

AGENDA

APO ACTIVE TRANSPORTATION ADVISORY COMMITTEE

TUESDAY, JAN. 24, 2023 – 10:30 A.M.

ONLINE - ZOOM

1. Introductions
2. Transportation Alternatives (TA) Project Rankings (Attachment 2A-2B)
 - a. Suggested Action: Recommend Ranking to TAC.
3. Surface Transportation Block Grant Program (STBGP) Applications Preliminary Rankings (Attachment 3A-3F)
 - a. Suggested Action: None, discussion only.
4. Other Business & Announcements
 - a. Safety Town
 - b. Winter Safety Fair
 - c. SRTS Planning Efforts
 - d. 2050 MTP
5. Adjournment

English

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

Somali

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

Spanish

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



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Active Transportation Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2027 Transportation Alternatives prioritization
DATE: Jan. 17, 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 receives 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 receives approximately \$2.8 million.

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.

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

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 mid-January. Attached are the applications from the City of Waite Park and the City of Sartell.

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 like 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 will have the opportunity to present on and answer questions pertaining to their proposed projects at the **APO's January** Active Transportation Advisory Committee (ATAC) meeting. ATAC members will be given the opportunity to discuss and ultimately recommend the assignment of regional priority points for proposed TA projects to **the APO's Technical Advisory Committee (TAC)**. These recommendations will ultimately be presented to the APO Policy Board in February.

Policy Board approval of the regional priority points will be submitted by the APO Senior Transportation 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.**

Suggested Action: Recommend a final prioritization including the assignment of regional priority points for TA projects for APO TAC consideration.



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
TOTAL TABLE A:			\$548,343

Table B – Ineligible Items²

Ineligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost
Construction Contingency			\$54,834
Engineering (Design and Construction)			\$119,000
Legal and Administrative			\$5,000
TOTAL TABLE B:			

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**): \$548,343
- Applicant's contribution toward eligible TA costs – minimum 20% match required: \$109,687
- Total amount requested in TA funds (**#2 minus #3**): \$438,656

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

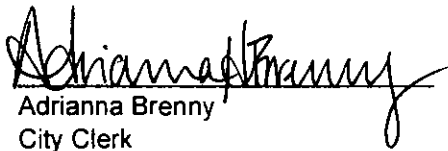
WHEREAS, Transportation Alternatives projects receive federal funding; and

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.

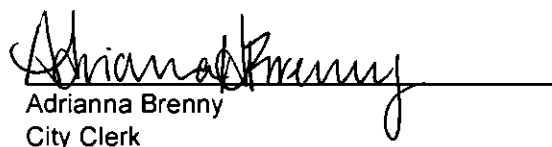

Adrianna Brenny
City Clerk


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**

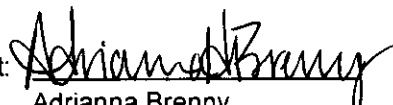
**A RESOLUTION AS SPONSORING AGENCY FOR TRANSPORTATION
ALTERNATIVES PROGRAM APPLICATION**

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

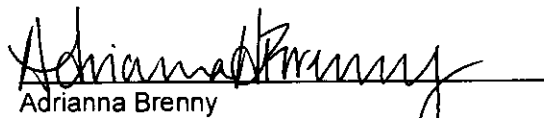
Voted against: None

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

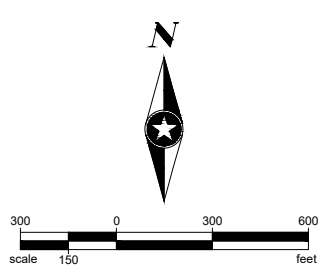
1ST ST S

CO RD 138

28TH AVENUE S

TO CONNECT TO LAKE
WOBEGON TRAIL SYSTEM

TH 23



Save: 1/3/2019 12:46 PM jkretzel Plot: 10/26/2021 11:58 AM X:\UZ\WVAITE\common\General\Numbers\G63 2021 15th Ave N TAP Trail Application\4-prelim-dsgr-rpls\Grant app Exhibit.dwg

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

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

15TH AVE N TRAIL PHASE 1
WAITE PARK, MN

EXHIBIT
NO. 1

- PHASE 1 CONSTRUCTION
- PHASE 2 CONSTRUCTION
- EXISTING TRAIL

RIVERS EDGE PARK
-DESTINATION

3RD ST N

10TH AVEN

15TH AVE N

CO RD 75

Save: 10/26/2021 12:10 PM Jenetta Plot: 10/26/2021 12:26 PM X:\UZ\W\WAITE\common\General Numbers\G63 2021 15th Ave N TAP Trail Application4-prelim-dsgr-rpts\Grant app Exhibit.dwg



FILE NO.
WAITE G63

DATE:
10/29/21

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

**EXHIBIT
NO. 2**

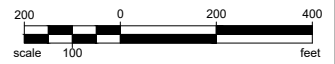
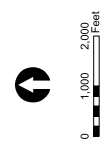


Figure 8-1: Park and Open Space Plan

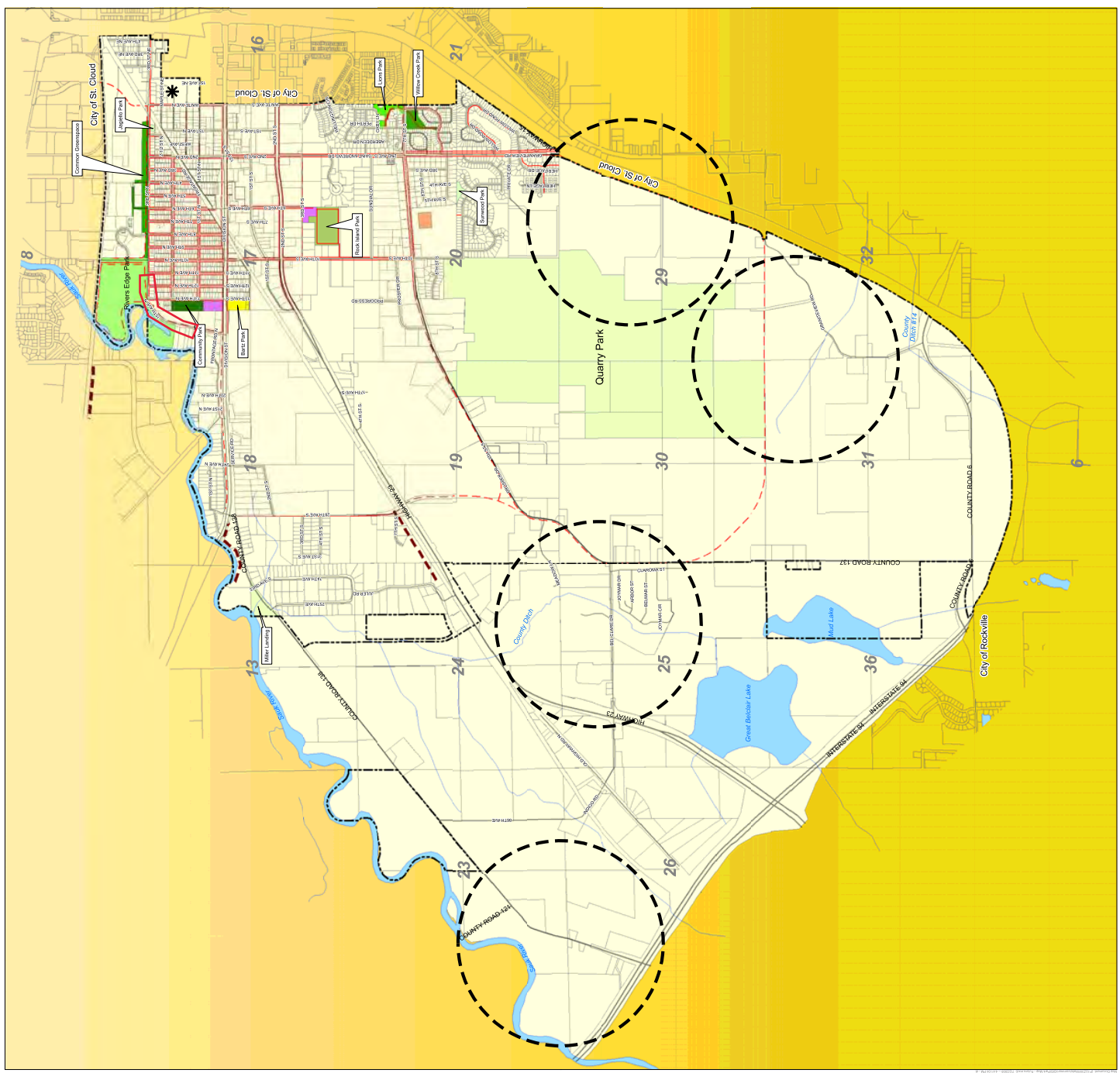
PARK AND OPEN SPACE PLAN

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
 - * (Symbol)



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



Feasibility Study for

May 22, 2007







Stearns County

Rails with Trails





LEGEND:

-  LAKE WOBEGON TRAIL EXTENSION
-  ROCORI TRAIL EXTENSION
-  CITY / COUNTY REGIONAL TRAILS
-  RAILROAD
-  MUNICIPAL BOUNDARY
-  PARCELS



LAKE WOBEGON TRAIL

SEGMENT A

SEGMENT B

SEGMENT D

SEGMENT E

SEGMENT C

SEGMENT G






SEGMENT F

PROPOSED ROCORI TRAIL

FIGURE 15:
LAKE WOBEGON TRAIL EXTENSION & ROCORI TRAIL EXTENSION SEGMENTS



LEGEND:

-  ROCORI TRAIL EXTENSION
-  CITY / COUNTY REGIONAL TRAILS
-  RAILROAD
-  MUNICIPAL BOUNDARY
-  PARCELS



LAKE WOBEGON TRAIL

BEAVER ISLAND TRAIL

Saint Joseph

Saint Joseph twp

ROCORI TRAIL EXTENSION

Waite Park

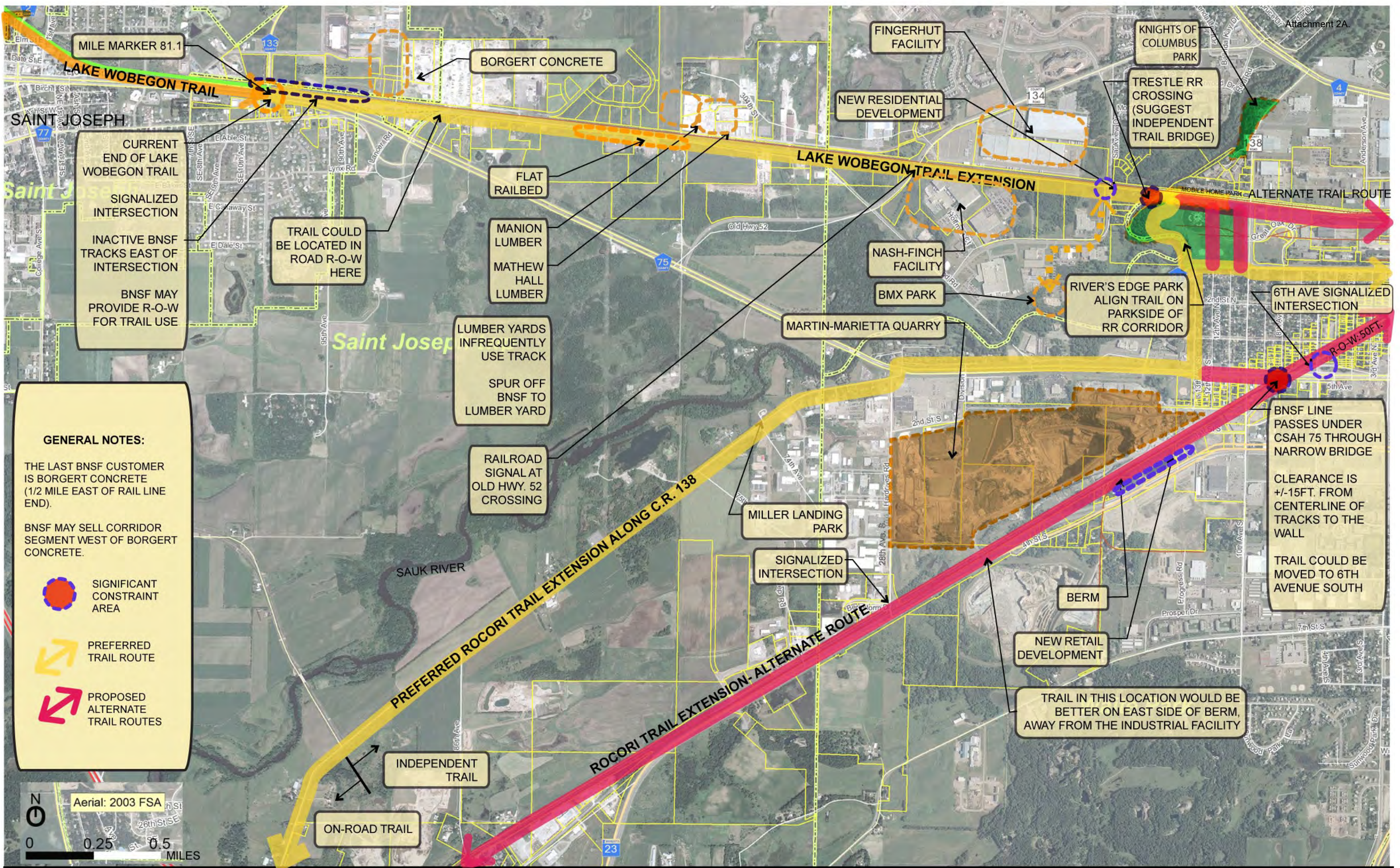
Saint Cloud

SCENIC RIVER TRAIL

Rockville twp

Pleasant Lake

PROPOSED ROCORI TRAIL



MILE MARKER 81.1

BORGERT CONCRETE

FINGERHUT FACILITY

KNIGHTS OF COLUMBUS PARK

NEW RESIDENTIAL DEVELOPMENT

TRESTLE RR CROSSING (SUGGEST INDEPENDENT TRAIL BRIDGE)

SAINT JOSEPH

CURRENT END OF LAKE WOBEGON TRAIL

SIGNALIZED INTERSECTION

INACTIVE BNSF TRACKS EAST OF INTERSECTION

BNSF MAY PROVIDE R-O-W FOR TRAIL USE

TRAIL COULD BE LOCATED IN ROAD R-O-W HERE

FLAT RAILBED

MANION LUMBER
MATHEW HALL LUMBER

LAKE WOBEGON TRAIL EXTENSION

NASH-FINCH FACILITY

BMX PARK

RIVER'S EDGE PARK ALIGN TRAIL ON PARKSIDE OF RR CORRIDOR

ALTERNATE TRAIL ROUTE

6TH AVE SIGNALIZED INTERSECTION

R-O-W: 50 FT.

GENERAL NOTES:

THE LAST BNSF CUSTOMER IS BORGERT CONCRETE (1/2 MILE EAST OF RAIL LINE END).

BNSF MAY SELL CORRIDOR SEGMENT WEST OF BORGERT CONCRETE.

SIGNIFICANT CONSTRAINT AREA

PREFERRED TRAIL ROUTE

PROPOSED ALTERNATE TRAIL ROUTES

LUMBER YARDS INFREQUENTLY USE TRACK

SPUR OFF BNSF TO LUMBER YARD

RAILROAD SIGNAL AT OLD HWY. 52 CROSSING

MARTIN-MARIETTA QUARRY

BNSF LINE PASSES UNDER CSAH 75 THROUGH NARROW BRIDGE

CLEARANCE IS +/-15FT. FROM CENTERLINE OF TRACKS TO THE WALL

TRAIL COULD BE MOVED TO 6TH AVENUE SOUTH

PREFERRED ROCORI TRAIL EXTENSION ALONG C.R. 138

MILLER LANDING PARK

SIGNALIZED INTERSECTION

BERM

NEW RETAIL DEVELOPMENT

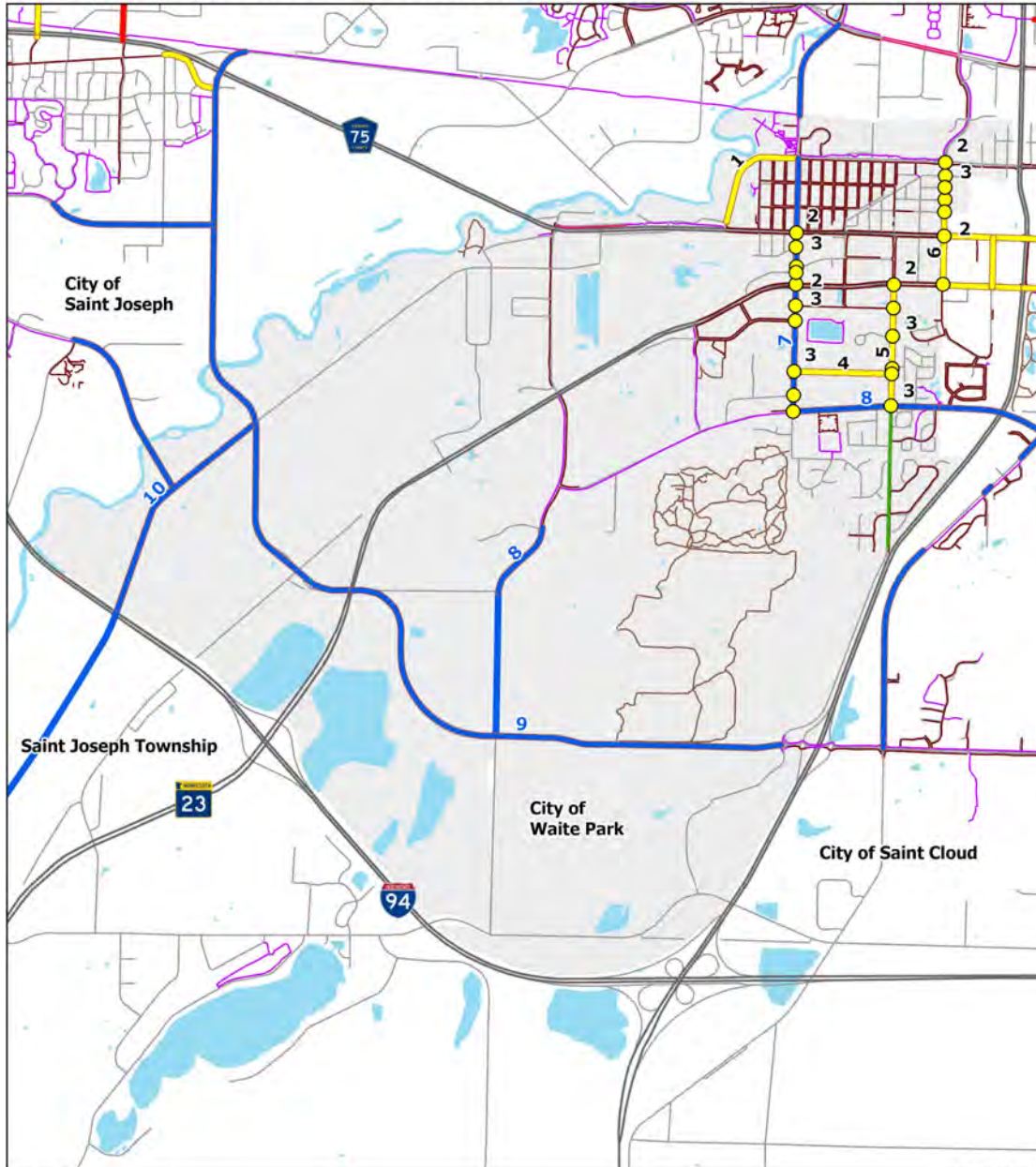
TRAIL IN THIS LOCATION WOULD BE BETTER ON EAST SIDE OF BERM, AWAY FROM THE INDUSTRIAL FACILITY

INDEPENDENT TRAIL

ON-ROAD TRAIL



City of Waite Park Future Active Transportation Recommendations



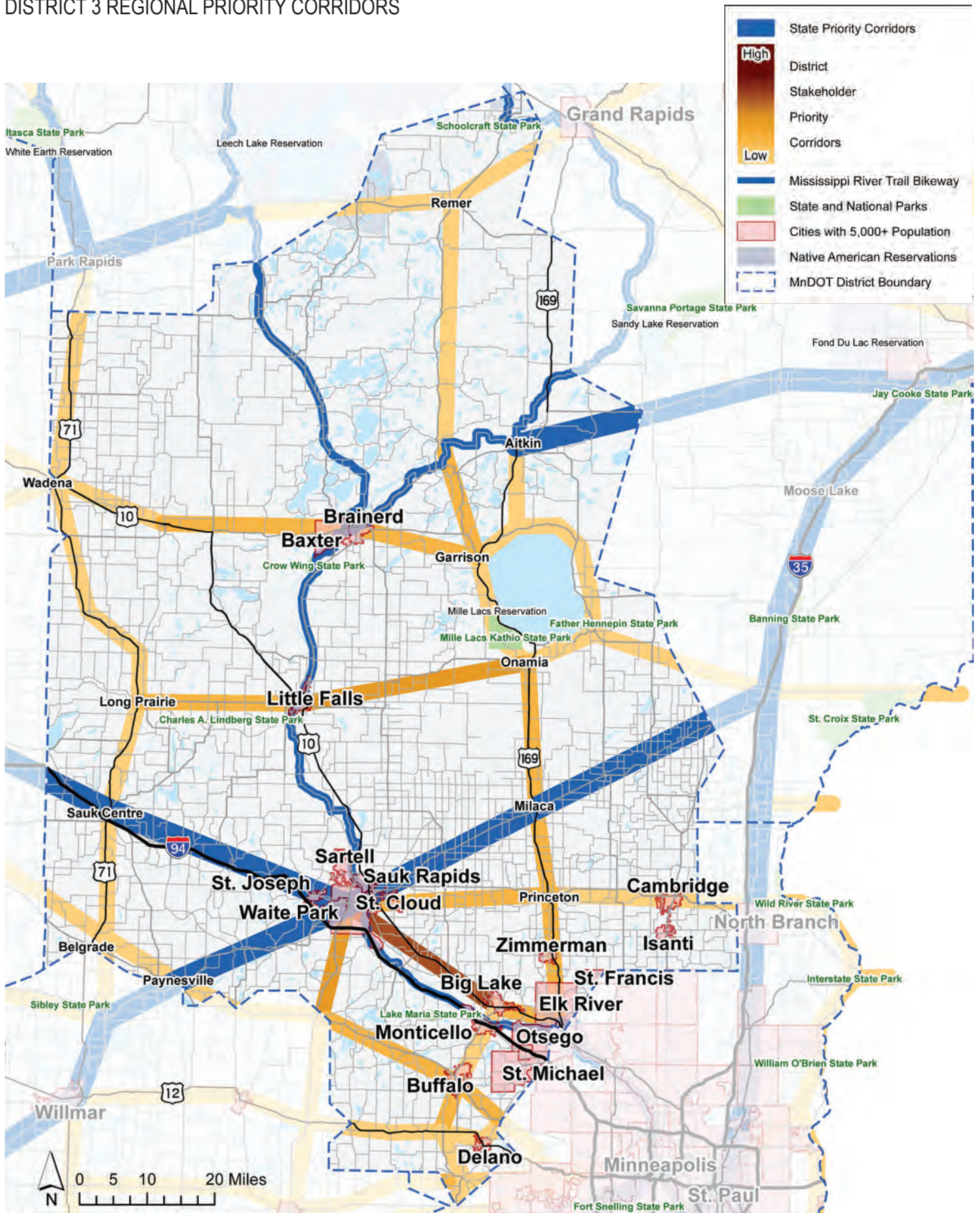
Legend

Signed Bicycle Routes	Off-Road Facilities	Project Type
Signed Bicycle Lane	Shared Use Path	Programmed Project (2021-2024)
Signed Paved Shoulder	Unpaved Trail	Recommended Project (>2025)
Signed Shared Lane	Sidewalk	Regional Bicycle Project (>2025)

05/05/2022

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



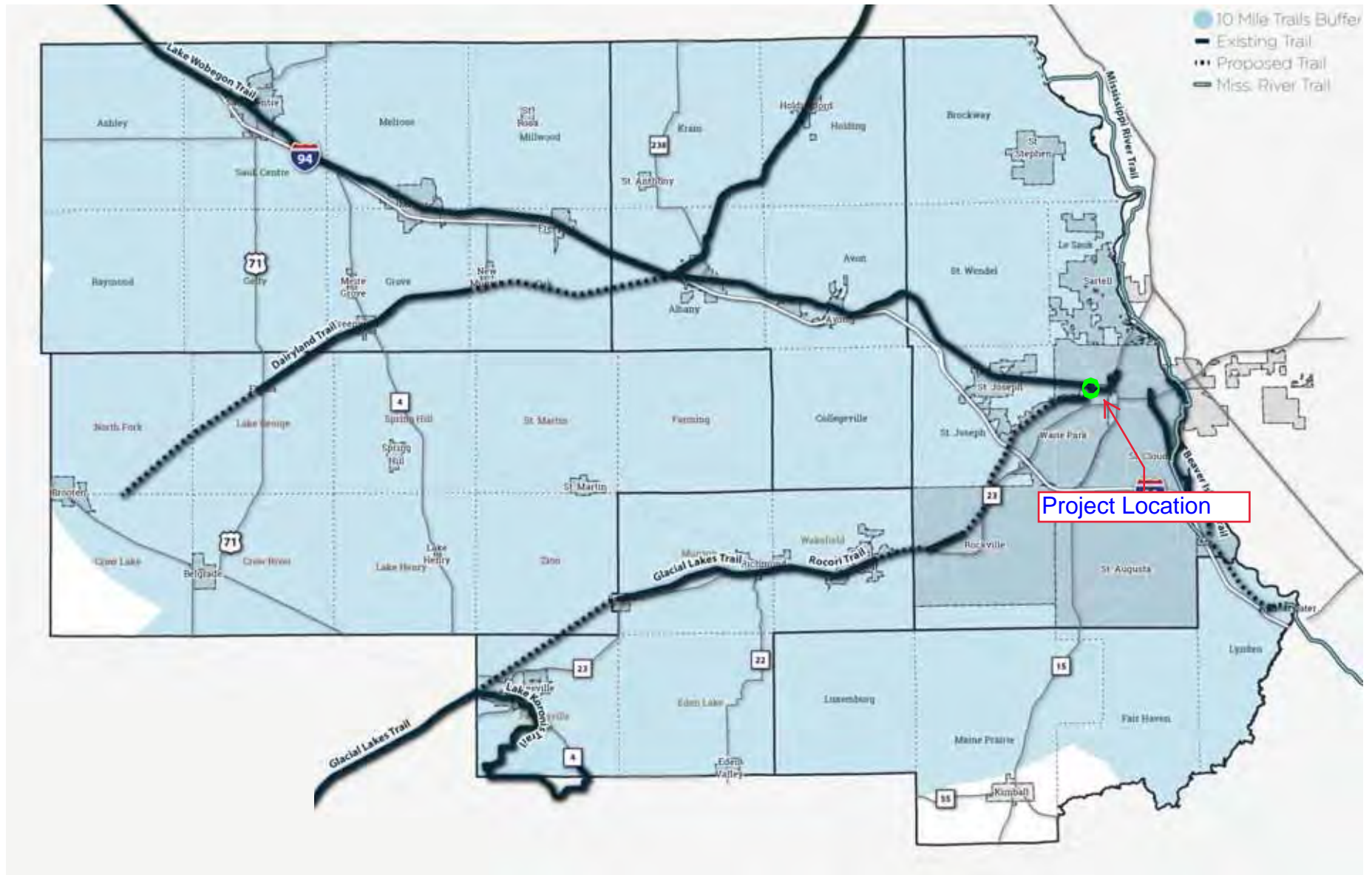


Figure 5.4 Access to County Trails



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)					\$438,674.40
Local Cost (20% Const plus soft Costs)					\$288,502.60

X:\UJ\W\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



COUNTY OF STEARNS

Department of Highways

PO Box 246 • St Cloud, MN 56302

(320) 255-6180 • FAX (320) 255-6186

January 10, 2022

JODI L. TEICH, P.E.
Highway Engineer

MICHAEL DECKER, P.E.
Asst. Highway Engineer

MATT ZINNIEL
Maintenance Superintendent

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

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 of 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.

Rya Fitzthum

Mayor

ATTEST:

Alli Green

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.

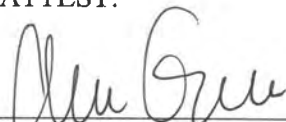
THEREFORE, BE IT RESOLVED, the sponsoring agency hereby agrees to assume full responsibility for the operation and maintenance of property and facilities related to the aforementioned transportation alternatives project.

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)

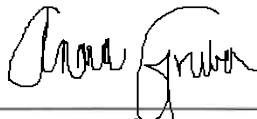
(Date)



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

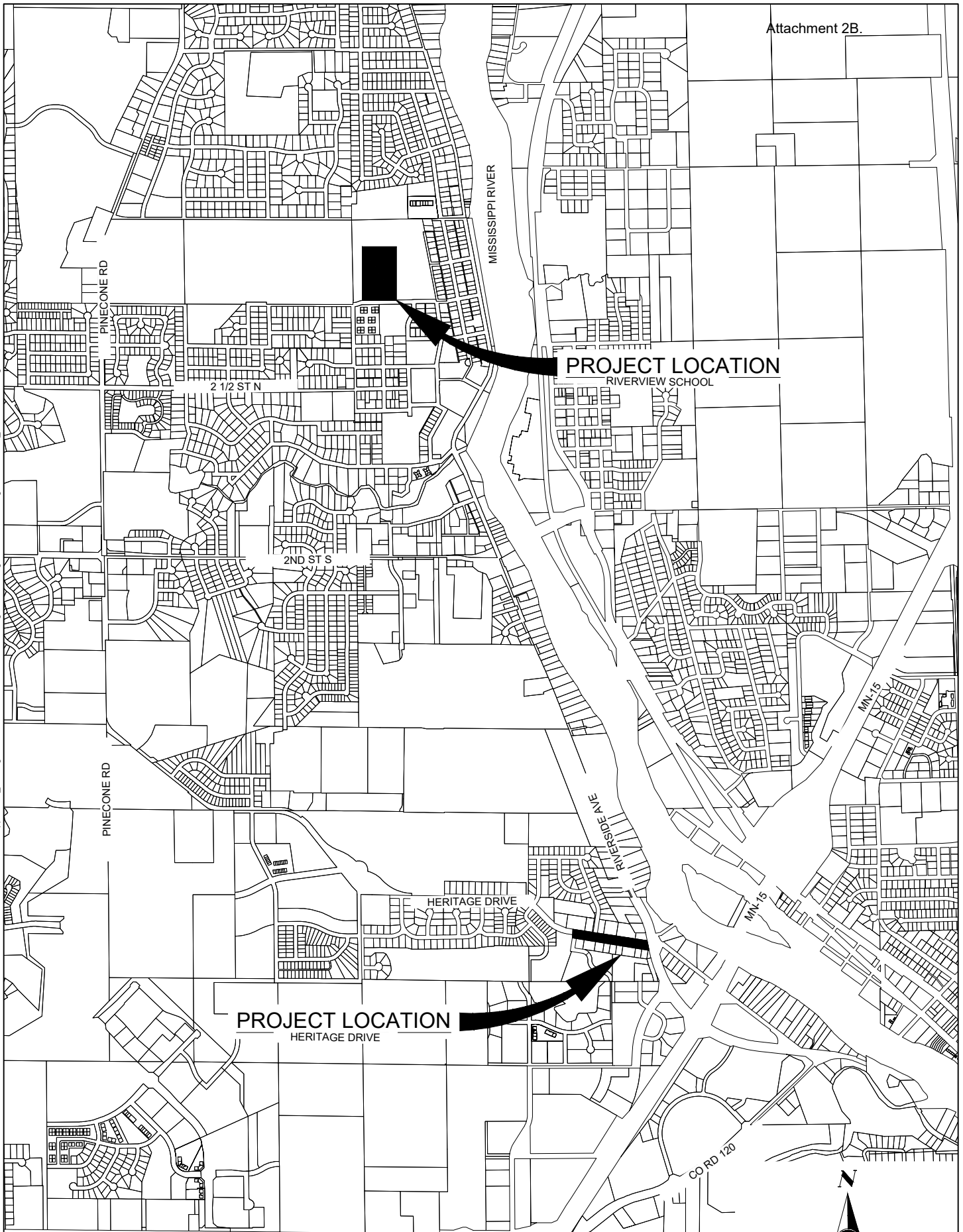
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Eligible work/construction item	Estimated quantity	Estimated Unit cost	Total cost	Inflation Factor for 2027 Construction
MOBILIZATION (lump sum)	1	\$25,000.00	\$25,000.00	\$28,750.00
TRAFFIC CONTROL (lump sum)	1	\$18,000.00	\$18,000.00	\$20,700.00
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 LOCATION
RIVERVIEW SCHOOL

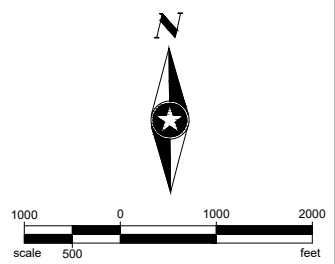
PROJECT LOCATION
HERITAGE DRIVE



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

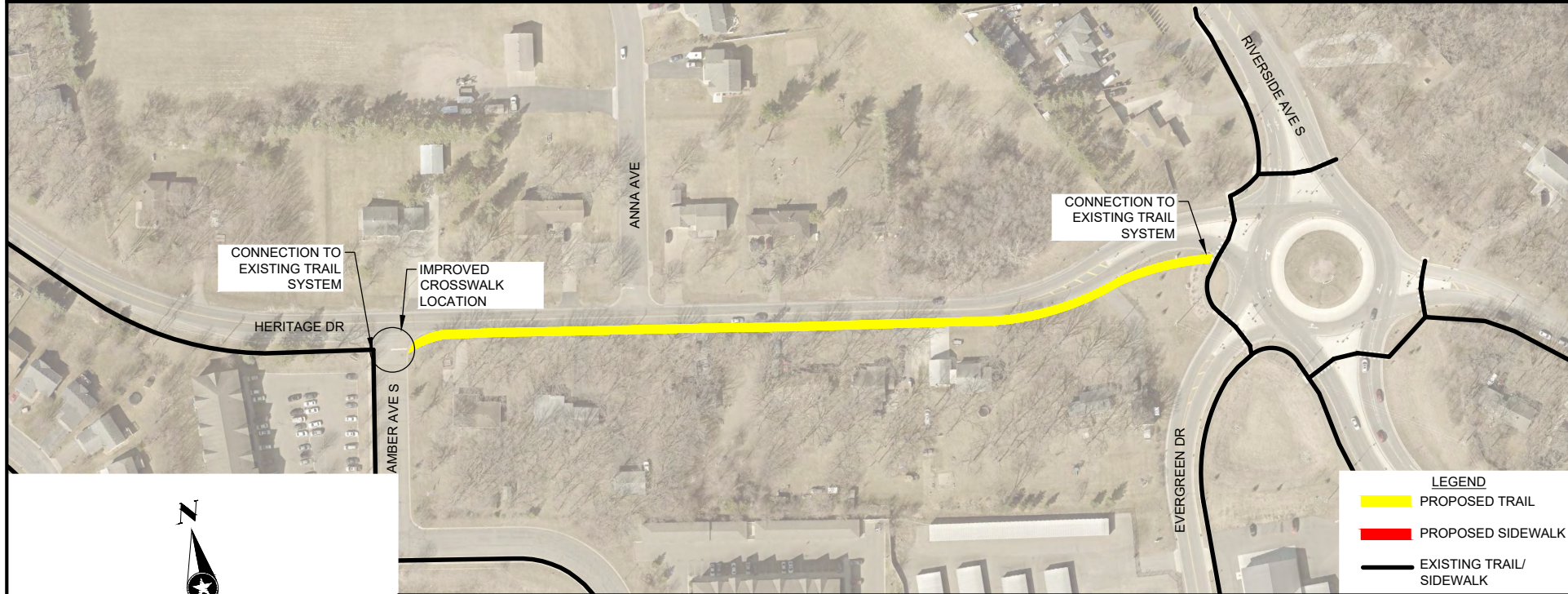
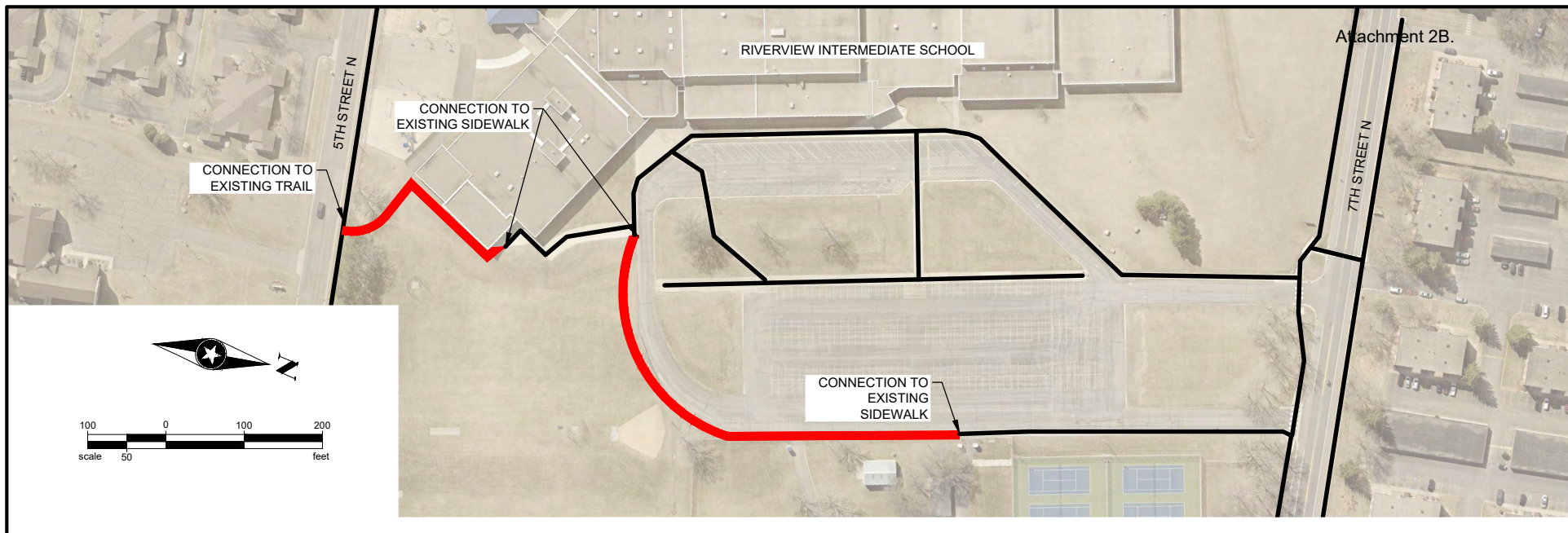
PROJECT LOCATION MAP
SARTELL, MINNESOTA

FIGURE
NO. 1



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Attachment 2B.



LEGEND

- PROPOSED TRAIL
- PROPOSED SIDEWALK
- EXISTING TRAIL/ SIDEWALK

	<p>PROJECT NO. G0160</p> <hr/> <p>DATE: 12/16/2022</p>	<p>TRAIL & SIDEWALK EXTENSIONS</p> <p>SARTELL, MINNESOTA</p>	<p>EXHIBIT NO. 2</p>
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**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/Pincecone 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 Dave Klein
Its Mayor

By Angela Englund
Its City Clerk

Date: 2-3-15

CITY OF SAUK RAPIDS

By [Signature]
Its Mayor

By [Signature]
Its City Clerk

Date: January 26, 2015

CITY OF SARTELL

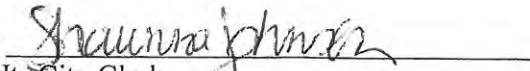
By Saul Jon Nicoll
Its Mayor

By Mary Degiovanni
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 2B.

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.

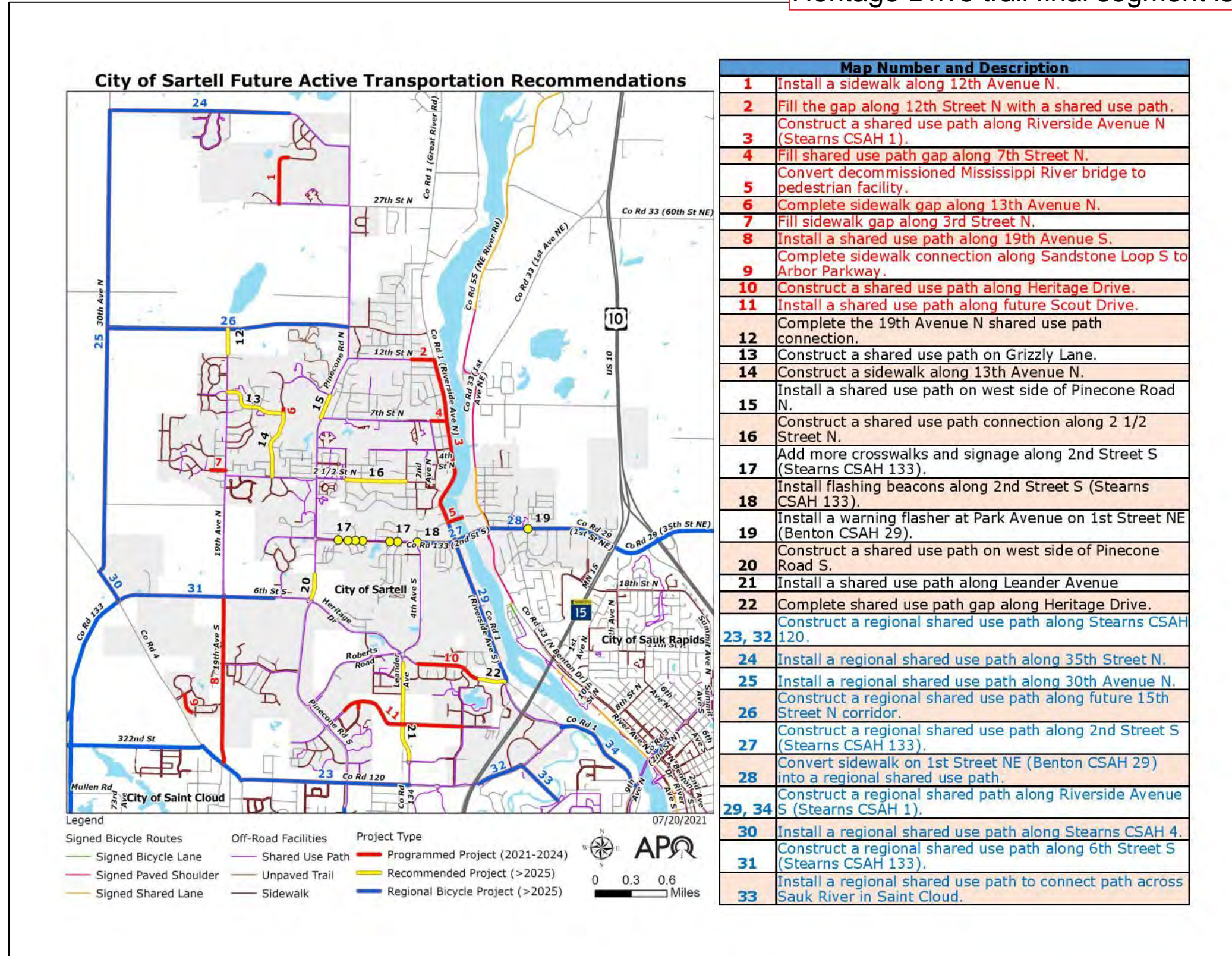


FIGURE B.28 – PROGRAMMED AND RECOMMENDED PROJECTS FOR THE CITY OF SARTELL.

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>

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:

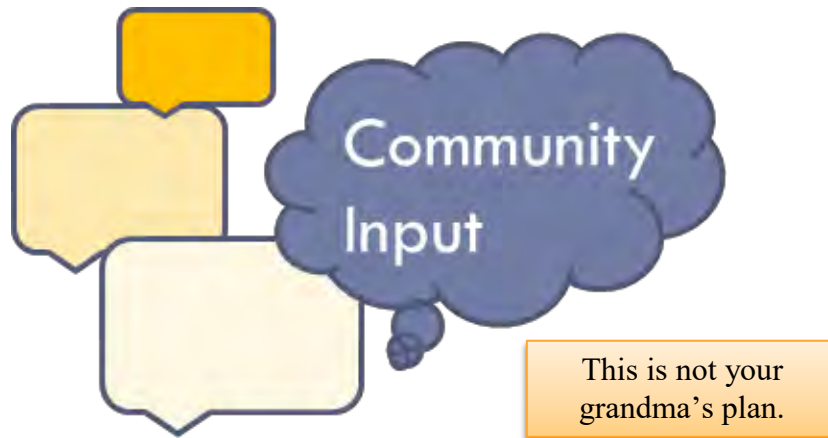
https://sartellmn.com/services/community_development___planning2/comprehensive_plan.php

- 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, who was a millwright at a local sawmill. In 1877, Joseph B. 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

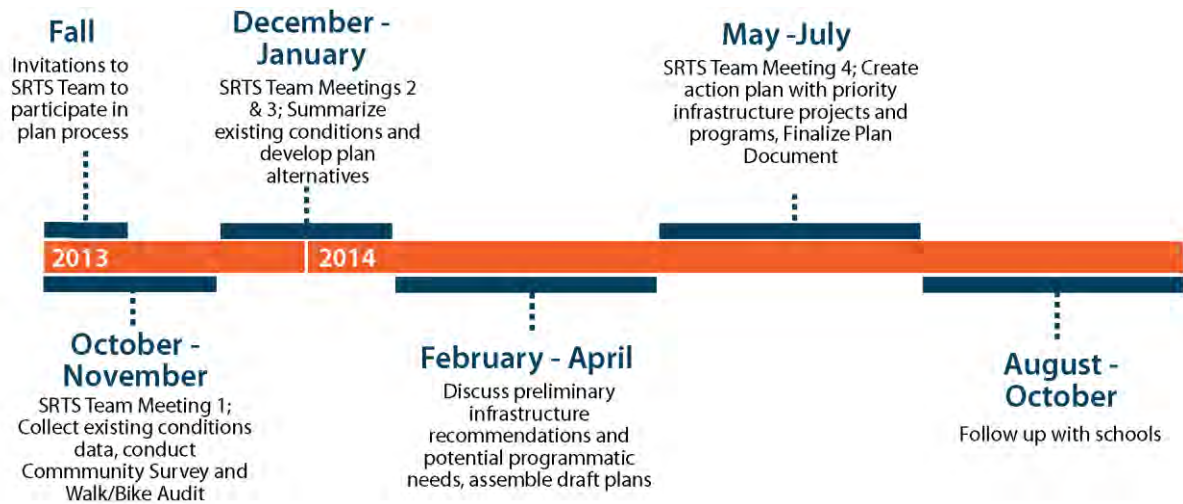
- A** Add landing and corner sidewalk with curb ramps to north side of 7th St N crossing at 7th Ave N.
- B** Add landing and corner sidewalk with curb ramps to the northwest corner of intersection. Relocate marked crosswalk to the west side of the intersection due to utility constraints associated with 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.

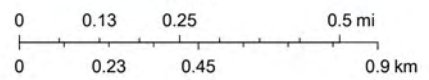


1/9/2023, 11:11:55 AM

To Walmart Retail Area and St. Cloud Area

1:18,056

- Proposed Project
- Existing Regional Trail



TO: Saint Cloud Area Planning Organization Active Transportation Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner and Alex McKenzie, Associate Transportation Planner
RE: FY 2027 Surface Transportation Block Grant Program Active Transportation Review
DATE: Jan. 17, 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

Region	Funding Target Percent	FY 2027 STBGP target allocation (UNOFFICIAL)
Region 5	32.65%	\$3,983,300
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 order to determine how this funding will be spent in the APO, a project solicitation process is initiated. APO member jurisdictions complete an application for specific surface transportation projects they feel would be the best use of the limited Federal funds. Applicants are given scoring guidelines to assist in writing the application. These scoring guidelines were developed by APO staff in conjunction with APO Technical Advisory **Committee members during late summer, early fall 2019 and approved by the APO's Policy Board** in September 2019.

Completed applications are then submitted to the APO Senior Planner in early January. Six applications were submitted to 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. At the Feb. 2, 2023, TAC meeting, applicants will have the opportunity to present on and answer questions pertaining to their proposed projects. TAC representatives will be **given the opportunity to discuss and adjust APO staff's initial rankings to develop an agreed upon rank and prioritization of projects with justifications of these rankings to be presented to the APO's Policy Board.**

One of the scoring criterion applicants must consider when preparing their application pertains to active transportation/multimodal connections. Specifically, applicants must:

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

Per APO scoring guidance, applicants can be awarded up to 20 points for this section. In total, the STBGP application can award a maximum of 200 points for projects.

APO staff is inviting the ATAC to review ONLY the multimodal section of six STBGP applications staff received during the FY 2027 solicitation. We are asking the ATAC to address the following:

- 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?

Discussions pertaining to the multimodal portion of the STBGP application will be forwarded **to both the APO's TAC as well as to each of the applicants.**

Suggested Action: None, discussion only.

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

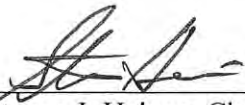
WHEREAS; it is recognized that in order to leverage more federal transportation projects, and fully utilize Region 7W's annual allocation of federal funding, a local match in excess of this twenty (20) percent minimum may be required.

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.

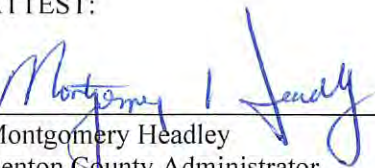
(Signatures on Following Page)

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

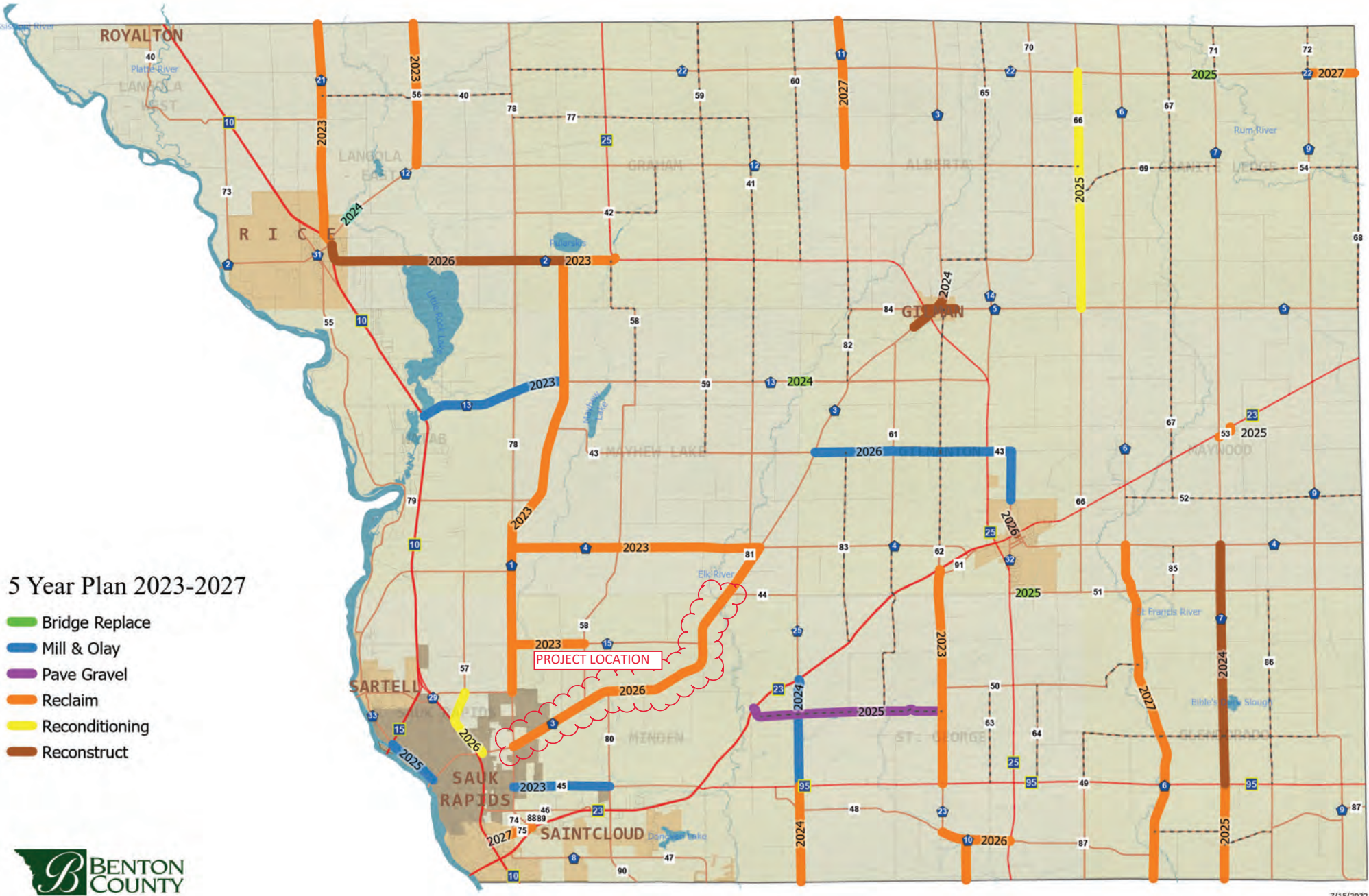


Steven J. Heinen, Chair
Benton County Board of Commissioners

ATTEST:



Montgomery Headley
Benton County Administrator



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)		B. Pavement Condition	
<input type="checkbox"/> Urban Urban Principal Arterial	<input type="checkbox"/> Rural Rural Principal Arterial	Age of Surface: 17-44 Years.	Rating: Poor/fair - pavement has alligator cracking and requires regular corrective maintenance.
<input checked="" type="checkbox"/> Urban Minor Arterial	<input type="checkbox"/> Rural Minor Arterial		
<input type="checkbox"/> Urban Collector	<input type="checkbox"/> Rural Major Collector		
C. Traffic Volume		D. Bridge Condition	
Current AADT: <u>4400</u>	20-Year AADT: <u>6700</u>	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?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Easement(s) needed?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Donated property?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	Relocations anticipated?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No

10. PROJECT TIMELINE	
Phase	Estimated Month / Year Completed
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.

EXHIBIT 1

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)

Date

Council Agenda Item _____


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.

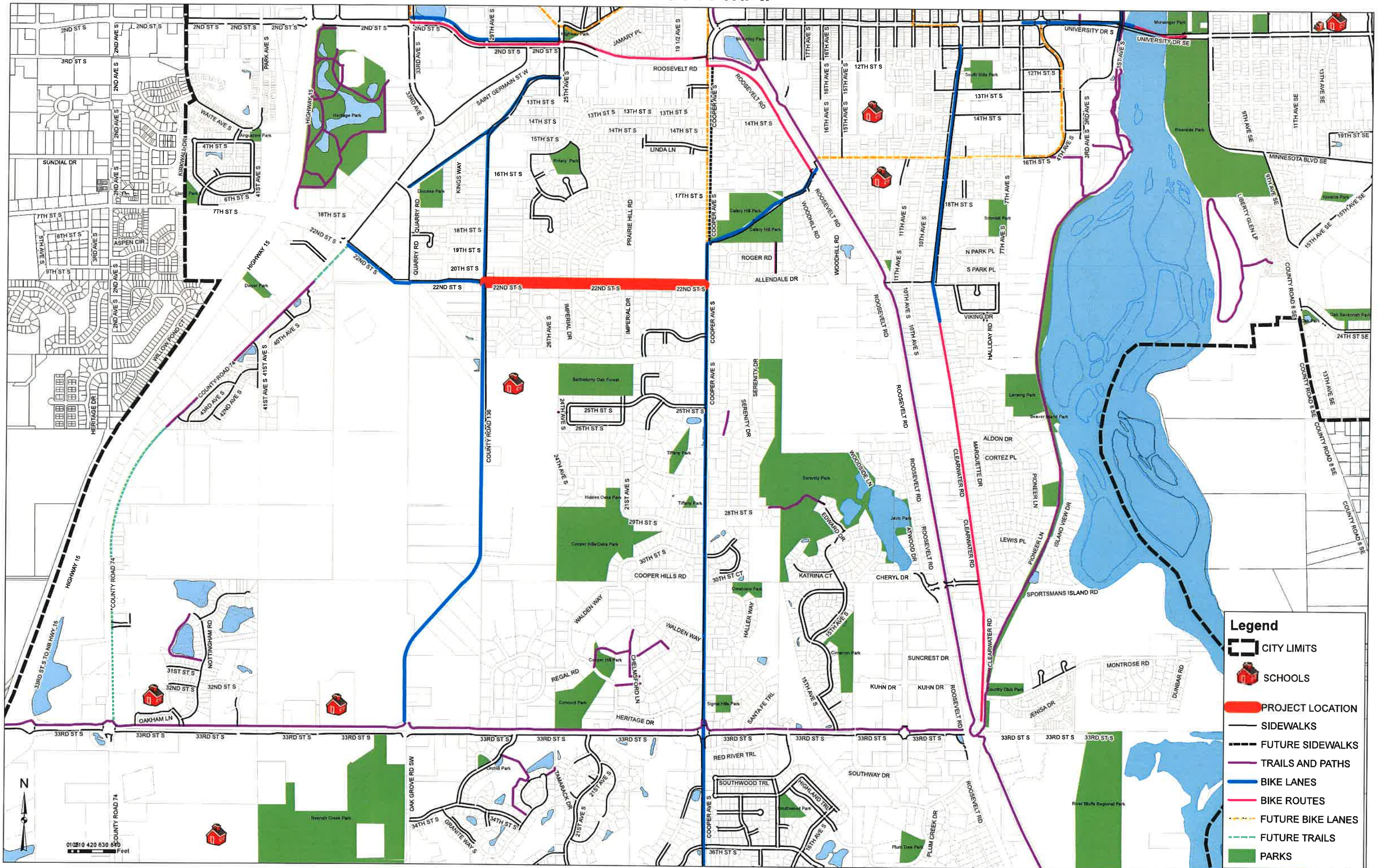
NECESSARY ACTION: Adopt the attached resolution.

ATTACHMENTS:

(1) Resolution

Reviewed by/Approved by: CM, BJ, TH

PROJECT LOCATION MAP



- Legend**
- CITY LIMITS
 - SCHOOLS
 - PROJECT LOCATION
 - SIDEWALKS
 - FUTURE SIDEWALKS
 - TRAILS AND PATHS
 - BIKE LANES
 - BIKE ROUTES
 - FUTURE BIKE LANES
 - FUTURE TRAILS
 - PARKS



COMMUNITY SERVICES & FACILITIES

- 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,

Ryan I. Daniel
CEO, St. Cloud Metro Bus



St. Cloud Area
School District



Shannon Bruskwicz

Assistant Principal

2600 Co Rd 136
St. Cloud, MN 56301

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

Oak Hill Community School

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.

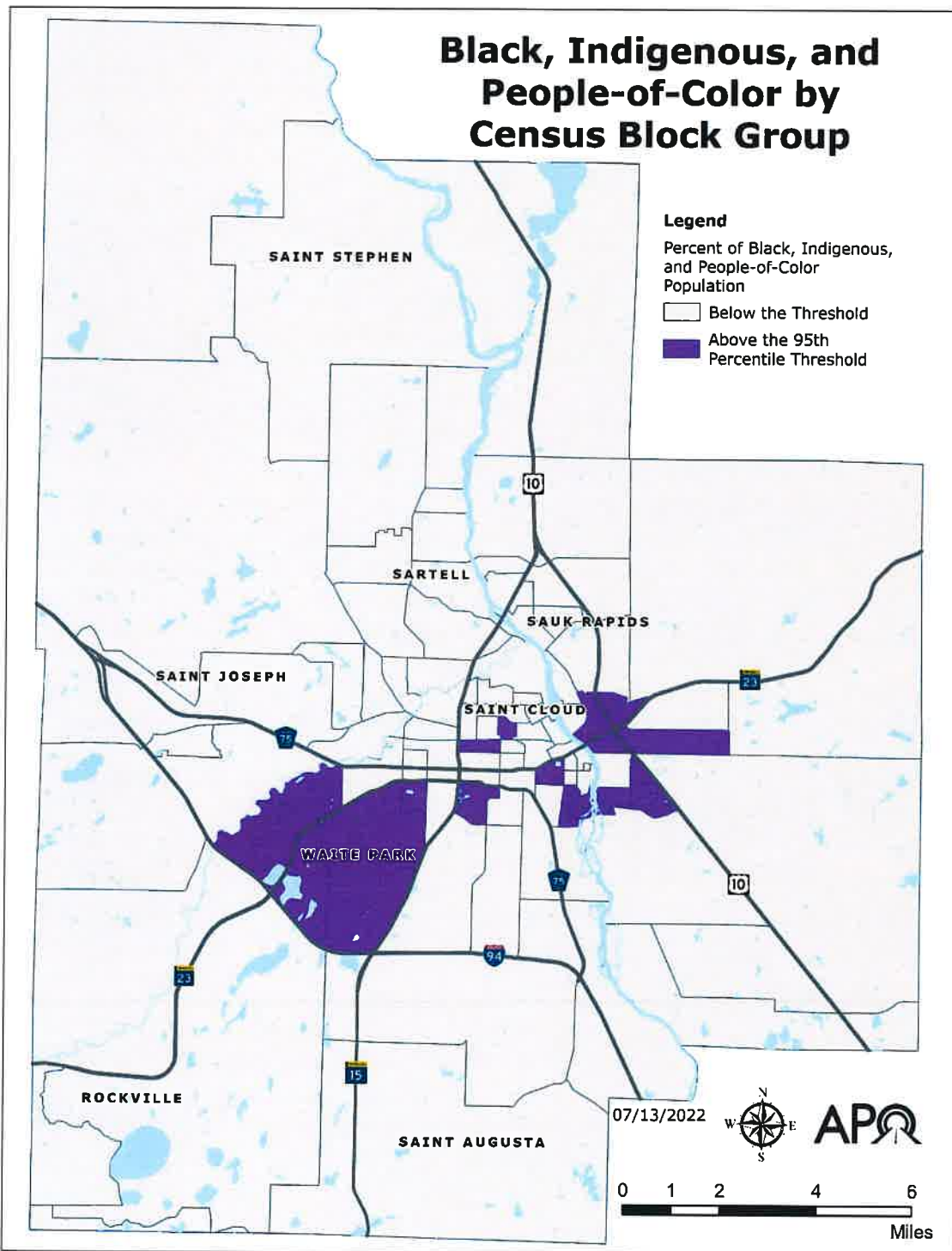
I am writing this letter in support of the City of St. Cloud receiving funding through the Local Surface Transportation Block Grant Program. The proposal of reconstruction of 22nd Street South would be beneficial for Oak Hill Community School. The reconstruction would allow for bike lanes and additional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

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

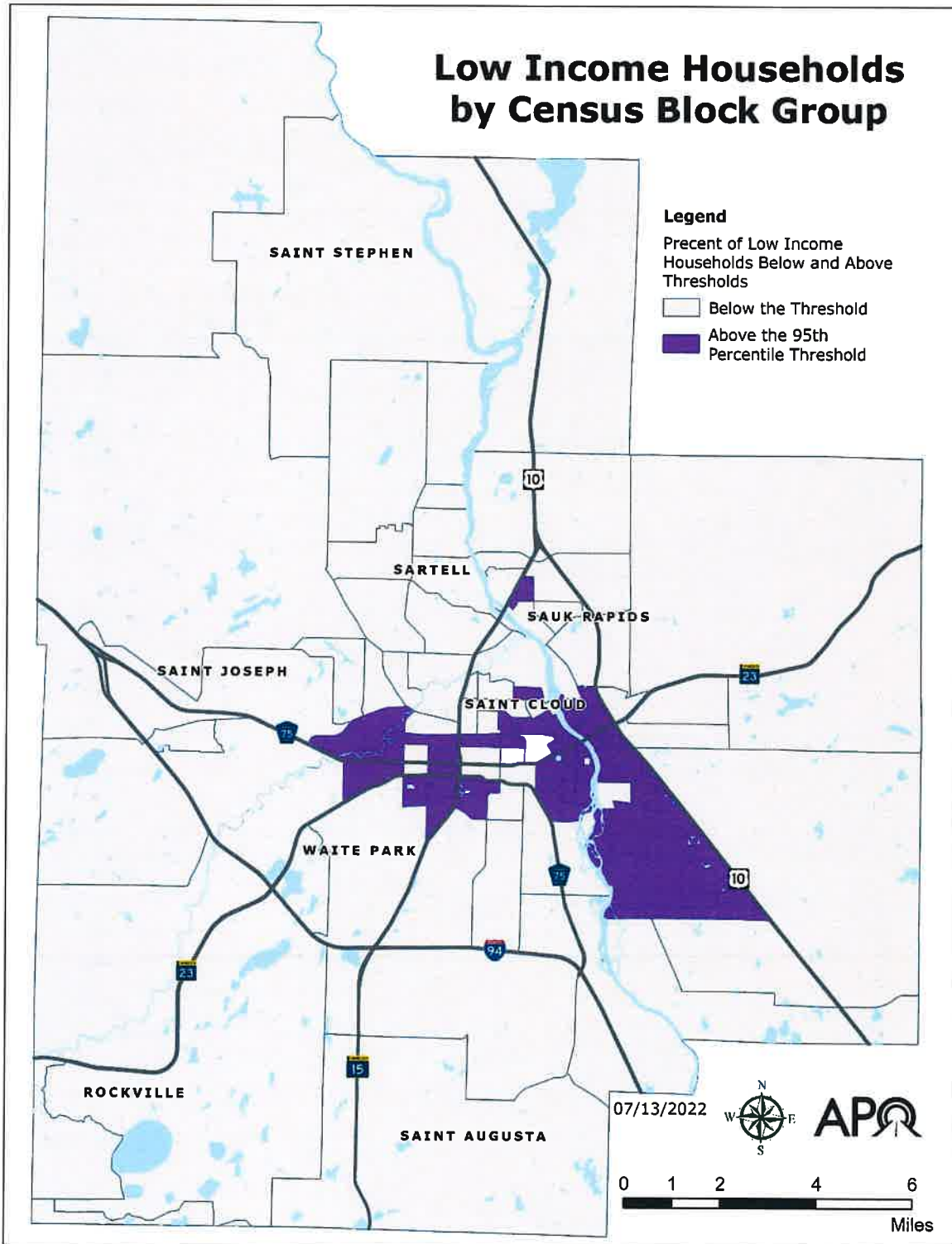
Sincerely,

Shannon Bruskwicz

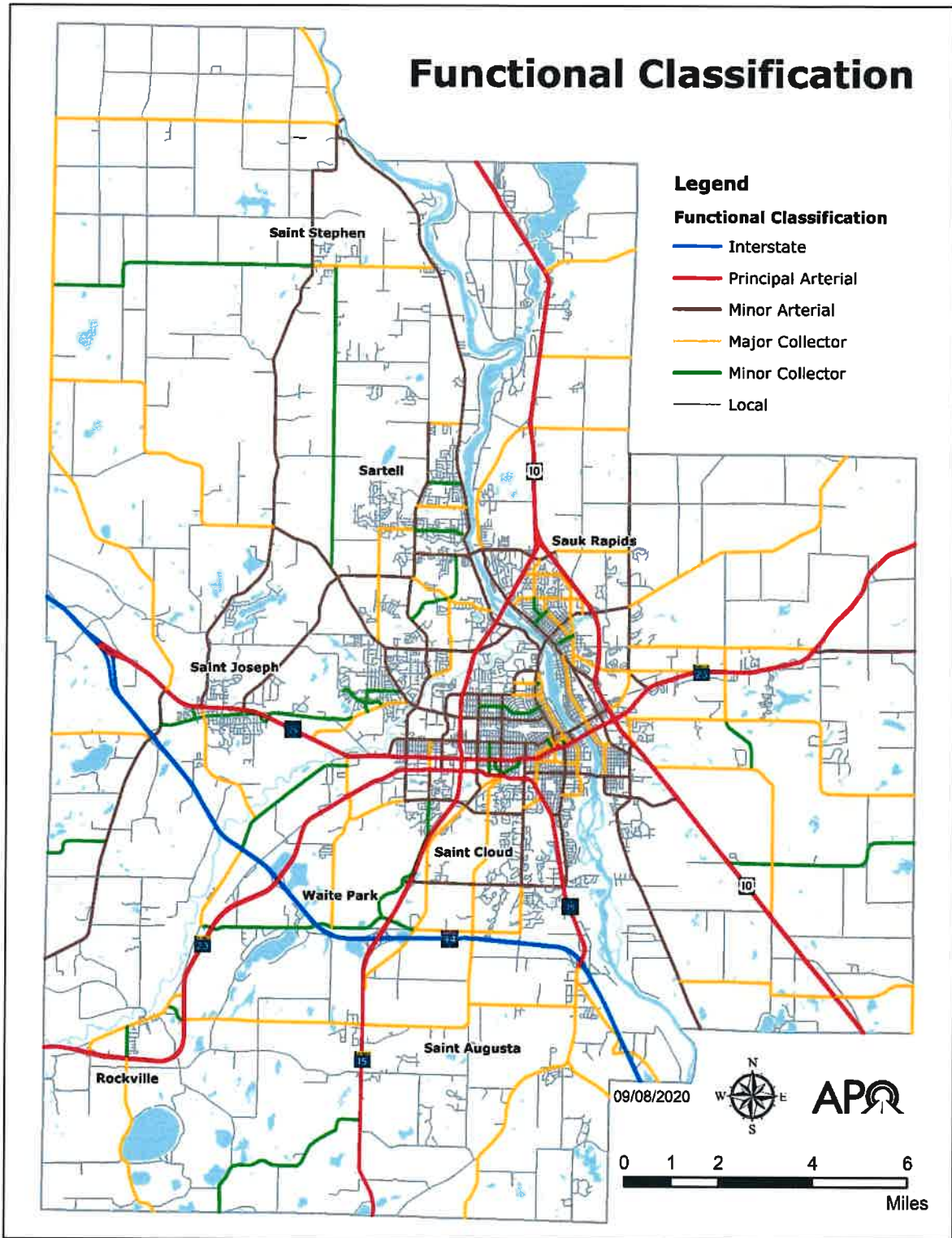
Assistant Principal



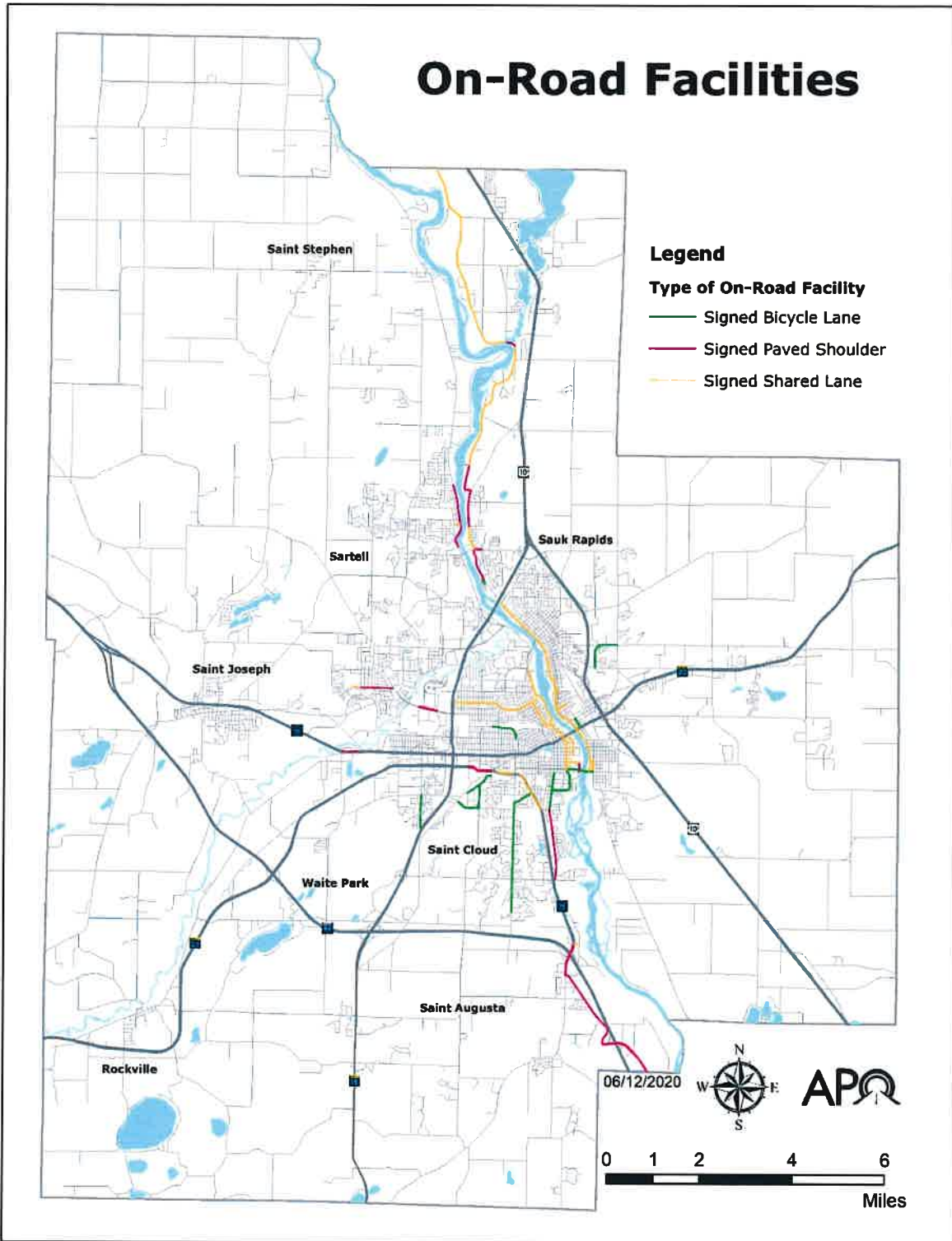
Data source: U.S. Census Bureau, 2020 Census.



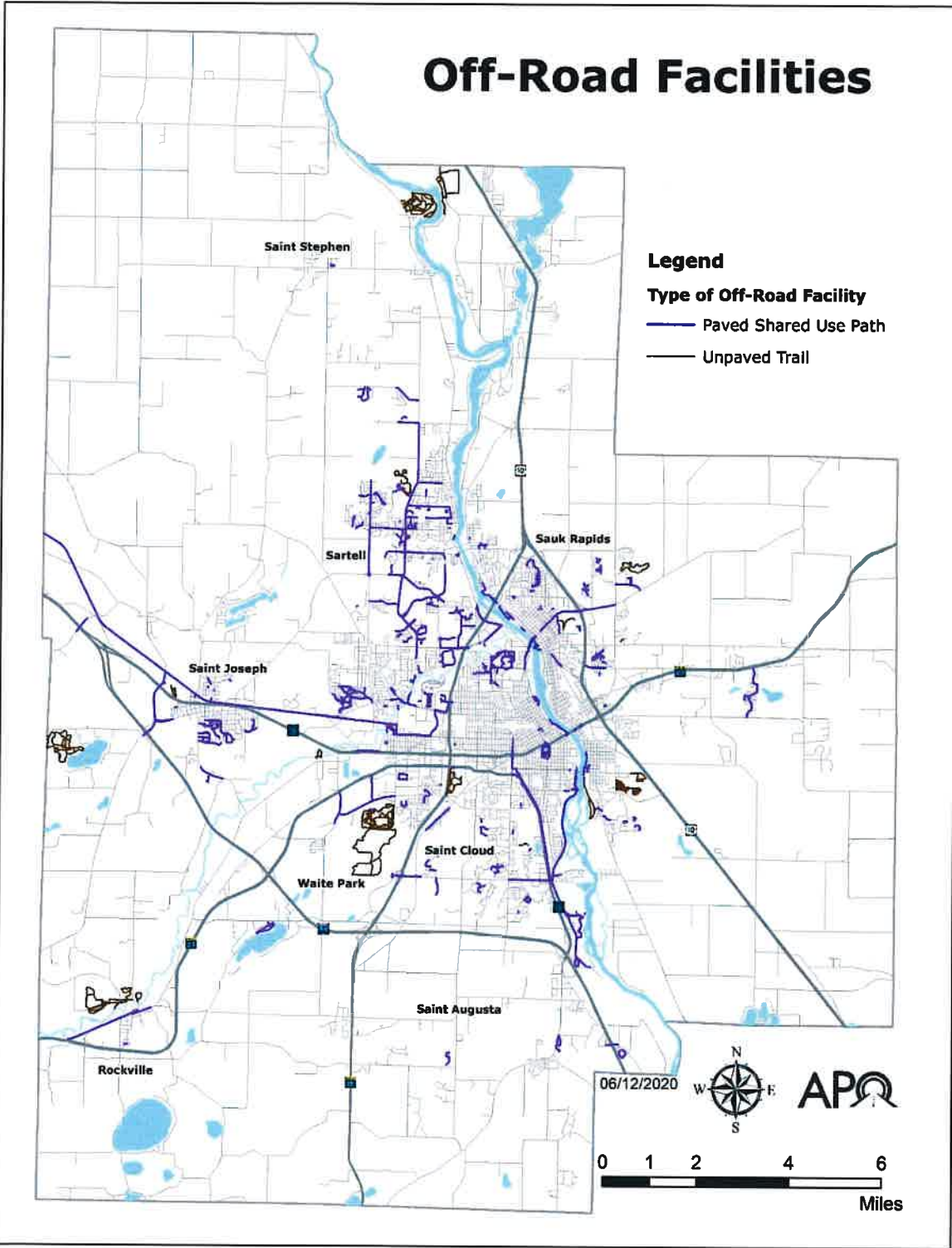
Data source: U.S. Census Bureau, 2016-2020 American Community Survey Five Year Estimates.



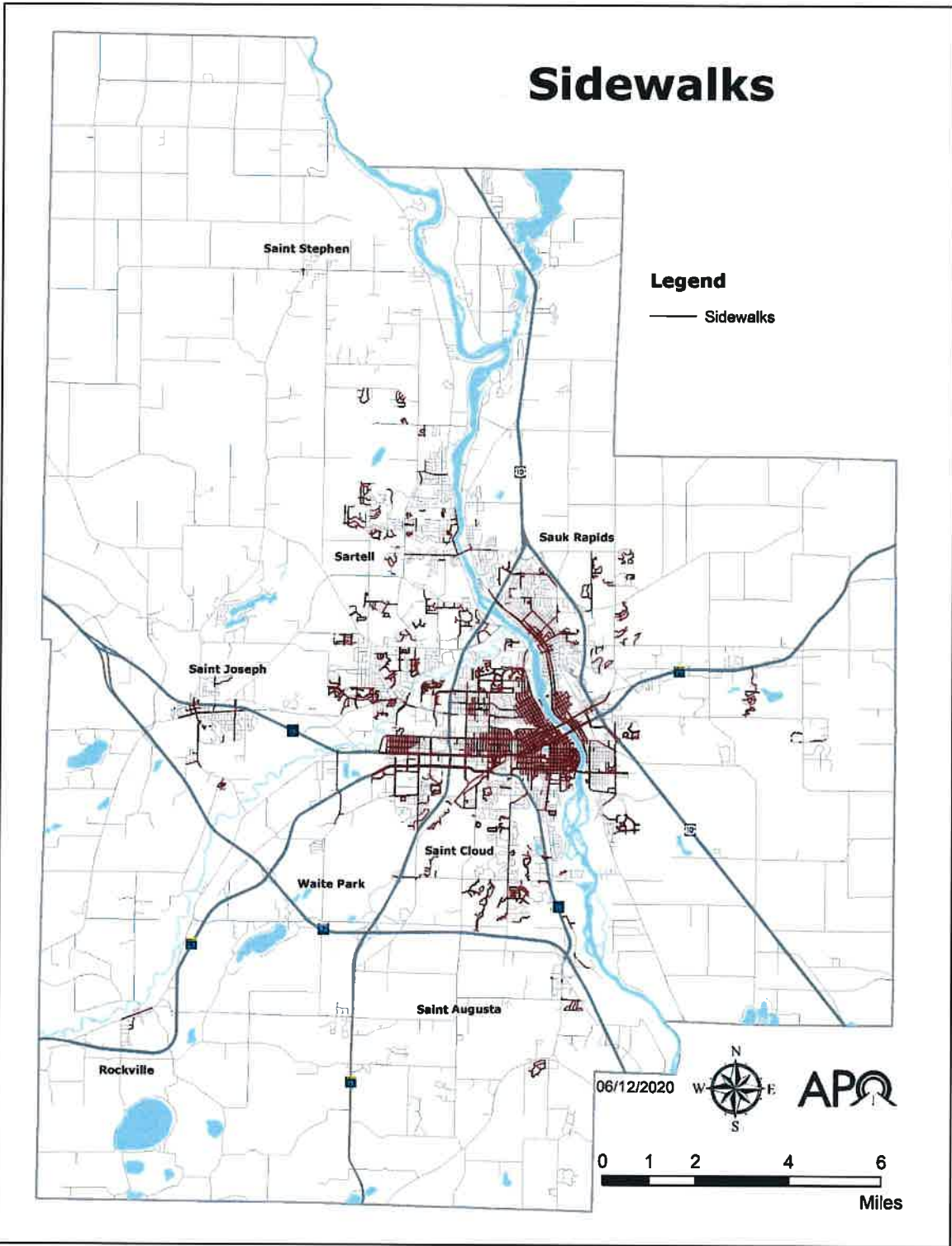
Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>



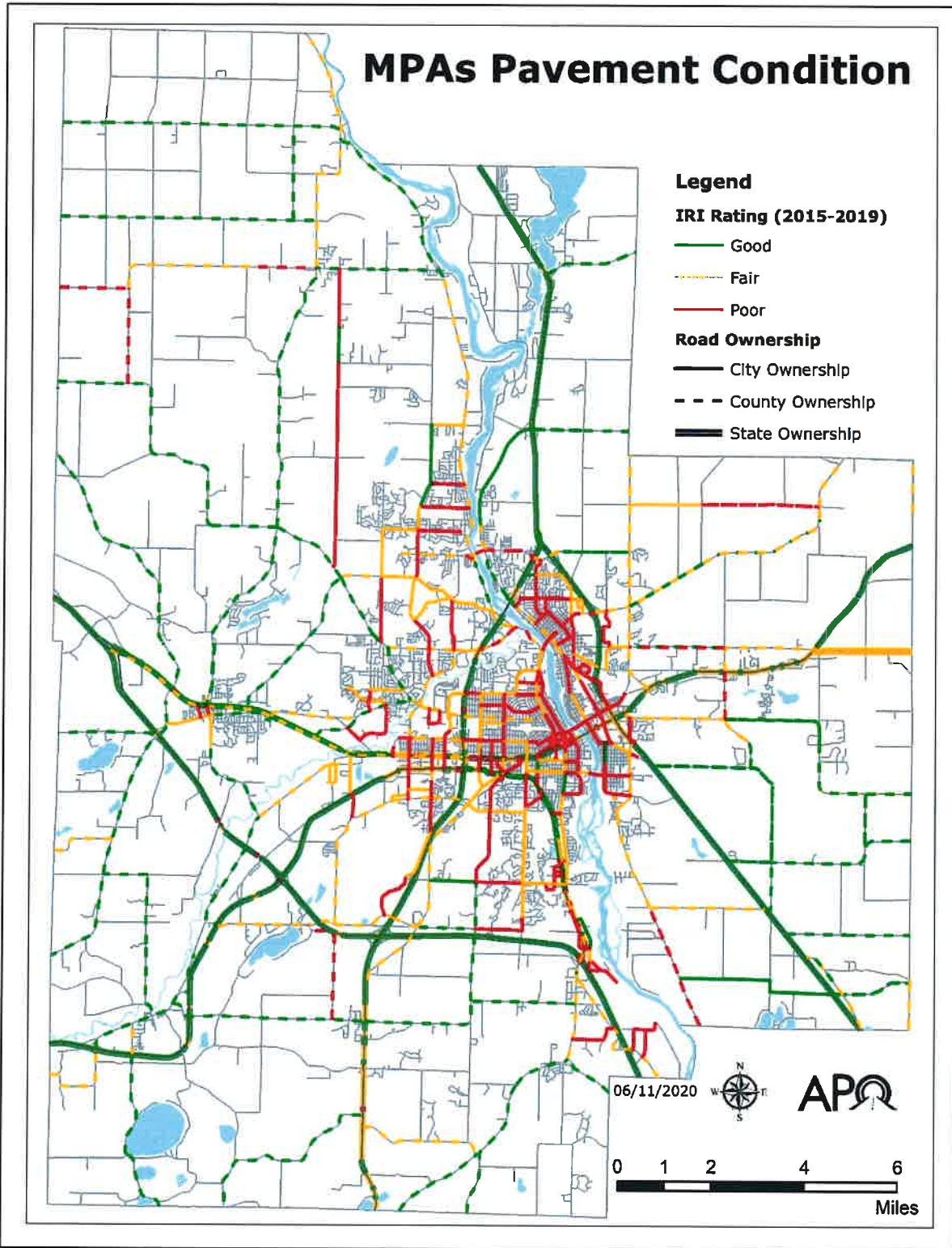
Data courtesy of Saint Cloud APO.



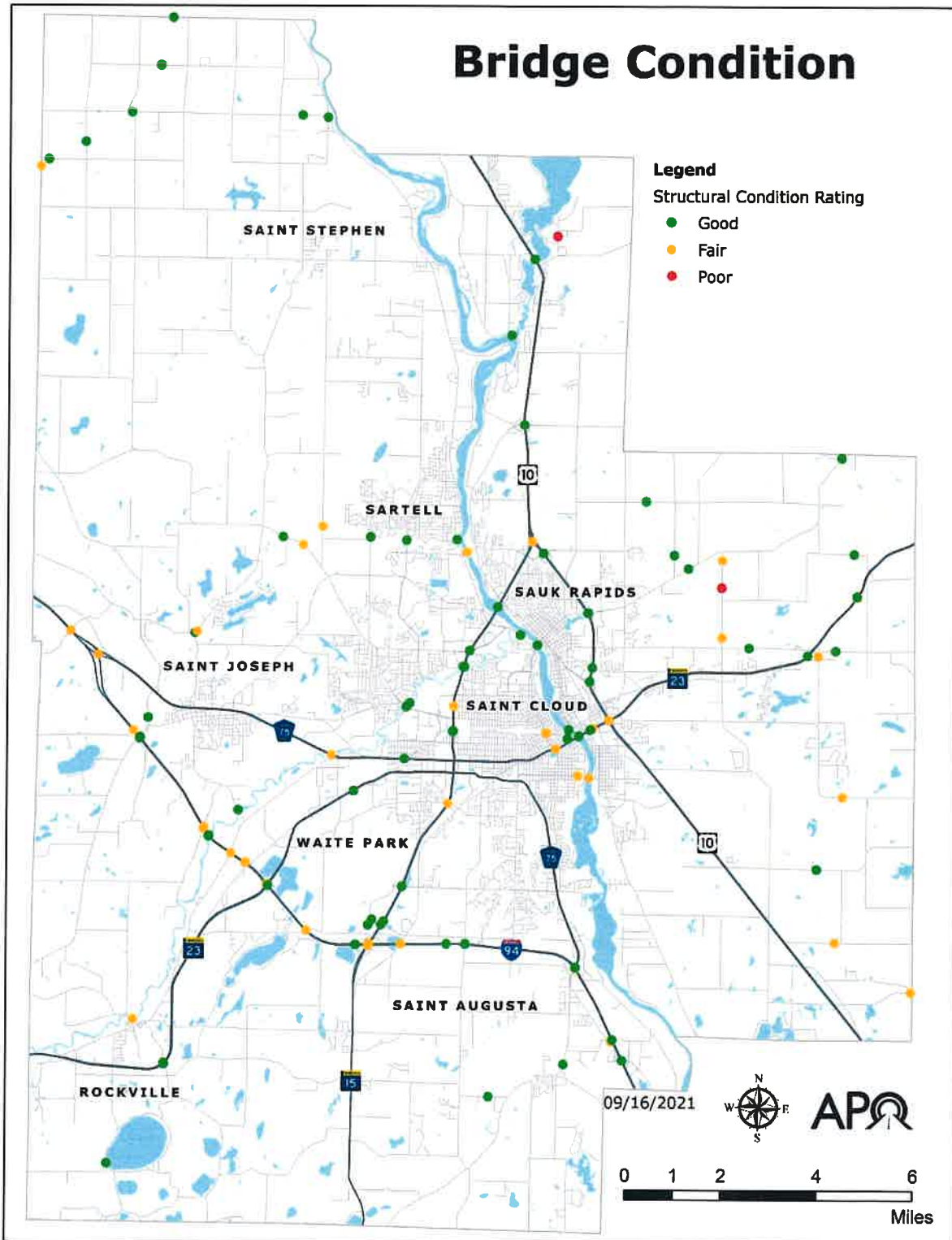
Data courtesy of Saint Cloud APO.



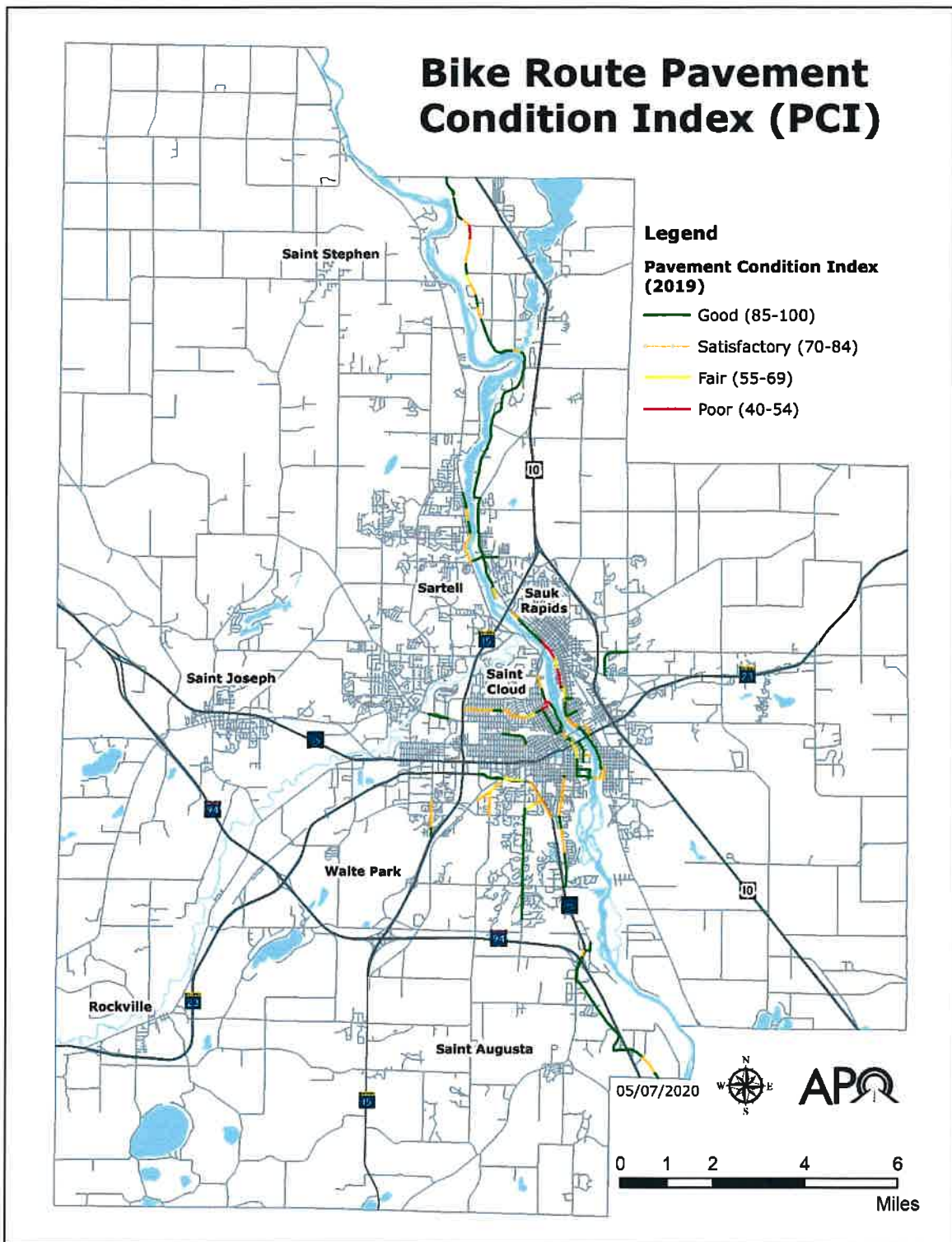
Data courtesy of Saint Cloud APO.



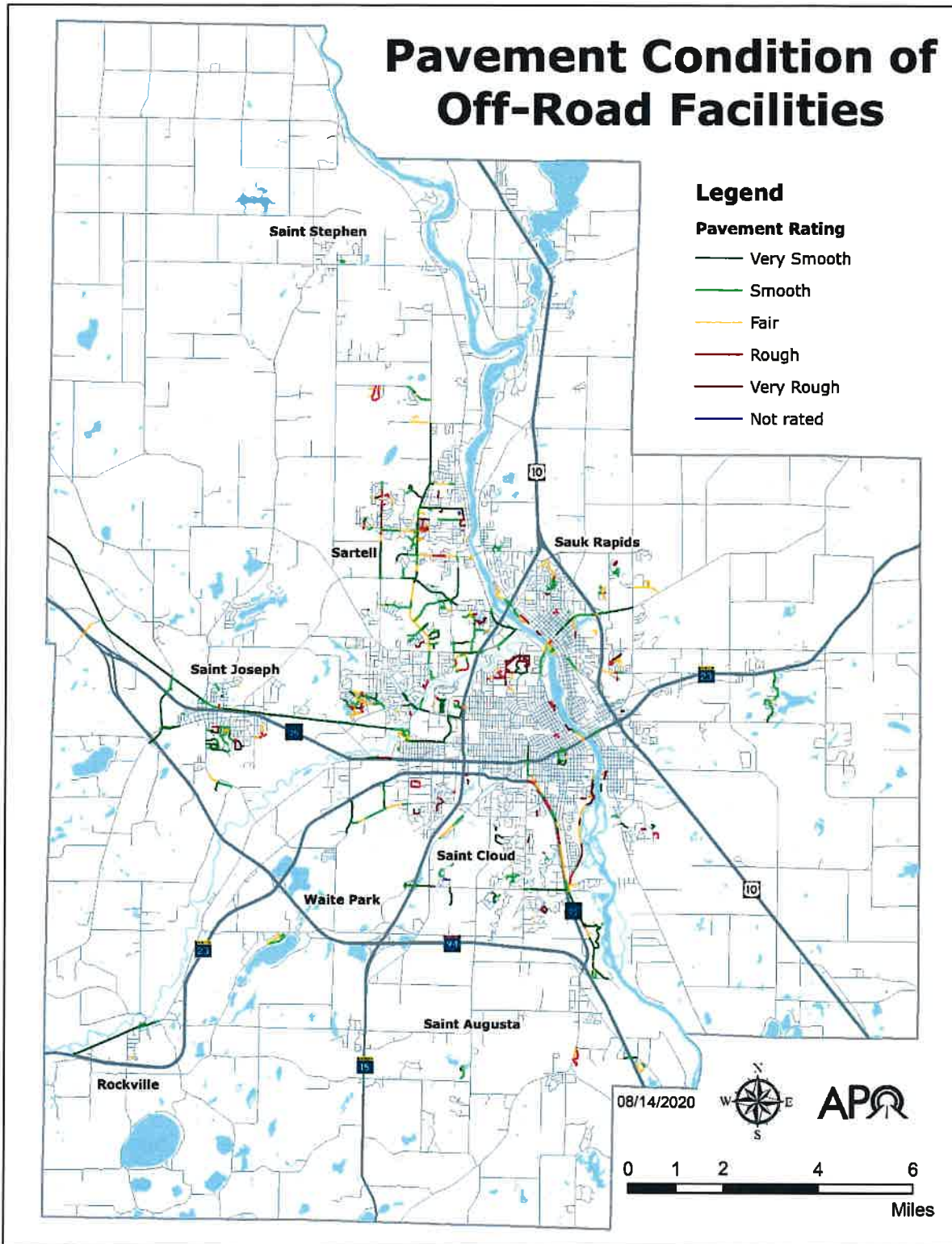
Data source: MnDOT (2015, 2017, and 2018) and GoodPointe Technology (2019)



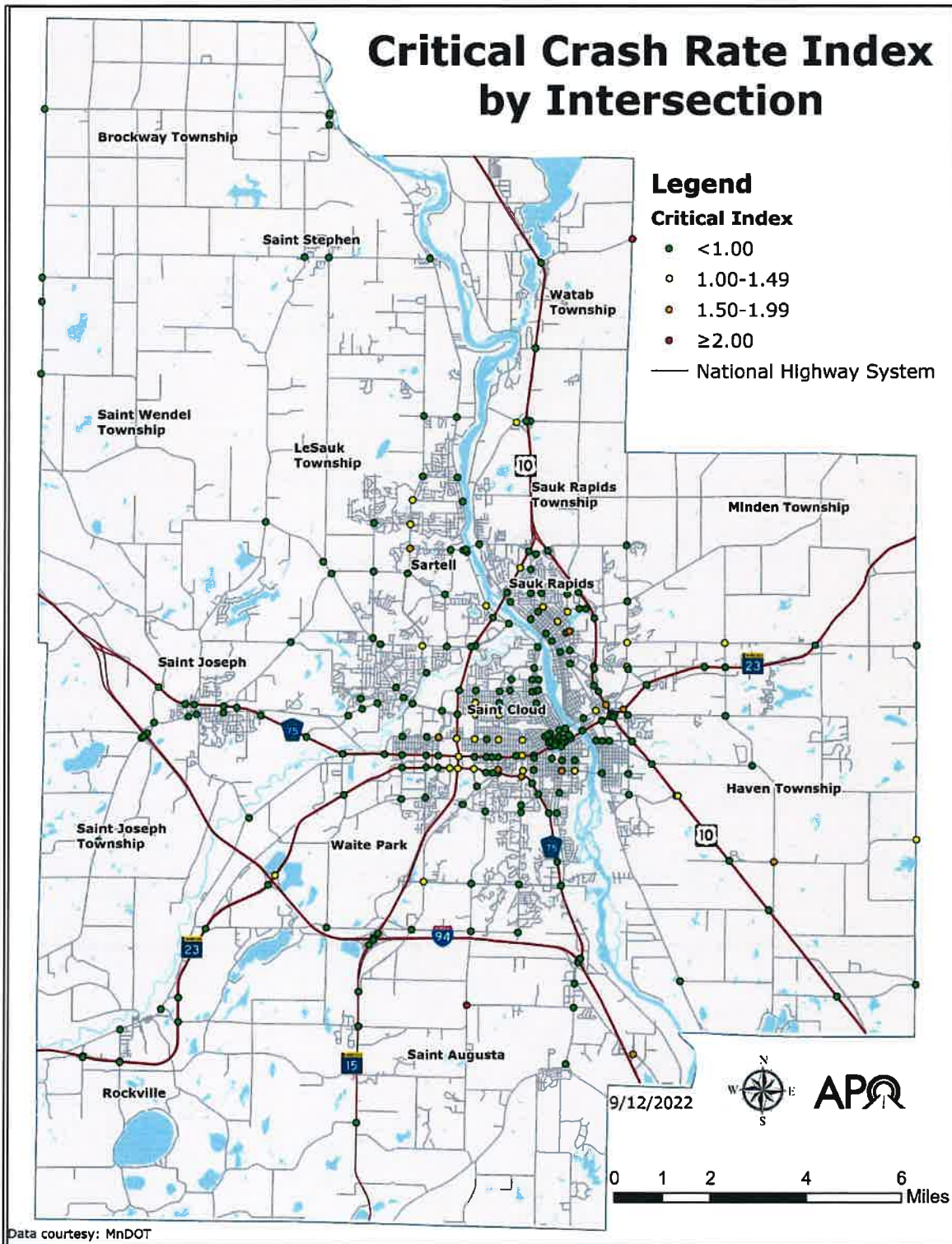
Data source: MnDOT, 2020.



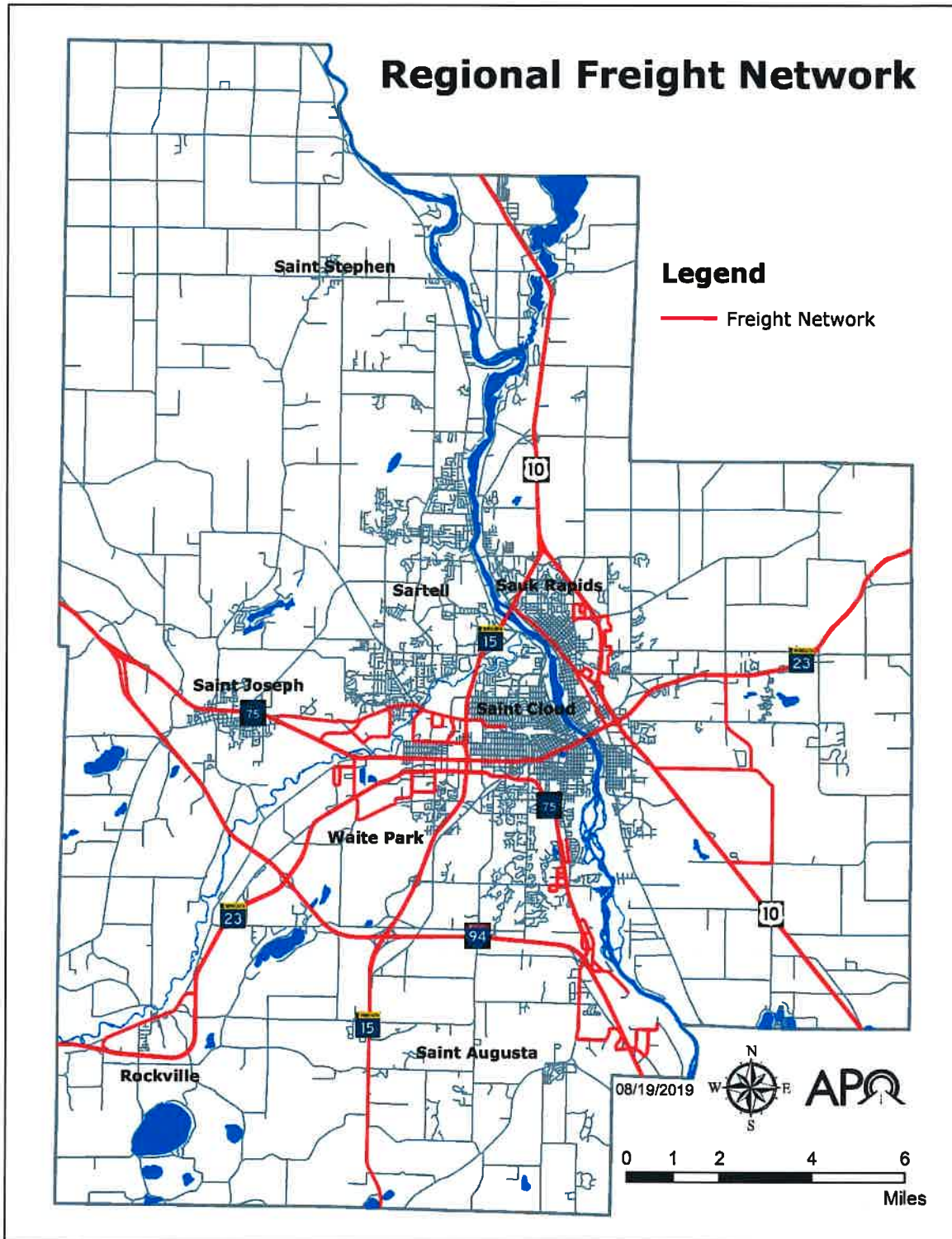
Data courtesy of GoodPointe Technology, 2019.



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.

RECONSTRUCT AND WIDEN 22ND STREET SOUTH FROM OAK GROVE ROAD (CR 136) TO COOPER AVENUE SOUTH & WATER MAIN ALONG 22ND STREET SOUTH FROM SHANNON DRIVE TO COUNTY ROAD 136



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.

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.

STAFF CONTACT

Steven Foss, City Engineer
 (320) 255-7243
steven.foss@citycloud.mn.us

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%	\$944,500
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.

PROJECT INFORMATION

Department: Public Works

Construction Year: 2027

Project No.: PW.27. 02

Project Title: Reconstruct and Widen 22nd Street South from CR 136



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'.

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 (APO) 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 Amtrak, 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 Administrator'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; Stearns, 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 134K: Widening to 4-lanes from W. Oakies Drive to Pine Cone Road.
- 9th Avenue N: Widening to 4-lanes from 15th Street N to 9th Street N.
- Maple/Lake Roads: Widening to 4-lanes from Highway 3 to CR 45.
- 33rd Street S (Phase 1): Widening to 4-lanes from CR 136 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 N (CSAH 1): 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 136.
- 40th Street S: Extension as a 2-lane roadway from Cooper Road to Roosevelt Road.
- 45th Avenue SE: Realign roadway to follow western ultimate property boundary of St. Cloud Regional Airport as identified in the 2015 Master Plan Update.
- Heatherwood 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 N: 51st Avenue N to 16th Avenue N.
- CR 136/Oak Grove Road: 25th Avenue to the area south of Oak Hill Elementary.
- Cooper Avenue: 33rd Street S to CSAH 75.
- 15th Avenue SE: Minnesota Boulevard to US Highway 10.
- Clearwater Road: From Roosevelt Road to 16th 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 extensions highlighted in the Transportation and Mobility map figure are intended to provide alternate routes that will reduce traffic demand on Unmet Congestion Need routes.

Vision Zero

Infrastructure -

Vehicle Technology -

Services & Education -

Capital & Maintenance -



Key Roadway Improvements: City of St. Cloud

In addition to roadway improvements included in the St. Cloud APO 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 Beltway that will link growing residential areas in St. Cloud, Haven Township, and White part to the Highway 15 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 Beltway concept and the planned 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 widenings 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 streets" 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 collectors while also funneling traffic through the SESU campus area and the surrounding Southside University neighborhood. The extension of 33rd Street S across the river would allow east side residents to utilize CR 8 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 Minden 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: Subarea Plans, 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 15, 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 encourage industrial and office/business park development between the two I-94 interchange areas (Roosevelt Road and CR 75).

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 43rd 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 CSAH 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 15, 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 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

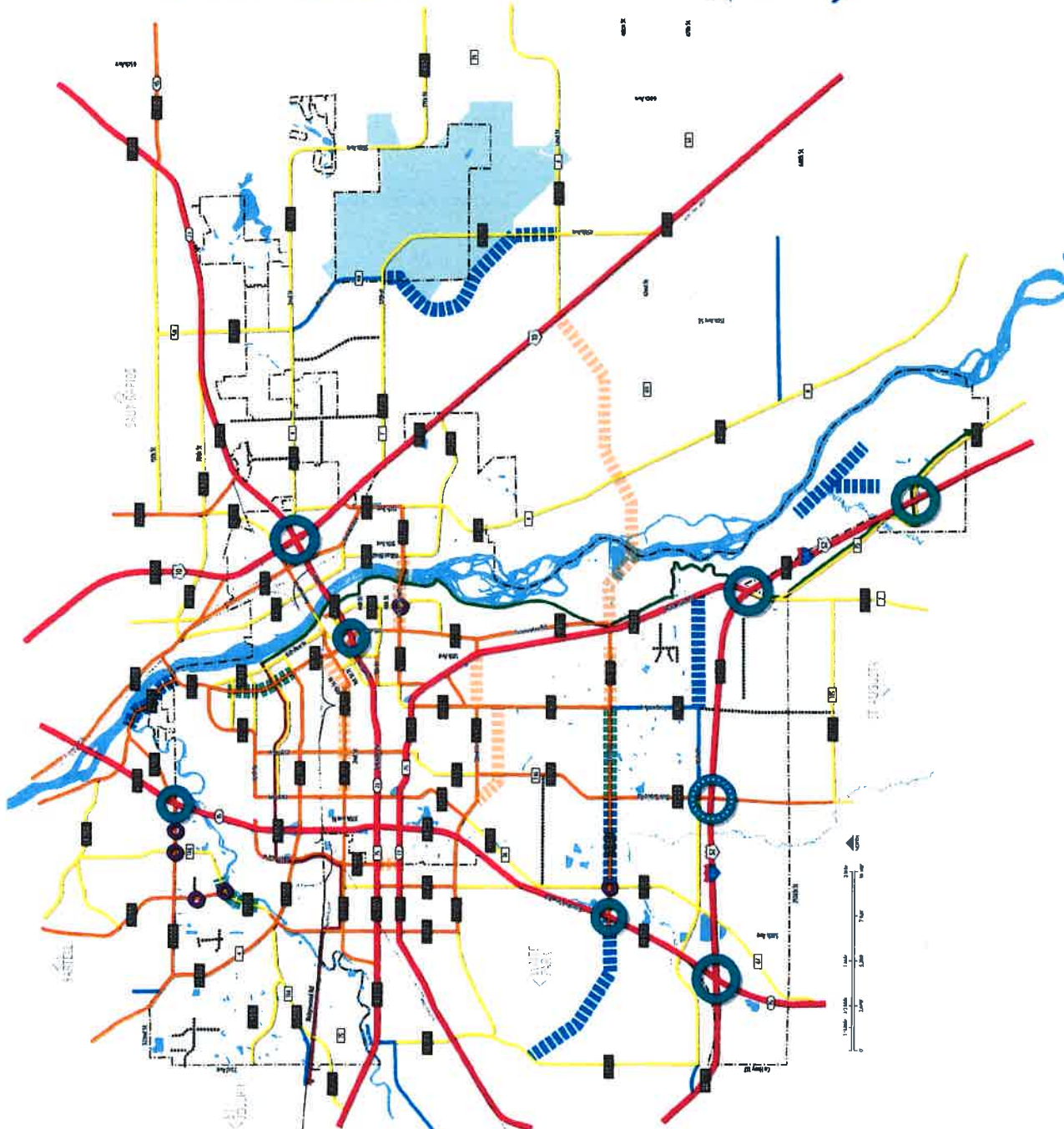
Connectivity within several St. Cloud neighborhoods is poor due to a lack of access points to individual subdivisions and the presence of numerous unconnected sub-streets. While sub-streets are created with the intent to align and connect to adjacent developments, in areas where development has slowed,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

The residential areas in Minden Township along the Highway 23 corridor provide numerous examples where additional through connections to existing sub-streets would greatly improve mobility to local residents. While connections to Highway 23 should be limited, 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.

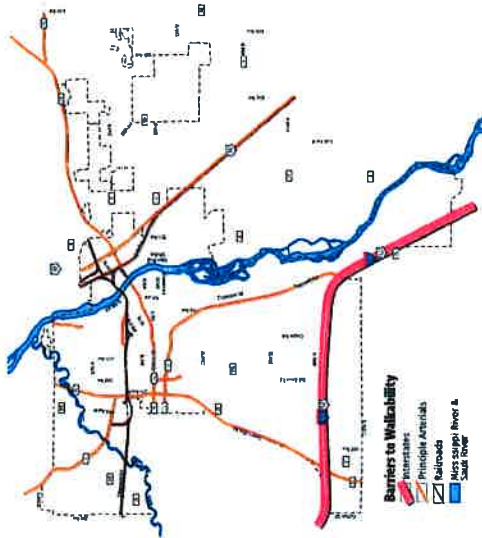
Moving forward, the City should maintain a policy of increasing connectivity between existing and future residential neighborhoods. This includes limiting the use of cul-de-sacs and dead end streets, planning for future local roadway connections, and promoting the establishment of sub-streets. Efforts 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 sub-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.

CITY OF ST. CLOUD Transportation & Mobility

- KEY**
- Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Traffically Constrained Projects
 - Illustrative Projects
 - City Improvements
 - Local Connectivity
 - Beaver Island Trail
 - Lake Weborgon Trail Preferred Alignment
 - Existing Interchange
 - Future Interchange
 - Existing Roundabouts
 - Projected 2040 Annual ADT
 - 2010 Annual ADT Volume, S.C. Cloud APV
 - S.C. Cloud Regional Airport



- Roadway Jurisdiction**
- Minnesota Department of Transportation
 - County
 - Local



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 curb, gutter, 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 off-street, multi-use trails that represents a considerable asset for 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 Wabegon Trail are discussed in Chapter 9: Parks, Recreation & Environmental Features.

Safe Routes to School

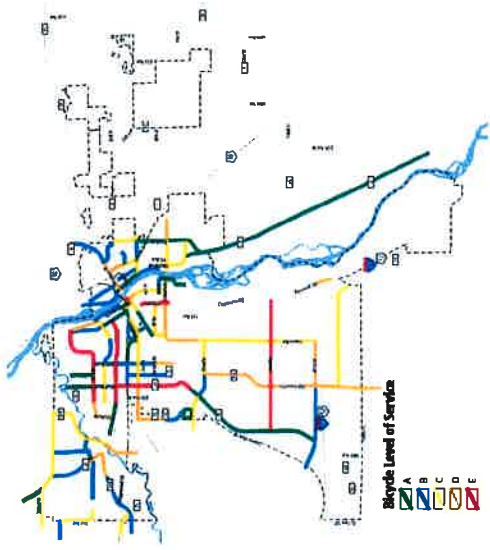
Safe Routes to School (SRTS) is a program that seeks to improve the quality of life for children, families, and communities through infrastructure improvements that promote safe, healthy, and active lifestyles. In cooperation with the Cities and School Districts of St. Cloud, Sartell, and Sauk Rapids and Central Minnesota's Better Living through Exercise and Nutrition Daily (BLEND), the APO successfully competed in the SRTS grant solicitation. Projects thus far have included creating a safe community near Westwood 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 neighborliness. 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 off-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.

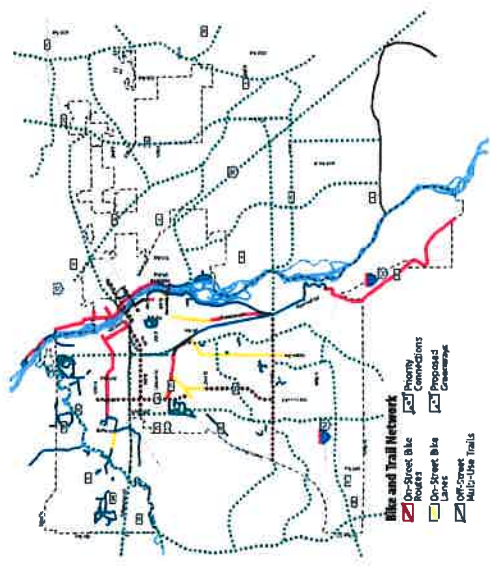
With regard to facilities such as bike parking, storage, and maintenance, the City is home to a mix of available facilities. A bicycle maintenance station serves the Beaver Island Trail south of 33rd Street, and yellow bike racks provide downtown bicycle parking. While downtown bike racks offer an option 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 16.12) 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 Greenway 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 Waite Park to Downtown St. Cloud and represent an alternative to the bus: Division Street corridor.
- **33rd 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, Germann 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 Clinics.
- **33rd Street S, 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.

BLOS	Color	Comfort
A	Blue	Extremely high
B	Green	Very high
C	Yellow	Moderately high
D	Orange	Moderately low
E	Red	Very low
F	Dark Red	Extremely low



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 CCSU, 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 expansions or new services. Potential new service areas include the St. Cloud Regional Airport, East St. Cloud Industrial Park area, 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 serviced 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 scrap piles, razor wire, and loading bays. Amtrak has 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 (NCCA) 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 NCCA 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 NCCA and its actions to bring commuter rail to the City. Future implementation steps for NCCA include securing funding for preliminary engineering and environmental reviews, 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 NCCA, 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, Subarea Plans, it is recommended that the City partner with Amtrak to evaluate the potential to relocate the future potential Northstar Commuter Rail service at the Amtrak station. This would draw commuters 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-sponsored 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 1933. 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 CIP. 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 LRTP, the BNSF rail lines through the city carry approximately 3 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 Park 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.

CITY OF ST. CLOUD Transit Routes

- KEY**
- Campus Routes (4 routes)
 - East Side 45
 - North Side
 - Parkview
 - Route 75
 - Seward
 - South Rapids
 - South Side
 - South East
 - South West
 - University
 - Miller Park
 - West Side
 - West Wood

- Northstar Link Commuter Bus Route
- Northstar Commuter Train Route
- S. Cloud Aerial Station
- Northstar Link Station
- Transit Hub
- Transit Corridor
- 1/4-mile from Existing Route
- 1/4-mile from proposed walking distance from existing route

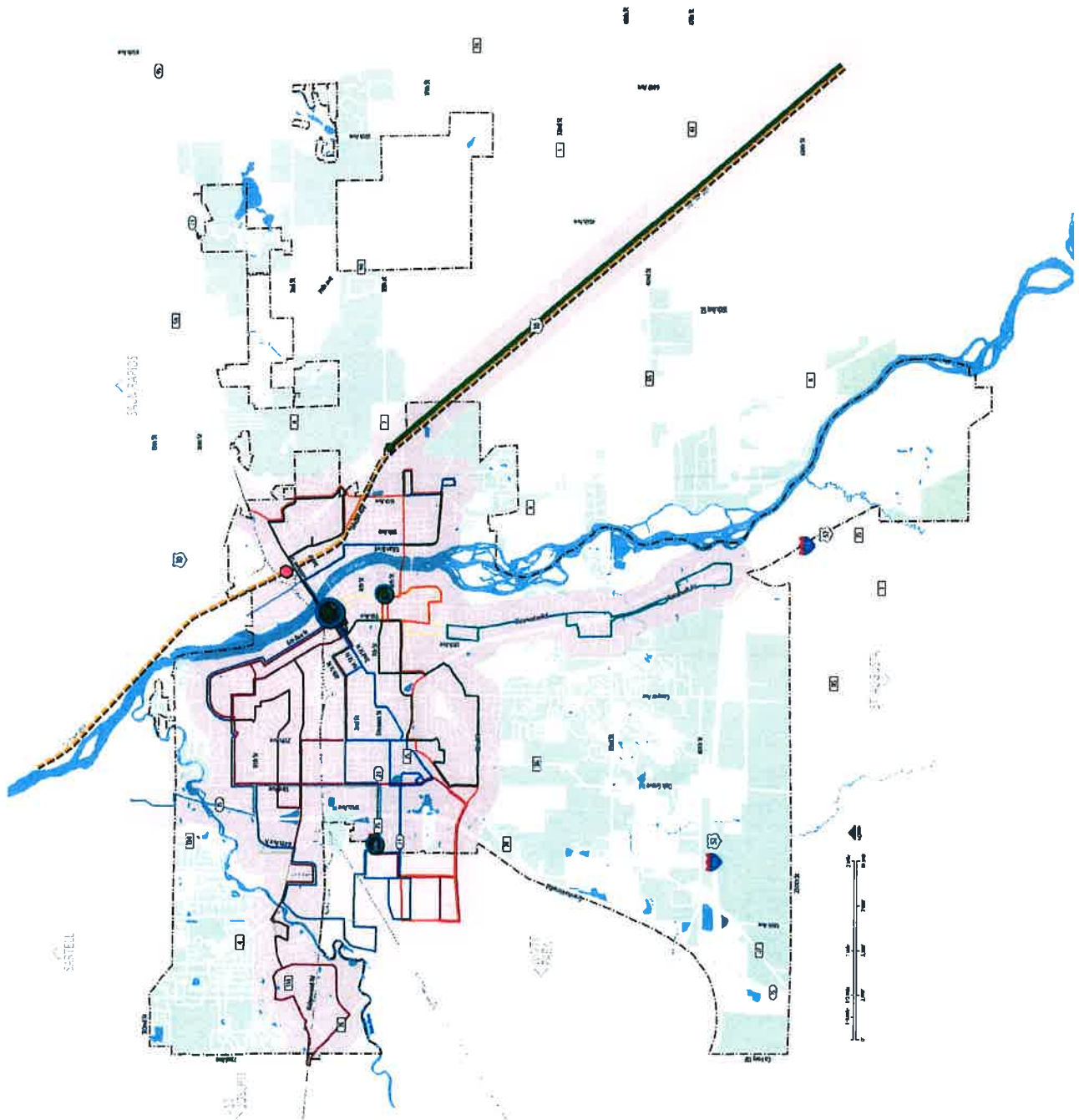


EXHIBIT 19



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

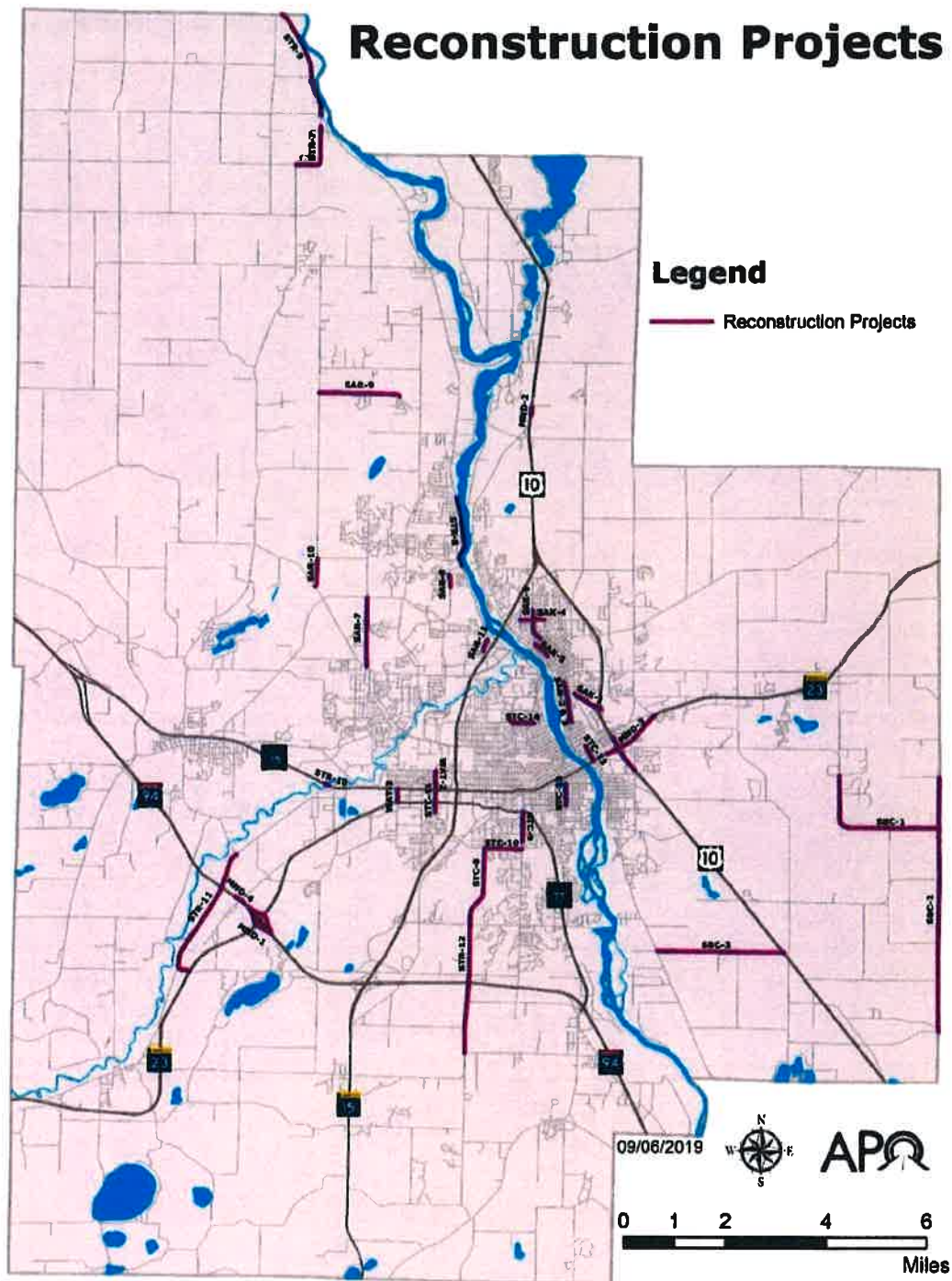


Figure 8: MAPPING 2045 roadway reconstruction projects.

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

2. PROJECT IDENTIFICATION

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

3. TECHNICAL INFORMATION

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

Urban	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: <u>N/A</u>
<u>N/A</u>	

C. Traffic Volume

Current AADT: <u>0</u>	20-Year AADT: <u>5000</u>	SR: <u>N/A</u>
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D. Bridge Condition

4. PROJECT TYPE (Check all that apply)

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

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

15th Street North Corridor Extension Project 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

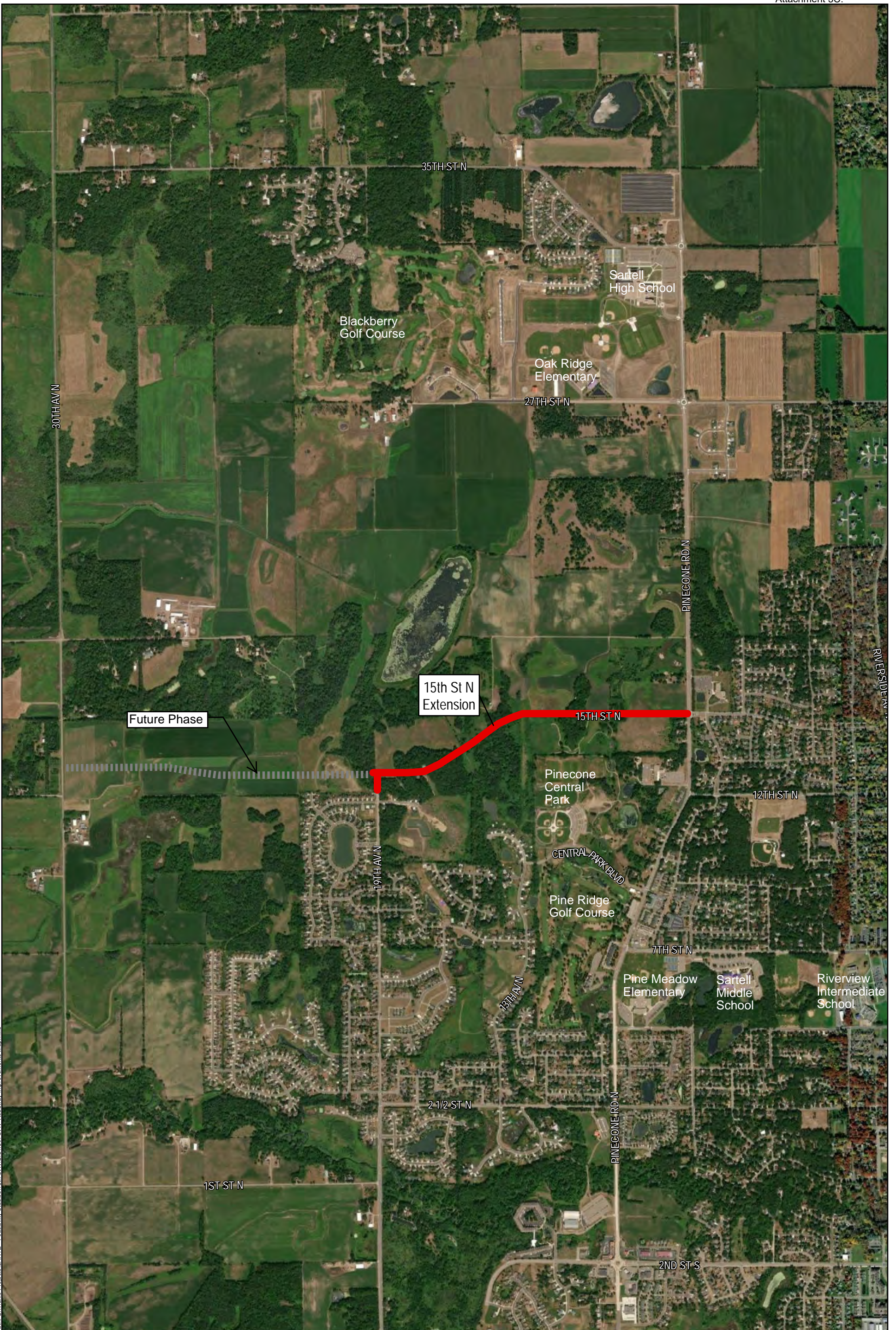
City Administrator

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_Protection\SARTE - Feasibility Studies\15th St N\GIS\15th St N Roadway Improvements Map.mxd

		<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.

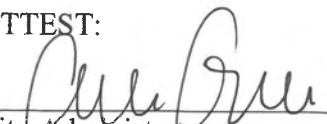
NOW THEREFORE, BE IT RESOLVED, that the City of Sartell guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for the expansion of 15th Street North from Pinecone Road North to 30th Avenue North in Sartell;

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

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION

Central Minnesota Area Transportation Partnership

FY 2027

1. APPLICANT INFORMATION

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

2. PROJECT IDENTIFICATION

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

3. TECHNICAL INFORMATION

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

Urban	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: <u>N/A</u>
<u>N/A</u>	

C. Traffic Volume

Current AADT: <u>0</u>	20-Year AADT: <u>5000</u>	SR: <u>N/A</u>
------------------------	---------------------------	----------------

D. Bridge Condition

4. PROJECT TYPE (Check all that apply)

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

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

15th Street North Corridor Extension Project

6. PURPOSE AND NEED (Summary)

The City of Sartell has experienced exponential growth in the past twenty years, which has contributed to the region's prosperity. The City's population 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 for phase one. This extension provides the City with necessary mobility connections, access, and multi-modal routes. It also improves safety for residents traveling to and from multiple community facilities and amenities.

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. The City is requesting funding to complete phase one of the project.

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 project includes 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 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

		<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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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

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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

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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

Ryan Fitchum
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

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To Whom it May Concern:

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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: 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:	2950	20-Year AADT:	10,600
---------------	------	---------------	--------

D. Bridge Condition

SR:	
-----	--

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

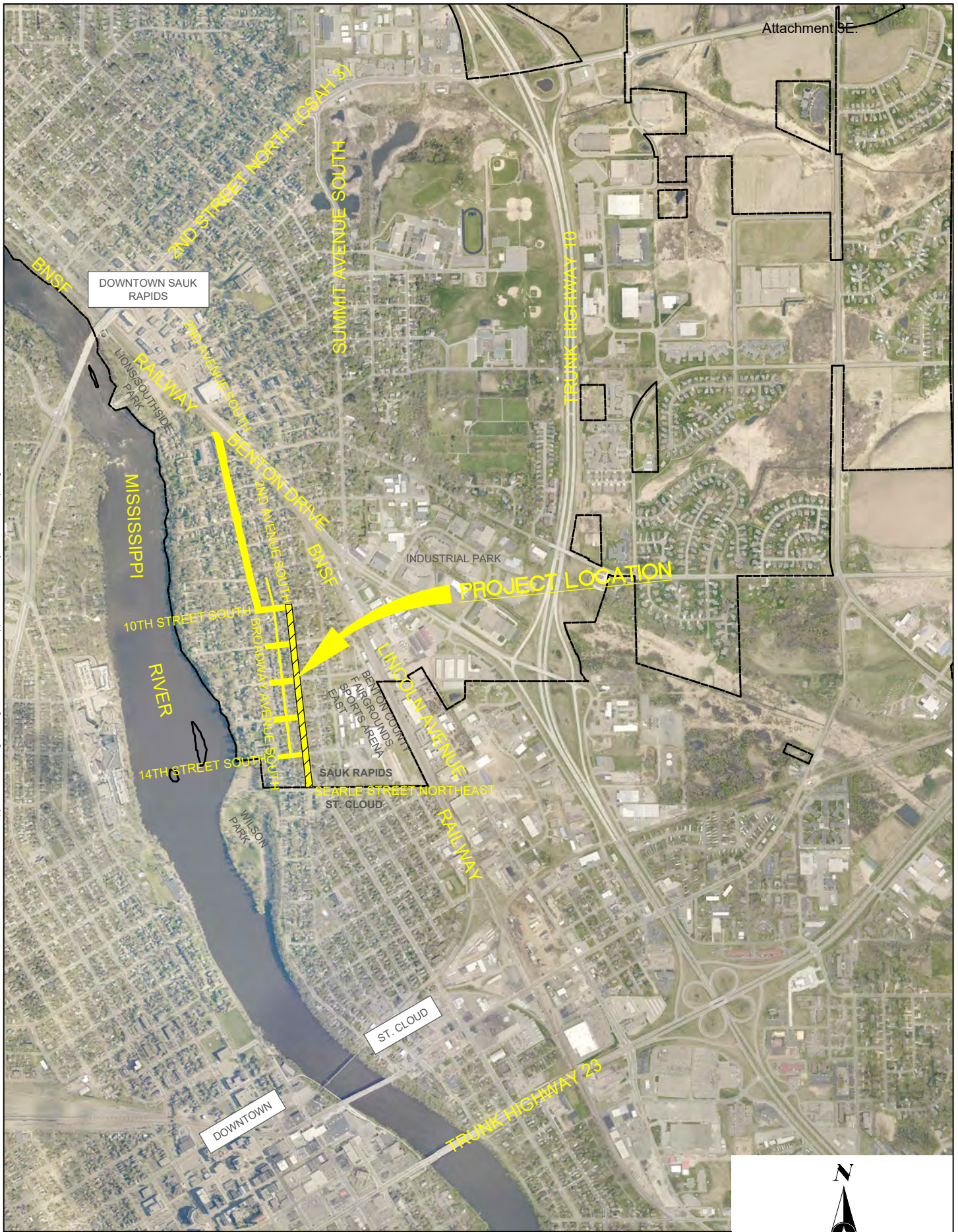
Title

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: 19/2023 10:52 AM Hatch Plot: 1/9/2023 11:45 AM X:\PT\SAUKR\COMMON\General\Numbers 125+IG 130 FY27 STBGP App 2nd Ave So11-gen118-grantFY27 STBGP Application\CAD\Project location map.dwg

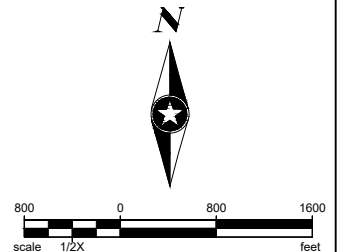


FILE NO.
SAUKR G105

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.

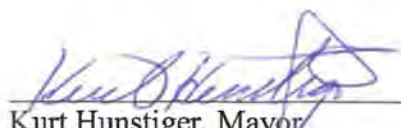
NOW, THEREFORE BE IT RESOLVED, that the City of Sauk Rapids guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for 2nd Avenue South from 10th Street South to the South City Limits; and

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: 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

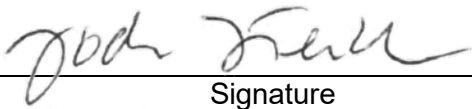
12. ADDITIONAL PROJECT DETAILS (Optional)

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

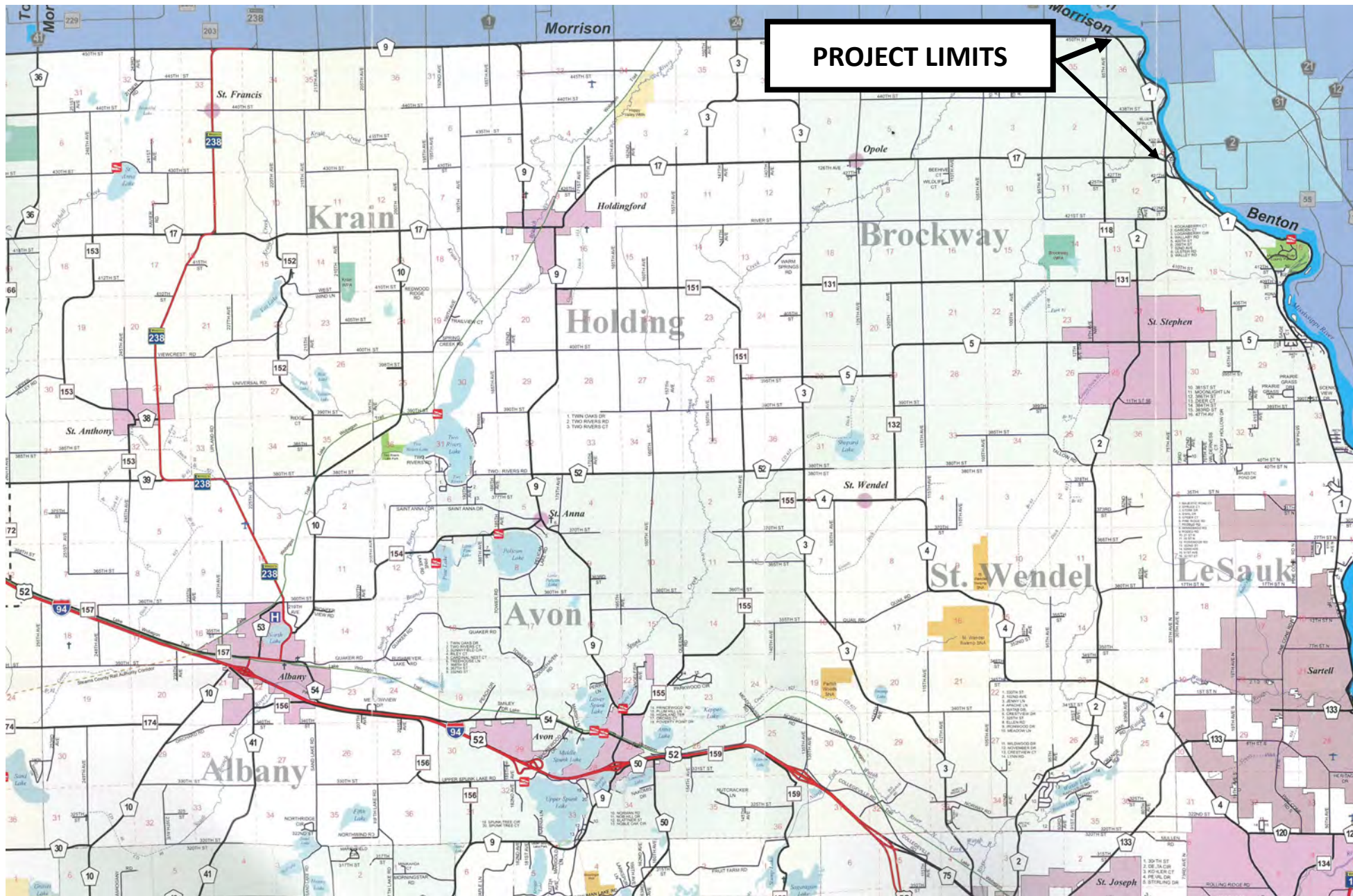
Stearns County Engineer

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

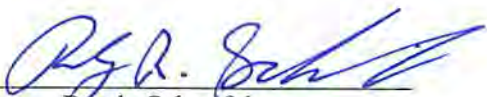
WHEREAS: local jurisdictions submitting projects must guarantee that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs; and


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.

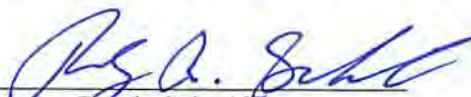
ATTEST: 
Randy Schreifels,
County Auditor – Treasurer


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