

AGENDA

APO TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING

THURSDAY, FEB. 2, 2023 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
ZOOM OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-E*)
 - a. Approve minutes of Nov. 10, 2022, TAC meeting (Attachment A)
 - b. Receive Technical Advisory Committee Attendance Record for 2022 (Attachment B)
 - c. Receive staff report of Jan. 12, 2023, Policy Board meeting (Attachment C)
 - d. Receive staff report of Jan. 23, 2023, Central Minnesota Area Transportation Partnership (ATP-3) Meeting (Attachment D)
 - e. Receive staff report of Jan. 24, 2023, Active Transportation Advisory Committee (ATAC) meeting
4. Consideration of FY 2023-2026 Transportation Improvement Program Amendments and Administrative Modifications (Attachments F1-F2), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
5. Consideration of APO FY 2027 Surface Transportation Block Grant Program candidate projects (Attachments G1-G16), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend a rank and prioritization of projects for Policy Board approval.**
6. Consideration of APO FY 2027 Transportation Alternatives candidate projects prioritization (Attachment H1-H3), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend a rank and prioritization of projects for Policy Board approval.**
7. Consideration of APO 2023 Carbon Reduction Program candidate projects (Attachment I1-I3), *Brian Gibson, Executive Director*
 - a. **Suggested Action: Recommend Policy Board approval.**

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 TECHNICAL ADVISORY COMMITTEE (TAC) MEETING

Thursday, November 10, 2022 @ 10:00 a.m.

A special meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, Nov. 10, 2022. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

In-Person TAC Members:

Michael Kedrowski	Saint Cloud Metro Bus
Jon Noerenberg	City of Waite Park
Jodi Teich	Stearns County
Randy Sabart	City of Saint Joseph
Steve Voss	MnDOT
Jarod Griffith	City of Sauk Rapids
Kari Theisen	City of Sartell
Tom Cruikshank	MnDOT
Mike Ginnaty	MnDOT
David Roedel	Sherburne County
Cheryl Malikowski	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Mark Loidolt	Benton County

Non-Member In-Person Attendees:

Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Associate Planner
Erik Kappelman	SRF Consulting
Craig Vaughn	Transportation Collaborative
Rob Schiffer	Metro Analytics

Zoom Attendees

Jeff Lenz	MnDOT
Alen Lau	SRF Consulting
James Stapfer	APO, Planning Technician

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of Sept. 29, 2022, TAC meeting
- b. Receive staff report of Oct. 6, 2022, Central Minnesota Area Transportation Partnership (ATP-3) Meeting

- c. Receive staff report of Oct. 13, 2022, Policy Board meeting
- d. Consideration of administrative modification to the Regional Active Transportation Plan (ATP)

Ms. Teich made a motion to approve Consent Agenda Items. Mr. Kedrowski seconded the motion. Motion carried.

Consideration of the 2050 socio-economic forecasts and TAZ distribution

Mr. Vaughn presented the socio-economic data that is being updated in preparation for the Metropolitan Transportation Plan (MTP) that the APO updates every five years. Mr. Kappelman summarized the 2050 socio-economic model data update process taken for travel demand modeling. Initial estimates are based on the 2015-2045 land use changes. Mr. Vaughn summarized the stakeholder feedback. Maps and data outputs were recirculated for review with all stakeholders agreeing with finalized estimates.

Consideration of 2020 model and calibration results

Mr. Schiffer summarized the travel demand model including trip generation, trip distribution, mode choice, trip assignment, and calibration/validation. The year 2020 was the 'base year' for calibration and validation but COVID required consideration of traffic counts for 2021. Next steps include finalizing the 2050 socio-economic data forecasts, conducting a 2050 model run, and documenting 2020/2050 data development model refinements, calibration and validation. Mr. Gibson clarified the APO has a calibrated model and 2050 socio-economic forecast and that Mr. Schiffner will combine the two to provide the APO with a 2050 no-build forecast to identify projects for the 2050 MTP.

Mr. Glaesman made a motion to approve the calibration results. Mr. Kedrowski seconded the motion. Motion carried.

Consideration of preliminary FY 2023 and FY 2024-2026 ATP-3 ATP Managed Program Funding Changes

Mr. Voss presented on the increase in funding and summarized the Infrastructure Investment and Jobs Act (IIJA) highlights. IIJA was signed into law Nov. 15, 2022. IIJA resulted in significant increases in transportation funding to Minnesota. From 2022-2026, \$4.5B to Minnesota and \$300M for the bridge formula program is expected. MnDOT's Programming Update Workgroup (PUW) was established to review and respond to changes and other requirements that may affect the distribution and use of federal funding to MnDOT and the ATPs. Mr. Voss summarized the FY2022 appropriations. Mr. Voss summarizes the 2023, 2024-2026 approach for balancing programming. Mr. Voss noted for authorized Advance

Construction (AC) projects in 2023 future AC Payback amounts in years 2024 through 2026 could be moved up.

Transportation Improvement Program (TIP) Amendments and Administrative Modification Procedures

Ms. Johnson summarized TIP amendments and administrative modification process and procedures. Changes fall into three different categories: amendments, administrative modifications, and technical corrections (typos). All amendments must go through a 30-day public comment period and receive a recommendation from the TAC and approval from the APO Policy Board. Ms. Johnson developed a TIP amendment schedule to ensure all documents are received in a timely manner. Email notifications are sent to TAC reps regarding modifications and amendments. All projects within the STIP located within the APO's planning area must go through the APO planning process to avoid delays. Mr. Gibson noted that you need to notify Ms. Johnson if you have any project changes.

Other Business and Announcements

The surface transportation block plant program is currently out and should be sent to Ms. Johnson by Jan. 9. Ms. Johnson will provide preliminary reviews if needed if you send to her by the end of Dec. LLP solicitation is also out. Ms. Johnson noted that starting in 2023 the Policy Board will meet in November.

ADJOURNMENT

The meeting adjourned at 11:29 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: 2022 TAC Representative Attendance
DATE: Nov. 18, 2022

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

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

During calendar year 2022, there were nine TAC meetings. Of those, eight meetings were regular TAC meetings, and one was a special meeting called in November.

Member Unit	2022 Attendance
Saint Cloud Metro Bus	9/9 (Primary attended all meetings)
Minnesota Department of Transportation	8/9 (Primary attended 3 meetings)
City of Saint Cloud (two representatives)	6/9 (Primary attended 6 meetings)* 8/9 (Primary attended 5 meetings)
City of Saint Joseph	5/9 (Primary attended 4 meetings)*
City of Sartell	8/9 (Primary attended 2 meetings)
City of Sauk Rapids	5/9 (Primary attended 4 meetings)
City of Waite Park	8/9 (Primary attended 7 meetings)
Benton County	7/9 (Primary attended 6 meetings)
Sherburne County	4/9 (Primary attended 3 meetings)*
Stearns County	8/9 (Primary attended 6 meetings)
LeSauk Township	0/9 (Primary did not attend any meetings)

**The primary representative participated via Zoom for at least one meeting but was unable to vote and their attendance was not counted toward quorum.*

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: January 17, 2023

A Policy Board meeting was held on Thursday, January 12, 2023. The following is a summary of the actions taken:

1. The Board approved an amendment to the Active Transportation Plan adding Saint Joseph's profile into the plan
2. The Board received information on TAC and Policy Board meeting attendance in 2022
3. The Board elected the following officers for 2023:
 - a. Chair: Raeanne Danielowski (Sherburne County)
 - b. 1st Vice-Chair: Tim Elness (Sartell)
 - c. 2nd Vice-Chair: Jared Gapinski (Benton County)
 - d. 3rd Vice-Chair: Jeff Westerlund (LeSauk Township)
4. The Board elected Jared Gapinski as it's representative to the Area Transportation Partnership.
5. The Board heard a report on the Mayhew Lake Road corridor study and received the final study report.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on Jan. 23, 2023, Central Minnesota Area Transportation Partnership ATP-3 meeting
DATE: Jan. 23, 2023

The Central Minnesota Area Transportation Partnership (ATP-3) met in Saint Cloud on Monday, Jan. 23, 2023. At that meeting, the following topics were discussed:

1. FY 2023-2026 Local Federal Projects Update

- a. MnDOT District 3 State Aid Engineer Angie Tomovic provided a project status update on all projects currently programmed for FY 2023. In terms of the local roadway, bridge, Safe Routes to Schools (SRTS), and bike/ped program, the APO currently has five projects planned for FY 2023 construction:
 - i. Stearns County's Beaver Island Trail extension.
 - ii. Stearns County's CSAH 75 full depth resurfacing.
 - iii. Stearns County's CSAH 75 bridge replacement project.
 - iv. City of Sartell's Heritage Drive shared use path.
 - v. City of Sartell's trail and sidewalk gap project.
- b. Ms. Tomovic also stated that Sherburne County's County Road 65/45th Avenue realignment project (071-596-008) was being delayed to FY 2024.
- c. In addition, Ms. Tomovic provided an update on the FY 2023 Highway Safety Improvement Program (HSIP) projects occurring within ATP-3. In the APO, that includes the following projects:
 - i. Sherburne County's rural intersection lighting.
 - ii. Sherburne County's sinusoidal rumble strips.
 - iii. Sherburne County's ground-in wet reflective edge line striping.
 - iv. Stearns County's CSAH 4/CSAH 133 roundabout.
 - v. Stearns County's signal head and countdown timer upgrades.

2. FY 2024-2027 STIP Development Funding Guidance

- a. MnDOT District 3 Planning Director Steve Voss provided information on the revised 2024-2027 ATP funding targets for programs such as Surface Transportation Block Grant Program (STBGP); STBG On System Bridges, and Transportation Alternatives. Because of the influx in funding due to the Infrastructure Investment and Jobs Act (IIJA), additional funding is being allocated to the ATP-3 Managed Programs distributed to each of the regions (Region 5, Region 7E, Region 7W, Saint Cloud APO). The IIJA funding runs through FY 2026. As a result, according to Mr. Voss, MnDOT Central Office did their best to forecast funding targets for FY 2027. ATP-3 wide, FY 2027

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funding targets are as follows:

- i. STBGP: \$12,200,000.
 - ii. TA: \$2,500,000.
 - iii. HSIP: \$4,700,000. This program is handled by MnDOT Central Office.
 - iv. Carbon Reduction Program (CRP): \$1,650,000.
 - b. Mr. Voss also provided an update on the 2024-2027 funding targets for MnDOT District 3. These targets, according to Mr. Voss, tend to see a lot of year-to-year variation. Overall, Mr. Voss said the FY 2027 funding targets for MnDOT are down approximately \$13 million from what was originally anticipated. The district is anticipating to program \$126,490,000 in FY 2027.
 - c. Mr. Voss provided updated funding targets for the ATP-3 STBGP handled by each of the four planning regions. According to Mr. Voss, the APO is anticipated to receive \$2,504,600 (or 20.53%) of the FY 2027 STBGP target.
 - d. The ATP-3 voted to approve the FY 2027 STBGP funding targets.
3. FY 2023 and 2024-2026 Local IIJA Surface Transportation Block Grant Program (STBGP) Funding Increase Recommendations
- a. Mr. Voss presented on the MnDOT District 3 staff recommendations for spending the IIJA funding increases for FY 2023-2026. Due to the need to spend the additional funding in specific years, MnDOT District 3 staff worked with city/county engineers to spend the available funding in the first years of the State Transportation Improvement Program (STIP). By adjusting advance construction paybacks for Cass County (Region 5), Isanti County (Region 7E), City of Saint Michael (Region 7W), Sherburne County (Region 7W), and Stearns County (APO), MnDOT staff were able to spend down available funds for FY 2023, 2024, and 2025. As a result, Mr. Voss said, there was an additional \$7,983,992 available for ATP-3 that needed to get spent in FY 2026. Using the STBGP distribution formula, this equates to an additional \$1,639,114 needing to be spent within the APO's planning area. As a result, the adjusted regional target for the APO is now \$4,143,744 to be spent between 2026 and 2027.
 - b. The ATP-3 voted to approve the redistribution of STBGP funding increases based upon the recommendations presented.
4. FY 2023 and 2024-2026 IIJA Transportation Alternatives (TA) Funding Increase Recommendations
- a. MnDOT District 3 Engineering Specialist/Program Coordinator Jeff Lenz presented MnDOT District 3 staff recommendations for spending the IIJA funding increases for FY 2023-2026 pertaining to the TA program. Similar to the STBGP program, MnDOT District 3 staff explored options of eliminating advance construction (AC) paybacks for several TA projects. In addition, MnDOT staff also provided the City of Monticello additional funding (\$169,949) to accommodate their full funding request. Based on the adjustments presented there would still be additional funding left over in each year:
 - i. 2023: \$135,090.
 - ii. 2024: \$600,332.
 - iii. 2025: \$1,236,759.
 - iv. 2026: \$2,700,000.
 - b. APO Senior Transportation Planner Vicki Johnson recommended allocating the \$135,090 available in FY 2023 to Stearns County's Beaver Island Trail project

(073-090-012) given the need to spend the funding and no other options were available. This would bring the County's project closer to the 80/20 split.

- c. The ATP-3 voted to approve the redistribution of TA funding increases based upon the recommendations presented as well as allocate the remaining FY 2023 balance of \$135,090 to Stearns County.
5. FY 2023 and 2024-2026 Local Surface Transportation Block Grant (STBG) On-System Bridge Candidate Funding Recommendations
 - a. Mr. Voss discussed the new IIJA funding program targeted toward on-system bridges (bridges involving the National Highway System or NHS). He explained that this would be a one-time funding program. Mr. Voss said MnDOT District 3 conducted two solicitations for this program – one for FY 2023 which concluded in November and one for FY 2024-2026 which concluded in January. MnDOT District 3 staff received four applications for FY 2023 funding: Kanabec County's CSAH 6; Sherburne County's CSAH 4; Wadena County's CSAH 23; and Wright County's CSAH 2. Due to an immediate need for Wadena County's bridge – one portion of the bridge is currently closed to traffic – MnDOT District 3 staff have recommended allocating the FY 2023's \$810,000 to Wadena County. The ATP-3 voted to approve the FY 2023 STBG On-System Bridge funding be allocated to Wadena County.
 - b. MnDOT District 3 staff received two additional applications for the 2024-2026 solicitation: Crow Wing County's CSAH 66 and Sherburne County's CSAH 15. The unsuccessful 2023 applications were also considered for this solicitation as well. MnDOT staff had provided an initial ranking and funding year distribution for this program. ATP-3 recommended a different ranking/prioritization that would factor in equity. The ATP-3 opted to fund projects in the following way:
 - i. Wright County's CSAH 2 bridge: \$800,000 in FY 2024.
 - ii. Sherburne County's CSAH 15 bridge: \$800,000 in FY 2025.
 - iii. Kanabec County's CSAH 6 bridge: \$514,400 in FY 2026.
 - iv. Crow Wing County's CSAH 66 bridge: \$385,600 in FY 2026.
 6. Local Candidates Seeking FY 2027 STBGP Funding under the ATP Managed Program by Region
 - a. Planners from Region 5, Region 7W, Region 7E, and the Saint Cloud APO presented the projects that they received as part of the FY 2027 STBGP solicitation. Region 5 received 13 projects, Region 7W received six projects; and Region 7E received three projects. The Saint Cloud APO received six projects:
 - i. City of Saint Cloud's 22nd Street S reconstruction.
 - ii. City of Sartell's 15th Street N corridor expansion Right-of-Way.
 - iii. City of Sartell's 15th Street N corridor expansion construction.
 - iv. Benton County's CSAH 3 reclamation.
 - v. Stearns County's CSAH 1 reconstruction.
 - vi. City of Sauk Rapids's Second Avenue S reconstruction.
 - b. The four regions will be meeting in February at each of their respective Technical Advisory Committees (TACs) and Boards to rank, prioritize, and distribute funding.

7. Review FY 2027 Transportation Alternatives Program

- a. Mr. Lenz provided a recap of the FY 2027 TA application schedule. Right now applications should have been submitted to MnDOT District 3. District 3 staff is in the process of distributing those applications out to the TA subcommittee to score. The preliminary ranking list provided by the TA subcommittee (and confirmed by the ATIP development committee) will be presented to the ATP at the April 6 meeting. Mr. Lenz said the District received 14 applications: three from Region 5, two from Region 7E, seven from Region 7W, and two from the APO (City of Sartell and City of Waite Park).

8. New FY 2023 and 2024 IIJA ATP-3 Carbon Reduction Program and Solicitation

- a. Mr. Voss provided an update on one of the funding programs developed as part of the IIJA – the Carbon Reduction Program (CRP). This program was developed to fund projects that reduce carbon dioxide emissions from transportation sources. Mr. Voss explained with this program the Saint Cloud APO was suballocated funding to be explicitly spent within the APO's urbanized area. The ATP was given money to be spent across the district including within the APO's planning area – OUTSIDE of the urbanized area. With limited guidance available on how to conduct a solicitation – especially to allocate FY 2023 funding, MnDOT District 3 staff was seeking guidance on how to proceed with solicitation – begin solicitation for FY 2023 or start solicitation for FY 2024. Per Mr. Voss, funding that would have been allocated in FY 2023 would be carried over to 2024-2026. The ATP voted to forgo the FY 2023 solicitation and proceed with a solicitation for FY 2024 projects.
- b. With that action, the ATP's funding guidance would now be:
 - i. FY 2024: \$2,170,000.
 - ii. FY 2025: \$2,190,000.
 - iii. FY 2026: \$2,230,000.

9. New IIJA Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program

- a. Mr. Voss provided a brief update on the new PROTECT program. According to Mr. Voss this program would provide funding for improvements and/or upgrades to new or existing projects that would make them more resilient to weather events. This program would only fund those upgrades. According to Mr. Voss, there is still a lot of uncertainty surrounding this program including project eligibility, funding targets, and solicitations. He will provide more information to the ATP as it becomes available.

10. Appointment of Rural Transit Representative on the ATP

- a. Mr. Voss provided an update on the search for a replacement rural transit representative to the ATP. Region 5 reported they had approached staff for their Regional Transportation Coordinating Council (RTCC) about filling this role. Region 5's RTCC staff had declined. There was no update provided if Region 7E's RTCC staff would be interested. Region 5 indicated that if the ATP approved they would approach the transit membership of their RTCC to see if any one of those individuals would be interested in serving on this board. Item was table until next meeting.

11. Corridors of Commerce 4 Update

- a. Mr. Voss provided an updated on the CoC solicitation that wrapped up in November. Statewide, approximately 40-50 applications were received. Within District 3, approximately seven applications were received:

- i. I-94 gap project through the MnROAD area (separated into eastbound expansion, westbound expansion, and both east and westbound expansion).
 - ii. MN 210/MN 371 grade separated interchange in Brainerd/Baxter.
 - iii. MN 15 and MN 23 grade separated Median U-Turn (MUT) Intersection within the APO's planning area.
 - iv. US 10 and MN 23 interchange in Becker.
 - v. US 10 and CSAH 11 grade separated crossing in Becker Township.
 - vi. US 10 interchange at Twin Lakes Road and Sherburne/Anoka County Line in Elk River.
 - vii. US 169 and CSAH 4 interchange in Zimmerman.
- b. Mr. Voss indicated letters of support to accompany these projects will be due by March 1. Since these projects for the most part are mainly concepts, Mr. Voss said MnDOT has hired a consultant to do some preliminary work to bring these projects up to where they need to be to develop rough cost estimates.

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 Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: Staff report on the Jan. 24, 2023, Active Transportation Advisory Committee meeting
DATE: Jan. 24, 2023

The Active Transportation Advisory Committee (ATAC) met via Zoom on Jan. 24. At the meeting, the group discussed a variety of different topics, from Transportation Alternatives (TA) project rankings, Surface Transportation Block Grant Program (STBGP) applications, and other business and announcements.

The first item the ATAC members discussed was regional priority points for FY 2027 TA solicitations. The majority of the members recommend that the TAC assign the 10 regional priority points to the City of Waite Park's 15th Avenue N Trail project and the five points to the City of Sartell's trail and sidewalk improvements.

The committee reviewed the six STBGP applications for FY 2027 solicitation with regard to the multimodal scoring section. The ATAC was asked the following questions while reviewing the applications.

- Will this project benefit active transportation, and if so, how?
- Are the active transportation facilities included in the applications sufficient?
- Are there safety features (crosswalks, RRFBs, etc.) that could be incorporated into the design for active transportation users?

The committee had a favorable view of the active transportation facilities included in the applications and how the added facilities will benefit all users of the transportation network. A detailed description of the comments will be provided in the ATAC meeting minutes.

APO staff shared other business and announcements with the committee. The APO asked for volunteers for Safety Town, which will be held on Monday, May 15, at Saint Peter & Paul Catholic School. Other announcements included upcoming events such as the Winter Safety Fair at the Whitney Senior Center, Safe Routes to School Planning efforts, and updates on the 2050 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 Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2023-2026 Transportation Improvement Program Amendments
DATE: Jan. 17, 2023

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 2023-2026 TIP from the following entities: City of Sauk Rapids, Minnesota Department of Transportation (MnDOT), City of Sartell, Saint Cloud Metro Bus, Stearns County, WACOSA, and Sherburne County.

City of Sauk Rapids

- 2024:
 - **191-104-006. **AC**:** RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025). The cost of the project has increased from \$1,744,000 to \$3,758,476. Cost increase is due to inclusion of the full scope of the project (including portions not eligible for Federal aid – the cross streets of Sixth, Seventh, Eighth, and Ninth Streets S as well as Third Avenue S). This has resulted in the local/other participation increasing from \$608,880 to \$2,623,356. New funding breakdown is as follows: STIP Total: \$2,623,356; Total AC: \$1,135,120; Other: \$2,623,356; Project Total: \$3,758,476.

Minnesota Department of Transportation

- 2023:
 - **8823-407. **IDIQ**:** VARIOUS LOCATIONS: INSTALL HIGH TENSION CABLE BARRIER IN THE MEDIAN, MN 65 (ISANTI/ANOKA CO LINE TO S CAMBRIDGE), US 10 (LITTLE FALLS TO HALFWAY CROSSING & ST CLOUD TO CLEAR LAKE)(IDIQ MAX \$15,000,000 MIN \$7,556,472). Project costs have decreased from what was previously programmed. Cost has dropped from \$10,263,211 to \$7,556,472. New funding breakdown is as follows: STIP Total: \$7,556,472; Dist C FHWA: \$6,800,825; Total FHWA: \$6,800,825; State TH: \$755,647; Total TH: \$755,647; Project Total: \$7,556,472.
 - **7380-264. I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH.** The cost of this project is increasing from \$1,200,000 to \$2,058,000 per MnDOT District 3. Project is also moving from FY 2023 to FY 2024 with the description changing now to an Early Let, Late Encumbrance (ELLE). New Description: ****ELLE** I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH.** New funding breakdown

is as follows: STIP Total: \$2,058,000; FHWA: \$1,852,200; State TH: \$205,800; Project Total: \$2,058,000.

City of Sartell

- 2023:
 - **220-090-003AC. **AC**:** CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025). This project was originally programmed for FY 2022 construction, however, due to an abundance of construction projects within the city during FY 2022, the city decided in August 2022 to delay the construction to FY 2023. New funding breakdown is as follows: STIP Total: \$91,700; Total AC: \$367,040; Other/Local: \$91,700; Project Total: \$458,740.

Saint Cloud Metro Bus

- 2023:
 - **TRF-0048-23A.** ST CLOUD MTC – PARATRANSIT OPERATING. Metro Bus is requesting to increase the estimated project cost from \$4,700,000 to \$5,422,000. New funding breakdown is as follows: STIP Total: \$5,422,000; Other/Local: \$5,422,000; Project Total: \$5,422,000.
 - **TRF-0048-23B.** ST CLOUD MTC; NORTHSTAR COMMUTER. Metro Bus is requesting to decrease the estimated project cost from \$1,400,000 to \$541,700. New funding breakdown is as follows: STIP Total: \$541,700; Other/Local: \$541,700; Project Total: \$541,700.
 - **TRF-0048-23H:** SECT 5307: ST CLOUD MTC; OPERATING ASSISTANCE. Metro Bus is requesting to increase the estimated project cost from \$9,600,000 to \$10,930,300 (increasing local funding from \$8,100,000 to \$9,430,300). New funding breakdown is as follows: STIP Total: \$10,930,300; FTA: \$1,500,000; Other/Local: \$9,430,300; Project Total: \$10,930,300.
- 2024:
 - **TRF-0048-24D.** SECT 5307: ST. CLOUD MTC; LONG RANGE TRANSPORTATION PLAN. This project is being funded entirely through Emergency Relief – American Rescue Plan Act funds at \$300,000. Project has also been moved up from FY 2024 to FY 2023. Because of the change in funding, this project will be removed from the TIP per Federal Transit Administration.

Stearns County

- 2023:
 - **073-090-012.** BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER. Due to an oversight during the initial award in April 2019, Federal funding for this project was programmed incorrectly. Stearns County was awarded an additional \$27,106 for this project. In addition, the project cost has dropped from \$1,740,000 to \$1,225,000, dropping the local contribution to \$797,894. New funding breakdown is as follows: STIP Total: \$1,225,000; FHWA: \$427,106; Other/Local: \$797,894; Project Total: \$1,225,000.
 - **073-675-041. **AC**:** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2024). Project type has changed from a mill and overlay to full depth resurfacing and ADA improvements. No change to project limits has occurred. In addition, due to the change in work, project costs have increased from \$1,600,000 to \$3,250,000. Additional National Highway Performance Program (NHPP) funding has been given to the county in FY 2025 that the county would like applied to this project as well. Changes are as follows: ****AC**:** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK IN 2024 & 2025). STIP Total: \$1,860,001; FHWA: \$615,055; Total AC: \$1,389,999; Other/Local: \$1,244,946; Project Total: \$3,250,000.

- **073-070-025.** STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT. Project cost is increasing from \$888,900 to \$1,800,000 to reflect current price increases. Local participation is increasing from \$88,900 to \$1,000,000. New funding breakdown is as follows: STIP Total: \$1,800,000; FHWA: \$800,000; Other/Local: \$1,000,000; Project Total: \$1,800,000.
- **073-675-042.** **AC**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026). A \$1 million Federal earmark has been added to this project, dropping the local share from \$2,864,880 to \$1,864,880. New funding breakdown is as follows: STIP Total: \$2,864,880; FHWA Earmark: \$1,000,000; Total AC: \$2,135,120; Other/Local: \$1,864,880; Project Total: \$5,000,000.
- **073-070-029.** STEARNS COUNTY – VARIOUS INTERSECTIONS, UPGRADE SIGNAL HEADS AND COUNTDOWN TIMERS. Adding this project to the TIP due to award through the FY 2023 special HSIP solicitation. Funding breakdown is as follows: STIP Total: \$684,000; Target FHWA: \$615,600; Total FHWA: \$615,600; Other/Local: \$68,400; Project Total: \$684,000.
- 2024
 - **073-675-041AC.** **AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK 1 of 1). Project type has changed from a mill and overlay to full depth resurfacing and ADA improvements. No change to project limits has occurred. In addition, due to the change in work, project costs have increased from \$1,600,000 to \$3,250,000. Additional National Highway Performance Program (NHPP) funding has been given to the county in FY 2025 that the county would like applied to this project as well. Changes are as follows: **AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 1 of 2). STIP Total: \$615,055; Target AC Payback: \$615,055; Total AC Payback: \$615,055; Total AC: \$774,944; Other/Local: \$0; Project Total: \$0.
- 2025
 - **073-675-041AC1.** Given Stearns County would like to apply FY 2025 NHPP allocated funding to this project, 073-675-041AC1 will need to be added to the 2023-2026 TIP. Changes are as follows: **AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 2 of 2). STIP Total: \$744,944; Target AC Payback: \$774,944; Total AC Payback: \$774,944; Project Total: \$0.

WACOSA

- 2023:
 - **TRF-9503-23.** SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Due to inflation and supply chain issues, the cost of this project has jumped from \$98,000 to \$141,000. New funding breakdown is as follows: STIP Total: \$141,000; FTA: \$112,800; Other/Local: \$28,200; Project Total: \$141,000.
- 2024:
 - **TRF-9503-24.** SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Due to inflation and supply chain issues, the cost of this project has jumped from \$101,000 to \$197,000. New funding breakdown is as follows: STIP Total: \$197,000; FTA: \$157,600; Other/Local: \$39,400; Project Total: \$197,000.
- 2025:
 - **TRF-9503-25.** SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Due to inflation and supply chain issues, the cost of this project has jumped from \$104,000 to \$237,000. New funding breakdown is as follows: STIP Total: \$237,000; FTA: \$189,600; Other/Local: \$47,400; Project Total: \$237,000.

Sherburne County

- 2023:

- **071-596-008.** **AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008). Project is being moved back from FY 2023 to FY 2024 due to property acquisition first beginning in March 2023 with construction scheduled for fall 2023.
- **7103-65.** **AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008). Project is being moved back from FY 2023 to FY 2024 due to property acquisition first beginning in March 2023 with construction scheduled for fall 2023.
- **071-070-046.** SHERBURNE COUNTY – VARIOUS COUNTY ROADWAYS, 6 INCH GROUND IN WET REFLECTIVE EDGE LINE STRIPING. Project is being added to the TIP due to award through the FY 2023 special HSIP solicitation. Funding breakdown is as follows: STIP Total: \$444,444; Target FHWA: \$400,000; Total FHWA: \$400,000; Other/Local: \$44,444; Project Total: \$444,444.

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

The 30-day public comment period on these changes concludes on Friday, Jan. 27, 2023.

As of Jan. 24, 2023, APO staff have received three completed online surveys. Those comments can be found in Attachment F2. A final compilation of comments – if more are received – will be emailed to TAC representatives prior to the Feb. 2, 2023, TAC meeting.

Suggested Action: Recommend Policy Board approval.



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

T. 320.252.7568 F. 320.252.6557

FY 2023-2026 Transportation Improvement Program Amendments

Public Comments December 2022 – January 2023

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2023-2026 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 28, 2022 – Jan. 27, 2023) the APO has received the following comments (current through Jan. 24, 2023). Please note that a more complete list will be provided at the APO TAC meeting should additional comments be added.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Sauk Rapids	191-104-006 (Second Avenue S reconstruction)	Strongly disagree (1)	01/17/2023
City of Sauk Rapids	191-104-006 (Second Avenue S reconstruction)	"I will leave this decision to Sauk Rapids residents."	01/17/2023
City of Sauk Rapids	191-104-006 (Second Avenue S reconstruction)	"Why not provide additional federal funding using the IIJA federal funding for federally eligible items?"	01/24/2023
MnDOT	8823-407 (high tension cable barriers)	Strongly agree (1) Strongly disagree (1)	01/17/2023
MnDOT	8823-407 (high tension cable barriers)	"MNDot is offering to cover cost of a longer barrier at lower cost sounds like a great plan!"	01/17/2023
MnDOT	7380-264 (flyover bridge)	Agree (1) Strongly disagree (1)	01/17/2023
MnDOT	7380-264 (flyover bridge)	"How far out is 3 lane Int 94 from HWY 23 to 75, and what would be improved at that intersection at that	01/17/2023

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		time, with possible HWY 23 bypass around metro area to north of Sartell in the future?	
City of Sartell	220-090-003 (trail and sidewalk gaps)	Agree (1) Neither agree nor disagree (2)	01/17/2023
Saint Cloud Metro Bus	TRF-0048-23A (paratransit operating)	Neither agree nor disagree (1) Strongly disagree (1)	01/17/2023
Saint Cloud Metro Bus	TRF-0048-23A (paratransit operating)	"Is there documentation of need for services and how service is paid or funded. Is the project for replacement vehicles, and or additional units? Are operating costs included in project cost? Is St. Cloud Metro Bus fully funded by riders? If not, how is it funded?"	01/17/2023
Saint Cloud Metro Bus	TRF-0048-23B (Northstar commuter operating)	Neither agree nor disagree (2)	01/17/2023
Saint Cloud Metro Bus	TRF-0048-23B (Northstar commuter operating)	"How much revenue do the riders contribute to the project costs? This should lessen stress on local funding."	01/17/2023
Saint Cloud Metro Bus	TRF-0048-23H (operating assistance)	Neither agree nor disagree (1) Strongly disagree (1)	01/17/2023
Saint Cloud Metro Bus	TRF-0048-23H (operating assistance)	"How much do the bus passengers contribute to the project? Are students using metro bus services to and from school? If so, are	01/17/2023

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		these funded by the state?"	
Saint Cloud Metro Bus	TRF-0048-24D (long range transportation plan)	Agree (1) Neither agree nor disagree (1) Strongly disagree (1)	01/17/2023
Stearns County	073-090-012 (Beaver Island Trail)	Strongly agree (1) Agree (1) Strongly disagree (1)	01/17/2023
Stearns County	073-675-041; 073-675-041AC; 073-675-041AC1 (CSAH 75 resurfacing)	Strongly agree (1) Strongly disagree (1)	01/17/2023
Stearns County	073-675-041; 073-675-041AC; 073-675-041AC1 (CSAH 75 resurfacing)	"I'll let the local residents decide."	01/17/2023
Stearns County	073-070-025 (roundabout at Five Points)	Strongly agree (1) Strongly disagree (1)	01/17/2023
Stearns County	073-070-025 (roundabout at Five Points)	"Let the local residents decide."	01/17/2023
Stearns County	073-675-042 (CSAH 75 bridge)	Strongly agree (1) Agree (1) Strongly disagree (1)	01/17/2023
Stearns County	073-070-029 (pedestrian signal timers)	Strongly agree (1) Agree (1) Strongly disagree (1)	01/17/2023
WACOSA	TRF-9503-23 (2023 bus replacement)	Agree (2) Strongly disagree (1)	01/17/2023
WACOSA	TRF-9503-24 (2024 bus replacement)	Agree (1) Strongly disagree (1)	01/17/2023

Agency/Jurisdiction	Proposed Project Number	Comments	Date
WACOSA	TRF-9503-25 (2025 bus replacement)	Neither agree nor disagree (1) Strongly disagree (1)	01/17/2023
WACOSA	TRF-9503-25 (2025 bus replacement)	"According to this info, inflation is not 10-20% or less. Try to renegotiate price."	01/17/2023
Sherburne County	071-596-008; 7103-65 (CR 65 access consolidation)	Strongly agree (1) Agree (1) Neither agree nor disagree (1)	01/17/2023
Sherburne County	071-070-046 (striping)	Strongly agree (1) Agree (1) Neither agree nor disagree (1)	01/17/2023

Email:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
N/A	N/A	"ALL GARBAGE AND A WASTE OF TAXPAYER MONEY...."	12/28/2022

Instagram:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
N/A	N/A	"Lowering speed limits is an economical and effective safety measure."	12/28/2022

In-Person Engagement:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
N/A	N/A	"We really need to move the beltline alignment and have it go farther north – north of Sartell. We need another river crossing north of Sartell. We need to have a better option for people who travel through the area, but don't want to go into the city."	01/13/2023



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2027 Surface Transportation Block Grant Program prioritization
DATE: Jan. 23, 2023

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 2027). With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota Area Transportation Partnerships (ATPs).

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

Region	Funding Target Percent	FY 2027 STBGP target allocation
Region 5	32.65%	\$3,398,300
Region 7E	13.82%	\$1,686,040
Region 7W	33.00%	\$4,026,000
Saint Cloud APO	20.53%	\$2,504,660
Total	100.00%	\$12,200,000

In addition, due to the influx in Federal funding as a result of the Infrastructure Investment and Jobs Act (IIJA) additional funding has been made available to each of the four planning regions that must be allocated in FY 2026.

Region	Funding Target Percent	FY 2026 STBGP target ADDITIONAL allocation
Region 5	32.65%	\$2,606,773
Region 7E	13.82%	\$1,103,388
Region 7W	33.00%	\$2,634,717
Saint Cloud APO	20.53%	\$1,639,114
Total	100.00%	\$7,983,992

In order to determine how this funding will be spent in the APO, a project solicitation process is initiated. APO member jurisdictions complete an application for specific surface transportation projects they feel would be the best use of the limited Federal funds. Applicants are given scoring guidelines (see Attachments G2 and G3) to assist in writing the application. These scoring guidelines were developed by APO staff in conjunction with APO Technical Advisory Committee members during late summer, early fall 2019 and approved by the APO's Policy Board in September 2019.

Completed applications are then submitted to the APO Senior Planner in early January. Attachments G4-G9 are the submitted applications received by the APO for the FY 2027 STBGP solicitation.

Per the process outlined and agreed upon by the APO's Technical Advisory Committee at its October 2019 meeting, APO planning staff review, score, and rank those submitted projects. Attachment G10 is the individual scores/combined scoring and ranking for submitted projects as developed by APO staff. Attachments G11-G16 are the individual scores for each project using the average score from APO staff. These attachments also contain comments on how APO staff arrived at each score.

At the Feb. 2, 2023, TAC meeting, applicants will have the opportunity to present on and answer questions pertaining to their proposed projects. TAC members will be given the opportunity to discuss and adjust APO staff's initial rankings to develop an agreed upon rank and prioritization of projects with justifications of these rankings to be presented to the APO's Policy Board in February.

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



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

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

Application requirements

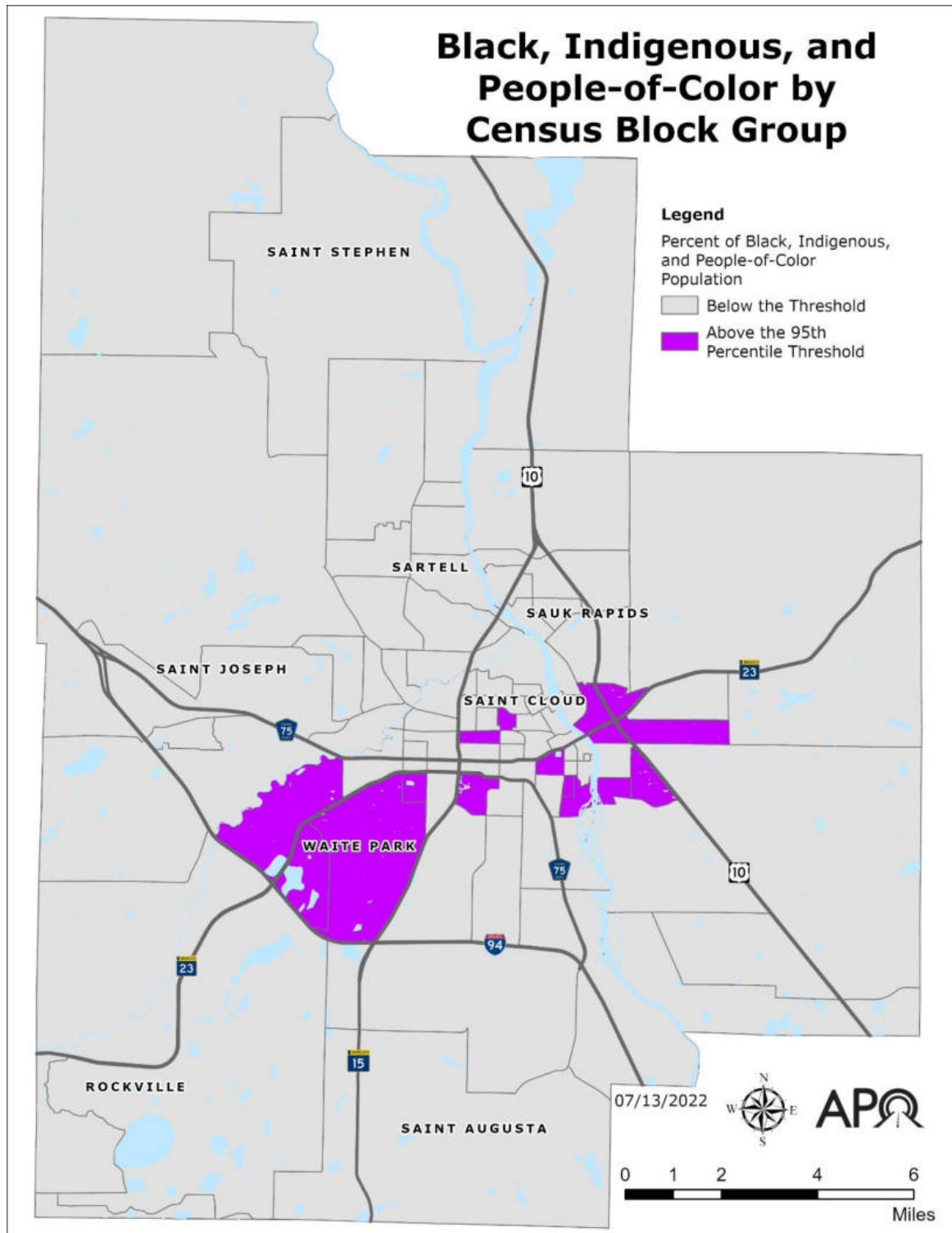
All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This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

Project Qualifications

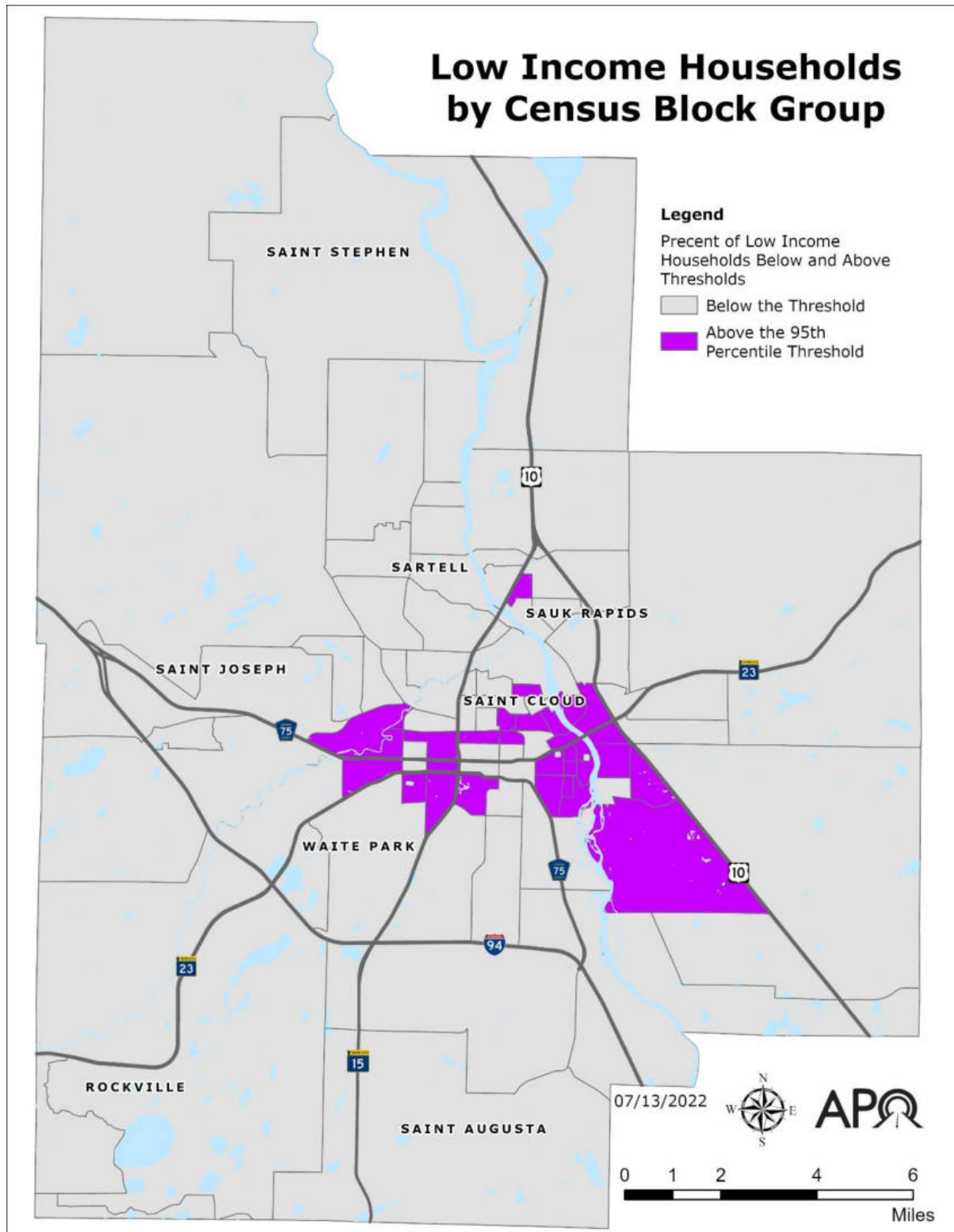
A. Access and Mobility

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

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



Data source: U.S. Census Bureau, 2020 Census.



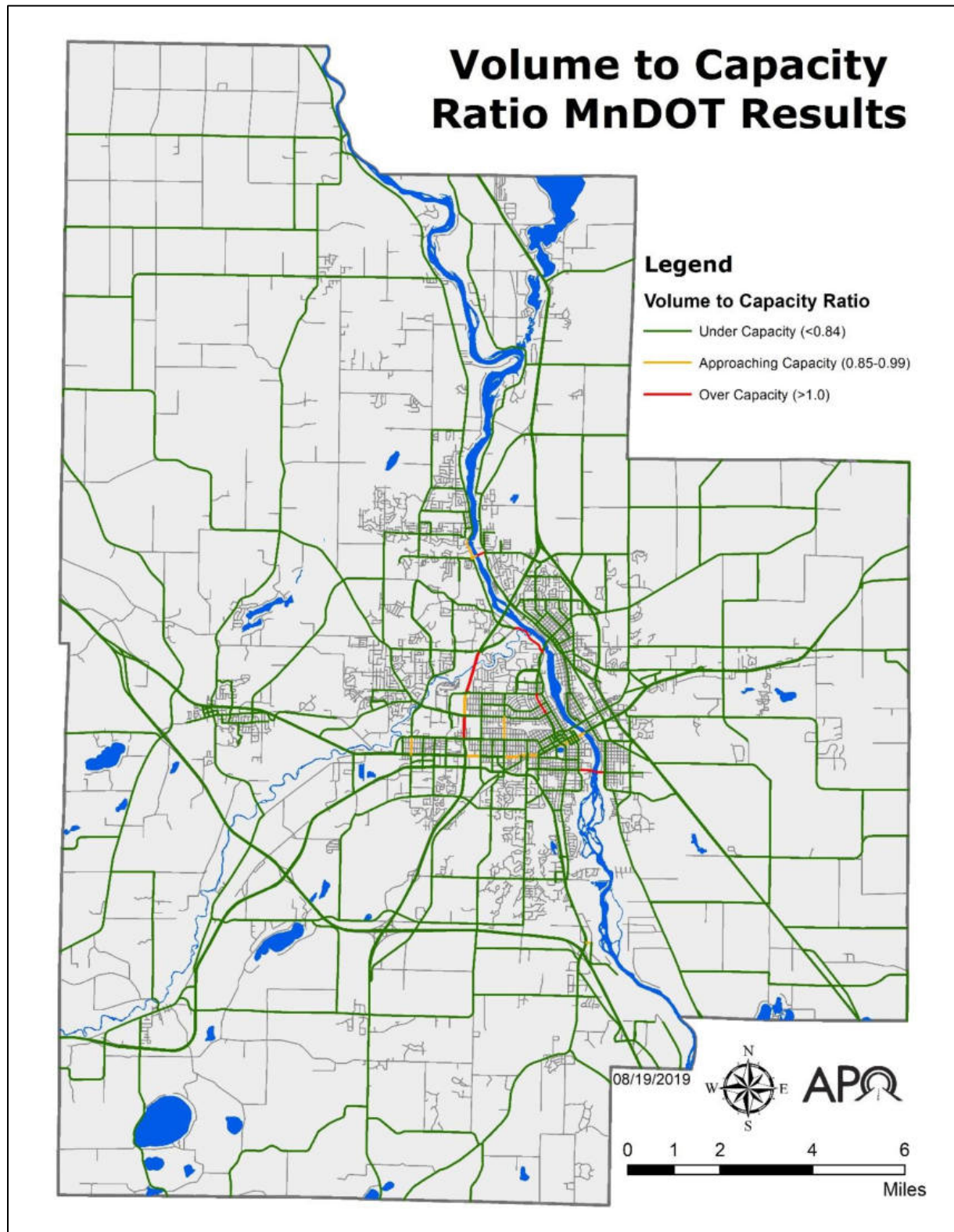
Data source: U.S. Census Bureau, 2016-2020 American Community Survey Five Year Estimates.



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

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

Data Source: SRF Consulting, Inc. 2019.



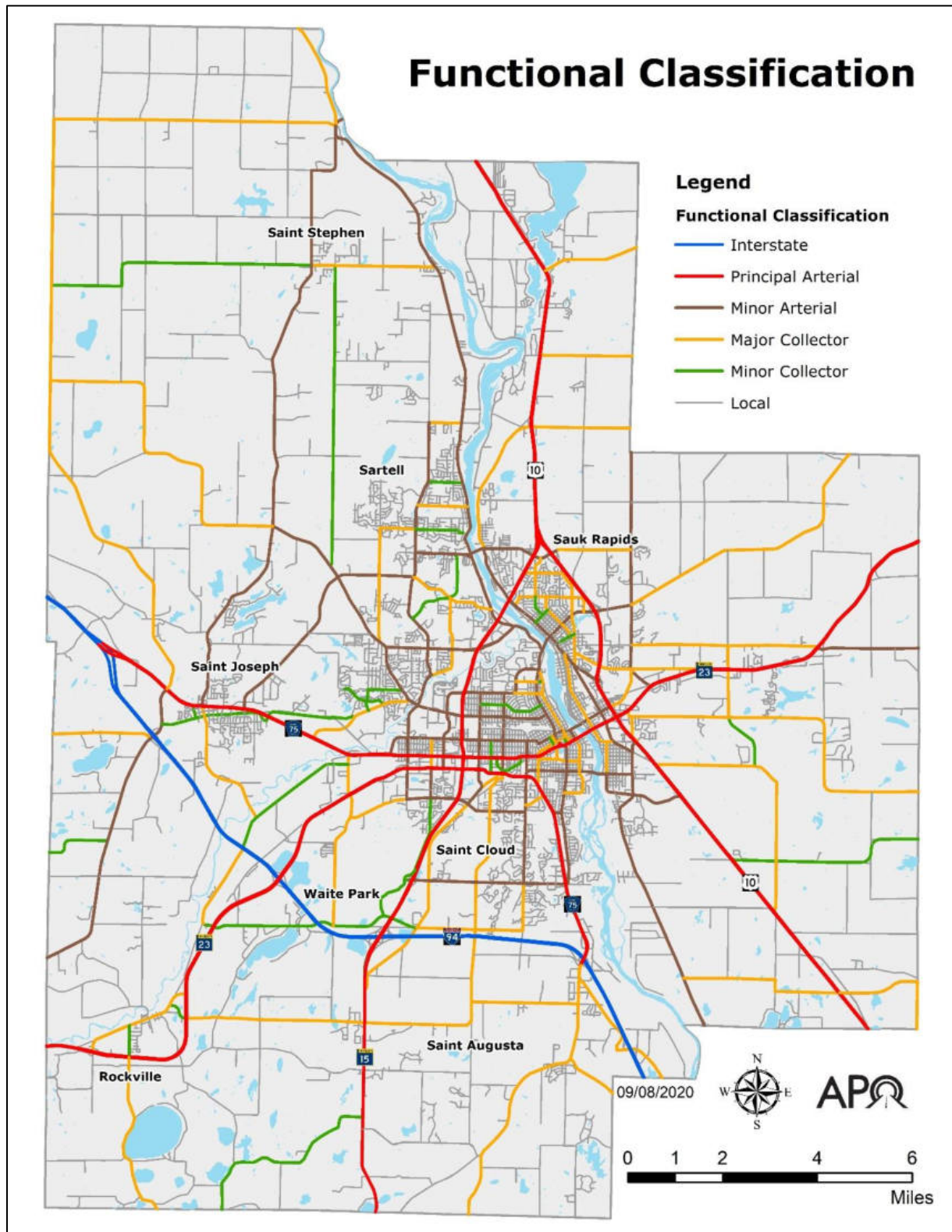
Data source: MnDOT 2017 Traffic Mapping Application.



B. System Connectivity

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

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



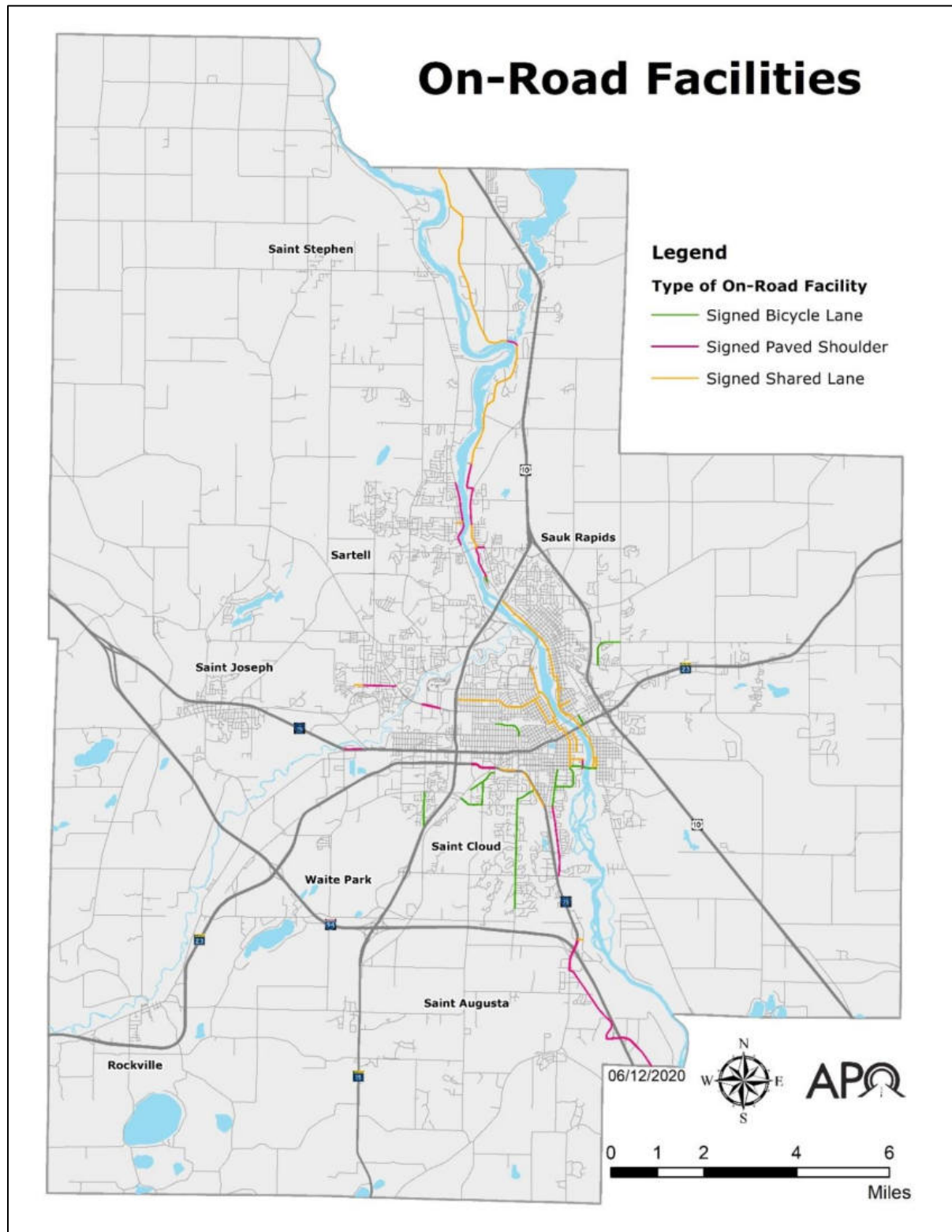
Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>



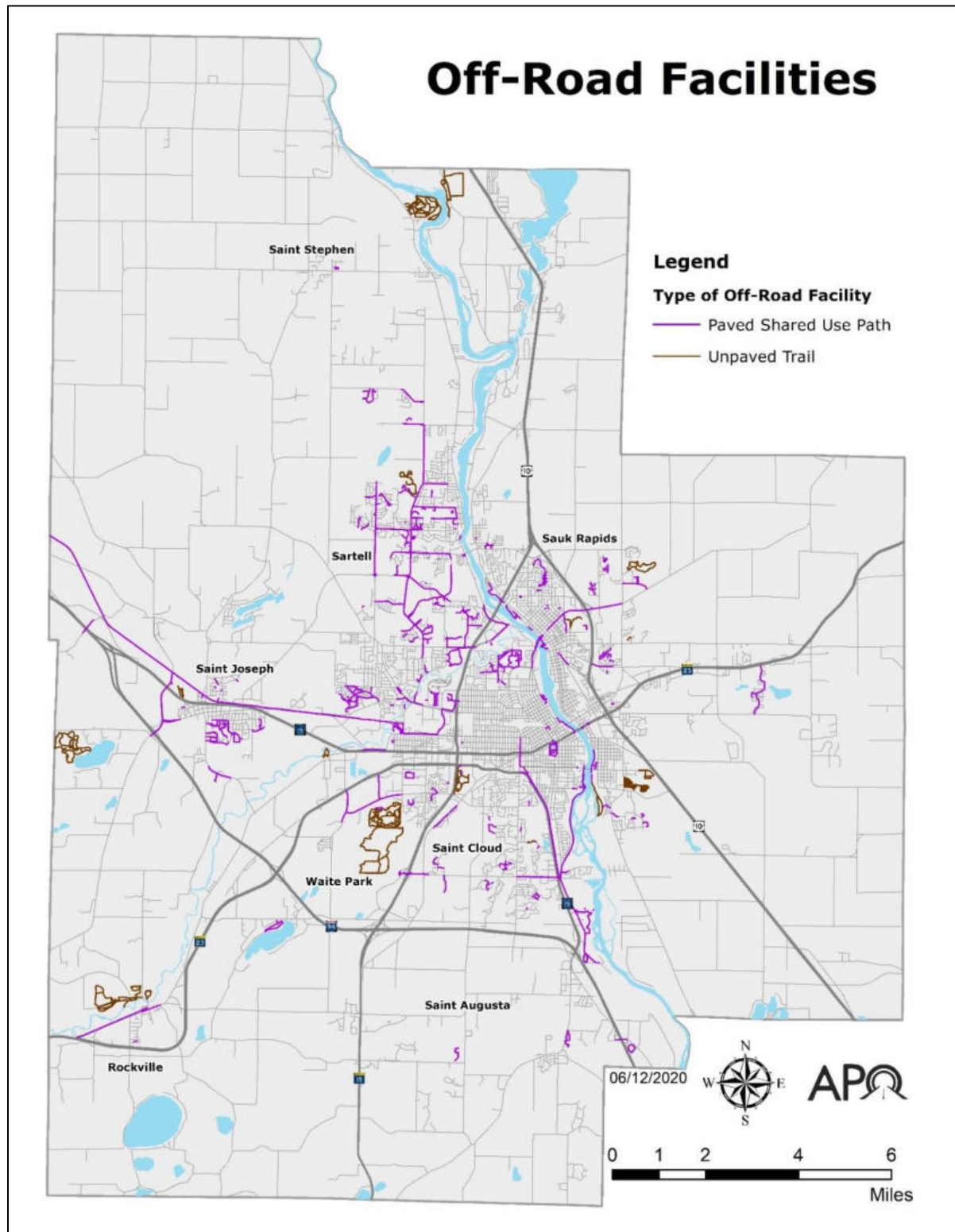
C. Multimodal

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

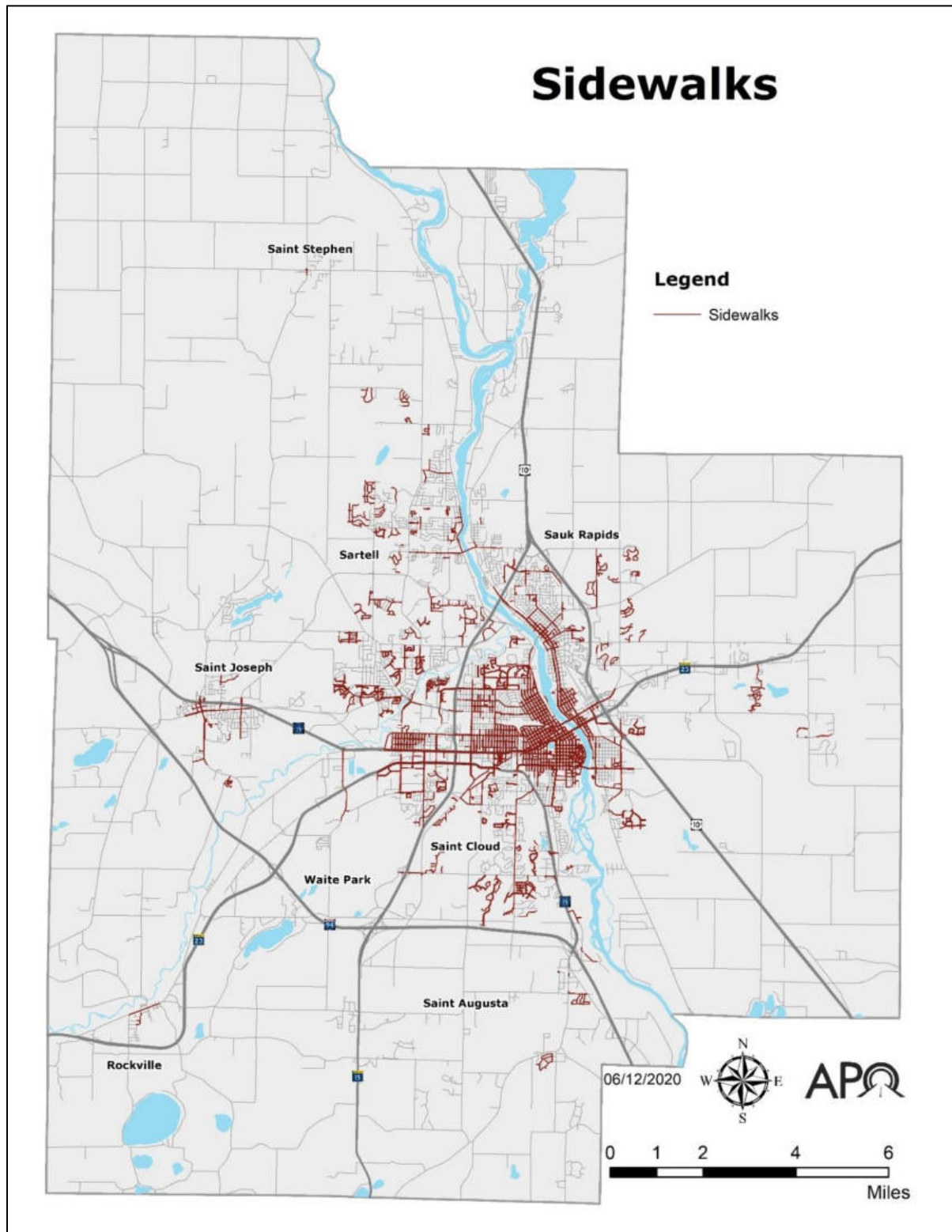
- Criterion to consider
 - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project contains the following:
 - Multi-use paths.
 - On-road bicycle lanes.
 - Sidewalks.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



Data courtesy of Saint Cloud APO.



Data courtesy of Saint Cloud APO.



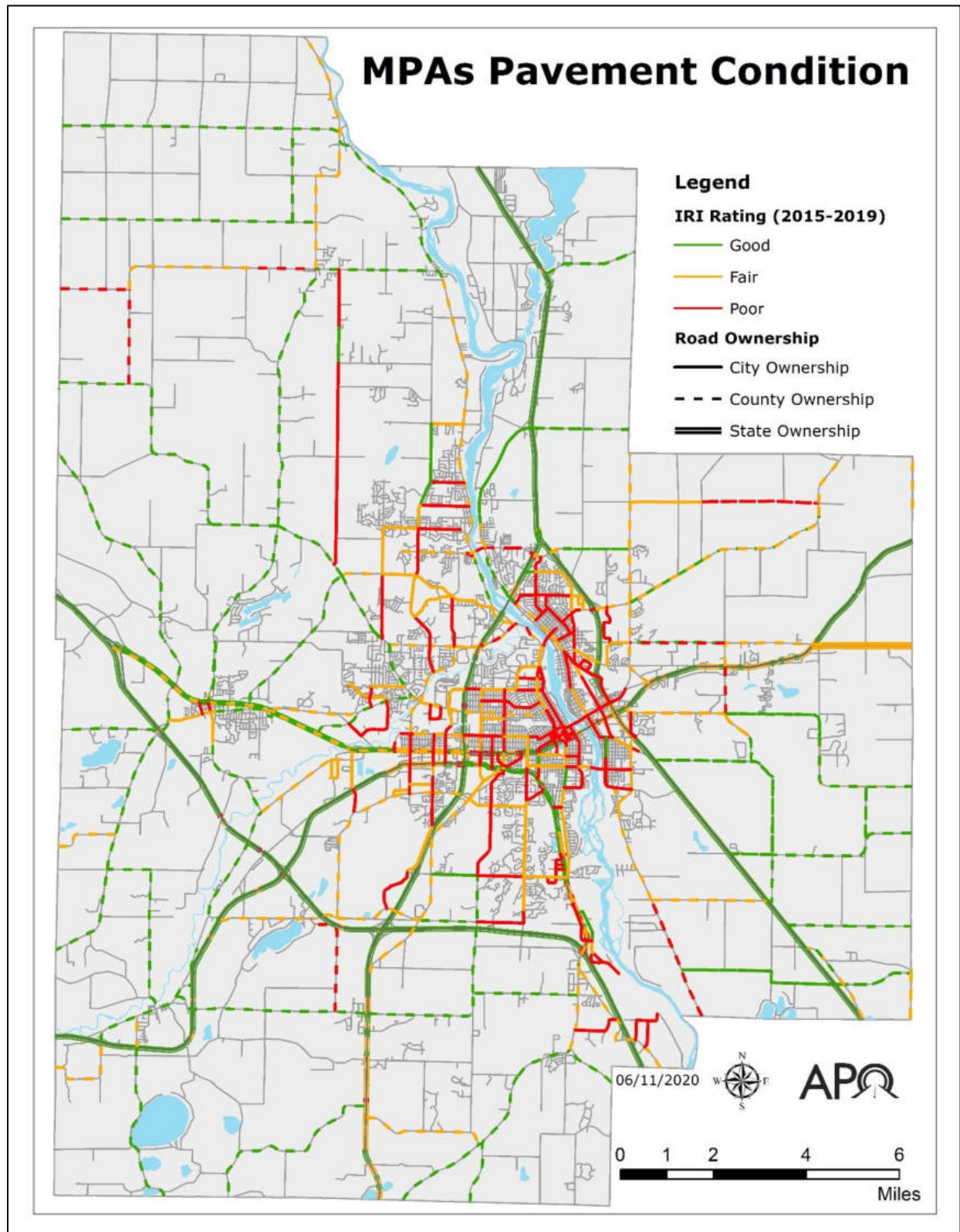
Data courtesy of Saint Cloud APO.



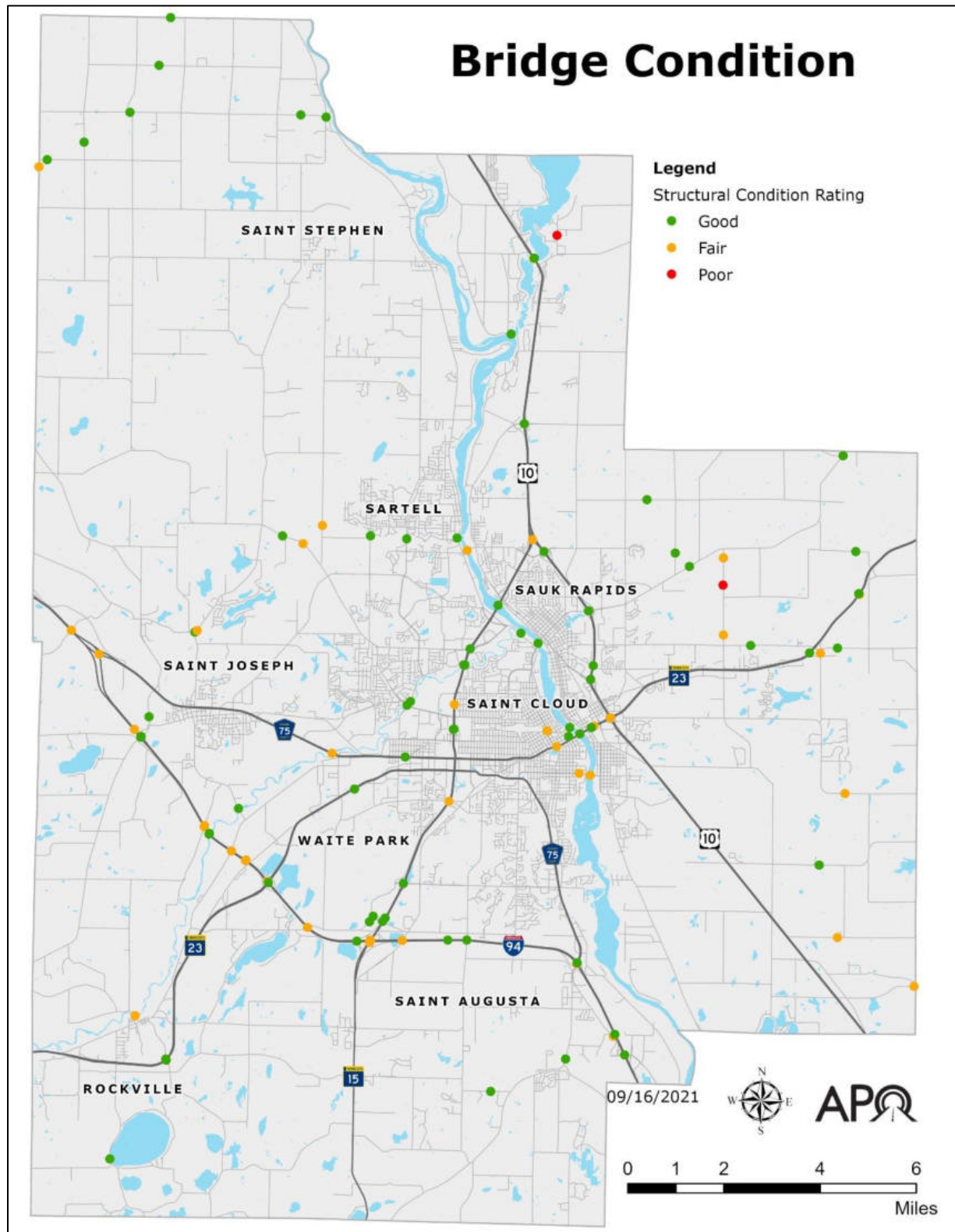
D. System Condition

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

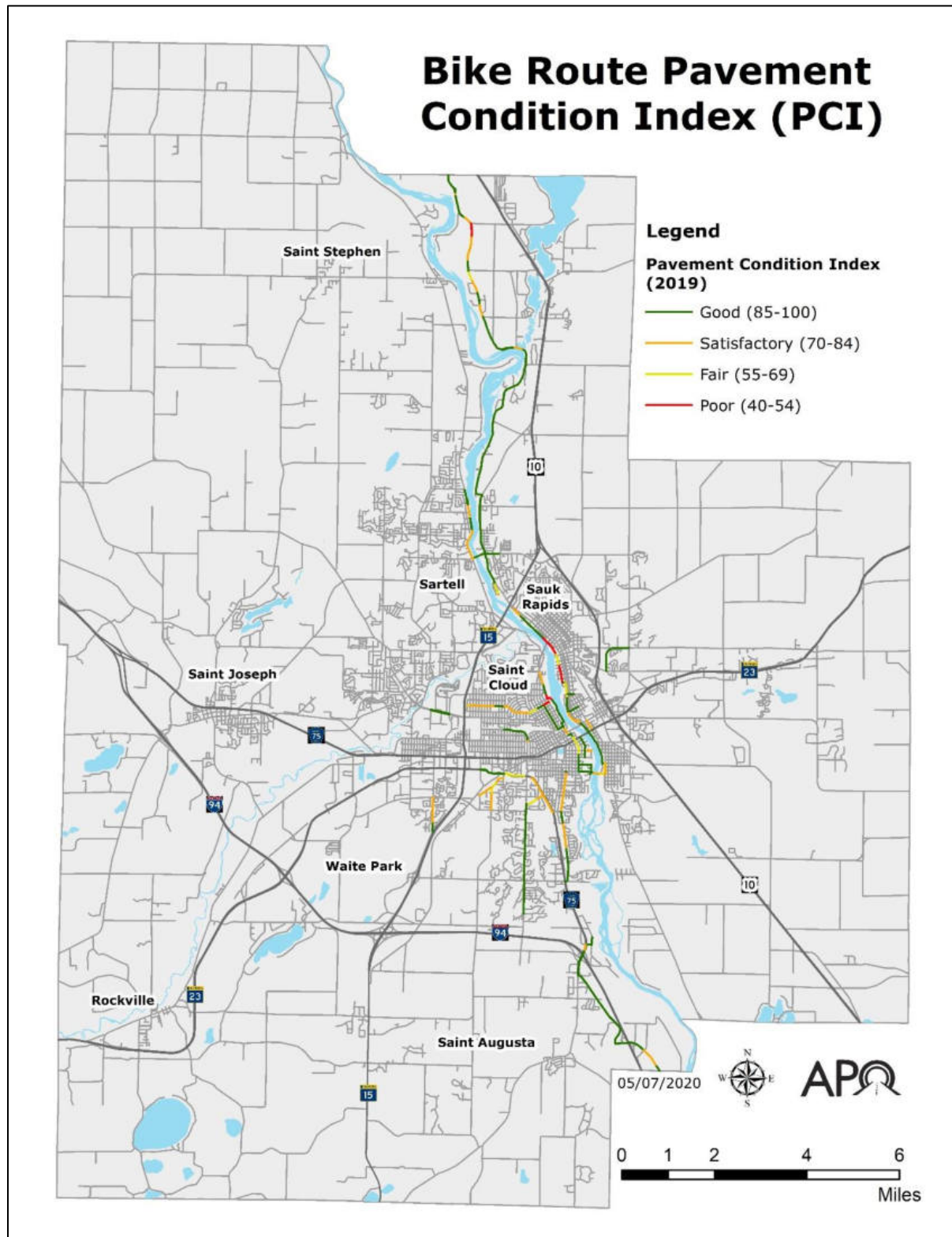
- Criterion to consider
 - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation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



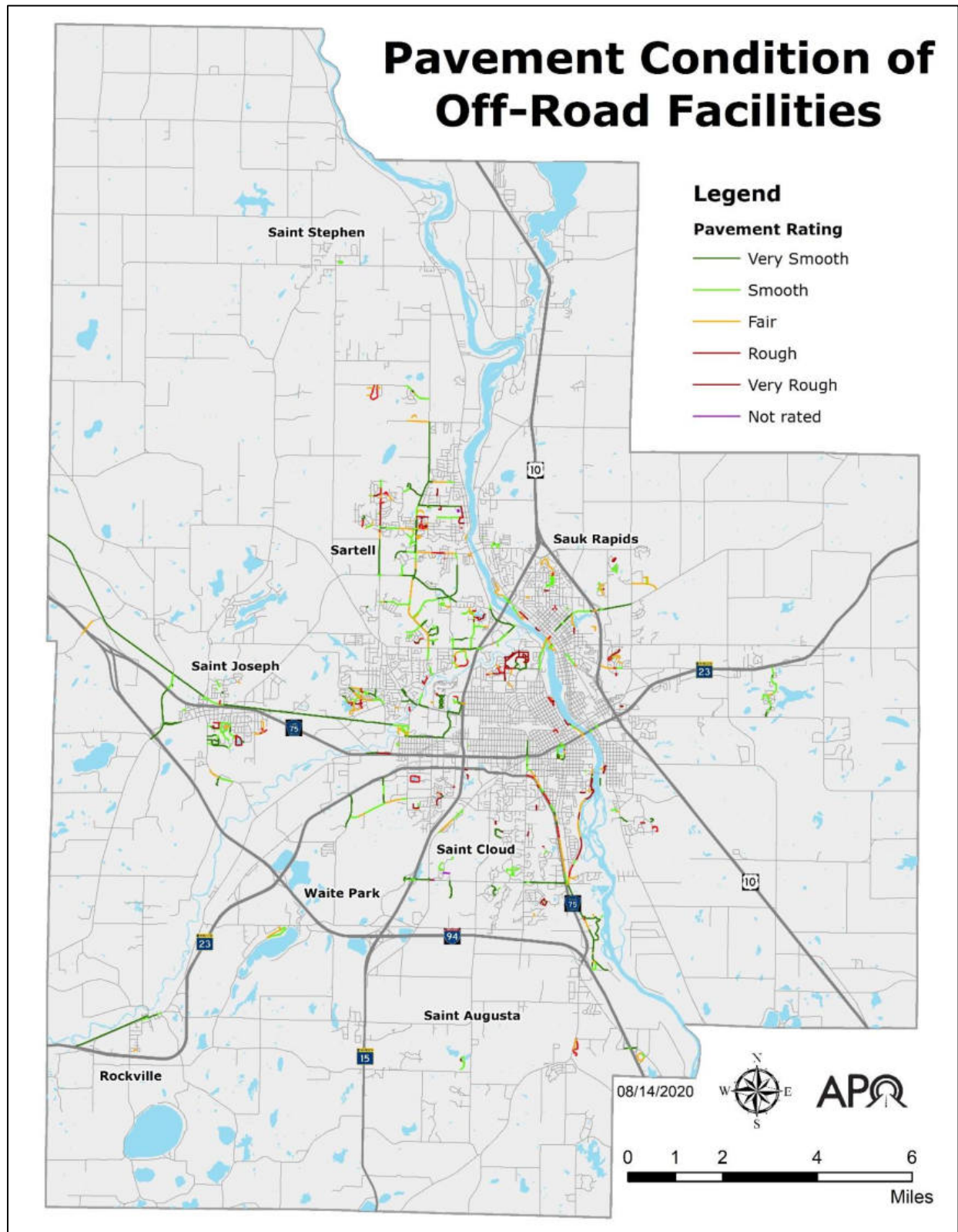
Data source: MnDOT (2015, 2017, and 2018) and GoodPointe Technology (2019)



Data source: MnDOT, 2020.



Data courtesy of GoodPointe Technology, 2019.



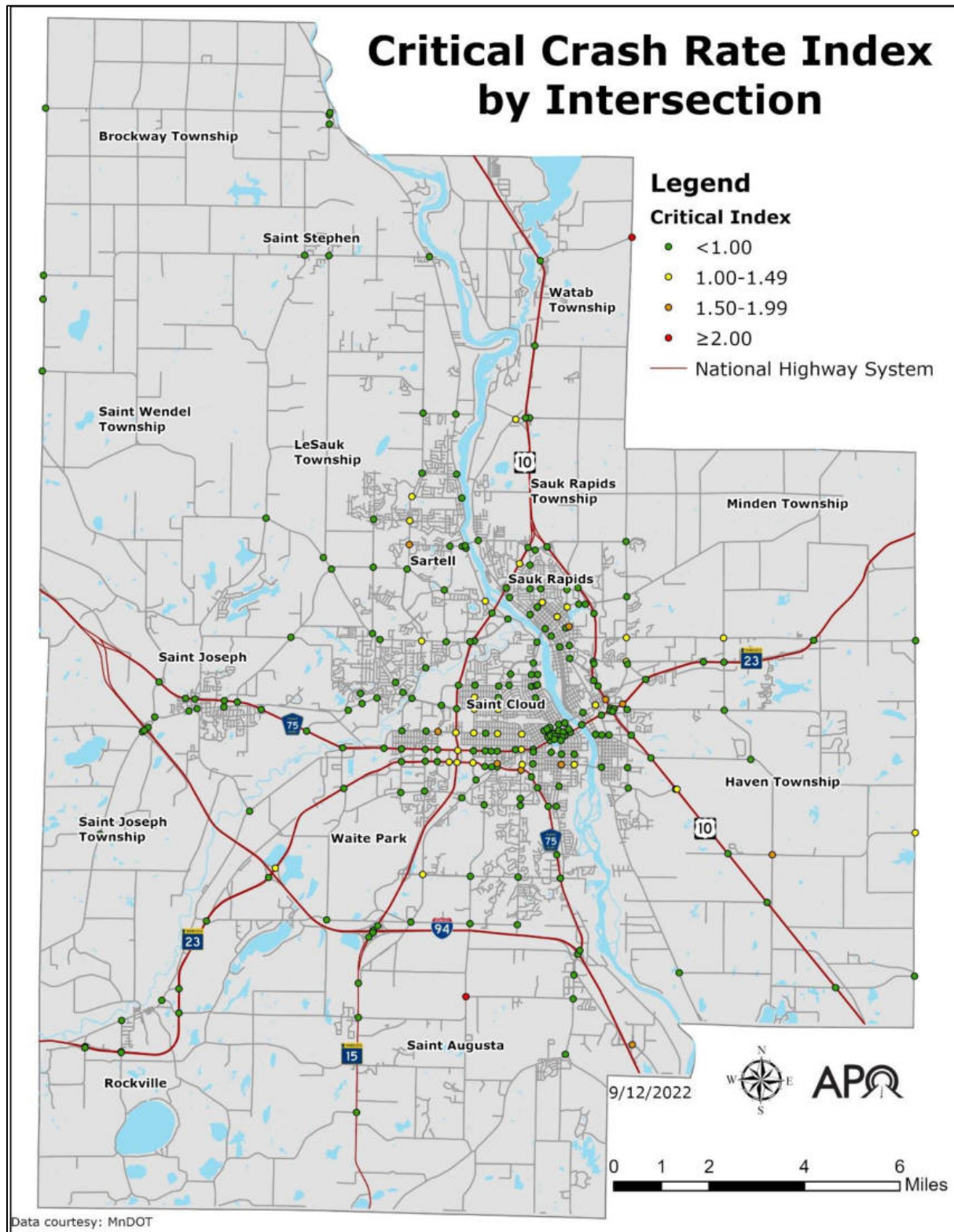
Data courtesy of Parks & Trails Council of Minnesota, 2020.



E. Safety

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

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



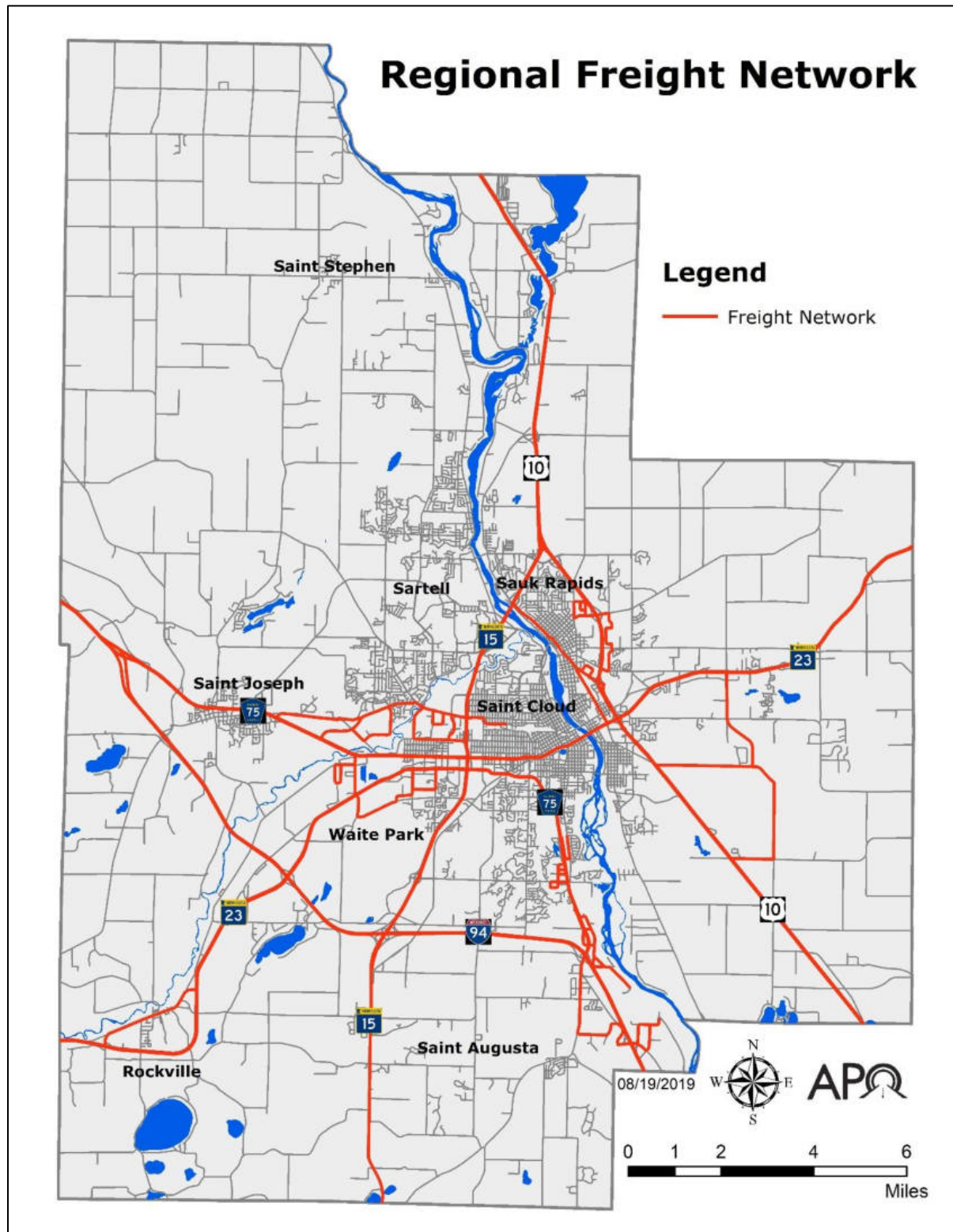
Data source: 2016-2020 MnDOT Intersection Green Sheets Minnesota Crash Mapping Analysis Tool (MnCMAT)



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 Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2027		
Proposed Project Title:		Reviewer:
Applicant:		Date:
Project Qualifications		Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (25 points total)		*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider *Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).		
Comments:		
		#1 Score
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (25 points total)		*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.
Criteria to consider *Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).		
Comments:		
		#2 Score
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (20 points total)		*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider *Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).		
Comments:		
		#3 Score
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (50 points total)		*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider *Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.		
Comments:		
		#4 Score
#5 Safety: Explain how the project or elements of the project may improve safety. (50 points total)		*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider *Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.		
Comments:		

Comments:		#5 Score
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (15 points total)	*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.	#6 Score
Criteria to consider		
*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.		
Comments:		
#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (5 points total)	*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	#7 Score
Criterion to consider		
*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments:		
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (10 points total)	*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.	#8 Score
Criterion to consider		
See evaluation considerations.		
Comments:		
TOTAL SCORE (200 total points available)		0

1. APPLICANT INFORMATION

Local Agency: City of St. Cloud Project Manager: Tracy Hodel
 Address: 1201 – 7th Street South, St. Cloud, MN 56301 Title: Public Services Director
 Phone: 320-650-2815 Fax: _____ Email: tracy.hodel@ci.stcloud.mn.us
 Project Contact (If different from Proj. Mgr.): _____ Title: _____
 Phone: _____ Fax: _____ Email: _____

2. PROJECT IDENTIFICATION

RDC/MPO Region: _____ Congressional District: _____ Legislative District: _____ Length: .76 Mi.
 Route # 153 &/or Street Name: 22nd Street South
 Beginning Termini: Oak Grove Road/County Road 136
 Ending Termini: Cooper Avenue South

3. TECHNICAL INFORMATION**A. Functional Classification of Roadway/Highway**
(Check all that apply)

Urban **Rural**
☐ Urban Principal Arterial ☐ Rural Principal Arterial
☒ Urban Minor Arterial ☐ Rural Minor Arterial
☐ Urban Collector ☐ Rural Major Collector

B. Pavement Condition

Age of Surface: _____
 Rating: Poor/fair - pavement has alligator cracking and requires regular corrective maintenance.
 17-44 Years.

C. Traffic Volume

Current AADT: 4400 20-Year AADT: 6700

D. Bridge Condition

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)

From St. Cloud County Road 136/Oak Grove Road to St. Cloud Cooper Avenue South: Reconstruct 24'-28' rural road to a 36' wide urban multimodal street, including 12' traffic/6' bike lanes in each direction, new sidewalk, new storm sewer system, new potable water transmission supply line and street lighting.

6. PURPOSE AND NEED (Summary)

The 22nd Street South corridor functions as a vital east/west urban minor arterial. It is an important component of a multimodal transportation grid system located in southwest St. Cloud (See Exhibit 2 – Project Location Map).

Existing 22nd Street South connects the north/south minor arterials of Cooper Avenue South Oak Grove Road/County Road 136 and West St. Germain Street/County Road 74. Its continuation to the west becomes County Road 137 that affords an important T.H. 15 overpass and connection to the City of Waite Park. It should be noted that due to physical restrictions including environmentally sensitive areas, large wetland complexes, cemeteries and existing neighborhoods, the 22nd Street South corridor is the only continuous east/west

connection situated between the arterial roadways of CSAH 75 and 33rd Street South which are separated by a distance of approximately 2.25 miles (See Exhibit 6 – Functional Classification-APO).

While multimodal transportation systems are in place on the aforementioned connecting minor arterials, multimodal infrastructure is absent and needed within the 0.76 miles of the proposed project. Bicyclists, pedestrians and St. Cloud Metropolitan Transit Commission (MTC) riders are faced with limited access and mobility along the corridor, along with challenges of being subject to a roadway lacking significant shoulders. Inclusion of bicycle and pedestrian facilities will increase the mobility along this 0.76-mile section of roadway and improve utilization of existing bicycle and pedestrian facilities outside of the project area.

This project has been included in the City's Capital Improvement Program since 2006 but has not moved forward due to lack of funding. With existing and anticipated area population growth, increasing traffic flows (motorist, pedestrian and bicyclist), and continually deteriorating pavement conditions, the need and importance of reconstructing this corridor cannot be postponed further (See Exhibits 16 – CIP Project Worksheet, 18 – Chapter 7-St. Cloud Comprehensive Plan and 19 – Excerpt from FY 2022 – 2025 Transportation Improvement Program-APO).

The proposed project will provide a safe and efficient urban street section for motorists, MTC and its passengers, bicyclists and pedestrians. It will provide safe ease of access to the surrounding neighborhoods and work to serve the interests of Environmental Justice areas. The project will enhance the recently constructed Safe Routes to School (Oak Hill School), link adjacent neighborhoods and serve those commuting, recreating and/or visiting the St. Cloud area.

The proposed water transmission line extension will serve existing and new growth areas, Tech High School, Stride Academy, Athlos Academy, residential, multifamily developments and many other existing and future water user stakeholders. This needed water transmission line is in the City's Capital Improvement Program and aligns with the timing of the proposed surface improvements.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

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

The proposed sidewalk will connect to the existing ADA compliant sidewalk systems at Cooper Avenue South and Oak Grove Road/County Road 136. The new sidewalk will enhance the recently completed Safe Routes to School project at Oak Hill Community School. The sidewalk improvement will be designed to ADA standards, complete with curb ramps and intersection crossing infrastructure. The proposed project will remove the 0.76 mile long sidewalk and bicycle lane gap that currently exists (See Exhibit 9 – Sidewalks-APO).

In terms of Environmental Justice, the proposed sidewalk and paralleling bike lanes are immediately adjacent to, but not in, neighborhoods above the 95th percentile of Black, Indigenous and People-of-Color by Census Block Group and the 95th percentile of Low Income Households by Census Block Group. The proposed multimodal system may serve these communities and enhance access to economic opportunities that can be exploited only via travel from one's neighborhood to other locations. Additionally, it is possible that proximity to the proposed multimodal system could increase the value of properties that can benefit from ease of access to the transportation network (See Exhibit 4 – People of Black, Indigenous and People-of-Color by Census Block Group and Exhibit 5 – Low Income Households by Census Block Group).

Due to the narrowness and poor to fair condition of the existing roadway, lack of sidewalk and bike lanes, it is anticipated that travel time reliability and Level of Service will improve (See Exhibit 10 – MPA's Pavement Condition-APO).

The proposed project is on the MTC bus route that forms an outer loop of the hub transit system and has multiple transit stops within the proposed project limits. The existing rural ditch section, coupled with the narrow paved road surface, does not provide adequate waiting/boarding space; therefore riders must stand in the ditch and/or on the road. This poor condition is only exacerbated during times of winter snow leading to potentially unsafe conditions. It is anticipated that the proposed urban street with bike lanes, sidewalk and improved street lighting will improve travel time reliability and Level of Service for MTC and its ridership (See Exhibit 17 – MTC Bus Routes).

B. System Connectivity

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

The 22nd Street South corridor functions as a vital east/west urban minor arterial that connects the north/south minor arterials of Cooper Avenue South, Oak Grove Road/County Road 136 and West St. Germain Street/County Road 74. Its continuation to the west becomes County Road 137 that affords an important T.H. 15 overpass and connection to the City of Waite Park (See Exhibit 11 – Bridge Condition-APO).

The proposed project removes a 0.76 mile long gap and will replace it with an urban section similar to the surrounding existing multimodal transportation system (See Exhibit 7 – On-Road Facilities-APO, Exhibit 8 – Off-Road Facilities-APO and Exhibit 9 – Sidewalks-APO).

These improvements may enhance the commute for workers to the greater St. Cloud Metropolitan area, as it will provide a more reliable east/west cross connection prior to reaching or leaving CSAH 75 which has been identified in several studies as a major barrier for bicyclists and pedestrians.

C. Multimodal

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

The 22nd Street South is classified as an urban minor arterial and, with the proposed improvements, will become an integral part of the multimodal transportation system. The 22nd Street South corridor is the only continuous east/west connection situated between the arterial roadways of CSAH 75 and 33rd Street South (which are separated by a distance of approximately 2.25 miles).

The proposed project will remove a 0.76 mile gap in the surrounding multimodal transportation system.

This project will complete the east/west 22nd Street South multimodal corridor that extends westerly to County Road 137 and the existing overhead bypass at TH 15, and jurisdictions beyond.

The proposed improvements will provide an east/west multimodal corridor that connects the north/south arterials composed of Cooper Avenue South, Oak Grove Road/County Road 136 and County Road 74/West St. Germain Street.

The project will promote walking and bicycling as it will allow users to travel east or west prior to reaching CSAH 75. This important east/west movement allows the user to choose where to most safely and efficiently cross CSAH 75 to reach a predetermined destination versus traveling within the CSAH 75 corridor. Please note that CSAH 75 is identified as a barrier to bicyclists and pedestrians (See Exhibit 14 – Critical Crash Rate Index by Intersection).

The multimodal aspects of the project including sidewalk, curb ramps, intersection crossing infrastructure, signage, street lighting, bike lanes and connection to the already developed multimodal transportation system will promote walking, biking and transit.

Users of the proposed system will be provided ease of access to the MTC bus route, neighborhoods, Oak Hill Community Schools (and others), local parks, regional parks, the local and regional bicycle system(s), the existing sidewalk system and many other destinations (see Exhibit 3 – Letters of Support).

D. System Condition

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

22nd Street South is an Urban Minor Arterial with a current ADT of 4400 and a projected 20-year AADT of 6700.

22nd Street South from County Road 74 to Oak Grove Road/County Road 136 was recently reconstructed to a multimodal transportation system that mirrors/complements the improvements being proposed under this project.

The current conditions within the project limits consist of existing pavements that are from 17 to over 44 years of age and are in poor to fair condition. The current pavement condition requires routine corrective maintenance. The existing rural type road section dates back to the township days and is composed of a 24-foot wide paved travel way with limited paved shoulders. Fore slopes are relatively steep and generally start at or near the bituminous edge.

The existing corridor is within a residential area.

The corridor within the proposed project limits forms a gap in the City's existing multimodal transportation system (See Exhibit 12 – Bike Route Pavement Condition Index (PCI)-APO and Exhibit 13 – Pavement Conditions of Off-Road Facilities-APO).

The surrounding area is composed of neighborhoods, parks, existing/developed multimodal transportation systems, Oak Hill Community School, MTC bus route and other amenities that are currently separated from each other by this 0.76 mile multimodal gap. The existing road section does not provide easy and safe access for those adjacent to or those traveling through the road segment under consideration.

The proposed 12-foot driving lane and 6-foot bike lane (one in each direction), ADA sidewalk, curb ramps, intersection crossing infrastructure, and street lighting will complement and connect the already developed multimodal systems.

E. Safety

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

The existing 24-foot rural roadway provides limited safety to pedestrians, bikers and MTC ridership. There is no existing sidewalk for pedestrians to walk, therefore, they must utilize the roadway. There is no bikeway so bicyclists must use the roadway. People utilizing the MTC bus service must walk on the roadway to the bus stop and then either wait for the bus on the edge of the roadway, in the ditch or potentially in a snowbank for the bus. None of these situations are desirable and are of a safety concern (See Exhibit 3 – Letters of Support).

The project will provide a complete multimodal transportation system that is currently absent for this integral component of the St. Cloud Area transportation system. Proposed improvements include a new 12-foot travel lane and 6-foot bike lane in each direction within an urban type street section, pavement markings and signage, new ADA sidewalk with intersection crossing infrastructure and street lighting improvements.

The proposed project will provide an alternative allowing bicyclists and pedestrians to use 22nd Street South as a cross connection versus traveling on CSAH 75 that is part of the Regional Freight Network and exhibits a higher level of crash rates (See Exhibit 14 – Critical Crash Rate Index by Intersection and Exhibit 15 – Regional Freight Network).

F. Economic Vitality

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

The proposed multimodal system of travel that includes bike lanes, sidewalk and safe transit will provide commuters a reliable and safe way to get to work affording improved job retention and creation for the community and region.

The proposed sidewalk and paralleling bike lanes are immediately adjacent to, but not in, neighborhoods above the 95th percentile of Black, Indigenous and People-of-Color by Census Block Group and the 95th percentile of Low Income Households by Census Block Group. The proposed multimodal system will serve these communities and enhance access to economic opportunities that can be exploited via travel from one's neighborhood to potential job locations.

It will help to support economic development and vitality. The proposed multimodal system may increase the value of existing developed property and increase opportunities for developing property in the surrounding area that benefit from the safe ease of access to the multimodal transportation network.

The proposed project is on the MTC bus route which forms an outer loop of the hub transit system, and has multiple transit stops within the proposed project limits. It is anticipated that the proposed urban street with bike lanes, sidewalk and improved street lighting will improve travel time reliability and Level of Service for MTC ridership and other users of the proposed multimodal system (See Exhibit 3 – Letters of Support).

Additionally, the southwest area of St. Cloud continues to be an area of high growth for the St. Cloud area. Facilities that are deficient in meeting public needs are not sustainable and hinder expansion and growth.

Updating this infrastructure will increase capacity, safety and accessibility of the transportation system and will serve to promote continued economic investment in a region of primary growth (See Exhibit 18 – Chapter 7 of the Comprehensive Plan).

G. Equity

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

2022

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$2,100,000	69
Local Matching Funds (<i>Minimum 20%</i>)	\$942,000	31
Total Eligible Costs	\$3,042,000	100

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

Property to be purchased? ☒ Yes ☐ No

Easement(s) needed? ☒ Yes ☐ No

Donated property? ☐ Yes ☒ No

Relocations anticipated? ☐ Yes ☒ No

10. PROJECT TIMELINE

<u>Phase</u>	<u>Estimated Month / Year Completed</u>
Environmental Document Completed	12 / 2025
Construction Plan Prepared	12 / 2026
Right of Way Acquired	06 / 2025
Construction Start	05 / 2027
Estimated Project Duration	6 Months

11. SUPPORTING PROJECT DETAILS

- A. Is the project identified in an approved or adopted statewide, regional, or local plan? ☒ Yes ☐ No
If yes, please list all relevant plans: St. Cloud Comprehensive Plan, St. Cloud Capital Improvements Program (2006 – Current)
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? ☒ Yes ☐ No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? ☐ Yes ☒ No If yes, please list planned year of construction: _____
- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* ☒ Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS (Optional)

The project will include and promote multimodal transportation (bike, pedestrian, transit) systems. These alternative modes of transport help reduce environment impacts, carbon footprint and improve users' health and quality of life. Users will be afforded safe and effective travel by bus, bike and walking. The proposed improvement will provide for physical exercise in lieu of driving to work and access to parks, the existing pedestrian and bike systems, other destinations and many healthy recreational opportunities.

The project will comply with National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA) and any appropriate mitigation/environmental commitments. The project limits are within a developed residential area that will have minimal environmental impacts. As is being proposed, the project will follow the environmental review requirements of a forthcoming Project Memorandum to be developed.

The importance, need and cost effectiveness of constructing the proposed 22nd Street South Improvement project has been a component of the City's Capital Improvement Program (CIP) every year since 2006. The City of St. Cloud's Capital Improvement Program is ultimately subject to review/approval by the St. Cloud City Council annually. Prior to reaching the City Council, the City of St. Cloud Planning Commission holds a Public Input Session to receive the public's comments for consideration and discussion by Planning Commission and City staff at CIP meetings. Subsequent to the Public Input Session, a public hearing is held to gain additional public input before potentially being submitted to the City Council's public meeting agenda.

Exhibits: (Type, Title, Source)

- 1) Certified Resolution and City Council Cover Letter
- 2) Project Location Map – City of St. Cloud
- 3) Letters of Support (City of St. Cloud Parks Department, Metro Bus and Oak Hill Community School)
- 4) Black, Indigenous, and People-of-Color by Census Block Group – APO

- 5) Low Income Households by Census Block Group – APO
- 6) Functional Classification – APO
- 7) On-Road Facilities – APO
- 8) Off-Road Facilities – APO
- 9) Sidewalks – APO
- 10) MPAs Pavement Condition – APO
- 11) Bridge Condition – APO
- 12) Bike Route Pavement Condition Index (PCI) – APO
- 13) Pavement Condition of Off-Road Facilities – APO
- 14) Critical Crash Rate Index by Intersection – APO
- 15) Regional Freight Network – APO
- 16) Excerpt from Capital Improvement Program Worksheet for 22nd St S Imps. – City of St. Cloud
- 17) MTC Bus Routes – MTC
- 18) Chapter 7 of the Comprehensive Plan – City of St. Cloud
- 19) Excerpt from FY 2022-2025 Transportation Imp. Program Sept. 2021 Reconstruction Projects – APO

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.

Tracy E. Hodel

Signature

Public Services Director

Title

12/27/2022

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.

Submitted to Council for Consideration
December 5, 2022

Resolution No. 2022 - 12 - 137

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR
FY 2027 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

**22ND STREET SOUTH FROM OAK GROVE ROAD (COUNTY ROAD 136)
TO COOPER AVENUE SOUTH**

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

WHEREAS, the City of St. Cloud has recognized the need for improvements to 22nd Street South from Oak Grove Road (County Road 136) to Cooper Avenue South by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2027 federal funding; and

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

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

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

NOW, THEREFORE, BE IT RESOLVED, that the City of St. Cloud guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for the 22nd Street South from Oak Grove Road (County Road 136) to Cooper Avenue South improvements.

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

Adopted this 5th day of December, 2022.

ATTEST:


City Clerk

(SEAL)

12-6-22
Date

Council Agenda Item _____**CITY OF**
ST.CLOUD
MINNESOTA**MEETING DATE:** December 5, 2022**SUBJECT/TITLE:** Resolution Certifying Availability of Local Match and Other Local Costs for FY 2027 Federal Transportation Project Submittal to the St. Cloud Area Planning Organization for 22nd Street South from Oak Grove Road (County Road 136) to Cooper Avenue South**SUBMITTED BY:** Public Services Section/Engineering Department
Tracy Hodel, Public Services Director**RECOMMENDATION:** Adopt attached resolution.**BOARD/COMMISSION/COMMITTEE RECOMMENDATION:** None**PREVIOUS CITY COUNCIL ACTION:**

12/18/17 Approved resolution certifying availability of local match and other local costs for FY 2022 and 2023 Federal Transportation Project submittal to the St. Cloud Area Planning Organization for 22nd Street South from Oak Grove Road (County Road 136) to Cooper Avenue South

01/11/21 Approved resolution certifying availability of local match and other local costs for FY 2025 Federal Transportation Project submittal to the St. Cloud Area Planning Organization for 22nd Street South from Oak Grove Road (County Road 136) to Cooper Avenue South

BACKGROUND: The City has previously applied to the APO for federal funding in 2018 and 2021 for the 22nd Street South Improvements. At that time, the project was unsuccessful in obtaining the funding.

Currently the APO is soliciting for FY 2027 candidate federal projects to establish a five-year Transportation Improvement Program (TIP). Once in the TIP, projects will be considered for inclusion in the Area and State Transportation Improvement Programs (ATIP) and (STIP). Once in the STIP, projects become eligible for federal transportation funding. We are again submitting the expansion and reconstruction of 22nd Street South from Oak Grove Road (County Road 136) to Cooper Avenue South. A resolution of availability of local matching funds and certification of public involvement is required components of the federal transportation funding application.

The revised application will include additional key features of the project related to safety enhancements and environmental impacts related to the addition of sidewalks and bike lanes. Other key features that will be highlighted in the application include proximity to parks, trails and schools and the fact that it will add a major east/west connector, the only one in a two (2) mile radius.

EXHIBIT 1

BUDGET/FISCAL IMPACT: The total project cost is currently estimated at \$5,500,000. Of this amount, approximately \$3,000,000 is eligible for Federal funding. It is anticipated that Federal funds will be capped at approximately \$2,100,000. The proposed funding would satisfy the minimum required local match of 20 percent of any Federal funds received. At this time, the proposed project funding would be as follows:

Proposed Federal Funding:	\$2,100,000
General Revenue/Assessments:	\$1,300,000
Utility Revenue – Water:	\$2,000,000
Utility Revenue – Sewer:	\$100,000
Total:	\$5,500,000

RELATIONSHIP TO CITY GOALS: Implementation of the proposed improvements will advance the City Council Goal to provide a Safe and Efficient Regional Transportation System.

OPTIONS: Approve/deny.

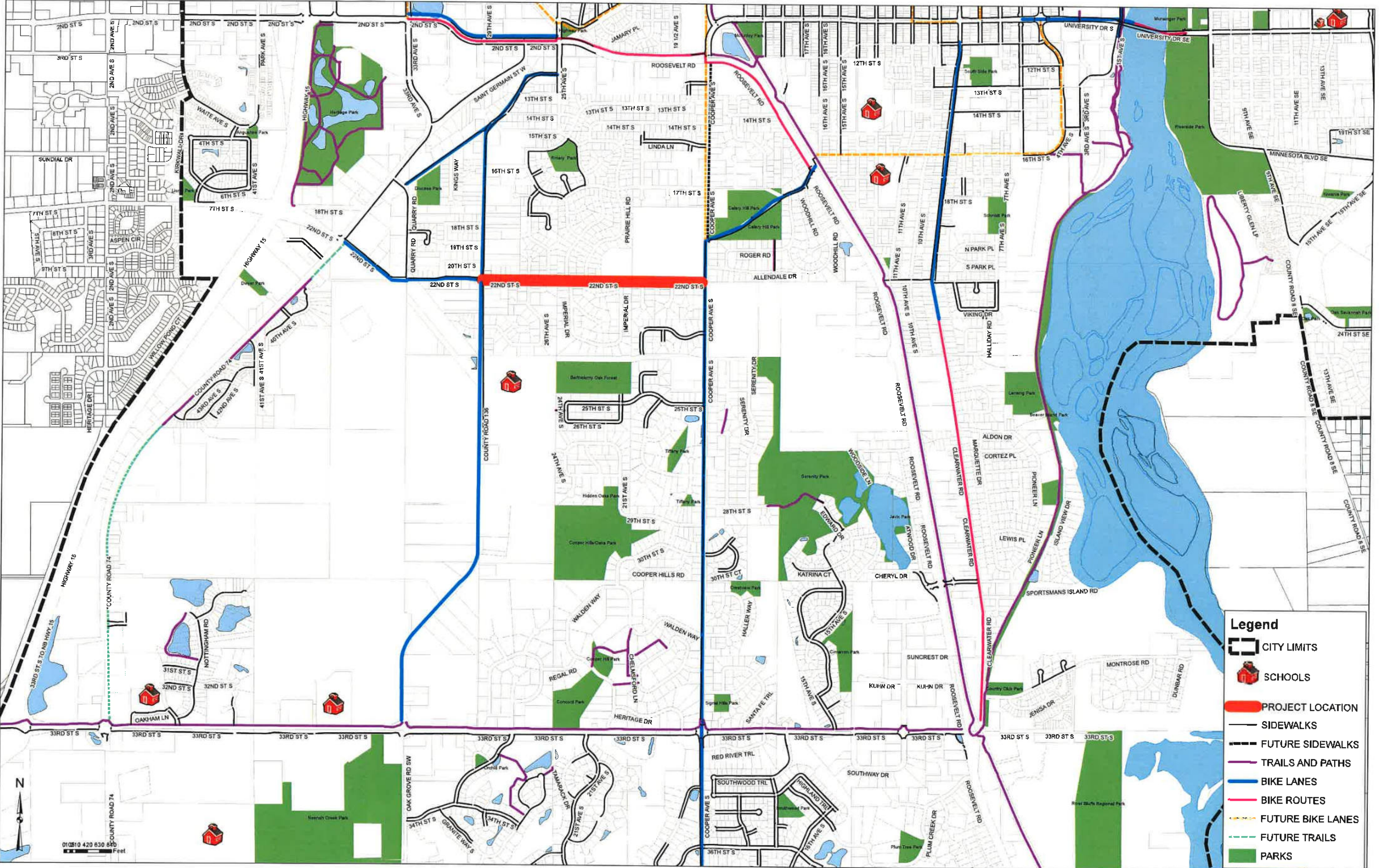
NECESSARY ACTION: Adopt the attached resolution.

ATTACHMENTS:

(1) Resolution

Reviewed by/Approved by: CM, BJ, TH

PROJECT LOCATION MAP





- Municipal Athletic Complex
- Paramount Theatre & Visual Arts Center
 - Park & Recreation
- River's Edge Convention Center
 - Whitney Senior Center

December 9, 2022

RE: City of St. Cloud 22nd Street South Reconstruction Project – Local Surface Transportation Block Grant Program (STBG) Application

Ms. Hodel,

This letter is to serve as our support for the City of St. Cloud as they seek grant funding for the 22nd Street South Reconstruction Project. We support the City's request for STBG funding assistance and support the development of multimodal systems throughout the City of St. Cloud.

22nd Street South is a major east/west transportation asset within our community, the region and for the local resident. The proposed corridor improvement intends to provide multimodal opportunities for pedestrians, bikers, and residents to help connect them safely to work, schools and leisure opportunities whether they drive, walk or ride bicycles.

As more roadways within St. Cloud continue to become more connected, the greater St. Cloud area will elevate into an even more desirable destination for new residents.

The Community Services & Facilities Department supports the City's efforts to meet the needs and demands of residents, regional users, and future development of significant multimodal corridors.

Sincerely,

Scott D. Zlotnik
Community Services & Facilities Director



December 15, 2022

Tracy Hodel
Public Services Director
City of St. Cloud

RE: Local Surface Transportation Block Grant Program Funding for 22nd St. S. proposal

Dear Ms. Hodel:

This letter is in support of, and advocacy for, the City of St. Cloud's request for Local Surface Transportation Block Grant Program Funding to reconstruct a segment of 22nd Street South between Oak Grove Road Southwest and Cooper Avenue South.

Over the last couple of decades, this stretch of road has seen a rapid increase in traffic as housing, schools and businesses sprang up along it and in the surrounding areas. What was once a country road has now become an important thoroughfare for people who live, work and travel through the southwest part of St. Cloud.

Metro Bus has a heavily traveled east-west stretch of Route 5 that utilizes this road. The current state of the road creates dangerous conditions for Bus Operators, passengers and others using the road, particularly those who bike or walk along it. Without bike lanes sidewalks or improved shoulders, it can be hazardous for walkers and/or bikers when traffic is present, especially if the traffic includes a bus!

Metro Bus passengers also experience an uncomfortable ride along this stretch of road as it is one of the roughest route segments in the service area. Repaving helps but the narrow road base degrades quickly, particularly given the large amount of traffic, including buses and delivery trucks, that travel down it.

At Metro Bus, our mission is to provide safe, reliable, friendly public transportation services. We believe this reconstruction project will increase the safety of public transit, motorists, pedestrians and bikers in St. Cloud. It will provide an improved east-west connection to the City's existing multimodal systems, including Metro Bus routes.

Sincerely,

A handwritten signature in black ink that reads "Ryan I. Daniel".

Ryan I. Daniel
CEO, St. Cloud Metro Bus



St. Cloud Area
School District



Oak Hill Community School

Shannon Bruskwicz

Assistant Principal

2600 Co Rd 136
St. Cloud, MN 56301

Attachment G4

EXHIBIT 3

320-370-6006
Shannon.bruskwicz
@isd742.org

Tracy Hodel,

I am writing this letter as the Assistant Principal of Oak Hill Community School located on County Rd 136 in St. Cloud. The location of Oak Hill makes it difficult for students to walk, or ride bikes safely to school. One of the barriers to students arriving safely is the traffic on the streets coming to Oak Hill, including 22nd Street South. 22nd Street is a busy street and does not have adequate bike lanes or space for walking. Students that live in the neighborhoods off of 22nd don't feel safe walking or biking to school.

Last year, Co Rd 136 had some major renovations that improved access for students living off of County Rd 136. The renovation included widening the road and adding sidewalks. In addition, we worked with Safe Routes to School to look at safety in regards to helping students get to school safely by walking or biking. It was recommended that other areas near Oak Hill, such as 22nd Street be reconstructed to allow for safer travel.

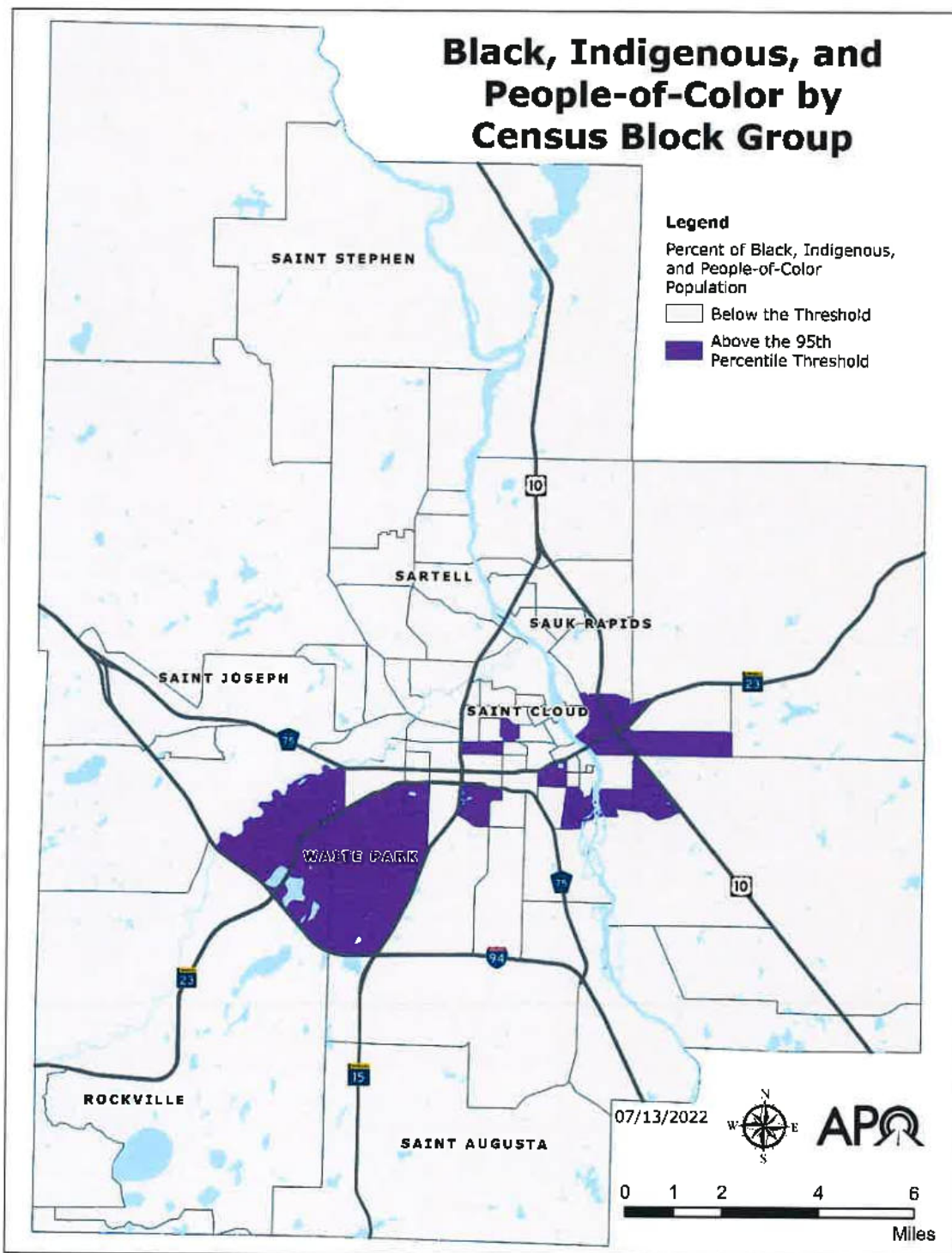
I am writing this letter in support of the City of St. Cloud receiving funding through the Local Surface Transportation Block Grant Program. The proposal of reconstruction of 22nd Street South would be beneficial for Oak Hill Community School. The reconstruction would allow for bike lanes and additional space that would make the road safer for everyone.

Please reach out with any questions. Thank you for your time.

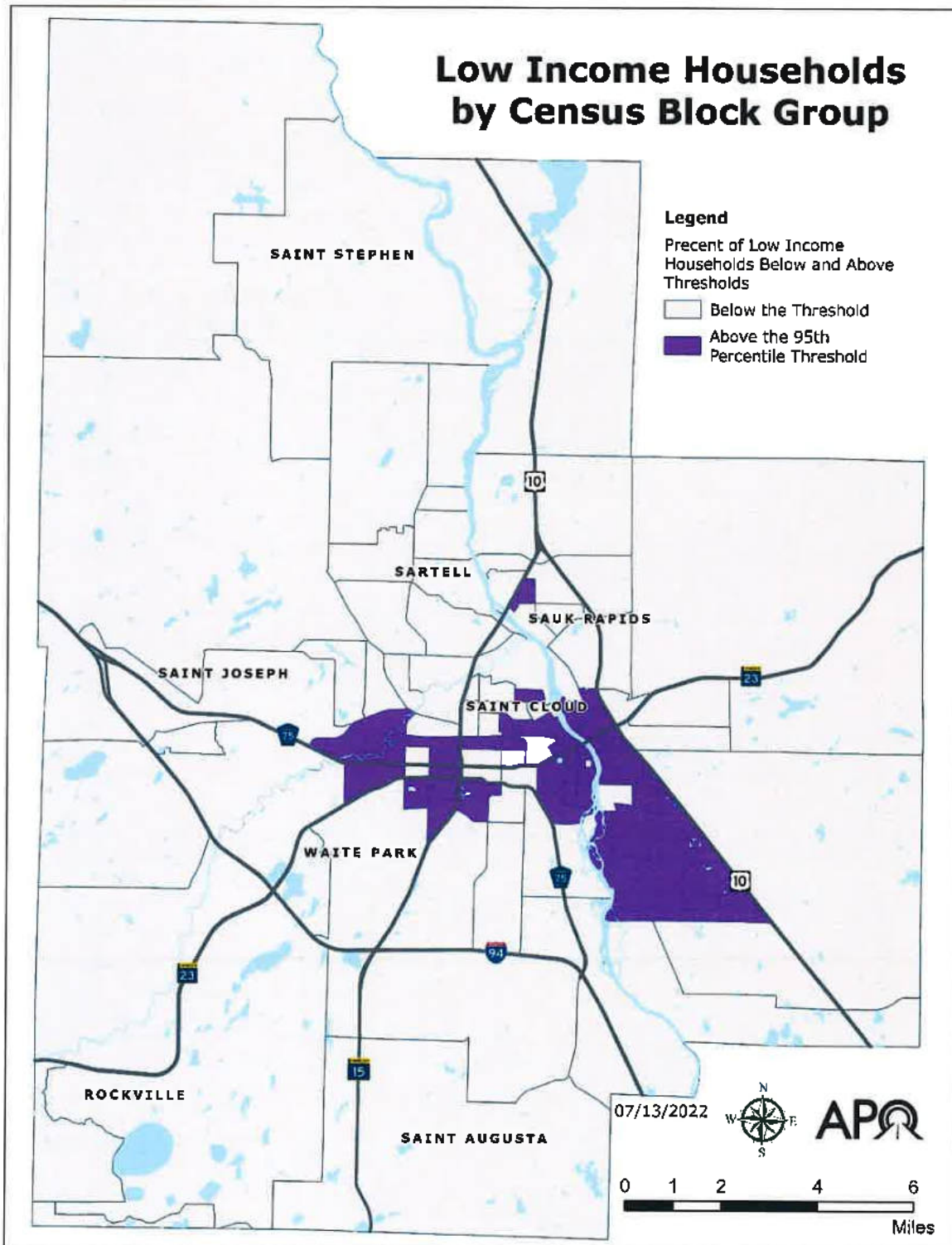
Sincerely,

Shannon Bruskwicz

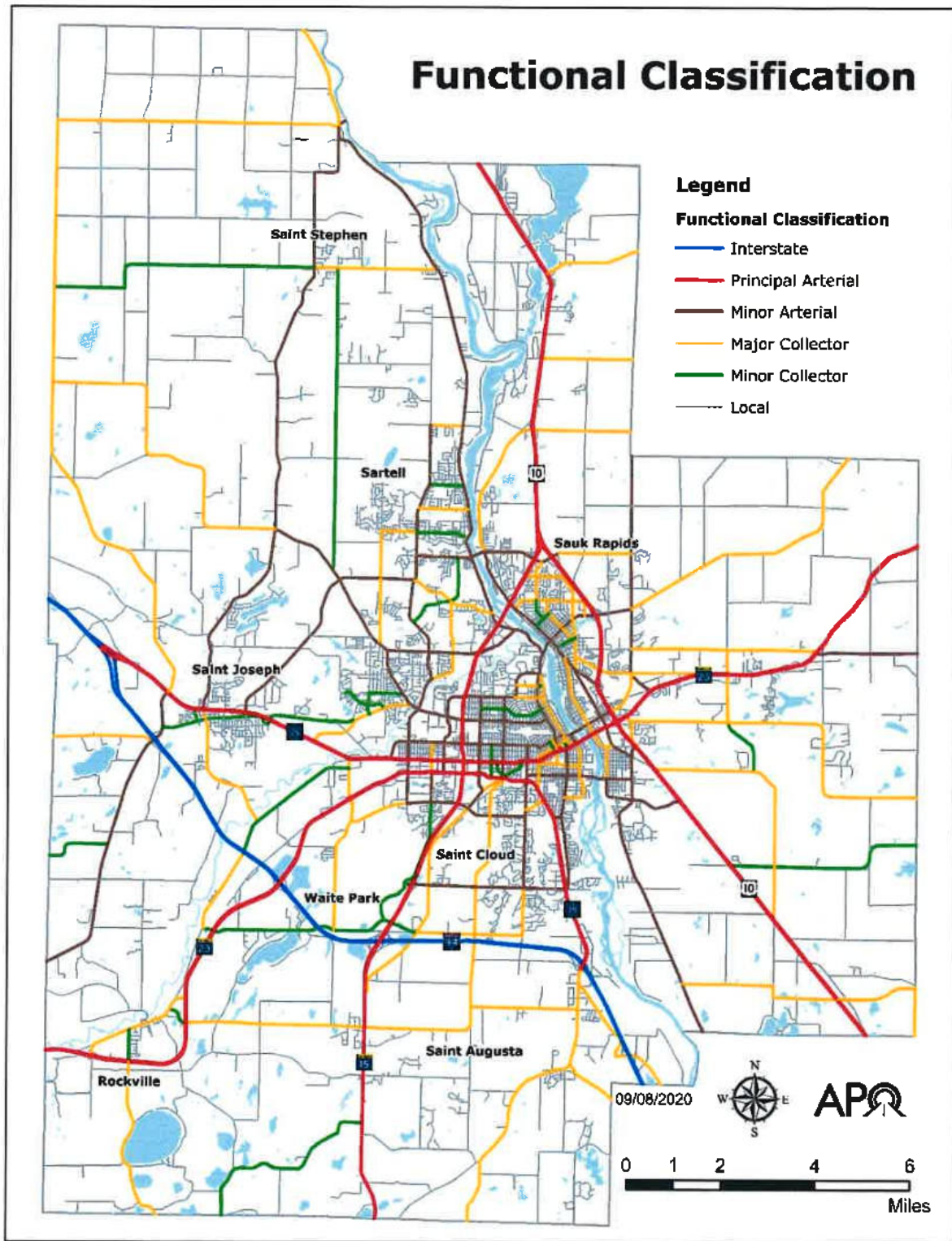
Assistant Principal



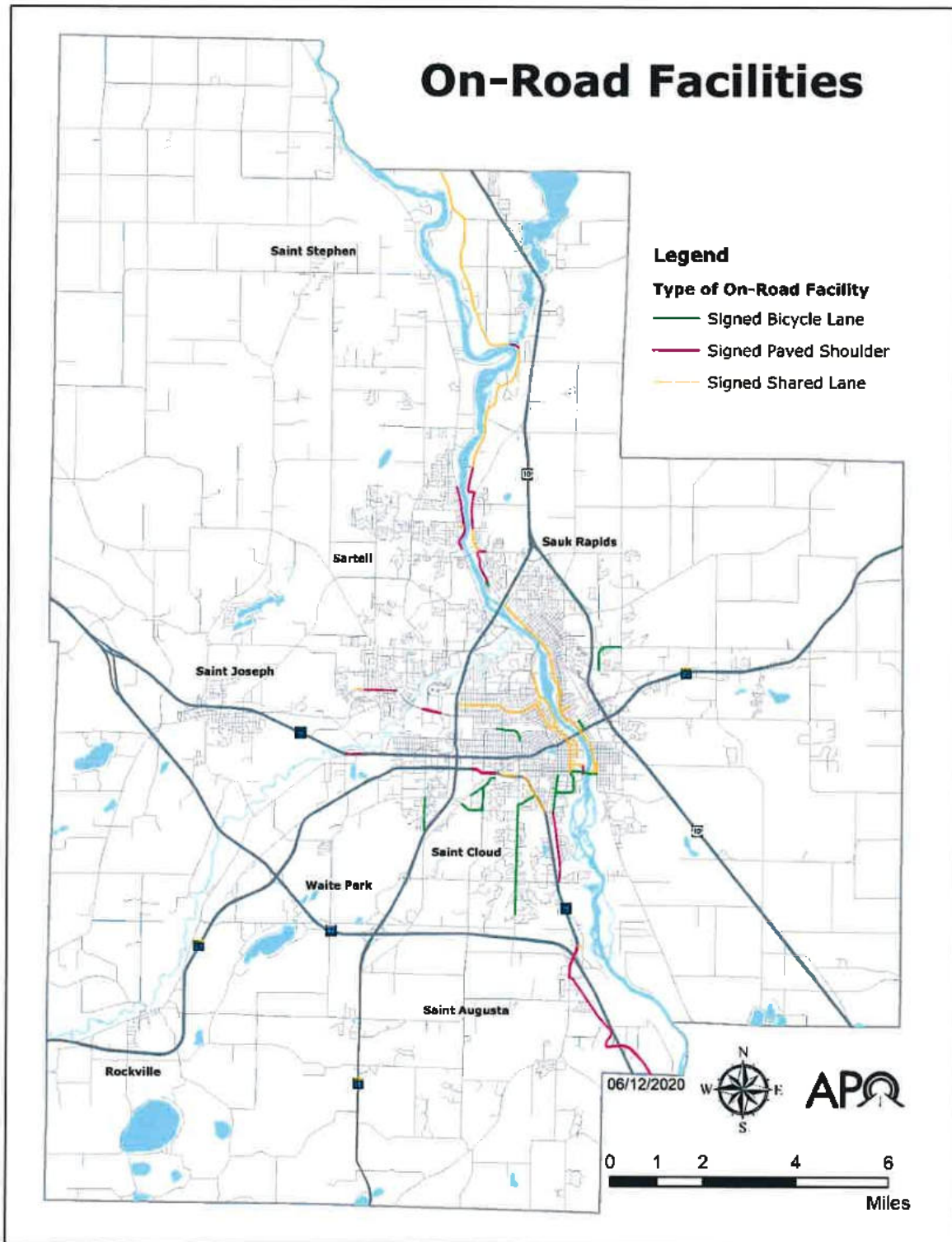
Data source: U.S. Census Bureau, 2020 Census.



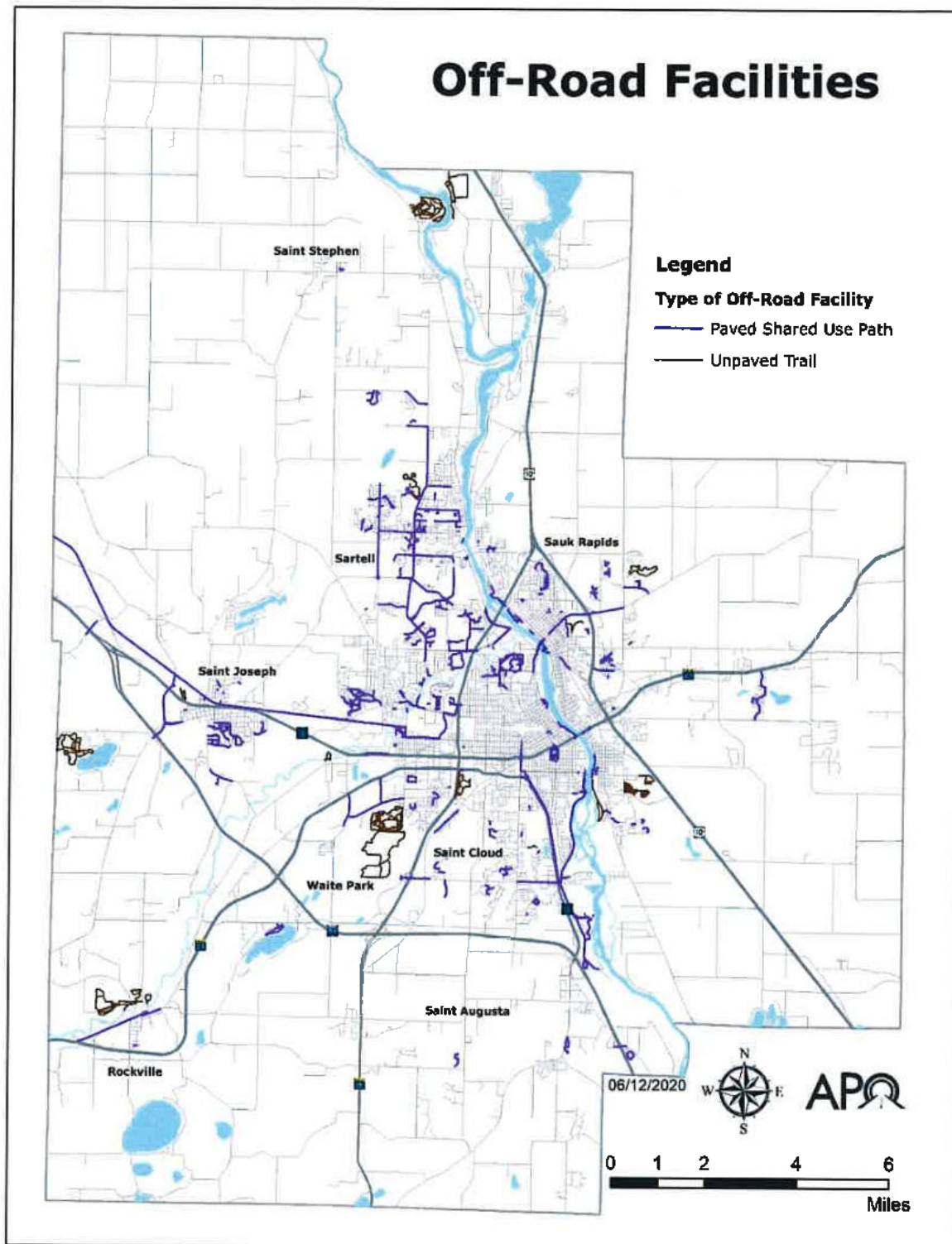
Data source: U.S. Census Bureau, 2016-2020 American Community Survey Five Year Estimates.



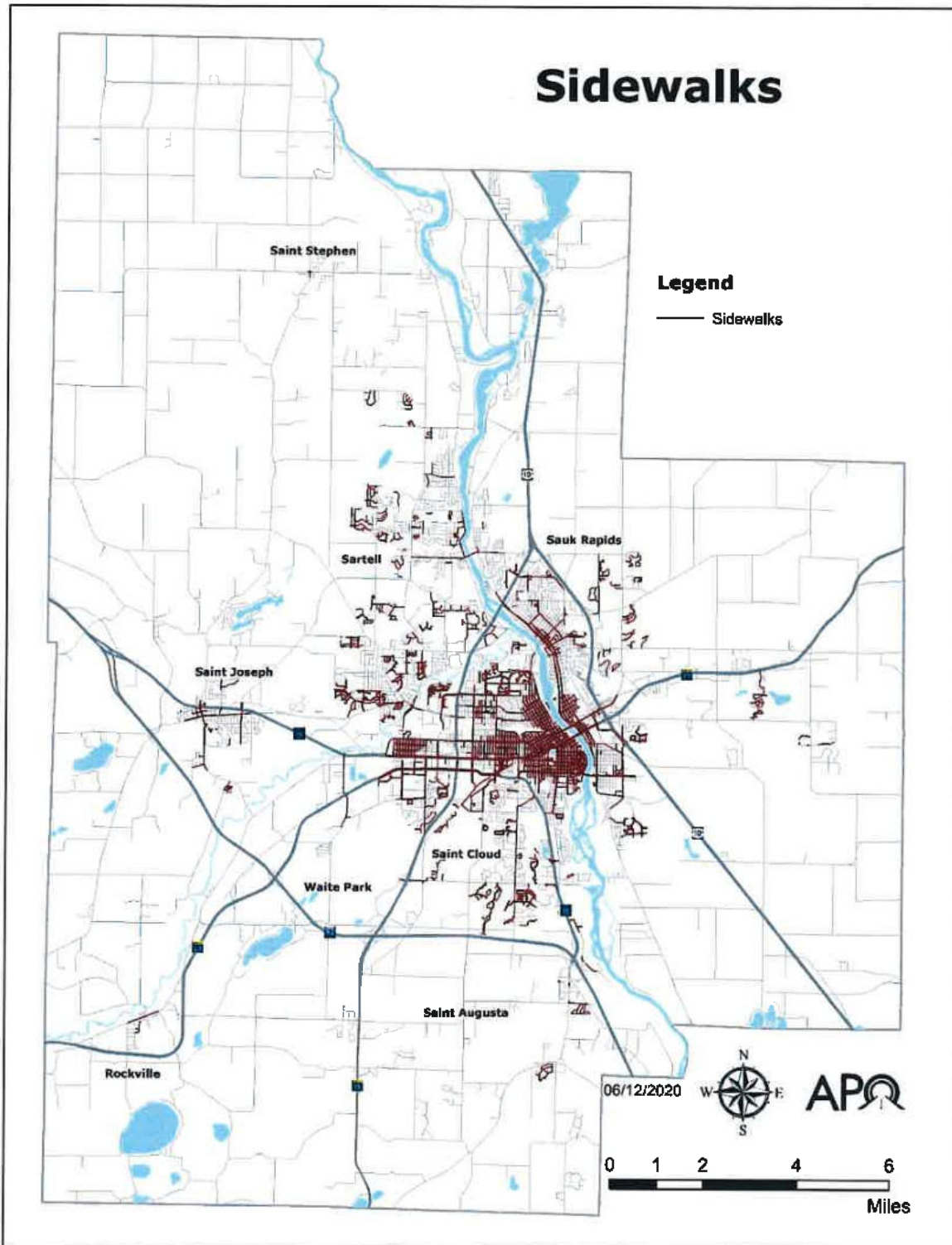
Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>



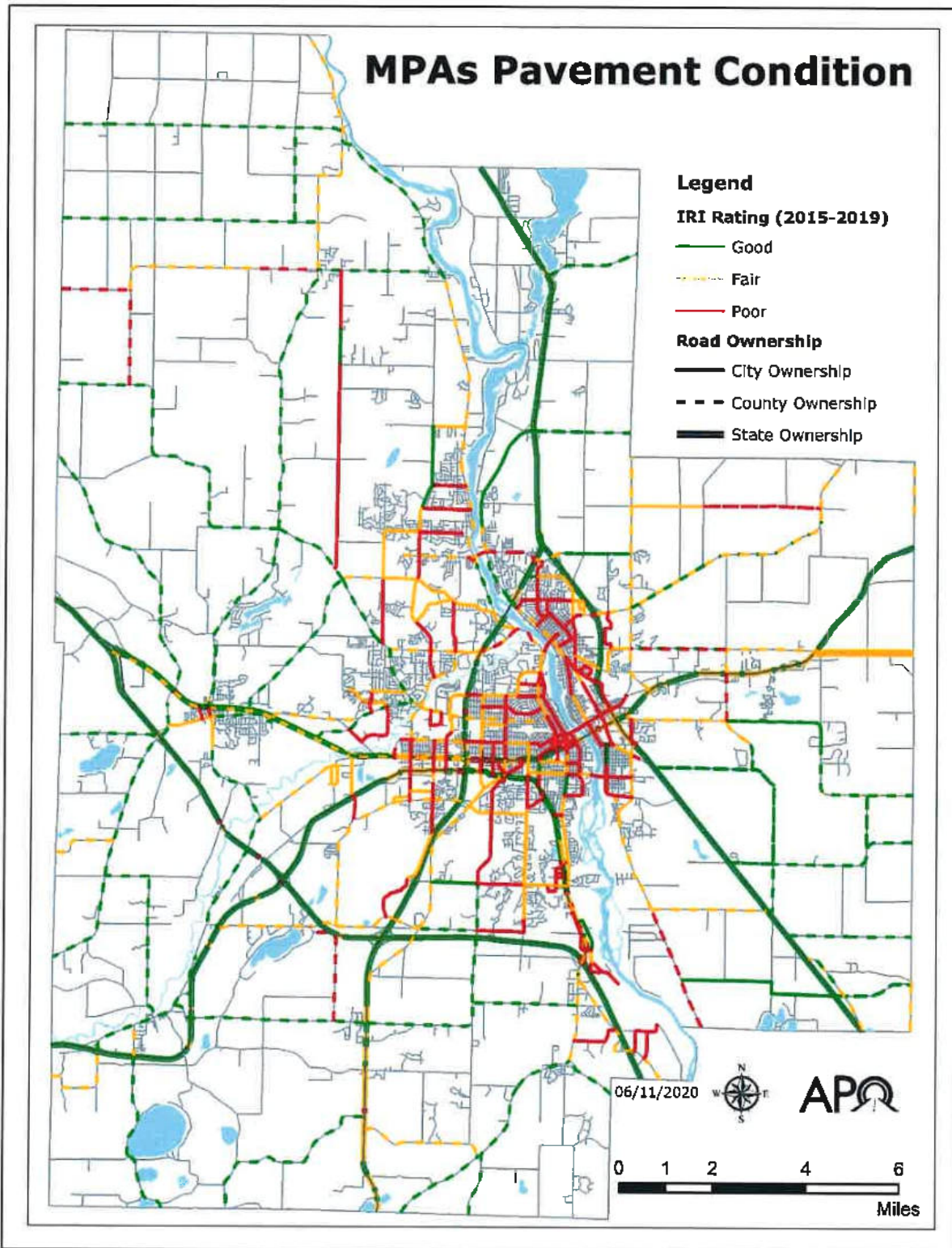
Data courtesy of Saint Cloud APO.



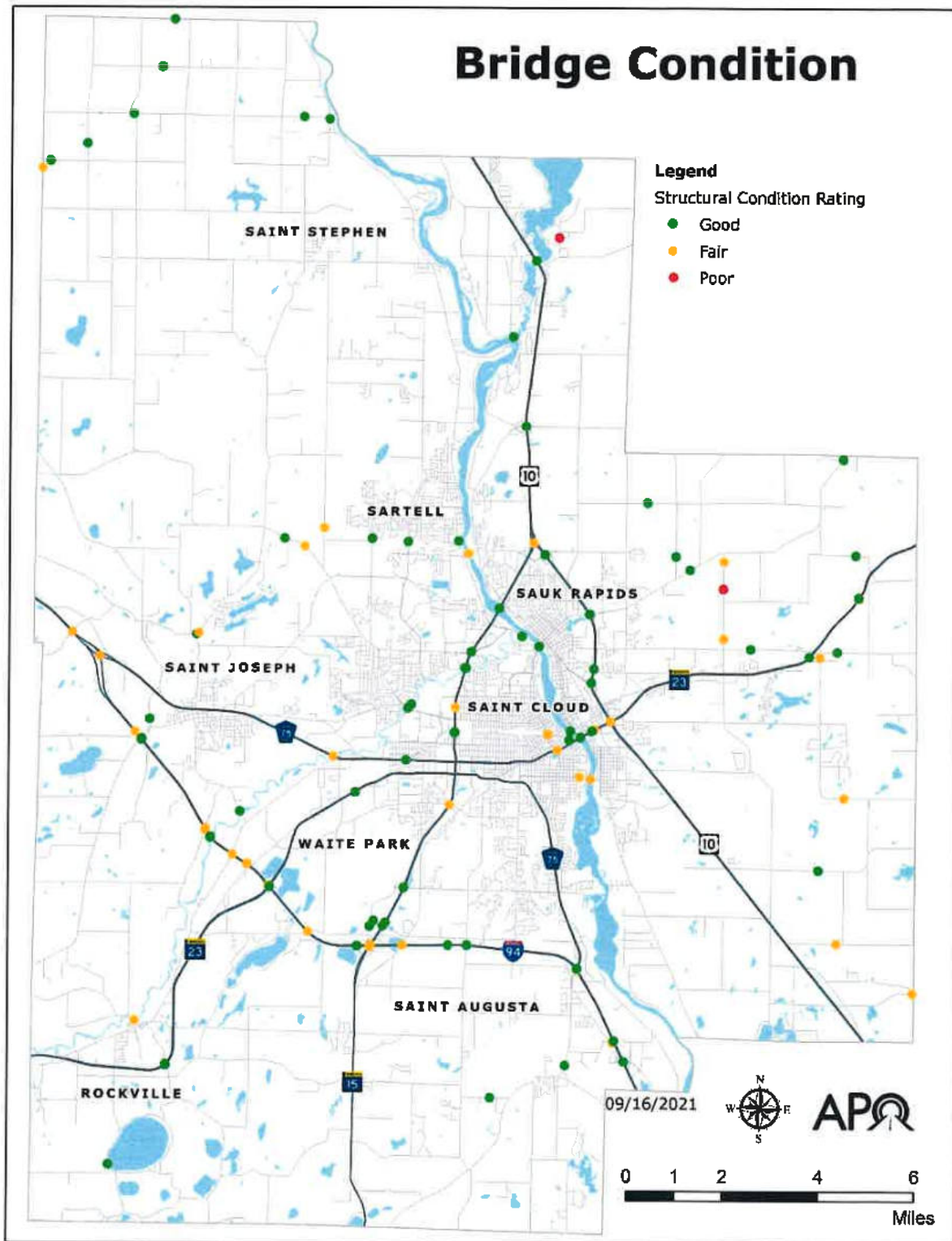
Data courtesy of Saint Cloud APO.



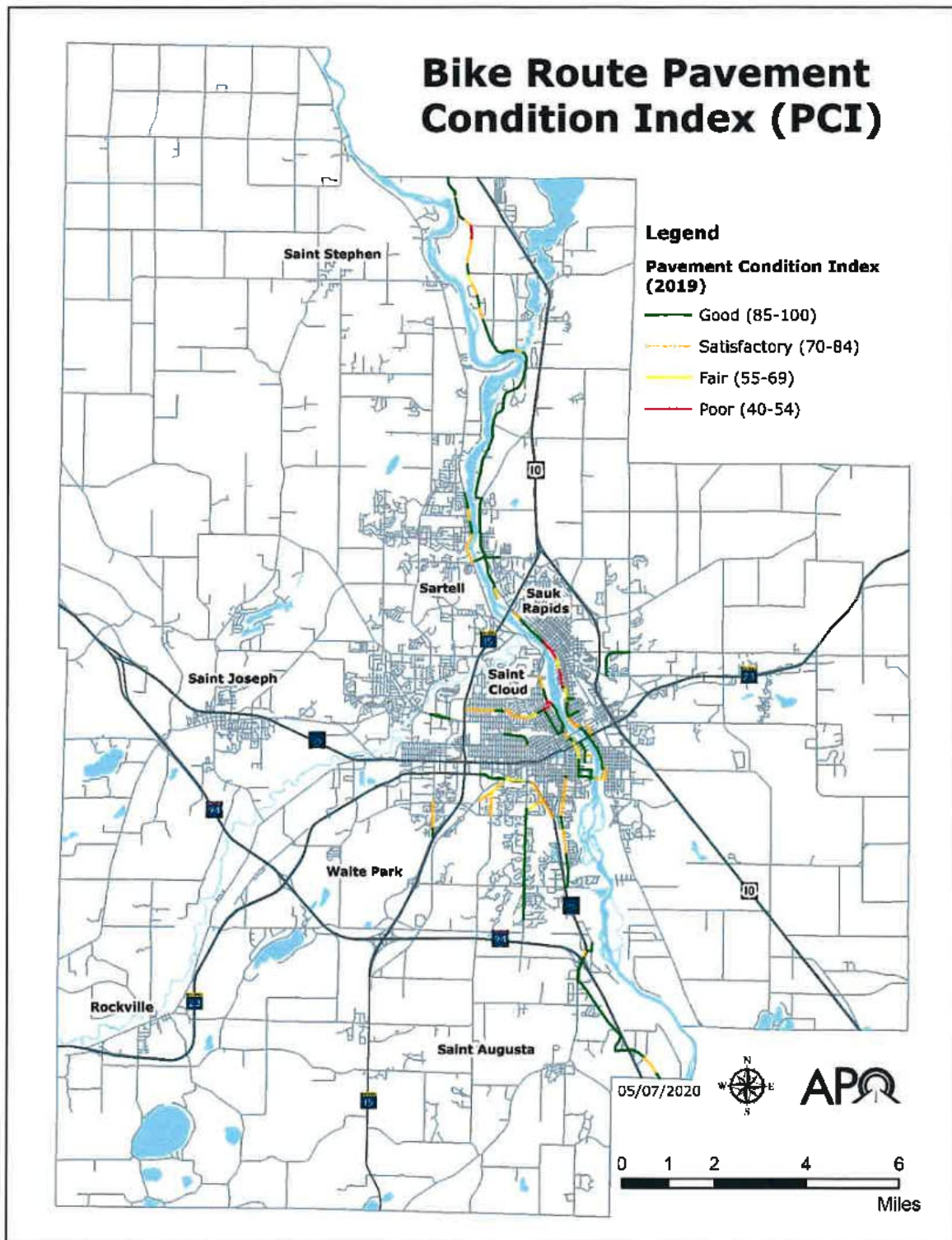
Data courtesy of Saint Cloud APO.



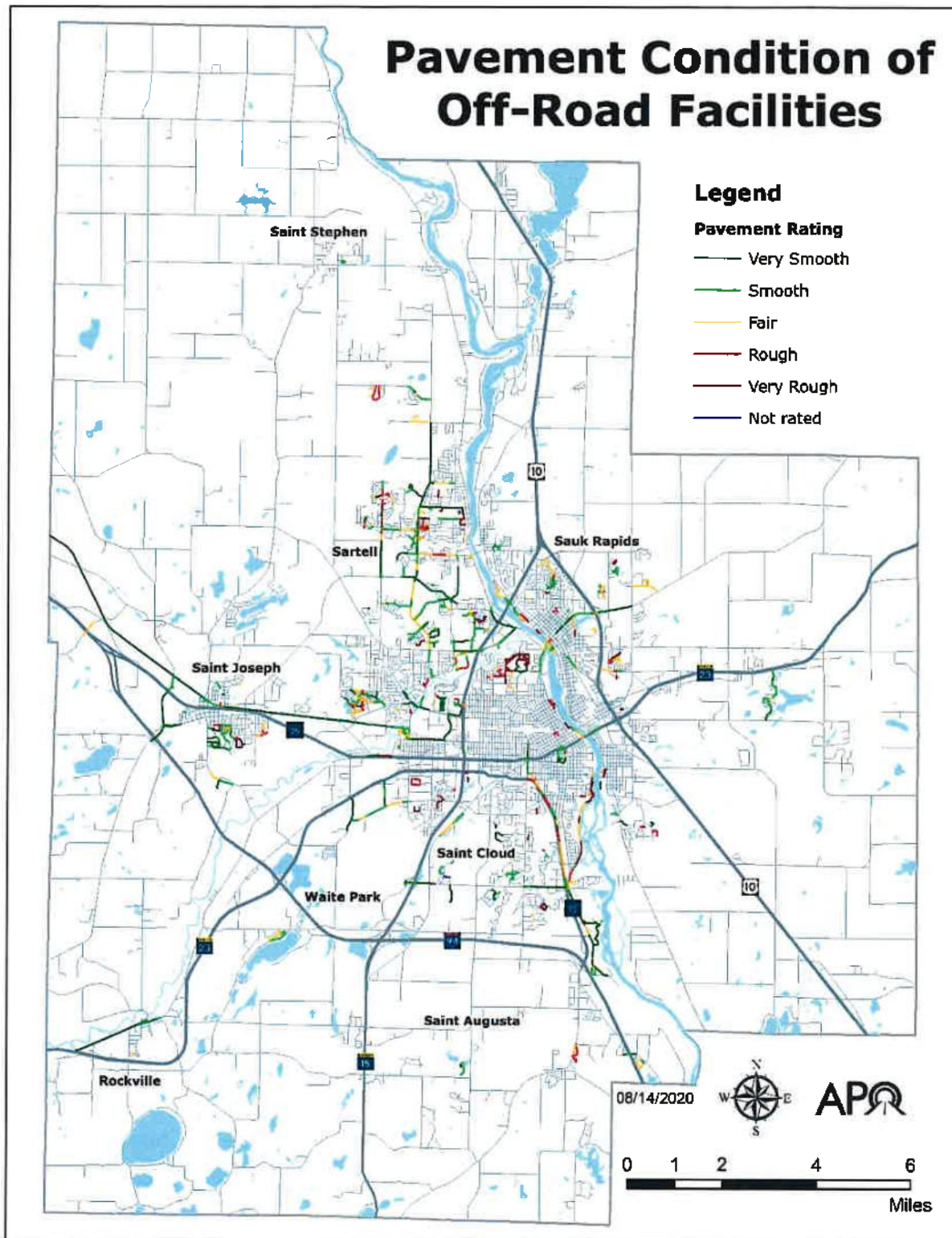
Data source: MnDOT (2015, 2017, and 2018) and GoodPointe Technology (2019)



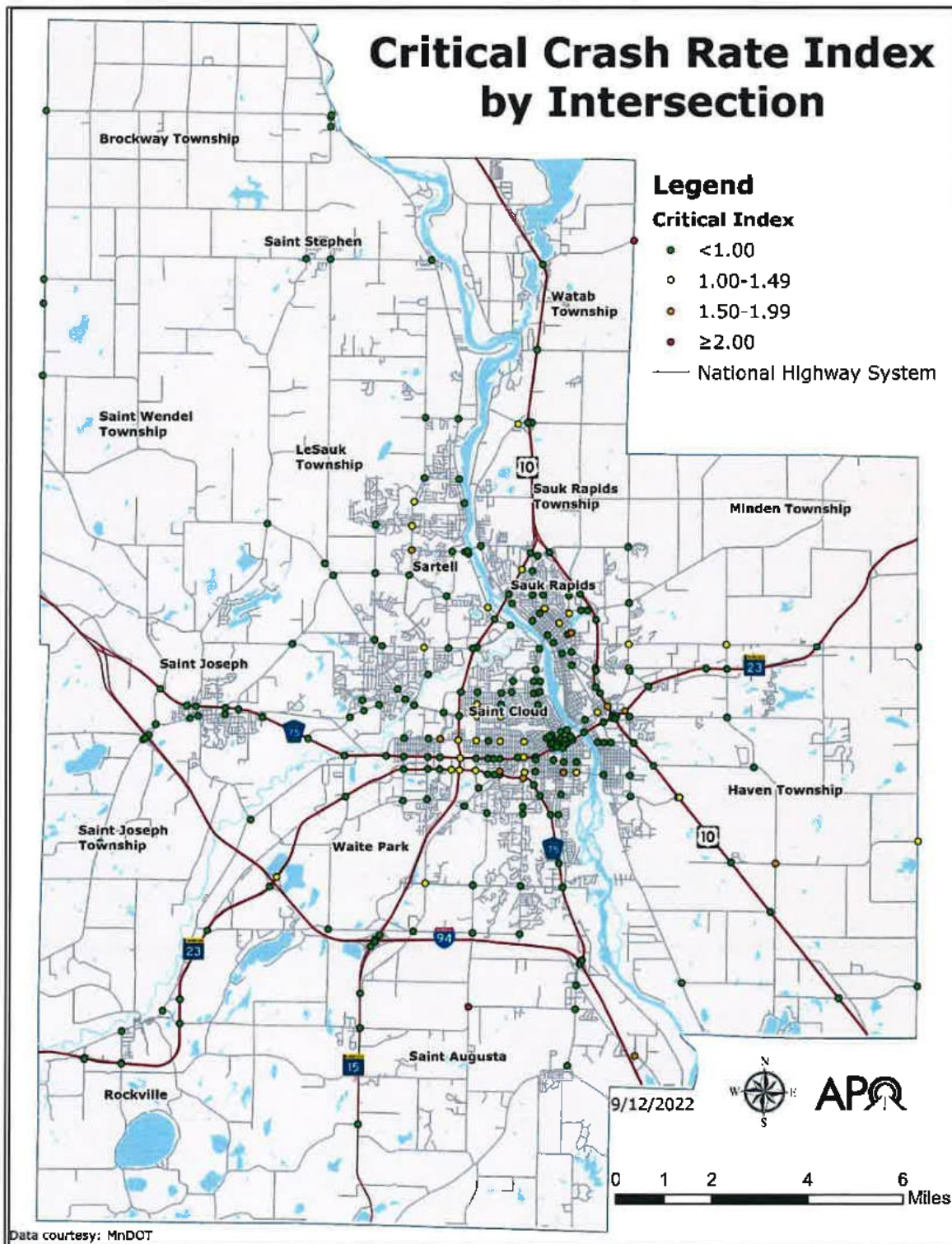
Data source: MnDOT, 2020.



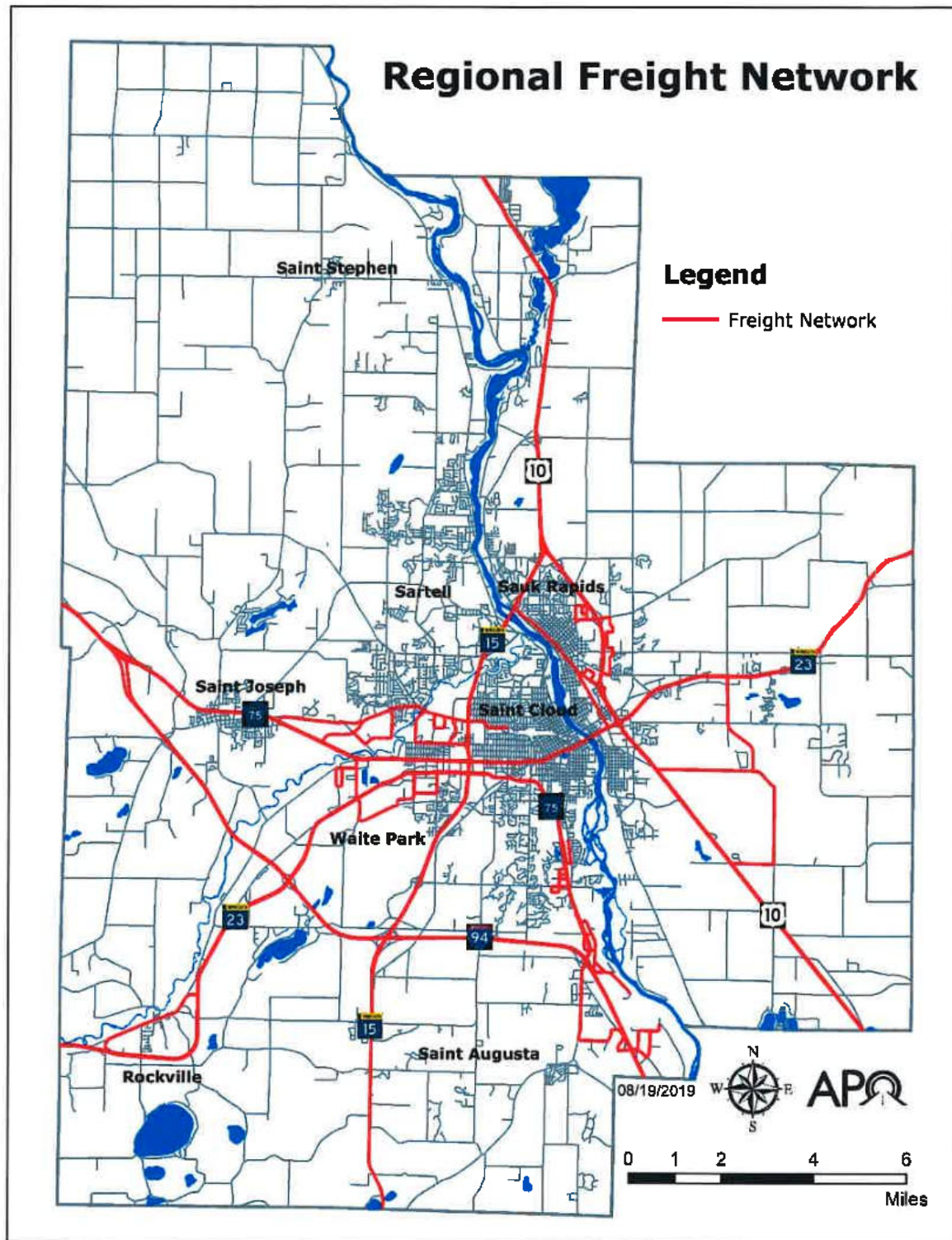
Data courtesy of GoodPointe Technology, 2019.



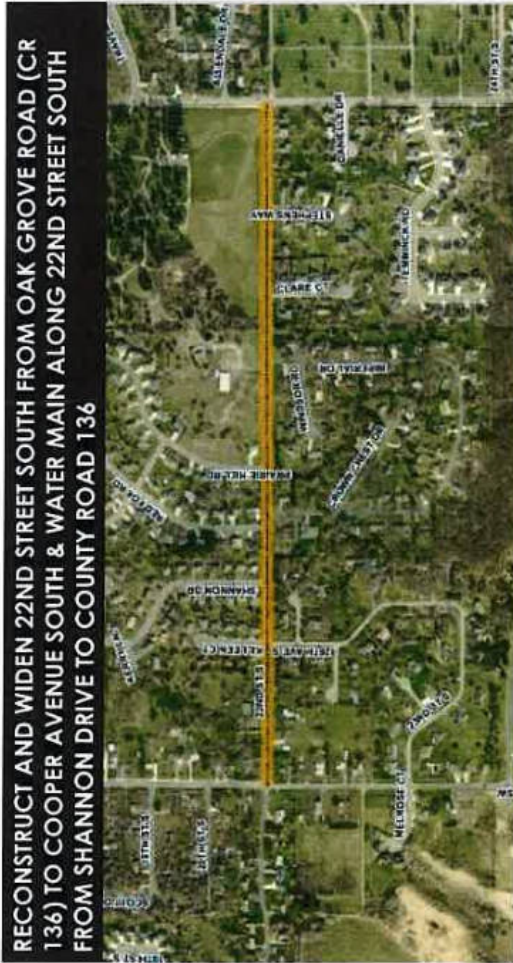
Data courtesy of Parks & Trails Council of Minnesota, 2020.



Data source: 2016-2020 MnDOT Intersection Green Sheets Minnesota Crash Mapping Analysis Tool (MnCMAT)



Data source: 2018, SRF Consulting, Inc.



Department: Public Works
Project Number: PW.26.01

Construction Year: 2026

GOALS, PLANS, POLICIES & INITIATIVES WORKSHEET

Goal/Policy/Plan/Initiative	Applicability
2019 City Council Goals	The project is consistent with the goals that the City has a greater quality of life, has healthy, engaged neighborhoods and is a quality transportation hub.
Comprehensive Plan	The goals of the Comprehensive Plan support a highly connected transportation network that facilitates safe access and mobility for all forms of transportation. Additionally, the Plan supports ensuring public infrastructure provide high quality and effective public services.
Public Art & Placemaking Plan	The Placemaking Plan recommends incorporating public art into CIP projects. A percentage of project costs are recommended to incorporate public art into this project.
Sustainability Framework Plan	The Sustainability Framework Plan identifies several best practice areas that would apply to this project including: sustainable land use policies, multi-modal transportation, improving community health, and surface and groundwater resource protection.
Complete Streets Policy	The Complete Streets Policy supports the inclusion of sidewalks, bike lanes and trails, and transit facilities during street construction, reconstruction, repaving, and rehabilitation projects.
Economic Development Strategic Plan	The Economic Development Strategic Plan does not address this type of project.
Mississippi River Corridor Plan	The Mississippi River Corridor Plan does not address this type of project.
Senior Engagement Initiatives	The Senior Engagement Initiatives do not address this type of project.
Youth Engagement Initiatives	The Youth Engagement Initiatives do not address this type of project.

STAFF CONTACT

Steven Foss, City Engineer
(320) 255-7243
steven.foss@cityofcloud.com

REFERENCE LINKS

None.

FINANCIAL INFORMATION

Funding Source	Participation Rate	Amount
Special Assessments	3%	\$100,000
Municipal State Aid	66%	\$2,400,000
General Revenue	5%	\$200,000
Utility Revenue - Water	23%	\$844,500
Utility Revenue - Sewer	3%	\$100,000
TOTAL	100%	\$3,644,500*

*Projected construction costs are based on 2021 dollars.

DESCRIPTION

Reconstruct and widen 22nd Street South from CR 136 to Cooper Avenue South including sidewalks, bicycle lanes and drainage improvements. Upsize to 16" water main along 22nd Street South from Shannon Drive to CR 136.

JUSTIFICATION

These roadway improvements are needed to adequately serve future east-west travel demand.

HISTORY

This project was identified by City Council action in 2005.

BUDGET IMPLICATIONS

If properly maintained, the municipal street and utility infrastructure constructed under this project should have a useable life expectancy of at least 40 years. It is anticipated that this improvement will decrease the pavement and utility maintenance requirements (i.e., less street patching, less sewer cleaning, etc.) for a period of ten or more years.

PROJECT INFORMATIONDepartment: Public WorksConstruction Year: 2027Project No.: PW.27. 02Project Title: Reconstruct and Widen 22nd Street South from CR 136

St. Cloud

clp

2022 - 2027

Capital Improvement Program

FINANCIAL INFORMATION

Funding Source	Participation Rate	Amount
Special Assessments	2%	\$ 100,000.00
Municipal State Aid	55%	\$ 3,042,000.00
General Revenue	5%	\$ 255,000.00
Utility Revenue - Water	36%	\$ 1,997,000.00
Utility Revenue - Sewer	2%	\$ 100,000.00
	100 %	\$ 5,494,000

Projected costs are based on 2022 dollars.**PROJECT DESCRIPTION** 705 characters remaining

Reconstruct and widen 22nd Street South from CR 136 to Cooper Avenue South including sidewalks, bicycle lanes, street lighting and drainage improvements. Upsize to 16" water main along 22nd Street South from Shannon Drive to CR 136. This project will also include a 24" water transmission line.

JUSTIFICATION 911 characters remaining

These roadway improvements are needed to adequately serve future east-west travel demand.

HISTORY 941 characters remaining

This project was identified by City Council action in 2005.

BUDGET IMPLICATIONS 639 characters remaining

If properly maintained, the municipal street and utility infrastructure constructed under this project should have a useable life expectancy of at least 40 years. It is anticipated that this improvement will decrease the pavement and utility maintenance requirements (i.e. – less street patching, less sewer cleaning, etc.) for a period of ten or more years.

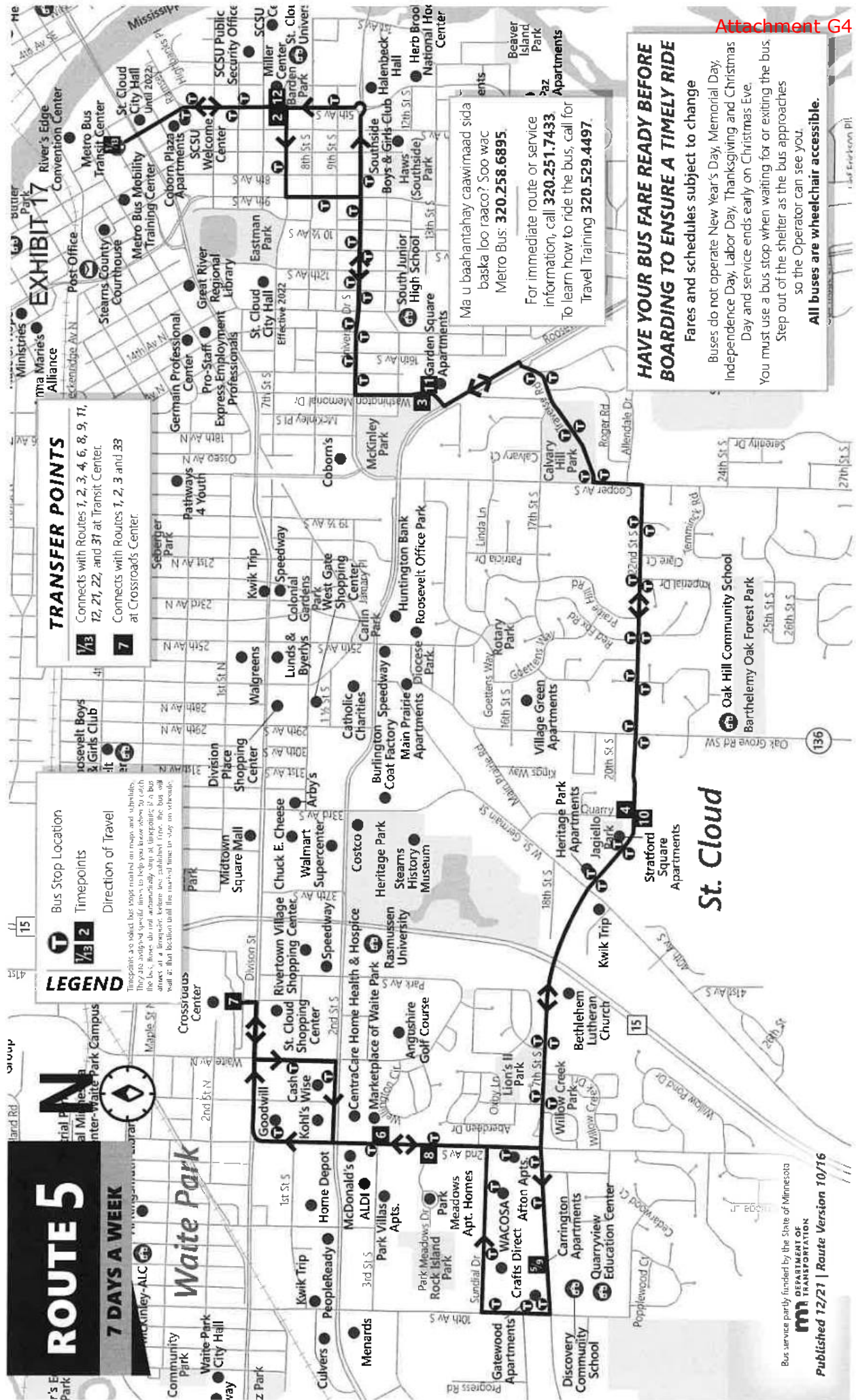
STAFF CONTACT

Tracy Hodel, Public Services Director
Phone: 320-650-2815
tracy.hodel@ci.stcloud.mn.us

PROJECT LINK(S)

If you would like a copy of the completed form, enter your email address here before click 'Submit'.

Submit



ROUTE 5

7 DAYS A WEEK

Waite Park



LEGEND

- T** Bus Stop Location
- 1/3 2** Timepoints
- Direction of Travel**

Timepoints are indicated by stop numbers on maps and schedules. They are assigned specific times to help you know where to catch the bus. Buses do not automatically stop at timepoints if a bus is not scheduled to stop there. The bus will stop at the timepoint until the scheduled time to stop on schedule.

TRANSFER POINTS

- 1/3** Connects with Routes 1, 2, 3, 4, 6, 8, 9, 11, 12, 21, 22, and 37 at Transit Center.
- 7** Connects with Routes 1, 2, 3 and 33 at Crossroads Center.

Ma u baahantahay caawimaad sida baska loo raaco? Soo wac Metro Bus: **320.258.6895**.
For immediate route or service information, call **320.251.7433**.
To learn how to ride the bus, call for Travel Training **320.529.4497**.

HAVE YOUR BUS FARE READY BEFORE BOARDING TO ENSURE A TIMELY RIDE

Fares and schedules subject to change

Buses do not operate New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving and Christmas Day and service ends early on Christmas Eve. You must use a bus stop when waiting for or exiting the bus. Step out of the shelter as the bus approaches so the Operator can see you.

All buses are wheelchair accessible.

St. Cloud

Transportation & Mobility

St. Cloud boasts a robust transportation system of roadways, public transit, trails, and sidewalks. Safe and efficient access and mobility are critical in supporting land use and development, economic development, and quality of life. This chapter of the Comprehensive Plan presents recommendations intended to guide investment in a well-balanced, multi-modal transportation system. Many of the recommendations are informed by the St. Cloud Area Planning Organization (SCO) Long Range Transportation Plan 2040.

Goal

Support a highly-connected transportation network that facilitates safe access and mobility for all forms of transportation.

Objectives

- Extend and increase the capacity of roadways that enhance circulation, mobility, and anticipated growth and development.
- Increase bicycle and pedestrian network connectivity across jurisdictions through local coordination of improvement projects.

- Prioritize pedestrian infrastructure and safety improvements throughout the community, including at local schools, parks, civic institutions, and community gathering and recreation destinations.
- Work with local transit agencies to develop a coordinated and integrated plan for public transportation that includes Antioch, the Northstar Commuter Rail Line, and Metro Bus.
- Utilize the Downtown Parking Study to develop a comprehensive parking strategy for both downtown and other commercial areas that addresses capacity, pricing, and landscaping design.
- Support the development and implementation the APO On-Street Bicycle Plan as well as an updated St. Cloud Bikeways and Pedestrian Plan.
- Develop a community gateway and wayfinding program and install gateway and wayfinding signs throughout the St. Cloud community to create a unique sense of place.



Roadway Network

The roadway network in St. Cloud consists of principal arterials, minor arterials, major and minor collectors, and local roads, and is aligned with the Federal Highway Administration's Functional Classification Guidelines. These classifications provide guidance as to the function of each roadway and serve to balance the competing needs of mobility and access. The jurisdiction of local streets fall under the City of St. Cloud; Swains, Benton, and Sherburne Counties oversee their respective county roadways; and the Minnesota Department of Transportation (MnDOT) maintains jurisdiction of interstate freeways, U.S. trunk highways, and state trunk highways.

Key Roadway Improvements: St. Cloud APO

St. Cloud APO Long Range Transportation Plan (LRTP) 2040 identifies and classifies key projects as fiscally constrained, illustrative, and unmet needs.

Fiscally Constrained Projects

Fiscally constrained projects are funded improvements projects that have received capital programming and will be undergoing construction or more detailed design in the near future. These include:

- CR 154: Widening to 4-lanes from W. Oakies Drive to Pine Cone Road.
- 9th Avenue SE: Widening to 4-lanes from 19th Street N to 9th Street N.
- Marshall Lake Road: Widening to 4-lanes from Highway 3 to CR 45.
- 33rd Street S (Phase 1): Widening to 4-lanes from CR 156 to Cooper Road.

Illustrative Projects

Illustrative projects are those that, while still desired and necessary for the community, currently lack funding for implementation. As funding becomes available, these projects should be amended to the fiscally constrained project list. These include:

- River Avenue SE (CSAH 7): Widening to 4-lanes from 9th Avenue N to CR 120 in Sartell.
- 33rd Street S (Phase 2): Widening to 4-lanes from CSAH 7A to CR 156.
- 40th Street SE: Extension as a 2-lane roadway from Cooper Road to Roosevelt Road.
- 40th Avenue SE: Realize roadway to follow western ultimate property boundary of St. Cloud Regional Airport as identified in the 2015 Master Plan Update.
- Weatherwood Road: Extension as a 2-lane roadway across Johnson Creek to the I-94 Business Park.

Unmet Congestion Need Projects

Unmet Congestion Need projects are roadways segments that are projected to operate at LOS E or F (high levels of traffic congestion) if no improvements are made by 2040. These routes should be considered long-term improvements that may influence development in currently undeveloped areas of the community. These include:

- 25th Avenue: Centennial Drive to Highway 23 (Division Street).
- 3rd Street SE: 37th Avenue N to 18th Avenue N.
- CR 156/Oak Grove Road: 25th Avenue to the area south of Oak Hill Elementary.
- Cooper Avenue: 33rd Street S to CSAH 7A.
- 15th Avenue SE: Minnesota Boulevard to US Highway 10.
- Cleaver Road: From Roosevelt Road to 15th Street S.
- 33rd Street S River Crossing: Roosevelt Road to US Highway 10.

In addition to widening and other improvements to enhance existing capacity, several the recommended roadway excursions highlighted in the transportation and mobility map figure are intended to provide alternative routes that will reduce traffic demand on Unmet Congestion Need routes.

Vision Zero

Infrastructure

Vehicle Technology

Services & Education

Engraved & Surveillance



Key Roadway Improvements: City of St. Cloud

In addition to roadway improvements included in the St. Cloud APD LRP, there are several projects that are recommended to improve connectivity and reduce congestion at the neighborhood and commercial district scale. Several of these projects are included within the Illustrative Capital Improvement Section of the City's Capital Improvements Program (2016-2021) while other improvements are recommended based on observations made during the comprehensive plan process.

33rd Street Improvements

Much of the City's projected population growth will be accommodated in the area located between 22nd Street S and I-94. 33rd Street S is viewed as a critical component in the Southwest Gateway that will link growing residential areas in St. Cloud, Haven Township, and White Park to the highway 95 and Roosevelt Road corridors, and then on to regional commercial areas to the north and I-94 to the south. The recent completion of the interchange at 33rd Street S and Highway 15 was a critical step in implementing the Southwest Gateway concept and the plan for development of the Tech High School campus has also increased the importance of 33rd Street S. With no improvements, level of service along 33rd Street S will degrade as development occurs and the roadway experiences increased traffic congestion.

Much of the 33rd Street S corridor will undergo development over the life of the Comprehensive Plan and opportunities exist for the City to work with Stearns County and property owners to ensure appropriate roadway widening and enhancements can be accommodated moving forward. In addition to ensuring efficient vehicular movements and access, as a key route in a growing residential area, it is important that 33rd Street S roadway design adhere to "complete street" principles and safely accommodate pedestrian and bicycle movements as well as auto and transit.

33rd Street S Bridge

The extension of 33rd Street S to the east, across the Mississippi River, is also of strategic importance to improving traffic conditions on St. Cloud's east side. Currently, to access I-94 and surrounding retail and employment areas, residents must rely on the University Avenue to travel over the river and then travel south along the Roosevelt Road corridor. This places additional stress on Roosevelt Road and other parallel corridors while also funneling traffic through the SCSU campus area and the surrounding Southside University neighborhood. The extension of 33rd Street S across the river would allow east side residents to utilize CH 10 or Highway 10 to access 33rd Street S and connect to Roosevelt Road near I-94.

In addition to providing a much needed roadway connection, the extension of 33rd Street would also help facilitate the extension of infrastructure to areas surrounding the St. Cloud Regional Airport and Mindan Township. While development should be discouraged within Haven Township, the extension of 33rd Street S would also facilitate future development opportunities once the primary and secondary growth areas were substantially built out.

Division Street

Throughout the community outreach process for the Comprehensive Plan, residents noted congestion along Division Street to be a significant issue. While Division Street has historically been known as a congested roadway, the 2040 LRP does not indicate level of service to be a current issue and projected increases in traffic counts are not expected to impact LOS. Though not scientific, members of the Project Team recorded their travel times along the corridor at various times of day and did not encounter significant backups. Travel times increased most significantly when attempting to turn left from Division Street at signalized intersections where left turns are prohibited without a signal.

The only future potential projects related to the Division Street corridor identified within the LRP include improvements to the Highway 15 intersection and improvements to roadways leading to Division. Improvements to signalization and access management for properties fronting Division appear to have been effective in reducing congestion in recent years and establishing regular traffic flow along the corridor. As discussed in Chapter 10, Sabana Plaza, improvements to pedestrian and bicycle mobility are needed within the Division Street corridor. With limited right-of-way available for non-auto infrastructure, the City should partner with MNDOT and private property owners to identify pedestrian infrastructure improvements that will improve safety and foster a more inviting environment.



Heatherwood Drive Extension

As discussed in the Commercial Areas Framework section of Chapter 5: Economic Development, Heatherwood Drive (also referred to as Clearwater Road by the St. Cloud APO) should be extended south, across Johnson Creek to the I-94 Business Park. This will be a key improvement to encouraging industrial and office/business park development between the two I-94 interchange areas (Roosevelt Road and CR 73).

40th Street South and Roosevelt Road

MNDOT plans to relocate the signalized intersection at 43rd Street S and Roosevelt Road to 40th Street S. The St. Cloud APO plans to connect the eastern and western segments of 40th Street S, establishing an uninterrupted corridor from Highway 23 across Highway 15 and continuing east to Roosevelt Road. As traffic increases on 42nd Street S as a result of this improvement, the proposed intersection improvement and realignment will be necessary to improve traffic flow to and from Roosevelt Road and the nearby I-94 interchange. The City, County, and MNDOT should update the CSST 75 corridor study (2007) working in concert with local businesses. The study should identify viable access and intersection design alternatives south of the future 40th Street South and Roosevelt Road intersection considering access needs of private property owners and traffic operations and safety.

As discussed in the Commercial Areas Framework section of Chapter 5: Economic Development, to enhance use of existing commercial development and facilitate future development, the City should partner with MNDOT to evaluate the use of a frontage road on the east side of Roosevelt Road. An offset frontage road should also be considered for the west side of Roosevelt Road to allow for desired commercial development to occur on both sides of the frontage road and increase overall development potential while maintaining frontage along Roosevelt Road.

I-94/CR 136 Interchange

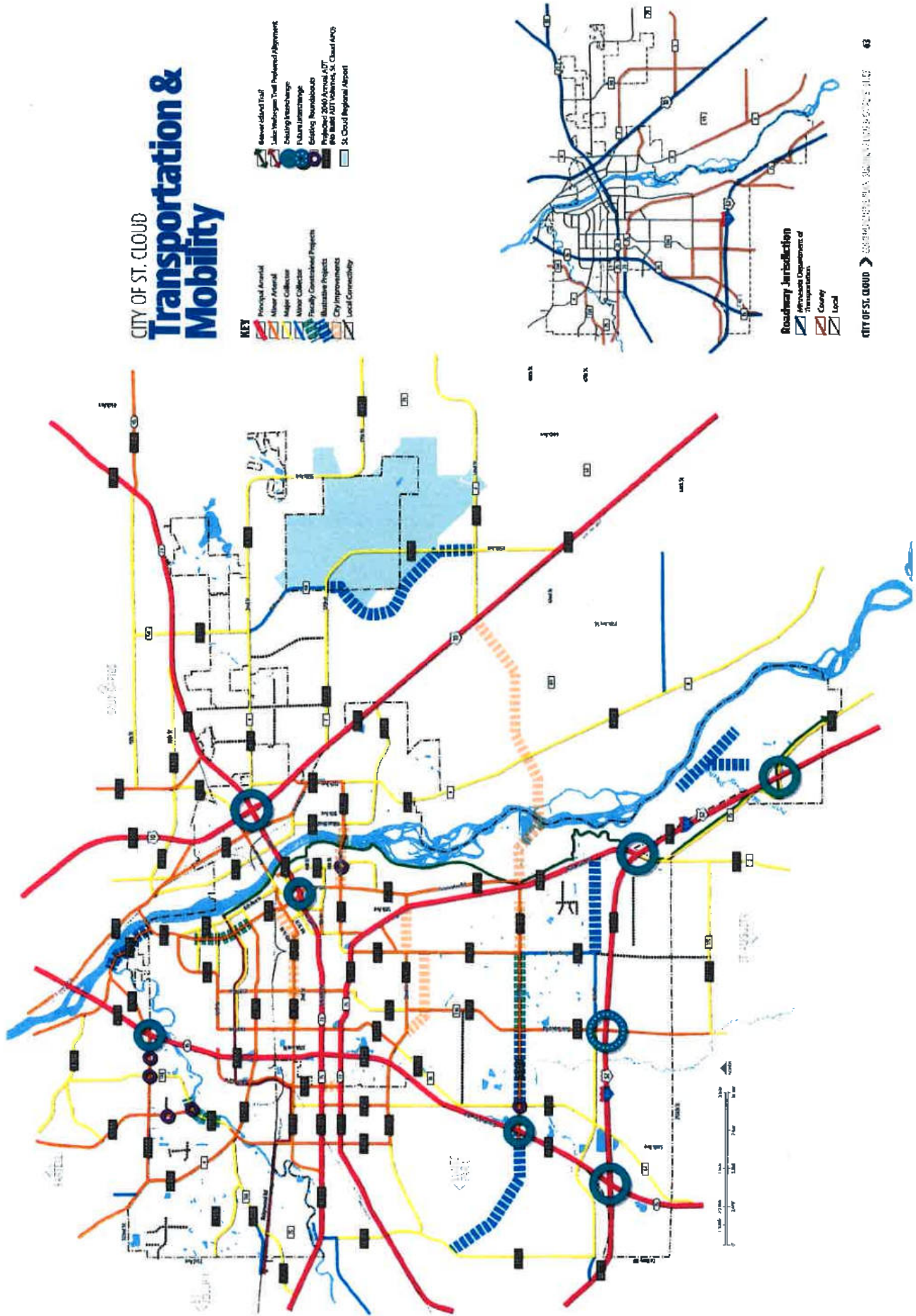
Although not listed as an unmet need, future growth and development in the Primary Growth Area may necessitate the need for an additional interchange at I-94 and CR 136/Oak Grove Road. An interchange at this location would increase access to emerging growth areas and would also alleviate congestion at Oak Grove Road, 40th Street S, and other east-west routes currently providing access to I-94 via Highway 15 and Roosevelt Road. As areas surrounding I-94 and CR 136 continue to develop and intensify, the City should work with MNDOT to monitor traffic counts at the two nearest interchanges. Further, the City should consider limiting development near the intersection of I-94 and CR 136 to decrease future conflict should a new interchange be warranted.

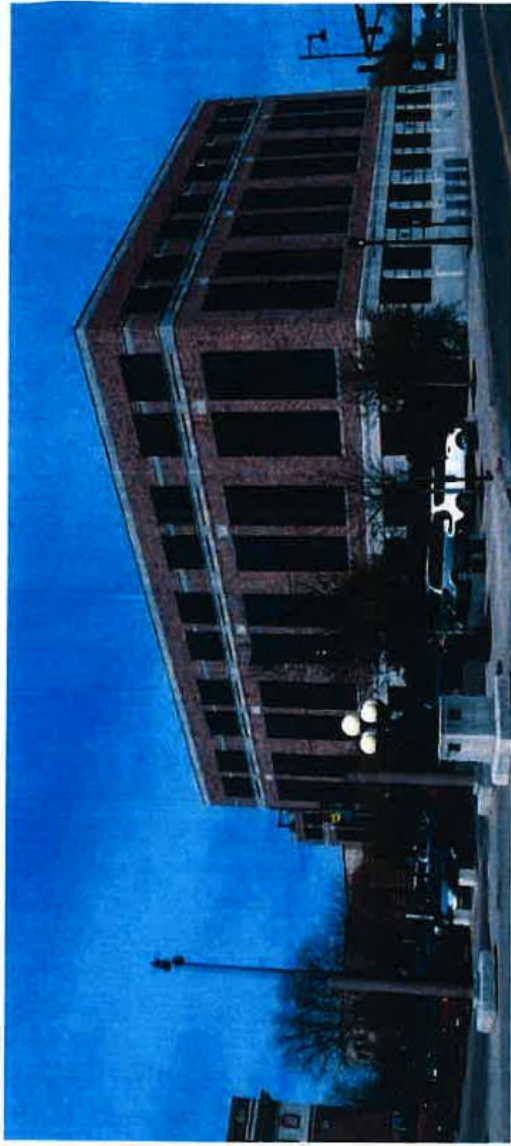
Local Roadway Connections

Connectivity within several St. Cloud neighborhoods is poor due to a lack of access points to individual subdivisions and the presence of numerous unconnected stub streets. While stub streets are created with the intent to align and connect to adjacent developments, in areas where development has slowed, residences often come to treat the stub streets as private cul-de-sacs and oppose future connections to avoid "cut through" traffic.

The residential areas in Winden Township along the Highway 23 corridor provide numerous examples where additional through connections to existing stub streets would greatly improve mobility to local residents. While connections to Highway 23 should be linked, additional neighborhood-to-neighborhood connections would provide more than one point of entry to each development. Connections to the south at 2nd Street SE would also be beneficial and could be established as a complement to future development to the south.

Moving forward, the City should maintain a policy of increasing connectivity between existing and future residential neighborhoods. This includes limiting the use of cul-de-sacs and dead end streets, planning for future local roadway connections, and promoting the establishment of stub streets. Efforts should also be made to encourage connections to adjacent commercial districts to limit the need to drive for day-to-day shopping needs. As new development occurs, the City should require connections to existing stub streets as a condition of approval. In addition, the City should also work with the development to ensure that residents are properly informed and educated about future through connections and when completion of the road segment is anticipated.





Parking

Parking plays a significant role in the St. Cloud transportation system. The availability and ease of locating parking can have an effect on local businesses and quality of life, while the appearance and design of surface parking can affect stormwater management and the identity of the city. In particular, parking management issues manifest in Downtown and within the city's commercial corridors.

Downtown Parking Study

To address downtown parking, an independent parking study was conducted in conjunction with the Comprehensive Plan. The study includes an analysis of on- and off-street parking demand and supply, including both public and private lots. Observation of the study area's parking supply provided key insights into the demand and use of parking in Downtown:

- Downtown St. Cloud has a parking supply of 4,385 spaces, or an effective supply of 3,974 spaces (which provides a more accurate approach to measuring supply that integrates spaces necessary for vehicles moving in and out, restricted parking spaces, improperly parked vehicles, minor construction, and snow removal).
- Downtown has a current surplus of 1,242 parking spaces.
- 68% of parking is utilized during peak hours.
- New development such as the expansion of key employers like Capital One or the redevelopment of the Lady Slipper Lot may create a parking deficit.

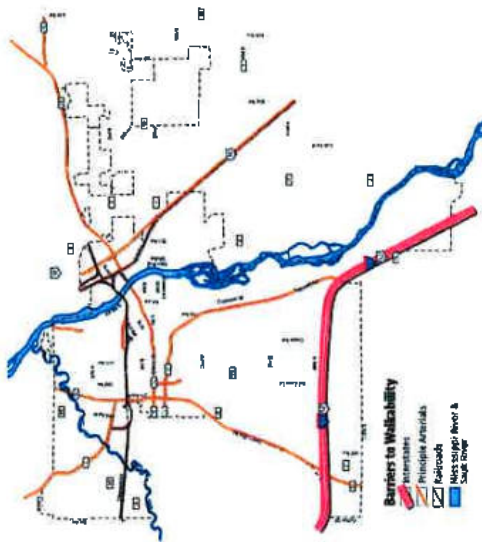
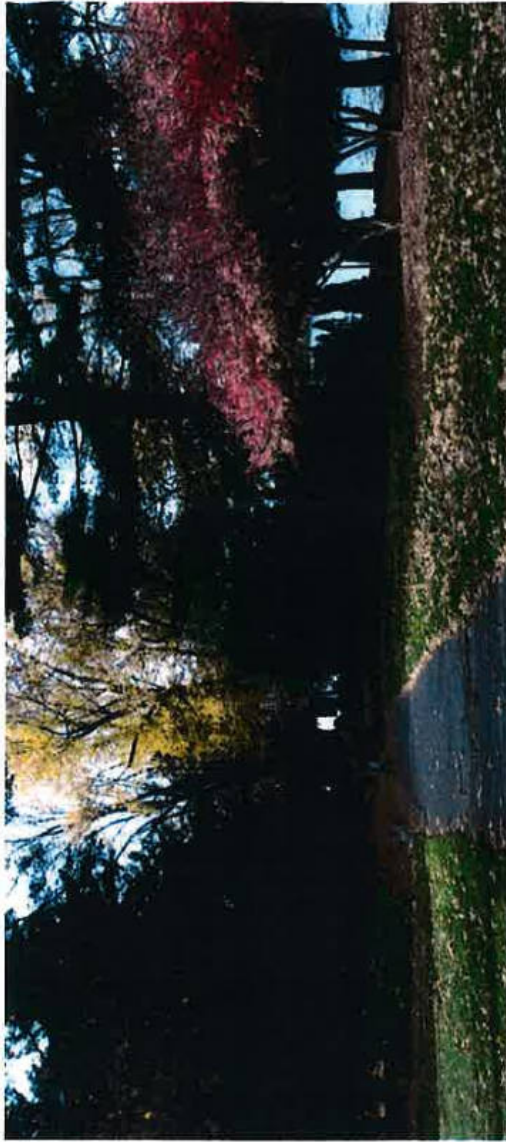
Off-Street Parking

Article 16 of the Land Development Code addresses off-street parking requirements for the City's zoning districts. Residential parking requirements are in-line with current development practices; however, the code requires a significant number of off-street parking with no maximum limit, which results in excess and underutilized off-street parking scattered throughout the City's commercial corridors. The City should consider amending Article 16.3 to include both off-street parking minimums and maximums, which prevent a surplus of parking as well as unnecessary amounts of impervious surface areas.

The design and landscaping of off-street parking areas can have a significant effect on the overall identity of the City's various neighborhoods. Residential parking areas with more than eight parking stalls are required to be screened (Section 174.0). However, the Land Development Code makes no off-street landscaping requirements for any other zoning district. The City should amend the Land Development Code to include requirements for parking lot landscaping, landscaped buffers, and screening. It should also consider reducing the required number of off-street parking requirements in exchange for the integration of stormwater best management practices. For more specific examples of parking lot improvements, see [Chapter 16: Suburban Plans](#).

Active Transportation Complete Streets

Following the passage of a statewide complete streets policy, the Area MPO and City of St. Cloud both passed local complete streets resolutions in 2011. Complete streets policies require that all modes of transportation are considered during roadway projects including automobiles, transit, bicycles, and pedestrians. The goal is to create a transportation network that accommodates all roadway users, regardless of age or ability. While the policy may appear to increase capital improvement costs, this approach to transportation planning has been shown to stimulate the local economy by making it safer and safer for residents and visitors to walk, bike, or take transit as an alternative to driving. As such, the City should continue to implement its complete streets policy to ensure the safety and mobility of its non-motorized transportation groups. The City should work with developers and property owners to ensure complete streets projects include well-designed pedestrian and bicycle infrastructure that does not simply comply with the policy, but promotes and encourages walking and bicycling.



Pedestrian Infrastructure

The City's pedestrian infrastructure system consists of sidewalks, trails, and crosswalks. As part of the City's ongoing Neighborhood Revitalization Project, infrastructure in select neighborhoods in St. Cloud is being reconstructed and rehabilitated to improve or install curbs, gutters, and sidewalks. In addition to sanitary sewer, water main, and storm drain facilities as warranted, the City should continue to install sidewalks throughout the community as part of additional infrastructure improvement projects, prioritizing major corridors and areas around schools, public facilities, and other destinations often used by youth and senior citizens.

In addition to neighborhood sidewalk gaps, St. Cloud includes several barriers to walkability and pedestrian mobility. These barriers include arterial roadways, railroad tracks, and natural features such as TH 15, the BNSF tracks, and the Mississippi River.

Key Trail Assets

St. Cloud offers a network of on-street, multi-use trails that represents a considerable asset local residents seeking to experience the community's extensive inventory of parks and natural areas. Potential greenway trail corridors and significant trail projects such as the recently expanded Beaver Island Trail and proposed Lake Umbagog Trail are discussed in **Chapter 9: Parks, Recreation & Environmental Features**.

Safe Routes to School

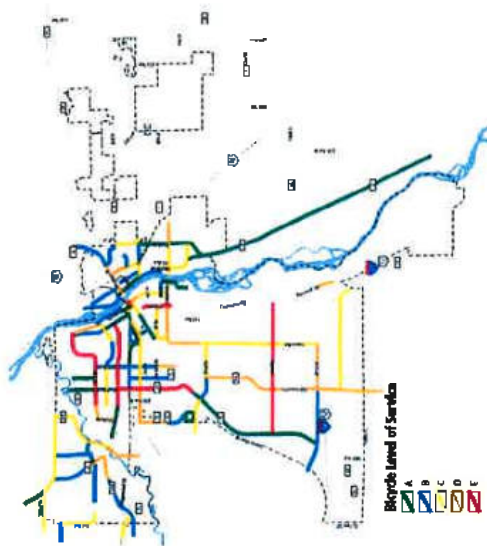
Safe Routes to School (SRTS) is a program that seeks to improve the quality of life for children, families, and communities through infrastructure improvements that promote safe, healthy, and active lifestyles. In cooperation with the Cities and School Districts of St. Cloud, Sartell and Sauk Rapids and Central Minnesota's Better Living Through Exercise and Nutrition Daily (BLDNE), the APO successfully competed in the SRTS grant solicitation. Projects thus far have involved creating a safe community near Meswood Elementary, and three additional schools in the St. Cloud APO area have received funding for planning and construction. The City should continue to work collaboratively with the St. Cloud APO to identify SRTS project and apply for funding for infrastructure improvements near local schools that improve walking and bicycling conditions.

Additional SRTS programs include education, enforcement, and encouragement efforts. One such effort to increase public health through safe, non-motorized transportation to local schools includes the walking school bus. At its most basic form, a walking school bus is a group of children walking to school with one or more adults. The walking school bus can be comprised of only a couple of families, or extend into larger groups that arrive at coordinated meeting spots to walk to school as a group. This SRTS program is an effective strategy to increase safety and public health, while increasing community pride and neighborhood. The City should work with the St. Cloud Area School District, private educational providers, and neighborhood organizations to identify neighborhoods and schools to implement walking school buses.

Bicycle Infrastructure

In addition to on-street trails, St. Cloud includes several on-street bicycle facilities consisting of marked bike lanes and bike route signage. Though the City has made progress in growing its bicycle infrastructure, the combined bicycle network of trails and on-street infrastructure leaves critical connectivity gaps. To address on-street network gaps, the St. Cloud APO is developing an on-road bicycle plan, which is discussed further below.

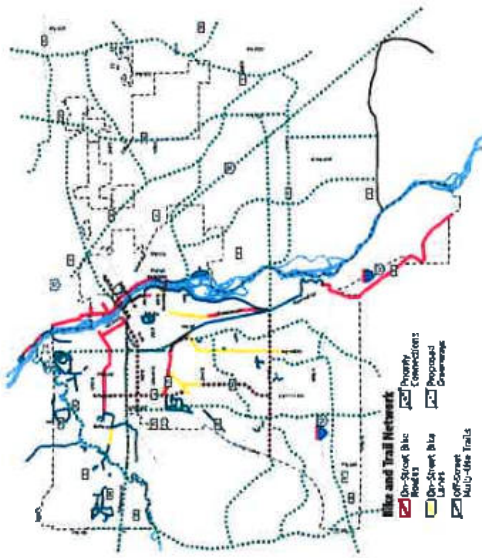
With regard to facilities such as bike parking, storage, and maintenance, the City is home to a mix of available facilities. A bicycle maintenance station serves the Beaver Island Trail south of 33rd Street, and yellow bike racks provide downtown bicycle parking. While downtown bike racks offer an option for cyclists to secure their bikes, the design does not fit the existing streetscape nor does it reflect current bike locking practices. The City should amend the off-street parking requirement of the Land Development Code (Section 16.03) to require a minimum number of bicycle parking facilities. The new standards should address different types of bicycle parking for different needs, including long-term versus short-term storage, as well as protection from the elements. The City should reference the Association of Pedestrian and Bicycle Professionals' Bicycle Parking Guidelines as a standard for bicycle parking design best practices.



On-Road Bicycle Plan

During the summer of 2015, the St. Cloud APO conducted the first stages of an On-Road Bicycle Plan. The process includes a review of the streets within the St. Cloud APO planning area and collecting data related to the comfort level for a cyclist to utilize a particular roadway. Primarily, the St. Cloud APO utilized the bicycle comfort system known as Bicycle Level of Service (BLOS). The BLOS model calculates on-road facilities only. It uses the same measurable traffic and roadway factors that transportation planners and engineers use for other travel modes. With statistical precision, the model clearly reflects the effect on bicycling suitability or "compatibility" due to factors such as roadway width, shoulder widths, traffic volume, pavement surface conditions, motor vehicles speed, vehicle type, and on-street parking.

As of the adoption of the Comprehensive Plan, the St. Cloud APO was in the process of completing its review of BLOS and the entire BLOS is not expected to be complete until the summer of 2016. It is at this point that the St. Cloud APO will release the On-Road Bicycle Plan. The City should work with the St. Cloud APO and other partners to use the results of the On-Road Bicycle Plan to identify potential roadway enhancement projects to address bicycle level of service. The City should also update the St. Cloud Bikeway and Pedestrian Master Plan to reflect newly identified or prioritized projects, including those identified within the 2003 Gateway Concept Plan.



Priority Routes

While there are numerous roadway segments within St. Cloud that have a BLOS grade of C or lower, there are several roadway segments that traverse major bicycle and pedestrian barriers and represent key routes that should be considered priorities for enhancements moving forward. These routes include:

- **3rd Street SE & Veterans Drive:** These routes provide east-west access from White Park to Downtown St. Cloud and represent an alternative to the bus: Division Street corridor.
- **3rd Avenue NE:** This route provides a connection across the railroad tracks that divide the northern Core neighborhoods and connect residents to commercial areas along Division Street.
- **E. St. Germain Street & University Drive:** These routes provide safe pedestrian and bicycle access across the Mississippi River and connect neighborhoods on the East Side to the SCU and Downtown Districts.
- **3rd Street SE, CR 136 & Cooper Avenue:** These will play critical roles in connecting new residential areas in the Primary Growth Area to the City Core and emerging commercial corridors.



Public Transportation Metro Bus

St. Cloud has a robust and award-winning public transportation system operated by the St. Cloud Metropolitan Transit Commission. The Commission's Metro Bus system runs fixed-route bus lines that serve the greater St. Cloud area and operates routes that specifically serve student and faculty transit riders at St. Cloud State University. On average, Metro Bus serves 2,394,000 riders annually, and projections from the Metro Bus Moving Forward Plan indicate ridership will increase by 85% between 2010 and 2025.

As transit use expands, Metro Bus has identified the following concepts to meet demand:

Transit Hubs – Improvements at major transfer points where multiple routes intersect outside of the downtown. These transfer points include Crossroads Center Mall, The Miller Learning Resources Center at SCSU, Downtown Sauk Rapids, and Epic Center in Sartell.

Town Circulators – New town circulators, either fixed route or demand response, to provide service to various neighborhoods in the service area that currently are not served. Town circulators would interface with regular routes to provide service to Downtown St. Cloud.

Additional services to serve new areas – Metro Bus will continue to evaluate service to new activity generators and areas within the region for possible extensions or new services. Potential new service areas include the St. Cloud Regional Airport, East St. Cloud Industrial Park areas, St. Augusta, St. Joseph and St. John's University, as well as new routes and connections within the current service area.

To accommodate increased transit demand, the City should work closely with Metro Bus to coordinate capital improvement programs with planned major transfer points and expanded service areas. The City should also maintain close communication with the transit agency to keep it informed of future large development and activity generators that may impact future service demand.

Passenger Rail

Amtrak

St. Cloud is served by the Amtrak Empire Builder Line. The route, which runs from the Pacific Northwest to Chicago, includes a stop at the St. Cloud Amtrak station located on the City's east side. The Amtrak station, through an historic depot, is currently located within an industrial area where visitors are greeted by views of scenic piles, major wine and leading bags. Amtrak has stated the station facility for major renovations, but additional improvements are needed to the property surrounding the station to present visitors with a more positive impression of the St. Cloud community. The access drives to the station should also be formalized with curb, gutter, sidewalks, and lighting to better guide visitors to the station and lead them to active portions of the E St. Germain Street corridor. More significant wayfinding should also be provided.

Northstar Commuter Rail Line

Future rail service from St. Cloud to Minneapolis may occur through the extension of the Northstar Commuter Rail line. Initial plans propose expanding service to St. Cloud from its current terminus at Big Lake.

To fully understand the commuter utilization of the corridor and feasibility of the extension, the Northstar Corridor Development Authority (NCDA) established the Northstar Link, a commuter bus line operated by Metro Transit that provides express bus service from St. Cloud to Big Lake where commuters can transfer to the Northstar Commuter Rail. The NCDA is closely monitoring ridership on the Northstar Link. Link ridership for 2014 through August was up 10.4% over the previous year.

The City of St. Cloud and neighboring communities should continue to support the NCDA and its actions to bring commuter rail to the City. Future implementation steps for NCDA include securing funding for preliminary engineering and environmental review, negotiations with BNSF Railway, property acquisition, and construction. As funding is secured and the project enters preliminary engineering and design, the City should work with NCDA, Amtrak, and Metro Bus to develop a centralized transit center.

Station Area Improvements

The extension of Northstar Commuter Rail has the potential to increase regional access to St. Cloud. As detailed in Chapter 10, Sabana Plans, it is recommended that the City partner with Amtrak to evaluate the potential to relocate the future potential Northstar Commuter Rail service to a station that is located on the edge of Downtown St. Cloud near the E St. Germain corridor and Amtrak has budgeted funds to improve the facility.

The City should work with local neighborhood groups and property owners to ensure that adequate commuter parking is available and that routes to and from the station area are attractive. This could include volunteer-supported neighborhood beautification projects as well as the installation of quality fencing and landscaping to screen nearby industrial uses from the station and nearby public rights-of-way.



St. Cloud Regional Airport

The St. Cloud Regional Airport first opened as the New Whitney Memorial Airport in 1963. In 1970, the airport moved from its original location at present-day Whitney Park, to a new facility three miles east of the city. Today, the publicly operated St. Cloud Regional Airport serves private and commercial air markets. The Airport is a significant asset for the city; however, the loss of United Airlines service in March 2015 may impact future economic growth in the short-term. In the long-term, the Land Use Plan designates areas near the airport for light industrial development to foster potential expansion of airport-related businesses and services that would not impact airport operations.

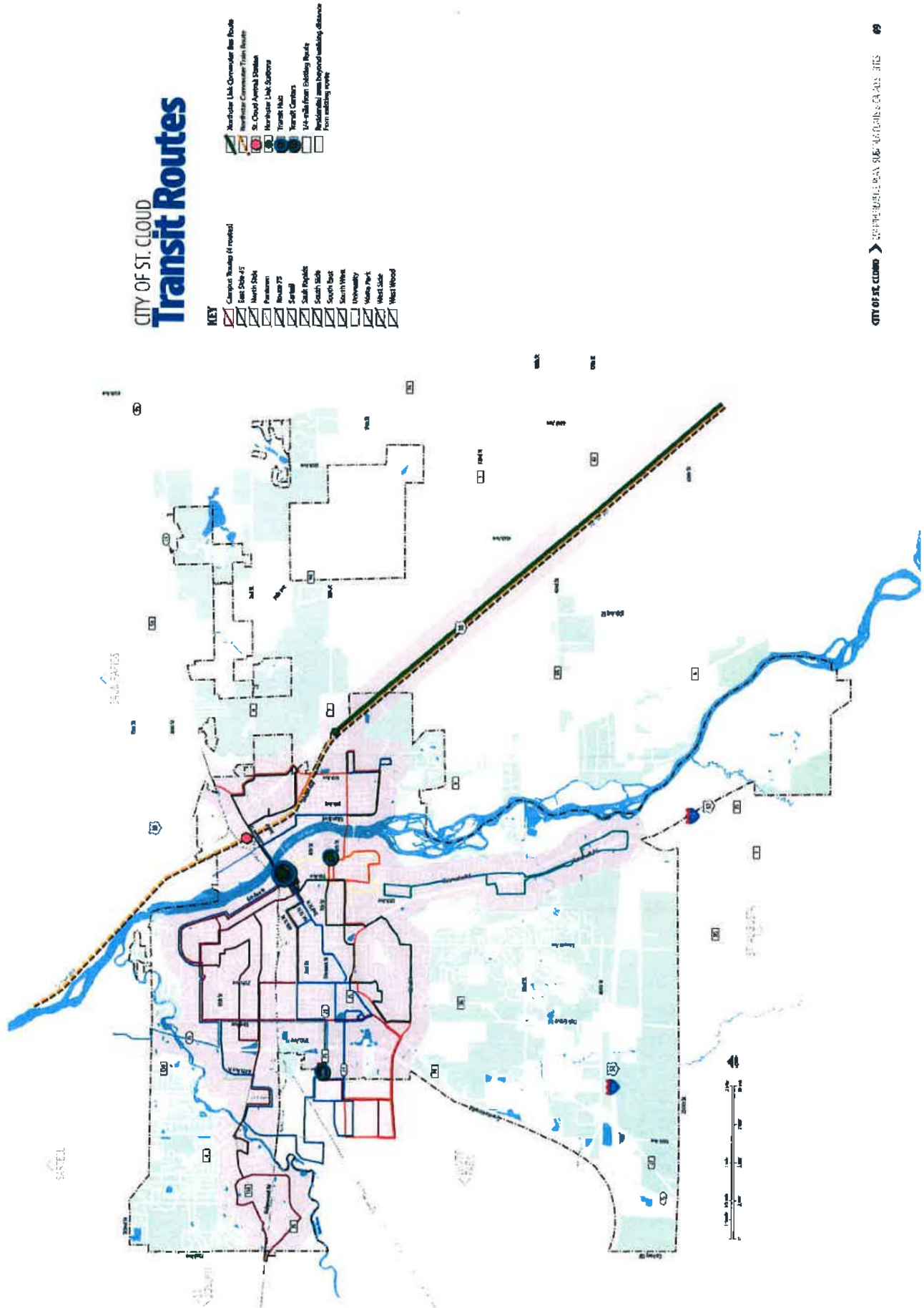
The Airport Master Plan Update identifies future projects that commercial operations could increase to more than 4,300 commercial passenger departures in 2031. The Master Plan Update identifies future improvements needed to accommodate critical aircraft, making the airport more competitive and increasing its capacity for additional air traffic. The City should continue to work with the Airport Advisory Board to implement recommendations within the Airport Master Plan update and securing funding to include projects within the OP. As activity at the Airport increases, the City should also work with the Airport Advisory Board and Benton and Sherburne Counties to enhance roadway capacity leading to the airport.

Historic growth of St. Cloud can be attributed to the rail lines used to transport granite from the city's many quarries. Today, BNSF Railway and Northern Lines Railway operate active rail lines in St. Cloud, many that carry local ore as well as Bakken crude oil from North Dakota. According to the LRTIP, the BNSF rail lines through the city carry approximately 5 trains per day. Rail traffic along the line is increasing and BNSF recently announced plans to add a second track along two segments to the northwest and southeast of St. Cloud to accommodate additional freight traffic and enhance future potential commuter rail options.

An increase in rail traffic is of concern to some residents living in neighborhoods that flank these lines, particularly in the Pan Town and east side neighborhoods, where at-grade crossings are numerous and homes are in proximity to the tracks. Per legislation passed in 2014, to address safety concerns, the State now requires railroad companies to submit disaster prevention plans, increase safety inspections, and provide emergency response training and plans. The St. Cloud Fire Department, Police Department, and other first responders should coordinate with BNSF to ensure that these plans are effective and all personnel are trained to respond to potential train accidents.

The increase in rail traffic affects the number of trains that cross at at-grade crossings within the planning area. While the State of Minnesota provides project assistance for at-grade crossings, it prioritizes areas that have a high probability of hazard based on existing conditions, local concerns, and the age of existing signals. As such, the City should identify critical rail crossings and work with MnDOT to include these signals as part of its annual ranking and selection process for the Railroad-Highway Grade Crossing Safety Improvement Program.

Freight Rail





Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
STR-7	CSAH 2 (Central Avenue N) in Brockway Township	421 st Street to CSAH 1	Two-Lane Arterial Reconstruction
STR-8	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12 th Street N)	Two-Lane Arterial Reconstruction
STR-9	CSAH 1 in Brockway Township	CSAH 17 to North Stearns County Line	Two-Lane Arterial Reconstruction
STR-10	CSAH 75 in Waite Park	Bridge Number 6819 over the Sauk River	Principal Arterial Bridge Replacement
STR-11	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to County Road 121	Minor Collector Reconstruction
STR-12	CSAH 136 (Oak Grove Road SW) in Saint Cloud and Saint Augusta	County Road 115 to 33 rd Street S	Major Collector Reconstruction
STC-8	MSAS 175 (County Road 136/Oak Grove Road SW) in Saint Cloud	MSAS 153 (22 nd Street S) to MSAS 151 (33 rd Street S)	Two-Lane Collector Reconstruction
STC-9	MSAS 141 (Cooper Avenue S) in Saint Cloud	MSAS 146 (Traverse Road) to CSAH 75 (Roosevelt Road)	Two-Lane Arterial Reconstruction
STC-10	MSAS 153 (22 nd Street S) in Saint Cloud	MSAS 175 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue S)	Two-Lane Minor Arterial Reconstruction
STC-11	MSAS 102 (Waite Avenue S) in Saint Cloud	First Street N to 125' South of Wellington Circle	Four-Lane Arterial/Two-Lane Local Reconstruction
STC-12	MSAS 145 (Ninth Avenue S) in Saint Cloud	Fourth Street S to MSAS 101 (University Drive)	Four-Lane Arterial Reconstruction
STC-13	MSAS 106 (Wilson Avenue NE) in Saint Cloud	MN 23 to First Street NE	Two-Lane Collector Reconstruction
STC-14	MSAS 125 (13 th Street N) in Saint Cloud	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction
SAR-7	19 th Avenue S in Sartell	Stearns CSAH 4 to Stearns CSAH 133 (Sixth Street S)	Two-Lane Collector Reconstruction
SAR-8	Fourth Avenue S in Sartell	Stearns CSAH 133 (Second Street S) to Fourth Street S	Two-Lane Collector Reconstruction
SAR-9	35 th Street N in Sartell	75th Avenue (Townline Road) to 12 th Avenue N	Two-Lane Local Reconstruction
SAR-10	75th Avenue (Townline Road) in Sartell	Stearns CSAH 4 to First Street N	Two-lane Collector Reconstruction
SAR-11	MSAS 131 (LeSauk Drive) in Sartell	Stearns CSAH 1 (Riverside Avenue S) to Dehler Drive	Two-Lane Local Reconstruction
SAK-1	MSAS 109 (Benton Drive S) in Sauk Rapids	MSAS 103 (Summit Avenue S) to US 10	Four-Lane Arterial Reconstruction

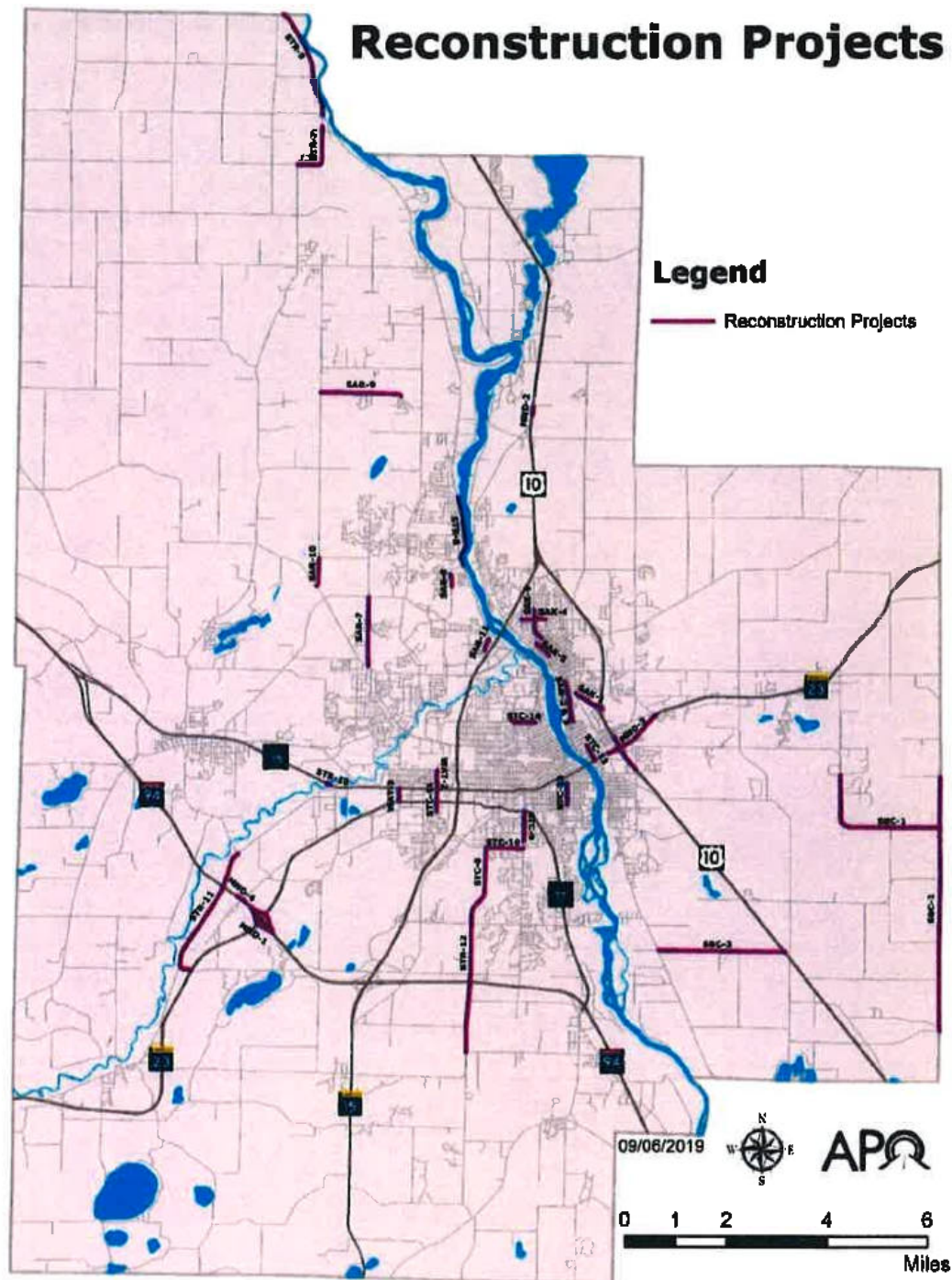


Figure 8: MAPPING 2045 roadway reconstruction projects.

Other projects within the MTP

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning transportation improvements in Saint Cloud MPA. Projects

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2027

1. APPLICANT INFORMATION

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

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6th Legislative District: 13B Length: 0.44 Mi.
 Route # _____ &/or Street Name: 2nd Avenue South
 Beginning Termini: 10th Street South
 Ending Termini: South City Limits

3. TECHNICAL INFORMATION

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

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

B. Pavement Condition

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

C. Traffic Volume

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

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

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

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

Reconstruction of 2nd Avenue South from 10th Street South to the South City Limits, including roadway, sidewalk, lighting, storm water, sanitary sewer, and water main improvements.

6. PURPOSE AND NEED (Summary)

The 60-year-old bituminous pavement on this major collector roadway with a 2019 ADT of 2,950, and a 20-year projected ADT of 10,600, is in poor condition and has outlived its useful life. There are fewer than ideal drainage facilities on this roadway segment. The improvements proposed are to modernize the roadway and improve pavement condition, provide ADA compliant multimodal facilities, improve safety with increased corridor lighting, improve the pedestrian crossings, improve drainage, and enhance the functionality of this high value, multijurisdictional, multimodal connection between the downtowns of Sauk Rapids and St. Cloud. Other elements considered include a continuous sidewalk along the east side of the street, mini roundabouts, and enhanced pavement markings to slow vehicle speeds, increase visibility and delineation between pedestrians and vehicles, and provide safer pedestrian connectivity to corridor transit stops, area amenities, and assets.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

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

This heavily traveled major collector roadway corridor is used as a direct multimodal interregional route between St. Cloud and Sauk Rapids. It is part of St. Cloud Metropolitan Transit Commission's (MTC) Bus Route #'s 21 & 22. These routes provide five-day (M-F) and seven-day service, respectively, connecting the St. Cloud and Sauk Rapids downtowns with the greater Sauk Rapids area. This project is designed to maintain and facilitate possible enhancements to transit stops along the corridor. The project includes ADA upgrades to curb ramps and the sidewalk system on the west side of the roadway as well as investigating the addition of sidewalks on the east side for all or a portion of the project segment.

Second Avenue South is also the main access corridor to the Benton County Fairgrounds and Sports Arena East complex which together are a major regional cultural, recreational, and sports destination year-round. The project corridor also provides overflow on street parking at major events while maintaining multimodal safety and emergency vehicle access. The project also has positive environmental justice impacts providing multimodal access and connectivity for adjacent EJ areas in St. Cloud and Sauk Rapids to basic needs like employment, grocery stores, schools, and houses of worship. Lastly, 2nd Avenue South provides multimodal access to Wilson Park and the Mississippi River.

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

B. System Connectivity

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

Second Avenue, is one segment of an interjurisdictional major collector roadway corridor providing multimodal connections to the downtown areas of St. Cloud and Sauk Rapids and to multiple regional arterial roadways. This project is Phase 2 of planned improvements to the 2nd Avenue South corridor. Phase 1 between Benton Drive and 10th Street South is planned to be completed in 2024. The overall 2nd Avenue South corridor intersects Benton Drive, a minor arterial, on the north end with connections to the industrial area in the south part of Sauk Rapids, and to TH 10, a principal arterial. The south end of the corridor in St. Cloud directly connects to TH 23, another principal arterial in the St. Cloud area.

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

C. Multimodal

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

With the reconstruction of the sidewalk on the west side of the street, pedestrian access can be extended from the downtown to the heart of the southern residential part of the city. The project will provide needed maintenance and seek to enhance existing transit elements of the corridor. These elements are crucial to facilitate connections between downtown hubs in the cities of St. Cloud and Sauk Rapids. See Sections A and B for additional discussion on interjurisdictional multi-modal connectivity improvements and project phasing.

Transit stops along the east side of the roadway are not currently ADA accessible, have no sidewalk or adjacent paved off street waiting areas. Transit users need to cross 2nd Avenue before boarding a bus or after alighting. Possible addition of new sidewalk on the east side of the roadway will create greater access to the area and fill the gap for users of the transportation system. Potential narrowing of 2nd Avenue at intersections using enhanced pavement markings will improve safety by increasing visibility and delineation between drivers and pedestrians, shorten crossing distances, and slow traffic speeds.

D. System Condition

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

This segment is over 60 years old since it was last reconstructed, and has well exceeded its design life. It received an International Roughness Index (IRI) Rating (2015-2019) Pavement Condition of Poor per St. Cloud APO's 2015-2019 Pavement Condition Report (October 2020). Any maintenance of this roadway is a poor investment until it is reconstructed. Replacing this segment will provide a sound multimodal transportation route on this heavily traveled major collector. The sidewalk system has ADA compliance issues including at the pedestrian curb ramps. A lack of sidewalk on both sides of the street also restricts access for public transportation in the area and to vehicle/pedestrian conflicts during large events at the adjacent fairgrounds.

Proposed multimodal and walkability improvements will encourage walking and healthy lifestyles. Improved access to transit will decrease use of single occupant vehicles, decreasing vehicle emissions and reducing fuel consumption. This project is not anticipated to have any detrimental effects on the environment in or surrounding the project area as the area has already been developed and typical precautions and steps required to protect wildlife and habitats in the project area and downstream will be followed. The proposed infrastructure improvements will sustain reliability of the transportation system and contribute to an improved quality of life for area residents and users of the multimodal facilities.

E. Safety

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

The reconstruction of the pavement will provide a pavement free of potential hazards for motorists and shared facilities for on-road commuter cyclist users. The reconstruction of the existing sidewalk to meet current ADA standards will increase safety for all users. Reconstruction of existing sidewalks and possible addition of new sidewalk along the east side of the street will provide a new walking surface for pedestrians that eliminate curb ramp deficiencies, offsets, and settlements in the sidewalk, and proper grades and cross slopes at intersections. Potential new sidewalk on the east side of the street will significantly increase safety for those traveling on bus routes in the corridor by reducing motivation for uncontrolled street crossings, and help keep pedestrians from walking along the street during larger fairground events.

Lighting improvements will increase multimodal safety. Better delineation of driving lanes, parking lanes, and pedestrian crossings with improved signage and pavement markings, including narrower driving lanes to enhance traffic calming, are proposed to improve safety.

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

Properly designed multimodal transportation facilities are the backbone of commerce. This major collector connects the downtowns of St. Cloud and Sauk Rapids and is used by the MTC as a route for employees and customers of local businesses. This collector route also functions as an alternate reliever route for South Benton Drive and US Hwy 10. Infrastructure improvements are necessary to meet the needs of the development in the project area. As updates have not occurred for over 25 years, This project is necessary to meet current and anticipated needs of the neighborhood and city as it continues to expand and grow. Additional projects are planned across the city that need just as much, if not more work to meet needs of current and future developments across the city.

This interjurisdictional multimodal corridor is a lifeline to basic needs of the adjacent neighborhoods and region including high percentage low income and people of color areas of Sauk Rapids and St. Cloud whether it is by walking, biking, driving, or transit, for employment, food, schools, cultural and spiritual organizations, and recreation.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project? **FY2025**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$1,500,000	34
Local Matching Funds (<i>Minimum 20%</i>)	\$2,850,000	66
Total Eligible Costs*	\$4,350,000	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	02 / 2024
Construction Plan Prepared	06 / 2025
Right of Way Acquired	N / A
Construction Start	04 / 2026
Estimated Project Duration	5 Months

11. SUPPORTING PROJECT DETAILS

A. Is the project identified in an approved or adopted statewide, regional, or local plan? ☒ Yes ☐ No

If yes, please list all relevant plans: City of Sauk Rapids Capital Improvement Plan;
St. Cloud APO's 2045 MTP

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

If no, please explain: _____

- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? ☒ Yes ☐ No If yes, please list planned year of construction: 2026
- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* ☒ Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS *(Optional)*

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

*This project is part of a larger project that is slated for the same year and includes reconstruction of the alleyway between Broadway Avenue South and 2nd Avenue S, from 9th Street South to 14th Street South, Broadway Avenue South from 4th Street South to 10th Street South, and 10th, 11th, 12th, 13th, and 14th Streets South Between Broadway Avenue South and 2nd Avenue South. Total eligible costs requested are calculated based on 80% of the federally eligible 2nd Avenue South construction costs, but percentage is calculated based on construction costs of the full 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

Consulting City Engineer

Title

1/9/2023

Date

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

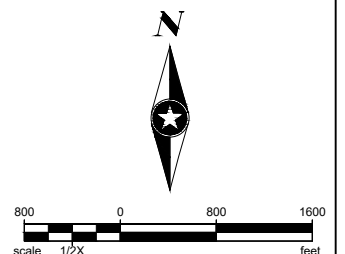
Save: 1/9/2023 10:52 AM Hatch Plot: 1/9/2023 11:45 AM X:\PT\S\SAUKR\COMMON\General Numbers 125+IG 130 FY27 STBGP App 2nd Ave So'l-gent18-grantFY27 STBGP Application\CAD\Project location map.dwg



FILE NO.
SAUKR G105
DATE:
01/09/2023

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

EXHIBIT
NO. 1



City of Sauk Rapids Resolution No. 2022-61**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER
LOCAL COSTS FOR FY 2027 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION****2nd Avenue South from 10th Street South to South City Limits**

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

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

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

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

WHEREAS, the City of Sauk Rapids has recognized the need for improvements to 2nd Avenue South from 10th Street South to the South City Limits by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2027 federal funding; and

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

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

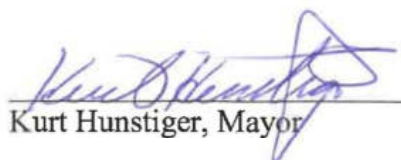
WHEREAS, it is recognized that in order to leverage more federal transportation projects, and fully utilize the APO's annual allocation of federal funding, the APO Board may request that a local match in excess of this twenty (20) percent minimum be guaranteed.

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

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

ATTEST:


Ross Olson, City Administrator


Kurt Hunstiger, Mayor

12-12-2022
Date



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

T. 320.252.7568 F. 320.252.6557

December 21, 2022

Scott Hedlund, Project Manager
City of Sauk Rapids Government Center
250 Summit Avenue North
Sauk Rapids, MN 56379

RE: Letter of Support for Surface Transportation Block Grant Program

Dear Mr. Hedlund:

I am writing this letter to express the APO's support for the City of Sauk Rapids Surface Transportation Block Grant Program application to reconstruct 2nd Avenue South from 10th Street South to the city's southern limits.

It is the goal of the APO and the Metropolitan Transportation Plan to ensure that transportation facilities are maintained in good repair. The project area in question has very poor pavement quality and reconstructing it will help raise the region's pavement quality overall.

In addition, the inclusion of a continuous sidewalk on the east side of the street, ADA-compliant roadway crossings, and improved transit stops will help the region meet its goal of safe and accessible multimodal transportation. This is especially important for this corridor given its proximity to the Benton County Fairgrounds and Sports Arena Complex.

For these reasons, the APO supports the project application.

Sincerely,

BRIAN GIBSON

Brian Gibson
St. Cloud APO Executive Director

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2027

1. APPLICANT INFORMATION

Local Agency: <u>City of Sartell</u>	Project Manager: <u>Anna Gruber</u>
Address: <u>125 Pinecone Road North, Sartell MN 56377</u>	Title: <u>City Administrator</u>
Phone: <u>320-258-7306</u> Fax: <u>N/A</u>	Email: anna.gruber@sartellmn.com
Project Contact (If different from Proj. Mgr.): <u>April Ryan</u>	Title: <u>City Engineer</u>
Phone: <u>320-492-4174</u> Fax: <u>N/A</u>	Email: aryan@sehinc.com

2. PROJECT IDENTIFICATION

RDC/MPO Region: <u>APO</u> Congressional District: <u>6</u> Legislative District: <u>13B</u> Length: <u>2.0</u> Mi.
Route # _____ &/or Street Name: <u>15th Street North</u>
Beginning Termini: <u>Pinecone Road North</u>
Ending Termini: <u>19th Avenue North</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 checked="" type="checkbox"/> Urban Collector	Rural <input type="checkbox"/> Rural Principal Arterial <input type="checkbox"/> Rural Minor Arterial <input type="checkbox"/> Rural Major Collector	Age of Surface: <u>N/A</u>	Rating: <u>N/A</u>
C. Traffic Volume		D. Bridge Condition	
Current AADT: <u>0</u>	20-Year AADT: <u>5000</u>	SR: _____	N/A

4. PROJECT TYPE (Check all that apply)

<input type="checkbox"/> New Alignment <input checked="" type="checkbox"/> Roadway Expansion <input type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Roadway Reclamation, Reconditioning & Resurfacing <input type="checkbox"/> Bridge <input type="checkbox"/> Other: (specify) _____
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5. SHORT TITLE STIP DESCRIPTION (Limited to 120 characters)

15th Street North Corridor Extension Project Right-of-way Acquisition

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 has nearly doubled 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.

The 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 purchasing right-of-way for phase one, which is the next step in making the roadway a reality. 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.

The APO Study included recommendations and next steps for this roadway corridor, which included identification of official right-of-way and easement needs, preliminary design, and public engagement.

Since the 2017 APO study, the City of Sartell continues to make strides in completing these next steps. Over the past several years the city 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 evident to the City of Sartell that this extension is a priority to provide greater safety measures for drivers and pedestrians of West Sartell, as well as improved road conditions and connectivity.

In September of 2022, a Feasibility report for this project was completed. The results of the feasibility further refined the preferred geometric alignment, identified impacts to delineated wetland basins, developed roadway stormwater treatment locations and determined the appropriate intersection traffic control at intersecting roadways along the proposed corridor. The results of this feasibility set the stage for this project to hit the ground running should further funding become available, with the next steps in the project development process identified as environmental documentation and preparation of plans, specifications and detailed construction cost estimates.

The city has budget for and will be completing environmental assessments, reviews, and permitting for the proposed project in 2023. Once the environmental assessments are complete the next step will be to purchase right-of-way and easements for the road corridor. The City is requesting funding to complete property assessments and purchase the necessary right-of-way and easements for phase one of the project. Once right-of-way is obtained the City will budget and plan for the construction of the new road.

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, safety and mobility. The land surrounding 15th Street North includes multiple single-family homes and neighborhoods, Pinecone Central Park, 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 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 are approximately 5,700 vehicles per day and traffic volumes on 19th Avenue South are approximately 4,500 vehicles per day. while 30th Avenue currently serves 1,400 vehicles per day. Other major east to west connections, such as 2 ½ St N and 2nd St S, see over 4,700 and 11,700, respectively. It should be noted that these volumes are From 2017 and do not reflect the change in the Sartell high school location to just north of the project area on Pinecone Road. With the increase in traffic volumes along the roadways surrounding the proposed project area, there is an immediate need for alleviation of traffic on surrounding roadway and for an additional connection to improve travel time and volume-to-capacity ratios.

The minority and low-income populations within the census tract of this expansion would not be adversely impacted by the corridor expansion. Currently, the minority population within the census tract is 8%, 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 similar to City and County populations.

This corridor expansion will meet all current ADA standards, which will increase mobility and safety for residents living with a disability. A parallel, but separate, paved pedestrian and bicycle trail will be constructed which will also meet ADA standards to ensure safety and accessibility.

The City is looking to move this project forward by purchasing the right-of-way for phase one of the project. This will include the purchasing of two homes located within the project corridor and adjacent to existing City park land. Primarily, the project would involve the purchase of right-of-way from undeveloped properties that have expressed willingness to sell, and support further planned community development.

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. Establishing a new connection creates efficiency for both the movement of people and freight. This project would improve connectivity for residents commuting to jobs within the St. Cloud region and beyond by shortening the connection and shifting travel to the proposed roadway, which will have a functional classification of collector street, and be designed for a higher traffic volume.

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 within a 100-foot 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 a bike and pedestrian trail along Pinecone Road North that will be connected to this route. There is also an existing pedestrian sidewalk on the stretch of 15th Street North between Pinecone Road and CSAH 1, which would connect to this 15th Street North Corridor Expansion.

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 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 of 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 shoulders with curb/gutter, boulevards, as well as landscaping and trees along the corridor. Completing this extension will greatly reduce 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 for the whole west side of Sartell (4,700 population), all traffic use 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 Road and will alleviate traffic on 2 ½ Street and 19th Avenue North. This will extend the life of these corridors and preserve pavement conditions, resulting in cost savings by allowing the road maintenance (overlay and reconstruct) to be done on the standard schedule, versus the accelerated timeframe due to the higher volume of traffic beyond the current road design. With a current estimated cost of \$200/lineal foot for resurfacing and \$750/lineal foot for a full street and utility reconstruct, a shortened lifespan on these three adjacent roads has a large financial impact for the community. Instead of spending funds toward more frequent maintenance of 2 ½ Street, 19th Avenue North, and Pinecone Road North, the funds could be used to construct 15th Street North, which provides many safety and connectivity benefits.

The roadway will result in an increase of impervious surface area, however, the project will include stormwater management and the route selected will minimize impervious area and wetland impacts.

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 wetland permitting and mitigation costs as part of the overall project costs.

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 roadway extension will be the reduction of traffic volumes on other roadways in Sartell, which are experiencing higher than expected deterioration from over usage. An additional 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 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 and include Celebration Lutheran Church, Waters Church, Pinecone Central Park, Celebration Park, Grace Baptist Fellowship Church, and Pine Ridge Golf Course. 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 2 ½ Street and Pinecone Road is the intersection with the most crashes within the City of Sartell. 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 it 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. Due to the aforementioned safety concerns, a roundabout is proposed at 15th Street North and Pinecone Road to calm traffic along these routes.

F. Economic Vitality

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

The project itself has no commercial business impact in the construction process, which is highly advantageous. It will also be a nearly \$12.5 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 and 2022, we have seen the addition of The Gates of Blackberry, Eagle Ridge Estates Phase Four, Oak Ridge Crossings, and Providence Phase One and Two – all residential developments located just north and south 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. Specifically, it will allow residents improved access to jobs and other services within the region by decreasing travel time and distance, as well as providing multimodal transportation options. As this area grows, residents commuting to jobs in the region will have a more direct route from their home to Pinecone Road, as opposed to traveling through other residential neighborhoods, saving both time and money and increasing safety within the neighborhoods. The overall transportation network, including for any freight and general traffic movement, will be improved as 15th Street North will connect Townline Road with Pinecone Road, resulting in more efficient movement of goods and people on roads designed to handle a higher volume of movement.

In addition, economic 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 and industrial developments. Ensuring adequate housing options is critical to the ability of regional employers to continue to attract new works to fill existing and future jobs.

G. Equity

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

2022

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	2,440,300	80
Local Matching Funds (<i>Minimum 20%</i>)	610,100	20
Total Eligible Costs	3,050,400	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 Studies and Permits Completed	August / 2023
Construction Plan Prepared	January / 2027
Right of Way Acquired	November / 2026
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 Metropolitan Transportation Plan

- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? ☒ Yes ☐ No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? ☒ Yes ☐ No If yes, please list planned year of construction: 2024/2025
- 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 letters of support from the St. Cloud Area Planning Organization and LeSauk Township. 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 referenced in 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

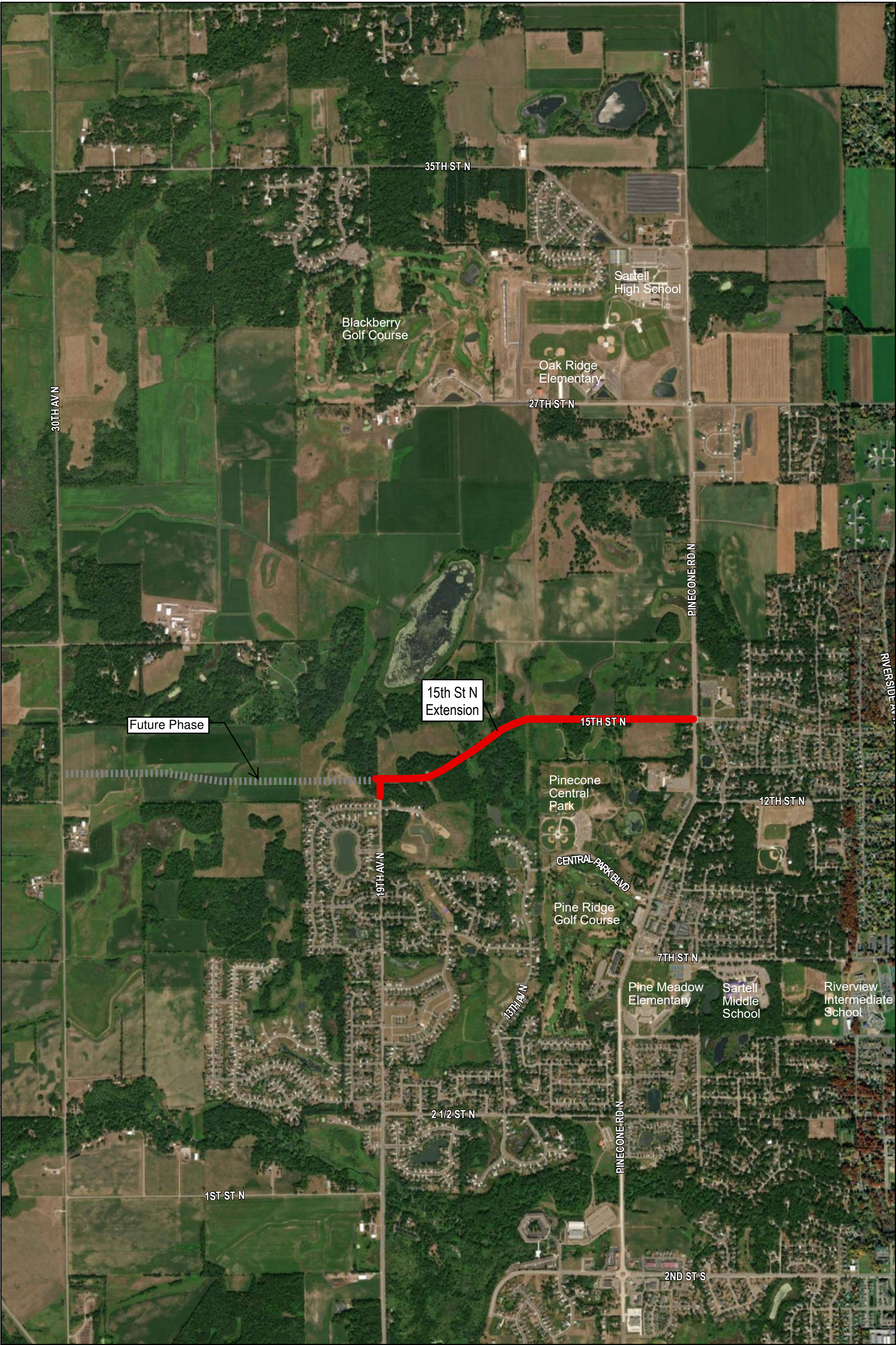
City Administrator

01/06/2023

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.



		<p>Project: SARTE 166218 Print Date: 8/15/2022</p> <p>Map by: jdanibas Projection: Stearns County Coordinates Source: ESRI</p>	<p>15TH ST N EXTENSION PROJECT AREA</p> <p>PHASE 1 Sartell, MN</p>	<p>Figure 1</p>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

RESOLUTION 2022-81

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

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

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

WHEREAS, the 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 FY2027 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 the 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 guarantees the availability of local funding for all federally non-eligible costs of this project.

**ADOPTED BY THE SARTELL CITY COUNCIL THIS 28th DAY OF NOVEMBER
2022**



MAYOR

ATTEST:


City Administrator



LESAUK TOWNSHIP

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

Telephone 320-252-6158 or 654-8565

December 27, 2022

RE: Letter of Support for the Sartell's 15th Street North Corridor

To Whom it May Concern:

LeSauk 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. LeSauk Township strongly supports efforts to improve this roadway and encourages designation and funding for this crucial connection.

LeSauk 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 LeSauk Township.

Respectfully,

Daniel J. Heim
LeSauk Town Board Chair

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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. Establishing a new connection creates efficiency for both the movement of people and freight. This project would improve connectivity for residents commuting to jobs within the St. Cloud region and beyond by shortening the connection and shifting travel to the proposed roadway, which will have a functional classification of collector street, and be designed for a higher traffic volume.

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 within a 100-foot 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 a bike and pedestrian trail along Pinecone Road North that will be connected to this route. There is also an existing pedestrian sidewalk on the stretch of 15th Street North between Pinecone Road and CSAH 1, which would connect to this 15th Street North Corridor Expansion.

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 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 of 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 shoulders with curb/gutter, boulevards, as well as landscaping and trees along the corridor. Completing this extension will greatly reduce 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 for the whole west side of Sartell (4,700 population), all traffic use 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 Road and will alleviate traffic on 2 ½ Street and 19th Avenue North. This will extend the life of these corridors and preserve pavement conditions, resulting in cost savings by allowing the road maintenance (overlay and reconstruct) to be done on the standard schedule, versus the accelerated timeframe due to the higher volume of traffic beyond the current road design. With a current estimated cost of \$200/lineal foot for resurfacing and \$750/lineal foot for a full street and utility reconstruct, a shortened lifespan on these three adjacent roads has a large financial impact for the community. Instead of spending funds toward more frequent maintenance of 2 ½ Street, 19th Avenue North, and Pinecone Road North, the funds could be used to construct 15th Street North, which provides many safety and connectivity benefits.

The roadway will result in an increase of impervious surface area, however, the project will include stormwater management and the route selected will minimize impervious area and wetland impacts. 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 wetland permitting and mitigation costs as part of the overall project costs.

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 roadway extension will be the reduction of traffic volumes on other roadways in Sartell, which are experiencing higher than expected deterioration from over usage. An additional 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 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 and include Celebration Lutheran Church, Waters Church, Pinecone Central Park, Celebration Park, Grace Baptist Fellowship Church, and Pine Ridge Golf Course. 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 2 ½ Street and Pinecone Road is the intersection with the most crashes within the City of Sartell. 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 it 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. Due to the aforementioned safety concerns, a roundabout is proposed at 15th Street North and Pinecone Road to calm traffic along these routes.

F. Economic Vitality

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

The project itself has no commercial business impact in the construction process, which is highly advantageous. It will also be a nearly \$12.5 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 and 2022, we have seen the addition of The Gates of Blackberry, Eagle Ridge Estates Phase Four, Oak Ridge Crossings, and Providence Phase One and Two – all residential developments located just north and south 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. Specifically, it will allow residents improved access to jobs and other services within the region by decreasing travel time and distance, as well as providing multimodal transportation options. As this area grows, residents commuting to jobs in the region will have a more direct route from their home to Pinecone Road, as opposed to traveling through other residential neighborhoods, saving both time and money and increasing safety within the neighborhoods. The overall transportation network, including for any freight and general traffic movement, will be improved as 15th Street North will connect Townline Road with Pinecone Road, resulting in more efficient movement of goods and people on roads designed to handle a higher volume of movement.

In addition, economic 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 and industrial developments. Ensuring adequate housing options is critical to the ability of regional employers to continue to attract new works to fill existing and future jobs.

G. Equity

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

2022

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	3,011,800	40
Local Matching Funds (<i>Minimum 20%</i>)	4,517,700	60
Total Eligible Costs	7,529,500	100

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

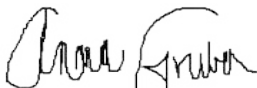
Property to be purchased? ☒ Yes ☐ No Easement(s) needed? ☒ Yes ☐ No
 Donated property? ☐ Yes ☒ No Relocations anticipated? ☐ Yes ☒ No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Studies and Permits Completed	August / 2023
Construction Plan Prepared	January / 2027
Right of Way Acquired	November / 2026

Construction Start	May / 2026
Estimated Project Duration	15 Months
11. SUPPORTING PROJECT DETAILS	
<p>A. Is the project identified in an approved or adopted statewide, regional, or local plan? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please list all relevant plans: <u>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 Metropolitan Transportation Plan</u></p>	
<p>B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If no, please explain: _____</p>	
<p>C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No If yes, please list planned year of construction: _____</p>	
<p>D. Which environmental document path will the project likely follow? <i>(If unsure, consult with the District State Aid Engineer.)</i> <input checked="" type="checkbox"/> Project Memo <input checked="" type="checkbox"/> Environmental Assessment <input type="checkbox"/> Environmental Impact Statement</p>	
12. ADDITIONAL PROJECT DETAILS (Optional)	
<p>Please see attached letters of support from the St. Cloud Area Planning Organization and LeSauk Township. 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 referenced in 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.</p>	

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



 Signature

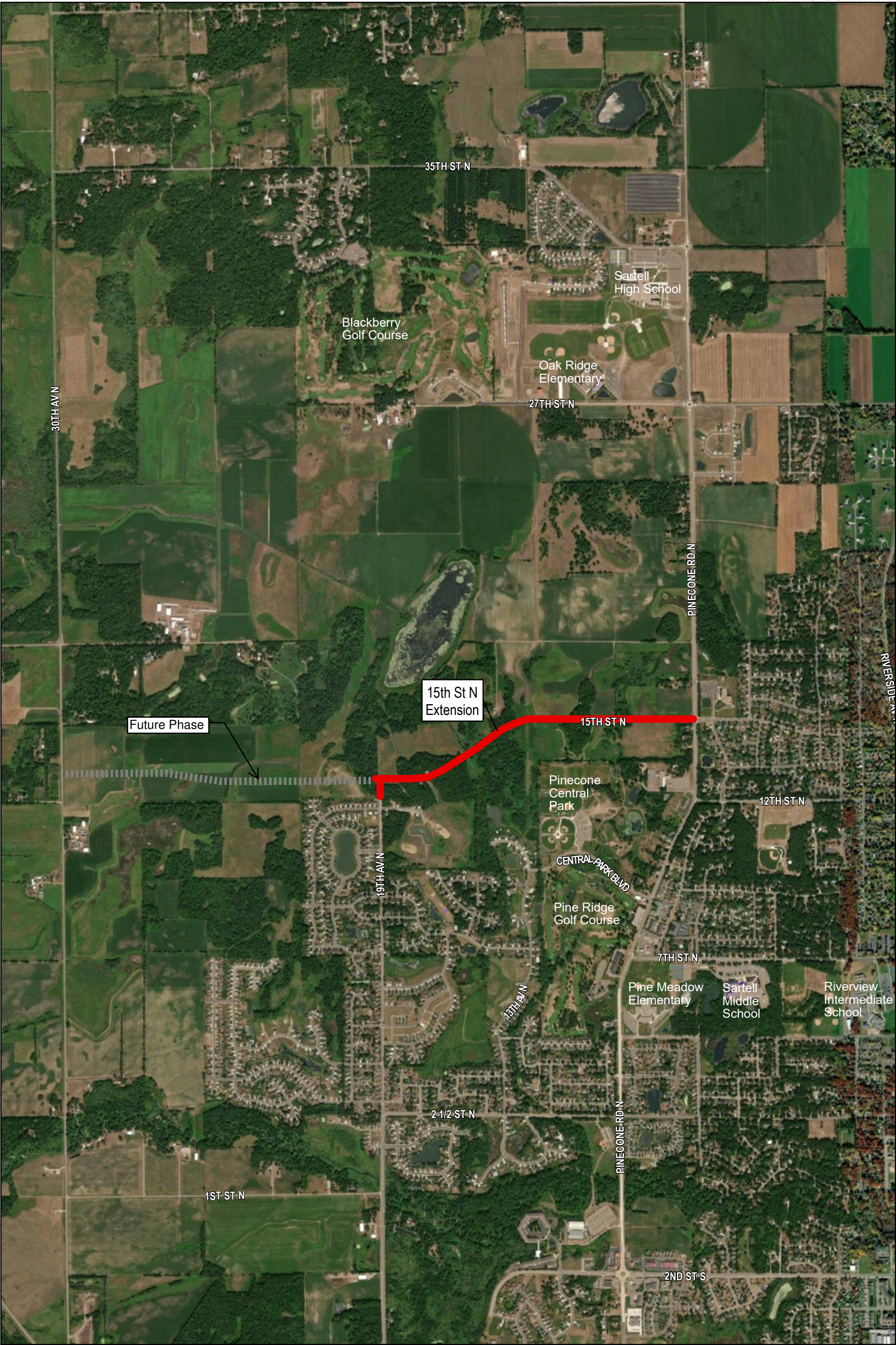
City Administrator

 Title

01/06/2023

 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.



Path: C:\Traffic Projects\SARTE - Feasibility Studies\15th St N\GIS\15th St N Roadway Improvements Map.mxd

		<div>Project: SARTE 166218 Print Date: 8/15/2022</div> <div>Map by: jdanibas Projection: Stearns County Coordinates Source: ESRI</div>	<div>15TH ST N EXTENSION PROJECT AREA</div> <div>PHASE 1</div> <div>Sartell, MN</div>	<div>Figure</div> <div>1</div>
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This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

RESOLUTION 2022-81

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

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

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

WHEREAS, the 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 FY2027 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 the 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 guarantees the availability of local funding for all federally non-eligible costs of this project.

**ADOPTED BY THE SARTELL CITY COUNCIL THIS 28th DAY OF NOVEMBER
2022**



MAYOR

ATTEST:


City Administrator



LESAUK TOWNSHIP

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

Telephone 320-252-6158 or 654-8565

December 27, 2022

RE: Letter of Support for the Sartell's 15th Street North Corridor

To Whom it May Concern:

LeSauk 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. LeSauk Township strongly supports efforts to improve this roadway and encourages designation and funding for this crucial connection.

LeSauk 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 LeSauk Township.

Respectfully,

Daniel J. Heim
LeSauk Town Board Chair

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2027

1. APPLICANT INFORMATION

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

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 7 Legislative District: 13 Length: 2 Mi.
 Route # CSAH 1 &/or Street Name: _____
 Beginning Termini: CSAH 1 near Rice Bridge
 Ending Termini: Stearns/Morrison County Line

3. TECHNICAL INFORMATION

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

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

B. Pavement Condition

Age of Surface:	Rating: <u>2.5 (RQI in 2020)</u>
<u>27</u>	

C. Traffic Volume

Current AADT: <u>1209 (2027)</u>	20-Year AADT: <u>1572 (2047)</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 type="checkbox"/> Roadway Expansion	<input type="checkbox"/> Bridge
<input checked="" type="checkbox"/> Roadway Reconstruction	<input type="checkbox"/> Other: (specify)

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

From CSAH 1 near Rice Bridge to Stearns/Morrison County Line, Reconstruction and Shoulder Widening

6. PURPOSE AND NEED (Summary)

This section of CSAH 1 provides a connection between Stearns and Morrison Counties. The route is used by freight, agriculture and commuter traffic. The roadway was last graded in 1949, and last had an overlay in 2000. The narrow shoulders and unforgiving roadside present safety concerns. The roadways is also a popular route for bicyclists and pedestrians and the narrow shoulders do not provide enough area for those roadway users.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

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

The proposed project will not negatively impact EJ populations. This section of CSAH 1 provides a commuter route for those traveling between Stearns and Morrison Counties, and will also provide a bicycle connection with wider shoulders between Morrison County and the wider shoulders on the portion of CSAH 1 to the south of the proposed project area. The roadway capacity will be increased to a 10 ton axle weight, providing that necessary and vital freight connection for both standard freight and farm to market traffic. This connection is especially important during higher traffic periods on Highway 10 when this route is used as an alternative.

B. System Connectivity

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

This section of CSAH 1 is the last section of this major north/south corridor that doesn't have widened shoulders along a popular bicyclist route, and will connect to a roadway in Morrison County with wider paved shoulders. The shoulders would be signed for bicycle use much like the segments of CSAH 1 to the south connecting all the way to 9th Avenue in St. Cloud. This segment of CSAH 1 is a major collector that connects to the minor arterial sections of CSAH 1 to the south. It connects Morrison County to the greater St. Cloud area. It is especially important for those commuters traveling to jobs in St. Cloud. Coordination is being done with Morrison County in the planning.

C. Multimodal

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

This section of CSAH 1 has narrow gravel shoulders and sits between other sections of roadway that have wider paved shoulders. The sections of CSAH 1 to the south have wider paved shoulders that are signed for bicycle and pedestrian traffic. Once this project is complete it will have similar signing designating the shoulders for bike and pedestrian traffic. The wider shoulders will facilitate biking to the Mississippi River Park to the south, as well as several recreational sites to the north in Morrison County. Because the roadway is rural in nature separated bike and pedestrian facilities are not practical, but the wider paved shoulders are vital for safe use.

D. System Condition

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

As previously mentioned the roadway has not been reconstructed for over 70 years. The roadway was not built for the heavy and large traffic that uses it. The Ride Quality Index is on the low end of the fair scale and has deteriorated significantly since the last rating results were received. The gravel shoulders are not acceptable for bicycle use. The proposed project will improve the roadway ride and surface condition and will provide a much more usable surface for pedestrians and bicyclists.

E. Safety

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

Stearns County's County Road Safety Plan (CRSP) proposes enhanced pavement markings and signs, and right and/or left turn lanes/bypass lanes at public road intersections. All of these improvements will be incorporated into the proposed project. The CRSP also identifies enhanced curve warning signs for this roadway segment. If the curves are not able to be realigned to not be in the high risk area for run off road crashes, enhanced curve delineation will also be incorporated into the project. The wider shoulders with a safety edge and clear zone clearing/maintenance will also provide added safety features to the section of road. The intersections of CSAH 1/CSAH 1 and CSAH 1/CSAH 17 have higher crash rates.

F. Economic Vitality

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

While Highway 10 is identified as the major freight corridor in the project area this section of CSAH 1 is a popular alternative to avoid congestion along Highway 10, especially during higher traffic peaks on Highway 10 (holidays, Fridays, Mondays). This section of roadway also serves commuter and agricultural/farm to market traffic. The project will also increase roadway capacity to 10 ton axle weight. As previously stated the project will also provide a safer route for pedestrian and bicycle traffic, and therefore promote the recreational uses in the area.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project? **2026**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested (<i>Maximum 80% / Minimum 30%</i>)	\$2,000,000	80%
Local Matching Funds (<i>Minimum 20%</i>)	\$500,000	20%
Total Eligible Costs	\$2,500,000	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	06 / 2026
Construction Plan Prepared	11 / 2026
Right of Way Acquired	01 / 2027
Construction Start	05 / 2027
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 Program
- B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? ☒ Yes ☐ No
If no, please explain: _____
- C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? ☐ Yes ☒ No If yes, please list planned year of construction: _____
- D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* ☒ Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

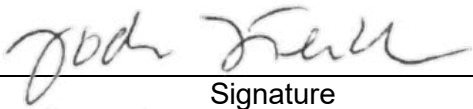
12. ADDITIONAL PROJECT DETAILS (Optional)

The proposed project will improve overall environmental impacts to the natural resources in the area by providing stormwater treatment in an area that currently provides no stormwater treatment whatsoever. All potential impacts to wetlands will be minimized to the extent possible, and the road ditches will be planted with a seed mix that includes native plants and pollinators. The project environmental document will be a Project Memorandum/Categorical Exclusion. Environmental reviews have started at a planning level. This was done when Stearns County was in the planning process for intersection improvements along CSAH 1 between Xenia Road (South) and the Rice Bridge.

While there has not yet been a public meeting specific to this proposed project there were several meetings related to the aforementioned intersection improvements along CSAH 1 between Xenia Road and the Rice Bridge. During that public engagement there were several requests for the need to improve the section of road proposed with this application. As the project concept development gets further along a public input meeting and outreach process specific to this road will begin.

As previously stated this project is include in the Stearns County Five Year Road Improvement program, which has its own public engagement 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.



Signature

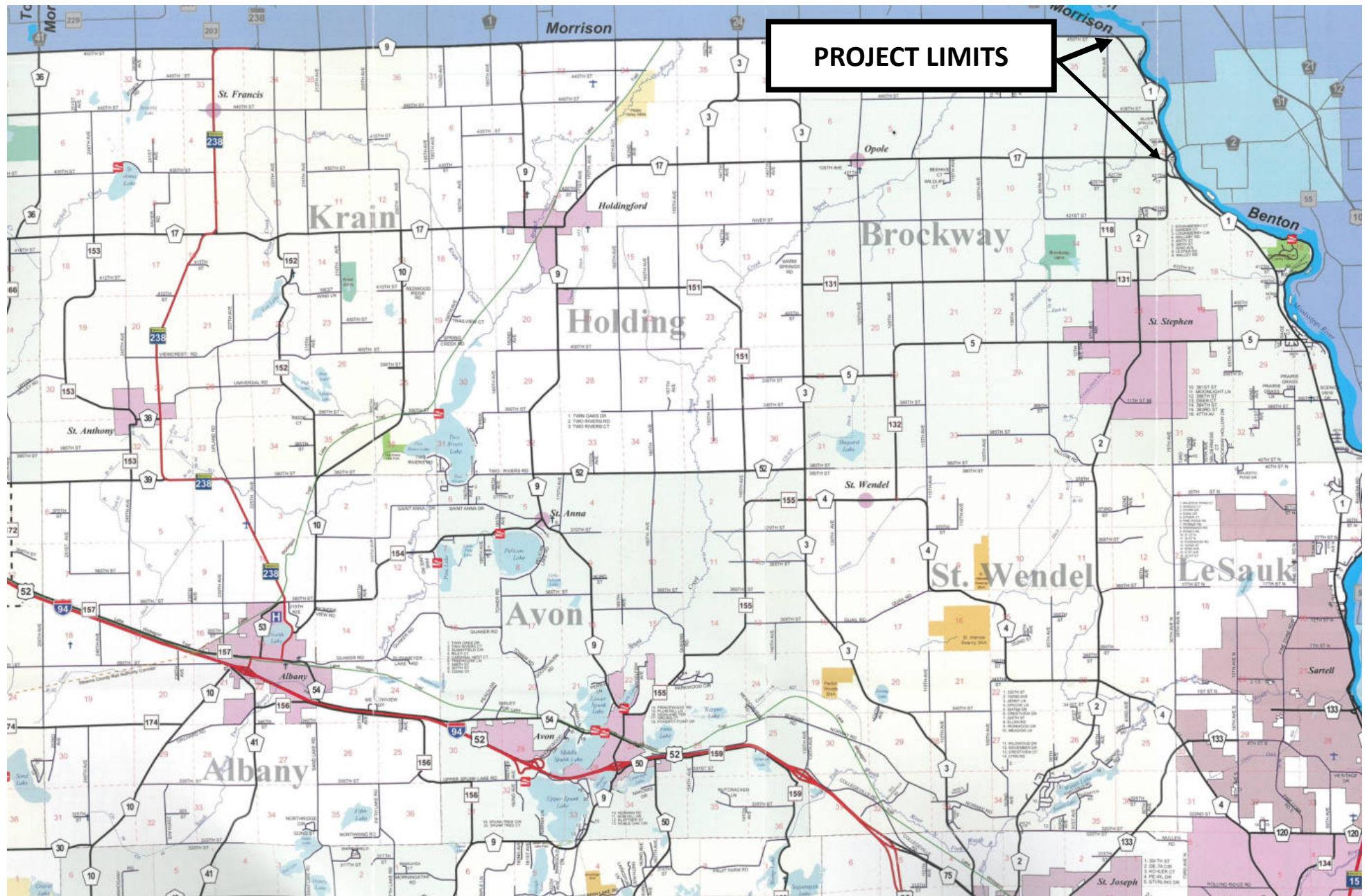
Stearns County Engineer

Title

1/9/2023

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.



22-75

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS
FOR FY 2027 FEDERAL TRANSPORTATION PROJECT
SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION**

CSAH 1 Reconstruct from CSAH 1 to the North County Line

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 reconstruct CSAH 1 between CSAH 1 and the north county line by including this project in its Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2027 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

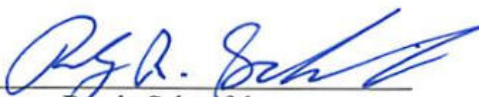
WHEREAS: it is recognized that in order to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match in excess of this twenty (20) percent minimum be guaranteed.


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 reconstruction of CSAH 1 from CSAH 1 to the north county line.

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 13th day of December, 2022.

ATTEST:

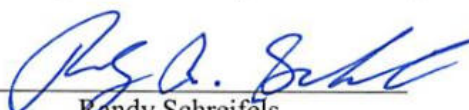

Randy Schreifels,
County Auditor – Treasurer


Steven L. Notch,
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 13th day of December, 2022.

(SEAL)


Randy Schreifels
County Auditor - Treasurer

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2027

1. APPLICANT INFORMATION

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

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO Congressional District: 6 Legislative District: 14B/13B Length: 6.1 Mi.
 Route # CSAH 3 &/or Street Name: Golden Spike Road
 Beginning Termini: CSAH 1 (Mayhew Lake Road)
 Ending Termini: APO Boundary, CR 44 (55th St NE)

3. TECHNICAL INFORMATION

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

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

B. Pavement Condition

Age of Surface: _____ Rating: RQI=2.6, SR=2.3 (2021)
15 (19yrs in Const. Yr)

C. Traffic Volume

Current AADT: 2050 (2019) 20-Year AADT: 3300

D. Bridge Condition

SR: _____ NA

4. PROJECT TYPE (Check all that apply)

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

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

BENTON CSAH 3, FROM CSAH 1 TO CR 44, FULL DEPTH RECLAMATION AND BITUMINOUS SURFACING

6. PURPOSE AND NEED (Summary)

This route is a high volume, major collector route and the proposed project includes full-depth reclamation and new bituminous pavement with paved shoulders. 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 and volume 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 route continues to downtown Sauk Rapids to the city's center and numerous businesses. Then the route crosses the Mississippi into St. Cloud and additional employment centers, to nearby St. Cloud Technical and Community College and St Cloud Hospital. This project would fill the last gap of a 10 Ton route on CSAH 3 that extends from Stearns to Morrison County. 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 and volume 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 width and gravel shoulder, this project would provide the wide paved shoulder without the environmental impact of a reconstruction project. 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 with a multi-use trail at the project beginning of CSAH 1, yet very little has been done along this corridor. This project could be the first step toward promoting more multimodal transportation to the school specifically and access to an existing Metro Bus route a half mile west.

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 had a RQI of 2.6 out of 5.0 in 2021 and is only considered to be in fair condition. However, over the last rating cycles the RQI has dropped by more than 10% and it is projected 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 of rough pavement, especially for bicyclists; 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. This project will enhance the system with new bituminous pavement to meet a 10-ton axle weight standard and provide a wide paved shoulder extending to multiple counties.

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 a 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. With the addition of a paved shoulder, this project will provide a safe place for bicyclists to use the roadway.

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>	\$1,750,000.00	64%
Local Matching Funds <i>(Minimum 20%)</i>	\$971,760.00	36%
Total Eligible Costs	\$2,721,760.00	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 / 2026
Construction Plan Prepared	December / 2026
Right of Way Acquired	N / A
Construction Start	June / 2027
Estimated Project Duration	3 Months

11. SUPPORTING PROJECT DETAILS

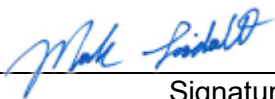
- A. Is the project identified in an approved or adopted statewide, regional, or local plan? ☒ Yes ☐ No
If yes, please list all relevant plans: Benton County 5-year Road CIP (Currently shown in 2026, however, due to insufficient funds, will need to be pushed until federal funds are available,)
<https://www.co.benton.mn.us/DocumentCenter/View/8201/2023-2027-Five-Year-Road-Construction-Plan>
- 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)

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." To arrive at the cost estimate for construction year 2027, the Cost Inflation Conversation Factor Table was used.

The project is relatively straight-forward with a simple scope and low engineering complexity. It should be simple to deliver plans within an estimated 3 months that offers 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 identified in the Benton County Road 5 year plan and multiple members of the public have contacted the County regarding the need for this project. 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

Interim County Engineer

Title

1/9/2023

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 2022 # 60

**RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER
LOCAL COSTS
FOR FY 2027 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 Infrastructure Investment and Jobs Act (IIJA) 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 2027 federal funding; 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.

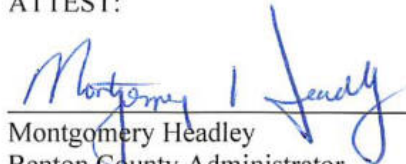
(Signatures on Following Page)

Approved and adopted this 20th day of December, 2022.

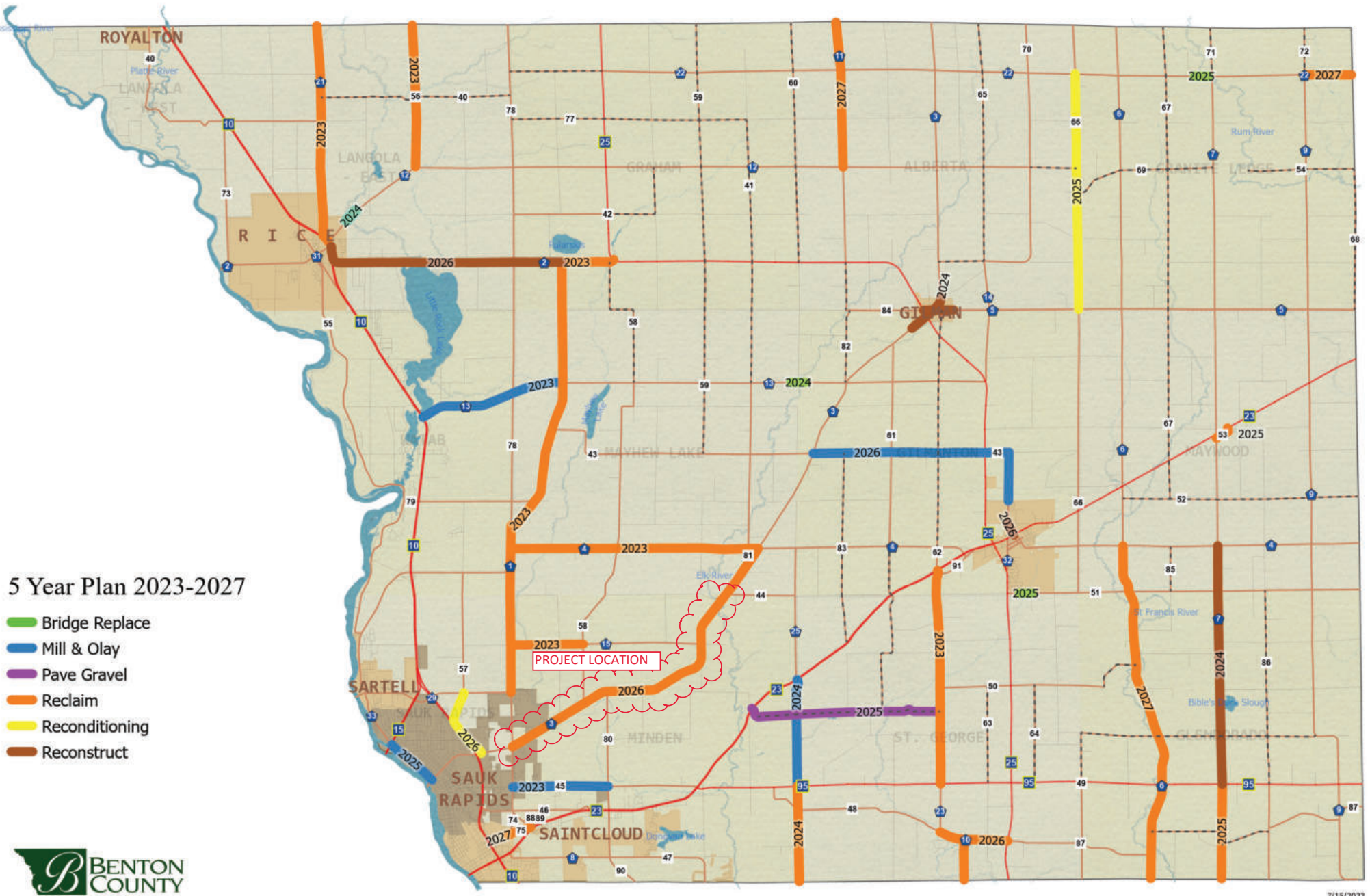


Steven J. Heinen, Chair
Benton County Board of Commissioners

ATTEST:



Montgomery Headley
Benton County Administrator



Saint Cloud APO FY 2027 Surface Transportation Block Grant Program Candidate Projects APO Staff Scores and Ranking Summary												
Applicant	Proposed Project Title	Points						APO Staff Ranking	STBGP Request	Local	Project Total	Recommended STBGP funding
		Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Aggregate Score	Average Score					
City of Saint Cloud	From St. Cloud County Road 136/Oak Grove Road to St. Cloud Cooper Avenue South: Reconstruct 24'-28' rural road to a 36' wide urban multimodal street, including 12' traffic/6' bike lanes in each direction, new sidewalk, new storm sewer system, new potable water transmission	178	151	106	156	591	148	1	\$2,100,000	\$942,000	\$3,042,000	\$2,100,000
City of Sauk Rapids	Reconstruction of Second Avenue South from 10th Street South to the South City Limits, including roadway, sidewalk, lighting, storm water, sanitary sewer, and water main improvements	170	148	106	118	542	136	2	\$1,500,000	\$2,850,000	\$4,350,000	\$1,500,000
City of Sartell	15th Street North corridor extension project right-of-way acquisition	45	142	81	146	414	104	6	\$2,440,300	\$610,100	\$3,050,400	
City of Sartell	15th Street North corridor extension project	171	142	81	146	540	135	3	\$3,011,800	\$4,517,700	\$7,529,500	
Stearns County	From CSAH 1 near Rice Bridge to Stearns/Morrison County line, reconstruction and shoulder widening	169	140	86	110	505	126	4	\$2,000,000	\$500,000	\$2,500,000	
Benton County	Benton CSAH 3, from CSAH 1 to CR 44, full depth reclamation and bituminous surfacing	157	128	92	119	496	124	5	\$1,750,000	\$971,760	\$2,721,760	
TOTAL (MUST EQUAL \$4,143,774)									\$12,802,100	\$10,391,560	\$23,193,660	\$3,600,000

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2027		
Proposed Project Title: 22nd Street S		Reviewer: APO STAFF
Applicant: City of Saint Cloud		Date: Jan. 17, 2023
Project Qualifications		Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)		*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider		
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).		
Comments: Sidewalk components of proposed project will be ADA compliant and connect to the existing sidewalks at Cooper Avenue S and Oak Grove Road as well as complement the Oak Hill SRTS projects. Sidewalks will fill existing gap in the system along 22nd Street S. Area is immediately adjacent to high BIPOC EJ group (near western termini). Current and future AADT remains under capacity. Project is currently on a transit line however existing rural ditch and narrow roadway is not safe for transit users. Will provide active transportation improvements, with ADA compliant infrastructure, and access to transit stops. The project is adjacent to EJ areas but not directly in them. Adding sidewalk; good v/c; transit routes (4-10); near EJ		#1 Score 87
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)		*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional. *Project completes a connection.
Criteria to consider		
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).		
Comments: Project connects to CR 137 for continued connection to Waite Park. Connects north/south roadways of Cooper Avenue S and Oak Grove Road/CR 136. Removes 0.76 mile gap in urban section and will upgrade to similar surrounding multimodal corridor. Applicant states that this will provide a more reliable east/west cross section and will enhance the commute for workers. Project is an urban minor arterial. Application would benefit from further diving into the fact that this roadway serves as an alternate corridor to say CSAH 75 and how the current deficiencies in this system make it unsafe or ill-advised to do so. Transit usage could also be applied here to strengthen this section. Project is for an arterial as an east/west connection in growing region of Saint Cloud. The roadway will be widened, and include bike lanes and sidewalks which will complete a gap in the active transportation network. Replaces rural section with urban section; only east-west connection for 2.5 miles		#2 Score 84
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)		*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)
Criterion to consider		
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).		
Comments: Project will include sidewalk, curb ramps, intersection crossing infrastructure, signage, street lighting, bike lanes. Project will connect to existing infrastructure. Project fills a gap in the existing system. Project will also allow for safer/easier travel for those using MTC. Trip generators include local parks as well as Oak Hill Community School. Project has many active transportation improvements such as sidewalks, bike lanes, improvements to transit stops, it's near a school and will complete a gap in the network. Routes 4-10; filling in bike/ped system gap; ADA curb ramps; bike lanes in both directions		#3 Score 78
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)		*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.
Criterion to consider		
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.		
Comments: Applicant stated pavement is in fair to poor condition. Routine corrective maintenance is needed on this roadway. Existing section is currently designed as a rural section with limited paved shoulders and relatively steep slopes. Proposed reconstruction project will add 12-foot driving lane and 6-foot bike lane in each direction. Pavement is in fair to poor condition and is needing to be replaced as well as for the roadway to be upgraded to an urban section of roadway. Fair pavement; current cross section functionally obsolete		#4 Score 142

#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	<p>*Project occurs on a roadway (or near an intersection) with a high critical crash rate.</p> <p>*Safety measures applied -- consideration for rural and urban safety improvements.</p>
Criterion to consider	
<p>*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.</p>	
Comments: No existing sidewalk for pedestrians. Transit users must walk on the roadway to access routes and will either wait on the edge of the roadway, the ditch, or in a snowbank. No bikeways. Proposed project will provide an alternate east-west bicycle route instead of relying on CSAH 75. Project will include pavement markings, signage, new ADA sidewalk, crossing infrastructure, and street lighting. Project termini has high crashes however not addressing this. This project will enhance active transportation safety, and upgrade the roadway to an urban section with better lighting. Sidewalks for bus riders who currently walk in roadway.	#5 Score
	115
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)	<p>*Project occurs within the existing freight corridor.</p> <p>*Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>
Criteria to consider	
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation.</p> <p>*Project promotes improved operation of the existing freight network.</p>	
Comments: New multimodal system "will provide commuters a reliable and safe way to get to work..." Proposed multimodal system may increase property values and increase opportunities for developing properties in the surround area. Southwest area of Saint Cloud continues to be a growth area for the city -- "facilities that are deficient in meeting public needs are not sustainable and hinder expansion and growth." Project not on existing freight network. Applicant could strengthen this section by discussing the fact that this has the potential to alleviate traffic on the existing freight network (aka, CSAH 75) by providing an alternate east-west connection for residential/commuter traffic. Completing the active transportation gap in the network, otherwise this roadway is in a residential area not much freight travel. No freight corridor; minor arterial for access to shopping, etc.	#6 Score
	37
#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)	<p>*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?</p> <p>*Project has undergone the local environmental review process</p>
Criterion to consider	
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>	
Comments: Project will comply with NEPA and MEPA requirements. Minimal environmental impacts are anticipated due to the project limits being in developed residential areas. Project memorandum will be environmental path followed. Active transportation components. Project complies with NEPA and MEPA. Project memo 2025; increase bike/ped by filling a gap?	#7 Score
	15
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.</p> <p>*Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>
Criterion to consider	
<p>See evaluation considerations.</p>	
Comments: Project is currently listed in the City's CIP which is reviewed by the council annually. St. Cloud Planning Commission also provides review and public comment period. Project is in the City's Comp Plan. Applicant should really mention that this is also within the APO's 2045 MTP. CIP; MTP.	#8 Score
	33
TOTAL SCORE (800 total points available)	591

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2027	
Proposed Project Title: Second Ave. S	Reviewer: APO STAFF
Applicant: City of Sauk Rapids	Date: Jan. 17, 2023
Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	<p>*Project includes ADA compliant infrastructure.</p> <p>*Project improves (or facilitates the possible incorporation of) access to transit stops.</p> <p>*SYSTEM PRESERVATION: Project occurs within an EJ area.</p> <p>*EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations.</p> <p>*V/C ratio: >1.00; 0.85-0.99; <0.84.</p>
Criteria to consider	
<p>*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements.</p> <p>*Project improves travel time reliability and/or level of service (LOS).</p>	
<p>Comments: Roadway corridor is along Metro Bus's Routes 21 and 22 which provide connection between Sauk Rapids and the City of Saint Cloud. Applicant states project will "facilitate possible enhancements to transit stops along the corridor." What does this mean? Has there been coordination with Metro Bus as to what this would look like? Upgrades to sidewalk system on the west side, but applicant uses "wishy-washy" language on what the scope of work for active transportation will be on the east side -- clarification on the extent this has been planned or will be incorporated is needed. Is there a reason why this is being "investigated" and if not included in the end cost estimate ... how will the city be prepared to fund this if warranted? Project locations not within EJ area, however, applicant does state EJ areas (low-income in particular) are immediately adjacent to the project area. Project area serves as main access corridor to Benton County Fairgrounds and Sports Arena East complex and will provide multimodal access to Wilson Park in Saint Cloud. This corridor is one of the few roads that cross the BNSF RR (in Sauk Rapids??). Roadway is currently under capacity. Anticipated outcome will include continued travel time reliability along Second Avenue as well as parallel routes. Project includes upgrades to ADA compliant infrastructure and access to transit stops. This corridor is an important connection between Saint Cloud and Sauk Rapids, and is used for special events. The project is adjacent to EJ areas. 2015 AADT: 2,950; 2045 AADT: 10,600; bus routes 21 and 22; possible enhancements to transit stops</p>	
#1 Score	
68	
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	<p>*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.</p> <p>*Project is interjurisdictional .</p> <p>*Project completes a connection.</p>
Criteria to consider	
<p>*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.</p> <p>*Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).</p>	
<p>Comments: Project area serves as an urban collector route. This is Phase 2 of a two-phase project -- with the termini being right at the border with the City of Saint Cloud. Proposed project will provide a multimodal connection between Sauk Rapids and St. Cloud especially for local traffic instead of deferring to the major arterials (US 10 or MN 23) to get across town. This phase provides direct access to Saint Cloud ultimately allowing a connection to MN 23. Roadway provides access for basic needs like employment, food, schools, and recreation. Applicant lists the fact this project's importance as a connection. Provides reference to Section A to discuss the proposed enhancements to the system. The people moving connection is there, but more emphasis on the freight aspect -- is this an alternate route for some minor truck traffic especially with the connection to US 10 and MN 23? Project is an important connection between Sauk Rapids and Saint Cloud. Connects downtown Sauk Rapids and Saint Cloud.</p>	
#2 Score	
69	

<p>#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)</p>	<p>*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)</p>	
<p>Criterion to consider</p>		
<p>*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).</p>		
<p>Comments: Project will include a reconstruction of sidewalk on the west side of the street. However, it is unclear what the applicant's plans are for the eastern side of the roadway. As the applicant mentions, the eastern side of the roadway has transit stops that are not ADA accessible. In addition, the applicant uses language such as "potential" when it comes to narrowing Second Avenue S at intersections. Applicant understands the importance of multimodal features and promoting safety, HOWEVER, application is really unclear as to what EXACTLY will be done to address this issue. The reconstruction of existing sidewalks and ADA upgrades will help since this corridor is on a bus route. Possible addition of sidewalk on east side and improvements at intersections would be great but I can't score on a possibility. Not regional active transportation network; improved ped crossings; reconstruction of west sidewalk; <u>possible</u> additional of east side sidewalk; <u>potential</u> narrowing of intersections</p>	<p>#3 Score</p> <p>44</p>	
<p>#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)</p>	<p>*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.</p>	
<p>Criterion to consider</p>		
<p>*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.</p>		
<p>Comments: Pavement is in poor condition. Roadway was last reconstructed 60+ years ago. Sidewalk has ADA compliance issues. Pavement is rate in poor condition and is in need of ADA compliance. Poor pavement (60 years old)</p>	<p>#4 Score</p> <p>174</p>	
<p>#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)</p>	<p>*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.</p>	
<p>Criterion to consider</p>		
<p>*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.</p>		
<p>Comments: Project area not associated with high rate of crashes. ADA compliant sidewalks on the west side will "increase safety for all users" by eliminating curb ramp deficiencies and will allow for proper grades and cross slopes at the intersections. Sidewalk on the east side will increase transit user safety as well as allow people to walk on them versus the street during busy times of the year such as the Benton County Fair. HOWEVER, applicant again is unclear if the eastern sidewalk will come to fruition. Lighting will be added as part of this project as well as better delineation of driving lanes/parking lanes and ped crossings with improved signage. Narrow driving lanes also seem to be included in this project as well. A smooth surface will help motorists and active transportation users along with lighting improvements. A new sidewalk on the east side would be great, but is not guaranteed. More "possible" and "potential" improvements; lighting improvements, narrower driving lanes (traffic calming)</p>	<p>#5 Score</p> <p>106</p>	

<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>	
<p>Criteria to consider</p>		
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>		
<p>Comments: Project is a major collector connecting Saint Cloud and Sauk Rapids. Project is on a transit route. Also functions as an alternate reliever route for South Benton drive and US 10. Due to ongoing growth in Sauk Rapids, this corridor needs to be maintained. Application could be strengthened by discussing the close proximity this corridor is to a designated freight route (US 10 as well as MN 23). Application mentions the need to reconstruct this roadway because of continued growth for the city. This is in an established neighborhood, so how will this corridor factor in to future growth for the city? How will this project facilitate job growth/retention? Provides interjurisdictional connections but isn't used as a freight corridor and is mostly residential neighborhoods, though it is used for events. Major collector through residential neighborhood providing route for shopping, etc. and connects Sauk Rapids with Saint Cloud. Not a freight corridor.</p>	<p>#6 Score</p> <p>34</p>	
<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>	
<p>Criterion to consider</p>		
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>		
<p>Comments: With project's multimodal component, applicant indicates that improved access to transit has the potential to decrease use of single occupancy vehicles. Project is not anticipated to have any "detrimental effects" on the environment. Stated typical precautions required to protect wildlife and habitats in the project area and downstream will be followed. Proposed improvements will ensure reliable connection preservation between Saint Cloud and Sauk Rapids. Project memo will be used for the environmental path. I did not see anything mentioning energy and environment. Improved drainage.</p>	<p>#7 Score</p> <p>11</p>	
<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>	
<p>Criterion to consider</p>		
<p>See evaluation considerations.</p>		
<p>Comments: Project is identified in the APO's 2045 MTP as well as the City's CIP. Applicant outlines next steps for public engagement if awarded funding including anticipated start date of 2024. Does not anticipate controversy with project and will be constructed within existing right of way. City annually reviews the CIP update at its council meetings (which are open to the public). In the MTP and Sauk Rapids CIP. In existing plans, but are "possible" and "potential" improvements and function of not knowing how property owners feel?</p>	<p>#8 Score</p> <p>36</p>	

TOTAL SCORE (800 total points available)	542	
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Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2027		
Proposed Project Title: 15th Street N ROW	Reviewer: APO STAFF	
Applicant: City of Sartell	Date: Jan. 17, 2023	
Project Qualifications	Evaluation Considerations	
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.	
Criteria to consider		
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements.		
*Project improves travel time reliability and/or level of service (LOS).		
Comments: Proposed project (once ROW has been completed) will contain ADA compliant infrastructure including a grade separated shared use path. Project location is not within an EJ area with anticipated impacts to EJ areas being minimal. Proposed corridor expansion will ideally take pressure off of existing east/west corridors such as 2-1/2 Street N and Second Street S. ROW purchase will include purchasing two homes as well as purchasing ROW from undeveloped properties interested in selling. Currently, there is no roadway so V/C ratio is irrelevant. This is a difficult item to score based solely on ROW framing given the way the scoring is currently set up. This will connect to many destinations and improve traffic flow and circulation. Improves west side access/connectivity; school district concurrence; ADA compliant; no transit impacts; not an EJ area; alleviating v/c on other corridors.	#1 Score	52
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.	
Criteria to consider		
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.		
*Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).		
Comments: Again, from a CONSTRUCTION standpoint, this would be much easier to evaluate. Separating this out into the actual project (ROW acquisition) versus the ultimate end goal (construction of the roadway) makes scoring this rather difficult. Roadway ultimately will be a collector. This will be a vital connection to the western portion of the city (housing 22% of the City's population). However, this is strictly for ROW, not construction, so scoring is reflected based upon that caveat. This corridor will help create an east/west connection and creat access to many destinations. Is not near the NHS or interjurisdictional. West side access.	#2 Score	66
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)	
Criterion to consider		
*Project furthers or establishes new connections of existing		

multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).		
Comments: It's difficult to evaluate based solely on PURCHASING ROW. I think what would strengthen this application would be discussing the ROW purchasing process in terms of the multimodal connections/improvements. For example, this ROW purchase encompasses enough land to be able to construct a shared use path to facilitate safe multimodal travel once the project is fully constructed. However, based upon a deficiency in the evaluation process, this project (ROW purchase) will have a difficult time scoring. Project will include a shared use path that will connect to Pinecone Road further connecting the network. Shared use path; connecting to other (including regional) paths. No transit.		#3 Score
		58
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)		
Criterion to consider		
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.		
Comments: Again, this is ROW acquisition, so it is hard to evaluate the project based upon how the scoring criteria has been developed. Will reduce AADT on adjacent roadways and routes. Saving wear on other roadways -- maintenance on standard schedule rather than accelerated schedule		#4 Score
		73
#5 Safety: Explain how the project or elements of the project may improve safety. (200 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; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.		
Comments: In terms of ROW acquisition, these issues seem almost irrelevant. This is something APO staff, TAC, and Policy Board will need to reevaluate in order to make ROW projects competitive in the future. Diverting traffic to this roadway will relieve congestion on adjacent routes creating increased safety for users of the system. A roundabout is proposed at the intersection with Pinecone Road. Active transportation safety with bike path; lessening traffic volumes on other corridors; improves safety there?		#5 Score
		78
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)		
Criteria to consider		
*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.		
Comments: Looking strictly at this from a ROW acquisition, applicant could strengthen this section by further explaining		#6 Score

the interest in landowners within this area to sell and by acquiring this land the City will position itself in a way that is much more attractive to developers (who won't have to pay to build major infrastructure to facilitate east/west travel across Sartell. This growth area will have many new residential homes in the future and the added connection will be needed. No freight component. Opens land for additional development; no freight corridor.		37	
#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)	*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		
	Criterion to consider		
	*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments: By purchasing the ROW, there seems to be no threatened or endangered species impacted and less than 0.01 acres of public water will be compromised as a result of this expansion. Environmental considerations have been reviewed. No threatened or endangered species; little wetland impact; EA (TBD 2023).		#7 Score	
		15	
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)	*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.		
	Criterion to consider		
	See evaluation considerations.		
Comments: Entirety of project has been addressed in several planning documents such as the 2016 Comprehensive Plan, the 2017 APO Corridor study, the Financial Management Plan, the City's CIP, the 2005 North Transportation Network Plan, and the APO's MTP. Applicant has detailed the level of public outreach that has taken place to date on this project which has included meetings with homeowners/property owners along this corridor as well as residents living in developments that would be directly impacted by this proposed connection. Public engagement has been conducted. Good public engagement.		#8 Score	
		35	
TOTAL SCORE (800 total points available)		414	

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2027		
Proposed Project Title: 15th Street N Construction	Reviewer: APO STAFF	
Applicant: City of Sartell	Date: Jan. 17, 2023	
Project Qualifications	Evaluation Considerations	
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.	
Criteria to consider *Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).		
Comments: ADA compliant infrastructure will be added to this project. Project area not in an EJ census area. Applicant anticipates minimal impact to EJ populations. No transit fixed route buses currently in this area. Applicant mentions adjacent corridors such as 2-1/2 Street N and Second Street S seeing large volumes of traffic on this roadway -- counts done prior to the opening of the new high school. Current lack of east/west connections within the City of Sartell. This will connect to many destinations and improve traffic flow and circulation. Improves west side access/connectivity; school district concurrence; ADA complaint; no transit impacts; not an EJ area; alleviating v/c on other corridors.	#1 Score	70
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.	
Criteria to consider *Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).		
Comments: Currently there is only one east/west connection to the west side of Sartell via 2-1/2 Street N -- providing access for 22% of Sartell's population. Development pressure to build this extension due to development in the northern portion of the city (aka, high school). Current access to western Sartell neighborhoods would mean accessing Pinecone Road then 2-1/2 Street then heading north on 19th Avenue N -- nearly doubling driving time. When completed, 15th Street N will serve as an urban collector. Project is not interjurisdictional. Project will further the connection of infrastructure -- connecting 19th Avenue N and Pinecone Road. How exactly will this project improve connectivity for freight? Applicant discusses how this corridor will assist in facilitating movement of people/residents from western Sartell to other areas of the city and region. This corridor will help create an east/west connection and create access to many destinations. Is not near the NHS or interjurisdictional. West side access.	#2 Score	81
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)	
Criterion to consider *Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).		
Comments: Project will include a separate pedestrian and bicycle facilities and will connect to the existing facility on Pinecone Road N as well as the existing facility on 15th Street N between Pinecone and CSAH 1. Several trip generators include Pinecone Central Park, schools, churches, businesses. Project will include a shared use path that will connect to Pinecone Road and further connecting the network. Shared use path; connecting to other (including regional) paths. No transit.	#3 Score	73

#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	*Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network.	
Criterion to consider		
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.		
Comments: Building new roadway. Current adjacent corridors have a shortened lifespan due to the high traffic volumes on these roadways because there is no 15th Street N connection to the west. Current overlay and reconstruct schedules are done on an accelerated schedule -- with the new extension, this would put them back on a standard schedule. This includes the roadways of 2-1/2 Street N, 19th Avenue N, and Pinecone Road N. New roadway corridor will more evenly disperse traffic along both 2-1/2 Street and 19th Avenue. Will reduce AADT on adjacent roadways and routes. Saving wear on other roadways -- maintenance on standard schedule rather than accelerated schedule.		#4 Score 105
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.	
Criterion to consider		
*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.		
Comments: Grade separated facility for active transportation. Development will lessn traffic counts on main thoroughfares. Neighborhoods in west Sartell have been expressing concerns over lack of connectivity -- intersection of Pinecone Road and 2-1/2 Street N has the most crashes in Sartell. Multiple crashes occurred at Central Park Boulevard and Pinecone Road N. Both intersections not as equipped to handle the east-west traffic currently experienced on the corridor. Roundabout will be constructed at intersection of 15th Street N and Pinecone Road. Diverting traffic to this roadway will relieve congestion on adjacent routes creating increased safety for users of the system. A roundabout is proposed at the intersection with Pinecone Road. Active transportation safety with bike path; lessening traffic volumes on other corridors improves safety there?		#5 Score 116
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)	*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.	
Criteria to consider		
*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation.		
*Project promotes improved operation of the existing freight network.		
Comments: No commercial business impacts. Anticipated outcome of the new corridor would be the addition of residential development in the neighborhoods in northern Sartell. This area is anticipated to become primary development space once completed. Area is a growth area for the City of Sartell. More efficient movement of people/goods because 15th Street N will be designed to handle the anticipated traffic as opposed to other residential/neighborhood streets. Project not in freight network or within reasonably close proximity to the APO's freight network. This growth area will have many new residential homes in the future, and the added connection will be needed. No freight component. Opens land for additional development; no freight corridor.		#6 Score 45

<p>#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process</p>	
<p>Criterion to consider</p>		
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>		
<p>Comments: No threatened or endangered species will be impacted and less than 0.01 acres of public water will be impacted as well. Project will include stormwater management and the selected route will minimize impervious area and wetland impacts. Project will require fill. Will anticipate wetland mitigation of just under 10 acres. City will be completing environmental assessments/reviews/permitting in 2023. Environmental considerations have been reviewed. No threatened or endangered species; little wetland impact; EA (TBD 2023).</p>	<p>#7 Score</p> <p>15</p>	
<p>#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>	
<p>Criterion to consider</p>		
<p>See evaluation considerations.</p>		
<p>Comments: Entirety of project has been addressed in several planning documents such as the 2016 Comprehensive Plan, the 2017 APO Corridor study, the Financial Management Plan, the City's CIP, the 2005 North Transportation Network Plan, and the APO's MTP. Applicant has detailed the level of public outreach that has taken place to date on this project which has included meetings with homeowners/property owners along this corridor as well as residents living in developments that would be directly impacted by this proposed connection. Public engagement has been conducted. Good public engagement.</p>	<p>#8 Score</p> <p>35</p>	
<p>TOTAL SCORE (800 total points available)</p>	<p>540</p>	

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2027		
Proposed Project Title: CSAH 3 Reclamation	Reviewer: APO STAFF	
Applicant: Benton County	Date: Jan. 17, 2023	
Project Qualifications	Evaluation Considerations	
<p>#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)</p> <p>Criteria to consider</p> <p>*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements.</p> <p>*Project improves travel time reliability and/or level of service (LOS).</p>	<p>*Project includes ADA compliant infrastructure.</p> <p>*Project improves (or facilitates the possible incorporation of) access to transit stops.</p> <p>*SYSTEM PRESERVATION: Project occurs within an EJ area.</p> <p>*EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations.</p> <p>*V/C ratio: >1.00; 0.85-0.99; <0.84.</p>	
<p>Comments: Project is not within an EJ area. Applicant did not discuss ADA compliant infrastructure (even though based upon the project, this would not necessarily be warranted). No mention of V/C ratio for the project in this section -- though based upon 20 year projected AADT, this roadway would remain under capacity. Roadway provides a connection between Gilman and Sauk Rapids. In addition, the project will pave the shoulders of the roadway to allow for safer place for bicyclists and those who walk alongside the roadway. Application could be strengthened by further elaborating on the importance CSAH 3 plays when it comes to mobility options for freight and how the current weight limit is not conducive to continuing the economic growth in this area. This is a rural connection between Sauk Rapids and Gilman and will offer wider shoulders for bicycle users. Connects Gilman and Sauk Rapids. Good V/C; no transit; no EJ; paving shoulders for cyclists.</p>		<p>#1 Score</p> <p>36</p>
<p>#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)</p> <p>Criteria to consider</p> <p>*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.</p> <p>*Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).</p>	<p>*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.</p> <p>*Project is interjurisdictional.</p> <p>*Project completes a connection.</p>	
<p>Comments: Project corridor is a rural major collector. This project will fill in the last gap of a 10-ton route on CSAH 3 which stretches across Benton County (from the Morrison County line to the north and Stearns County line to the west). Project's western terminus provides a connection to the Sauk Rapids industrial park and is within a one-mile radius of US 10 -- a major freight corridor. Roadway also parallels MN 23 between Foley and Sauk Rapids and can provide congestion relief for MN 23. Application could be strengthened by elaborating on that long-distance commuter corridor -- including pulling information from the OnTheMap application about travel patterns for commuters -- is there a huge draw from areas like Gilman or Morrison County to Sauk Rapids/Saint Cloud. The freight piece -- the 10-ton route gap -- is a great addition to this application, but it needs to be expounded upon. What types of businesses, especially adjacent businesses -- would use this route as compared to traveling down alternate corridors? Project connects rural communities but has low AADT. Connects rural residents and ag producers to markets in Sauk Rapids. Good continuity of corridor through urban area.</p>		<p>#2 Score</p> <p>63</p>
<p>#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)</p> <p>Criterion to consider</p> <p>*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).</p>	<p>*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)</p>	
<p>Comments: Based on the context (rural roadway), this project will pave existing gravel shoulders to facilitate safer walking and bicycling. Project also includes a new sidewalk along the south side of the road. Project will connect to the Sauk Rapids industrial park and is within a one-mile radius of US 10 -- a major freight corridor. Roadway also parallels MN 23 between Foley and Sauk Rapids and can provide congestion relief for MN 23. Application could be strengthened by elaborating on that long-distance commuter corridor -- including pulling information from the OnTheMap application about travel patterns for commuters -- is there a huge draw from areas like Gilman or Morrison County to Sauk Rapids/Saint Cloud. The freight piece -- the 10-ton route gap -- is a great addition to this application, but it needs to be expounded upon. What types of businesses, especially adjacent businesses -- would use this route as compared to traveling down alternate corridors? Project connects rural communities but has low AADT. Connects rural residents and ag producers to markets in Sauk Rapids. Good continuity of corridor through urban area.</p>		<p>#3 Score</p>

<p>biking/walking. Several requests have been made by residents to do this treatment. Sauk Rapids Rice High School is in this area and while facilities have been added to the west of the school, no improvements have been added along this stretch. Applicant states "this could be the first step toward promoting more multimodal transportation to the school" as well as access to an existing Metro Bus route a half mile west. Applicant could discuss how this project will be integrated into the existing shared use path/multimodal connections currently in Sauk Rapids (thinking of the existing shared use path along CSAH 3 from Mayhew Lake Road to the Sauk Rapids downtown area). A widened shoulder for bicyclists is useful in a rural setting. Will pave shoulders for cyclists; bus stop 1/2 mile west.</p>		49
<p>#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)</p>	<p>*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.</p>	
<p>Criterion to consider</p>		
<p>*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.</p>		
<p>Comments: Current pavement condition is in fair, however, by the projected construction year the rating is anticipated to drop to poor. Lack of pavement beyond the driving lane is also contributing to poor pavement edge and additional pavement cracking. Applicant mentions upgrading pavement to meet 10-ton axle weight -- is the current usage by heavy truck traffic on this ill-equipped roadway leading to the faster deterioration of this corridor? Applicant should elaborate on this. Pavement is quickly deteriorating and in need of reclamation. RQI=2.6 "fair"</p>	<p>#4 Score</p>	133
<p>#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)</p>	<p>*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.</p>	
<p>Criterion to consider</p>		
<p>*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.</p>		
<p>Comments: Average rutting depth along the project area is 1/4 inch which is enough to cause hydroplaning during extreme rain events and difficult to remove snow/ice. Six-foot paved shoulder outside of the driving lane will be added -- current gravel shoulders need to constantly be corrected. Doing so will reduce roadway departure crashes. Also will allow for safer bicycle travel. Project's western termini is at a high crash intersection however project does not address that. Is the project going to also add ground-in wet reflective pavement markings or rumble/mumble strips to assist in preventing run off the road crashes? Pavement rutting causing hydroplaning and snow removal difficulties. Average rutting depth is enough to cause hydroplaning; difficult to remove snow and ice</p>	<p>#5 Score</p>	118
<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)</p>	<p>*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.</p>	
<p>Criteria to consider</p>		
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>		
<p>Comments: Workers and freight haulers must use this route to access Sauk Rapids business park from the north and east. Roadway axle weight upgrade will preserve ability to continue using this corridor as a freight corridor. CSAH 3 is important route for Benton County as it bisects the county. Project is not part of the existing freight network. Applicant could elaborate on the close proximity this corridor has to the freight network (alterante to MN 23, within one-mile of US 10). Does this project have any clear relationship between anticipated development and/or job creation/retention? The pavement will be upgraded to a 10-ton route which would create a freight route in the future. Increasing axle weight to 10 tons; near Sauk Rapids industrial park (workers and freight).</p>	<p>#6 Score</p>	49

#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)	*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	
Criterion to consider		
*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments: No environmental impacts are expected and project's environmental review documentation should be uncomplicated. No environmental concerns. EA 2026 (project memo)		#7 Score 15
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (40 points total)	*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.	
Criterion to consider		
See evaluation considerations.		
Comments: Project is currently identified within Benton County's CIP. Members of the community have specifically reached out to the county to do something about this roadway. Project is not anticipated to be controversial due to being completed within existing ROW. Application could be strengthened by containing any pertinent excerpts from completed feasibility documentation. In the Benton County Road Five Year Plan. County CIP; some members of the public have requested project.		#8 Score 33
TOTAL SCORE (800 total points available)		496

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet FY 2027		
Proposed Project Title: CSAH 1 Reconstruction	Reviewer: APO STAFF	
Applicant: Stearns County	Date: Jan. 17, 2023	
Project Qualifications	Evaluation Considerations	
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (100 points total)	*Project includes ADA compliant infrastructure. *Project improves (or facilitates the possible incorporation of) access to transit stops. *SYSTEM PRESERVATION: Project occurs within an EJ area. *EXPANSION: Project details mitigation efforts to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.	
Criteria to consider		
*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. *Project improves travel time reliability and/or level of service (LOS).		
Comments: Project is not within an EJ area (applicant states that proposed project will not negatively impact EJ populations). Based on the project description, ADA compliance issues for pedestrians will not be addressed (no sidewalks are being proposed). Project is outside of the Metro Bus service area. Project will include widening shoulders for bicycles -- currently this project is the "gap" between wide shoulders on the connecting roadways in Morrison County and the area immediately south of the project area. Project area is currently and will remain under capacity. Project will increase axle weight to 10 tons to accommodate freight and farm traffic. Application can be strengthened by elaborating more on the freight aspect as well as the alternate route this project serves when it comes to Highway 10. I believe that portions of this roadway were used as alternate routes while 10 was undergoing some construction. Expand upon that more. Will widen shoulders and increase to a 10 ton axle weight. No EJ area; good V/C; widening shoulders for cyclists, increase to 10 ton.	#1 Score	47
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (100 points total)	*Project occurs on or constructs a new roadway with the following functional classification: Interstate 94; NHS system (MN 23, MN 15, US 10, CSAH 75); Principal or minor arterial; Principal or minor collector. *Project is interjurisdictional . *Project completes a connection.	
Criteria to consider		
*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. *Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).		
Comments: Project is right on the border with Morrison County and coordination is being done between Stearns and Morrison. Project is a rural major collector (however directly south, this roadway becomes a minor arterial). Project completes an active transportation connection in terms of shoulder widening. More can be elaborated on for the connection this roadway provides for commuters traveling to Saint Cloud from Morrison County. Are there employers along this corridor? I think mentioning heavy truck traffic -- or the reason why this project also includes upping the axle weight to 10 tons -- would help highlight how this particular project enhances the connectivity of the transportation system. Could connect/expand to existing bicycle routes and connects to Morrison County. Widening shoulders for cyclists; connects Stearns to Morrison County; alternate corridor to US 10.	#2 Score	60
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (80 points total)	*Project contains the following: Multi-use paths. On-road bicycle lanes. Sidewalks. Connections within and/or between jurisdictions. Connections to major trip generators (examples include schools, businesses, places of employment, etc.)	
Criterion to consider		
*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).		
Comments: Given the rural nature of the project, there really is no need for items such as a shared use path or sidewalk.	#3 Score	

Project will address current deficiencies in the system (narrow, gravel shoulders) and will integrate wider paved shoulders into already existing sections of CSAH 1. Safer access will be facilitated for trip generators such as the Mississippi River Park to the south. Will connect to parks and be a signed bicycle route. Widening shoulders for cyclists.		57	
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (200 points total)	<ul style="list-style-type: none"> *Pavement IRI conditions (poor, fair, good). *Bridge conditions (poor, fair, good). *Multi-use paths conditions (poor, fair, good). *Consideration should also be given to the construction of new roadways and the impact of preserving or enhancing the current transportation infrastructure with the development of the addition to the roadway network. 		
Criterion to consider			
*Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.			
Comments: Pavement condition according to APO's data is in fair. Applicant lists that the RQI is on the low end of that fair rating and conditions have worsened since the APO's data collection effort. Current gravel shoulders are not acceptable for bike use. Roadway has not been reconstructed in over 70 years. Pavement is in fair condition but has low RQI, and is in need of reconstruction. RQI low end of "fair."		#4 Score	
		128	
#5 Safety: Explain how the project or elements of the project may improve safety. (200 points total)	<ul style="list-style-type: none"> *Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements. 		
Criterion to consider			
*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.			
Comments: Project will incorporate enhanced pavement marking and signs as well as right and/or left turn lanes/bypass lanes near intersections. Applicant will attempt to realign some of the curves that are at high risk for run off the road crashes. If unable to do so, project will add enhanced curve delineation. Wider shoulders will have safety edge. Intersections at the southern end of the project termini are considered critical. Would like applicant to detail work that has been done with these intersections immediately adjacent to the project area. Enhanced pavements marking and signs are proposed as well as the bicycle route. Enhanced pavement markings and signs.		#5 Score	
		127	
#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (60 points total)	<ul style="list-style-type: none"> *Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention. 		
Criteria to consider			
*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.			
Comments: While US 10 is the major freight corridor, applicant states CSAH 1 is used as an alternate route to avoid congestion on US 10 during weekends and holidays. Upgrading section to 10-ton axle weight will assist in agricultural/farm to market traffic. Project will provide safer access for peds/bikes/recreational users. By reconstructing this segment, is the anticipated development or other economic growth that will be positively impacted? This corridor is an alternative to US 10 and is used as agricultural route. US 10 is the major freight corridor but this is a popular alternate; upgrade to 10 ton axle weight.		#6 Score	
		35	
#7 Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (20 points total)	<ul style="list-style-type: none"> *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 		

Criterion to consider		
*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments: Stormwater treatment will be provided as part of this project (currently not available in this area). Native plants and pollinators will be planted in the ditches. Applicant discusses minimizing wetland impacts. Environmental reviews have started at the planning level -- which already started due to intersection improvements planned for CSAH 1 between Xenia Road and the Rice Bridge. I like the native plant and pollinators seed mix. (CAT-X?) Environmental will be done in 2026; will provide stormwater treatment in an area that currently has none.		#7 Score
		18
#8 Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (10 points total)		
*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.		
Criterion to consider		
See evaluation considerations.		
Comments: Project is identified in the Stearns County Five Year Road Improvement Plan. No public input has formally started, however, during input for the adjacent project there were several requests for improvement along this section of the roadway. Additional plans for input will occur as project gets closer to development. This project is in the Stearns County Five Year Road Improvement Program. Stearns County Five Year Road Development Program; mentioned in meetings for another project.		#8 Score
		33
TOTAL SCORE (800 total points available)		505



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2027 Transportation Alternatives prioritization
DATE: Jan. 23, 2023

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 2027). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). The Central Minnesota ATP will receive approximately \$2.5 million in FY 2027.

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. Attachments H2 and H3 are the submitted applications received by MnDOT District 3 staff.

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

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

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

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

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

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

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

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

At the Jan. 24, 2023, ATAC meeting, ATAC members recommended assigning the 10 regional priority points to Waite Park and the five regional priority points to City of Sartell.

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

Transportation Alternatives Full Application

General Information

Project Information

Name of project: Sartell 2027 Trail and Sidewalk Improvements

Project is located in which county(ies): Stearns

Brief project description (100 words or less): This work addresses sidewalk and trail gaps within the City of Sartell and is a collaborative effort between the City and the School District. Project components include completing the Heritage Drive trail between Amber Avenue and County Road 1, which is the last segment missing along Heritage Drive needed to provide pedestrians and bicyclist a safe connection to other existing trails. The project also includes extending the sidewalk from 7th Street North to the sidewalk at Riverview Intermediate School and adding a sidewalk from 5th Street North up to and around the south side of Riverview Intermediate School.

Project applicant: City of Sartell

Previous Application:

- **Has this project been previously submitted to the ATP-3 for TA funds and not awarded?** ☒ No ☐ Yes
If so, what year(s)? [Click here to enter text.](#)
- **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:** N/A

Contact Information

Contact person (from applicant agency/organization): Anna Gruber

Mailing address: 125 Pinecone Road North

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

Phone: 320-258-7306 **Fax:** N/A **Email:** anna.gruber@sartellmn.com

Sponsoring agency (if different than applicant): N/A

Contact person (from sponsoring agency, if different than applicant): N/A

Project Budget

Notes:

- Identify estimated project costs, 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 funding year dollars.**

Table A – Eligible Items¹

Eligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
Please see attached budget			\$486,450
TOTAL TABLE A:			\$486,450

Table B – Ineligible Items²

Ineligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
Please see attached budget			\$208,150
TOTAL TABLE B:			\$208,150

Total Project Budget

- Total cost (**Total Table A + Total Table B**): \$694,600
- Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$486,450
- Applicant's contribution toward eligible TA costs – minimum 20% match required: \$97,290
- Total amount requested in TA funds (**#2 minus #3**): \$389,160

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

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

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. (Check all appropriate categories.)

- ☒ 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 related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☒ Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): The Heritage Drive trail extension will create vital connections to multiple destinations along the corridor. This connection from residential areas to commercial, office, and employment areas will dramatically increase the quality of life for all residents of Sartell and surrounding communities by offering another safe mode of transportation. Extending the current trail system and connecting to County Road 1/Riverside Avenue will increase safety by continuing a 10-foot-wide designated trail and crosswalks where it currently dead ends; adding much-needed accessibility to all users. Currently users must travel on the shoulder of Heritage Drive to get to the trail and crosswalks

on County Road 1/Riverside Avenue. This extension would allow users to have safe access to natural areas within Sartell as well as to current and future developments along the Mississippi River. The extension would give users the opportunity to access areas which have been unavailable to them due to accessibility and current safety issues. The City was selected for a Transportation Alternatives award in 2018 for the Heritage Drive project, terminating at Amber Avenue, which will be completed in 2023. This request would be the final gap from Amber Avenue to County Road 1/Riverside Avenue, completing the trail system along Heritage Drive from one end of the City to the other. Addressing the sidewalk gaps at Riverview Intermediate will improve quality of life for the students and families walking and biking to school by increasing safety. Currently, students have to walk through a busy parking lot when coming from 7th Street North to get to the school's sidewalk. The project would also add a sidewalk from 5th Street North up to and around the southside of the school, allowing the students living south of the school a quick and safe route for walking or biking to school. This complete project will enhance the trail and sidewalk network and improve the pedestrian environment and address key safety concerns.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project ([elaborate in Criteria #3](#)) (**Limit to 200 words**): Anticipated users will include pedestrians and bicyclists, school-aged children, commuters, and residents with disabilities. An estimated 8,745 residents will benefit directly from these connections, based on US Census block group data for developments adjacent to the proposed improvements. The actual impact is expected to be larger to include users who don't live in the area but are using the larger trail and sidewalk network within the community. Additionally, areas along Heritage Drive continue to develop. Hundreds of single family and multi-family units will be added over the next three to five years with the construction of single family units and townhomes within West Bridgeport Plat 1 and Plat 2 and multiple apartment complexes that have already been approved and are ready for construction. The increased availability for development near and adjacent to the Heritage Drive corridor and Riverview Intermediate will lead to increases in the number of users served by this proposed project.
- Explain current and future ownership of the property ([elaborate in Criteria #6](#)) (**Limit to 100 words**): The proposed trail extension from Amber Avenue to County Road 1/Riverside Avenue will require the acquisition of easements from private property owners. Once constructed the trail would be owned and maintained by the City of Sartell. The sidewalk extension at Riverview Intermediate is within property owned by Independent School District #748 and no additional right of way is needed for the project. The future sidewalks would be owned and maintained by ISD #748.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

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

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail 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.

This project has been identified in multiple regional and local planning documents, including the 2022 APO Regional Active Transportation Plan. The Sartell City Profile (Appendix B of the plan) reflects the completion of the Heritage Drive Trail as a “Recommended Project” and is reflected as #22 on the City of Sartell Future Active Transportation Recommendations map (attached). Constructing this last trail segment to complete this community trail is a priority for the community, as shown in the results of a community survey completed in the summer of 2022 that showed this project being tied for the highest priority. Extending and completing this trail creates improved infrastructure and promotes the benefits of a healthy and active lifestyle. This trail gap was identified as a priority within the 2003 and 2016 City of Sartell Comprehensive plans. The City reviews and updates their Sidewalk and Trail Gap Plan annually. Constructing the final gap of the Heritage Drive Trail is identified as top priority connection for 2022 and the plan’s map is attached for reference (#4 on map). The Heritage Drive trail has also been identified as a significant regional trail connection. This trail segment is one of only a few within Sartell that has regional sales tax available to help cover trail maintenance and operation costs. The improvements at Riverview Intermediate are recommended in the 2014 Safe Routes to School Plan on page 29 and 30, which are attached for reference. (Please note, at the time of the plan this facility was referenced as a middle school but has since changed to Riverview Intermediate.) The Area Planning Organization and City of Sartell Comprehensive Plans both include a large portion of citizen input on where the city or region has plans for improvement or identifies the issues and successes within the city and region. The City of Sartell has identified the continued need for connectivity throughout the city via safe sidewalks and trails for all users to travel and continues to hear from residents that this is a top priority. The City of Sartell is home to a diverse range of residents from all stages of life with different mobility needs. Adding trails will help create connections for those with the time and interest to walk, but for many others, additional alternatives that provide effective service and reduce overall pollution. The proposed project creates long-term benefits, increases connectivity, mitigates safety concerns, and provides an overall enhancement to the area for non-motorized transportation users. The public has been actively involved with identifying the trail gaps by encouraging citizen involvement and input throughout construction activities and new developments within the city. Please see attachments for further information regarding public engagement.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area’s existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.

This trail will connect a dead-end trail to a current trail on County Road 1/Riverside Avenue. This proposed trail is off one of the City’s major East-West Collector streets. By gaining this trail extension, users would be able to connect to a trail which provides a North-South transportation route. As stated previously, this trail extension

offers a safe alternative mode of transportation by adding a ten-foot-wide trail with crosswalks and accessibility for all users. Currently, users would be forced to travel along the shoulder on Heritage Drive which is a huge safety issue due to the level of traffic and speed on that road. In 2017 this section of Heritage Drive saw annual average daily traffic of 5,100 vehicles, which has only increased since then. The speed limit on this stretch of Heritage Drive is 40 miles per hour, making for a dangerous situation for pedestrians and bicyclists. In 2023 the Heritage Drive trail will be extended to Amber Avenue where it will dead end. This funding would allow the City to complete the full Heritage Drive trail connection between Pinecone Road and CSAH 1. Completing this final trail section along Heritage Drive will mean that residents will have a safe, complete connection east-west across the community that connects with the shared use trail along Pinecone Road that fully connects the community north to south. By extending this trail to County Road 1/Riverside Avenue, it offers a safe alternative mode of transportation to the current commercial development for either users to travel for employment or to enjoy the amenities which will be offered along the Mississippi River and in the River Crossings Development as well as access to amenities across Highway 15. This trail has been identified in numerous City Plans including the 2016 and 2003 Comprehensive Plan as an identified priority trail gap. This trail is essential in connecting the community with local resources and amenities as well as nearby communities within the region. This connection will serve both the commuter users as well as recreational users. This trail extension would connect to an existing regional trail along Pinecone Road and County Road 1/Riverside Avenue which would then be accessible to the Mississippi River Trail via the trail system. The City has made significant progress toward the goal of a multi-use trail along Heritage Drive, as this project would complete the final piece and establish a full connection through the community. The portion of the project at Riverview Intermediate School is fully integrated into the local network, as it involves adding sidewalk segments between existing sidewalk locations along City streets to sidewalks or entrances at the school. For the segment near 7th Street, students can currently walk on the sidewalk along 7th Street, but then must traverse through a parking lot to get to sidewalks within the school property. This parking lot is extremely busy during morning drop off and afternoon pick up, with cars pulling in and backing out as students are trying to walk through to get to and from school. Having a sidewalk connection would create a safe pathway for the students that isn't in a space designed for vehicles and removes kids from a high traffic area, creating a much safer, more convenient access. The sidewalk connection from 5th Street also encourages walking by creating a quick and safe access to the school. Currently there is no access and students either create their own path, which can be extremely challenging in the winter or have to walk around the school complex to get to a sidewalk. Adding these final leg connections increases safety and access for kids getting to and from school and is a high priority for ISD#748, given the current safety concerns. The City and School District have made progress on a number of identified needs in the 2014 Safe Routes to School Plan, including upgraded sidewalks on 7th Street N., 2 ½ Street N., Second Avenue N., and 5th Avenue N and a marked crosswalk on 5th Street North at the entrance of Pine Meadow Elementary. Funding for this project would help the School District further implement infrastructure projects identified in the SRTS Plan. The current Metropolitan Transportation Plan includes the following goals and objectives: Maintain and enhance transportation safety, increase system accessibility, mobility, and connectivity, and promote energy and environmental conservation. This project will help the Metropolitan Region meet all the goals and objectives by providing a safe-separated trail for users to complete their journey and reach their desired destination safely and year-round.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

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

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.
- Describe how the proposed project will benefit traditionally underserved populations (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Detail possible environmental justice impacts and describe mitigation strategies (if any) to prevent adverse impacts.
- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The city estimates over 8,745 residents will benefit directly from these connections. This estimate is based on US Census statistics for developments adjacent to the proposed improvements. A count of pedestrian and bicyclists along Heritage Drive just west of the project area showed an average of 375 users per week, with a peak in the summer of 647 users per week. Much of the additional residential growth in the community is anticipated to be families with children. Current and future trail users will see huge safety and convenient benefits by having a safe shared use trail, as opposed to walking or biking along the shoulder to the roadway. The Heritage Drive trail extension will also connect to the City's overall trail system as users can travel along Heritage Drive to the Pinecone Rd trail which is the crown jewel of Sartell's trails (connects to almost every key destination in the Community). This will mean numerous indirect users will have access to and be impacted by this trail extension. The trail addition will give children the opportunity to bike or walk from the corridor area to the Pinecone Road Trail which in turn connects to Pine Meadow Elementary and Riverview Intermediate. Adjacent to this corridor is 4th Ave S, which serves as a key North-South arterial roadway, and has a multi-use trail allowing users to connect to destinations to the North (Great River Bowl, Police and Fire Station, Post Office, Restaurants). Completing this last section of the Heritage Drive Trail will connect residents to the 4th Ave S corridor as well. The sidewalk gap connections will primarily serve school-aged children and their families living in the area that walk or bike to school.

Addressing the trail and sidewalk gaps will greatly improve the safety of our community's most vulnerable users, including children under the age of 18, residents over the age of 65, residents with disabilities, and people without access to a vehicle. Presently the City does not recommend users to travel along this stretch due to no shoulder on the roadway, the topography (ditches) and lack of trail in this area. The natural curve of the roadway is also cause for concern. The proposed crosswalk enhancements will give residents greater confidence and sense of safety while crossing highly traveled intersections. The crosswalk enhancements will include painted crosswalks and ADA accessible curb ramps. This is a major upgrade over existing conditions, as there currently is no trail or marked crosswalks. The approach to the roundabout on the East side can be challenging for people walking and biking and the trail connection will mitigate that issue. These improvements will benefit people that may not be able to drive or have access to a vehicle by providing a safe pathway and connection to numerous community amenities, such as schools, businesses, and recreational opportunities. It is not anticipated that these projects will result in adverse impacts to sensitive populations in the community. There are numerous generators of pedestrian and bicyclist activity within the project areas, including schools, neighborhood and regional parks, businesses, and regional trails. Please see the attached map for additional information regarding these generators. The proposed trail will create a vital connection from predominantly residential areas in the North, and West to commercial, office, and employment clusters in the South and East (e.g. HealthPartners, St. Cloud Medical, CentraCare, CH Robinson, and more).

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).
- Explain how this project safely integrates with other modes of transportation.

The existing corridor along Heritage Drive does not currently provide a safe option for walking or biking. Anyone not traveling in a motorized vehicle is forced to traverse on the shoulder of a heavily traveled road with vehicles traveling at 40 miles per hour. The ditches along this roadway are steep and offer little opportunity to try to move farther away from traffic. The lack of safe options for walking and biking along this stretch is why the community has continually stated this is a top trail gap priority to address. Constructing this final trail section along Heritage Drive will allow residents to walk and bike on a grade-separated, paved, well-maintained path that allows for separation from vehicles and provides marked cross walks with push button flasher systems. The corridor has sporadic lighting with well-lit intersections. Current conditions at Riverview Intermediate mean that children traveling from 7th Street have to walk or bike through an extremely busy parking lot where parents are dropping off or picking up students. The vehicles are there for a short amount of time and are trying to maneuver in and out quickly. The students are faced with navigating through these moving vehicles and trying to dodge them safely without any designated pathway. Constructing a final piece of sidewalk from 7th Street to the school will mean that kids will be able to walk on a safe pathway outside of vehicle traffic areas. The lack of sidewalk connection from 5th Street means that students either need to make their own pathway through the school property, which can be very challenging during winter weather conditions, or they have to walk around the school to get to a designated pathway. Constructing this segment of sidewalk will mean they can much more easily get to and from school, which will encourage walking or biking to school and other destinations in the community. These projects strongly complement the City's existing sidewalk and trail network along major roadway corridors and allow residents to not only walk or bike to community destinations, but also to connect with the fixed route bus service that will begin to serve the Sartell community.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- 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 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.
- Applicants may be asked to provide additional documentation following application submittal.

Maintenance of the Heritage Drive Trail will include regular crack filling and seal coating to ensure the longevity of the investment. Maintenance of trails is part of the annual budget and public works schedule and is done through a combination of a standard timeline, along with visual inspections to determine the need for crack filling and seal coating. Maintenance of the sidewalks connecting to Riverview Intermediate will include sealant on a scheduled timeframe to ensure protection from the elements and salt/sand used during the winter and will be completed by the School District. The City and School District have discussed and agreed that a maintenance agreement will be put in place for the sidewalk gap portion of the project. Both the Heritage Drive trail segment and the sidewalks at Riverview Intermediate will be maintained year-round to ensure pedestrians and bicyclist have a safe pathway. These projects are each included in planning documents to address trail and sidewalk gaps and the community fully supports addressing the gaps for a more complete network within the City. While final design is not yet completed for the final segment of Heritage Drive, the design will be consistent with the design for the existing trail and can be completed in a timely manner. The sidewalk locations at Riverview Intermediate have been determined and construction could proceed during summer months. No environmental concerns, property ownership issues, or design challenges are anticipated for any portion of the project. No environmental permits will be needed, however, a City of Sartell Land Disturbance permit, a County permit and an NPDES Construction permit will be obtained. Local matching funds, including funds to cover 20% of the construction cost and 100% of the ineligible costs will be provided through regional sales tax proceeds and ISD #748 funding.

Criteria #6 Right of Way: 10 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.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

The City will engage with property owners to obtain easements for the Heritage Drive Trail immediately upon grant award. This will occur simultaneously while design is completed. No additional right of way is needed for the sidewalks at Riverview Intermediate, as the school district already owns the property. No interagency agreements are necessary for this project, nor does any component of the project require collaboration with rail.

RESOLUTION NO. 2022-80

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT APPLICATION**

BE IT FURTHER RESOLVED that The City of Sartell agrees to act as sponsoring agency for the project identified as Sartell 2026 Trail and Sidewalk Improvements seeking Transportation Alternatives funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with the project and responsibility for seeing this project through its completion, with compliance of all applicable laws, rules, and regulations.

BE IT FURTHER RESOLVED, the City Council of the City of Sartell is hereby authorized to act as agent on behalf of this sponsoring agency.

ADOPTED BY THE SARTELL CITY COUNCIL THIS 28th DAY OF NOVEMBER 2022.



Mayor

ATTEST:



City Administrator

CITY SEAL:

THIS INSTRUMENT DRAFTED BY:

City of Sartell
125 Pinecone Road North
Sartell, MN 56377
(320) 253-2171

RESOLUTION NO. 2022-79

**RESOLUTION SUPPORTING
TRANSPORTATION ALTERNATIVES GRANT MAINTENANCE AGREEMENT**

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

WHEREAS, Transportation Alternatives projects receive federal funding; and

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

WHEREAS, the City of Sartell is the sponsoring agency for the transportation alternatives project identified as Sartell 2026 Trail and Sidewalk Improvements.

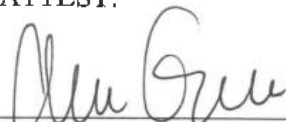
THEREFORE, BE IT RESOLVED, the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

ADOPTED BY THE SARTELL CITY COUNCIL THIS 28th DAY OF NOVEMBER 2022.



Mayor

ATTEST:



City Administrator

CITY SEAL:

THIS INSTRUMENT DRAFTED BY:

City of Sartell
125 Pinecone Road North
Sartell, MN 56377
(320) 253-2171

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.
- ☒ 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.
- ☒ ATP Project Evaluation section completed.
- ☒ Sponsoring Agency Resolution completed.
- ☒ Resolution Agreeing to Maintain Facility completed.
- ☒ Required Signatures have been obtained.

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 13, 2023**, 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
 218/828-5808

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.



1-10-23

(Applicant Signature)

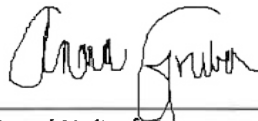
(Date)



1/10/2023

(Sponsoring Agency Engineer Signature)

(Date)



1-10-23

(Local Unit of Government Signature)

(Date)



Jan. 10, 2023

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

(Date)

Project Budget

SARTELL HERITAGE DR IMPROVEMENTS
TAP APPLICATION
SARTELL, MN
SEH NO. A-SARTE COMMON G160

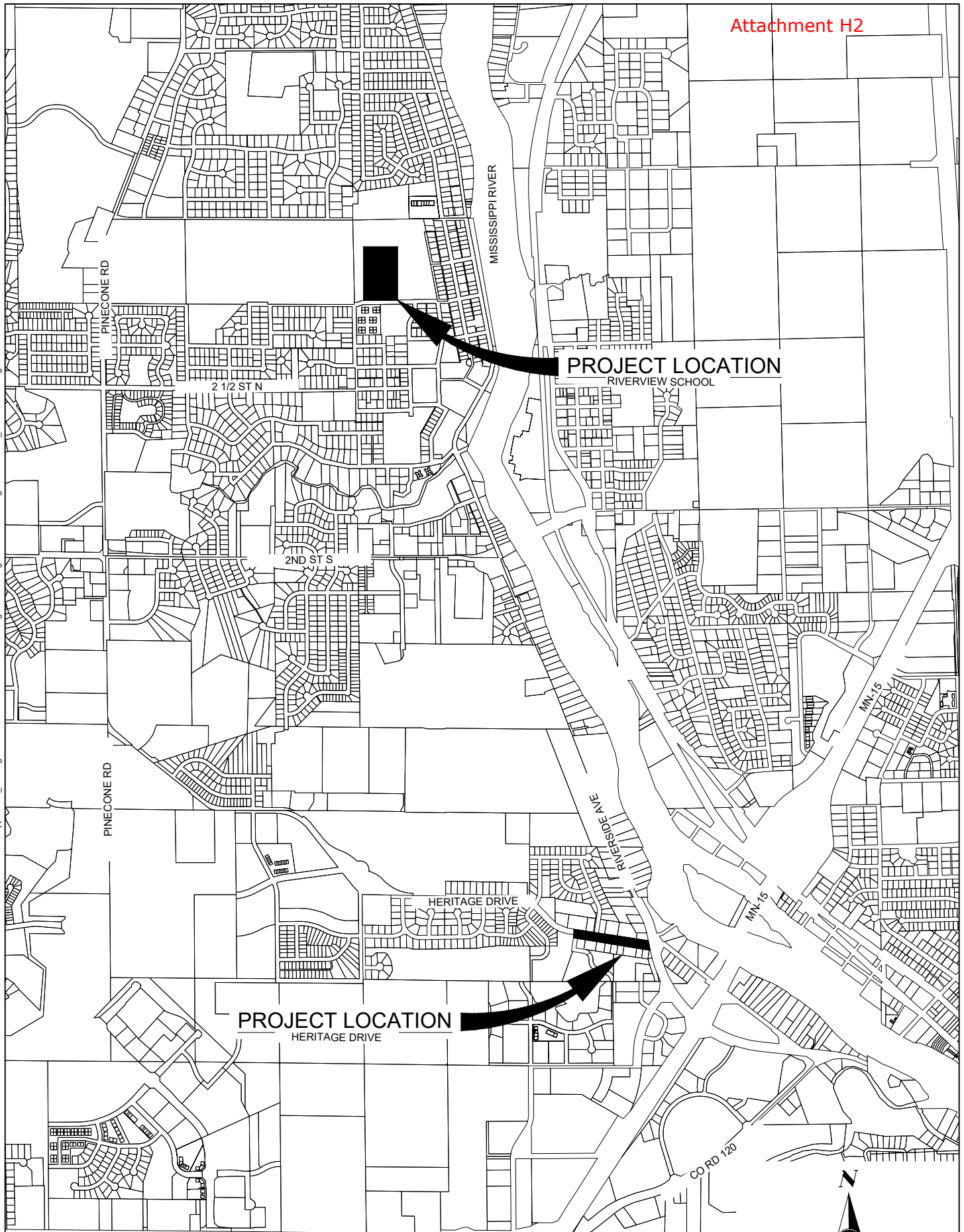
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Eligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost	Inflation Factor for 2027 Construction
MOBILIZATION (lump sum)	1	\$25,000.00	\$25,000.00	\$28,750.00
TRAFFIC CONTROL (lump sum)	1	\$18,000.00	\$18,000.00	\$20,700.00
REMOVALS, CLEARING & GRUBBING (lump sum)	1	\$30,000.00	\$30,000.00	\$34,500.00
COMMON EXCAVATION (cu yd)	860	\$60.00	\$51,600.00	\$59,340.00
COMMON BORROW (cu yd)	760	\$45.00	\$34,200.00	\$39,330.00
BITUMINOUS STREET RESTORATION (sq yd)	30	\$150.00	\$4,500.00	\$5,175.00
DRIVEWAY RESTORATION (sq yd)	385	\$120.00	\$46,200.00	\$53,130.00
TRAIL PAVEMENT (ton)	180	\$100.00	\$18,000.00	\$20,700.00
CLASS 5 AGGREGATE BASE (cu yd)	240	\$65.00	\$15,600.00	\$17,940.00
PED RAMP (each)	4	\$1,500.00	\$6,000.00	\$6,900.00
CONCRETE CURB & GUTTER, DESIGN B618 (lin ft)	50	\$60.00	\$3,000.00	\$3,450.00
EROSION & SEDIMENT CONTROL (lump sum)	1	\$12,000.00	\$12,000.00	\$13,800.00
COMMON TOPSOIL BORROW (cu yd)	380	\$30.00	\$11,400.00	\$13,110.00
TURF ESTABLISHMENT (lump sum)	1	\$15,000.00	\$15,000.00	\$17,250.00
REPLACEMENT TREES (each)	15	\$700.00	\$10,500.00	\$12,075.00
PEDESTRIAN CROSSING TREATMENT (each)	2	\$18,000.00	\$36,000.00	\$41,400.00
SCHOOL DISTRICT MODILIZATION (lump sum)	1	\$5,000.00	\$5,000.00	\$5,750.00
SCHOOL DISTRICT EXCAVATION, REMOAVLS & BACKFILL (lump sum)	1	\$20,000.00	\$20,000.00	\$23,000.00
SCHOOL DIRSTICT SIDEWALK (lump sum)	1	\$50,000.00	\$50,000.00	\$57,500.00
SCHOOL DISTRICT PED RAMPS (each)	4	\$1,500.00	\$6,000.00	\$6,900.00
SCHOOL DISTRICT TURF ESTABLISHMENT (lump sum)	1	\$5,000.00	\$5,000.00	\$5,750.00
Total =			\$423,000.00	\$486,450.00

ineligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost	
SURVEY, DESIGN, CONSTRUCTION SERVICES (lump sum)	1	\$98,000.00	\$98,000.00	\$112,700.00
GEOTECHNICAL & MATERIAL TESTING (lump sum)	1	\$10,000.00	\$10,000.00	\$11,500.00
LEGAL, ADMIN, BIDDING (lump sum)	1	\$5,000.00	\$5,000.00	\$5,750.00
EASEMENT APPRAISALS (lump sum)	1	\$8,000.00	\$8,000.00	\$9,200.00
EASEMENT ACQUISITION (lump sum)	1	\$60,000.00	\$60,000.00	\$69,000.00
Total =			\$181,000.00	\$208,150.00

TOTAL COST =	\$604,000.00	\$694,600.00
TOTAL ELIGIBLE COST =	\$423,000.00	\$486,450.00
LOCAL COST SHARE OF ELIGIBLE COSTS =	\$84,600.00	\$97,290.00
TOTAL REQUESTED TA FUNDS =	\$338,400.00	\$389,160.00
TOTAL LOCAL COSTS =	\$265,600.00	\$305,440.00

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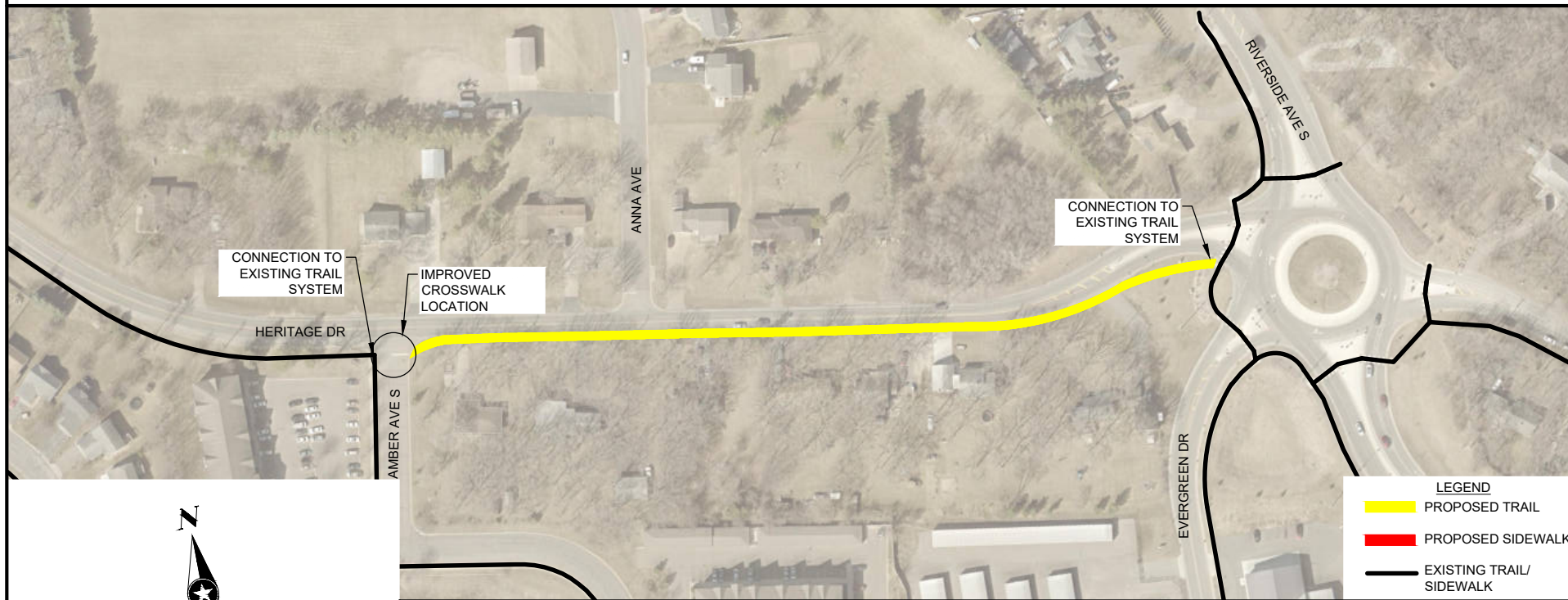
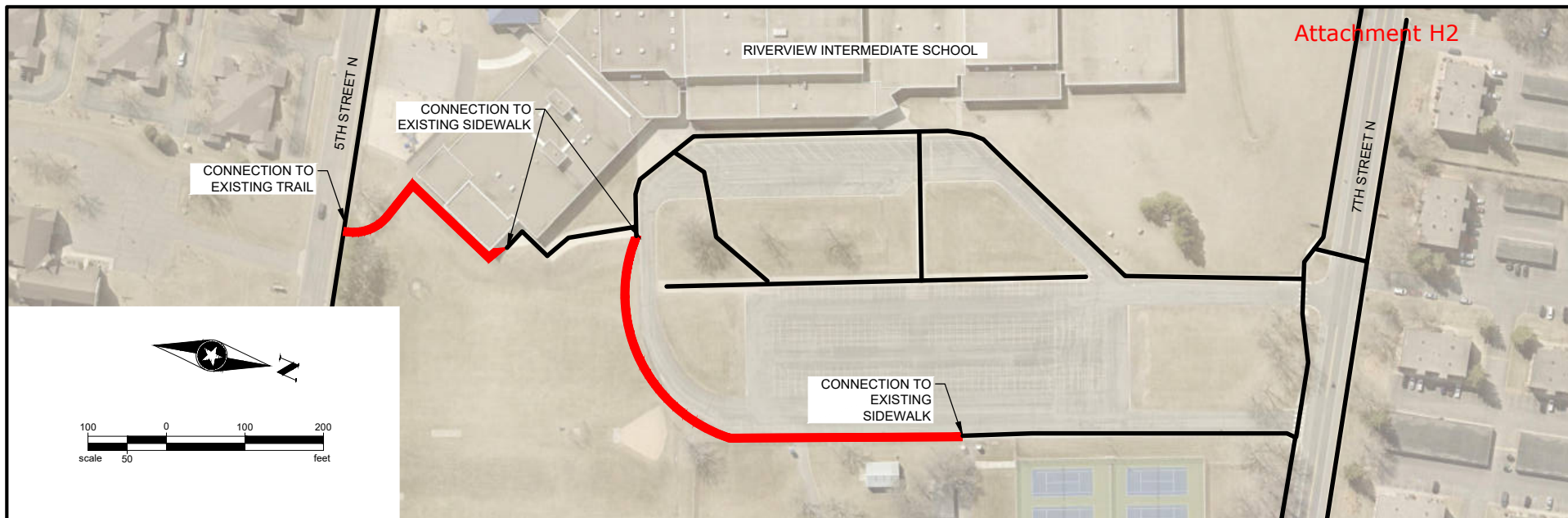


PROJECT NO.
SARTE G0160
DATE:
12/16/2022

**PROJECT LOCATION MAP
SARTELL, MINNESOTA**

FIGURE
NO. 1





PROJECT NO.
G0160
DATE:
12/16/2022

TRAIL & SIDEWALK EXTENSIONS

SARTELL, MINNESOTA

EXHIBIT
NO. 2

**Central Minnesota
Sales Tax Collection and Distribution
Joint Powers Agreement**

The parties to this Agreement are governmental units of the State of Minnesota. This Agreement is made pursuant to the authority conferred upon the parties by Minnesota Statute §471.59.

**Article I
General Purpose**

Section 1.1 Purpose. The cities have determined that the St. Cloud Regional Airport ("Airport"), the proposed St. Cloud Area Aquatics Facility ("Aquatics Facility"), and regional trail connections ("Trails") (all three projects collectively referred to as the "Core Projects") are all integral parts of the region's public infrastructure and significant assets to the region's cities.

Pursuant to the approval of voters at the general election held on November 4, 2014, the parties to this Agreement are authorized to impose a sales and use tax of one-half percent to pay all or part of the capital and administrative costs of certain improvements to the Core Projects. Authorized expenses include, but are not limited to, acquiring property, paying construction expenses related to the Core Projects, and securing and paying debt service issued to finance construction or improvement of the Core Projects up to the dollar limits approved by voters, plus any debt service costs.

The expenditure decisions for the Airport will be at the sole discretion of the City of St. Cloud or a Regional Airport Authority. The expenditure decisions for the Aquatics Facility will be at the sole discretion of the City of St. Cloud. The expenditure decisions for the Trails will be as outlined in Article V below.

The primary purpose is to create a source of revenue to provide for future capital improvements to the Core Projects, including related administrative costs. Additionally, the law authorized distribution of surplus tax revenues to cities whose citizens approve the imposition of the various taxes. Those surplus revenues can be used in accordance with the special law to fund needed public facilities. Surplus revenues are revenues collected from authorized taxes that are greater than the capital or administrative costs of the Core Projects.

The purpose of this Joint Powers Agreement is to provide for the collection and distribution of the sales tax authorized by Minnesota Laws, 2013, Chapter 143, Article 8, Section 47 (the "Special Law"). The authorized taxes are a one-half percent sales and use tax. The revenues raised must be used for the purposes authorized by such legislation. Any sales tax dollars collected from the parties to this Agreement prior to January 1, 2019 will be distributed in accordance with terms of the current agreement between the parties related to sales and use tax collections from 2006 through 2018. The Special Law is in the best interests of the governmental units executing this Agreement as well as the citizens of those units.

Article II Definitions

Section 2.1. "PARTICIPANT". Any city which is a signatory to this AGREEMENT.

Article III General Administration

Section 3.1. The City of St. Cloud shall provide general administrative services to the PARTICIPANTS. These services shall include:

Accounting and reporting
Record keeping
Legal services

Section 3.2. Any PARTICIPANT'S employees serving as advisors or providing administrative services shall not be considered employees of any other PARTICIPANT for any purpose. Each PARTICIPANT shall be responsible for the payment of wages or other remuneration to its employees providing services pursuant to this AGREEMENT.

Article IV Imposition of Sales and Use Taxes

Section 4.1. The collection and administration of sales and use taxes shall follow provisions of Minnesota Statutes, Section 297A.48. Once all taxes, less state administrative fee, have been remitted to the City of St. Cloud, the following procedures shall be followed:

4.1.1 Accounting and Financing. The City of St. Cloud shall establish a Sales and Use Tax Fund. The Sales and Use Tax Fund shall be the depository for all tax revenue collected by the State of Minnesota and remitted to the City of St. Cloud, pursuant to the Special Law.

4.1.2 Procedures. After receipt of sales and use tax revenue into the City of St. Cloud's Sales and Use Tax Fund each year, the City of St. Cloud will transfer \$900,000 to City of St. Cloud accounting funds related to the Core Project improvements. Of the \$900,000 allocated to the Core Projects fund, the City of St. Cloud will transfer \$200,000 to City of St. Cloud accounting funds related to the Airport improvements and \$200,000 to the City of St. Cloud accounting funds related to the Aquatics Facility improvements, with expenditure decisions on those funds to be made as stated in Section 1.1 above. The remaining \$500,000 will be transferred to the City of St. Cloud accounting fund related to the Trails improvements to be distributed in accordance with Article V below. Accounting and reporting of all funds and accounts will follow generally accepted government accounting practices.

4.1.3 Financial Statements. The City of St. Cloud will provide the Participants with monthly statements of all activity related to the Sales and Use Tax Fund.

Article V Trails Fund

5.1. Allocation of Trails Fund: The participants have expressed the mutual desire to create an integrated network of regional recreational trails whereby participant cities connect into the trail network. It is the intention of the participants to create a general Trail Fund for the benefit of the integrated trail. The allocation to each Participant from the Trails Fund portion of the Core Projects shall be set as follows based upon their estimated regional recreational trail connection costs as approved by all Participants through this Agreement:

Integrated Trail Plan

Section	Total Cost	Annual Disbursement	City
6th Street S./Heritage Drive/CR#1	2,165,000.00	108,250.00	Sartell
3rd Avenue to Sauk Rapids High	500,000.00	25,000.00	Sauk Rapids
Waite Avenue/44th Avenue	250,000.00	12,500.00	St. Cloud
Apollo High School Area	350,000.00	17,500.00	St. Cloud
TH15 to Mississippi River	2,000,000.00	100,000.00	St. Cloud
Downtown to Hester Park to Sauk Rapids Bridge	3,000,000.00	150,000.00	St. Cloud
CR134/CR138/Pinecone Road	600,000.00	30,000.00	St. Cloud
City Center to Opportunity Drive	955,000.00	47,750.00	St. Augusta
Sauk River to 3rd Street	180,000.00	9,000.00	Waite Park
	10,000,000.00	500,000.00	Total

The City of Sartell will use their annual allocation of local option sales tax to pay for the matching funds for the Heritage Drive trail.

Each Participant must use their annual allocation as shown above toward making the designated connections to the integrated recreational trail network. Qualifying expenses include right-of-way acquisition, engineering, design, lighting, and the construction of the trail itself. Additionally, the Participants understand that from time to time individual Participants may receive federal or state grant dollars to fund recreational trails. This may create an excess of Trail Funds in any given year. The Participants agree that any excess trail funds will be utilized and allocated back into the general Trail Fund for any trails identified on exhibit A. Reallocation of excess trail funds will be determined by consensus of the city administrators and final approval by the Participants.

The Participants recognize that the connections to the integrated recreational trail that was estimated above could be different than the actual connection that is made in the future, or that the costs related thereto may be higher or lower and the Participants agree that the annual allocation agreed upon will remain based on estimates and actual costs will not change the allocation. Any higher costs must be covered by the Participant with their own funding sources; any remaining funds available due to lower costs may be used as identified above.

Article VI Use and Distribution of Surplus Tax Revenue

Section 6.1. Use of Surplus Tax Revenue: If annual revenue collected from the sales and use taxes, authorized in the Special Law are greater than \$900,000, the surplus shall be returned to the Participants in the manner described in Section 6.2 of this Agreement. The use of surplus tax revenue will comply with the Special Law.

Section 6.2. Distribution of Surplus Tax Revenue: The annual distribution of surplus revenue will be as follows:

$$\text{STR} \times \left(\frac{\text{PPTT} + \text{PPTP}}{2} \right) = \text{PD}$$

Where:

STR is the surplus tax revenue in each year for which the sales and use tax is collected.

PPTT is the Participant's total sales and use tax revenues collected by the Minnesota Department of Revenue each year as a percentage of the total sales and use tax revenue for all Participants in that same year.

PPTP is the Participant's total population in each year as a percentage of the total population of all Participants in that same year. The population shall be based on the Minnesota State Demographer's latest population estimate.

PD is the Participant's annual distribution.

Sample Calculation for the Cities of St. Cloud and participating Cities

City	Population	%	Tax	%	Core Projects	Available For Distribution	Allocation %	Distribution
St. Cloud	63,789	61.60	\$64,250,149	66.33			63.97	\$4,477,900
St. Augusta	2,726	2.63	\$134,200	0.14			1.39	\$97,300
Sartell	12,629	12.20	\$2,348,104	2.42			7.31	\$511,700
Sauk Rapids	12,216	11.80	\$6,014,335	6.21			9.00	\$630,000
Waite Park	6,757	6.53	\$23,184,299	23.94			15.23	\$1,066,100
St. Joseph	5,438	5.25	\$926,648	0.96			3.10	\$217,000
Total	103,555	100.00	\$5,511,901	100.00	\$500,000	\$7,000,000	100.00	\$7,000,000

Section 6.3 Time for Distribution. The City of St. Cloud will distribute excess revenues to Participants on a monthly basis once the \$900,000 Core Projects allocation has been paid. Distributed funds shall become the sole property of the Participants.

Section 6.4 Unallocated Sales Tax. The parties to this Agreement acknowledge that the Department of Revenue is sometimes unwilling or unable to allocate sales and use tax collections among the cities and so an accounting estimate based upon the formula needs to be made by the City of St. Cloud in order to try to fairly distribute such collections. The parties have agreed that population will be used as the allocation factor for such unallocated collections. Any other collection and allocation interpretations not clearly spelled out in this Agreement will be made by the City of St. Cloud as the entity providing the administrative services under this Agreement. The City of St. Cloud will communicate any such allocation interpretations to each participant.

Article VII Indemnification

Section 7.1. Each Participant shall be liable for its own acts to the extent provided by law and hereby agrees to indemnify, hold harmless and defend the other, its officers and employees against any and all liability, loss, costs, damages, expenses, claims or actions, including attorney's fees which the other, its officers and employees may hereafter sustain, incur or be required to pay, arising out of or by reason of any act or omission of the Participant, its agents, servants or employees, in the execution, performance, or failure to adequately perform its obligations pursuant to this Agreement.

Section 7.2. It is understood and agreed that nothing in this Agreement shall affect or otherwise constitute a waiver of the limits on the liability of any Participant provided by Minnesota Statutes Chapter 466 (Tort Liability, Political Subdivisions) or other applicable law.

Article VIII Duration

Section 8.1. This Agreement shall continue in full force and effect until December 31, 2038.

Section 8.2. Upon termination of this Agreement, all property purchased or owned pursuant to this Agreement together with monies on hand, shall be distributed to the current Participants. Such distribution of assets shall be made in proportion to the total (annual average) contributions respective by Participant over the entire duration of this Agreement according to the formula in Section 6.2. This Agreement will continue in full force and effect after termination for such period, no longer than six (6) months, as is necessary to wind up the affairs of the Participants, but for no other purpose.

Article IX Severability

Section 9.1. If any portion of this Agreement is found to be void, unenforceable or unconstitutional, or any combination of these, by a court of competent jurisdiction, the remaining portion of this Agreement shall remain in effect.

Article X Effective Date

Section 10.1. Effective Date. This Agreement shall be in full force and effect for each Participant upon signing this Agreement. All Participants need not sign the same copy. Each Participant shall file the signed Agreement with the City Clerk of the City of St. Cloud.

Article XI
Prior Agreements

Section 11.1. Cities that chose to execute this Agreement may be parties to prior Sales Tax Collection and Distribution Joint Powers Agreements. The prior agreements had other primary purposes. This agreement will run consecutively to the prior agreement. The City of St. Cloud's participation in the prior agreement will continue for purpose of providing administrative services including collection and administration of tax revenues pursuant to that agreement.

IN WITNESS WHEREOF, the undersigned governmental unit, by action of their governing bodies, have caused this Agreement to be executed in accordance with the authority of Minnesota Statute §471.59.

Date: 4-01-15


CITY OF ST. CLOUD

By 
Its Mayor

By 
Its City Clerk

Date: 2-3-15

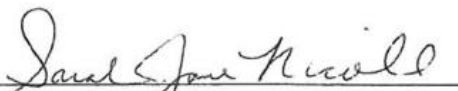
CITY OF SAUK RAPIDS

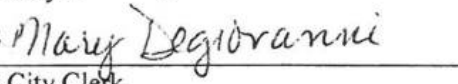
By 
Its Mayor

By 
Its City Clerk

Date: January 26, 2015

CITY OF SARTELL

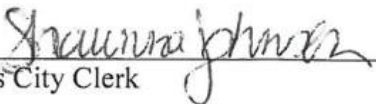
By 
Its Mayor

By 
Its City Clerk

Date: 2-27-15

CITY OF WAITE PARK

By 
Its Mayor

By 
Its City Clerk

Date: 3-3-15

CITY OF ST. JOSEPH

By 
Its Mayor

By 
Its City Clerk

Date: 2/3/15

CITY OF ST. AUGUSTA

By 
Its Mayor

By 
Its City Clerk



SARTELL-ST. STEPHEN ISD 748

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

Attachment H2

Letter of Support and
commitment for matching
funds for sidewalk
improvements at Riverview
Intermediate.

January 11, 2023

Mr. Jeff Lenz
MN Department of Transportation
District 3 – Baxter
7694 Industrial Park Road
Baxter, MN 56425

Re: City of Sartell Transportation Alternatives Program application

Dear Mr. Lenz:

The Sartell-St. Stephen School District strongly supports the City of Sartell's application to the Transportation Alternatives Program for addressing trail and sidewalk gaps within the community, including sidewalk improvements at Riverview Intermediate School. We appreciate the opportunity to partner with the City of Sartell to address safety concerns for our students and to work together to further implement infrastructure improvements that were identified in our Safe Routes to School plan. The Sartell-St. Stephens School District is committed to this project and will provide the 20% matching funds for the improvements at Riverview Intermediate.

This project will complete needed sidewalk connections directly to the school building and ensure that students have a safe, designated walking path separated from vehicle traffic. Creating a safe, convenient opportunity to walk or bike to school will encourage more families to utilize this option.

Thank you for your consideration of our project. Please feel free to contact me with any questions.

Sincerely,

Dr. Jeff Ridlehoover,
Superintendent

Cc: Anna Gruber, City of Sartell

City of Sartell – 2027 Trail and Sidewalk Improvements

Planning Documents and Public Engagement

This project is referenced in several planning documents. The relevant pages for each one follow, along with a link to the full plan. Each planning process included public engagement and opportunities for feedback from residents. Information regarding outreach and engagement is also included in the following pages.

Map from Appendix B: Sartell City Profile from APO's Regional Active Transportation Plan. Heritage Drive trail final segment is #22.

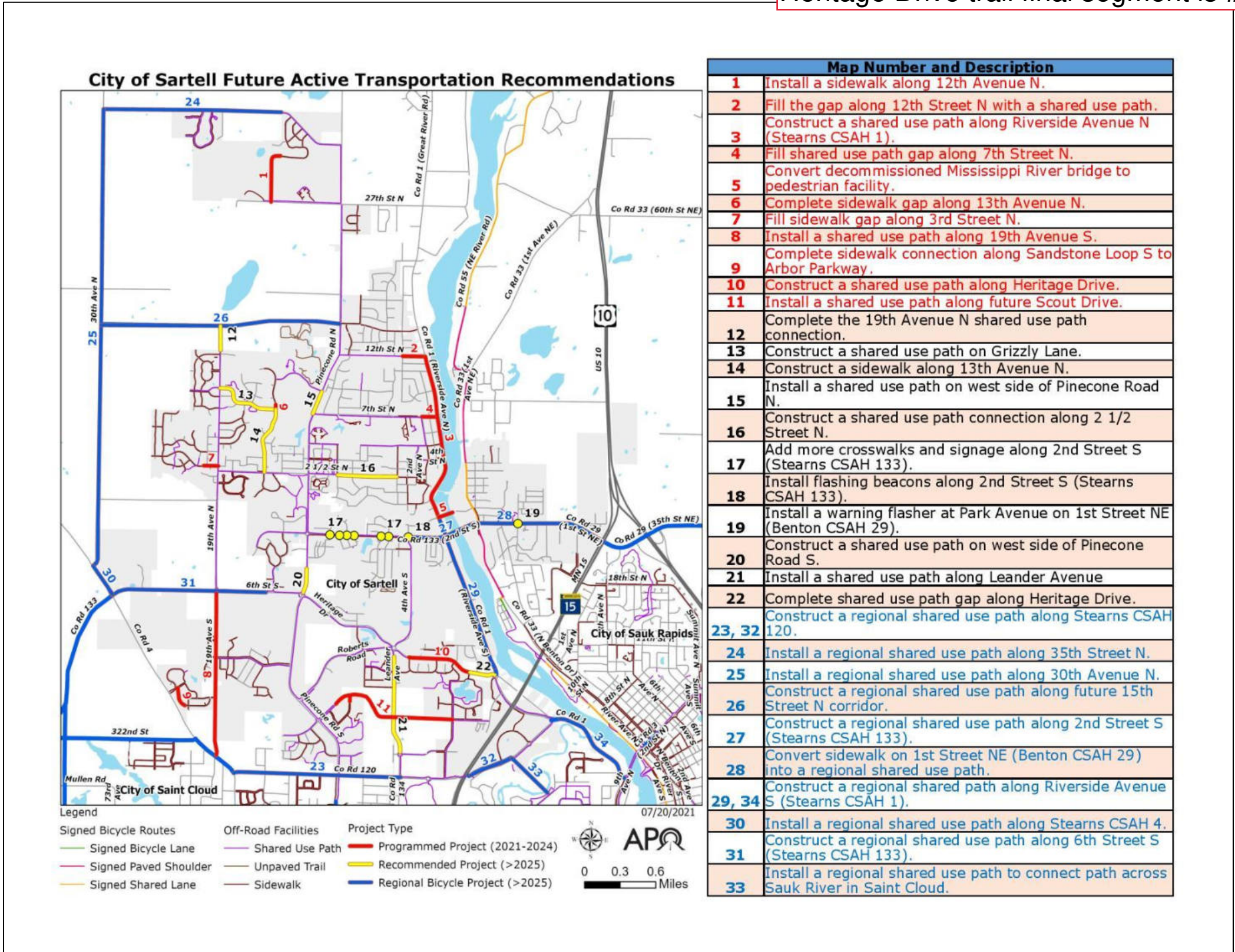


FIGURE B.28 – PROGRAMMED AND RECOMMENDED PROJECTS FOR THE CITY OF SARTELL.

DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN PROJECT SURVEY INPUT

The draft regional active transportation plan project survey was available for public comment between June 15 and July 15, 2022, via ArcGIS Survey123. The survey asked participants to rate each proposed project from one to five stars, one being the lowest priority and five being the high priority. Below are the results for the City of Sartell Projects. More information on the public input process can be found in Appendix F.

Project Number	Average Stars
Sartell Project 12	2.0
Sartell Project 13	2.3
Sartell Project 14	2.5
Sartell Project 15	2.5
Sartell Project 16	2.3
Sartell Project 17	2.3
Sartell Project 18	2.5
Sartell Project 19	2.3
Sartell Project 20	2.7
Sartell Project 21	2.2
Sartell Project 22	2.7

FIGURE B.29 – SURVEY RESULTS.

Public Comments
Stop wasting Taxpayers money
Add the regular Metro Bus Sartell route back into the regular route schedule, rather than just Connex.

FIGURE B.30 – PUBLIC COMMENTS.

The above table reflects the outcome of one survey completed as part of the APO's Regional Active Transportation Plan. The Heritage Drive trail is project #22, which tied for the highest priority. This survey is just part of the extensive outreach and public engagement undertaken as part of the completion of the APO's Regional Active Transportation Plan. Appendix F of the plan describes additional meetings, surveys, and multiple opportunities for feedback:

<http://stcloudapo.org/wp-content/uploads/2022/09/Regional-Active-Transportation-Plan-2022-FINAL.pdf>

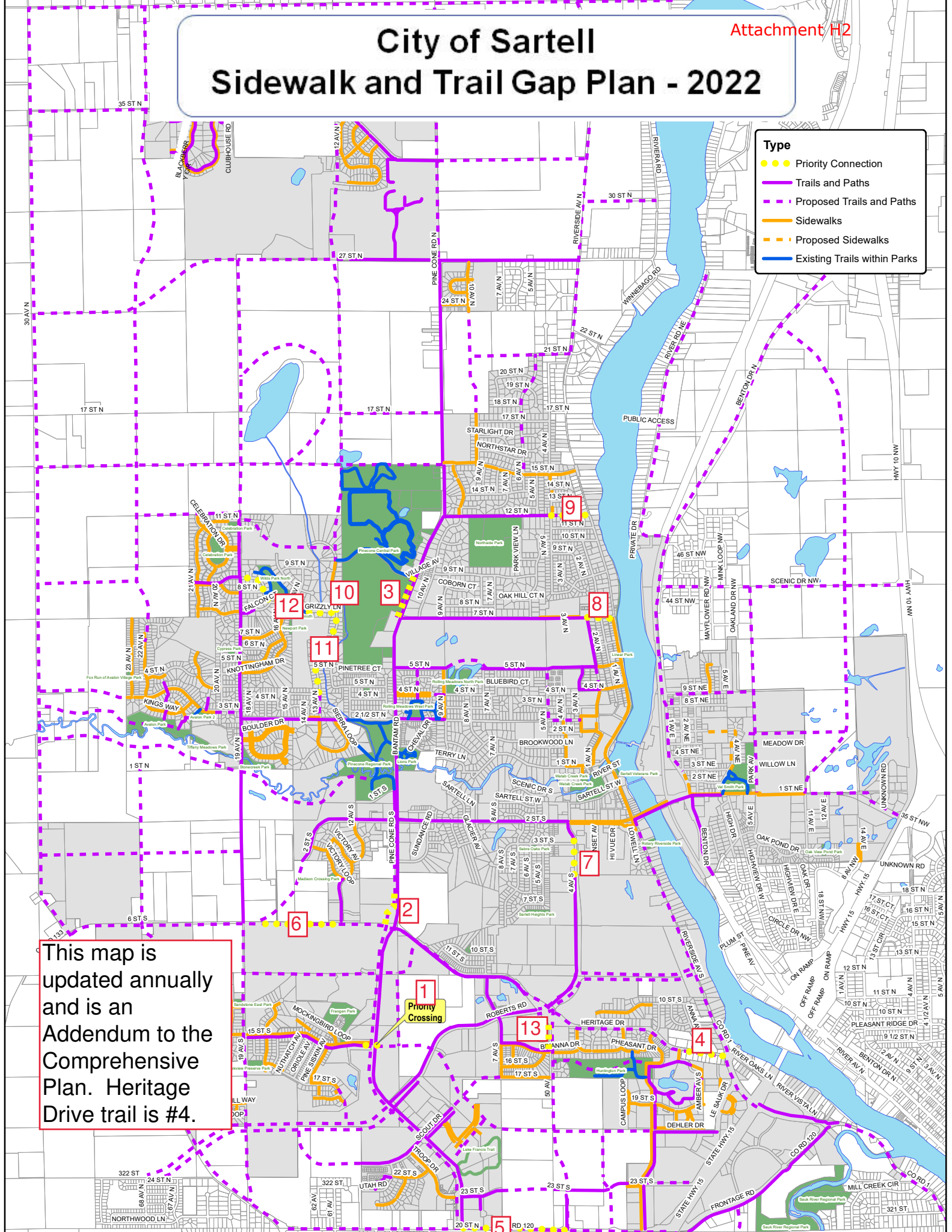
City of Sartell

Sidewalk and Trail Gap Plan - 2022

Attachment H2

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

This map is updated annually and is an Addendum to the Comprehensive Plan. Heritage Drive trail is #4.



The City of Sartell Comprehensive Plan process included numerous community meetings, outreach efforts, and opportunities for feedback. These pages list some of the specific outreach efforts (pg 6 and 7 of plan).

Full plan and links to survey/comments can be found at:

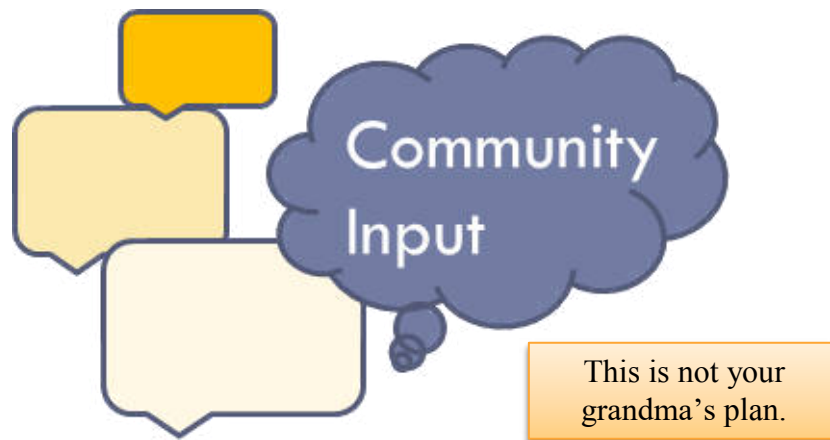
https://sartellmn.com/services/community_development___planning2/comprehensive_plan.php

- Guide developers in their property acquisitions and coordinating their development plans with City goals, regulations, and infrastructure plans

- Assist neighboring and overlapping jurisdictions to coordinate issues of mutual interest

While the Plan provides information and guidance, it depends heavily on appropriate exercise of individual discretion, interpretation, and initiative to fulfill this plan's overall goals, policies, and programs.

APPROACH TO COMMUNITY OUTREACH AND ENGAGEMENT



Focus Groups

Sartell Medical Community
Commercial Core Community
2nd Street South Business Community
East Side Business Community
Seniors Connection
Youth (Pine Meadow and Oak Ridge)
Youth (Middle school)

Taking it to the Streets

Celebration Lutheran Church

Country Manor
Westside Learning
Resource Training and Solutions
Celebration/Wilds/Woods Neighborhood

Sartell Chamber Community Expo Winter Market

Commission Discussions

Business Retention Visit Discussions

Development Summit

OUR SARTELL: YESTERDAY AND TODAY

Sartell Yesterday: How It All Started

Diehard Sartell residents are likely well aware of the City's historical roots, but more recent and casual residents may not be. Sartell is a City of almost two different histories. For nearly 80 years, Sartell was defined by gradual change and dominated by core community families (Traut, Then's, Dehler, Kruchten). This is very different from the Sartell that a majority identifies with today.

Sartell began as a small river town relying on lumber and a paper company for its existence. The present site of the City of Sartell was first known as "The Third Rapids," the French fur traders gave this name because it was the third "rapids" they would encounter as they traveled north up the Mississippi River from St. Anthony Falls in Minneapolis.



"I remember when everything north of 2 1/2 Streets was nothing but fields and swamps."

One of the early residents of Sartell, Joseph B. Sartell, who was a millwright at a local sawmill. In 1877, Joseph Sartell opened a flour mill on the Watab River, near the present-day Watab Creek Park, and in 1884, he and his sons started the Sartell Brothers Lumber Company.

In 1905, a dam across the Mississippi near the "third rapids" was begun and finished in 1907. Seven people were killed during the construction of this first dam. Also in 1905, construction began on the Watab Pulp and Paper

Table from Safe Routes to School plan. Improvements at Riverview Intermediate are referenced below but it was the Middle School at the time of the plan.



Table 2. Sartell Middle School Issues and Recommendations

Project #	Location	Problem/Issue	Solution/ Recommendation	Lead Agency
A	7th St N and 7th Ave N	Existing crosswalk leads to residents' front lawn. Especially problematic during winter, when area is used to store snow.	Add landing and corner sidewalk with curb ramps to north side of 7th St N crossing at 7th Ave N.	City of Sartell
B	7th St N and 5th Ave N	Existing crosswalk leads to residents' front lawn. Especially problematic during winter, when area is used to store snow.	Add landing and corner sidewalk with curb ramps to the northwest corner of intersection. Relocate marked crosswalk to the west side of the intersection due to utility constraints associated with construction of landing and corner sidewalk. Consider installing an RRFB.	City of Sartell
C	Parent loading/unloading loop	Existing configuration creates flow and visibility issues for students unloading.	Consider restriping the parking lot to improve circulation and safety during drop-off and pick-up. (See inset on map for specific suggestions)	Sartell-St. Stephens School District
D	Bike parking	Parking is open and exposed to elements.	Cover the existing bike parking.	Sartell-St. Stephens School District
E	School campus, between existing bike parking and gate on 5th St N	Lack of paved path from bike parking to southern entrance makes bicycling less convenient and is hard on grass. Students are currently using this route as evidenced by foot trails in grass and snow.	Construct a path from the sidewalk on 5th St N to the existing bike parking.	Sartell-St. Stephens School District
F	5th St N and 7th St N	Parked cars along 5th St N limit visibility at crossing.	Prohibit parking in advance of existing marked crosswalk to improve visibility.	City of Sartell
G	5th St N near school playground.	Narrow gate inhibits convenient bicycle access to school on south side.	Widen the gate to the school on 5th St N near the playground.	Sartell-St. Stephens School District
H	5th St N and 2nd Ave N	Speeding on 2nd Ave N. Low yielding rates at crossing.	Install stop signs on 2nd Ave N at 5th St N, creating a 4-way stop-controlled intersection.	City of Sartell
I	7th Ave N and 4th St N	Low visibility curve.	Install a warning sign at the sharp corner of 7th Ave & 4th St.	City of Sartell
J	2nd Ave N from 5th St N to 4th St N	Gap in the sidewalk network.	Fill sidewalk gap.	City of Sartell
K	5th Ave N from 5th St N to 2 1/2 St N. Also 2/12 from 5th Ave to 4th Ave.	Gap in the sidewalk network with direct connection to school	Fill sidewalk gaps	City of Sartell



This facility was a middle school at the time of the plan, but is now Riverview Intermediate.

Sartell Middle School



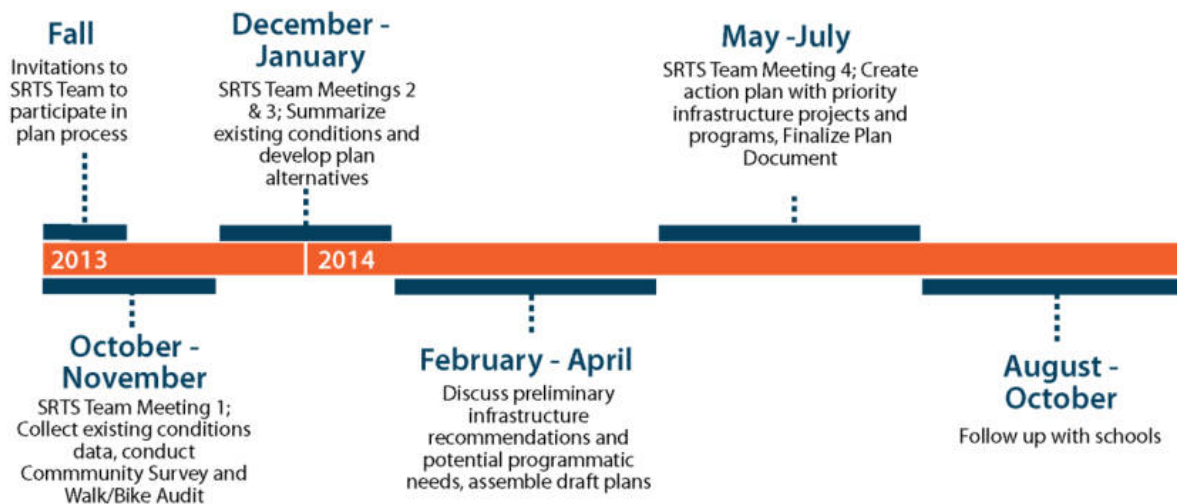
Recommended Improvements

- A** Add landing and corner sidewalk with curb ramps to north side of 7th St N crossing at 7th Ave N.
- B** Add landing and corner sidewalk with curb ramps to the northwest corner of intersection. Relocate marked crosswalk to the west side of the intersection due to utility constraints associated with construction of landing and corner sidewalk. Consider installing an RRFB.
- C** Consider restriping the parking lot to improve circulation and safety during drop-off and pick-up. (See inset)
- D** Cover the existing bike parking.
- E** Construct a path from the sidewalk on 5th St N to the existing bike parking.
- F** Prohibit parking in advance of existing marked crosswalk to improve visibility.
- G** Widen the gate to the school on 5th St N near the playground.
- H** Install stop signs on 2nd Ave N at 5th St N, creating a 4-way stop-controlled intersection.
- I** Install a warning sign at the sharp corner of 7th Ave & 4th St.
- J** Fill sidewalk gap.
- K** Fill sidewalk gap.



Planning Process

The year-long planning process for this SRTS plan included building an SRTS team, gathering data and information about existing conditions, developing recommendation for the 5 E's, and developing a written document that set forth a path for the SRTS program. The graphic below depicts key milestones in the planning process.



Completion of the Safe Routes to School Plan included several opportunities for community feedback, including Community surveys and feedback from parents and students.

The full plan including survey results can be found at:
<http://stcloudapo.org/wp-content/uploads/2022/08/Pine-Meadow-Primary-and-Sartell-Middle-School-SRTS-Final-Plan-2014.pdf>

City of Sartell – 2027 Trail and Sidewalk Improvements

Project Schedule

Activity	Timeline
ROW Acquisition (Heritage Drive trail portion)	2024/2025
Design Completed	2025/2026
Construction	Summer 2027

Please note, this schedule can be accelerated if funding were to be available sooner.



1/9/2023, 11:11:55 AM

To Walmart Retail Area
and St. Cloud Area

1:18,056

Proposed Project
Existing Regional Trail

0 0.13 0.25 0.5 mi
0 0.23 0.45 0.9 km



Greater Minnesota Transportation Alternatives Solicitation

(BIKE / PEDESTRIAN GROUPING)

2022/23 Full Application

Funding in year 2027

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

Overview

For the 2022/23 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2027. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

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

2022/23 Solicitation Timeline

- **Monday, October 3rd, 2022** – Announce TA solicitation. Open letter of intent period.
- **Monday, November 4th, 2022** – Deadline for applicants to submit letters of intent.
- **Friday, November 18th, 2022** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Monday, November 21st, 2022** – Official start of full application period.
- **Friday, January 13th, 2023** – Deadline for applicants to submit full applications.
- **Monday, April 14th, 2023** – Deadline for ATPs to select TA projects.

Related Documents

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

Transportation Alternatives Full Application

General Information

Notes:

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

Project Information

Name of project: Lake Wobegon Trail Connection – Phase 1

Project is located in which county(ies): Stearns

Brief project description (100 words or less): 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

Previous Application:

- **Has this project been previously submitted to the ATP-3 for TA funds and not awarded?** ☐ No ☒ Yes
If so, what year(s)? 2021-2022
- **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:** Yes, Comments received have been addressed in the 2023 application.

Contact Information

Contact person (from applicant agency/organization): Jon Noerenberg, City of Waite Park

Mailing address: 19 13th Avenue North

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

Phone: 320.25.6822 **Fax:** 320.252.6955 **Email:** jon.noerenberg@ci.waitepark.mn.us

Sponsoring agency (if different than applicant): NA

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

Project Budget

Notes:

- Identify estimated project costs, 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 funding year dollars.**

Table A – Eligible Items¹

Eligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
SEE ATTACHED	ESTIMATE		\$548,343
Construction Contingency			\$54,834
TOTAL TABLE A:			\$603,177

Table B – Ineligible Items²

Ineligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
Engineering (Design and Construction)			\$119,000
Legal and Administrative			\$5,000
TOTAL TABLE B:			\$124,000

Total Project Budget

- Total cost (**Total Table A + Total Table B**): \$727,177
- Total eligible costs – recommended range \$100,000 to \$800,000 (**Total Table A**): \$603,177
- Applicant's contribution toward eligible TA costs – minimum 20% match required: \$120,635
- Total amount requested in TA funds (**#2 minus #3**): \$482,542

¹ See the [ATP Project Evaluation section](#) of this document for any additional requirements related to project costs.

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

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. (Check all appropriate categories.)

- ☒ 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 related to storm water management and habitat connectivity.
- ☐ Reduce vehicle-caused wildlife mortality or restore/maintain habitat connectivity.
- ☐ Safe Routes to School (SRTS) project.

Project Information Overview

- Describe why this project is important to your community and quality of life ([elaborate in Criteria #1](#)) and how it will improve existing conditions ([elaborate in Criteria #2](#)) and in safety ([elaborate in Criteria #4](#)) (**Limit to 300 words**): . 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 Avenue N out of St. Cloud and into Waite Park along Waite Avenue. The trail then continues along a very busy 3rd Street N. The proposed trail is an extension of the previously described trail, also known as the Healthy Living Trail. Additionally, the trail gives access to Rivers 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). Individuals and families that want to utilize some of these facilities at Rivers Edge Park (or head to the movie theater, restaurants, and retail) are 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. 15th Ave is currently signed 35 MPH and has an ADT of 7400 in 2017.

- Describe the main users by type or classification and the approximate number of users to be served by the proposed project (**elaborate in Criteria #3**) (**Limit to 200 words**): 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 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. Once phase 2 is completed (projected for 2 years after phase 1), additional single-family housing will be connected by the trail system to Rivers Edge Park and the access to the Wobegon Trail. Counts at the Waite Park Lake Wobegon Trailhead vary seasonally, but average over 500 users per week. Spring and summer averages are nearly 1,000 users per week. The Healthy Living Trail, located just east of the proposed trail along 3rd Street N, has similar weekly counts with 417 all season average and a peak of 801 in the summer.
- Explain current and future ownership of the property (**elaborate in Criteria #6**) (**Limit to 100 words**): The right of way is owned by Stearns County and will be used by permit. County staff is supportive of the project.

Evaluation Criteria

Criteria #1 Plan Identification: 20 possible points

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

- Describe why this project is important to the community through the following means:
 - Explain how the project is either specifically identified in the plan(s) or consistent with these plans and objectives, providing direct reference to specific sections of the plan.
 - Detail 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.

The proposed project has been included in several plans. The project is identified in the 2007 Stearns County Rails with Trails Plan. The original location was along 13th Street N, but right of way concerns require movement to proposed alignment. The plan can be found at:

<https://www.ci.stcloud.mn.us/DocumentCenter/View/1168/Rails-with-Trails?bidId=> with the project specific segments on Figure 16 and Map A. The project area is also identified the Waite Park trail and sidewalk planning documents as a priority link between the Lake Wobegon Trail and the Glacial Lakes Trail. The 2022 APO Active Transportation Plan specifically lists the segment as the planned corridor for a connection between the existing paved shared used trail along CSAH 75 and the trails located in and around Rivers Edge Park and the Wobegon 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 / ROCORI trails 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. Public involvement in each of the plans varied by the entity preparing them. The most recent plan by the APO received many opportunities for public comment. Of the 8 possible projects scored within the City of Waite Park, the proposed project received the second most favorable ranking among those reviewing, only outscored by dedicated crossings in a predominantly commercial area. The APO Active Transportation plan utilized a comprehensive survey, and a Wikimapia tool with social media, conventional media, and direct email outreach in addition to the support provided by committees. Committee meetings alone discussed the plan on 10 occasions with over 60 participants providing input.

Criteria #2 Connectivity: 20 possible points

Explain the connectivity deficiency of the current facility and how the project will improve (i.e., project removes a barrier and/or provides an important connection near a community center, school, transit facility, etc.).

- Describe how the proposed project will be integrated into the existing local or regional network.
- Document the project area's existing conditions and detail how the project will improve existing conditions for active transportation users.
- If part of a large/regional network, detail how the proposed project will complete or further the completion of the network. For projects furthering the completion of a network, details must be provided related to the status of the other components including anticipated completion of the full scope of the larger project.
- The proposed trail will serve both an immediate need and eventually as a crucial connection to a bigger regional trail system. Initially, the trail will provide relief from the already busy sidewalk located on the east side of the roadway. The current sidewalk on the east side of the roadway is not adequate to allow for bicycle traffic and the adjacent roadway doesn't possess adequate shoulder space to accommodate bicycle traffic. Desire lines located on the west side of the roadway indicate that there is a need for a facility on this side of the roadway as it is already being used by pedestrians and bicyclists in its unimproved condition. Current configuration on CSAH 81/ 15th Ave is four 12' driving lanes with no striped shoulders. Stearns County does not list expansion of the roadway in its current plans, only pavement rehabilitation is planned. From a regional standpoint, 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, active transportation users can only enter the "hub" via the Wobegon (2021 designated as a U.S. Bicycle route – Route 20 / Prairie Lakes Route) 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 / ROCORI 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 currently being constructed 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 park's 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 (Rivers 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. Timing for the big picture regional trail system is unknown at this time. There are multiple communities, interest groups, and other political entities that need to focus on the ultimate funding methodology and timing. More locally, Phase 2 of the proposed project will become the top priority for Waite Park's trail program once Phase 1 is funded. The city hopes to complete the phase 2 work within 2 years of the construction of phase 1.

Criteria #3 Bike/Pedestrian Facilities: 15 possible points

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

- Describe the main users of the proposed project by type (i.e., pedestrians vs. bicyclists) and approximate the anticipated number of users of the facility.
- Describe how the proposed project will benefit traditionally underserved populations (people with disabilities, low-income, limited English-speaking capabilities, Black, Indigenous, People of Color (BIPOC), persons under the age of 18 or over the age of 65, households without access to a motor vehicle [zero vehicle households], etc.). Detail possible environmental justice impacts and describe mitigation strategies (if any) to prevent adverse impacts.
- Describe the relation to which the project provides access to likely generators of pedestrians and/or bicycle activity. Include distances between likely generators. Provide maps as needed.

The St. Cloud APO maintains counting facilities at the Wobegon Trailhead located on the north termini of the proposed project and along the Healthy Living Trail to the east of Rivers Edge Park. These counts indicate an overall increase in inbound traffic on the Wobegon Trail (30% increase in traffic in 2022 compared to 2021) and steady traffic on the Healthy Living Trail. The Wobegon Trail sees a higher percentage of bicycle traffic as compared to pedestrian traffic -- 57% of trail use at the trailhead is bicycle traffic. This percentage is driven by strong summer bicycle use as pedestrians outnumber bicycles in all other seasons. As expected, with the fitness stations, the Healthy Living Trail has a higher percentage of pedestrians (56%) vs bicyclists (44%). This is also impacted seasonally with higher bike numbers in the summer. Total trips for the Wobegon Trail in the summer were approximately 1,500 per week, the Healthy Living Trail was about half that. The proposed project is expected to increase these numbers, especially bicycles, by providing access to a portion of the city where connectivity is currently limited. The new facility will generate use by serving large apartment complexes located adjacent to 15th Ave. These apartment complexes are favored by families many of which are low income. Waite Park has a very diverse population with large numbers of East African immigrants and Refugees living in the community. These groups tend to prefer the multi-family housing common in the corridor being improved. Providing the trail on the west side of the roadway will not only allow for the residents to have access to the new trail, more importantly it will limit the current bicycle and pedestrian conflicts that are seen on the

sidewalk. Many of the families along the corridor are limited to a single vehicle forcing the remainder of the family to utilize public transportation, and the sidewalk / trail system. The small park located behind the large family apartment complexes is not adequate to serve the population in those buildings. The target age for the small playground is 2-5 years of age. Rivers Edge Park, commonly called a destination park, is less than ¼ mile to the north with access to a splash pad, large playground facilities, and extensive baseball / softball fields. Closer to the park is a third large apartment complex that caters to seniors. These are managed as 55+ but are filled with residents 65+. With a large, very popular, pickleball court across the road, limiting bicycles on the walk is a priority for the seniors. Additional generators for recreational traffic include Knights of Columbus Park just into St. Cloud (1/4 mile) and Ms. Melinda's School of Dance (500' from Rivers Edge and the termini of the proposed trail). Significant manufacturing and distribution facilities are also located less than a mile from the proposed trail. Potential for future commuter use of the proposed facility also exists. Given the somewhat vulnerable nature of the population likely to use the trail, close attention will have to be paid to environmental justice and mitigating any potential impacts of the construction. The general impacts of noise and dust will be mitigated by best management practices, but those using the desire lines behind the curb will be forced to use the existing walk on the east side of the roadway resulting in additional short-term congestion.

Criteria #4 Safety: 15 possible points

Explain the safety impacts of your project for potential users.

- Describe the existing conditions of the corridor for the proposed facility in terms of active transportation user safety.
 - Provide documentation of crash history (fatal/serious injury) if available or potential for fatal/serious injuries.
- Detail the safety components of this proposed project (i.e., grade separated facility, protected bike lanes, rectangular rapid flash beacons (RRFB), leading pedestrian intervals (LPI), marked crosswalks, traffic calming features, lighting, and other safety related infrastructure or providing for the collection of data).
- Explain how this project safely integrates with other modes of transportation.

The proposed trail will be grade separated from the existing roadway to provide a safe location for both pedestrians and bicyclists. The roadway has an ADT of 7,400 (2017) with a significant curve that limits site distance in the most desired crossing locations. Crossings are encouraged at the traffic signals at 10th Ave or CSAH 75. The proposed trail is intended to prevent some of the required crossings by keeping people on the West / North side of the roadway and not having them cross to the east side to utilize the existing sidewalk. The current roadway itself does not accommodate pedestrian traffic as there are no shoulders available. As noted above, the sidewalk on the east side is not of adequate width to allow for both peds and bicycles.

Criteria #5 Feasibility: 20 possible points

Explain the feasibility of the project

- Explain your 20-year maintenance plan and any maintenance agreements that will be required with other agencies in your proposed project. Include how many months per year this project will be available for use in your response.
- 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 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.
- 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 Rivers 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 with its current network of sidewalk and trails. The trail is intended to be maintained during all seasons with plowing completed by City staff. The connection to Rivers Edge Park will make this corridor stand out in its importance. The local match will be funded through budgeted funds for the parks system. Adequate funds are available to support the project from a local match perspective.

Criteria #6 Right of Way: 10 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.
- If working with rail, provide details of negotiations, estimated completion date and any supporting documentation.

The trail will be construed in Stearns County's road right of way. Discussions with Stearns County staff have been positive and both entities 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. A single property owner near the south end of the phase 1 construction may be required to provide a temporary easement for grading. No permanent easements are anticipated.

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.
- ☒ 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.
- ☒ ATP Project Evaluation section completed.
- ☒ Sponsoring Agency Resolution completed.
- ☒ Resolution Agreeing to Maintain Facility completed.
- ☒ Required Signatures have been obtained.

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 13, 2023**, 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
 218/828-5808

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) 1/13/2023
(Date)


(Sponsoring Agency Engineer Signature) 1/13/2023
(Date)


(Local Unit of Government Signature) 1/13/2023
(Date)


(If in MPO area, signature of MPO Executive Director) Jan. 10, 2023
(Date)

**RESOLUTION NO. 120522-03
CITY OF WAITE PARK**

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

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

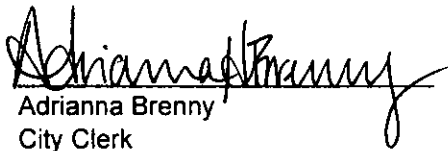
WHEREAS, Transportation Alternatives projects receive federal funding; and

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

WHEREAS, The City of Waite Park is the sponsoring agency for the transportation alternatives project identified as [project name].

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

Adopted by the City Council this 5th day of December 2022.

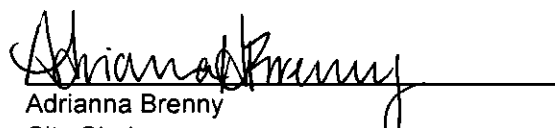

Adrianna Brenny
City Clerk


Richard E. Miller
Mayor

ACTION ON THIS RESOLUTION:

Motion for adoption: Member Schulz
Seconded by: Member Theisen
Voted in favor of: All
Voted against: None
Abstained: None
Absent: None
Resolution 120522-03 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 5, 2022.


Adrianna Brenny
City Clerk

**RESOLUTION NO. 120522-04
CITY OF WAITE PARK**

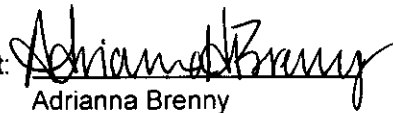
**A RESOLUTION AS SPONSORING AGENCY FOR TRANSPORTATION
ALTERNATIVES PROGRAM APPLICATION**

BE IT RESOLVED, that the City of Waite Park agrees to act as sponsoring agency for the project identified as 15th Ave North Trail seeking Transportation Alternatives Funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

BE IT FURTHER RESOLVED, that Adrianna Brenny is hereby authorized to act as agent on behalf of this sponsoring agency.

Adopted by the Waite Park City Council this 5th Day of December 2022.

Attest:

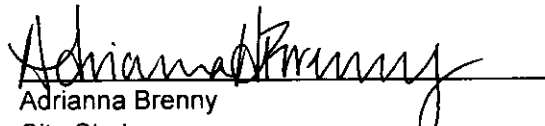

Adrianna Brenny
City Clerk


Rick Miller
Mayor of Waite Park

ACTION ON THIS RESOLUTION:

Motion for adoption: Member Schulz
Seconded by: Member Theisen
Voted in favor of: All
Voted against: None
Abstained: None
Absent: None
Resolution 120522-04 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 5, 2022.


Adrianna Brenny
City Clerk

- 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

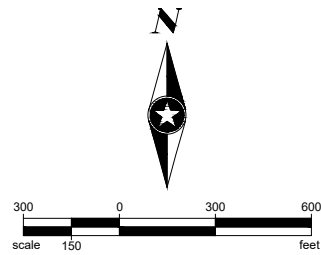
1ST ST S


CO RD 138

28TH AVE S

TO CONNECT TO LAKE
WOBEGON TRAIL SYSTEM

TH 23





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

EXHIBIT
NO. 1

- PHASE 1 CONSTRUCTION
- PHASE 2 CONSTRUCTION
- EXISTING TRAIL

RIVERS EDGE PARK
-DESTINATION

3RD ST N

10TH AVENUE

15TH AVENUE

CO RD 75



FILE NO.
WAITE G63

DATE:
10/29/21

15TH AVE N TRAIL PHASE 1 WAITE PARK, MN

EXHIBIT
NO. 2



Figure 8-1: Park and Open Space Plan

PARK AND OPEN SPACE PLAN

Park System Plan
City of Waite Park, Minnesota

Legend

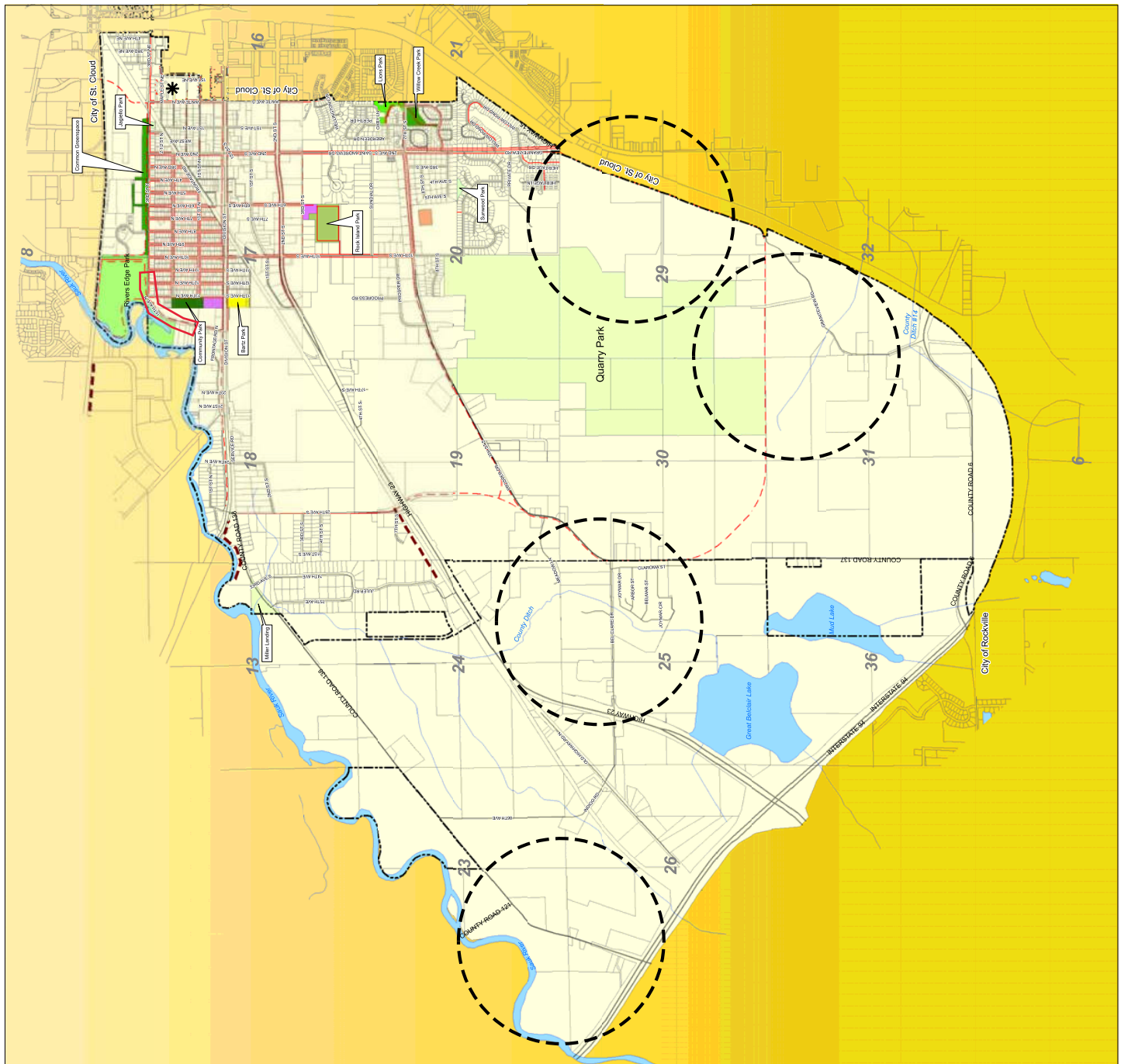
- County Park
- Regional Park
- City-wide Park
- Greenway
- Mini-Park
- Neighborhood Park
- Special Use Park
- Non-City Owned Park
- Public Facility
- School
- Proposed Regional Trail
- Future Trails/Sidewalks
- Existing Trails/Sidewalks
- Water
- City Limits
- Park Search Area
- Waite Avenue
- Re-development
- Park Search Area
- *



0 1,000 2,000
Feet



Date: 2008
Sources: Stearns County, Minnesota DNR, and SEH



Feasibility Study for

May 22, 2007

Stearns County

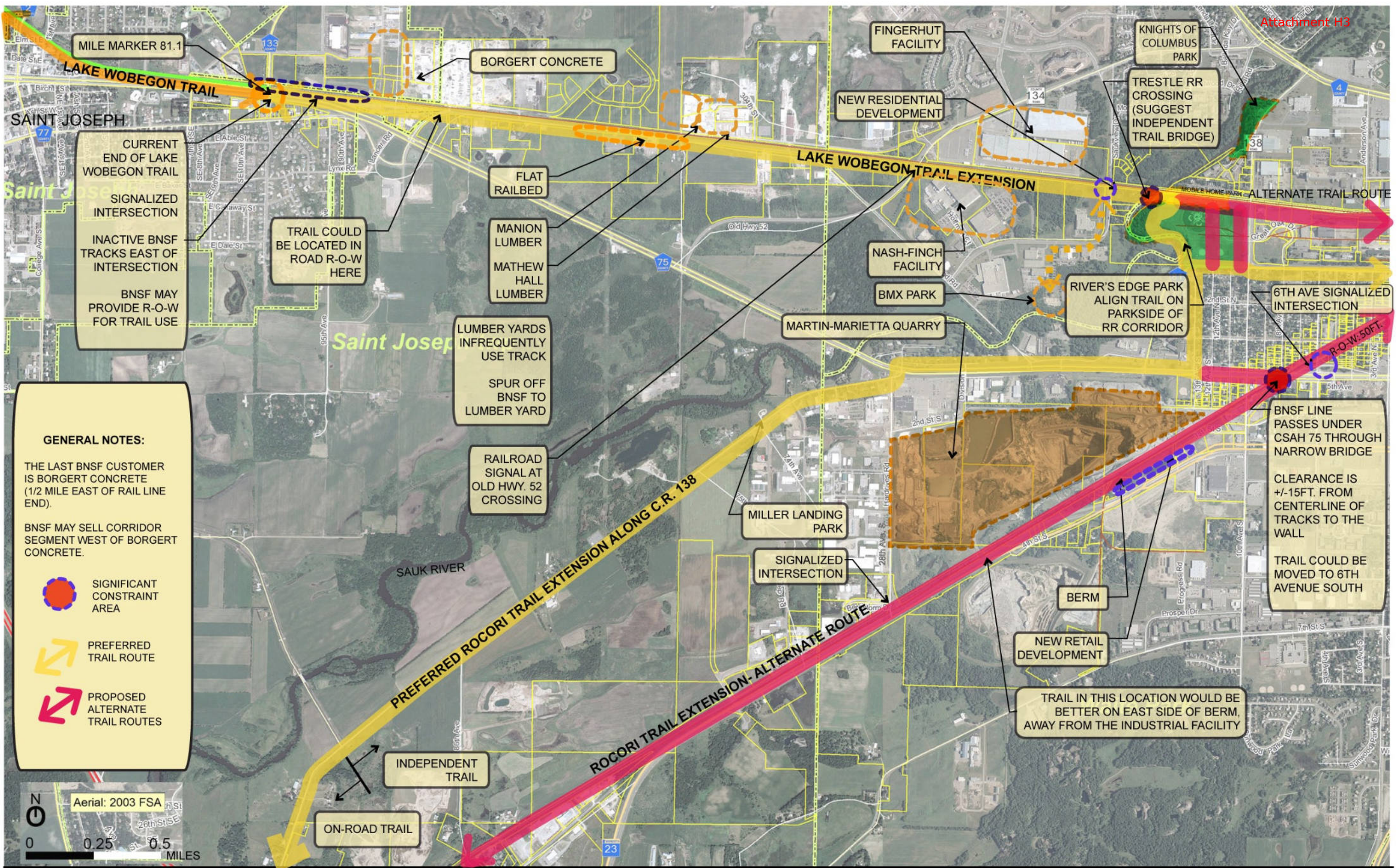
Rails with Trails



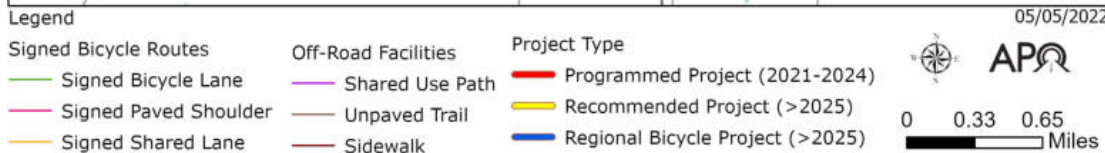
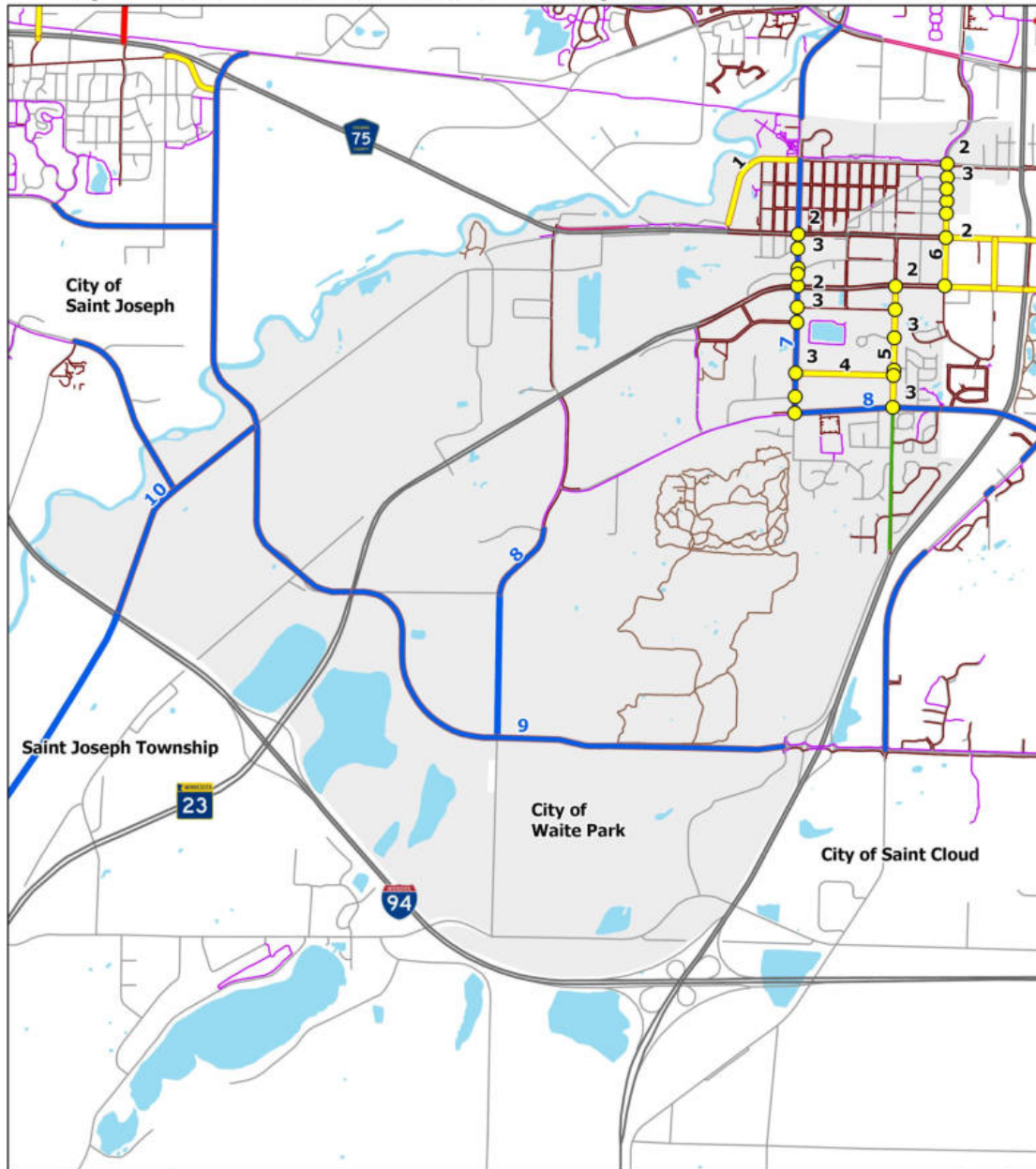
CONSULTING GROUP, INC.
ENGINEERS | PLANNERS | DESIGNERS







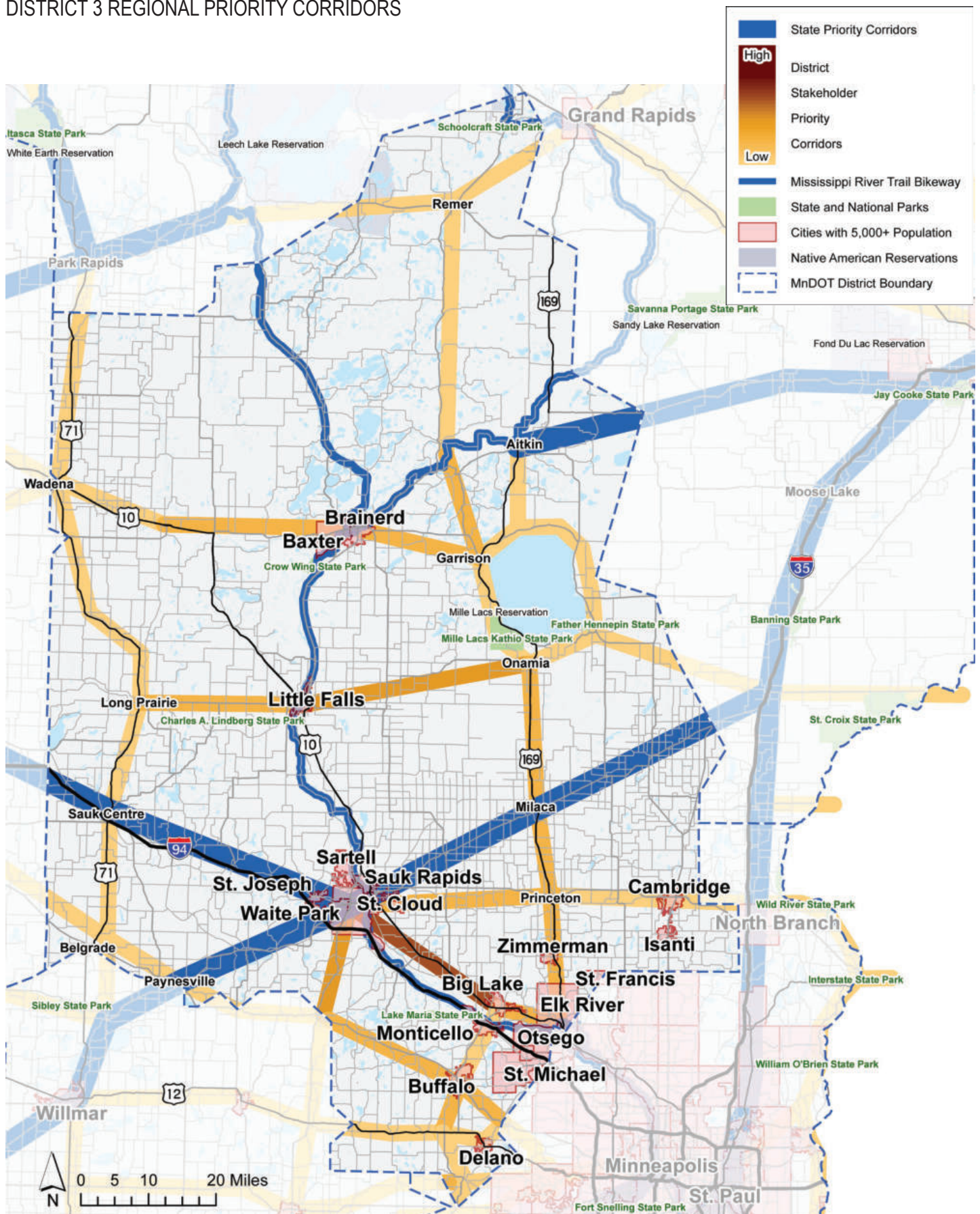
City of Waite Park Future Active Transportation Recommendations



Map Number and Project Description

1	Construct a shared use path along 15th Avenue N (Stearns CSAH 81).
2	At signalized intersections along 10th Avenue South, 2nd Street South, and Waite Avenue consider adding a leading pedestrian interval (LPI) to improve visibility and increase crossing time when appropriate.
3	Install Rectangular Regular Flashing Beacons (RRFBs) or Pedestrian Hybrid Beacons (PHBs) along 10th Avenue South, 2nd Avenue South, and Waite Avenue where appropriate.
4	Add sidewalks along Sundial Drive.
5	Construct a shared use path or bicycle lanes along 2nd Avenue South.
6	Build a shared use path or bicycle lanes along Waite Avenue.
7	Construct a regional shared use path along 10th Avenue.
8	Add a regional shared use path along 7th Street S (Stearns CSAH 137).
9	Construct a regional shared use path along future beltline.
10	Build a regional shared use path along Stearns CSAH 138.

FIGURE 4:
DISTRICT 3 REGIONAL PRIORITY CORRIDORS



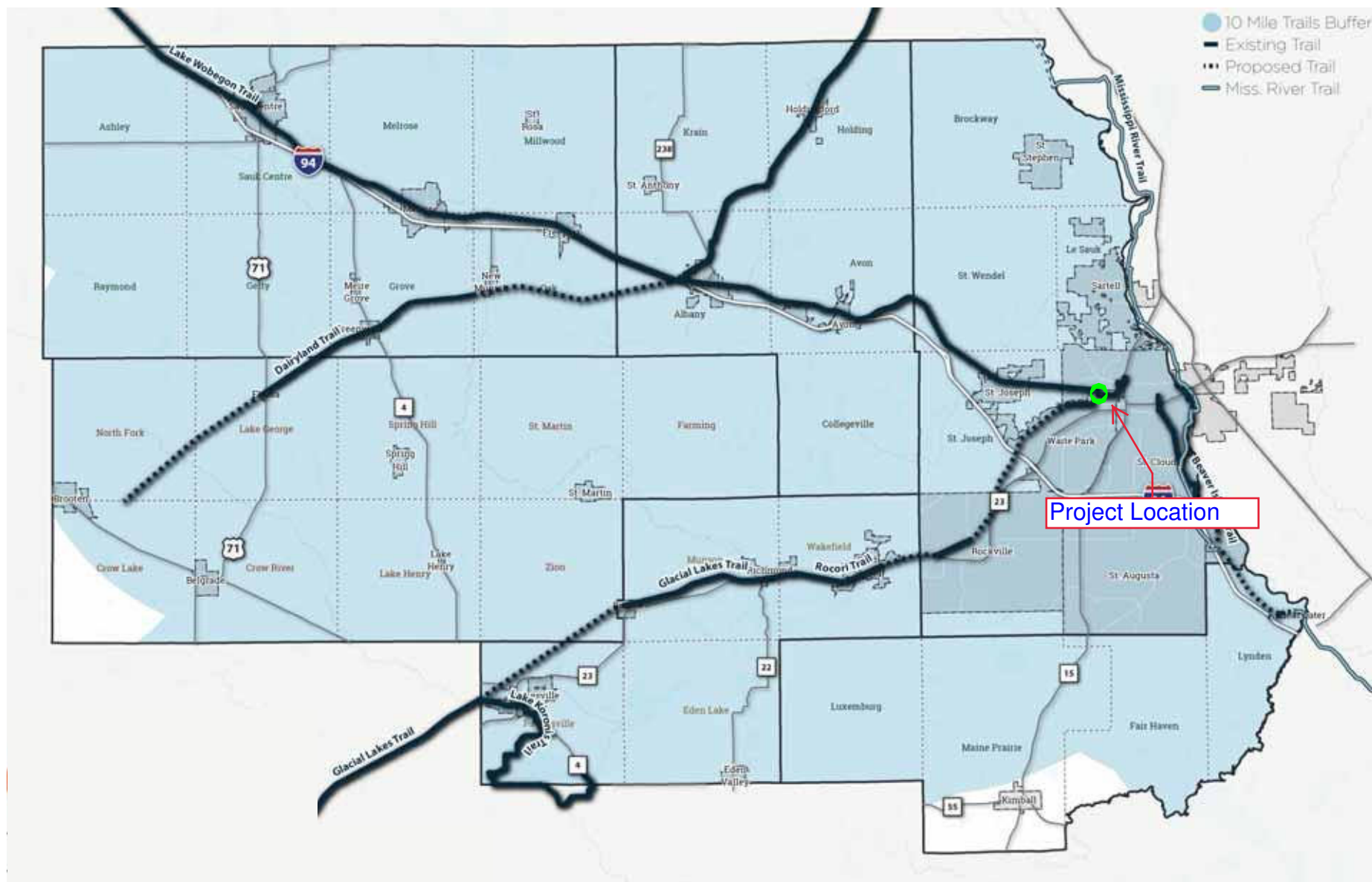


Figure 5.4 Access to County Trails



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	\$7,500.00	\$7,500.00
3	SAWCUT BITUMINOUS PAVEMENT	LIN FT	80.00	\$5.00	\$400.00
4	SAWCUT CONCRETE PAVEMENT	LIN FT	10.00	\$10.00	\$100.00
5	REMOVE BITUMINOUS DRIVEWAY PAVEMENT	SQ YD	180.00	\$6.00	\$1,080.00
6	REMOVE CONCRETE DRIVEWAY PAVEMENT	SQ YD	45.00	\$10.00	\$450.00
7	REMOVE CONCRETE WALK	SQ YD	19.00	\$10.00	\$190.00
8	REMOVE CONCRETE CURB & GUTTER	LIN FT	80.00	\$20.00	\$1,600.00
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	\$1,500.00	\$3,000.00
13	SALVAGE FLARED END SECTION AND RIPRAP	LUMP SUM	1.00	\$3,500.00	\$3,500.00
14	36" RCP STORM SEWER	LIN FT	8.00	\$500.00	\$4,000.00
15	REINSTALL FLARED END SECTION AND RIPRAP	LUMP SUM	1.00	\$3,500.00	\$3,500.00
16	CLEAR & GRUB	TREE	10.00	\$750.00	\$7,500.00
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	\$300.00	\$96,000.00
20	B618 CONCRETE CURB & GUTTER	LIN FT	80.00	\$50.00	\$4,000.00
21	4" CONCRETE WALK W/ 4" SAND BEDDING	SQ FT	21,506.00	\$10.00	\$215,060.00
22	6" CONCRETE WALK W/ 4" SAND BEDDING	SQ FT	1,000.00	\$14.00	\$14,000.00
23	PED RAMP W/ TRUNCATED DOMES	EACH	1.00	\$4,000.00	\$4,000.00
24	CONCRETE DRIVEWAY RESTORATION	SQ YD	45.00	\$70.00	\$3,150.00
25	BITUMINOUS DRIVEWAY RESTORATION	SQ YD	180.00	\$55.00	\$9,900.00
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	\$3,500.00	\$7,000.00
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	\$40.00	\$6,800.00
32	SILT FENCE, TYPE PRE-ASSEMBLED	LIN FT	1,000.00	\$4.00	\$4,000.00
33	INLET PROTECTION	EACH	7.00	\$350.00	\$2,450.00
34	EROSION CONTROL BLANKETS CATEGORY 3N	SQ YD	700.00	\$3.50	\$2,450.00
35	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	1,000.00	\$5.00	\$5,000.00
36	STABILIZED CONSTRUCTION EXIT	EACH	2.00	\$1,500.00	\$3,000.00
37	PICK-UP STREET SWEEPER	HR	5.00	\$150.00	\$750.00
TOTAL CONSTRUCTION				2022 Cost	\$476,820.00
				Inflation (2027 Const)	\$71,523.00
CONTINGENCY					\$54,834.00
ENGINEERING					\$119,000.00
LEGAL & ADMIN					\$5,000.00
TOTAL					\$727,177.00
				Grant Request (80% of Const Cost)	\$482,541.60
				Local Cost (20% Const plus soft Costs)	\$244,635.40

X:\UZI\WAITE\common\General Numbers\G63 2021 15th Ave N TAP Trail Application\2-proj-mgmt\25-cost-est\2022 Grant app estimate -phase 1.xls\Estimate

2022 Transportation Alternatives Application
 Project Schedule
 Waite Park, Minnesota

1/11/2023

	Submit Full Application	Project Presentations	Funding Award	Project Survey	Project Memo	Project Design	Project Permitting	Project Construction
January 2023								
February 2023								
April 2023								
Summer 2024								
2024-2025								
Spring 2026								



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



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Carbon Reduction Program Projects for 2023
DATE: January 19, 2023

One of the new programs created in the Infrastructure Investment and Jobs Act (IIJA) was the Carbon Reduction Program (CRP). The purpose of the program is to reduce carbon dioxide emissions from on-road highway sources.

The APO will receive an annual allocation of CRP funds based on our population. Our estimated funds for 2023 and 2024 are:

- 2023: \$310,000
- 2024: \$320,000

Our annual base allocation is approximately \$270,000. The estimates above include some of the 2022 CRP funding that was not spent and has been redistributed to future years.

We solicited CRP-eligible projects in November and December 2022. We received two project proposals, both from the city of Saint Cloud.

The first project is for the installation of EV charging stations at five locations throughout the city.

The second project is for the installation of dynamic lighting control in city-owned parking ramps.

Both proposals are attached for your information. The estimated costs for the projects are as follows:

Proposer	Project	CRP Request	Local Match	Total Cost
St. Cloud	EV Charging Stations	\$200,000	\$50,000	\$250,000
St. Cloud	Dynamic Lighting Control	\$78,000	\$19,598	\$97,598
Total		\$278,000	\$69,598	\$347,598

The EV charging stations are clearly eligible for CRP funds. It is less clear if parking structures are eligible for CRP funds. At a national level, FHWA is having a conversation about this issue. Until then, we will have to wait on that project.

Suggested Action: Recommend Policy Board approval of five EV charging stations from the city of St. Cloud.

CITY OF ST. CLOUD



Carbon
Reduction
Program Grant
Application
2023



Carbon Reduction Program (CRP) Grant Application

EV Charging Stations

City of St. Cloud, Minnesota

Background. The City of St. Cloud has been involved in many innovative air quality, water quality and other quality of life related environmental practices for the past several years. The City of St. Cloud has also worked towards significant traffic congestion mitigation through the use of modern traffic management systems; updated traffic signal equipment and timings; reduced idling time with the use of flashing yellow arrows; implementing a unique alternating left-turn feature at signalized intersections on four-lane roadways without left turn lanes; and several other similar traffic congestion mitigation schemes. Reduced travel times and reduced vehicle idle times result in reduced carbon emissions from vehicles.

As part of their decarbonization of transportation efforts, the City of St. Cloud partnered with a third party (ZEF Energy) in 2019 to install EV charging stations in the downtown area. The City provided stalls in a city owned parking lot for ZEF Energy to install two Level 2 EV charging units and one high-powered DC fast charger. In 2022 the city installed its first city-owned Level 2 EV charging stations at Riverside Park. After noting lessons learned the downtown EV charging units, the city designed a more substantial system that provides improved cable management, dynamic lighting control, operation status timers and operation indicator lights. The colors of the power/control cabinet and the charging station structures were designed to blend in with the park environment. The units are also ADA compliant.



St. Cloud Electric Vehicle Status. According to the St. Cloud APO “APO Transportation Plan Related to Projects” document, there were 115 electric vehicles in the St. Cloud metro area in 2020. However, using data from the same report there were only 96 of them in the metro area in 2019. Extrapolating this difference, there was approximately 15% more EV vehicles in 2020 than 2019. Even rounding down to a conservative 10% growth rate, the number of EV vehicles

will grow significantly over the next several years. It is important to have the infrastructure and charging stations in place to allow for this growth in demand.

Electric Vehicles. The advent of the electric vehicle and its future role in transportation in Minnesota and around the US will require the installation of EV charging stations on a massive scale. Minnesota's goal is to have 20% of its vehicles on the roadway be electric by the year 2030¹. The conversion to electric vehicles will directly improve air quality within metro areas. By being proactive and providing EV charging stations throughout a community, region or state, government agencies will become one of the lead agencies in reducing carbon emissions, thus improving air quality. According to the Minnesota Public Utilities Commission, as of December of 2021 there were 23,000 electric vehicles registered in Minnesota². Even though Minnesota has been somewhat slower to adopt EV vehicles, a recent report by Axios states that sales of EV vehicles in Minnesota are now 2.7% of car sales in the Twin Cities metro area. These numbers will increase as the battery technologies improve and EV vehicle prices come more in line with conventional vehicles.

St. Cloud Electric Vehicles Carbon Reduction.

The CMAQ Emission Calculator was used to determine carbon reduction with the implementation of EV charging station and the ongoing increase in electric vehicles. Utilizing data provided by the APO, it is estimated that there are approximately 151,000 vehicles in the St. Cloud area. As another input factor for the calculator, it is estimated that 1 percent of the replacement vehicles will be electric in the St. Cloud area. The standard

CMAQ Emissions Calculator Toolkit

Unrestricted Access EV Charging Infrastructure

This calculator will estimate the reduction in emissions resulting from developing electric vehicle charging infrastructure with unrestricted access. The calculator does not consider lifecycle emissions, particularly it refrains from estimating any emissions that may occur outside of vehicle operations. Electric transit buses and transit bus charging infrastructure are included in the Transit Bus Upgrades & System Improvements tool.

Navigator

- On-Road Electric Vehicle Purchase & Restricted Infrastructure
- Unrestricted Infrastructure**

INPUT

(1) What is your project evaluation year?
2023

(2) Please input the estimated number of vehicles in your study area
151,000

(3) Please enter the projected market share of replacement electric vehicles after construction of the
1.00 %

(4) Please unselect below any vehicle source type(s) that will not have electric vehicle purchases and then click the button to fill the table with default estimates for populations and activity per vehicle.

Vehicle Source Type	Average Annual Miles Traveled Per	Number of Existing Conventional Fuel Vehicles	Number of Replacement Electric Vehicles Projected
<input checked="" type="checkbox"/> Passenger Car	11,136	64,528	645
<input checked="" type="checkbox"/> Passenger Truck	12,176	71,031	710
<input checked="" type="checkbox"/> Light Commercial Truck	12,459	8,317	83
<input checked="" type="checkbox"/> School Bus	10,369	278	3
<input checked="" type="checkbox"/> Refuse Truck	18,420	35	0
<input checked="" type="checkbox"/> Single Unit Short-Haul Truck	13,194	4,384	50
<input checked="" type="checkbox"/> Single Unit Long-Haul Truck	20,031	220	2
<input checked="" type="checkbox"/> Combination Short-Haul Truck	38,072	604	6
<input checked="" type="checkbox"/> Combination Long-Haul Truck	87,538	1,003	10
TOTAL		151,000	1,510

OUTPUT

EMISSION REDUCTIONS

Pollutant	Total (kg/day unless noted)
Carbon Monoxide (CO)	183,276
Nitrogen Oxide (NOx)	25,227
Particulate Matter <2.5 µm (PM _{2.5})	0.518
Particulate Matter <10 µm (PM ₁₀)	0.572
Volatile Organic Compounds (VOC)	12,051
Carbon Dioxide (CO ₂)	23,818,398
Carbon Dioxide Equivalent (CO ₂ e)	23,939,422
Total Energy Consumption (MMBTU/day)	317,375

Introduction **Fleet Purchase & Restricted** **Unrestricted Infrastructure**

percentages of trucks, buses, and other vehicles were utilized in the inputs. Using these values indicates daily reduction of 23,818 kg of carbon dioxide in the St. Cloud area.

Other daily emissions/reductions include:

Carbon Monoxide: 183.27 kg	Volatile Organic Compounds: 12.05 kg
Nitrogen Oxide: 25.23 kg	Carbon Dioxide: 23,816.4 kg
Particulate matter <2.5 um: .518 kg	Carbon Dioxide Equiv.: 23,939.4 kg
Particulate Matter<10 um: .572 kg	Total Energy Consumption: MMBTU/day: 317.375

MMBTU = Million Metric British Thermal Units

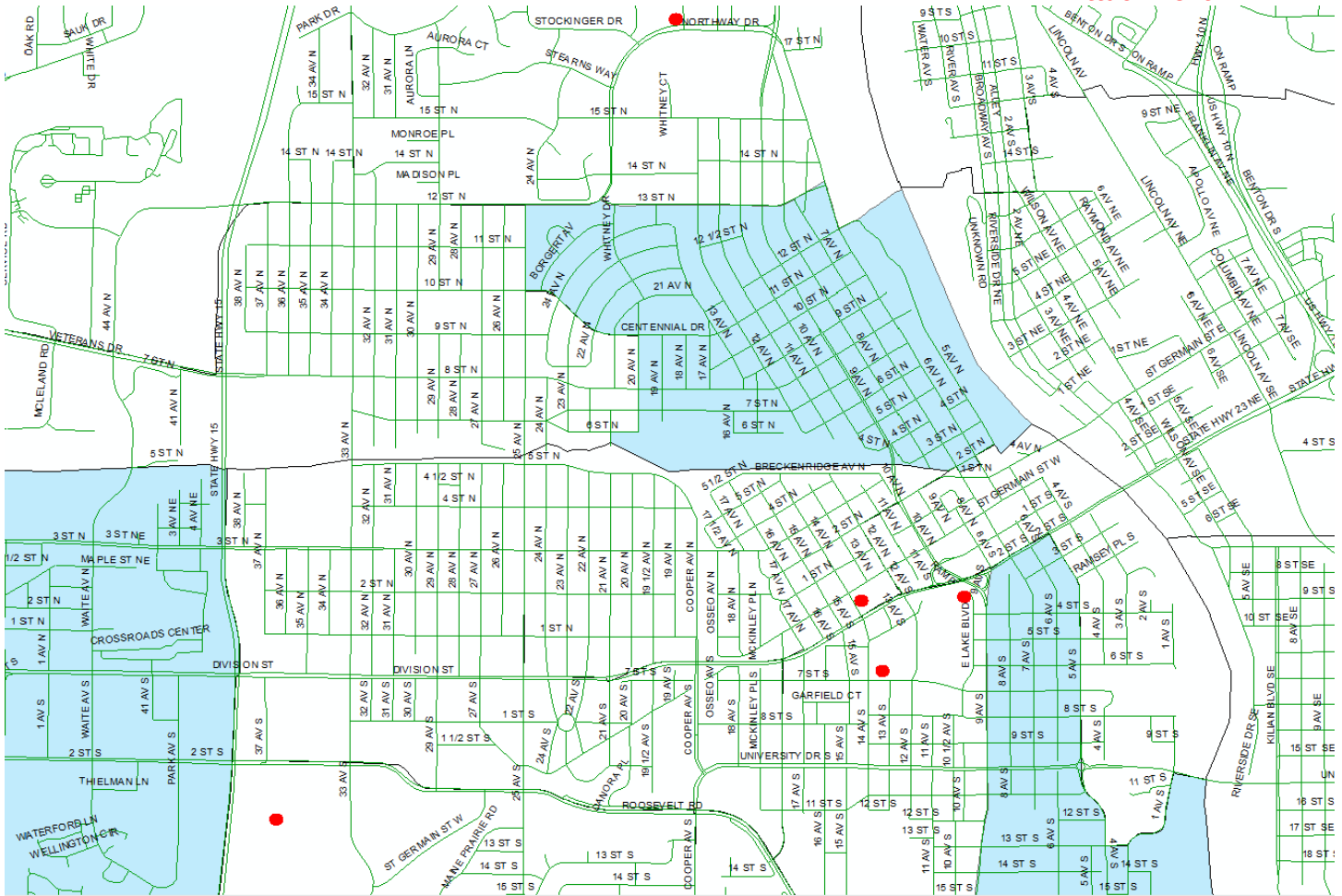
Grant Request. The City of St. Cloud is requesting funds for the installation of approximately five EV charging station locations that would include two of our upgraded charging station units. The units will include dynamic lighting for night use and energy savings, cable management systems, operational status lights and timers. The units are substantially more expensive than turn-key systems offered by most vendors. However, they provide many advantages for Minnesota winters by keeping cables out of the snow, providing improved lighting for the user which means greater safety, and can be upgraded to provide additional devices and equipment if needed. Some will also be outfitted with security cameras for added safety benefits. The City has set a standard of using the Blink charging station units that provide excellent charging equipment and digital accessibility for the user.

The current proposed locations for this project area:

- Eastman Park in downtown St. Cloud (location 6)
- The YMCA/Aquatics Center in north central St. Cloud (location 9)
- The Great River Regional Library in downtown St. Cloud (location 10)
- City Hall Parking Lot (location 8)
- Stearns County History Museum / Skateboard Park Parking Lot (location 11)

Current costs for these upgraded level II EV charging systems are \$50,000 per location with each location providing two dual EV charging stations with the potential of adding another two at the location if warranted. A total of \$250,000 is being requested for this project with the City providing 20% of the funding at \$50,000 and the CRP grant providing \$200,000 for the project.

Project Impacts of area Disadvantaged Communities per Justice40. The primary benefit to these areas include improvement in air quality. Public engagement efforts will occur to ensure the communication of the project and its impacts will be shared with disadvantaged communities. The proposed EV charging stations are in close proximity to the 3 distinct census tracts identified as disadvantaged using the Justice 40 Climate and Economic Justice Screening Tool, see map below.



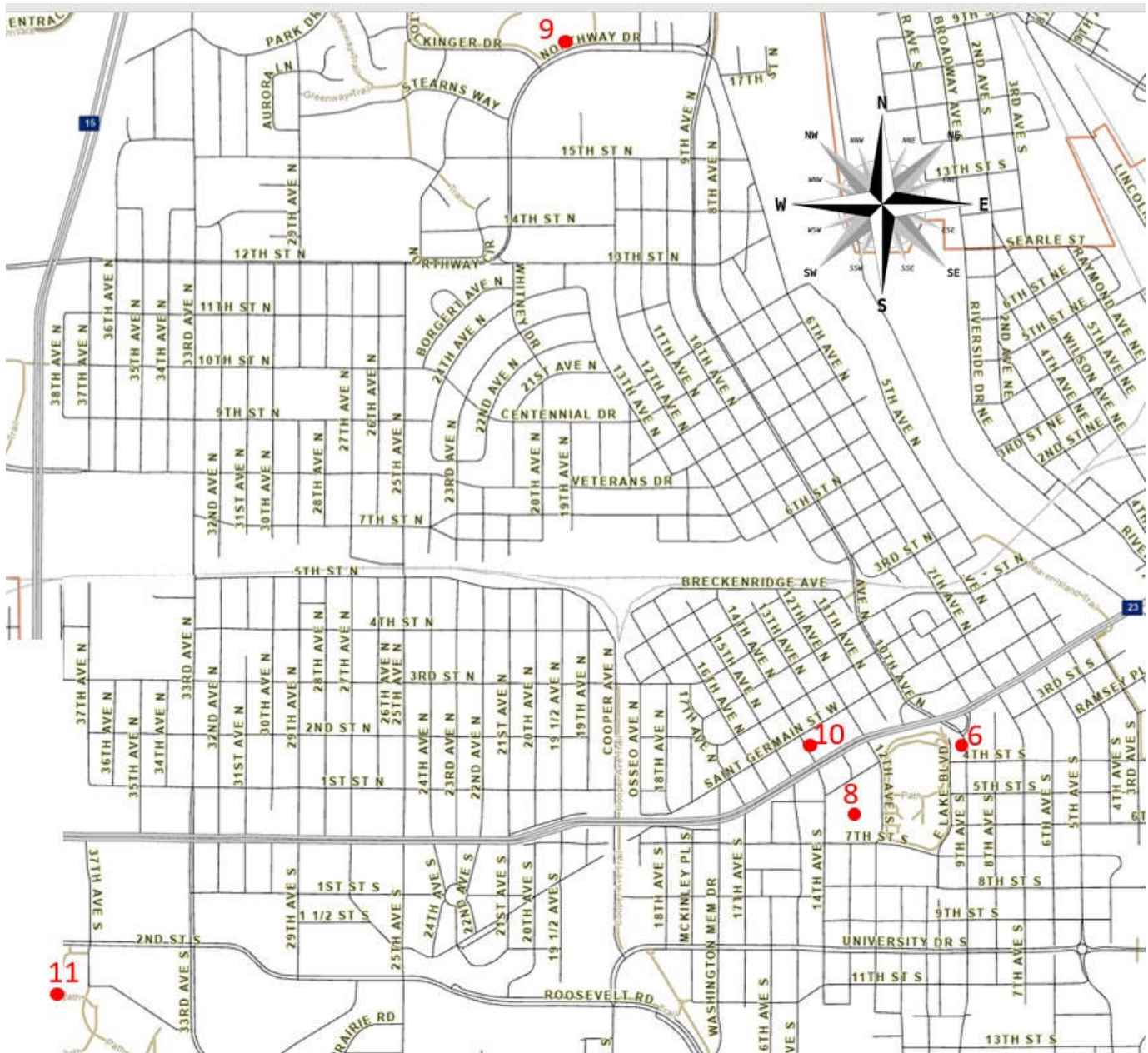
November 2022 Justice 40 Map

● Proposed EV Charging Stations

EV Charging Station Alignment with Local and State Transportation Plans. The installation of additional EV charging stations in St. Cloud aligns with The Metropolitan Transportation Plan, The Regional Active Transportation Plan, The Minnesota Climate Action Framework, 2022 Statewide Multimodal Transportation Plan, and the Pathways to Decarbonizing Transportation Report. All of these planning documents stress the need for the decarbonization of transportation and the adoption of electric vehicles. EV charging stations would meet the criteria of this grant under the criteria of “A project that supports deployment of alternative fuel vehicles”.

Lead Agency. The City of St. Cloud will be the lead agency for the design, bidding, construction and administration of this project. The project would be completed by July of 2024. The primary contact will be:

Tracy Hodel
Public Services Director
1201 7th Street South
St. Cloud, MN 56301
320-420-1163

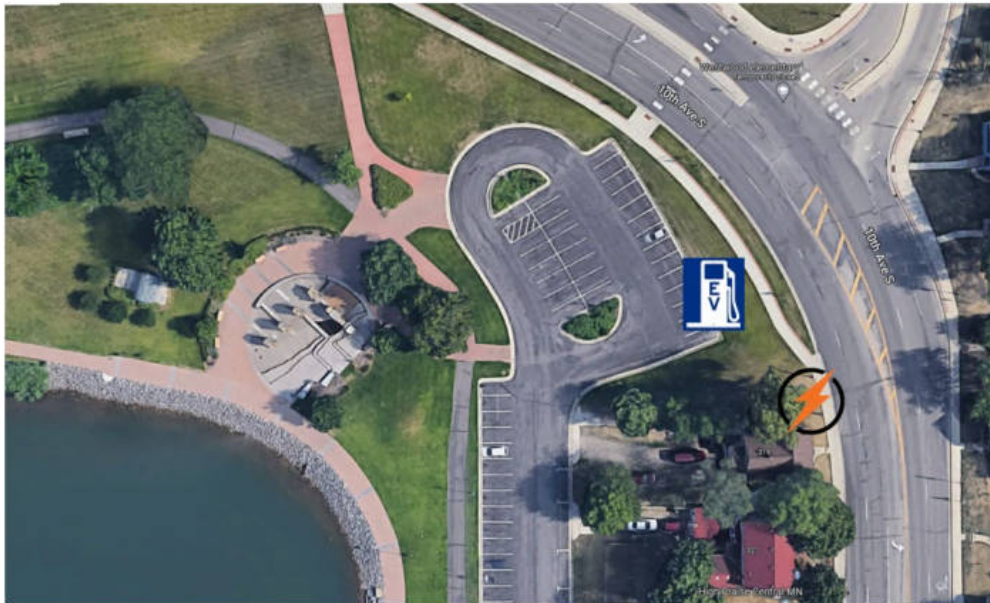


¹Minnesota Action Climate Framework. <https://climate.state.mn.us/sites/climate-action/files/Climate%20Action%20Framework.pdf>

² Electric Vehicles in Minnesota. <https://mn.gov/puc/activities/economic-analysis/electric-vehicles/>

³ Axios Report. <https://www.axios.com/local/twin-cities/2022/06/29/minnesota-electric-vehicles-registrations>

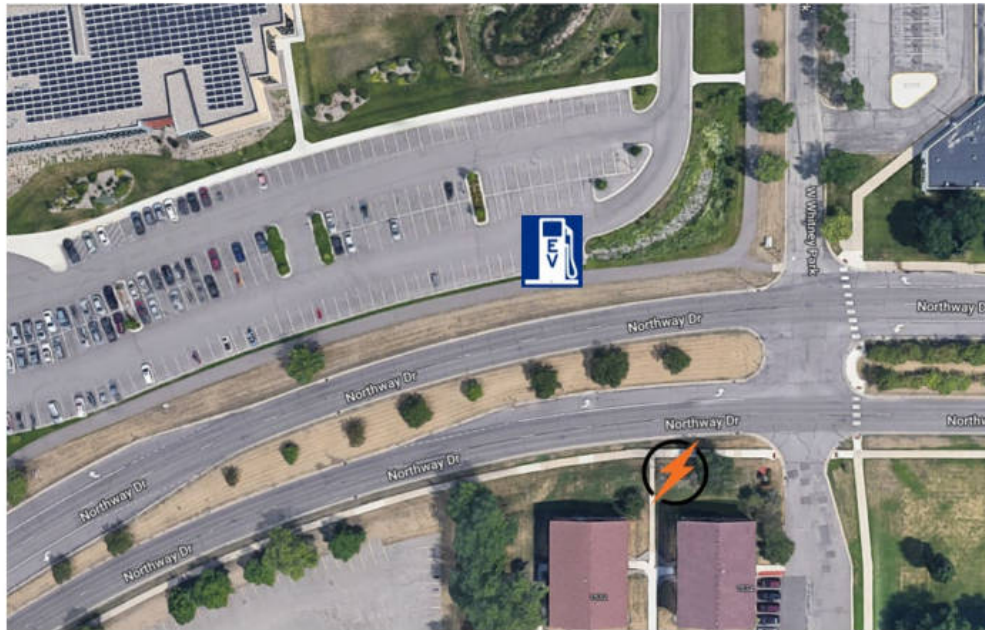
Proposed EV Site Locations



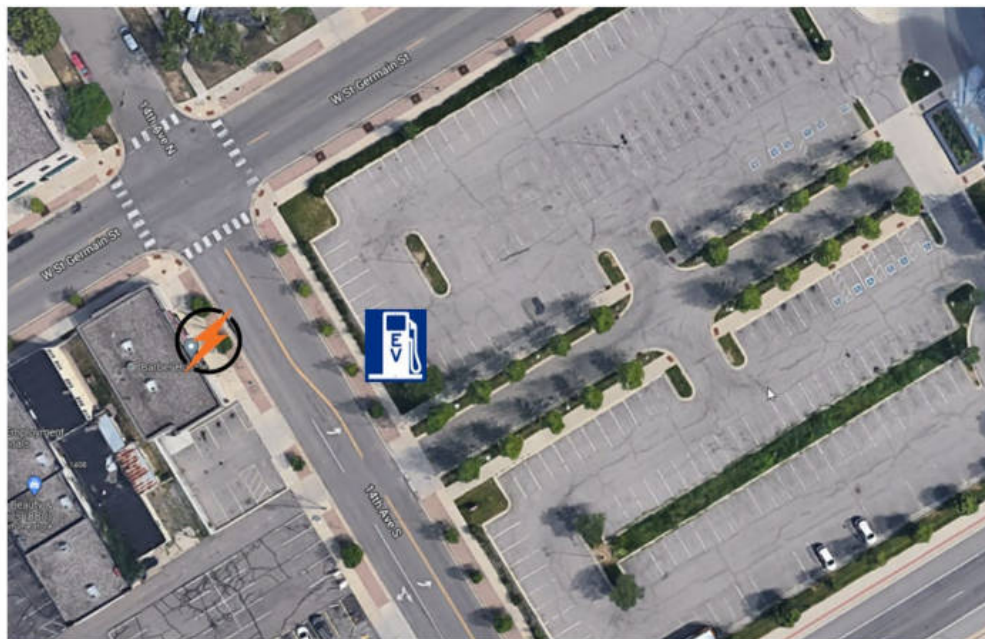
Possible EV Charging Station Location
Eastman Park NE Corner (Location 6)



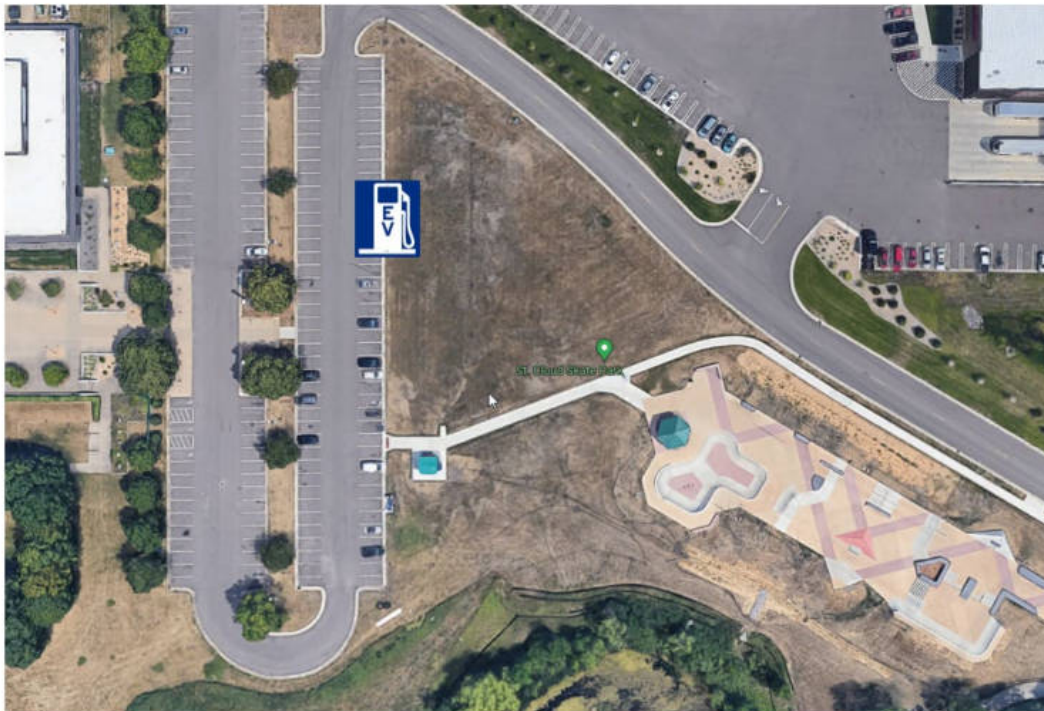
Possible EV Charging Station Location
City Hall NW Corner of Parking Lot (Location 8)



Possible EV Charging Station Location
YMCA Aquatics Center SE Corner (Location 9)



Possible EV Charging Station Location
Library West End (Location 10)



Possible EV Charging Station Location
Stearns County History Museum & Skateboard Park (Location 11)

CITY OF ST. CLOUD

Carbon
Reduction
Program Grant
Application

Parking Ramp
Dynamic
Lighting Control
Energy
Reduction

2023



Carbon Reduction Program (CRP) Grant Application

Parking Ramps Dynamic Lighting Control

City of St. Cloud, Minnesota

Background. The City of St. Cloud was introduced to dynamic lighting control with the installation of a control system that has provided the city with considerable energy savings, improved safety, and valuable data from the system's excellent reporting and monitoring capabilities. The system provides information on the amount of energy saved on a monthly basis; comparing the controlled lighting levels with uncontrolled lighting levels. The system also provides time-of-day control as well as light harvesting features.

Two of the five city-owned parking ramps have been equipped with this dynamic lighting control system and have shown consistent 65 to 75 percent monthly energy savings. Annually these savings are significant on both an energy conservation basis and on a financial basis.

Dynamic lighting control was not practical until the advent of LED light source that allow lighting systems to be dimmed to as low as five percent light output while still maintaining consistent light color temperature and color rendering index. Dynamic lighting control also improves security camera capabilities by providing adequate light within the parking ramps when persons and vehicles are present.

Parking Ramps and Transportation. Although parking ramps are not part of the active transportation system like a roadway, parking structures are one of the endpoints or nodes of the transportation system. Every transportation engineering textbook gives much emphasis to the importance of good parking systems. St. Cloud recognizes that parking and its related costs and energy have significant monetary and emissions related costs and are an intertwined piece of active transportation. As the Regional APO calls out "All people are, to some degree, users of the active transportation system. Whether it's walking to the nearest transit stop... or even walking across a parking lot to a place of business, most people at some point rely on active transportation." The City of St. Cloud provides approximately 4,000 parking spaces in the downtown area with a high percentage of these being in the City's five parking ramps. At peak periods, 68 percent of the downtown parking spaces are utilized¹ for the benefit of the community and businesses in St. Cloud.

The Statewide Multimodal Transportation Plan calls for making "transportation and land use decisions that reduce total greenhouse gas emissions" by supporting "parking policies" which will increase "options for people to get to destinations." St. Cloud's parking ramps provide centralized parking for the entirety of downtown, even when persons walk or otherwise travel between shops, restaurants and places of business. By focusing this coordinated safety, lighting

and greenhouse gas emissions effort on these centralized parking facilities, St. Cloud encourages reduced transportation and more climate-friendly parking opportunities that encourage walking or other active transportation between destinations. The parking ramps are also home to bicycle parking, making them a hub for multiple types of transportation.

Justice40. This energy efficient, active transportation is most vitally important to disadvantaged communities, who are disproportionately burdened by the impacts of greenhouse gas emissions, climate change, and transportation emissions. Portions of St. Cloud’s downtown area that these parking ramps serve fall within 2 distinct census tracts identified as disadvantaged using the Justice 40 Climate and Economic Justice Screening Tool. More importantly, the St. Cloud downtown serves as a shopping, business, and recreation district for the entire Greater St. Cloud metro area, which is home to 3 census tracts identified as disadvantaged using the tool.

Dynamic Lighting Control. There are at least two criteria within the carbon reduction program that would allow for the program to cover dynamic lighting control in a parking ramp environment. The first criteria to directly apply to dynamic lighting control in a parking structure would be: “infrastructure maintenance, monitoring and condition assessment”. The second applicable criteria would be “a project to replace street lighting and traffic control devices with energy efficient alternatives”.

Parking Ramp Information. The three parking ramps involved in this energy and carbon reduction program are located in downtown St. Cloud. The three parking ramps are the River’s Edge East Ramp, the Centre Square Ramp and the Grand Central Ramp. Following are some descriptions of each of the ramps describing age, size, number of parking stalls, and primary purpose of the parking ramp. Two of the parking ramps in question are hosts to bicycle rack/parking locations.

Centre Square Ramp. The Centre Square Ramp is the newest of the three ramps involved in this program. It was built in 2007, is a 177,000 square foot structure, has 518 parking stalls and primarily serves businesses in the downtown area. Once a major parking center for the Capital One group adjacent to the facility, the parking ramp has lost a significant amount of reserved parking due to a good share of their workforce now working remotely. This occurred because of the COVID-19 pandemic beginning in 2020. The Centre Square Ramp hosts a bicycle rack/parking location.



Grand Central Ramp. The Grand Central Ramp primarily provides parking for two hotels and a large restaurant, while also providing additional parking for the St. Cloud Convention Center located adjacent to the structure. The ramp was constructed in 1985. It is a 121,000 square foot structure with 406 parking stalls. The Grand Central Ramp hosts a bicycle rack/parking location.

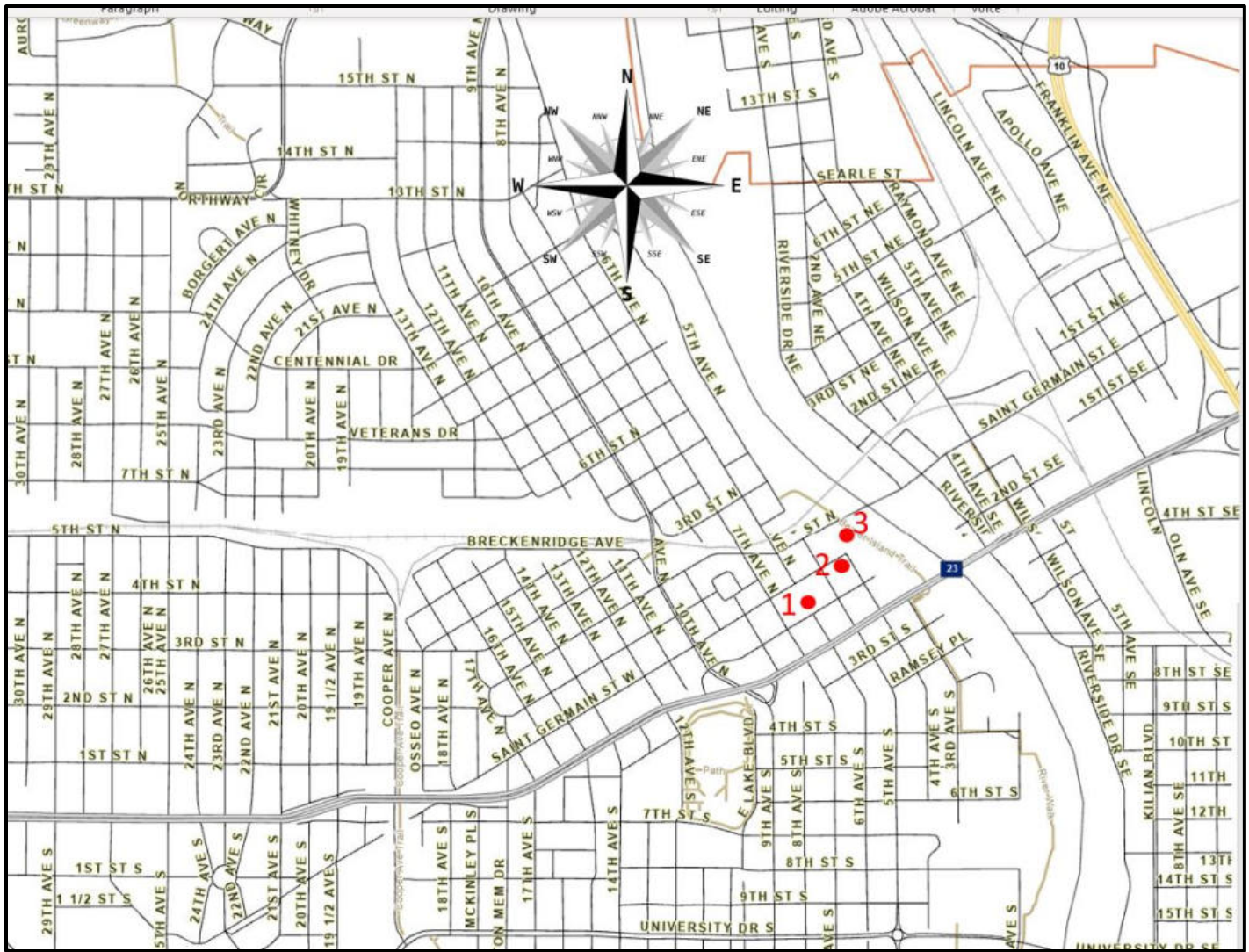


River's Edge East Ramp. The River's Edge East Ramp is a semi-underground structure attached to the St. Cloud Convention Center with only the east side of the ramp exposed to the outdoors. The ramp was built in 1987, is a 138,000 square foot structure with 328 parking stalls. This ramp is almost exclusively used by persons attending events at the convention center.



LED Lighting Upgrade. In 2016-2017 the City of St. Cloud went through a major upgrade to LED street lighting and LED lighting in many of its facilities including all parking ramps. At that time two of the parking ramps were also outfitted with the dynamic lighting control and as noted earlier have demonstrated significant energy savings. The remaining three ramps were updated with LED lighting but have not provided significant energy savings due to the lack of a dynamic lighting control systems.

Map Showing Locations of Parking Ramps.

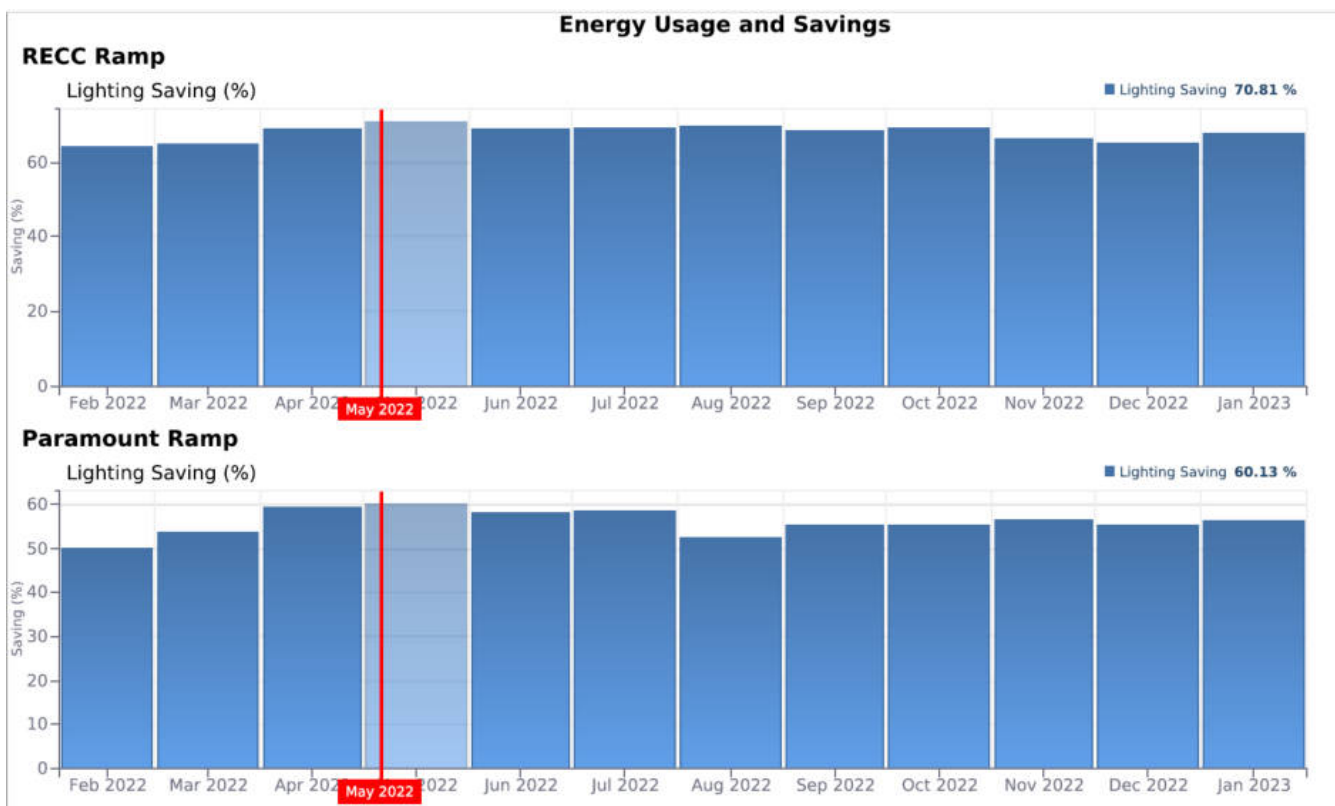


1- Centre Square Ramp 2-Grand Central Ramp 3-River's Edge East Ramp

Dynamic Lighting Control System. The design of the dynamic lighting control system is a system of wireless control modules attached to the dimming function of each LED light fixture within the system. There are also various communication devices that communicate with the control modules on the light fixtures. There is a series of detectors usually placed on every other light fixture that detect people and vehicles. These are the devices that make the system highly efficient by knowing where there is activity requiring higher levels of light. The system will typically dim to 5 percent light output when there is no activity within a specific area. However, even 5 percent light is enough output to easily view people and objects in a dark environment. This is much better than just having light fixtures be turned completely off as it provides a more uniform level of light in all areas of a structure and does not cause a strobing affect. With this control system, lights are turned off and on with a dynamic control system gradually come to

full brightness or dimming within a few seconds of being activated or de-activated making a much better transition for the human eye.

Energy Savings Monitoring. One of the other valuable features of a dynamic control system is the energy savings reports that are available during a particular time period. On the charts below the graphics are showing the energy savings each month for the River's Edge West Ramp and the Paramount Ramp that utilize our dynamic lighting control system. This is energy savings being done by the control system, not including savings being made by the LED lighting over conventional light sources. The amounts of energy savings are significant with the River's Edge West ramp showing an annual savings of 70+% and the Paramount Ramp showing an energy savings of 60+%. Not only does it provide energy savings, it also increases the light fixture's life as the units are running at much lower power levels.



Energy Savings and Carbon Reduction Calculations. Energy reduction and carbon reduction calculations were completed for each of the three parking ramps. Also calculated was the cost to install the new dynamic lighting control equipment. The Federal Environmental Protection Agency's carbon reduction calculator² was used to calculate the carbon reduction values.

Centre Square Parking Ramp.

- Estimated Annual Energy Savings: 50,492 kWh
- Calculated Annual Carbon Reduction: 34.2 Metric tons
- Estimated cost for dynamic lighting control system and installation: \$44,010.28

River's Edge East Parking Ramp.

- Estimated Annual Energy Savings: 32,376 kWh
- Calculated Annual Carbon Reduction: 22.9 tons
- Estimated cost for dynamic lighting control system and installation: \$24,764.20

Grand Central Parking Ramp.

- Estimated Annual Energy Savings: 34,111 kWh
- Calculated Annual Carbon Reduction: 24.2 Metric tons
- Estimated cost for dynamic lighting control system and installation: \$28,824.17

Project Totals:

- Estimated Annual Energy Savings: 116,979 kWh
- Calculated Annual Carbon Reduction: 81.3 Metric tons
- Estimated cost for dynamic lighting control system and installation: \$97,598.65

Funding Request.

- Entire project cost: \$97,598
- Grant Request: \$78,000
- City of St. Cloud Project Portion \$19,598

Lead Agency. The City of St. Cloud will be the lead agency for the design, bidding, construction and administration of this project. The project would be completed by July of 2024. The primary contact will be:

Tracy Hodel
Public Services Director
1201 7th Street South
St. Cloud, MN 56301
320-420-1163

¹St. Cloud Transportation and Mobility

<https://www.ci.stcloud.mn.us/DocumentCenter/View/10429/2015-Comprehensive-Plan---Chapter-7---Transportation--Mobility?bidId=>

Parking

Parking plays a significant role in the St. Cloud transportation system. The availability and ease of locating parking can have an effect local businesses and quality of life, while the appearance and design of surface parking can effect stormwater management and the identity of the City. In particular, parking management issues manifest in Downtown and within the City's commercial corridors.

Downtown Parking Study

To address Downtown parking, an independent parking study was conducted in conjunction with the Comprehensive Plan. The study includes an analysis of on- and off-street parking demand and supply, including both public and private lots. Observation of the study area's parking supply provided key insights into the demand and use of parking in Downtown:

- Downtown St. Cloud has a parking supply of 4,385 spaces, or an effective supply of 3,914 spaces (which provides a more accurate approach to measuring supply that integrates spaces necessary for vehicles moving in and out, restricted parking spaces, improperly parked vehicles, minor construction, and snow removal).
- Downtown has a current surplus of 1,241± parking spaces.
- 68% of parking is utilized during peak hours.
- New development such as the expansion of key employers like Capital One or the redevelopment of the Lady Slipper Lot may create a parking deficit.

As new development occurs, the study recommends increasing the parking supply by requiring off-street parking to be integrated within the project. To better manage and expand existing parking as well as maximize future parking, the study offers the following recommendations:

- Utilize minimum parking structure dimensions to maximize the number of parking spaces per square foot
- Locate parking no more than a block away for business patrons and three blocks away for employees.
- Establish an Ambassador Program to provide customer service, emergency response, and City services.
- Consider raising the cost of expired meter violations.
- Consider raising the Convention Center parking ramp rate, and also consider installing Parking Access and Revenue Control equipment capable of both collecting fees on entrance (for events) or charging based on a programmable rate structure (non-events).
- Establish a parking branding and signage program that provide organized information about parking, wayfinding, and other information to guide accessibility.

²Federal Environmental Protection Agency Carbon Reduction Calculator.

<https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator>