

AGENDA

APO POLICY BOARD MEETING

WEDNESDAY, FEBRUARY 7, 2024 - 4:30 P.M.

SARTELL COMMUNITY CENTER

850 19TH STREET SOUT, SARTELL, MN 56377

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – E*)
 - a. Approve Minutes of January 11, 2024 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists (*Attachments B*)
 - c. Approve NOT Waiving Tort Liability Limits (*Attachment C*)
 - d. Receive Staff Report on Area Transportation Partnership (ATP-3) Quarterly Meeting (*Attachment D*)
 - e. Receive Staff Report on Transportation Advisory Committee Meeting (*Attachment E*)
6. Consider Amendments and Administrative Modifications to the 2024-2027 Transportation Improvement Program (TIP) (*Attachment F1 & F2*), Vicki Johnson, Senior Planner
 - a. **Suggested Action: Approve**
7. Consider 2028 Surface Transportation Block Grant Program (STBGP) Funding (*Attachments G1 & G2*), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Award STBGP Funding to Project(s)**
8. Consider 2028 Transportation Alternatives (TA) Project Prioritization (*Attachment H*) Vicki Johnson, Senior Planner
 - a. **Suggested Action: Approve Ranking of TA Projects**
9. Other Business & Announcements
10. Adjournment

*****Beltline Corridor Workshop will commence immediately after the Policy Board meeting*****

English

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Somali

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

Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, January 11, 2024 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, January 11, 2024, at 4:30 PM APO Chair Raeanne Danielowski presided with the following members:

Jake Anderson	City of Saint Cloud
Jeff Goerger	City of Saint Cloud
Dottie Seamans	City of Sauk Rapids
Tim Elness	City of Sartell
Frank Theisen	City of Waite Park
Jared Gapinski	County of Benton
Joe Perske	Stearns County
Paul Larson	LeSauk Township
Mike Kedrowski	Metro Bus

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO

Absent:

Mayor Dave Kleis	City of St. Cloud
Mayor Rick Schultz	City of St. Joseph
Jeff Westerlund	LeSauk Township
Ryan Daniel	Metro Bus

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Mr. Anderson motioned to approve the agenda and Mr. Gapinski seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were in attendance. However, Mr. Gibson mentioned a phone call he received regarding 322nd Street, which has been used as a cut-across from CR 4 and CR 133. The complaint was regarding road conditions. Mr. Perske stated he received an email regarding the same.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of November 9, 2023, Policy Board Meeting
- b. Approve Bills Lists
- c. Approve Annual Resolution on Investment Procedures
- d. Approve Annual Resolution on Paying Certain Claims

- e. Approve Annual Resolution on Official Newspaper of Record
- f. Receive Report on 2023 Attendance for the Technical Advisory Committee
- g. Receive report on 2023 Attendance for the Policy Board Members

Ms. Seamans motioned to approve the consent agenda items and Mr. Goerger seconded the motion. Motion carried.

6. ELECT OFFICERS FOR 2024.

A. SUGGESTED ACTION: ELECT A CHAIR AND 3 VICE-CHAIRS FOR 2024

Mr. Anderson motioned to nominate Ms. Danielowski to remain as the Chair for 2024, and Mr. Goerger seconded the motion. Motion carried.

Ms. Seamans motioned to nominate Jared Gapinski as first vice-chair, Jeff Westerlund as second vice-chair, and Jake Anderson as third vice-chair. Frank Theisen seconded the motion. Motion carried.

7. ELECT AN APO REPRESENTATIVE FOR THE AREA TRANSPORTATION PARTNERSHIP.

A. SUGGESTED ACTION: ELECT AN ATP REPRESENTATIVE

Ms. Johnson gave a breakdown of the history of the Area Transportation Partnership (ATP), what the ATP is, the expectations and requirements of someone representing the area and serving on the ATP.

There was discussion amongst the members, and it was decided that if Mr. Gapinski were to be the ATP representative, all three counties would be represented because Ms. Danielowski and Mr. Perske are currently on the ATP as representatives of Region 7W.

Mr. Ellness motioned to nominate Mr. Gapisnki for the ATP Representative. Mr. Goerger seconded the motion. Motion carried.

8. CONSIDER AMENDING THE 2024 UNIFIED PLANNING WORK PROGRAM (UPWP) TO INCLUDE "SAFE STREETS & ROADS FOR ALL" GRANT.

Mr. Gibson stated that at the direction of the Technical Advisory Committee (TAC) and with permission from the Policy Board, he applied for a grant from the Safe Streets & Roads for all (SS4A) Program. Mr. Gibson explained that there are two types of grants – one for planning and one for project implementation. The consensus was that rather than the individual cities within the APO all completing their own individual safety action plans, it would be preferable for the APO to complete one regional safety action plan, thus enabling the cities to apply for SS4A implementation funds.

On December 13th Mr. Gibson was notified by USDOT that we were awarded our requested grant of \$120,000. Leveraging these funds requires at least a \$30,000 local match, and we must amend the 2024 UPWP to include the funds in our budget. Mr. Gibson included the SS4A grant in all of the tables and financials but simply labeled it as "Illustrative". With Board approval, staff will delete the "Illustrative" label from the UPWP.

Mr. Gapinski motioned to amend the UPWP to remove the word "Illustrative" from the 2024 Unified Planning Work Program (UPWP), and Mr. Goerger seconded the motion. Motion carried.

9. RECEIVE CSAH 1 CORRIDOR STUDY.

Mr. Gibson presented the CSAH 1 Corridor study showing the traffic speed, crash, and volume data, as well as delays in service. Stearns County does not currently have the funds to proceed with this project but is hopeful that it will be constructed within the next 7 – 10 years.

OTHER BUSINESS & ANNOUNCEMENTS:

The February Policy Board meeting will be held Wednesday, February 7th, 2024, at the Sartell Community Center. There will be a short Policy Board Meeting and the 2024 Beltline Workshop will commence after.

Mr. Anderson asked how Mr. Gibson sees the Beltline Workshop going, which led to a discussion regarding the beltline, individual entities, and their physical and financial representations. Ms. Danielowski stated that this was a good precursor to the upcoming workshop.

ADJOURNMENT:

Mr. Theisen motioned to adjourn the meeting and Mr. Goerger seconded the motion. Motion carried.

The meeting was adjourned at 5:22 PM.

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

January 1-30, 2024

DATE	TRANSACTION TYPE	NUM	POSTING	MEMO/DESCRIPTION	ACCOUNT	AMOUNT
Abdo Financial Solutions						
01/01/2024	Bill	482170	Yes		2000 Accounts Payable	4,642.16
Adobe Creative Cloud						
01/08/2024	Bill	2650763423	Yes		2000 Accounts Payable	59.99
01/11/2024	Bill	2653450644	Yes		2000 Accounts Payable	54.99
Amazon Market Place						
01/11/2024	Bill	113-5553318-8409833	Yes		2000 Accounts Payable	96.81
01/22/2024	Bill	114-5663139-0117848	Yes		2000 Accounts Payable	0.00
01/29/2024	Bill		Yes		2000 Accounts Payable	149.56
BCBS of MN						
01/02/2024	Bill	240102370652	Yes		2000 Accounts Payable	4,195.43
City of St. Cloud - Water/Sewer						
01/03/2024	Bill	1040	Yes		2000 Accounts Payable	85.04
Delta Dental						
01/16/2024	Bill	RIS0005465451	Yes		2000 Accounts Payable	299.62
ESRI, Inc.						
01/23/2024	Bill	94649898	Yes		2000 Accounts Payable	1,211.71
Further (SelectAccount)						
01/11/2024	Bill	16771447	Yes		2000 Accounts Payable	32.00
Greater St Cloud Dev Corp						
01/01/2024	Bill	6013	Yes		2000 Accounts Payable	500.00
KLJ Engineering LLC						
01/02/2024	Bill	10201107	Yes		2000 Accounts Payable	4,340.20
LenovoPro						
01/23/2024	Bill	4644760229	Yes		2000 Accounts Payable	5,055.05
Loffler Companies						
01/19/2024	Bill	4588061	Yes		2000 Accounts Payable	118.01
Mailchimp.com						
01/02/2024	Bill	MC18715941	Yes		2000 Accounts Payable	20.00

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

January 1-30, 2024

DATE	TRANSACTION TYPE	NUM	POSTING	MEMO/DESCRIPTION	ACCOUNT	AMOUNT
Metro Sales Inc						
01/08/2024	Bill	CW2108	Yes		2000 Accounts Payable	1,078.15
01/18/2024	Bill	MTSQ1204	Yes		2000 Accounts Payable	4,680.00
MN APA						
01/10/2024	Bill	383201	Yes		2000 Accounts Payable	512.00
Planetizen Courses						
01/09/2024	Bill	PC7644	Yes		2000 Accounts Payable	899.80
Principal Mutual Life Insurance						
01/01/2024	Bill	01152024	Yes		2000 Accounts Payable	271.56
Quill.com						
01/22/2024	Bill	36797140	Yes		2000 Accounts Payable	219.95
SC Times						
01/22/2024	Bill	SC0046162	Yes		2000 Accounts Payable	892.94
Shutterstock.com						
01/09/2024	Bill		Yes		2000 Accounts Payable	29.00
St. Cloud Postmaster						
01/03/2024	Bill	413015	Yes		2000 Accounts Payable	5.97
Stearns Electric Association						
01/04/2024	Bill	1763	Yes		2000 Accounts Payable	179.32
Ubiquiti						
01/26/2024	Bill	US706588	Yes		2000 Accounts Payable	241.10
Weisman Cleaning Inc						
01/30/2024	Bill	6780	Yes		2000 Accounts Payable	150.00
West Central Sanitation, Inc						
01/01/2024	Bill	12992972	Yes		2000 Accounts Payable	100.05
Xcel Energy						
01/09/2024	Bill	860255586	Yes		2000 Accounts Payable	171.84



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: Tort Liability Issue
DATE: February 1, 2024

The APO purchases its Property and Liability coverage through the League of Minnesota Cities. Our current coverage expires in May 2024. Each year, before the policy is renewed, the governing body (you) must decide if it wishes to waive the statutory tort liability limits.

1. If you **DO NOT WAIVE** the statutory tort limits, an individual claimant could recover no more than \$500,000 on any claim and the total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits would apply regardless of whether or not the APO purchases the optional excess liability coverage.
2. If you **DO WAIVE** the statutory tort limits **BUT DO NOT** purchase excess liability coverage, a single claimant could recover up to \$2,000,000 for a single occurrence, and the total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to \$2,000,000, regardless of the number of claimants.
3. If you **DO WAIVE** the statutory tort limits **AND DO** purchase excess liability coverage, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

For the past eight years, the APO Board has chosen to **NOT** waive the statutory tort liability limits (Option #1 above).

Your approval means you DO NOT WAIVE the liability limits.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: Jan. 31, 2024

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, Jan. 25, 2024. At that meeting the following items were discussed.

1. **FY 2024-2027 Local Federal Projects Update.** MnDOT District 3 State Aid Engineer Angie Tomovic presented information on the fiscal year 2024 federal projects within the district's Area Transportation Improvement Program (ATIP). This included the following projects occurring within the APO's planning area:
 - a. Sherburne County's CR 65 and 45th Avenue realignment.
 - b. Stearns County's CR 120 resurfacing.
 - c. Stearns County's CSAH 133 expansion.
 - d. City of Saint Cloud's EV charging station.
 - e. City of Sauk Rapids' Second Avenue S reconstruction.

Ms. Tomovic stated she does not have any concerns at this time about the progression of these projects.

Ms. Tomovic also updated the ATP on the Local Partnership Program (LPP) solicitation which had concluded the week prior. MnDOT District 3 staff received seven applications for the FY 2028 LPP solicitation. No projects are located within the APO's planning boundary.

Applicant	Project Description	Project Total	Year Requested
Brainerd	TH 371B – Willow Street Roundabout Project	\$1,500,000	2025
Buffalo	TH 25 Right turn lane at 14 th St. NE development	\$200,000	2025
Cass County	TH 371 Shingobee Trail Underpass/Connection	\$600,000	2026
Clearwater	TH 24 major improvements in	\$1,000,000	2028

Applicant	Project Description	Project Total	Year Requested
	Clearwater		
Monticello	TH 25 (Pine Street) Mississippi River bridge MRT pedestrian underpass	\$100,000	2027
Wright RAD	State Highway 25 and Wright County Road (CR) 113 in Buffalo Township	\$1,500,000	2028
Wright I-94	I-94 east and westbound on/off ramps at CR 137	\$1,500,000	2025
Total		\$6,400,000	

Ms. Tomovic and two other MnDOT staff will work on reviewing these applications to determine a recommendation for funding. This recommendation will be provided to the ATP-3 representatives at the April meeting. A total of \$4.8 million in Federal funding was requested through LPP. The District is anticipating having \$4.3 million available between 2025 and 2028.

2. **FY 2025-2028 STIP Development.** MnDOT District 3 Planning Director Steve Voss provided an overview of the anticipated funding targets used to develop the 2025-2028 ATIP (and subsequently the APO's Transportation Improvement Program). According to Mr. Voss, no changes to the federal funding targets are being made to years 2025-2027. Mr. Voss did call attention to funding allocations under new federal programs developed under the Federal transportation bill – the Infrastructure Investment and Jobs Act (IIJA). Those programs include the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). It should be noted that the Saint Cloud APO is a direct recipient of CRP funds in FY 2025 (\$440,000), FY 2026 (\$440,000), and FY 2027 (\$270,000). Mr. Voss said it is anticipated the ATP-3's funding target will remain the same as FY 2027. This results in:
 - a. \$12.2 million in Surface Transportation Block Grant Program (STBGP) funding. This would equate to \$2,504,660 in STBGP funding for the Saint Cloud APO.
 - b. \$2.5 million in Transportation Alternatives (TA) funding.
 - c. \$4.7 million in Highway Safety Improvement Program (HSIP) funding.
 - d. \$1.38 million in ATP-3 managed CRP funding.
 - e. \$270,000 in APO-managed CRP funding.
 - f. \$700,000 in ATP-3 managed PROTECT funding.

Mr. Voss also reviewed MnDOT District 3's funding targets. Mr. Voss said the District has experienced increases in funding targets for 2025 (\$1 million) and 2026 (\$4 million). But other than that, the funding target is relatively constant. New this year, MnDOT will not be establishing funding guidance for Federal

programs starting in fiscal year 2028. In previous years, of the federal funding MnDOT would receive, the state would mandate so much of the funding needed to be allocated to specific programs. An example being of the \$125,870,000 in Federal funding for FY 2027, District 3 would need to spend \$63,600,000 on pavement for high level principal arterials. Mr. Voss said the change will allow MnDOT District's more control of allocating funding to areas of greatest need instead of being locked into specific funding categories. In addition, Mr. Voss said programming changes will be made in FY 2028 to align future MnDOT projects with the newly adopted Minnesota State Highway Investment Plan (MnSHIP).

Finally, Mr. Voss indicated that the City of Elk River – which had received STBGP funding from Region 7W as well as District LPP funding – has opted to rescind its proposed project at Twin Lakes Road. This will mean an additional \$2 million in STBGP funding as well as an additional \$1 million in LPP funding will be available. A motion was made to return the \$2 million in STBGP funding to Region 7W to redistribute as well as return the \$1 million in LPP funding to the District to redistribute.

3. **Local Candidates Seeking FY 2028 Federal Surface Transportation Program Block Grant Funding by Region.** MnDOT staff provided regional planning representatives the opportunity to provide updates on the applicants each received as part of the STBGP solicitation. APO Senior Transportation Planner Vicki Johnson stated the APO received three applications – one from Benton County and two from Stearns County – requesting \$4,210,000 in Federal funding. She indicated the APO's TAC will provide a recommendation on funding/prioritization at the Feb. 1 TAC meeting with a final decision from the APO's Policy Board occurring on Feb. 7.
4. **Transportation Alternatives (TA) Program Update.** MnDOT District 3 Senior Engineering Specialist/Program Coordinator Jeff Lenz stated District staff received 17 applications for the FY 2028 TA solicitation. This includes three projects from Region 5, eight projects from Region 7W, and six projects from the Saint Cloud APO. Applications will be reviewed by the TA subcommittee and final funding recommendations will be brought before both the ATIP development committee and the ATP at the March and April meetings, respectively.

Mr. Lenz also provided an overview of the TA funds available. Due to some miscalculations at the District level, there is an additional \$74,038 available to be distributed in FY 2028. This means the total amount of funding will be \$2,574,038.

Finally, Mr. Lenz led a discussion about the regional equity point distribution for the TA program. MnDOT staff completed a historical review of TA funding distributions by region relative to each region's population. This was done to determine if regions were receiving a proportional share of the TA funding. The exercise was done using 2010 Census data, 2020 Census data, and a combination of 2010 and 2020 Census data. Based on this analysis, MnDOT was hoping to determine this next round of equity point distribution. A motion was made to utilize the hybrid option methodology to determine equity point distribution. This will result in the top-ranking Region 5 project receiving an additional four equity points.
5. **IIJA ATP-3 Carbon Reduction Program (CRP) Toolkit and Solicitation.** MnDOT Sustainability Program Supervisor Siri Simons presented the draft CRP Toolkit which was developed by the state. Ms. Simons provided an overview of CRP, a relatively new program developed under the Federal Infrastructure

Investment and Jobs Act (IIJA) transportation authorization. This program is designed to fund projects that reduce transportation emissions from on-road highway sources. Because this program is a very extensive program (i.e., it can fund a wide range of projects), the state has worked to prioritize funding strategies for consideration. This includes:

- a. Electrification
 - i. Installing EV or ZEV charging infrastructure.
 - ii. Purchase of lease EVs or ZEVs.
 - iii. Support EV and ZEV through outreach and education.
- b. Travel Options
 - i. Install and maintain infrastructure network improvements for walking, rolling and bicycling.
 - ii. Plan, design, and engineer infrastructure network improvements for walking, rolling, and bicycling.
 - iii. Implement context sensitive design for travel options.
 - iv. Add high-capacity transit options (operations and capital).
 - v. Add intercity and regional public transit options (operations and capital).
 - vi. Implement travel demand management.
- c. Low Carbon Infrastructure and System Management
 - i. Optimize transportation system management and operations.
 - ii. Utilize low carbon methods for constructing and maintaining transportation infrastructure.
 - iii. Support renewable energy generation.

Ms. Simons stated MnDOT developed project evaluation criteria based on five items: Estimated cost-effectiveness of carbon emissions reduction; equity; safety; transportation access; and health benefits. To apply for CRP funding, applicants will need to complete a narrative detailing their project and its readiness as well as complete the carbon emissions tool. Applicants will also need to address each of the evaluation criterion. Ms. Simons provided a draft rubric as well.

Ms. Simons stated comments on the draft toolkit will be taken through Friday, Jan. 26. After that, she hopes to have the final toolkit available to be used by mid-February to solicit projects for FY 2025 through FY 2027.

6. **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Update.** Mr. Lenz provided information on the PROTECT program at the ATP-3 level. Last fall the District conducted a solicitation for PROTECT funds and received three applicants. Two projects were approved for funding – City of Baxter and City of Monticello (contingent on some clarification). However, given the timing of the ATP-3's funding award and the finalization of the 2024-2027 STIP, the District was unable to award the 2024 PROTECT funds. In addition, because of a miscommunication resulting in handling PROTECT funds, the District no longer has access to the FY 2024 PROTECT funds. Mr. Lenz proposed the ATP utilize the

FY 2025 PROTECT funds to fund both the City of Baxter and City of Monticello.
This motion was approved.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Feb. 1, 2024, Technical Advisory Committee Meeting
DATE: Feb. 1, 2024

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a special meeting on Thursday, Feb. 1, 2024. At that meeting, the following topics were discussed:

1. Consideration of amendments and administrative modifications to the FY 2024-2027 Transportation Improvement Program.
 - a. APO Senior Transportation Planner Vicki Johnson provided an overview of the proposed changes to the 2024-2027 Transportation Improvement Program (TIP). Changes to the document were requested by the Saint Cloud APO, Saint Cloud Metro Bus, WACOSA, City of Saint Cloud, Sherburne County, and Stearns County. Ms. Johnson provided a brief discussion on the proposed changes as well as an overview of the public engagement surrounding the changes. APO TAC representatives recommended Policy Board approval of the proposed amendments and administrative modifications.
2. Consideration of the FY 2028 Surface Transportation Block Grant Program (STBGP) applications
 - a. Ms. Johnson provided an overview of the targeted STBGP funds available to the APO for FY 2028 distribution. It is anticipated the APO will receive approximately \$2,504,660 to allocate. During this past solicitation, the APO received three applications.

Applicant	Federal Funding Requested	Local Match Provided	Anticipated Project Cost
Benton County CSAH 3 full depth reclamation	\$1,750,000	\$971,760	\$2,721,760
Stearns County CSAH 133 resurfacing	\$960,000	\$240,000	\$1,200,000
Stearns County CSAH 1 reconstruction	\$1,500,000	\$1,000,000	\$2,500,000

APO TAC representatives heard presentations from each of the applicants about their respective projects. TAC representatives recommended the following ranking and funding prioritization:

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

Applicant	Project Title	TAC Ranking	Proposed Funding
Benton County	Benton CSAH 3, from CSAH 1 to CR 44, full depth reclamation and bituminous surfacing	2	\$1,004,660
Stearns County	CSAH 133, from Pinecone Road to Fourth Avenue S in Sartell, Resurfacing	3	\$0
Stearns County	CSAH 1, from near Rice Bridge to Stearns/Morrison County line, reconstruction and shoulder widening	1	\$1,500,000

3. Consideration of the FY 2028 Transportation Alternatives (TA) Applications

- a. Ms. Johnson stated MnDOT District 3 received a total of 17 TA applications – including six from the Saint Cloud APO. Those applications would be competing for the \$2.5 million in Federal funding assistance available in FY 2028. The applications were as follows:

Applicant	Federal Funding Requested	Local Match Provided	Anticipated Project Cost
City of Saint Cloud Ninth Avenue S/13th Street S	\$180,000	\$45,000	\$225,000
City of Saint Cloud 22nd Street S	\$264,000	\$66,000	\$330,000
City of Saint Joseph Downtown Synergy	\$213,770	\$53,443	\$267,213
City of Sartell 15th Street S and Pinecone Road	\$633,440	\$158,360	\$791,800
City of Sauk Rapids Second Avenue S Railroad Crossing	\$562,834	\$175,000	\$737,834
City of Sauk Rapids Pedestrian Improvements on CSAH 3	\$242,000	\$60,500	\$302,500

TA applicants were given the opportunity to further discuss their projects. The APO's TAC was tasked with ranking each of these projects and assigning the top two projects for the region with regional equity points – 10 points for the number 1 project and five points for the number 2 project.

The APO's TAC has recommended the following ranking:

- 1) City of Saint Cloud Ninth Avenue S/13th Street S – **Assign 10 regional priority points.**
 - 2) City of Sauk Rapids Second Avenue S Railroad Crossing – **Assign 5 regional priority points.**
 - 3) City of Saint Cloud 22nd Street S.
 - 4) City of Saint Joseph Downtown Synergy.
 - 5) City of Sauk Rapids CSAH 3 Pedestrian Improvements.
 - 6) City of Sartell 15th Street S and Pinecone Road.
4. Consideration of engineering representative to the ATP-3 Transportation Alternatives (TA) evaluation committee
- a. Ms. Johnson was informed by MnDOT District 3 staff that current engineering representative for the APO – Sherburne County Engineer/Public Works Director Andrew Witter had been evaluating TA applications on behalf of the APO for the last two years. In checking with Mr. Witter, he had wanted a break from reviewing TA applications. APO staff had asked for an engineering representative to commit to a two-year term in reviewing TA applications beginning with this latest solicitation. Stearns County Engineer Jodi Teich was appointed to serve as the APO's engineering representative for the next two years (2024 and 2025).

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2024-2027 Transportation Improvement Program Amendments
DATE: Jan. 26, 2024

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

Several changes have been proposed to the APO's FY 2024-2027 TIP from the following entities: Saint Cloud APO, Saint Cloud Metro Bus, WACOSA, City of Saint Cloud, Sherburne County, and Stearns County.

Saint Cloud APO

- 2024:
 - **091-070-028.** **CDS**ENVIRONMENTAL DOCUMENTATION, FROM INTERSECTION OF 33RD ST S & CSAH 75 TO US 10 IN THE CITY OF ST CLOUD. Project is being moved from FY 2024 to FY 2025 due to needing time to secure local match commitment.

Saint Cloud Metro Bus:

- 2024:
 - **TRF-0048-24H.** SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE. Project costs are increasing from \$11,550,000 to \$12,058,300. This also includes a decrease in FTA funds from \$1,500,000 to \$800,000. Breakdown of funds as follows: STIP Total: \$12,058,300; FTA: \$800,000; Other/Local: \$11,258,300; Project Total: \$12,058,300.
 - **TRF-0048-24I.** ST CLOUD MTC – PARATRANSIT OPERATING. Project cost is decreasing from \$5,775,000 to \$5,584,700. Breakdown of funds as follows: STIP Total: \$5,584,700; Other/Local: \$5,584,700; Project Total: \$5,584,700.
 - **TRF-0048-24J.** ST CLOUD MTC – NORTHSTAR COMMUTER OPERATING. Project cost is decreasing from \$1,450,000 to \$558,000. Breakdown of funds as follows: STIP Total: \$558,000; Other/Local: \$558,000; Project Total: \$558,000.
- 2025:
 - **TRF-0048-25E.** SECT5307: ST CLOUD MTC; TWO (2) REPLACEMENT OPERATIONS VEHICLES. Metro Bus is proposing to purchase three replacement vehicles during this fiscal year. This will then increase the project cost from \$80,000 to \$120,000. New description: SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES. Breakdown

of funds as follows: STIP Total: \$120,000; FTA: \$96,000; Other/Local: \$24,000; Project Total: \$120,000.

- 2026
 - **TRF-0048-26E.** SECT5307: ST CLOUD MTC; FOUR (4) REPLACEMENT OPERATIONS VEHICLES. Metro Bus is proposing to purchase three replacement vehicles during this fiscal year. This will then decrease the project cost from \$160,000 to \$120,000. New description: SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES. Breakdown of funds as follows: STIP Total: \$120,000; FTA: \$96,000; Other/Local: \$24,000; Project Total: \$120,000.
- 2027
 - **TRF-0048-27F.** SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS. Project cost is decreasing from \$417,000 to \$410,000. Breakdown of funds as follows: STIP Total: \$410,000; FTA: \$328,000; Other/Local: \$82,000; Project Total: \$410,000.

WACOSA:

- 2024:
 - **TRF-9503-24.** SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Project cost for this vehicle has increased from \$197,000 to \$228,000. Breakdown of funds as follows: STIP Total: \$228,000; FTA: \$182,400; Other/Local: \$45,600; Project Total: \$228,000.
- 2025:
 - **TRF-9503-25.** SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Project cost for this vehicle has decreased from \$237,000 to \$228,000. Breakdown of funds as follows: STIP Total: \$228,000; FTA: \$182,400; Other/Local: \$45,600; Project Total: \$228,000.

City of Saint Cloud:

- 2024:
 - **162-080-009.** ****CRP**CITY OF ST. CLOUD: INSTALL ELECTRIC VEHICLE CHARGING STATIONS, 5 LOCATIONS THROUGHOUT THE CITY OF ST CLOUD.** Per conversations with City of Saint Cloud, the number of locations has dropped from five to one due to changes in the partnership agreement with Xcel Energy. Charging stations will now be located only at the Stearns History Museum and in the Swan Lot in downtown Saint Cloud. No changes to the cost estimate are anticipated at this time. Updated description as follows: ****CRP**CITY OF ST CLOUD: INSTALL ELECTRIC VEHICLE CHARGING STATION, STEARNS HISTORY MUSEUM.**
 -
- 2026:
 - **162-153-003.** ****AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027).** Per conversations with the City of Saint Cloud, additional utility work – sewer and watermain – will be done in conjunction with this project. As a result, the estimated project cost has increased from \$3,042,000 to \$5,600,000. The additional \$2,558,000 will be funded by the City of Saint Cloud. New funding breakdown is as follows: STIP Total: \$4,039,114; Target FHWA: \$239,114; Total FHWA: \$239,114; Total AC: \$1,560,886; Other/Local: \$3,800,000; Project Total: \$5,600,000.

Sherburne County

- 2024:

- **071-596-008.** **AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025). Due to difficulties in securing the proper easements from BNSF, this project is being pushed back to 2025.
- 2025:
 - **071-596-008AC.** **AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK 1 OF 1). Due to difficulties in securing the proper easements from BNSF, this project no longer being advance constructed in 2024. New description as follows: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING. Funding breakdown as follows: STIP Total: \$2,500,000. Target FHWA: \$1,000,000; Total FHWA: \$1,000,000; State TH: \$1,200,000; Total TH: \$1,200,000; Other/Local: \$300,000; Project Total: \$2,500,000.

Stearns County

- 2024
 - **073-733-006.** STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133. Due to an increase in the intersection improvements at Elm Street associated with this project, the estimated project cost will be increasing from \$2.5 million to \$3 million. Funding breakdown as follows: STIP Total: \$3,000,000; Target FHWA: \$1,458,355; Total FHWA: \$1,458,355; Other/Local: \$1,541,645; Project Total: \$3,000,000.

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

The 30-day public comment period on these changes concluded on Jan. 19, 2024.

APO staff have received 97 completed online surveys. Those comments can be found in the following attachment.

Accompanying the changes to the projects mentioned above and upon the direction of FTA, APO staff initiated changes to the Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) section of Chapter 3. This included adding the National Transit Database (NTD) reporting information regarding facilities – both passenger and parking facilities as well as administrative and maintenance facilities – as part of the TAM section. In addition, APO staff included baseline 2022 measurements and status on their achievement for each of the seven safety targets included in the Saint Cloud Metro Bus PTASP.

At the Feb. 1, 2024, Technical Advisory Committee (TAC) meeting, TAC representatives voted to recommend Policy Board approval of the above changes.

Suggested Action: Approval.



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FY 2024-2027 Transportation Improvement Program Amendments

Public Comments December 2023 – January 2024

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2024-2027 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 20, 2023 – Jan. 19, 2024) the APO has received the following comments.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	This project needed to be done 20 years ago, no more delays	01/06/2024
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	I would support paying as much as another 50 to 60 dollars extra in property tax if the project is NOT delayed	01/04/2024
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	This needs to move forward, the congestion needs to get relief sooner	01/04/2024
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	Disagree, the proposed crossing should be constructed asap.	01/04/2024
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	This connection will ease traffic as a whole across the metro, as people won't need to drive through town for access. Completing this project will be a leap forward in mitigating pass through	01/04/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		congestion.	
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	With inflation as it is will the price substantially increase more than \$200,000 by waiting? You could then just be trading dollars.	01/04/2024
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	I think this project shouldn't be kicked down the road any further. There must be \$200,000 available somewhere. If it isn't, I doubt it will be in 2025.	12/21/2023
Saint Cloud APO	091-070-028 (Environmental documentation – 33 rd Street S)	Strongly agree (15) Agree (29) Neither agree nor disagree (21) Disagree (11) Strongly disagree (14)	01/19/2024
Saint Cloud Metro Bus	TRF-0048-24H (Operating assistance)	The money should go to help those who can't afford the service.	01/05/2024
Saint Cloud Metro Bus	TRF-0048-24H (Operating assistance)	Charge more for the rides, don't let people freeload on the system, charge more, I'm tired of subsidizing the darn thing	01/04/2024
Saint Cloud Metro Bus	TRF-0048-24H (Operating assistance)	I am very unfamiliar with the St. Cloud Metro Bus Service. There is not enough information in the question to inform me and I don't already know much;	01/02/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		<p>consequently I can't give any answer. While I don't use the St Cloud Bus service, I believe that St Cloud should have this service available and my general impression is that it needs to be improved and expanded. Someday I may want to use the local bus service and I would like to have a useful service to use. I have used local mass transit extensively in Salzburg, Austria during several study abroad programs (between 1982 and 2013) and wish we had such a service.</p>	
Saint Cloud Metro Bus	TRF-0048-24H (Operating assistance)	Why can't this \$200,000 local match increase be used to used for item #1?	12/21/2023
Saint Cloud Metro Bus	TRF-0048-24H (Operating assistance)	<p>Strongly agree (7) Agree (20) Neither agree nor disagree (30) Disagree (19) Strongly disagree (16)</p>	01/19/2024
Saint Cloud Metro Bus	TRF-0048-24I (Paratransit operating assistance)	See comment above	01/02/2024
Saint Cloud Metro Bus	TRF-0048-24I (Paratransit operating assistance)	<p>Strongly agree (15) Agree (34)</p>	01/19/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		Neither agree nor disagree (28) Disagree (9) Strongly disagree (6)	
Saint Cloud Metro Bus	TRF-0048-24J (Northstar Commuter operating)	Make it pay for itself, oh it can't, another taxpayers boondoggle	01/04/2024
Saint Cloud Metro Bus	TRF-0048-24J (Northstar Commuter operating)	North Star should be federally / state funded, or discontinued	01/04/2024
Saint Cloud Metro Bus	TRF-0048-24J (Northstar Commuter operating)	We should not even be involved on this at a local level	01/04/2024
Saint Cloud Metro Bus	TRF-0048-24J (Northstar Commuter operating)	We need to get Northstar to St. Cloud and have trains that run at more convenient times in the morning.	01/04/2024
Saint Cloud Metro Bus	TRF-0048-24J (Northstar Commuter operating)	Once again, my knowledge of the Northstar Commuter system is limited. I have occasionally checked into using the system and found it too limited for my needs. I would like a service like this that was available several times each day and for reasonable cost – this would necessitate a major change in our tax and transportation policies. Good Luck to all of us 😞	01/02/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Saint Cloud Metro Bus	TRF-0048-24J (Northstar Commuter operating)	Strongly agree (23) Agree (33) Neither agree nor disagree (20) Disagree (9) Strongly disagree (6)	01/19/2024
Saint Cloud Metro Bus	TRF-0048-25E (Operations vehicles)	Should purchase more busses as well as supervision vehicles.	01/05/2024
Saint Cloud Metro Bus	TRF-0048-25E (Operations vehicles)	I'm okay with this as long as we aren't trying to keep people in "nice" cars. If we need it because we don't have enough cars for daily duties, that's fine. I'm okay with government vehicles being older.	01/05/2024
Saint Cloud Metro Bus	TRF-0048-25E (Operations vehicles)	Don't understand why, Both Street Supervisor Vehicles are 2 years old. Why spend more money on an additional vehicle?	01/04/2024
Saint Cloud Metro Bus	TRF-0048-25E (Operations vehicles)	What due these people exactly due	01/04/2024
Saint Cloud Metro Bus	TRF-0048-25E (Operations vehicles)	Only people who know something should be trying to answer this survey – what in the world are "street supervisor vehicles"?	01/02/2024
Saint Cloud Metro Bus	TRF-0048-25E (Operations vehicles)	Strongly agree (5) Agree (24)	01/19/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		Neither agree nor disagree (29) Disagree (16) Strongly disagree (17)	
Saint Cloud Metro Bus	TRF-0048-26E (Operations vehicles)	Doesn't this undo what they're planning to do the year before? That doesn't make sense	01/05/2024
Saint Cloud Metro Bus	TRF-0048-26E (Operations vehicles)	See question 5 comments, but they'd be 3 years by Fiscal year 2025	01/04/2024
Saint Cloud Metro Bus	TRF-0048-26E (Operations vehicles)	If they are buying vehicles I would due it sooner than later costs are only rising	01/04/2024
Saint Cloud Metro Bus	TRF-0048-26E (Operations vehicles)	See above	01/02/2024
Saint Cloud Metro Bus	TRF-0048-26E (Operations vehicles)	Strongly agree (18) Agree (47) Neither agree nor disagree (20) Disagree (5) Strongly disagree (3)	01/19/2024
Saint Cloud Metro Bus	TRF-0048-27F (Facility improvements)	Not enough of a cut	01/07/2024
Saint Cloud Metro Bus	TRF-0048-27F (Facility improvements)	We need the Metro bus to include nearby St. Joesph which has unique shopping and restaurants, CSB, and a link from CSB to SJU which includes Saint John's Prep School (dorm students) and the monastic	01/04/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		community. St. Joe is quite close and part of the St. Cloud school district.	
Saint Cloud Metro Bus	TRF-0048-27F (Facility improvements)	I always like spending less money – but if I have no idea what the changes affecting the users of a system will be – how can I possibly know if I think more or less funds are desirable?	01/02/2024
Saint Cloud Metro Bus	TRF-0048-27F (Facility improvements)	Strongly agree (13) Agree (48) Neither agree nor disagree (27) Disagree (3) Strongly disagree (3)	01/19/2024
WACOSA	TRF-9503-24 (Bus replacement)	This is a great service we have many workers who use this and all of them mean so much to us	01/04/2024
WACOSA	TRF-9503-24 (Bus replacement)	Strongly agree (21) Agree (46) Neither agree nor disagree (18) Disagree (7) Strongly disagree (3)	01/19/2024
WACOSA	TRF-9503-25 (Bus replacement)	This also makes what they did the year before to increase the budget moot	01/05/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
WACOSA	TRF-9503-25 (Bus replacement)	Add a side walk.	01/04/2024
WACOSA	TRF-9503-25 (Bus replacement)	Strongly agree (11) Agree (48) Neither agree nor disagree (25) Disagree (4) Strongly disagree (4)	01/19/2024
City of Saint Cloud	162-080-009 (EV charging station)	If the power company wants to make money off ev's then they can put in the stations. That is stealing from tax payers for Co profit	01/07/2024
City of Saint Cloud	162-080-009 (EV charging station)	Disappointed in Xcel Energy	01/07/2024
City of Saint Cloud	162-008-009 (EV charging station)	I wish you could do more to support people purchased ev. Like 2, one at Stearns History and one at the YMCA?	01/05/2024
City of Saint Cloud	162-080-009 (EV charging station)	Have xcel pay for it	01/05/2024
City of Saint Cloud	162-080-009 (EV charging station)	Having at least two stations should be a goal. I wouldn't want to drive 20 minutes across town to charge. The museum + YMCA seems like a good middle ground.	01/05/2024
City of Saint Cloud	162-080-009 (EV charging station)	From 5 down to 1 is too drastic	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	More are needed	01/04/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Saint Cloud	162-080-009 (EV charging station)	It should not be up to the city to provide EV charging stations. This should be left up to the private sector and be governed by demand.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	I would like to see one on the Highway 15 corridor and one on the Highway 10 corridor to start	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	Charging infrastructure is important to the integration of electric vehicles into the mainstream. If anything, access to charging stations should be increased rather than decreased.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	More and more people are buying EVs and you want to install LESS charging stations at popular spots to meet demand? Poor move.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	Why at a location that has low traffic? Do not install any.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	Should be paid for privately	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	It's not the taxpayers responsibility to provide charging station, you bought it, it's your problem, not mine	01/04/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Saint Cloud	162-080-009 (EV charging station)	Start with one and monitor usage, but if demand exceeds capacity consider an additional station.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	Waste of taxpayer money to install any of these city should not get involved this should be done privately	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	The city should not be installing EV charging stations, the city doesn't manage gas stations and it shouldn't manage EV charging stations either. If there is demand, a for profit business will provide.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	What neighborhood would pose the most demand? I assume it is what you are proposing	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	But why there	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	That's fine reduce the number of charging stations. But if you are going to put in only one, put it at a park, or the YMCA, or the library where it would 1) get used and 2) encourage using those locations. The museum might fit #2 ... but it wouldn't be used.	01/04/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Saint Cloud	162-080-009 (EV charging station)	It is relieving to see there is some investment being made here, and allowing for more time to determine "best" locations for charging stations.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	I think Stearns County Museum is not an ideal spot, I don't think that is a good charge and wait area. I feel the Library makes more sense.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	YMCA or Great River library will offer the public more access to these stations, increasing revenue for more usage. On the other hand, the EV station at the museum might increase museum visitation by a fraction. Weighing the revenue versus traffic to the museum is a must-for consideration. Installing a station where it will be used infrequently might be uneconomical and wasteful of EV funds.	01/04/2024
City of Saint Cloud	162-080-009 (EV charging station)	More discussion is needed on creating an infrastructure of charging stations. It is necessary, but one expensive and inconvenient station for a quarter million isn't a sound decision.	01/04/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Saint Cloud	162-080-009 (EV charging station)	We need more than one EV charging station! The history museum may be an okay site since it's near Costco and the interstate, but one station is insufficient. The amount of money spent on this is minimal and should be increased.	01/02/2024
City of Saint Cloud	162-080-009 (EV charging station)	EV is the future, which is now! We need to find the funding.	01/02/2024
City of Saint Cloud	162-080-009 (EV charging station)	We need more EV charging stations!	01/02/2024
City of Saint Cloud	162-080-009 (EV charging station)	Why would the city install an EV charging station at a remote location, such as the History Museum? City Hall proximity, one of the City parking lots, or some other high traffic area would seem to be way more appropriate to me. Has any funding assistance request been forwarded to Tesla, or other EV manufacturers?	12/21/2023
City of Saint Cloud	162-080-009 (EV charging station)	Strongly agree (28) Agree (26) Neither agree nor disagree (9) Disagree (13) Strongly disagree (14)	01/19/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Saint Cloud	162-153-003 (22 nd Street S)	I would like to see the multimodal part of 22 nd to be like 33 rd with bike lane separated from the cars to encourage safer use by all age groups	01/19/2024
City of Saint Cloud	162-153-003 (22 nd Street S)	Develop the area a bit – it was *the school* (besides oak hill) back in the 90s ... put some life into it!	01/05/2024
City of Saint Cloud	162-153-003 (22 nd Street S)	Infrastructure is always good money spent.	01/05/2024
City of Saint Cloud	162-153-003 (22 nd Street S)	Add a sidewalk	01/04/2024
City of Saint Cloud	162-153-003 (22 nd Street S)	If they are digging up road due to everything at once it will save money in the long run	01/04/2024
City of Saint Cloud	162-153-003 (22 nd Street S)	I'm only this far into the survey, but I'm hoping 322 nd street is further in the survey.	12/21/2023
City of Saint Cloud	162-153-003 (22 nd Street S)	Strongly agree (15) Agree (35) Neither agree nor disagree (24) Disagree (18) Strongly disagree (3)	01/19/2024
Sherburne County	071-596-008 (CR 65/45 th Street)	Please do not delay; also include acceleration lanes.	01/04/2024
Sherburne County	071-596-008 (CR 65/45 th Street)	Taking on the railroad companies	01/04/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		is a monumental task.	
Sherburne County	071-596-008 (CR 65/45 th Street)	Strongly agree (21) Agree (40) Neither agree nor disagree (18) Disagree (7) Strongly disagree (6)	01/19/2024
Stearns County	073-733-006 (CSAH 133)	Always busy there	01/04/2024
Stearns County	073-733-006 (CSAH 133)	I stopped trying to answer questions; this survey was not intended for me – or if it was, you need to completely rewrite it and then it would need to be a thick book. I hope somebody has useful input for you !	01/02/2024
Stearns County	073-733-006 (CSAH 133)	I hope this will improve ability to take a left turn out of Coburns onto Co Rd. 133, as it is near impossible. Adding more lanes will make it even more difficult.	01/02/2024
Stearns County	073-733-006 (CSAH 133)	Strongly agree (16) Agree (38) Neither agree nor disagree (27) Disagree (8) Strongly disagree (5)	01/19/2024



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TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2028 Surface Transportation Block Grant Program prioritization
DATE: Jan. 29, 2024

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 2028). 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.

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With this formula, the APO receives 20.53% of the STBGP allocation within the Central Minnesota ATP.

Region	Funding Target Percent	FY 2028 STBGP target allocation
Region 5	32.65%	\$3,398,300
Region 7E	13.82%	\$1,686,040
Region 7W	33.00%	\$4,026,000
Saint Cloud APO	20.53%	\$2,504,660
Total	100.00%	\$12,200,000

In 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.

During the FY 2028 STBGP solicitation, the APO received three applications (listed in order of being submitted to APO staffers):

1. Benton County: CSAH 3 (Golden Spike Road NE) from CSAH 1 to CR 44, full depth reclamation and bituminous surfacing.
2. Stearns County: CSAH 133 (Second Street S) from Pinecone Road to Fourth Avenue S in Sartell, resurfacing.
3. Stearns County: CSAH 1 from CSAH 17 to northern Stearns County line, reconstruction.

The following is a summary of each of the applications received.

Benton County CSAH 3

Benton County is proposing to do a full depth reclamation and bituminous surfacing of CSAH 3/Golden Spike Road NE from CSAH 1/Mayhew Lake Road to County Road 44. It should be noted that a portion of this project does fall outside of the APO's planning area boundary and would not be eligible for Federal funds distributed by the APO. Benton County is committed to funding the portion outside of the APO's planning area with local dollars.

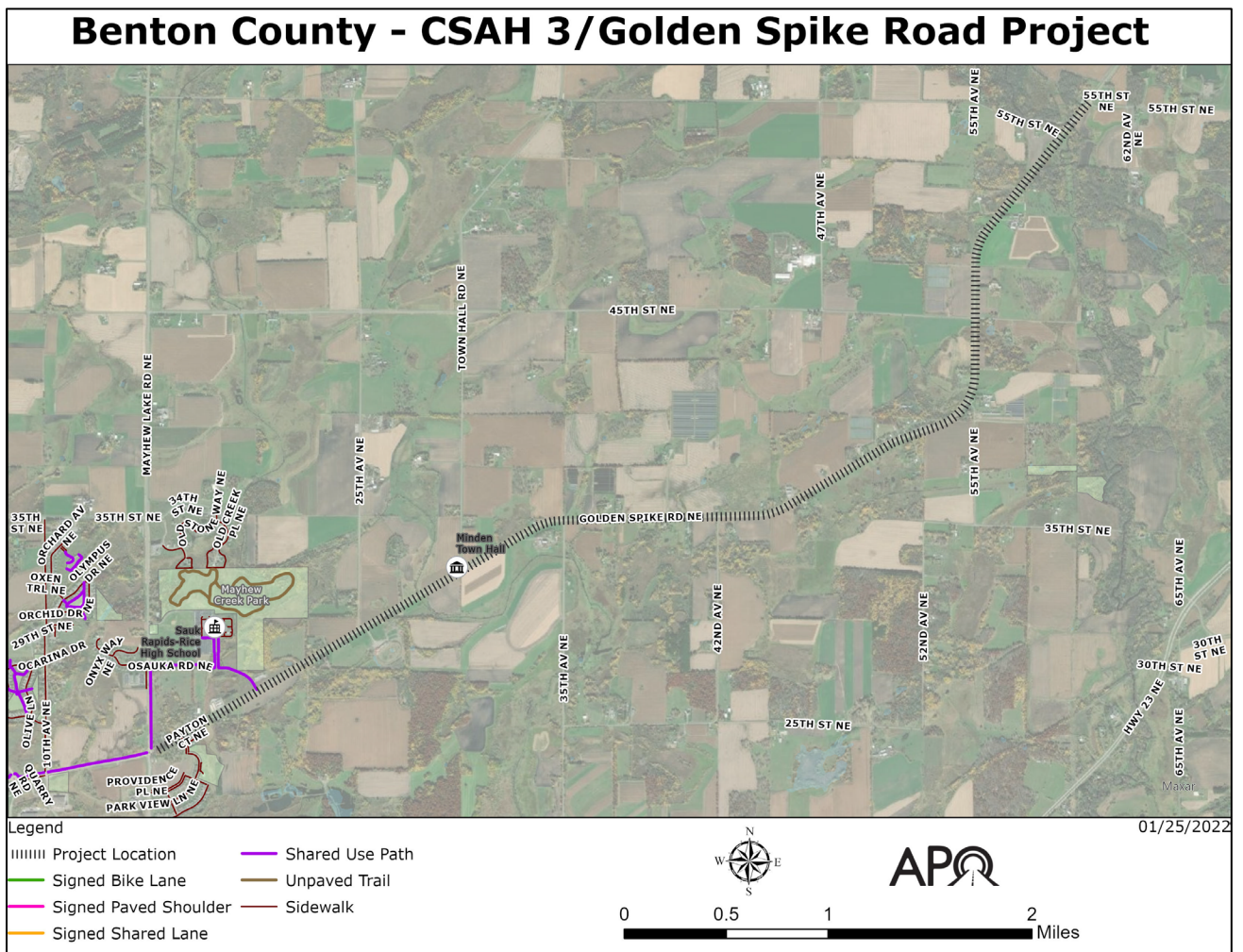
According to Benton County, CSAH 3 is a high volume, major collector route. The proposed improvements will be needed to extend the life of the roadway and bring the structural capacity of the roadway to a 10-ton axle weight design which would fill in the last gap of 10-ton roadway for CSAH 3 from the Morrison County line to the Stearns County line.

In addition to the roadway reclamation, the County is proposing to pave the existing shoulders (which are currently gravel) to allow for a safer place for bicyclists and pedestrians to use the roadway. This would be a 6-foot wide paved shoulder with an additional 2-foot wide aggregate shoulder.

While the current condition of the roadway is listed as fair, the County engineer has stated the Ride Quality Index (RQI) in 2021 was 2.6 out of 5.0 – dropping by more than 10% over the last rating cycle. It is anticipated, according to the County, that this roadway will deteriorate to a poor condition by the time it will be reclaimed.

Benton County is proposing to advance construct this project in fiscal year 2026.

Benton County CSAH 3	Amount	% of Total
Federal Funds Requested (Maximum 80% / Minimum 30%)	\$1,750,000	64%
Local Matching Funds (Minimum 20%)	\$971,760	36%
Total Eligible Costs	\$2,721,760	100%



Stearns County CSAH 133

Stearns County is proposing to do resurfacing work on CSAH 133 (Second Street S) in Sartell from Pinecone Road to Fourth Avenue S. According to Stearns County, this portion

of CSAH 133 was last constructed in 2001 and in the time since has been handling significantly more traffic than what it was anticipated to do (current Average Annual Daily Traffic is 12,985 vehicles). In addition, utility work along the corridor has caused settling in the roadway which has been hard on the truck traffic that uses the corridor. In addition to the pavement replacement, the County is proposing to upgrade several pedestrian ramps along the corridor that do not meet current Americans with Disabilities Act (ADA) guidelines.

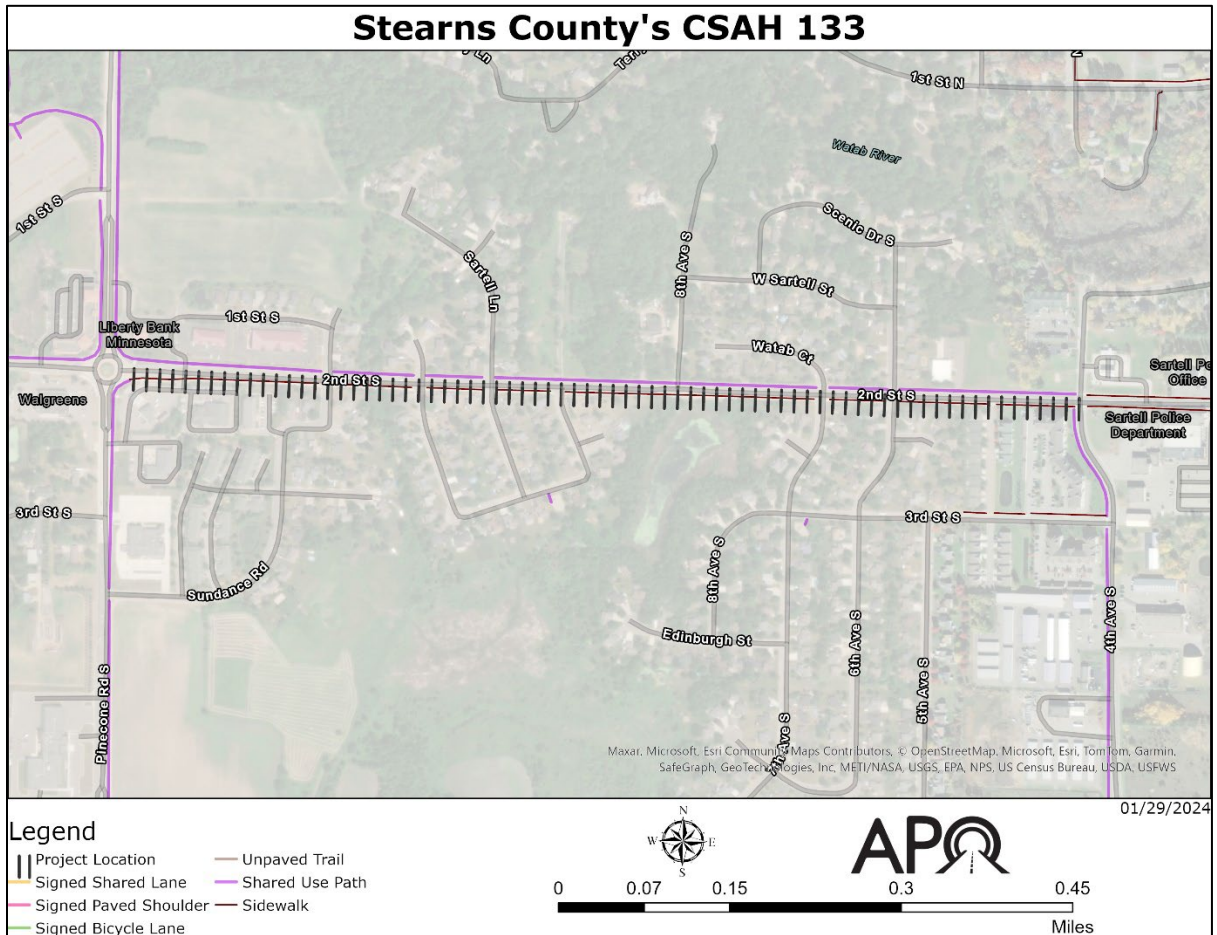
CSAH 133 is a minor arterial that connects CSAH 75 in Saint Joseph to US 10. This stretch of roadway has many businesses along the corridor including a pediatric clinic, a bowling alley, some gas stations, and a daycare center.

According to the Stearns County engineer, the Ride Quality Index (RQI) is 2.4. However, the County states that both the County and the City of Sartell have had to spend a significant number of resources on patching this stretch of roadway.

Throughout this corridor, the county will also be considering if additional pedestrian crossing upgrades are needed.

Stearns County is proposing to advance construct this project to fiscal year 2026.

Stearns County CSAH 133	Amount	% of Total
Federal Funds Requested (Maximum 80% / Minimum 30%)	\$960,000	80%
Local Matching Funds (Minimum 20%)	\$240,000	20%
Total Eligible Costs	\$1,200,000	100%



Stearns County CSAH 1

Stearns County is proposing to do a reconstruction of CSAH 1 just west of the Rice Bridge to the northern Stearns County line. In addition to the pavement work, the county is proposing to include 8-foot wide paved shoulders, proper ditches for drainage and snow storage, 1:4 inslopes and a clear zone that meets state aid standards.

According to the County, this section of CSAH 1 was last fully reconstructed over 70 years ago. Even with the last preservation treatment in 2000, roadway conditions have continued to deteriorate. This has become more apparent given the fact this stretch of roadway serves as an alternative roadway for US 10 traffic in the summer months and especially with the US 10/MN 23 interchange construction project.

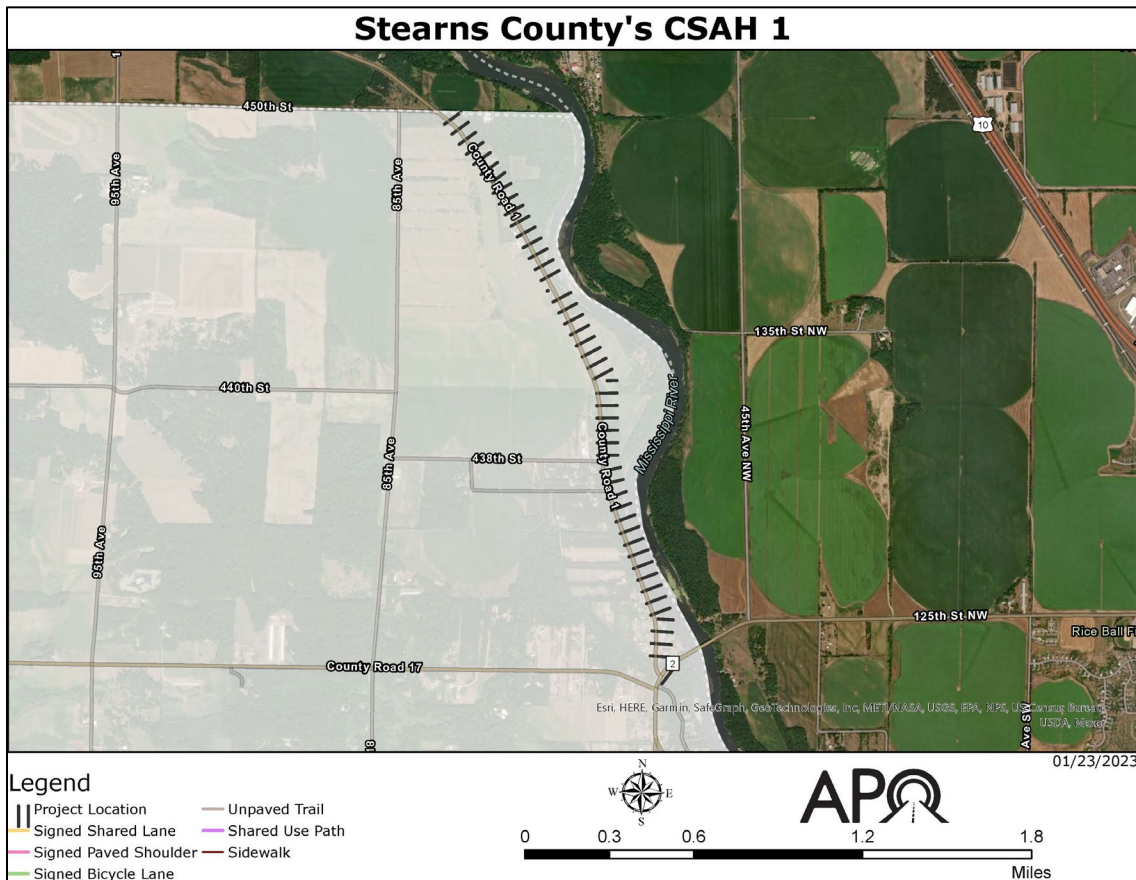
The County is also planning on upgrading the axle weight on this stretch of roadway to 10-tons which would create a continuous 10-ton axle weight corridor from Morrison County south to Saint Cloud.

Of note, this portion of CSAH 1 contains the on-road component of the Mississippi River Trail. However, as the County Engineer stated, the existing narrow shoulders and steep inslopes make sharing this roadway with motor vehicle traffic risky.

Since 2017 there have been eight reported crashes along this stretch of CSAH 1, two of which were serious injury crashes. As an added safety feature, the County is proposing to install bicycle friendly rumble strips and enhanced edgeline striping.

Stearns County is proposing to advance construct this project to fiscal year 2027.

Stearns County CSAH 1	Amount	% of Total
Federal Funds Requested (Maximum 80% / Minimum 30%)	\$1,500,000	60%
Local Matching Funds (Minimum 20%)	\$1,000,000	40%
Total Eligible Costs	\$2,500,000	100%



Per the process outlined and agreed upon by the APO’s Technical Advisory Committee at its October 2019 meeting, APO planning staff provided a review and preliminary score for TAC members to consider.

At the Feb. 1 TAC meeting, TAC representatives recommended the following:

Applicant	Project Title	TAC Ranking	Proposed Funding
Benton County	Benton CSAH 3, from CSAH 1 to CR 44, full depth reclamation and bituminous surfacing	2	\$1,004,660

Stearns County	CSAH 133, from Pinecone Road to Fourth Avenue S in Sartell, Resurfacing	3	\$0
Stearns County	CSAH 1, from near Rice Bridge to Stearns/Morrison County line, reconstruction and shoulder widening	1	\$1,500,000

Also attached to this memo is an equity analysis pertaining to the distribution of STBGP funds across the planning area for the past 10 years.

Suggested Action: Approve a final prioritization/ranking of STBGP funds for the FY 2028 solicitation.

Saint Cloud APO Locally-Sponsored Transportation Projects										Funding awarded by Agency			
Fiscal Year	Implementing Agency	Facility/Route	Project Description	Federal Funds Requested	Local Funds Provided	Project Total Cost (STIP TOTAL)	Agency	Number of project awards solicitation years 2017-2027	Federal Funding Total	Lane Miles	Federal Funding/Functional Class Lane Mile		
2017	Stearns County	CSAH 2	NORTH LIMITS OF CITY OF ST. JOSEPH TO CSAH 4, ROADWAY RESURFACING	\$792,000	\$198,000	\$990,000	Metro Bus	1	\$160,000		N/A		
2017	Benton County	CSAH 1	TH 23 TO CSAH 3 (GOLDEN SPIKE ROAD), ROADWAY RESURFACING	\$510,400	\$127,600	\$638,000	Sherburne County	1	\$1,000,000	45.6	\$21,929.82		
2018	Benton County	CSAH 33	INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST STREET)/CSAH 33 INTERSECTION	\$400,000	\$100,000	\$500,000	Waite Park	0	\$0	24.74	\$0.00		
2018	Stearns County	CSAH 75	RESURFACING, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 (AC PROJECT PAYBACK IN 2019)	\$1,160,000	\$315,000	\$1,475,000	Saint Joseph	0	\$0	2.57	\$0.00		
*2019	Metro Bus	BB	ST. CLOUD METRO BUS PURCHASE 2 BUSES (CLASS 500)	\$160,000	\$198,000	\$358,000	Sauk Rapids	3	\$3,901,145	23.72	\$164,466.48		
2019	Saint Cloud	MSAS 151	EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET S) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE	\$1,300,000	\$2,100,000	\$3,400,000	Benton County	5	\$2,162,160	118.43	\$18,256.86		
2020	Sauk Rapids	MSAS 109	FROM SUMMIT AVE. S TO US 10, RECONSTRUCTION BENTON DR., INCLUDING ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$1,366,025	\$903,975	\$2,270,000	Saint Cloud	4	\$5,399,328	137.41	\$39,293.56		
2020	Stearns County	CSAH 75	FROM 700 FT S OF 33RD ST. S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN 2021) YEAR 1 OF 2 YEAR PROJECT	\$151,947	\$199,114	\$351,061		8	\$6,482,593	344.84	\$18,798.84		
2020	Benton County	CSAH 29	BR 05525 EXP. JOINT REPLACEMENT	\$165,488	\$109,512	\$275,000	Stearns County	1	\$3,033,694	34.31	\$88,420.11		
2021	Benton County	CSAH 8	FROM 0.25 MI E OF MN 23 TO BENTON CR 47, CSAH 8 FULL DEPTH RECLAMATION AND NEW BITUMINOUS PAVEMENT	\$391,152	\$258,848	\$650,000							
2021	Saint Cloud	Stearns CR 136	FROM 22ND ST S, FULL DEPTH RECLAMATION, AND FROM 22ND ST S TO OAK HILL ELEMENTARY SCHOOL, URBAN RECONSTRUCTION	\$842,248	\$557,518	\$1,400,000							
2021	Stearns County	CSAH 120	FROM STEARNS CSAH 4 TO STEARNS CR 134, RESURFACING	\$300,887	\$199,113	\$500,000							
2021	Stearns County	CSAH 75	**AC** FROM 700 FT S OF 33RD ST S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT) (YEAR 2 OF 2 YEAR PROJECT)	\$148,939	\$0	\$148,939							
2022	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023 WITH \$1,970,880 FEDERAL/\$4,830,000 TOTAL COST)	\$160,100	\$2,699,020	\$2,859,120							
2022	Saint Cloud	Cooper Ave	ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	\$1,457,080	\$1,042,920	\$2,500,000							
2022	Stearns County	CSAH 75	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT IN 2021 WITH \$287,420 FEDERAL/\$1,100,000 TOTAL COST, AC PAYBACK 1 OF 1)	\$353,700	\$0	\$353,700							
2023	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK 1 OF 1)	\$1,929,820	\$0	\$1,929,820							
2024	Benton County	CSAH 1	CSAH 1 FULL DEPTH RECLAMATION AND RESURFACING	\$695,120	\$204,880	\$900,000							
2024	Stearns County	CSAH 133	CSAH 133 FROM STEARNS CSAH 75 TO 19TH AVENUE IN ST. JOSEPH, EXPAND TO 4 LANES AND INTERSECTION IMPROVEMENTS AT ELM STREET, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,440,000	\$360,000	\$1,800,000							
2025	Sauk Rapids	Second Ave. S	RECONSTRUCTION OF 2ND AVENUE SOUTH FROM BENTON DRIVE TO 10TH STREET S, INCLUDING ROADWAY, SIDEWALK, LIGHTING, DRAINAGE, AND WATER MAIN IMPROVEMENTS	\$1,135,120	\$608,880	\$1,744,000							
2025	Sherburne County	CR 65	COUNTY ROAD 65 & 45TH AVENUE REALIGNMENT, ACCESS CONSOLIDATION WITH US HIGHWAY 10, AND BNSF RAILROAD XING CONSOLIDATION	\$1,000,000	\$900,000	\$1,900,000							
2026	Stearns County	CSAH 75	**AC** : CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026)	\$2,135,120	\$2,864,880	\$5,000,000							
2026	Saint Cloud	22nd Street S	**AC** 22ND STREET S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD (PAYBACK IN 2027)	\$239,114	\$1,242,000	\$1,481,114							
2026	Sauk Rapids	Second Ave. S	2ND AVE S (MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001)	\$1,400,000	\$2,950,000	\$4,350,000							
2027	Sartell	15th Street N	15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	\$943,774	\$2,106,626	\$3,050,400							



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2028 Transportation Alternatives prioritization
DATE: Jan. 30, 2024

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

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

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

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

One of the sources of transportation funding the Federal Government uses is Transportation Alternatives (TA). Projects eligible for TA include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to Schools (SRTS) activities. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year, MnDOT received a projected TA funding target which is for four fiscal years out (example: this year we are looking at FY 2028). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). The Central Minnesota ATP will receive approximately \$2.5 million in FY 2028.

In order to be considered for TA funding within the Central Minnesota ATP, applicants must complete and submit a letter of intent to the MnDOT District 3. Once the letter of intent period has passed, District 3 staff distribute those letters to their respective regional planning body – Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

The APO Senior Transportation Planner works with prospective applicants that have projects identified in the planning area on their applications which are due to MnDOT District 3 staff in early January.

Six applications were received by MnDOT District 3 for projects located within the APO's planning area. The following is a summary of each of the applications in alphabetical order by jurisdiction.

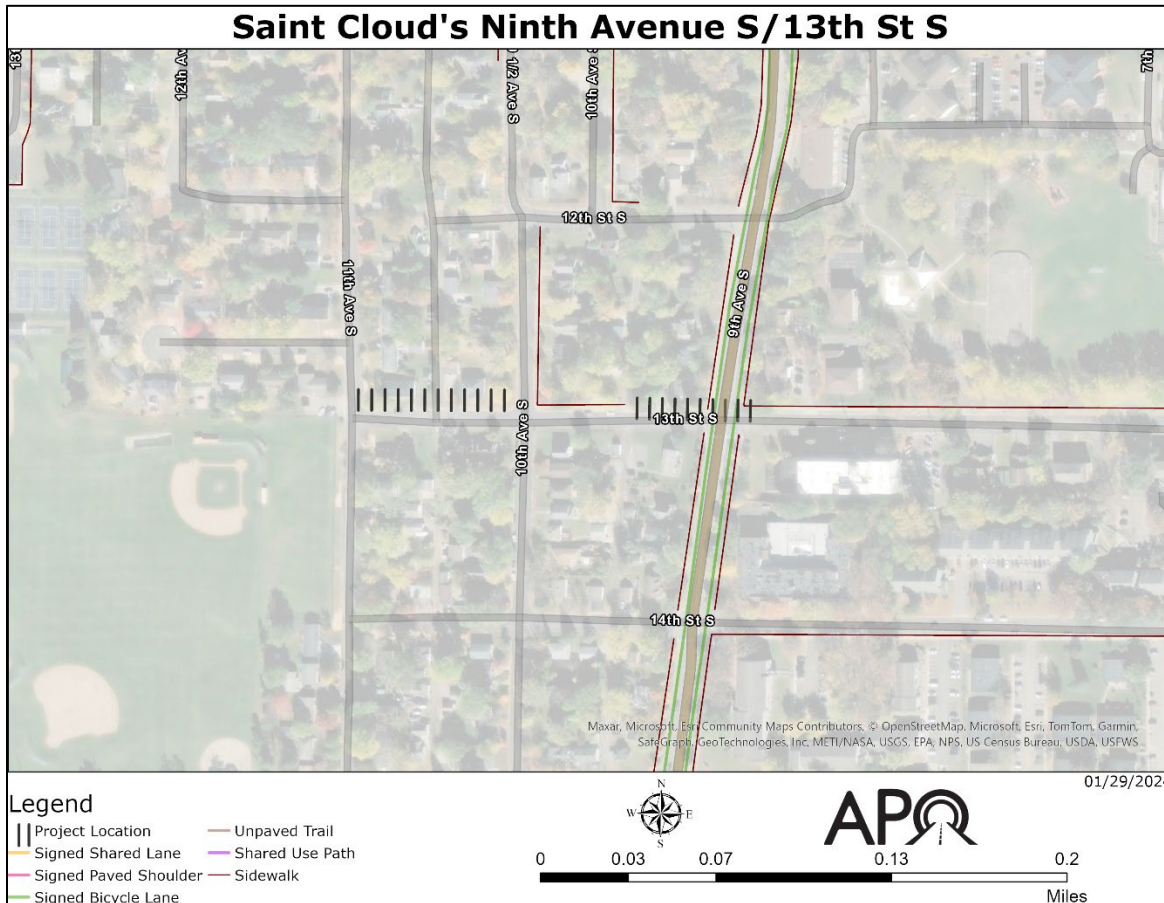
City of Saint Cloud Ninth Avenue S/13th Street S

The City of Saint Cloud is proposing to install a pedestrian activated crossing at the intersection of Ninth Avenue S and 13th Street S. As part of this project, the City is also looking to fill in sidewalk gaps along 13th Street S to the South Junior High School property.

According to the City, Ninth Avenue S is a particularly dangerous roadway for pedestrians to attempt crossing – carrying roughly 12,000 vehicles a day. In addition, this roadway serves as a barrier between South Junior High School (on the west) and the residential neighborhood/Southside Boys and Girls Club (on the east).

The City has been working closely with the Saint Cloud School District on this project and is anticipating a Phase II of this connection (from the end of this project location to the school building) to be completed by the school district within the next five years. This will allow a continuous connection from the school to destinations across Ninth Avenue S.

City of Saint Cloud Ninth Avenue S/13 th Street S	Amount	% of Total
Requested TAP funds	\$180,000	80%
Required Local Match	\$45,000	20%
Total Eligible Costs	\$225,000	100%



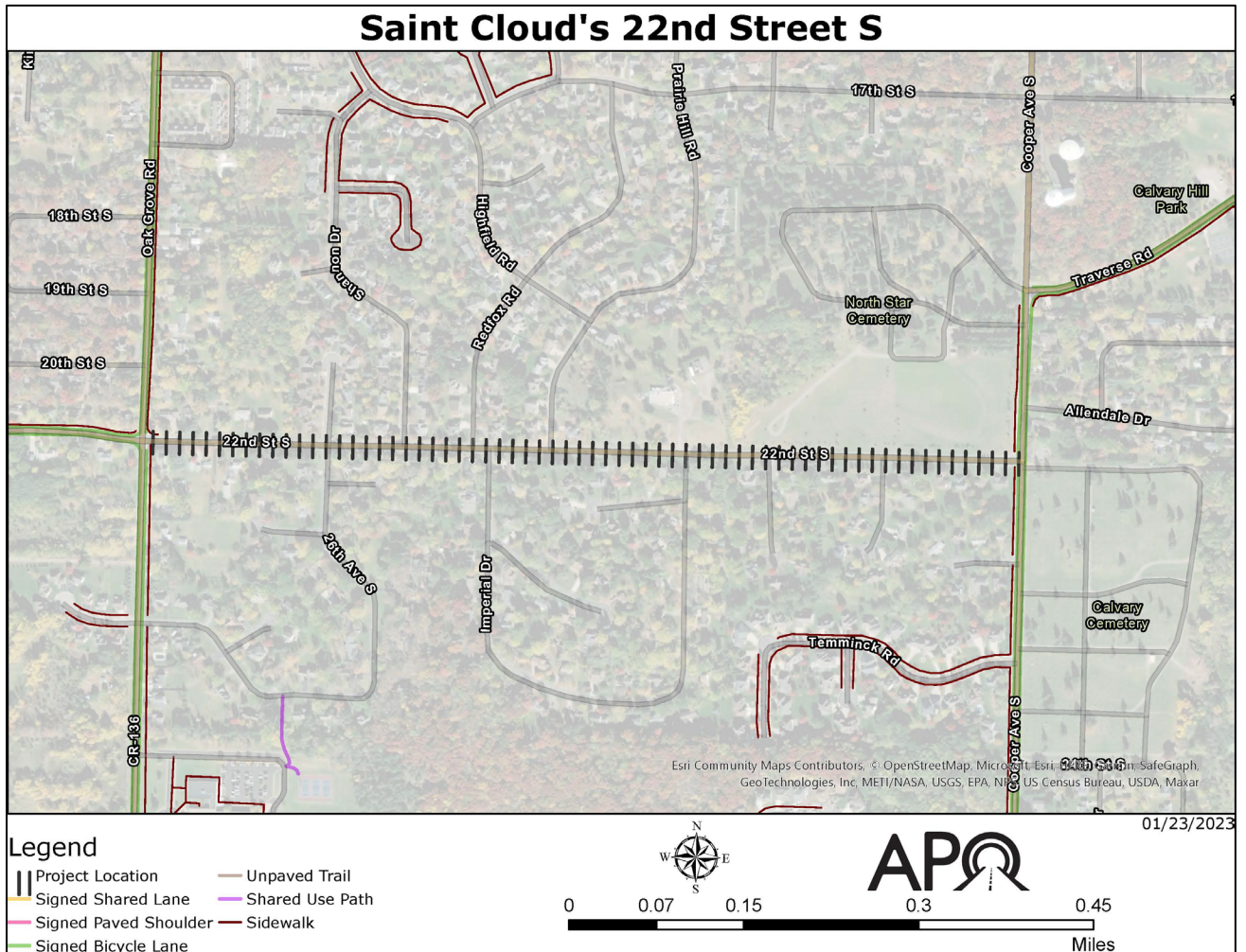
City of Saint Cloud 22nd Street S

The City of Saint Cloud is proposing to add 6-foot wide sidewalk and 6-foot wide bike lanes along 22nd Street S from County Road 136/Oak Grove Road SW to Cooper Avenue S. This project will be done in conjunction with the proposed roadway reconstruction planned for fiscal year 2026.

This project will complete an east/west multimodal connection gap. Current facilities exist on 22nd Street S from County Road 74 to County Road 136. This gap will complete the corridor. In addition, the project will also connect to existing facilities on the parallel roadways of County Road 136/Oak Grove Road SW and Cooper Avenue S.

According to the City, the lack of multimodal facilities puts active transportation users in dangerous situations given the roadways steep ditches and lack of shoulder. This impacts transit users, students attempting to access Oak Hill Elementary School, and others.

City of Saint Cloud 22 nd Street S	Amount	% of Total
Requested TAP funds	\$264,000	80%
Required Local Match	\$66,000	20%
Total Eligible Costs	\$330,000	100%



City of Saint Joseph – Downtown Synergy Connections

The City of Saint Joseph is proposing to complete several gaps within the city's active transportation network. The first component of the project includes constructing an 8-foot wide shared use path connecting the Lake Wobegon Trail to CSAH 75 along College Avenue N (CSAH 2). According to the City, current conditions have users crossing East-West on a major collector (College Avenue N/CSAH 2) street to continue south towards downtown. This portion of the project allows for users to continue on the same side of the street to access downtown Saint Joseph.

The second component of this project is a 6-foot-wide sidewalk along College Avenue S – filling in a gap on the eastern side of the roadway. Currently, active transportation users have to navigate through a parking lot due to the sidewalk gap, or they have to cross College Avenue S to access the pedestrian facilities on the western side of the roadway.

The final component of this project includes installing 6-foot-wide sidewalk and pedestrian crossings (compliant with the Americans with Disabilities Act (ADA)) at the following locations:

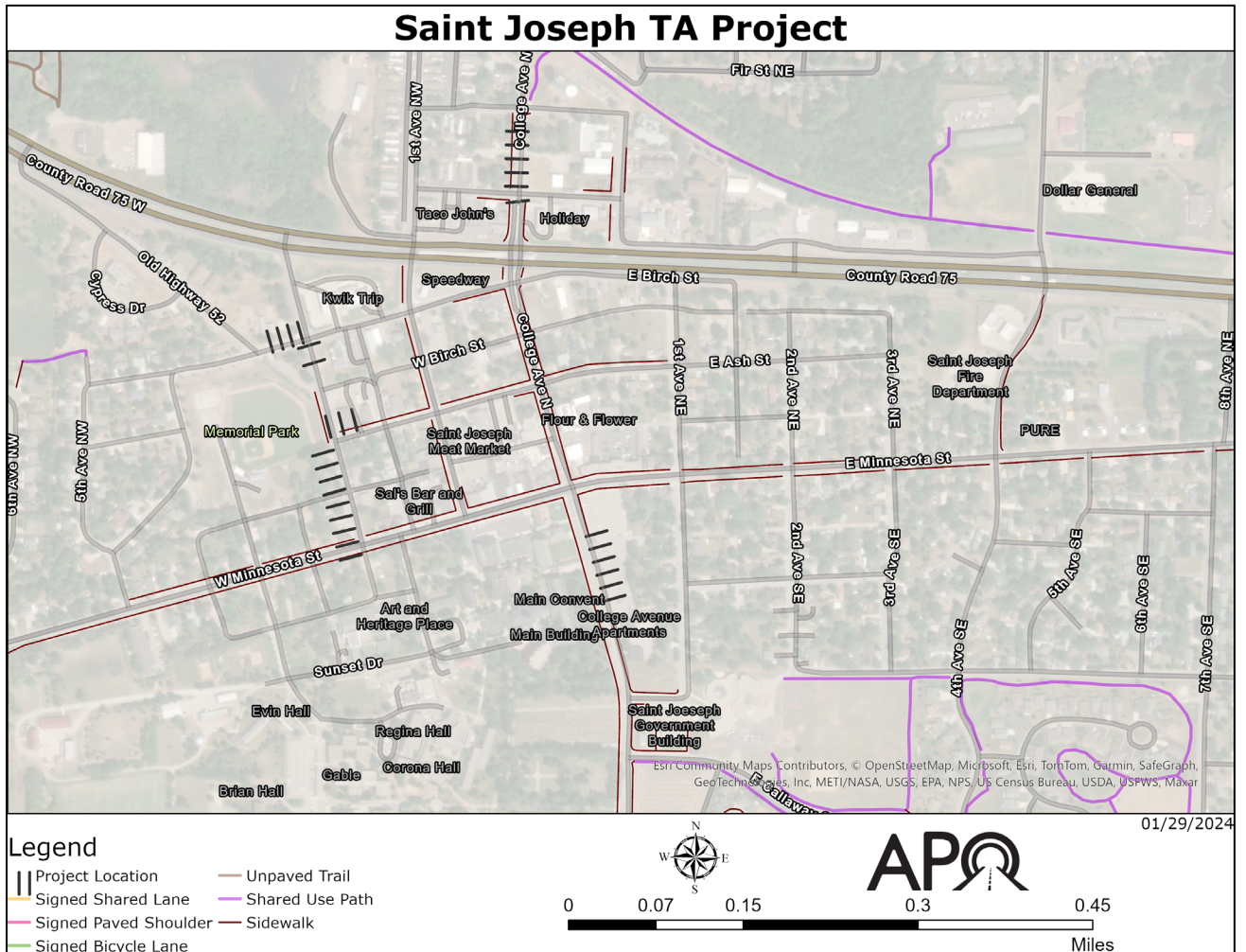
- Crosswalk installation at the intersection of W Minnesota Street and Second Avenue NW.
- Sidewalk installation on Second Avenue NW from W Minnesota Street to W Ash

Street.

- Crosswalk installation at the intersection of Second Avenue NW and W Ash Street.
- Sidewalk gap filling along W Ash Street from Second Avenue NW to current facilities.
- Sidewalk installation on Second Avenue NW from current facilities (between W Ash Street and W Birch Street) to W Birch Street.
- Sidewalk installation on W Birch Street from Second Avenue NW to Centennial Park.

According to the city's Community Development Director, this area of Saint Joseph is experiencing significant commercial development. In addition to allowing for safer active transportation user access, these proposed facilities will be able to connect two major parks within the community – Memorial Park (home to the Saint Joseph Joe's amateur baseball team) and Centennial Park.

City of Saint Joseph Downtown Synergy	Amount	% of Total
Requested TAP funds	\$213,770	80%
Required Local Match	\$53,443	20%
Total Eligible Costs	\$267,213	100%



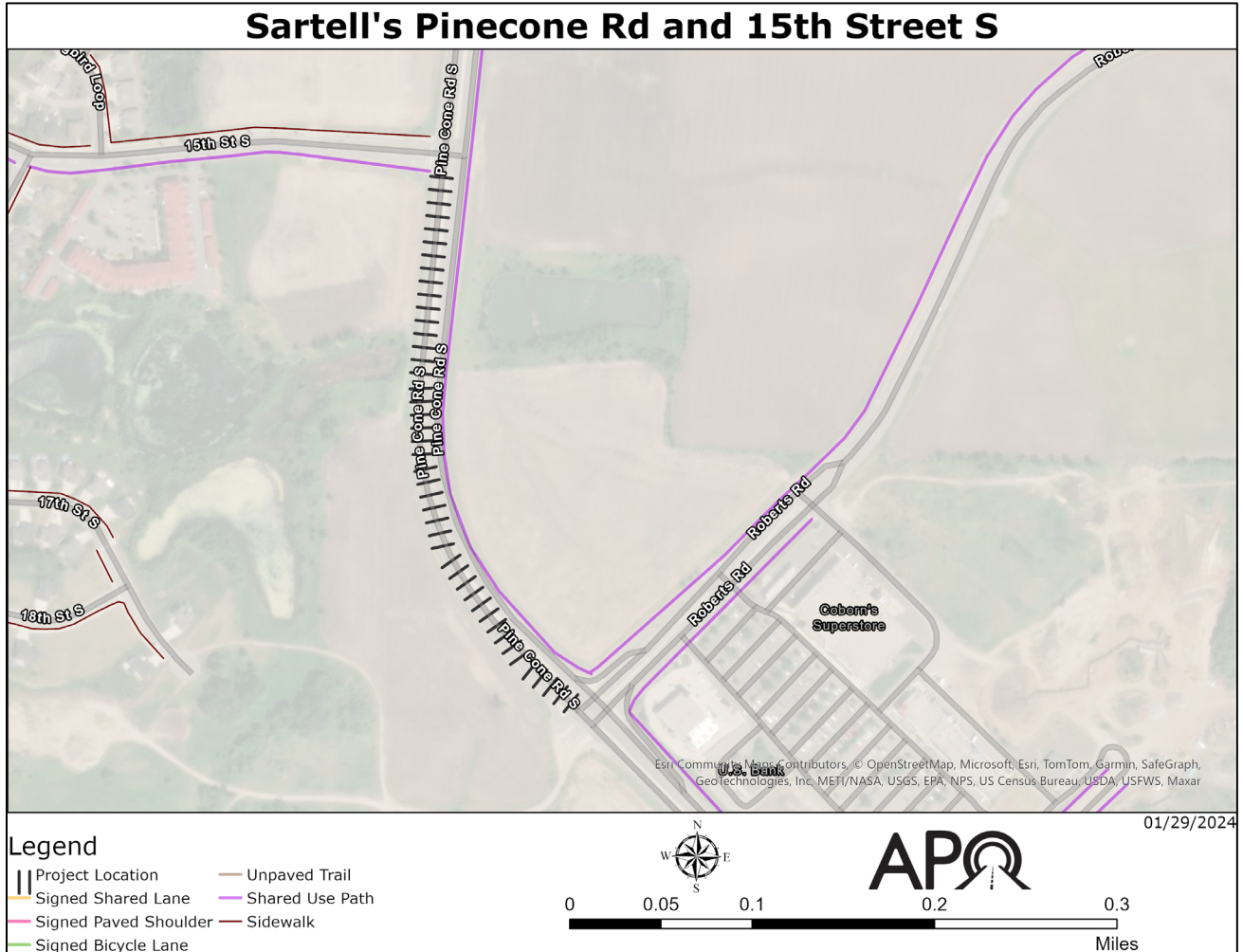
City of Sartell – 15th Street S and Pinecone Road

The City of Sartell is proposing to construct a sidewalk along the western side of Pinecone Road S between 15th Street S and Roberts Road. In addition, this project will include the installation of a pedestrian crossing system at the intersection of Roberts Road and Pinecone Road S.

Fifteenth Street S is an uncontrolled intersection with no crosswalk system. Active transportation users wanting to get from the neighborhoods in the 15th Street S area to destinations along Pinecone Road S (i.e., the grocery store or various shopping outlets), would have to cross Pinecone Road S (45 mph, four-lane, minor arterial) to access the existing facility on the eastern side. According to the City, it was advised that crossing Pinecone Road S at this location would not be advisable.

City of Sartell 15 th Street S and Pinecone Road	Amount	% of Total
Requested TAP funds	\$633,440	80%
Required Local Match	\$158,360	20%

City of Sartell 15 th Street S and Pinecone Road	Amount	% of Total
Total Eligible Costs	\$791,800	100%



City of Sauk Rapids – Second Avenue S Railroad Crossing

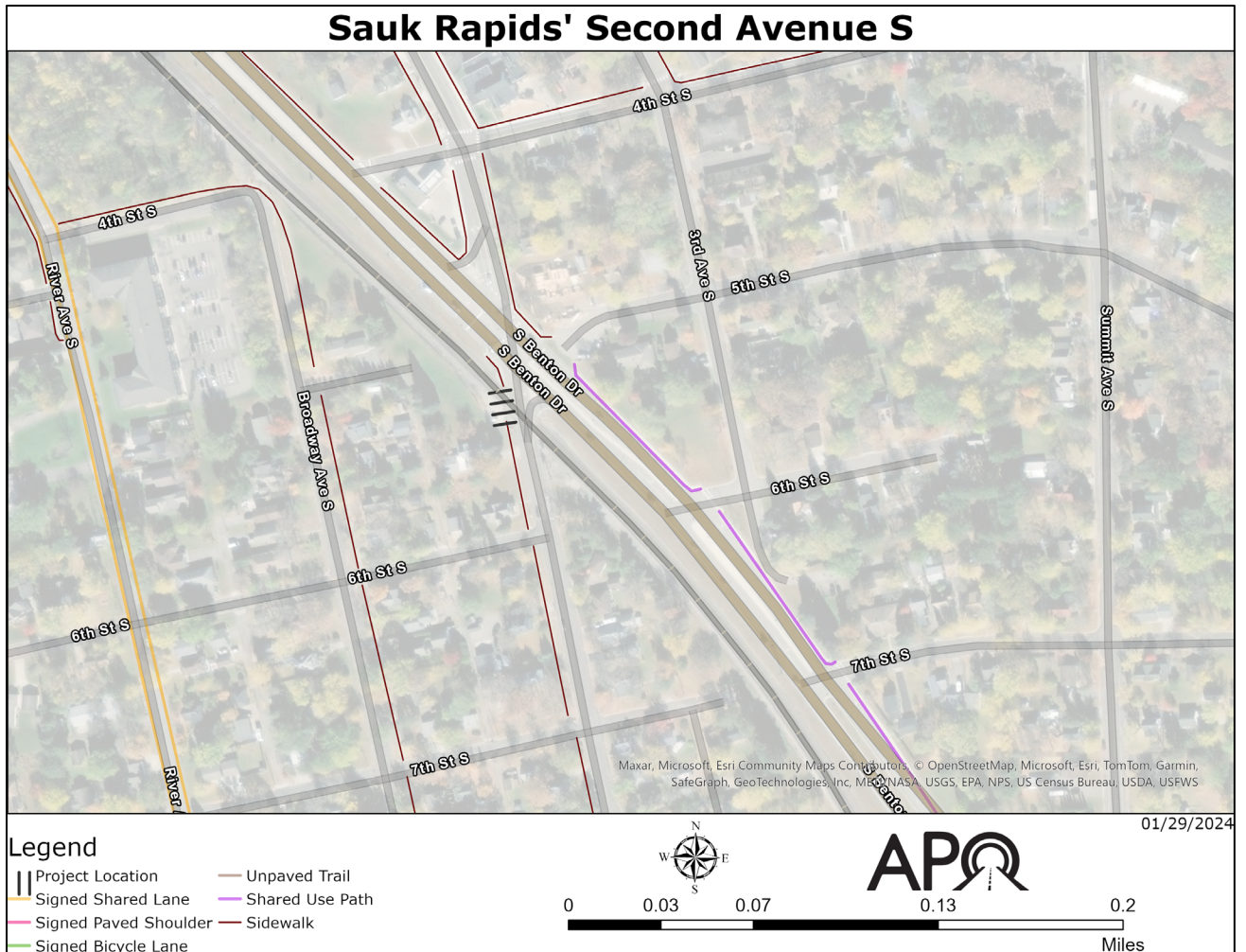
The City of Sauk Rapids is proposing to construct a sidewalk extension across the dual set of BNSF railroad tracks along Second Avenue S connecting to Benton Drive S.

Current conditions of the roadway have sidewalks south of the railroad crossing. But once near the crossing, there is no shoulder for pedestrians or bicyclists to use. Instead, they must navigate the roadway through this skewed intersection. The Second Avenue S crossing is one of three roadway/pedestrian railroad crossings within the City of Sauk Rapids.

The proposed safety features for this project include fencing and the relocation of the railroad crossing controller to allow for the pedestrian improvements.

This project was originally proposed to be included in the reconstruction project occurring in 2024, however, was later removed due to cost.

City of Sauk Rapids Second Avenue S	Amount	% of Total
Requested TAP funds	\$562,834	76%
Required Local Match	\$175,000	24%
Total Eligible Costs	\$737,834	100%



City of Sauk Rapids – Pedestrian Improvements on CSAH 3 at Sixth Avenue N and Summit Avenue N

The City of Sauk Rapids is proposing to install a pedestrian crosswalk flasher system along CSAH 3 (Second Street N) at the intersections of Sixth Avenue N and Summit Avenue N. According to the City, navigating these roundabouts has proven to be very challenging for pedestrians, particularly with the roundabout at Summit Avenue. This roundabout provides access for students to Sauk Rapids-Rice Middle School. The City states the Sauk Rapids Police Department has been stationed at both roundabouts on and off again and has

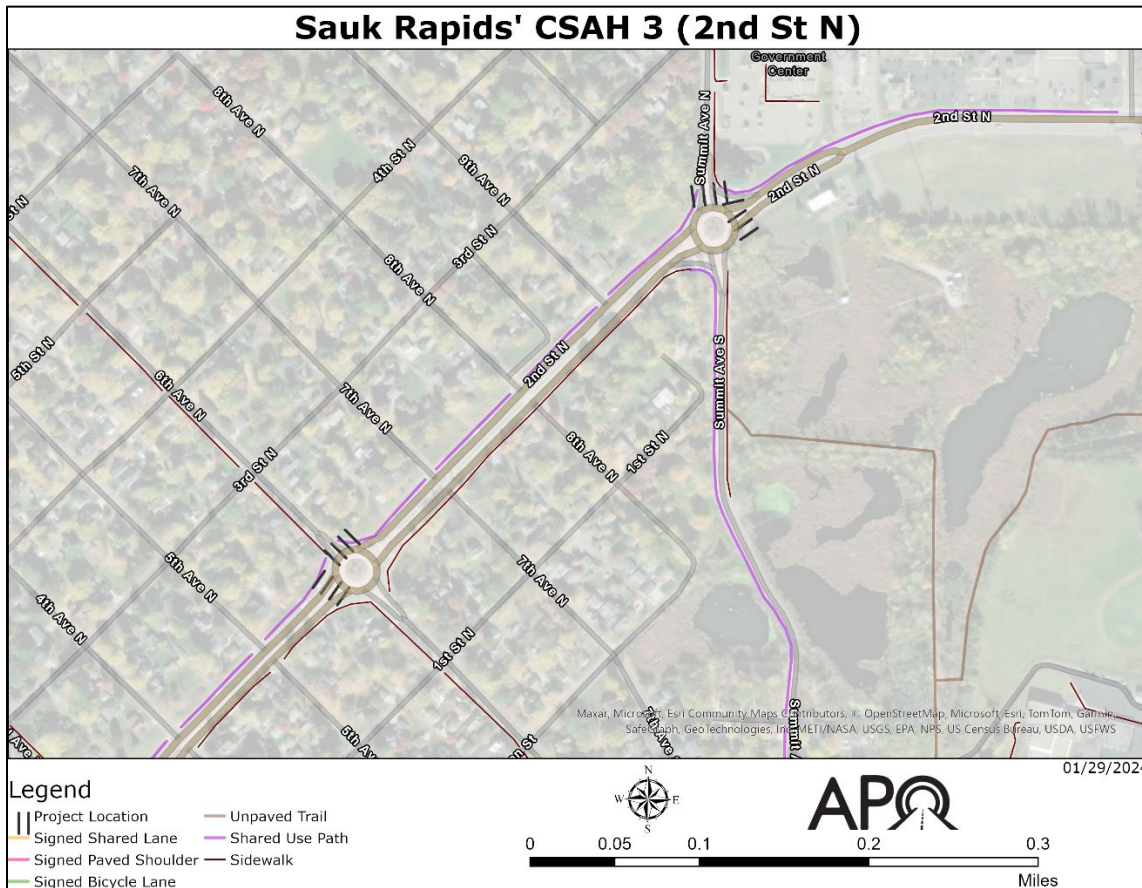
documented speeding as well as other motor vehicle violations.

The rectangular rapid flashing beacons (RRFBs) would be installed in the following locations:

- Summit Avenue N (northern leg – near Government Center).
- CSAH 3 (eastern leg – parallel to Government Center).
- Sixth Avenue N (northern leg – heading toward Pleasantview Elementary School).
- CSAH 3 (eastern leg – in between Sixth Avenue N and Fifth Avenue N).

It is anticipated that by including the RRFBs at these specific locations it would decrease driver speed and yield higher rates of traffic allowing pedestrians and bicyclists to cross the multi-lane roundabouts.

City of Sauk Rapids CSAH 3	Amount	% of Total
Requested TAP funds	\$242,000	80%
Required Local Match	\$60,500	20%
Total Eligible Costs	\$302,500	100%



All applications across the Central Minnesota ATP are scored and ranked by a committee

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

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

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

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

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

At the January ATAC meeting, ATAC members recommended awarding the 10 regional priority points to the City of Saint Cloud’s Ninth Avenue S/13th Street S project and the five regional priority points to the City of Sauk Rapids’s Second Avenue S project. The ATAC’s proposed prioritization was as follows:

1. City of Saint Cloud’s Ninth Avenue S/13th Street S.
2. City of Sauk Rapids’s Second Avenue S.
3. City of Saint Cloud’s 22nd Street S.
4. City of Saint Joseph’s Downtown Synergy.
5. City of Sauk Rapids’s CSAH 3 Pedestrian Improvements.
6. City of Sartell’s 15th Street S/Pinecone Road S.

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

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

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

At the Feb. 1 TAC meeting, TAC representatives recommended awarding the 10 regional priority points to City of Saint Cloud’s Ninth Avenue S/13th Street S project and the five regional priority points to the City of Sauk Rapids’s Second Avenue S project. The TAC’s proposed prioritization was as follows:

1. City of Saint Cloud’s Ninth Avenue S/13th Street S.
2. City of Sauk Rapids’s Second Avenue S.

3. City of Saint Cloud's 22nd Street S.
4. City of Saint Joseph's Downtown Synergy.
5. City of Sauk Rapids's CSAH 3 Pedestrian Improvements.
6. City of Sartell's 15th Street S/Pinecone Road S.

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