SAINT CLOUD | AREA PLANNING ORGANIZATION

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AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, MAY 30, 2024 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachment A)*
   a. Approve minutes of the April 25, 2024, TAC meeting (Attachment A)
4. Future Regional Arterials and Collectors Project Management Team (PMT) Coordination discussion (Attachments B1-B9), *Angie Stenson, Senior Transportation Planner with Bolton & Menk*
   a. Suggested Action: None, discussion.
5. Consideration of the FY 2024-2027 Transportation Improvement Program Amendment (Attachment C1-C2), Vicki Johnson, Senior Transportation Planner
   a. Suggested Action: Recommend Policy Board approval.
6. Consideration of the FY 2026 Carbon Reduction Program (CRP) Scoring and Preliminary Ranking (Attachments D1-D5), *Vicki Johnson, Senior Transportation Planner*
   a. Suggested Action: Recommend a final ranking and prioritization of Carbon Reduction Program (CRP) projects for Policy Board approval.
7. Consideration of the FY 2025-2028 Draft Transportation Improvement Program (TIP) (Attachments E1-E2), Vicki Johnson, Senior Transportation Planner
   a. Suggested Action: Recommend Policy Board approval to release for 30-day public comment period by no later than July 17, 2024.
8. Consideration of the FY 2025 Unified Planning Work Program (UPWP) (Attachment F), Brian Gibson, Executive Director
   a. Suggested Action: Recommend Policy Board approval.
9. Other Business & Announcements

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a. November 2024 TAC meeting

b. Update on the ATP-3 Surface Transportation Block Grant Program (STBGP) formula discussion.

10. Adjournment

English

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Somali

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

Spanish

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

Attachment A

SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, Apr. 25 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, April 25, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Chris Byrd	Benton County
Jodi Teich	Stearns County
Kari Haakonson	City of Sartell
Randy Sabart	City of Saint Joseph
Jon Norenberg	City of Waite Park
David Roedel	Sherburne County

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Trina Ness	APO, Administrative Assistant
Angie Stenson	Bolton & Menk
Robin Caufman	Bolton & Menk

Online Attendees:

Erika Shepard	MnDOT MPO Coordinator
James Stapfer	APO, Planning Technician
Andrew Witter	Sherburne County

Introductions were made.

PUBLIC COMMENT PERIOD
No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

a. Approve minutes of the March 28, 2024, TAC meeting.
b. Receive staff report of the April 4, 2024, Central Minnesota Area Transportation Partnership (ATP-3) meeting
c. Receive staff report of the April 11, 2024, Policy Board meeting

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

FUTURE REGIONAL ARTERIALS AND COLLECTORS PROJECT MANAGEMENT TEAM (PMT) COORDINATION DISCUSSION

Ms. Johnson introduced Ms. Stenson and Ms. Caufman from Bolton & Menk, stating that they will be conducting the Future Regional Arterials and Collectors study.

Ms. Stenson presented the topics for today's meeting and a brief description regarding each category including the study overview, public engagement plan, existing functional classification summary, adopted future functional classification designation, schedule, and the next steps.

Ms. Caufman spoke about the public engagement aspect of the project.

DISCUSSION ON FORMULA FUNDING DISTRIBUTION FOR THE ATP-3 MANAGED SURFACE TRANSPORTATION BLOCK GRANT PROJGRAM (STBGP)

Ms. Johnson presented the current formula funding distribution for the ATP-3 Managed Surface Transportation Block Grant Program (STBGP). The current funding formula was designated in 1999. Should we revisit the formula?

MnDOT updated formula distribution to the ATPs based on 2020 census information as well as updated State Aid needs.

Ms. Teich stated she feels in order for this process to move forward we need the 7W and the APO to work together. We need to update data to the extent that it's available: system size, bridge area, Federal aid lane miles, number of transit vehicles, VMT, HCVMT, population.

It was decided that Ms. Johnson should put together a distribution using the current formula but based on updated data and bring it back to the TAC for further discussion.

OTHER BUSINESS AND ANNOUNCEMENTS

Ms. Teich asked what the status is on 322nd street feasibility study.

Mr. Glaesman and Mr. Borgerding stated that there is not going to be a study. He stated that none of the entities involved can afford the 20-year vision for the corridor. That at this point what is being suggested is resurfacing with splitting the cost between the city of St. Cloud, LeSauk Township, and St. Wendel Township.

Ms. Johnson reminded everyone that the CRP applications are due on May 10th, 2024, at 3pm. If the project is outside the APO area, Mr. Lenz will accept applications until 5pm on May 10th.

ADJOURNMENT

The meeting adjourned at 11:09 a.m.

Attachment B1

Future Regional Arterials and Collectors Study TAC Meeting #2

St. Cloud Area Planning Organization Technical Advisory Committee

May 30, 2024

Agenda

1. Task 3.1: Peer Review Results
    a. *Meeting goal:* Understand how peer regions are using future functional class
    b. *TAC Input:* Review draft Task 3.1 memos.

2. Task 3.2: Adopted Future Functional Classification Inventory by Agency
    a. *Meeting goal:* Review inventory of agency future functional classifications
    b. *TAC Input:* Review draft Task 3.2 memo.

3. Task 4.1 Access Spacing Guidance Best Practices
    a. *Meeting goal:* Provide context overview of existing agency guidance, discuss technical guidance and best practices
    b. *TAC Input:* Provide direction for development of best practices guidance

4. Task 4.2: Right of Way Preservation Guidance Best Practices
    a. *Meeting goal:* Provide context overview of existing agency guidance, discuss technical guidance and best practices
    b. *TAC Input:* Provide direction for development of best practices guidance

5. Task 5.1: Develop Roadway Segment Existing Condition Data Profiles
    a. Meeting goal: Review existing federal aid system segment map, approach for new alignment additions for study, discuss existing condition data profile attributes
    b. TAC Input:
        i. Request 1: Review segmentation of existing federal aid system network. Submit comments via online map, pdf, or email
            1. https://bmi.maps.arcgis.com/apps/instant/sidebar/index.html?appid=3084604d40fe4895b2c533f7a393c71a
        ii. Request 2: Agency designation of new alignment segments for inclusion in the study
        iii. Request 3: Send line work of alignments from transportation or comprehensive plans

6. Next Steps and Schedule

Attachment B2

TECHNICAL MEMORANDUM

Date: May 17, 2024

To: St. Cloud Area Planning Organization Technical Advisory Committee

From: Bolton & Menk Future Regional Arterials and Collectors Study Team

Subject: Task 3.1 Functional Class Summary

I. Introduction

This memorandum is intended to provide an overview of roadway functional classifications and their status within the boundaries of the Saint Cloud Area Planning Organization (APO). It covers fundamental concepts in understanding functional classification, a description of the Federal Highway Administration's (FHWA) functional classification guidelines, an analysis of existing functional classification with the Saint Cloud APO, and a look at state level processes to adjust functional classification of a roadway.

The characteristics of roads differ greatly across the roadway system and the characteristics of a roadway can reveal its intended travel objectives. Travel objectives range from serving long-distance passenger and freight needs to serving short trips between residential neighborhoods and nearby essential services. Planners and engineers have developed the functional classification hierarchy to define the role that a specific roadway plays in serving the flow of trips through an entire network.

Assigning functional classifications to roadways defines the role each element of the roadway system plays. Reflecting the patchwork of jurisdictions that make up a road network, developing a functional classification hierarchy requires coordination between many stakeholders and agencies. Functional classification can play an important role in the administration of federal and state transportation programs, where certain funding sources are reserved for roadways above a certain classification.

II. Overview

Functional classifications are determined by a variety of characteristics, but largely depend on the degree to which a roadway serves mobility or serves direct access to locations. Roadways serving high degrees of mobility are called "Arterials" and those serving direct land access with low mobility are "Local Roads," between these two ends of the spectrum there lies a hierarchy of roadway classifications. Below is a breakdown of the functional classifications and the needs they serve in the transportation system.

Principal Arterial Interstate

Interstates are the highest classification of roadway and are designed with mobility and long-distance travel in mind. Interstates connect major urban centers at high speeds with complete access control. As such, there is no ambiguity in the classification of these roadways. All routes that comprise of the Dwight D Eisenhower National Interstate system are automatically classified as Principal Arterial Interstate by the FHWA. Interstate-94 is the only Principal Arterial interstate within APO boundaries.

Other Principal Arterial Expressways

These roads connect major metropolitan centers, offer significant mobility, and provide access to rural areas. They serve high traffic corridors and meet long trip demands. These roadways serve demand for intra-area travel, frequently connecting central business districts to outlying residential areas. However, they differ from interstates in that they lack total access control. They occasionally provide direct access to parcels and feature at-grade intersections with other roadways. US Highway 10 is an example of an Other Principal Arterial expressway within APO boundaries.

Minor Arterial

Minor Arterials support medium-length trips, cover smaller geographic areas than major arterials, and connect to the main arterial network. In urban settings, they enhance the main arterial system, ensure local community connectivity, and may accommodate local bus routes. They feature higher speeds with more access than major principal arterials, but they do not penetrate identifiable neighborhoods like collectors and local roads. Benton Drive in Sauk Rapids is a good example of a Minor Arterial roadway.

Major Collector

Major Collectors are very similar in characteristics and function as Minor Collectors. They serve land access and short trips in denser residential and commercial areas. They distribute traffic between local roads and the arterial system over longer distances than Minor Collectors (greater than .75 miles). These roadways often have higher AADT, higher speeds, and more signalization than Minor Collectors. 4th Ave S (adjacent to Saint Cloud State University) is an example of a Major Collector.

Minor Collector

Collectors' role in the system is to gather traffic from local roads and distribute it to the arterial system. Collectors fall at the midpoint of the mobility-access continuum and serve mixed roles. As such, it can be difficult to define Minor and Major Collectors precisely. Minor Collectors typically serve lower density residential areas. In urban settings, minor collectors distribute traffic between local roads and arterials over short distances (less than .75 miles). Minor Collectors usually have lower speed limits and fewer signalized intersections than Major Collectors. Centennial Drive (10th St N) in the City of Saint Cloud is an example of a minor collector.

Local Roads

Often located in residential areas, local roads comprise the great majority of roadway mileage. Local roads serve traveling needs typically at the beginning or end of a trip. They prioritize access to abutting land and are often designed to discourage through traffic. Local roads make up the entire roadway system that is not classified otherwise.

These classifications span the full range of roadway functions; however, the FHWA guidelines use additional considerations to describe roadway function more accurately. Distinctions between access-controlled and full access roadways, and the surrounding urban or rural development pattern can also help determine a specific roadways classification.

Although many roads provide both property access and travel mobility, their primary purpose determines functional classification. Beyond mobility and access, it is also important to consider livability and whether the classification is appropriate for the surrounding context.

Continuity

The concept of continuity is important to understanding the functional classification hierarchy. Simply put, a roadway of higher classification should not connect to an individual roadway of a lower classification. Arterials should only connect to other arterials and so on. However, there are some exceptions to this rule, in the case of arterial terminating at a very large traffic generator for example.

III. Existing Functional Classifications

The Federal Highway Administration's (FHWA) *2023 Highway Functional Classification Concepts, Criteria and Procedures*, provides guidance to planners and engineers to utilize when evaluating a roadway network (see Guidelines by Functional Classifications below)lo. For the purposes of recommendations, the FHWA defines states as either urban or rural states. Rural states are those where 75 percent or less of their population resides in urban areas. FHWA research has determined this to be a reasonable breakpoint to capture the geographical differences between states. According to the MN State Demographer, about 73% of Minnesota's population lives in an urban setting. Therefore, Minnesota's regional planning organizations should utilize rural state guidelines.

Table 3-5: VMT and Mileage Guidelines by Functional Classifications - Arterials

Arterials:	Interstate	Other Freeways & Expressway	Other Principal Arterial	Minor Arterial
Typical Characteristics				
Lane Width	12 feet	11 - 12 feet	11 - 12 feet	10 feet - 12 feet
Inside Shoulder Width	4 feet - 12 feet	0 feet - 6 feet	0 feet	0 feet
Outside Shoulder Width	10 feet - 12 feet	8 feet - 12 feet	8 feet - 12 feet	4 feet - 8 feet
AADT[1] (Rural)	12,000 - 34,000	4,000 - 18,500[2]	2,000 - 8,500[2]	1,500 - 6,000
AADT[1] (Urban)	35,000 - 129,000	13,000 - 55,000[2]	7,000 – 27,000[2]	3,000 - 14,000
Divided/Undivided	Divided	Undivided/Divided	Undivided/Divided	Undivided
Access	Fully Controlled	Partially/Fully Controlled	Partially/Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)[1]				
Rural System				
Mileage Extent for Rural States[2]	1% - 3%	0% - 2%	2% - 6%	2% - 6%
Mileage Extent for Urban States	1% - 2%	0% - 2%	2% - 5%	3% - 7%
Mileage Extent for All States	1% - 2%	0% - 2%	2% - 6%	3% - 7%
VMT Extent for Rural States[2]	18% - 38%	0% - 7%	15% - 31%	9% - 20%
VMT Extent for Urban States	18% - 34%	0% - 8%	12% - 29%	12% - 19%
VMT Extent for All States	20% - 38%	0% - 8%	14% - 30%	11% - 20%
Urban System				
Mileage Extent for Rural States[2]	1% - 3%	0% - 2%	4% - 9%	7% - 14%
Mileage Extent for Urban States	1% - 2%	0% - 2%	4% - 5%	7% - 12%
Mileage Extent for All States	1% - 3%	0% - 2%	4% - 5%	7% - 114%
VMT Extent for Rural States[2]	17% - 31%	0% - 12%	16% - 33%	14% - 27%
VMT Extent for Urban States	17% - 30%	3% - 18%	17% - 29%	15% - 22%
VMT Extent for All States	17% - 31%	0% - 17%	16% - 31%	14% - 25%

Table 3-6: VMT and Mileage Guidelines by Functional Classifications – Collectors and Locals

Collectors:	Major Collector[2]	Minor Collector[2]	Local
Typical Characteristics			
Lane Width	10 feet - 12 feet	10 - 11 feet	8 feet - 10 feet
Inside Shoulder Width	0 feet	0 feet	0 feet
Outside Shoulder Width	1 foot - 6 feet	1 foot - 4 feet	0 feet - 2 feet
AADT[1] (Rural)	300 - 2,600	150 - 1,110	15 - 400
AADT[1] (Urban)	1,100 - 6,300[2]	1,100 - 6,300[2]	80 - 700
Divided/Undivided	Undivided	Undivided	Undivided
Access	Uncontrolled	Uncontrolled	Uncontrolled
Mileage/VMT Extent (Percentage Ranges)[1]			
Rural System			
Mileage Extent for Rural States[3]	8% - 19%	3% - 15%	62% - 74%
Mileage Extent for Urban States	10% - 17%	5% - 13%	66% - 74%
Mileage Extent for All States	9% - 19%	4% - 15%	64% - 75%
VMT Extent for Rural States[3]	10% - 23%	1% - 8%	8% - 23%
VMT Extent for Urban States	12% - 24%	3% - 10%	7% - 20%
VMT Extent for All States	12% - 23%	2% - 9%	8% - 23%
Urban System			
Mileage Extent for Rural States[3]	3% - 16%	3% - 16%[2]	62% - 74%
Mileage Extent for Urban States	7% - 13%	7% - 13%[2]	67% - 76%
Mileage Extent for All States	7% - 15%	7% - 15%[2]	63% - 75%
VMT Extent for Rural States[3]	2% - 13%	2% - 12%[2]	9% - 25%
VMT Extent for Urban States	7% - 13%	7% - 13%[2]	6% - 24%
VMT Extent for All States	5% - 13%	5% - 13%[2]	6% - 25%

Table 1 - St. Cloud APO Planning Area Existing Functional Classification Overview

DESCRIPTION	Mileage	Percentage	FHWA GUIDELINES: Rural State/Urban System*	Within FHWA Guidelines?
Local Roads	939.13	62.3%	62%-74%	**Yes**
Minor Collector	60.16	4.0%	3%-16%	**Yes**
Major Collector	169.50	11.2%	3%-16%	**Yes**
Minor Arterial	139.19	9.2%	7%-14%	**Yes**
Principal Arterial - Other	152.97	10.1%	4%-9%	**No**
Principal Arterial - Interstate	46.58	3.1%	1%-3%	**No**

**Urban System Mileage Extent for Rural Statesfrom Highway Functional Classification, Criteria and Procedures 2023 Edition*

In **Table 1** above, you can see the distribution of functional classifications within the Saint Cloud APO Planning Area and how the distribution of roadways line up with FHWA guidelines. Notably, the Principal Arterial system mileage exceeds FHWA Guidelines for Principal Arterial – Other and Principal Arterial – Interstate. All other classifications are within the FHWA guided range for a rural state.

Saint Cloud Area Planning Organization's Existing Guidelines

The Saint Cloud APO has most recently addressed Functional Classification guidelines in the 2050 Metropolitan Transportation Plan (MTP). In this plan, maintaining functional classifications that are consistent with FHWA guidelines was an identified objective to achieve an integrated and connected multimodal system. Federal regulations require that roadways must be functionally classified to receive federal funding. Within the Saint Cloud APO urbanized area, Major and Minor Collectors and above are eligible for federal Surface Transportation Block Grant (STBG) funding; Rural Minor Collectors are not eligible for STBG funding[1].

IV. MnDOT Functional Classification Guidelines & Policies

Federal law requires that: "*The state transportation agency shall have the primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of the existing roads and streets. . . . The State shall cooperate with responsible local officials, or appropriate Federal agency in the case of areas under Federal jurisdiction, in developing and updating the functional classification.*"

Therefore, the FHWA has delegated authority for functional classification approval to MnDOT. This law applies to all 139,000 miles of public road in Minnesota. This law also requires significant effort on

[1] Up to 15% of STBG apportionment (DOT) may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§ 11109(a)(7); 23 U.S.C. 133(k). https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm

MnDOT's part to collaborate with the State's MPOs, Counties, and local governments to effectively classify the entire roadway system.

Changes to Functional Classification
MnDOT has an organized process for adjusting functional classifications and assigning classifications to new roadways. Requests to adjust or assign Functional Classification are accepted throughout the year and MnDOT's Office of Transportation System Management administers this process. Changes to local non-state aid roadways require the approval of the MnDOT District's Planner, and changes to state-aid roadways require the approval of the district's state-aid engineer. The outlier in this process are changes to principal arterials, which require FHWA approval to be reclassified.

V. Conclusion

The FHWA stresses the importance of performing ongoing maintenance of Functional Classification hierarchies. Frequently determining and assigning functional classification to a roadway is straightforward, based on FHWA's guidelines. This study effort provides additional information for existing functional classification towards this effort. There can be significant flexibility when determining between adjacent classifications, such as when deciding between a Major and Minor Collector.

For existing functional classification, it is important that a roadway's current function is what is considered in its classification, rather than its future role in the system. Establishing a future functional classification assists the region in preserving roadway function and characteristics that are consistent with the future system network vision.

TECHNICAL MEMORANDUM

Date: May 17, 2024

To: St. Cloud Area Planning Organization Technical Advisory Committee

From: Bolton & Menk Future Regional Arterials and Collectors Study Team

Subject: Task 3.1 Functional Class Peer Review

Overview

This memorandum is intended to document the review of existing and future functional classification for peer Metropolitan Planning Organization (MPO) highway systems. It includes an analysis of existing functional classification within the jurisdictional boundaries of the Metropolitan Planning Organization of Johnson County, Iowa (MPOJC), Duluth-Superior Metropolitan Interstate Council (DSMIC), and Rochester Olmstead Council of Governments (ROCOG) compared to the Saint Cloud Area Planning Organization (APO). These peer organizations were selected because they are of similar population size, land area, and population density to the APO. The analysis also quantitatively compares Federal Highway Administration (FHWA) guidance and policy overview.

The functional classification hierarchy was developed to help define a specific roadway's role in serving the larger transportation network. The APO is working to achieve consensus among member jurisdictions on future arterials and collectors locations and provide guidance to help ensure the system's safe and efficient operations. Reviewing peer organizations and their approach to functional classification provides a broader context for consideration as recommendations are developed during this study.

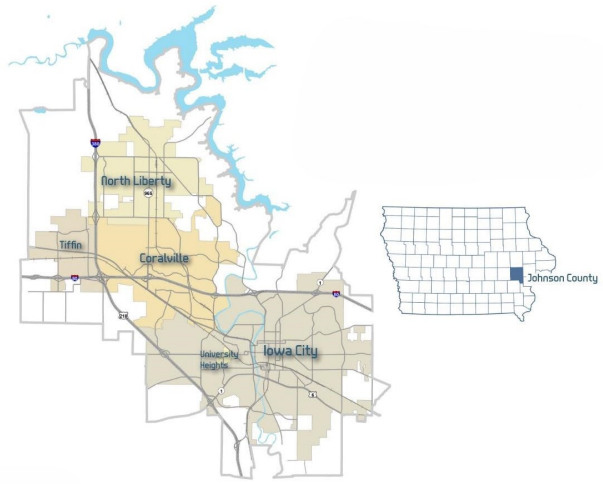
Functional classification determination considers many characteristics but largely depends on two key things: mobility and access. By properly classifying existing and future roadways, policies and guidelines can guide features that help maintain safe and efficient system operations, such as access management and right-of-way preservation.

Existing Functional Classification

Staff reviewed relevant transportation-related documents for the MPOJC, DSMIC, and ROCOG. The following details the findings and comments received from each organization.

MPOJC

The MPOJC follows the federal functional classification according to the Iowa Department of Transportation (Iowa DOT) and FHWA. Within the MPOJC boundaries, according to their Future Forward 2050 Long-Range Transportation Plan, Federal Functional Classifications of roads include interstate, principal arterials, minor arterials, collector, and local.



As found in **Table 1** below, MPOJC functional classification designations fall within the guided FHWA ranges except for minor collector, which is below the suggested range, and for principal arterial-interstate classifications, which is above the suggested range but is also a federally required classification for interstate facilities. According to the data from MPOJC, 3.74% or 29.31 miles of road in their jurisdiction do not have a classification assigned.

Table 1

MPOJC Planning Area Existing Functional Classification Overview				
Description	Mileage	Percentage	FHWA Guidelines: Rural State/Urban System*	Within FHWA Guidelines?
No Classification Assigned	29.31	3.74%	--	--
Local Roads	492.98	62.87%	62%-74%	**Yes**
Minor Collector	5.88	0.75%	3%-16%	**No**
Major Collector	61.91	7.89%	3%-16%	**Yes**
Minor Arterial	89.77	11.45%	7%-14%	**Yes**
Principal Arterial - Other	47.03	5.99%	4%-9%	**Yes**
Principal Arterial - Interstate	57.35	7.31%	1%-3%	**No**

**Urban System Mileage Extent for Rural States from Highway Functional Classification, Criteria and Procedures 2023 Edition*

DSMIC

DSMIC uses the federal functional classifications according to FHWA. According to their Sustainable Choices 2045 Long-Range Transportation Plan, all federal functional classifications of roads are used in the DSMIC boundaries: principal arterial - interstate, principal arterial - other, minor arterial, major collector, minor collector, and local roads. According to **Table 2**, DSMIC is the peer region that meets FHWA guidelines on the most functional classifications, with only Local Roads not meeting the guideline (1.5% under the recommended range). Principal Arterial – Interstate is at the top of the guideline range (3.0%).

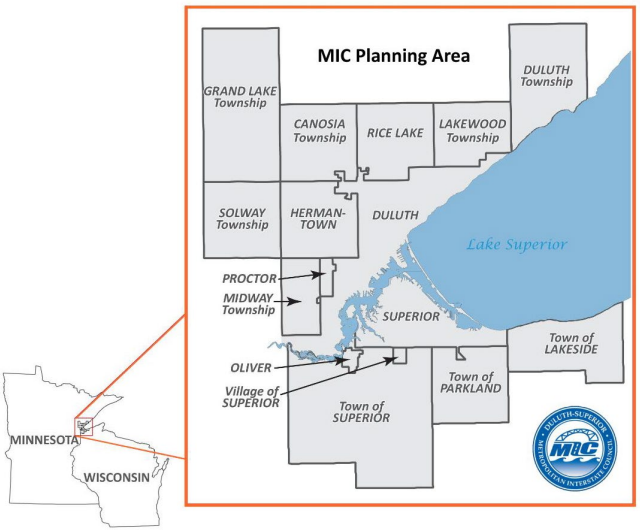


Table 2

DSMIC Planning Area Existing Functional Classification Overview				
Description	Mileage	Percentage	FHWA Guidelines: Rural State/Urban System*	Within FHWA Guidelines?
Local Roads	729.5	60.5%	62%-74%	**No**
Minor Collector	79.7	6.6%	3%-16%	**Yes**
Major Collector	150.0	12.4%	3%-16%	**Yes**
Minor Arterial	115.9	9.6%	7%-14%	**Yes**
Principal Arterial - Other	92.0	7.6%	4%-9%	**Yes**
Other Freeways & Expressways	2.0	0.2%	0%-2%	**Yes**
Principal Arterial - Interstate	36.3	3.0%	1%-3%	**Yes**

**Urban System Mileage Extent for Rural States from Highway Functional Classification, Criteria and Procedures 2023 Edition*

ROCOG

Functional Classifications in the ROCOG boundaries follow federal functional classifications according to the Minnesota Department of Transportation (MnDOT) and FHWA. Classifications include interstate, other freeways and expressways, principal arterial – other, minor arterial, major collector, minor collector, and local. **Table 3** details existing functional classification compared to FHWA guidelines. ROCOG does not meet FHWA guidelines for principal arterial – other (below), other freeways and expressways (above), and principal arterials – interstate (none). Principal arterials are subject to FHWA approval, so even though these designations are outside the guidance, extra critical review and approval of the Principal Arterial designation are required.

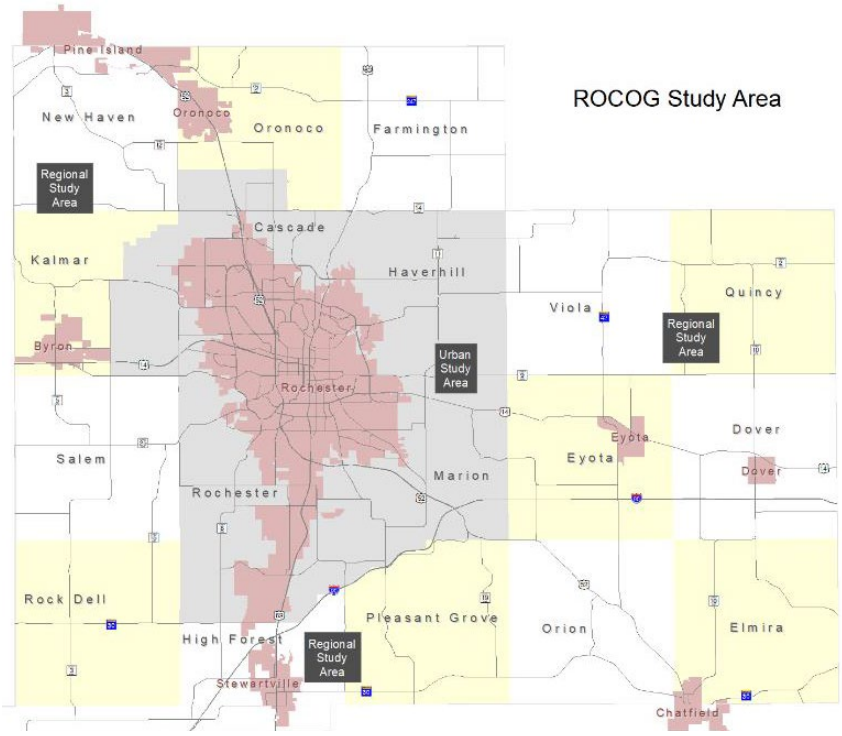


Table 3

ROCOG Planning Area Existing Functional Classification Overview				
Description	Mileage	Percentage	FHWA Guidelines: Rural State/Urban System*	Within FHWA Guidelines?
Local Roads	539.95	63.57%	62%-74%	**Yes**
Minor Collector	41.47	4.88%	3%-16%	**Yes**
Major Collector	104.86	12.35%	3%-16%	**Yes**
Minor Arterial	100.59	11.84%	7%-14%	**Yes**
Principal Arterial - Other	21.52	2.53%	4%-9%	**No**
Other Freeways and Expressways	41.00	4.8%	0%-2%	**No**
Principal Arterial - Interstate	0	0%	1%-3%	**No**

**Urban System Mileage Extent for Rural States from Highway Functional Classification, Criteria and Procedures 2023 Edition*

Future Functional Classification

MPOJC

The MPOJC has regional recognition of individual roadway future functional classification. However, according to Kent Ralston, Executive Director, and Transportation Planner, it is only used when a community wants to apply for federal dollars through the MPO to construct a new roadway. The Iowa DOT's policy allows future roads to be classified, but only if the roadway is fully funded or programmed in a community's five-year Capital Improvement Plan. Future roadways are screened the same way an existing road would be – termini, connectivity to other similar future functional classification routes, anticipated average daily traffic, etc. to determine a future functional classification. Once a future functional classification is assigned, MPOJC will evaluate the road for its funding, just like an existing roadway.

The MPOJC does not have any regional categories or special designations of roads.

DSMIC

According to Richard Sarran, Senior GIS Specialist, and Ron Chicka, Executive Director, the DSMIC does not use future functional classification. The DSMIC area is not growing at a rate where they expect changes to their functional classification. Additionally, they do not have any regional categories or special designations of roads.

ROCOG

The ROCOG planners developed an MPO Functional Designation System (FDS) plan to attempt to indicate to the public and stakeholders current functions (like the federal functional classification does) and the highest function anticipated to serve in the next 20-25 years. They use FDS instead of a future functional classification terminology to avoid confusion with existing functional classification because reclassification requires documentation and approval through the DOT in Minnesota. This approach provides a broader context for understanding functional designation beyond a future functional

classification map. In the FDS, all considerations of the typical factors that affect federal functional classification are used, plus anticipated growth scenario(s) and future land use plans, according to Jarrett Hubbard, Principal Planner for ROCOG, in a May 3, 2024 memo to the study team. A larger number of categories are used in the FDS to distinguish various cross-section or travel management features, reflecting adjacent land use and primary corridor users. Additionally, the FDM includes an underlying Land Use Context classification to allow for incorporating policies related to corridor designation – land use context pairings. The intention is to integrate land use considerations in the transportation plan more closely. Chapter 10 of the Long-Range Transportation Plan 2045 details this system and describes network development principles. ROCOG has found the FDS, which is focused on local development, effective.

Summary

This memorandum details information from three peer MPO organizations in Minnesota and Iowa of comparable population size, area, and population density. This analysis aims to provide the TAC with insight from other regions as they work with the project team to analyze functional classification for the APO and provide policy and guideline recommendations.

As this analysis shows, each organization approaches future functional classification differently. Staff comments clearly show that the organizations work to balance future and existing functional classifications with their impacts on funding and communication with stakeholders while assessing future land use and growth to maintain a safe and efficient transportation network.

TECHNICAL MEMORANDUM

Date: May 17, 2024

To: St. Cloud Area Planning Organization Technical Advisory Committee

From: Bolton & Menk Future Regional Arterials and Collectors Study Team

Subject: Task 3.2 Future Functional Classification Inventory

Overview

This memo provides an inventory of future functional classification designations adopted or planned by St. Cloud Area Planning Organization (APO) agencies. Planned future functional classification for existing or future corridors allows planners to state a vision for the role of transportation infrastructure and how it may change based on the growth trends along a transportation corridor.

During our coordination with APO agencies to understand any existing future functional classification, Stearns and Sherburne Counties as well as the Cities of Waite Park and Sauk Rapids were noted for adopting future functional roadway classifications, including future alignments for federal aid roadways within the APO planning area. We are coordinating with the TAC to inventory all adopted functional classifications and agency policies related to future functional classification, such as any implications of the zoning ordinance. This information will be used in Tasks 6 and 7 to analyze and develop the recommended regional future functional classification system.

Analysis

Staff reviewed relevant land use plans, zoning, and transportation-related documents for Benton, Sherburne, and Stearns Counties, as well as the Cities of Sartell, Sauk Rapids, St. Cloud, St. Joseph, and Waite Park.

The following counties and cities do include references to future functional classification, as described below:

Sherburne County

- Sherburne County adopted its current Comprehensive Plan in 2023. It includes a future land use map that indicates areas of future growth.
- The county adopted a Transportation Plan in 2019. Chapter 4 (Roadway System Plan) of this plan includes a future functional classification system. The Future Functional Classification Map and the Proposed Future Functional Classifications Changes Table are featured on this page. The map and table are both found in the 2019 Transportation Plan.

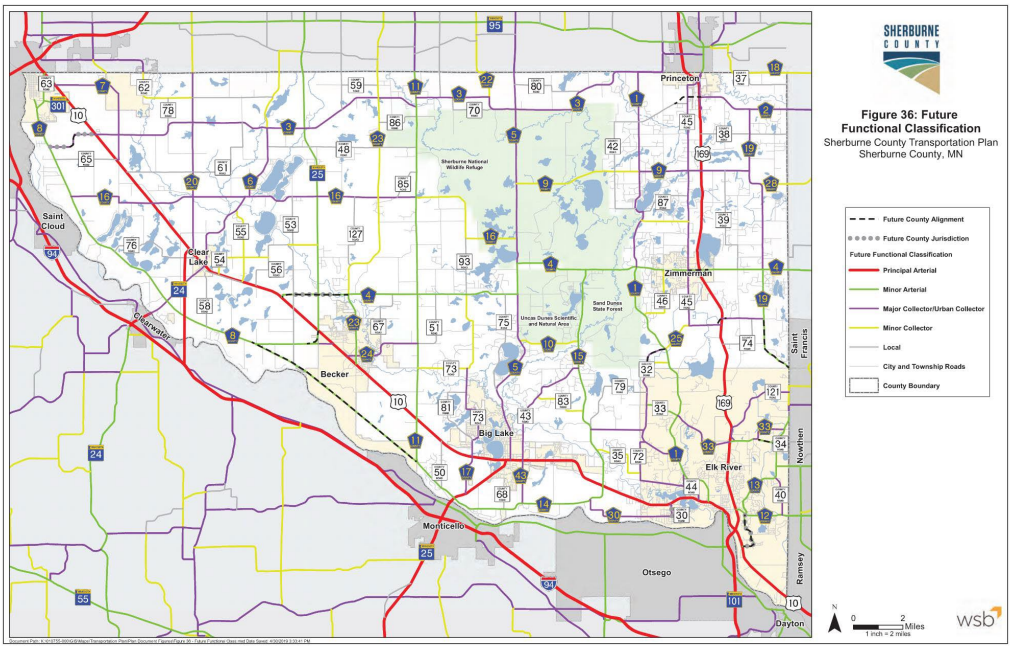


Table 13: Proposed Functional Classification Changes

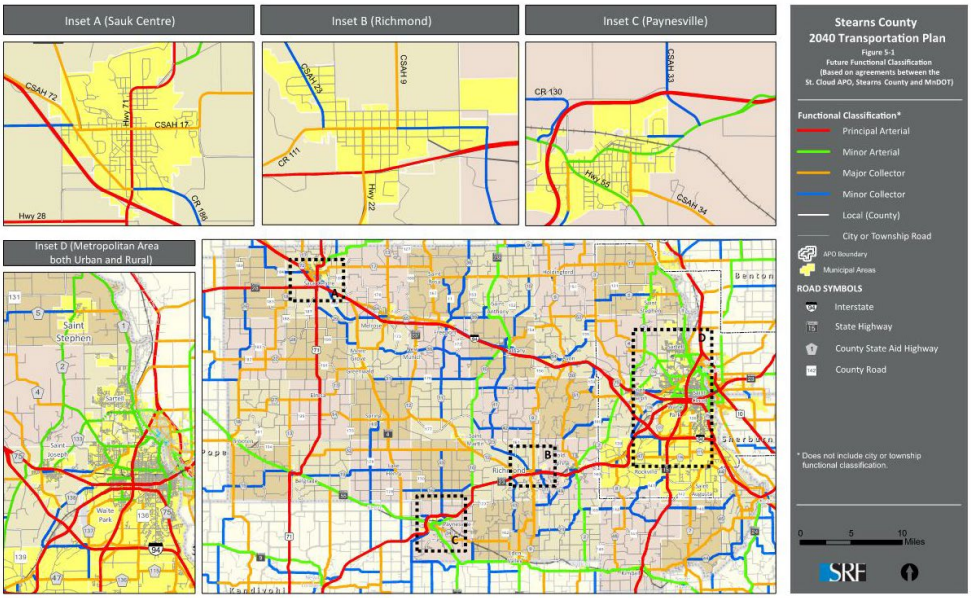
Existing Route Number	From	To	Existing Functional Class	Future Functional Class	Rationale
CSAH 16	CSAH 8	TH 10	Minor Collector	Major Collector	CSAH 16 provides an important east/west route in the center of the county
37th Street	CSAH 8	east end 37th Street	Local	Major Collector	Provides a more direct east/west route and continuation of major collector route between CSAH 8 and CSAH 3
New Segment (CSAH 3)	east end 37th Street	west end 32nd Street	-	Major Collector	Provides a more direct east/west route and continuation of major collector route between CSAH 8 and CSAH 3
32nd Street	west end 32nd Street	CSAH 3	Local	Major Collector	Provides a more direct east/west route and continuation of major collector route between CSAH 8 and CSAH 3
New Segment (TH 24)	70th Avenue/TH 10	west county line	-	Principal Arterial	Proposed new TH 24 alignment will serve the principal arterial function
TH 24	TH 10	west county line	Principal Arterial	Major Collector	Proposed new TH 24 alignment will serve the principal arterial function
CR 55	TH 10	90th Avenue	Local	Minor Collector	Provides a north/south route between CSAH 6 and TH 10
CR 54	TH 10	CR 53	Local	Minor Collector	Provides an east/west route between TH 10 and TH 25
77th Street	CR 53	TH 25	Local	Minor Collector	Provides continuation of CR 54 functional classification between CR 53 and TH 25
CR 53	CR 54	77th Street	Local	Minor Collector	Provides continuous east-west minor collector between Clear Lake and TH 25
New Segment (CR 53)	TH 10/CR53	97th Street	-	Minor Arterial	Provides continuation of CSAH 4 functional classification to TH 10
97th Street	0.7 miles west of TH 25	0.4 miles east of TH 25	Local	Minor Arterial	Provides continuation of CSAH 4 functional classification to TH 10
New Segment (CSAH 4)	0.4 miles east of TH 25	CSAH 4	-	Minor Arterial	Provides continuation of CSAH 4 functional classification to TH 10
277th Avenue	CSAH 1	CR 45	Local	Minor Collector	Provides an important east/west route across US 169 between CSAH 9 and CSAH 4
CSAH 8	0.2 mi west of Becker city limits	TH 10	Minor Arterial	Urban Collector	Proposed new CSAH 8 alignment will serve the minor arterial function
New Segment (CSAH 8)	0.2 mi west of Becker city limits	TH 10	-	Minor Arterial	Provides continuation of CSAH 8 functional classification to TH 10 and TH 25
185th Avenue SE	CSAH 4	CR 73	Local	Minor Collector	Provides continuation of minor collector route designation between CR 73 and CR 93
CSAH 11	TH 10	north county line	Major Collector	Minor Arterial	CSAH 11 provides an important north/south route between the north county line and TH 10
CR 43	TH 10	CSAH 15	Minor Arterial	Urban Collector	CSAH 15 will serve the north/south arterial role in this area
209th Avenue	CSAH 15	CR 32	Local	Major Collector	Provides an east/west connection between Elk River and Big Lake
CR 79	CSAH 15	CR 32	Minor Collector	Local	209th Avenue provides a more direct collector route function between CSAH 15 and Elk River
CSAH 1	CSAH 4	north Elk River city limits	Major Collector	Minor Arterial	CSAH 1 provides an important north/south route west of TH 169
CSAH 19	CSAH 4	245th Avenue/104th Street	Major Collector	Minor Arterial	Provides an important north/south route east of TH 169
104th Street	245th Avenue	south end of 104th Street	Local	Minor Arterial	Provides an important north/south route east of TH 169
New Segment (CSAH 19)	south end of 104th Street	CR 70 (Anoka)	-	Minor Arterial	Provides an important north/south route east of TH 169
CR 121	CSAH 33	east county line/Anoka CR 70	Local	Urban Collector	Provides a collector route in the northern portion of Elk River (population greater than 5,000*)
CR 33	CR 32	CSAH 1	Minor Collector	Minor Arterial	Provides an important east/west route through Elk River
CSAH 33	TH 169	Smith Street	Major Collector	Minor Arterial	Provides an important east/west route through Elk River
New Segment (CSAH 33)	Smith Street	CSAH 13	-	Minor Arterial	New CSAH 33 alignment will serve the minor arterial function
New Segment (CR 32)	north Elk River city limits	CSAH 1 (north junction)/CSAH 25	-	Major Collector	Provides an important north/south route west of CSAH 1, connects to CSAH 25
Joplin Street	CR 30	TH 10	Local	Major Collector	Provides a connection from CR 30 to TH 10, serves county fairgrounds
CR 30	Joplin Street	Orono Parkway/Main Street	Major Collector	Local	Joplin Street alignment will serve the major collector function
Twin Lakes Road	CSAH 12	TH 10	Major Collector	Minor Arterial	Provides a continuation of CSAH 13 and connects to TH 10
CR 72	CR 35	CR 32	Local	Urban Collector	Provides a north/south collector route west of CSAH 1
New Segment (CSAH 8/11)	CSAH 8 near 100th Avenue	CSAH 11 near 166th Street	-	Minor Arterial	Provides a parallel reliever route south of TH 10

** Future functional classification of major and minor collectors are designated as urban collectors within or upon entering municipalities with population greater than 5,000.*

Stearns County

- Stearns County adopted a Comprehensive Plan in 2020. Included in this Comprehensive Plan is a future land use plan. During the Comprehensive Planning process, it was determined that past future land use plans were too prescriptive, so the future land use plan currently adopted provides a degree of flexibility that is achieved through a series of "Future Land Use Factors" found in the 2020 Comprehensive Plan.

FIGURE 5-1: STEARNS COUNTY FUTURE FUNCTIONAL CLASSIFICATION (2040)



- The county adopted a Transportation Plan in 2015. This plan includes a future functional classification system in Chapter 5, Future Multi-Modal System Analysis, Plan, and Projects. Future Functional Classification Plan tables, as found in the 2015 Transportation Plan, are featured on this page. The Stearns County Future Functional Classification Map (also found in the 2015 Transportation Plan) are also featured here.

TABLE 5-1: STEARNS COUNTY RURAL FUNCTIONAL CLASSIFICATION PLAN

Functional Classification System		Proposed Miles	Proposed Percent	FHWA System Mileage Guidelines (%)		Deviation
Principal Arterial	Interstate	40	2%	1 - 3 %	3 - 11 %	Within Range
	Other Freeways & Express-ways	68	3%	0 - 2 %		
	Other Principal Arterials	0	0%	2 - 6 %		
Minor Arterial		79	3%	2 - 6 %		Within Range
Major Collector		325	13%	8 - 19 %	11 - 34 %	Within Range
Minor Collector		250	10%	3 - 15 %		
Local		1,679	69%	62 - 74 %		Within Range
Total		2,441	100%			

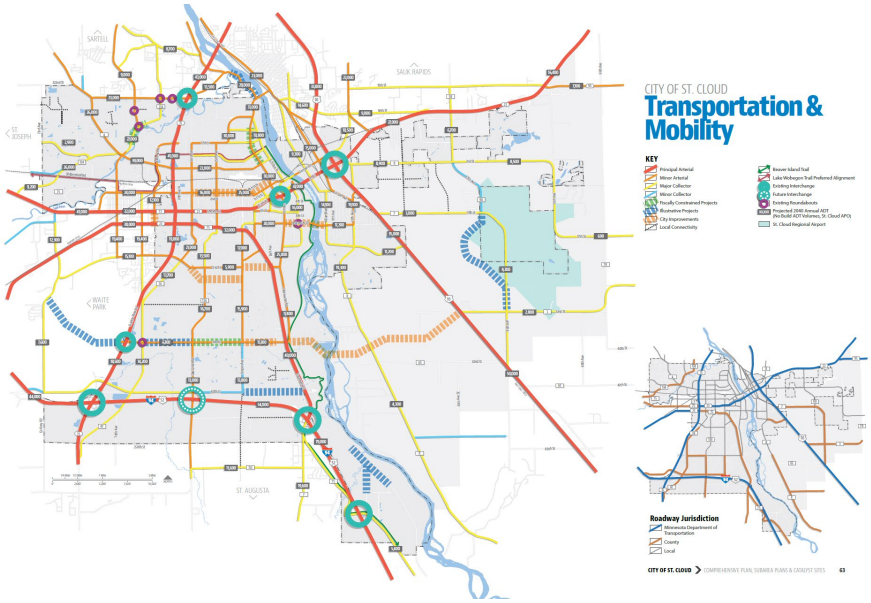
TABLE 5-2: STEARNS COUNTY METROPOLITAN AREA (RURAL PORTION) FUNCTIONAL CLASSIFICATION PLAN

Functional Classification System		Proposed Miles	Proposed Percent	FHWA System Mileage Guidelines (%)		Deviation
Principal Arterial	Interstate	15	4%	1 - 3 %	3 - 11 %	Within Range
	Other Freeways & Express-ways	14	4%	0 - 2 %		
	Other Principal Arterials	2	0%	2 - 6 %		
Minor Arterial		27	7%	2 - 6 %		Slightly Higher Than Range
Major Collector		54	14%	8 - 19 %	11 - 34 %	Within Range
Minor Collector		23	6%	3 - 15 %		
Local		260	66%	62 - 74 %		Within Range
Total		**394**	**100%**			

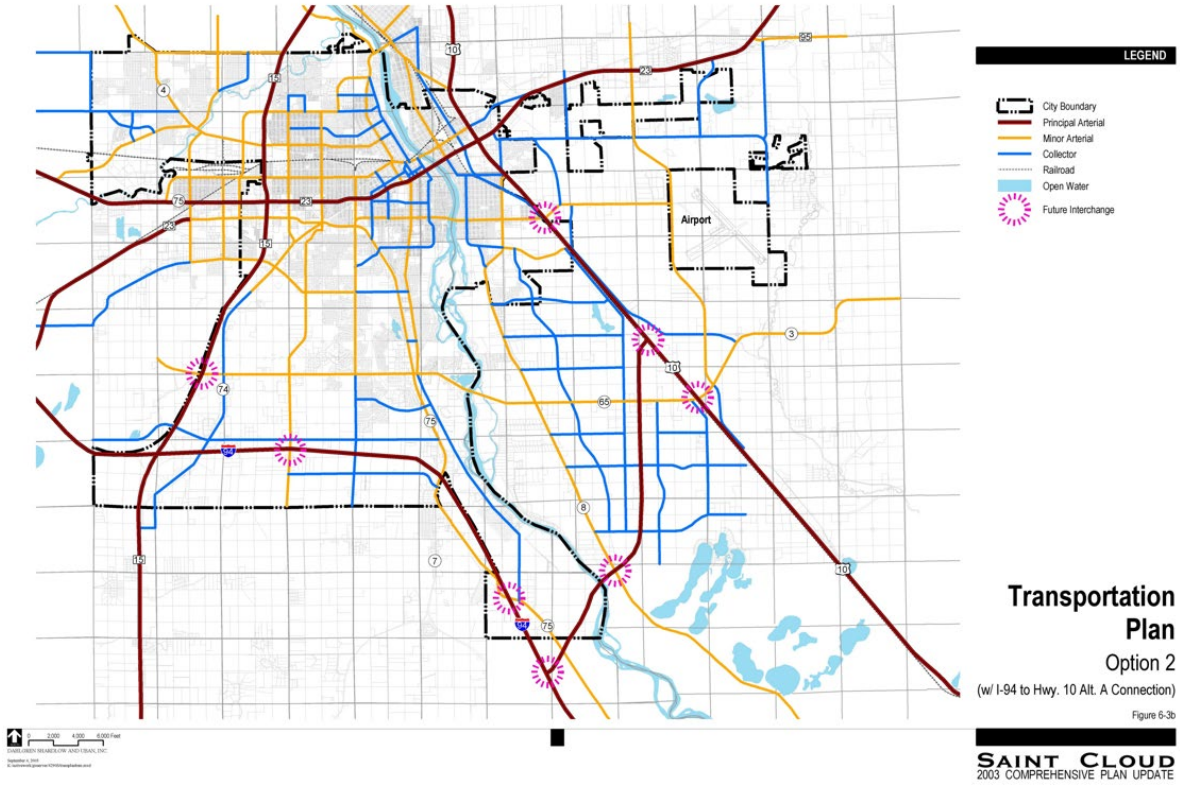
TABLE 5-3: STEARNS COUNTY METROPOLITAN AREA (URBAN PORTION) FUNCTIONAL CLASSIFICATION PLAN

Functional Classification System		Proposed Miles	Proposed Percent	FHWA System Mileage Guidelines (%)		Deviation
Principal Arterial	Interstate	6	1%	1 - 3 %	5 - 14 %	Within Range
	Other Freeways & Expressways	14	3%	0 - 2 %		
	Other Principal Arterials	13	3%	4 - 9 %		
Minor Arterial		63	12%	7 - 14 %		Within Range
Major Collector		47	9%	3 - 16 %	6 - 32 %	Within Range
Minor Collector		11	2%	3 - 16 %		
Local		366	70%	62 - 74 %		Within Range
Total		**519**	**100%**			

City of St. Cloud

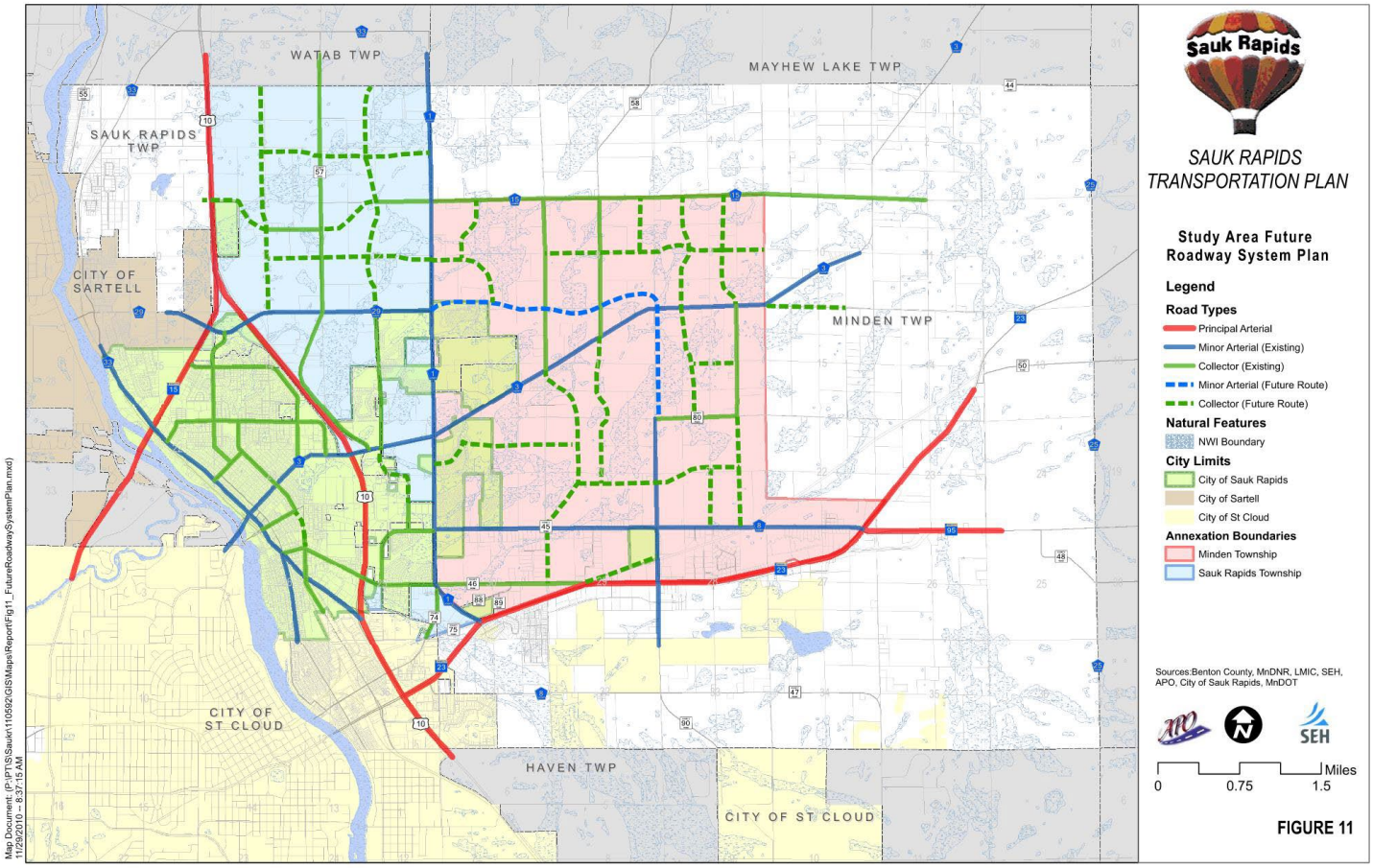


- The City of St. Cloud completed its Comprehensive Plan in 2015. It has a section dedicated to transportation goals and policies. Additionally, the city has a future land use plan that indicates areas of primary and secondary growth.
- The city's Comprehensive Plan (Chapter 7: Transportation and Mobility) indicates future roadway connections including Illustrative Projects and City Improvements. The future functional classification of these segments can be traced to the 2003 Comprehensive Plan, which identifies future alignments as Minor Arterial or Collector. The 2015 Comprehensive Plan Transportation Mobility Map and 2003 Comprehensive Plan Transportation Plan map are featured on this page.
- Specific transportation corridor studies have identified future functional classification for specific roads, such as 40th Street South and 9th Avenue North. Additional studies are catalogued and most recently the Mississippi River Bridge Planning Study, Opportunity Drive Study, and TH 15 Corridor Study.



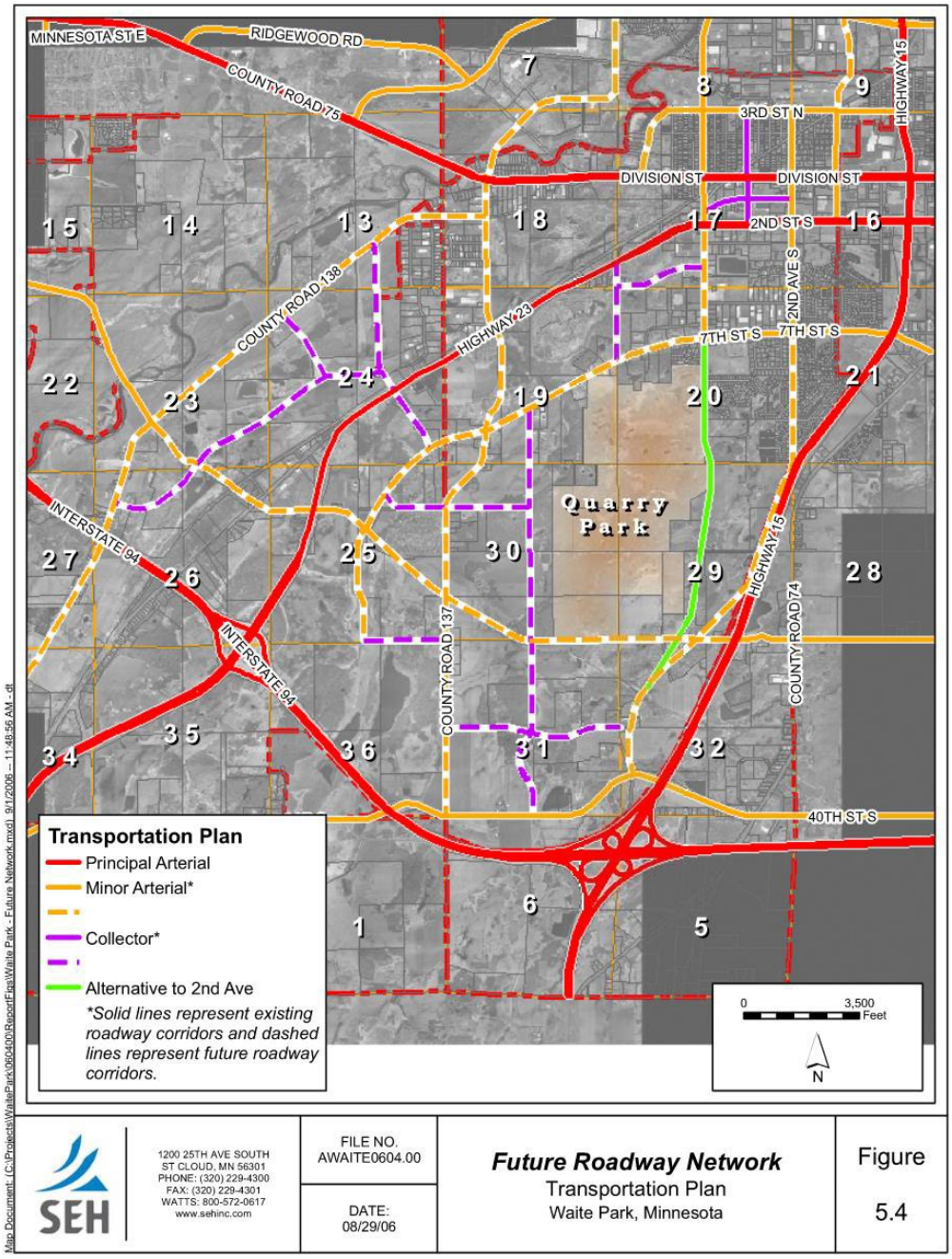
City of Sauk Rapids

- Adopted in 2024, the City of Sauk Rapids has a 2050 Comprehensive Plan that details the future land use plan along with a map that indicates “long term growth” areas.
- The city adopted a Transportation Plan in 2011. This plan includes a future functional classification system that focuses on a 2035 visioning period. Notably, the plan did not identify the functional classification of any arterials or collectors changing between 2011 and 2035, but indicated that functional classifications should continue to be monitored, especially in rural/undeveloped areas where the City anticipates growth. A map of the “Future Roadway System Plan” is featured below.



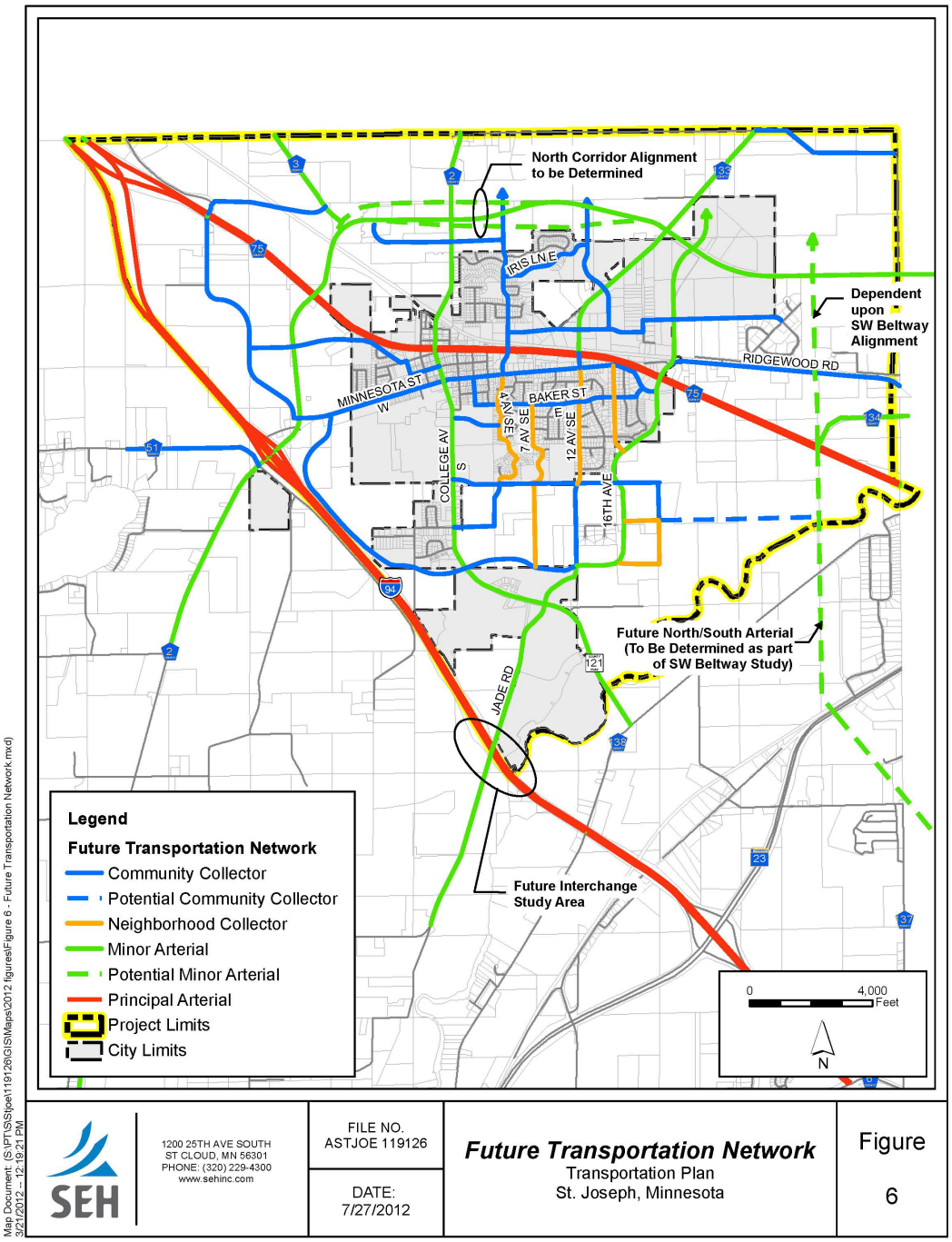
City of Waite Park

- The City of Wait Park completed its Comprehensive Plan in 2023. The plan includes a section dedicated to future land use, indicating areas of growth potential.
- The city adopted a Transportation Plan in 2007 which includes a "Future Build Out Traffic Forecasts" section that led to a "Future Roadway Network" map (featured below). This identifies Future Functional Classification for planned new roadway alignments.



City of St. Joseph

- The City of St. Joseph completed its Comprehensive Plan in 2018. It has a section dedicated to transportation goals and policies. In addition, the city has a future land use map.
- The city has a Transportation Plan that was completed in 2012. Figure 6: Future Transportation Network shows potential new road alignments with future functional classification (below).



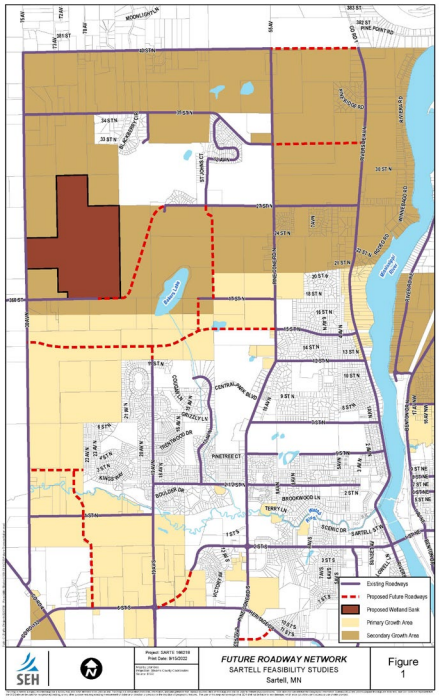
The following do not have reference in their planning documents related to future functional classification:

Benton County

- Benton County completed its Comprehensive Plan in 2019. It has a future land use section, but no future land use map. The text in the "2040 Land Use Plan" section of Chapter 4 provides context for future land use.
- The county does not have future functional classification as part of transportation planning documents. Chapter 7 (Implementation) of the Comprehensive Plan references using the St. Cloud APO Long-Range Transportation Plan (LRTP) when identifying future corridor needs.

City of Sartell

- The City of Sartell completed its Comprehensive Plan in 2018. It has a section dedicated to transportation goals and policies. In addition, the city has a future land use map that indicates targeted primary and secondary areas for growth.
- There is a "future roadways" map produced in 2016 and updated in 2022 for the City, but future roadways are not tied to a future functional classification (right).



MnDOT and future functional classification

MnDOT does not formally recognize locally adopted future functional classification for trunk highways. MnDOT utilizes FHWA guidance regarding functional classification and focuses on matching existing use with existing functional classification rather than forecasting future use needs.

Summary

Jurisdiction	Has Future Functional Classifications (Y/N)	Has Future Land Use (Y/N)
Benton County	**No**	**Yes (Narrative Only)**
Sherburne County	**Yes**	**Yes**
Stearns County	**Yes**	**Yes**
City of St. Cloud	**Yes**	**Yes**
City of Sauk Rapids	**Yes**	**Yes**
City of Sartell	**No**	**Yes**
City of St. Joseph	**Yes**	**Yes**
City of Waite Park	**Yes**	**Yes**

Future Regional Arterials and Collectors Study

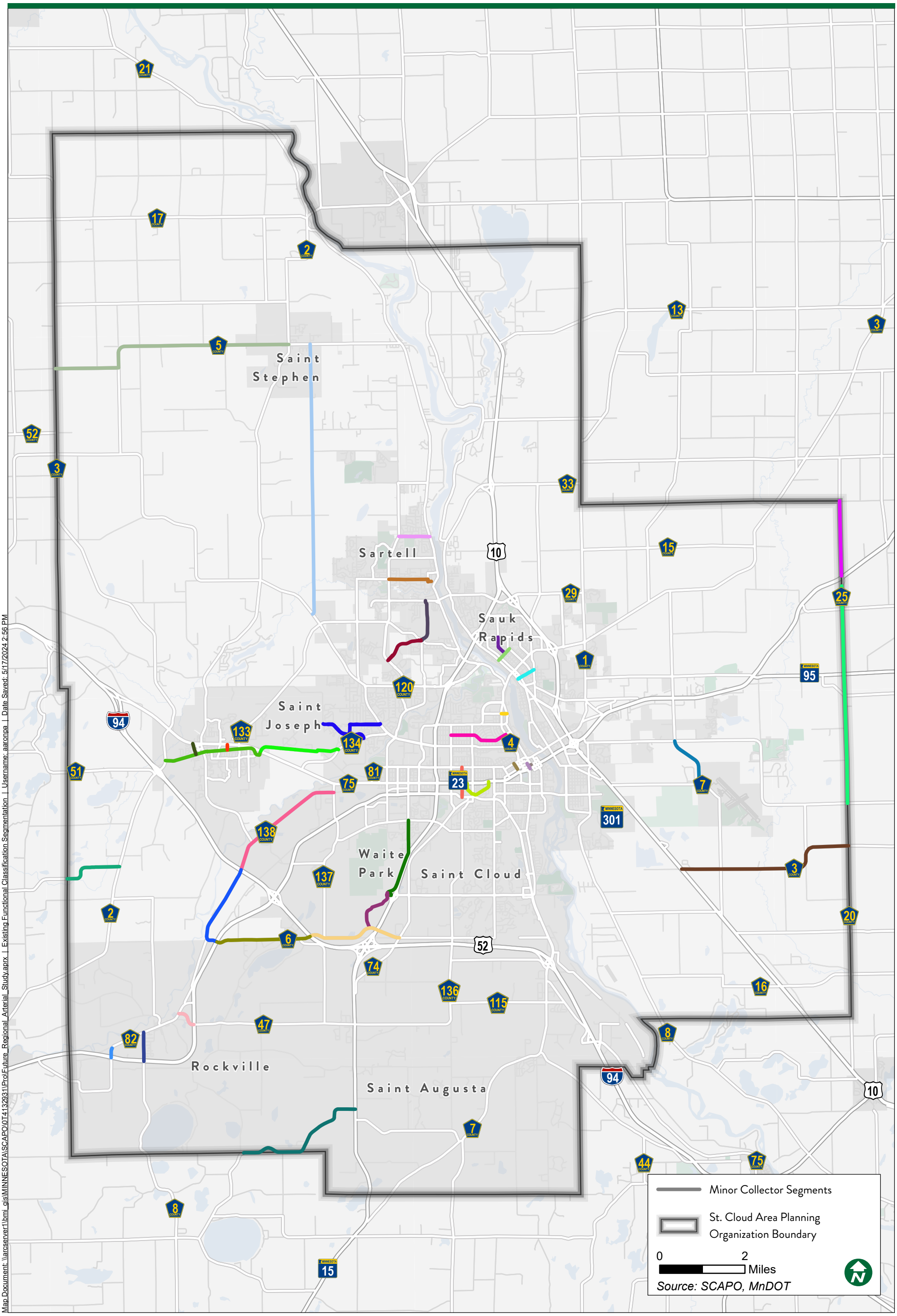
St. Cloud Area Planning Organization

Existing Functional Classification Segmentation

May 2024

Attachment B5

BOLTON & MENK



Future Regional Arterials and Collectors Study

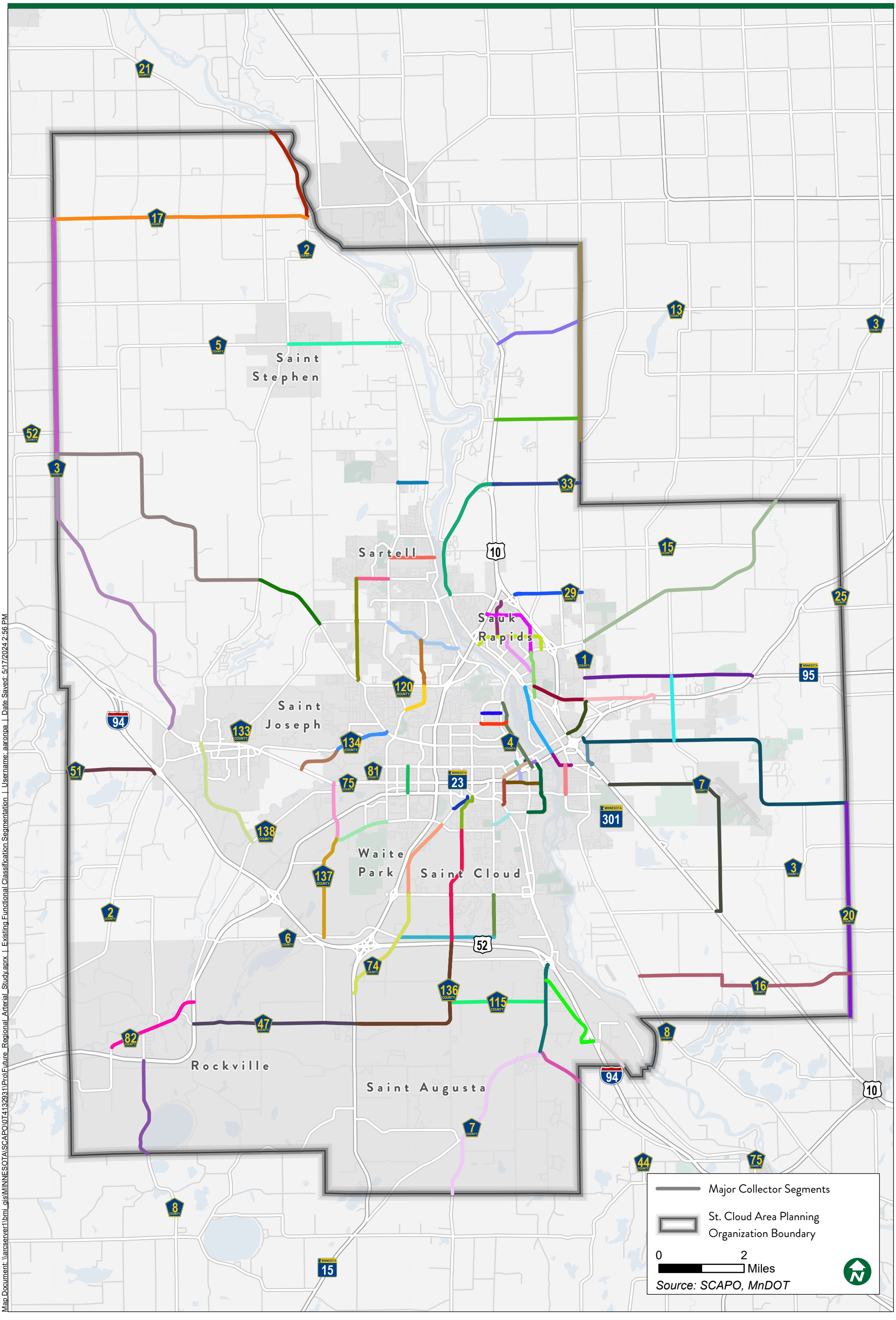
St. Cloud Area Planning Organization

Existing Functional Classification Segmentation

May 2024

Attachment B6

BOLTON & MENK



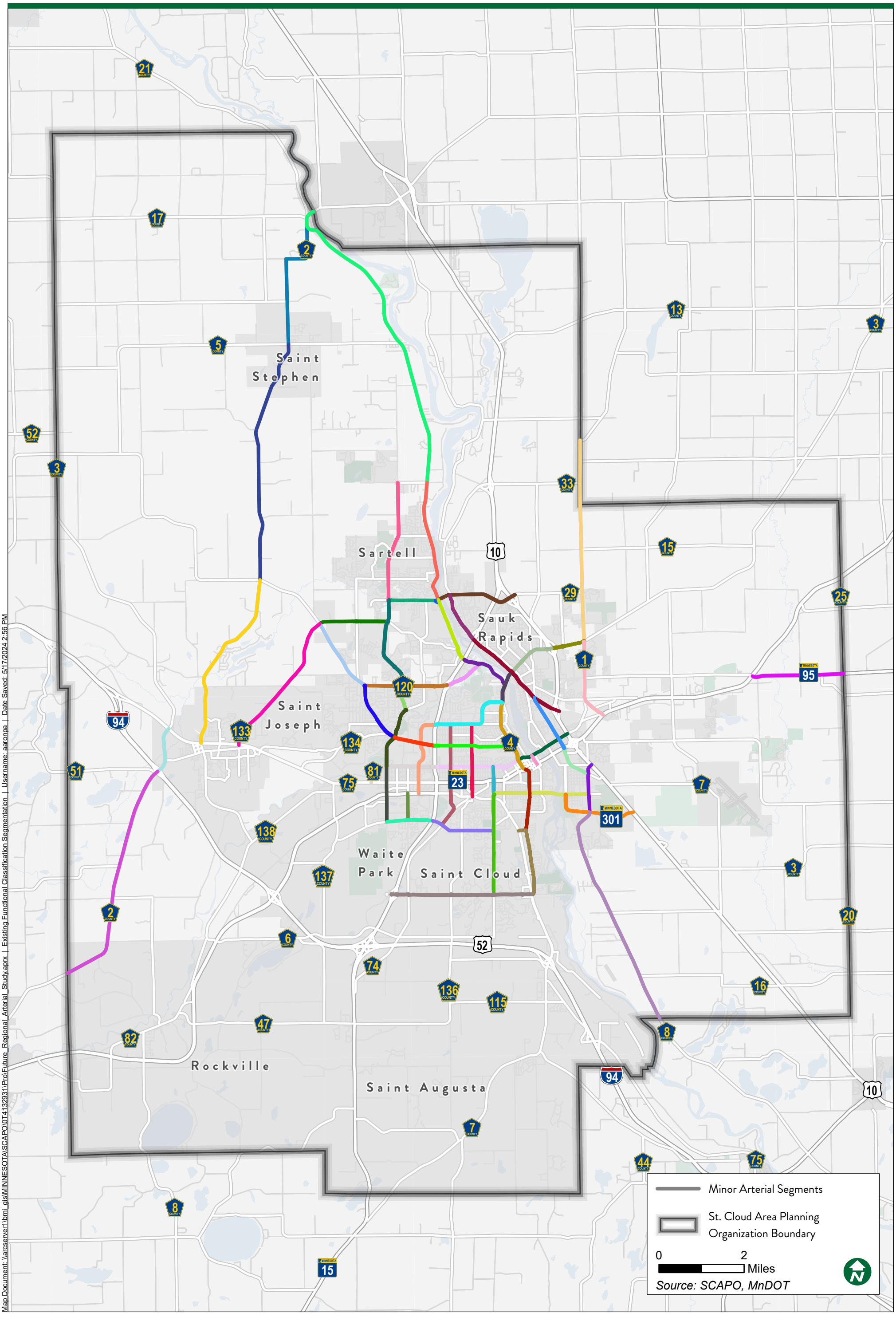
Attachment B7

Future Regional Arterials and Collectors Study

St. Cloud Area Planning Organization

Existing Functional Classification Segmentation

May 2024



Map Document: \\arcserver1\bmi_gis\MINNESOTA\SCAPO\0T4132931\Pro\Future_Regional_Arterial_Study.aprx | Existing Functional Classification Segmentation | Username: aaronpa | Date Saved: 5/17/2024 2:56 PM

Future Regional Arterials and Collectors Study

St. Cloud Area Planning Organization

Existing Functional Classification Segmentation

May 2024

Attachment B8

BOLTON & MENK

Saint Stephen
Sartell
Sauk Rapids
Saint Joseph
Waite Park
Saint Cloud
Rockville
Saint Augusta

Principal Arterial (Other) Segments

St. Cloud Area Planning Organization Boundary

0 2 Miles

Source: SCAPO, MnDOT

Future Regional Arterials and Collectors Study

St. Cloud Area Planning Organization

Existing Functional Classification Segmentation

May 2024

Attachment B9

BOLTON & MENK

Saint Stephen
Sartell
Sauk Rapids
Saint Joseph
Waite Park
Saint Cloud
Rockville
Saint Augusta

Principal Arterial (Interstate) Segments

St. Cloud Area Planning Organization Boundary

0 2 Miles

Source: SCAPO, MnDOT

Attachment C1

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 Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2024-2027 Transportation Improvement Program Amendments
DATE: May 20, 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.

The Minnesota Department of Transportation (MnDOT) has requested add a project to the APO's TIP.

Minnesota Department of Transportation

- 2024:
  - **8823-435.** **NEVI** I-94, WITHIN 1 MILE FROM EXIT 164A, 167A, 167B, 171, OR 173, INSTALL NEVI CHARGING STATION. Per the MnDOT Office of Sustainability and Public Health, this project will need to be added to the TIP. Proposed funding breakdown is as follows: STIP Total: $762,000; Dist C FHWA: $533,400; Total FHWA: $533,400; Other/Local: $228,600; Project Total: $762,000.

Fiscal constraint has been maintained.

The 30-day public comment period on these changes concluded on May 17, 2024.

APO staff have received eight completed online surveys, two emails, and two people who attended the in-person open house. Those comments can be found in Attachment C2.

It should be noted that an exact location has not been publicly identified by the MnDOT Office of Sustainability and Public Health. Per conversations with MnDOT staff, the exact location of the proposed EV charging station within the APO's planning area will not be made public until July/August due to details of the exact addresses of the EV charging stations installed with NEVI dollars are confidential per data practices laws until a contract is signed. Once a final location has been determined, APO staff will need to process an administrative modification to the TIP to account for project description change.

Suggested Action: Recommend Policy Board approval of the MnDOT project amendment.

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

FY 2024-2027 Transportation Improvement Program Amendments

Public Comments April-May 2024

Two 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 (April 17, 2024 – May 17, 2024) the APO has received the following comments.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
MnDOT	8823-435 (EV Charging Station)	Strongly agree (1) Agree (2) Strongly disagree (1)	05/20/2024
MnDOT	8823-435 (EV Charging Station)	"Strongly agree. When choosing a location, keep in mind that people may need the restroom and food and drink or services, a place for a dog to stretch. The only reason people use EV charging is that they are on a road trip and have probably been driving for a couple of hours previously."	04/22/2024
MnDOT	8823-435 (EV Charging Station)	"If it is going to be done, would suggest exit 164A or 171."	04/19/2024
MnDOT	8823-435 (EV Charging Station)	"This money should be spent elsewhere. The number of EV's on the road versus gas vehicles is minimal. The money should be spent on the roads used by all the	04/18/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		vehicles – not just for one group."	
MnDOT	8823-435 (EV Charging Station)	"Strongly Agree. I would recommend exit 164A off Hwy 23 – the others either have no amenities at the exit or it is already fairly congested (171)."	04/17/2024

Email:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
MnDOT	8823-435 (EV Charging Station)	"Thank you for reaching out about this. Yes, I have been hearing a bit about this. It's doubtful that I will live long enough to ever purchase (at will) an electric vehicle. However, that being said, it seems only logical that charging stations would be placed at the very least, modestly trafficked and easy access locations. I suppose the Opportunity Drive exit will need charging stations eventually for e-v trucks, but is it really necessary to put charging stations for cars at that site now? I encourage you to strongly consider exit 171 at the McStop, at the very least. Thank you for being so inclusive in this arrangement.	04/17/2024
MnDOT	8823-435 (EV Charging Station)	"Is there a reason for government to meddle in an opportunity for private enterprise? Why should this be publicly funded or included as part of a public project?"	04/23/2024

In-Person Open House:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
MnDOT	8823-435 (EV Charging Station)	Don't select a location at MN 15 because there is nothing there within the one-mile distance. Also, the EV charging corridors should extend at least to Brainerd on US 10/MN	04/29/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		371.	
MnDOT	8823-435 (EV Charging Station)	A good location for the EV charging station would be down at the Saint Augusta exit (McStop) or near Clearwater. The other option would be at the Loves Travel station near Rockville.	04/29/2024

Attachment D1

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 Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2026 Carbon Reduction Program Urbanized Funding Solicitation
DATE: May 21, 2024

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) which provides federal funds for projects designed to reduce carbon emissions from surface transportation.

The CRP provides Minnesota with approximately $20.9 million annually over five years to fund projects that reduce carbon emissions from surface transportation. Program funding is distributed across the state with some funds allocated proportionally based on population. Minnesota Department of Transportation (MnDOT) Districts, Metropolitan Planning Organizations (MPOs) – like the Saint Cloud APO – and Area Transportation Partnerships (ATPs) will select projects to receive CRP funding.

This funding, like most federal funding programs, requires a minimum 20% match for federal funds requested.

Projects eligible for CRP funding are broken into three categories: Electrification, Travel Options, and Low Carbon Infrastructure and System Management.

1. Electrification. Eligible projects to support the decarbonization of vehicle fleets in Minnesota include:
    a. Install Electric Vehicle (EV) or Zero Emissions Vehicles (ZEV) charging infrastructure.
    b. Purchase or lease EVs or ZEVs.
    c. Support EV and ZEV adoption through outreach and education.
2. Travel Options. Eligible projects to support a reduction in per-capita vehicle miles traveled (VMT) include:
    a. Install and maintain infrastructure network improvements for walking, rolling, and biking.
    b. Plan, design, and engineer infrastructure network improvements for walking, rolling, and biking.
    c. Implement context sensitive design for travel options.
    d. Add high-capacity transit options.
    e. Add intercity and regional public transit options.
    f. Implement travel demand management.
3. Low Carbon Infrastructure and System Management. Eligible projects to support the reduction of carbon emissions throughout the entire transportation process (from construction and maintenance of infrastructure to vehicle operations) include:
    a. Optimize transportation system management and operations.

b. Utilize low carbon methods for construction and maintenance of transportation infrastructure.

c. Support renewable energy generation.

MPOs, like the Saint Cloud APO, are directly allocated federal CRP funding. This funding can only be spent within the ***urbanized*** area of the MPO. Areas that fall within the APO's ***planning area, but outside of the urbanized area***, are eligible to apply for CRP funding through the Central Minnesota Area Transportation Partnership (ATP-3).

At the April Policy Board meeting, Board members recommended allocating the APO's FY 2025 CRP funds ($440,000) to Benton County for the 2025 construction of the CSAH 29/CSAH 1 roundabout project. As a result, the APO's spring 2024 CRP solicitation was for funding available in FY 2026 ($440,000).

During this solicitation, APO staffers received three applications for CRP funds for projects within the urbanized area. These projects have requested a total of $454,000 in CRP funds.

Jurisdiction	Project Description	Requested CRP Funds
City of Sartell	Purchase four EV police squad cars	$170,000
City of Sauk Rapids	Install an EV charging station near Second Avenue N	$184,000
City of Saint Cloud	Construct sidewalk along Lincoln Avenue from 4th Street SE to 7th Street SE	$100,000
Total		**$454,000**

The full applications can be found as Attachments D2-D4 in the agenda packet.

Similar to the APO-managed Surface Transportation Block Grant Program (STBGP) solicitation, APO staff conducted the initial scoring and preliminary prioritization of the CRP projects based on the scoring rubric guidance provided by MnDOT's Office of Sustainability Public Health. Those initial starting point recommendations can be found in Attachment D5.

It should be noted that APO staff will be working with TAC representatives over the summer to identify regional priorities for CRP funding from the list of eligible funding opportunities identified by MnDOT. This revised solicitation program will ideally be completed in time for the second CRP solicitation to be launched this fall for FY 2027 and FY 2028 funds. It is anticipated the APO will have $270,000 in federal CRP funding to allocate in both 2027 and 2028.

Suggested Action: Recommend a final ranking and prioritization of Carbon Reduction Program (CRP) projects for Policy Board approval.

CRP Application FY 2025-2026 Saint Cloud APO Solicitation *Spring 2024*

Basic Project Information

Please provide the following basic project information.

- Applicant:
  City of Sartell – Police Department

- Applicant Contact Information (Name, Phone, Email):
  Chief Brandon Silgjord
  320-251-8186
  brandon@sartellmn.com
- Total project cost:
  $216,780.00

- Total amount of CRP funds requested (maximum of 80% of the project total can be federal funds):
  $170,000

- Total amount and source of local funds committed to the project (minimum of 20% of project total):
  $46,780

- Total amount and source of additional federal funds obligated to the project already, if applicable: N/A

- Identify the jurisdiction responsible for completing the project and receiving the CRP funds as partial reimbursement:
  City of Sartell

- Is this project able to accept partial funding (yes/no):
  YES

Project Description

Please provide an overview of the proposed project. Include the project category in this description.

Project Type: Electrification

Approval of this project for the City of Sartell would allow for the purchase of 4 all electric squad cars to be assigned to law enforcement for active patrol and other duties within the police department. Not only does this allow 4 of our fleet vehicles to be replaced by zero emissions electrical vehicles, but it also allows us to highlight the feasibility of using electric vehicles for even the toughest of circumstances. Police patrol vehicles often face some of the most difficult driving and use conditions. Successful implementation of this initiative would help bring positive public relations and optics to future uses and feasibility for electric vehicles. The added benefit of visibility to this program by using these funds for police patrol vehicles will help support sharing success stories of funding for the Carbon Reduction Program and give an immeasurable support for other area police agencies to start replacing parts of their fleet with electric vehicles. Thus, compounding the true value of the carbon reduction far past the actual 4 vehicles being replaced initially.

To put it simply by replacing 4 of our vehicles, sharing openly that electric vehicles are a viable alternative to traditional fossil fuel burning police vehicles, we hope to ignite the conversation with other police agencies to start replacing parts of their fleets as well.

Project Readiness

Please also provide the project timeline and milestones, including any relevant planning or engineering studies. Be sure to describe how the project can be completed in the requisite timeframe as defined in the project solicitation.

If approved for 2025, we can place the vehicle orders in the fall of 2024 and take delivery of them in the spring of 2025. During the wait time of the order period, we will also complete orders for the gear up items needed to outfit the vehicles for patrol. The vehicles would then be fully outfitted and ready for active patrol in the summer of 2025.

At this time the only concern for delay would be the automotive manufacture timelines. However, we have been assured that supply chain issues of the past have been corrected and state-bid orders that are entered this fall are scheduled to arrive on time.

Carbon Cost-Effectiveness

The amount of CO_2e reduced and the cost-effectiveness are estimated using the Carbon Emissions Tool (CET) and associated CET Instructions and Tips. The total project cost is determined by the applicant. Further details regarding calculating the total costs of a project can be found in the CET. Similarly, the total carbon reduced is calculated for the whole project, not just a portion funded by the CRP. List your value for cost-effectiveness below in the units of Dollars/Metric Ton CO_2e reduced.

_____$2,364.00_____ Dollars/Metric Ton CO_2e reduced.

Which project types were used to calculate the carbon cost-effectiveness and what were the Year 1 and cumulative emissions reductions for the project? Applicant may include a replica table or screenshot of the 'Results Summary' tab in the space below.

	Strategy	Year 1 emissions reduction (CO2 e MT per year)	Cumulative emissions reduction (CO2 e MT)	Total Costs ($) USER INPUT REQUIRED	Cost Effectiveness ($/MT)
E1	Expand public EV charging infrastructure network for light duty vehicles				
E2	Deploy charging infrastructure for medium- and heavy-duty freight vehicles				
E3	Purchase or lease battery electric transit buses				
E4	Purchase or lease battery electric school buses				
E5	Transition public fleet through purchase & lease of ZEVs	11.46	91.70	$216,780	$2,364.01
E6	Initiate ZEV or EV sharing programs.				
T1	Construct or improve bicycle network				
T2	Construct or improve pedestrian network				
T3	Establish or expand micromobility programs				
T4	Improve street connectivity				
T5	Implement Bus Rapid Transit (BRT) systems with dedicated lanes and stations				
T6	Implement bus transit priority treatments				
T7	Add or expand bus service				
T8	Enhance bus frequency or hours of service				
T9	Establish or expand intercity bus services				
T10	Develop or improve intercity passenger rail services				
T11	Construct, expand, or enhance park and ride facilities				
T12	Construct roundabout to improve traffic flow				
T13	Construct left turn lane to improve traffic flow				
T14	Synchronize traffic signals to reduce delay time				
T15	Reduce vehicle miles traveled				
LC1	Use low carbon materials in road construction and maintenance				
LC2	Used recycled pavement on construction sites				
LC3	Replace street lighting and traffic control devices with LEDs				
RE1	Implement renewable energy projects in highway right-of-way				
RE2	Install solar panels on transit stations, rest stops, parking, and other facilities				
	Total	11.46	91.70	$216,780	$2,364

Co-benefit: Equity

Please describe how this project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A).

Although this project does not specifically target any individual community within our city, our community policing framework supports providing equal access to our services for all our citizens and approval of this funding will help ensure that equity into the future.

Co-benefit: Safety

Please describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B).

Although this category is targeted towards road construction projects, funding for marked patrol vehicles clearly adds visibility of traffic enforcement efforts and enhances safety through those means.

Co-benefit: Access

Please describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.

N/A

Co-benefit: Health

Please describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Also describe how this project supports active transportation.

Simply put in appendix C, "most projects that reduce carbon emissions will also reduce localized air pollution, including projects that replace conventional vehicles with zero emission vehicles". While replacement of 4 vehicles on our city's roadways is only a start, these are 4 vehicles that are highly visible and put all their miles on within our city limits. The optics alone of our public safety personnel embracing the use of the zero emissions vehicles for the highly visible work of policing is positive affirmation to other public safety partners and private citizens alike to consider switching to ZEV's. Although that impact cannot be fully quantifiable, it is undeniable it will be positive for this initiative and the carbon reduction program.

DEPARTMENT OF TRANSPORTATION

	Strategy	Year 1 emissions reduction (CO2 e MT per year)	Cumulative emissions reduction (CO2 e MT)	Total Costs ($) USER INPUT REQUIRED	Cost Effectiveness ($/MT)
E1	Expand public EV charging infrastructure network for light duty vehicles				
E2	Deploy charging infrastructure for medium- and heavy-duty freight vehicles				
E3	Purchase or lease battery electric transit buses				
E4	Purchase or lease battery electric school buses				
E5	Transition public fleet through purchase & lease of ZEVs	11.46	91.70	$216,780	$2,364.01
E6	Initiate ZEV or EV sharing programs.				
T1	Construct or improve bicycle network				
T2	Construct or improve pedestrian network				
T3	Establish or expand micromobility programs				
T4	Improve street connectivity				
T5	Implement Bus Rapid Transit (BRT) systems with dedicated lanes and stations				
T6	Implement bus transit priority treatments				
T7	Add or expand bus service				
T8	Enhance bus frequency or hours of service				
T9	Establish or expand intercity bus services				
T10	Develop or improve intercity passenger rail services				
T11	Construct, expand, or enhance park and ride facilities				
T12	Construct roundabout to improve traffic flow				
T13	Construct left turn lane to improve traffic flow				
T14	Synchronize traffic signals to reduce delay time				
T15	Reduce vehicle miles traveled				
LC1	Use low carbon materials in road construction and maintenance				
LC2	Used recycled pavement on construction sites				
LC3	Replace street lighting and traffic control devices with LEDs				
RE1	Implement renewable energy projects in highway right-of-way				
RE2	Install solar panels on transit stations, rest stops, parking, and other facilities				
	Total	**11.46**	**91.70**	**$216,780**	**$2,364**

Attachment D2

Attachment D2

RESOLUTION NO. 2024-25

RESOLUTION SUPPORTING SUBMITTAL OF A PROJECT APPLICATION TO THE STATE OF MINNESOTA CARBON REDUCTION PLAN GRANT

BE IT FURTHER RESOLVED that the City of Sartell on behalf of its Police Department agrees to act as sponsoring agency for the project identified as the Sartell Police 2025-2026 carbon reduction initiative, seeking transportation alternatives in the form of Electric Vehicle Purchase to be use as patrol vehicles. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with the project and responsibility for seeing this project through to 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 8TH DAY OF APRIL 2024

CITY OF SARTELL

By: Ryan Fitzthum
Its Mayor

ATTEST:
By: Anna Gruber
Its City Administrator

Attachment D3

Carbon Reduction Program

ATP-3 Application and Scoring Form

APPLICANT INFORMATION	
APPLICANT:	City of Sauk Rapids
APPLICANT CONTACT:	Todd Schultz, Community Development Director, 250 Summit Ave. N Sauk Rapids, 56379
APPLICATION SPONSOR: *(If applicable)*	Sponsor agency
SPONSOR CONTACT:	Name, position, address, phone # here
COST AND FUNDING INFORMATION	
TOTAL PROJECT COST:	$230,000
CRP FUNDS REQUESTED: *(Maximum 80% total project cost)*	$184,000
LOCAL FUNDS COMMITTED: *(Minimum 20% total project cost)*	$46,000
OTHER FUNDS COMMITTED: *(If multiple sources, please specify the amount for each source.)*	Engineering soft costs
PROJECT IN STIP?	No
PROJECT NUMBER IN STIP:	

PROJECT INFORMATION

DESCRIPTION AND ELIGIBILITY:

Please provide an overview of the proposed project including the project location, description of work, planned improvements, and anticipated project benefits. See CRP Eligible Projects for what's eligible. Then specify overall project category and subcategory for which CRP funds are being sought. Some projects may have components in more than one category. List all that apply. Attach maps and diagrams to the application to support your request. Include any relevant planning and, or engineering studies. Proposers should indicate if they would accept partial funding (i.e., a portion of the requested amount).

Sauk Rapids proposes to install two EV charging stations in its commercial downtown in a public parking lot located at 7 2nd Ave. N. Sauk Rapids has no public charging infrastructure within its municipal boundaries. This project, based on its location, will provide a benefit to the community at large as well as downtown businesses and the numerous people living in and around the downtown. It is centrally located providing access to numerous downtown businesses and services such as the local drugstore, restaurants, several businesses in the health and beauty industry, as well numerous people living in rental housing.

PROJECT CATEGORY:	Electrification
PROJECT SUBCATEGORY:	Install EV or SEV charging infrastructure

PROJECT READINESS:

Describe actions that have been taken to prepare for the project. List relevant planning or engineering studies, right-of-way acquisitions, public engagement, land purchases, city or county resolutions of support, and financial commitments, and discuss the timeline and milestones to demonstrate that the project can be delivered in the year selected.

Sauk Rapids owns this site. The City acquired and demolished an old building on this site to create public parking opportunities for people conducting their business in the downtown. This site is currently served by phase 3 electric so no additional infrastructure or investments would be needed to deliver the project. It is ready.

APPLICANTS: Please contact MnDOT Planning staff to schedule a virtual meeting for assistance in calculating the value for the cost-effectiveness of carbon reduction for the project using the **MnDOT Carbon Emissions Tool (CET)**.

CARBON COST EFFECTIVENESS CATEGORY (POSSIBLE POINTS)	SCORE For Official Use Only
COST EFFECTIVENESS OF CARBON REDUCTION (max. 20 points) *(Note: Score to be calculated on Scoring Spreadsheet.)* Score is calculated using Please list the value for cost effectiveness below in the units of Dollars/Metric Ton CO_{2e} reduced. Cost Effectiveness = $81/MT per the Cabon Emission Tool (CET) spreadsheet	

APPLICANTS: Please refer to the **CRP Scoring Criteria** for guidance on describing how the project connects to each co-benefit category. The Carbon & Resilience Committee will score each section based on the Table of Score Descriptions.

CO-BENEFITS CATEGORY (POSSIBLE POINTS)	SCORE For Official Use Only
EQUITY (max. 5 points) Describe how the project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A). Benefits to disadvantaged communities will come from improved air quality. Sauk Rapids does not have any disadvantaged communities as defined by Justice40 however there are several in close proximity. Sauk Rapids has no charging stations available to the public either privately or publicly owned. This puts the community on an unlevel (inequitable) playing field compared to other communities in the area. With a median household income of $59,962, Sauk Rapids is significantly below the State average of $82,338. Sauk Rapids has four apartment buildings in its downtown. Three of which are low to moderate income. None of the apartments have access to charging station infrastructure and it is unlikely that there will be any charging infrastructure installed at their locations anytime soon. Living in these buildings and having an EV is not an option. Having a public option will encourage these communities to consider the purchase of an EV.	
SAFETY (max. 5 points) Describe how the project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B). This parking lot is well lit and connected to a sidewalk network that provides safe access to goods and services throughout the downtown.	
ACCESS (max. 5 points) Describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.	

The EV charging stations will be located in a central part of Sauk Rapids downtown and on a built out sidewalk infrastructure providing pedestrian's easy access to multiple goods and services in Sauk Rapids. It is within a block of a laundromat, drugstore, hardware store, three restaurants, a meat market, two hair salons, and a title company. Currently, Sauk Rapids is at an economic development disadvantage to other area communities that have public and private EV charging stations. This will help level the playing field.	
HEALTH (max. 5 points) Describe how the project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Also describe how this project supports active transportation. Having a charging station in the downtown will reduce carbon emissions in the downtown which will have a positive impact on air quality. As of 2022 there were 34 EV vehicles in Sauk Rapids. Having charging infrastructure downtown will help make it more practical for residents to consider purchasing an EV and will also encourage the downtown workforce to purchase an EV if they have options to charge while at work.	
TOTAL CO-BENEFIT POINTS	
***TOTAL SCORE** *(From CRP Scoring Tool spreadsheet – to be provided at meeting.)*	

Appendix A Location Map
Corner of 2nd Avenue North and 1st Street North

TABLE OF SCORE DESCRIPTIONS

Score	Description
0	This project demonstrates no connection to the co-benefit.
1	This project shows minimal connection to the co-benefit with little to no documentation in datasets, plans or narrative. Narrative text describes a weak connection to a co-benefit with no supporting datasets or plans provided.
2	This project shows a moderate connection to the co-benefit with some documentation in datasets, plans or narrative. Narrative text makes the case that there is a connection to the co-benefit, based on the applicant's understanding, but there are no further datasets or plans provided.
3	This project shows good connection to the co-benefit somewhat documented with datasets, plans or narrative. There are plans or maps with data that shows a connection to the co-benefit Narrative text makes a connection between the data provided and the co-benefit.
4	This project shows well-defined connection to the co-benefit with well documented datasets, plans or narrative. There are plans or maps with data that shows a connection to the co-benefit. Narrative text provides thorough detail on how the project will benefit area communities using the data provided.
5	This project shows outstanding connection to the co-benefit through thoroughly documented datasets, plans or narrative. There are comprehensive planning, engineering or equity focused studies carried out prior to or as part of the project development process that provide detailed and specific connections to the co-benefit.

Attachment D3

5/10/2024

CITY OF SAUK RAPIDS - FY 2025 & 2026 CRP FUNDING APPLICATION

Public EV Charging Infrastructure - Light Duty Vehicles

OPINION OF PROBABLE COSTS

Item No.	DESCRIPTION	Unit	Estimated unit cost	QTY	Cost
1	Demolition	LS	$1,700.00	1	$1,700.00
2	Utility Transformer & Electrical Service	EACH	$35,200.00	1	$35,200.00
3	Utility conduit/wire	LIN FT	$110.00	20	$2,200.00
4	DCFC Charging Stations (2 connectors per station)	EACH	$57,750.00	2	$115,500.00
5	Distribution Panelboard	EACH	$12,500.00	1	$12,500.00
6	Fencing	LS	$2,210.00	1	$2,210.00
7	Concrete Pads	EACH	$2,860.00	4	$11,440.00
8	Restoration, Signing, Striping, Misc	LS	$11,000.00	1	$11,000.00
9	Underground Conduit	LIN FT	$35.00	150	$5,250.00
10	Underground Wire	LIN FT	$55.00	600	$33,000.00
	TOTAL CONSTRUCTION				**$230,000**

Attachment D3

RESOLUTION NO. 2024-03

RESOLUTION SUPPORTING
CARBON REDUCTION PROGRAM GRANT APPLICATION

BE IT RESOLVED that the City of Sauk Rapids Economic Development Authority agrees to act as sponsoring agency for the project identified as the EV Charging Stations seeking Carbon Reduction Program grant 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 Economic Development Authority of the City of Sauk Rapids is hereby authorized to act as agent on behalf of this sponsoring agency.

ADOPTED BY THE SAUK RAPIDS ECONOMIC DEVELOPMENT AUTHORITY THIS 29TH DAY OF APRIL, 2024.

Chair – Mark Campbell

ATTEST:

Executive Director – Ross Olson

CITY SEAL:

DEPARTMENT OF TRANSPORTATION

	Strategy	Year 1 emissions reduction (CO2 e MT per year)	Cumulative emissions reduction (CO2 e MT)	Total Costs ($) USER INPUT REQUIRED	Cost Effectiveness ($/MT)
E1	Expand public EV charging infrastructure network for light duty vehicles	317.96	2762.69	$230,000	$83.25
E2	Deploy charging infrastructure for medium- and heavy-duty freight vehicles				
E3	Purchase or lease battery electric transit buses				
E4	Purchase or lease battery electric school buses				
E5	Transition public fleet through purchase & lease of ZEVs				
E6	Initiate ZEV or EV sharing programs.				
T1	Construct or improve bicycle network				
T2	Construct or improve pedestrian network				
T3	Establish or expand micromobility programs				
T4	Improve street connectivity				
T5	Implement Bus Rapid Transit (BRT) systems with dedicated lanes and stations				
T6	Implement bus transit priority treatments				
T7	Add or expand bus service				
T8	Enhance bus frequency or hours of service				
T9	Establish or expand intercity bus services				
T10	Develop or improve intercity passenger rail services				
T11	Construct, expand, or enhance park and ride facilities				
T12	Construct roundabout to improve traffic flow				
T13	Construct left turn lane to improve traffic flow				
T14	Synchronize traffic signals to reduce delay time				
T15	Reduce vehicle miles traveled				
LC1	Use low carbon materials in road construction and maintenance				
LC2	Used recycled pavement on construction sites				
LC3	Replace street lighting and traffic control devices with LEDs				
RE1	Implement renewable energy projects in highway right-of-way				
RE2	Install solar panels on transit stations, rest stops, parking, and other facilities				
	Total	**317.96**	**2762.69**	**$230,000**	**$83**

DEPARTMENT OF TRANSPORTATION

PROJECT TYPE: E1 – EXPAND PUBLIC EV CHARGING INFRASTRUCTURE NETWORK FOR LIGHT DUTY VEHICLES

DIRECTIONS:

Enter project data needed within the "**INPUTS**" section below. Note that default values are available for many inputs, which are shown to the right and are pre-populated in the calculator. You may replace the default values in the calculation with your own data if you have project-specific data. Click the "Reset to Default" button if you would like to go back to using all default values.

The "**CONSTANTS & INTERIM CALCULATIONS**" section shows assumptions that cannot be changed or interim results that are calculated by the tool based on the project input data.

The "**RESULTS**" section shows the results of the carbon emissions calculations, both estimated emission reductions in year 1 and cumulative emission reductions over the duration of the project.

INPUTS

Variables		*Unit*	*Minnesota Region Default Value (For Reference Only)*
Year of project implementation	2026	-	
Number of Level 2 Ports installed	0	-	
Number of DC Fast Ports installed	4	-	
Project lifetime	10	years	10
Level 2 charger power level	6.6	kW	6.6
DC fast charger power level	150	kW	50
Average L2 charger utilization rate	10.0%	percent	10%
Average DC fast charger utilization rate	5.0%	percent	5%
Annual hours in use of charging facility	8760	hours/year	8760

CONSTANTS & INTERIM CALCULATIONS

Variables	*Value*	*Unit*
Average EV energy efficiency	0.294	kWh/mi
Regional light-duty vehicle (LDV) fleet average GHG emission factor (Year 1)	355.71	g CO2e/mi
Regional light-duty vehicle (LDV) fleet average GHG emission factor (average of project lifetime)	309.07	g CO2e/mi

RESULTS

Variables	*Value*	*Unit*
Emissions reduction in year 1	317.96	CO2 e MT per year
Cumulative emissions reduction	2762.69	CO2 e MT

Attachment D3

SAUK RAPIDS
EV CHARGING INFRASTRUCTURE - LIGHT DUTY VEHICLES
PRELIMINARY ELECTRICAL SITE LAYOUT
05/10/2024

ALLEY

STEEL LANDSCAPE EDGING TO SEPARATE PLANTING AREAS FROM ROCK MULCH AREAS (TYPICAL)

ECHINACEA PURPUREA (165 SF) (82 PLANTS) ①②

18+03.07. 166.0' LT

Existing 208Y/120V XFMR

BOULEVARD LINDEN

18+03.09. 151.0' LT

New 480/277V XFMR

Meter

15' TYP.

18+03.10. 136.0' LT

RIBUS ALPINUM (145 SF) (18 PLANTS) ①②

BOULEVARD LINDEN

18+03.12. 121.0' LT

DISTRIBUTION PANELBOARD

ROCK MULCH BORROW (555 SF)

6.33' CONCRETE SIDEWALK WITH PAVER BANDS AND SIDEWALK SCORING (TYP.)

1ST STREET NORTH

SIDEWALK SCORING (TYP.)

8' CONCRETE SIDEWALK WITH PAVER BANDS AND SIDEWALK SCORING (TYP.)

16' CENTER TO CENTER OF PAVERS (TYP.)

EV charging station #1 w/charging ports 1&2.

EV charging station #2 w/charging ports 3&4.

RIBUS ALPINUM (145 SF) (18 PLANTS) ①②

18+03.16. 76.0' LT

JAPANESE TREE LILAC

CENTER OF PAVER TO SIDEWALK SCORING IS 8' (TYP.)

BOULEVARD LINDEN

ECHINACEA PURPUREA (145 SF) (72 PLANTS) ①②

ROCK MULCH BORROW (35 SF)

18+03.18. 61.0' LT

CONCRETE PAVER BAND (TYP.)

ROCK MULCH BORROW (35 SF)

RIBUS ALPINUM (168 SF) (21 PLANTS) ①②

JAPANESE TREE LILAC

JAPANESE TREE LILAC

INSTALL BENCH & WASTE RECEPTACLE

①② ECHINACEA PURPUREA (54 SF) (27 PLANTS)

17+44.01 43.16' LT

①② RIBUS ALPINUM (52SF) (6 PLANTS)

①② RIBUS ALPINUM (51 SF) (6 PLANTS)

17+91.01 43.16' LT

2ND AVENUE NORTH

N

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CRP Application FY 2025-2026 Saint Cloud APO Solicitation *Spring 2024*

Basic Project Information

Please provide the following basic project information.

- Applicant: City of St Cloud

- Applicant Contact Information (Name, Phone, Email):
  Zachary Borgerding
  320-255-7243
  zachary.borgerding@ci.stcloud.mn.us

- Total project cost: $125,000

- Total amount of CRP funds requested (maximum of 80% of the project total can be federal funds): $100,000

- Total amount and source of local funds committed to the project (minimum of 20% of project total): $25,000

- Total amount and source of additional federal funds obligated to the project already, if applicable: NA

- Identify the jurisdiction responsible for completing the project and receiving the CRP funds as partial reimbursement: City of St Cloud

- Is this project able to accept partial funding (yes/no): No

Project Description

Please provide an overview of the proposed project. Include the project category in this description.

The City of St. Cloud is proposing to resurface Lincoln Avenue from 7th Street SE to Highway 23 in 2025, following the completion of the Hwy 10/Hwy 23 Interchange project. As part of the resurfacing project, sidewalk would be constructed between 4th Street SE and 7th Street SE. This travel option will be new installation of infrastructure for bicycling, walking and rolling. This is the only stretch of Lincoln Avenue between Highway 23 and the Park-N-Ride Lot off of Highway 10 that does not have sidewalk. MnDOT's Hwy 10/Hwy 23 Interchange project includes pedestrian amenities crossing Highway 10, including an overpass at 4th Street SE. This sidewalk installation is critical to completing a contiguous pedestrian facility to connect residents and businesses.

Project Readiness

Please also provide the project timeline and milestones, including any relevant planning or engineering studies. Be sure to describe how the project can be completed in the requisite timeframe as defined in the project solicitation.

This project is currently programmed in the City of St Cloud's Capital Improvement Plan for 2025. Staff is scheduled to collect topographic data this summer with design scheduled to begin this fall.

Proper timelines will be built into the design schedule to account for necessary Project Memorandum and MnDOT reviews. The project would be advertised in the spring of 2025 and construction would be completed by the fall of 2025.

Carbon Cost-Effectiveness

The amount of CO_2e reduced and the cost-effectiveness are estimated using the Carbon Emissions Tool (CET) and associated CET Instructions and Tips. The total project cost is determined by the applicant. Further details regarding calculating the total costs of a project can be found in the CET. Similarly, the total carbon reduced is calculated for the whole project, not just a portion funded by the CRP. List your value for cost-effectiveness below in the units of Dollars/Metric Ton CO_2e reduced.

$1,345.53 Dollars/Metric Ton CO2e reduced

Which project types were used to calculate the carbon cost-effectiveness and what were the Year 1 and cumulative emissions reductions for the project? Applicant may include a replica table or screenshot of the 'Results Summary' tab in the space below.

After discussion with Anna Pierce on 5/7/24, used Type: T1 – Construct or Improve Bicycle Network.

Strategy	Year 1 emissions reduction (CO2 e MT per year)	Cumulative emissions reduction (CO2 e MT)	Total Costs ($)	Cost Effectiveness ($/MT)
T1: Construct or improve bicycle network	6.04	92.90	$125,000	$1,345.53

Co-benefit: Equity

Please describe how this project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A).

According to the EJ Screen tool, the block groups along this Lincoln Avenue corridor north of 7th Street SE exceed the 90th Percentile for low income, as well as having less than a high school education. This block group includes a population with 14.59% with a disability and 14% of owners or renters that do not own a vehicle.

Many in the workforce rely on transit operations with Metro Bus having routes along this corridor. The sidewalk infill, in cooperation with the Hwy 10/Hwy 23 Interchange project will provide safe travel options that currently do not exist.

Co-benefit: Safety

Please describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B).

Currently there is a gap in pedestrian facilities along Lincoln Ave from 4th Street SE to 7th Street SE. From the 2017 MnDOT counts, Lincoln Avenue is a major arterial roadway off of Highway 23 and Highway 10 that carries 6,200 vehicles per day. It is a regional gateway and connector to the East and West Downtown area. With MnDOT's Hwy 10/Hwy 23 Interchange project, a new overpass crossing Highway 10 with pedestrian facilities will allow for a whole new population of residents east of Highway 10 to commute to the local businesses along Lincoln Avenue and Highway 23. Having a contiguous pedestrian facility in place will encourage pedestrian and bicycle safety as they will no longer need to share the road with the traffic that is generated by manufacturing, retail and other mixed uses for any portion of the trip.

Although there were no serious or fatal motorized or non-motorized crashes, providing an off-street pedestrian sidewalk in this area will greatly improve safety for non-vehicular and vehicular users alike.

Co-benefit: Access

Please describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.

The work will include sidewalk installation from 7th Street SE to 4th Street SE. The installation of the sidewalk will allow for a contiguous sidewalk from East St. Germain Street north of Highway 23 to the Northstar Park-N-Ride Lot off Highway 10 where Lincoln Avenue terminates. This will provide connectivity that, paired with the Hwy 10/Hwy 23 Interchange improvements, will allow for safe multi-modal trips that would otherwise not be available to this area.

The St. Cloud Area Planning Organization's Regional Active Transportation Plan (September 2022) identified significant active transportation deficiencies along the Lincoln Avenue and recommends a Highway 10/Lincoln Avenue Focus Area strategy. The multi-modal improvements currently being constructed by the Hwy 10/Hwy 23 Interchange project incorporates a number of the specific improvements recommended by the Focus Area strategies, providing safer bicycle and pedestrian trips to the immediate area through to adjacent destinations.

There are segments of sidewalk along the Lincoln Avenue corridor, but there are areas that need infill. The multi-modal improvements that are being constructed with the Hwy 10/Hwy 23 Interchange project only reinforce the need to have contiguous sidewalk along this corridor that will allow for safer bicycle and pedestrian trips in the immediate and adjacent area. The Lincoln Avenue corridor provides access to the Northstar Park-N-Ride Lot and is an important thoroughfare for multiple bus routes providing access to employment and shopping on the east side of St. Cloud. As MTC develops their Long Range Transit Plan, the importance of key multi-modal corridors of travel throughout their service area has never been greater.

Co-benefit: Health

Please describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Also describe how this project supports active transportation.

This sidewalk infill, which creates a contiguous bicycle and pedestrian route along a Metro Bus route, as well as to the Northstar Park-N-Ride Lot at the east end of the corridor, will encourage and highlight existing public transportation options that will be easier to access and utilize.

This will improve air quality in an area where the rate of asthma exceeds the 60th percentile.

This sidewalk infill will provide a critical connection to nearby destinations such as but not limited to: Northstar Park-N-Ride Lot, Cashwise Foods, Arby's, Runnings, Dairy Queen, Casey's General Store, Lincoln Depot and Culvers.

Submitted to Council for Consideration
May 6, 2024

Resolution No. 2024 – 5 - 071

RESOLUTION OF SUPPORT FOR MNDOT CARBON REDUCTION PROGRAM (CRP) FUNDING FOR THE LINCOLN AVENUE SIDEWALK IMPROVEMENTS

WHEREAS, the City of St. Cloud is a political subdivision/local government unit of Minnesota organized/operating under the laws of the State of Minnesota; and

WHEREAS, the Minnesota Department of Transportation is soliciting the Minnesota Transportation Carbon Reduction Program (CRP) for funding to reduce carbon dioxide emissions from on-road highway sources; and

WHEREAS, the City of St. Cloud supports the grant application for the Minnesota Transportation Carbon Reduction Program (CRP) for the Lincoln Avenue Sidewalk Improvements project; and

WHEREAS, if the City of St. Cloud is awarded a grant by MnDOT, the City hereby agrees to accept the grant award and may enter into an agreement with the Minnesota Department of Transportation for the above referenced project; and

WHEREAS, the City of St. Cloud will comply with all applicable laws and requirements as stated in the grant agreement;

WHEREAS, the Mayor or their designee are hereby authorized to execute the grant agreement and related project agreements on behalf of the City of St. Cloud; and

NOW, THEREFORE, BE IT RESOLVED THAT THE COUNCIL OF THE CITY OF ST. CLOUD, MINNESOTA, supports the submission of application to receive Carbon Reduction Program (CRP) funding for the Lincoln Avenue Sidewalk Improvements project. The City agrees to comply with all terms, conditions and provisions of the grant and authorizes and directs its Mayor and City Clerk to sign the agreement on its behalf.

Adopted this 6th day ofMay, 2024.

State of Minnesota
City of St. Cloud, Stearns County

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Cloud at a meeting therefore held in the City of St. Cloud, Minnesota, on the 6th day of May, 2024, as disclosed by the records of said City in my possession.

SEAL

City Clerk

DEPARTMENT OF TRANSPORTATION

PROJECT TYPE: T1 – CONSTRUCT OR IMPROVE BICYCLE NETWORK

DIRECTIONS:

Enter project data needed within the "**INPUTS**" section below. Note that default values are available for many inputs, which are shown to the right and are pre-populated in the calculator. You may replace the default values in the calculation with your own data if you have project-specific data. Click the "Reset to Default" button if you would like to go back to using all default values.

The "**CONSTANTS & INTERIM CALCULATIONS**" section shows assumptions that cannot be changed or interim results that are calculated by the tool based on the project input data.
The "**RESULTS**" section shows the results of the carbon emissions calculations, both estimated emission reductions in year 1 and cumulative emission reductions over the duration of the project.

INPUTS

Variables	*Value*	*Unit*	*Minnesota Region Default Value (For Reference Only)*
Year of project implementation	2025	-	
Types of bike facility	Seperated bikeway	-	
City/town type	University town with population < 250,000	-	
One-way facility length	≤ 1	miles	
Average annual daily traffic (AADT) on road parallel or adjacent to facility	6200	per day	
Number of key destinations within 1/4 miles	10		
Number of key destinations within 1/2 miles	20		
Project lifetime	20	years	20
Annual days in use of facility	214	days	214
Average length of vehicle trip replaced by bicycle	0.6		2.01

CONSTANTS & INTERIM CALCULATIONS

Variables	*Value*	
Adjustment factor for active transportation	0.0104	
Growth factor adjustment for facility type	1.540	
Credit for key destinations near facility	0.003	
Regional light-duty vehicle (LDV) fleet average GHG emission factor (Year 1)	367.9	g CO2e/mi
Regional light-duty vehicle (LDV) fleet average GHG emission factor (average of project lifetime)	282.75	g CO2e/mi

RESULTS

Variables	*Value*	*Unit*
Emissions reduction in year 1	6.04	CO2 e MT
Cumulative emissions reduction	92.9	CO2 e MT

DEPARTMENT OF TRANSPORTATION

	Strategy	Year 1 emissions reduction (CO2 e MT per year)	Cumulative emissions reduction (CO2 e MT)	Total Costs ($) USER INPUT REQUIRED	Cost Effectiveness ($/MT)
E1	Expand public EV charging infrastructure network for light duty vehicles				
E2	Deploy charging infrastructure for medium- and heavy-duty freight vehicles				
E3	Purchase or lease battery electric transit buses				
E4	Purchase or lease battery electric school buses				
E5	Transition public fleet through purchase & lease of ZEVs				
E6	Initiate ZEV or EV sharing programs.				
T1	Construct or improve bicycle network	6.04	92.90	$125,000	$1,345.53
T2	Construct or improve pedestrian network				
T3	Establish or expand micromobility programs				
T4	Improve street connectivity				
T5	Implement Bus Rapid Transit (BRT) systems with dedicated lanes and stations				
T6	Implement bus transit priority treatments				
T7	Add or expand bus service				
T8	Enhance bus frequency or hours of service				
T9	Establish or expand intercity bus services				
T10	Develop or improve intercity passenger rail services				
T11	Construct, expand, or enhance park and ride facilities				
T12	Construct roundabout to improve traffic flow				
T13	Construct left turn lane to improve traffic flow				
T14	Synchronize traffic signals to reduce delay time				
T15	Reduce vehicle miles traveled				
LC1	Use low carbon materials in road construction and maintenance				
LC2	Used recycled pavement on construction sites				
LC3	Replace street lighting and traffic control devices with LEDs				
RE1	Implement renewable energy projects in highway right-of-way				
RE2	Install solar panels on transit stations, rest stops, parking, and other facilities				
	Total	**6.04**	**92.90**	**$125,000**	**$1,346**

Attachment D5

Saint Cloud APO FY 2026 Carbon Reduction Program Candidate Projects
APO Staff Scores and Ranking Summary

Applicant	Proposed Project Title	Points						APO Staff Ranking	CRP Request	Local	Project Total	Recommended CRP funding	
		Reviewer 1	Reviewer 2	Reviewer 3	Reviewer 4	Aggregate Score	Average Score						
City of Sartell	Purchase four (4) EV police sqaud cars for the City of Sartell	29	34	32	28	123	31	3	$170,000	$46,780	$216,780	**$156,000**	Requested 78% Minimum 30%: $65,034
City of Sauk Rapids	Installation of EV charging stations in public parking lot near Second Avenue N in the City of Sauk Rapids	80	77	77	92	326	82	1	$184,000	$46,000	$230,000	$184,000	Requested 80% Minimum 30%: $69,000
City of Saint Cloud	Construct sidewalk along Lincoln Avenue from 4th St SE to 7th St SE in the City of Saint Cloud	51	60	48	38	197	49	2	$100,000	$25,000	$125,000	**$100,000**	Requested 80% Minimum 30%: $37,500
TOTAL (**MUST EQUAL $440,000**)									$454,000	$117,780	$571,780	$440,000	Remaining balance of $0

Attachment E1

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 Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Draft FY 2025-2028 Transportation Improvement Program
DATE: May 22, 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.

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the area's transportation system. In addition, all projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The TIP spans a period of four fiscal years and is updated on an annual basis. This update will span the four fiscal year period of 2025 through 2028.

For the past several months APO staff have been cooperatively working with local jurisdictions, Saint Cloud Metropolitan Transit Commission (more commonly known as Saint Cloud Metro Bus), and Minnesota Department of Transportation (MnDOT) District 3 staff to produce the yearly update to the APO's TIP. The draft 2025-2028 TIP table can be found as Attachment E2. To view the draft 2025-2028 TIP document in full please follow this link: https://tinyurl.com/ywdu72nd.

APO staff are in the final stages of preparing the FY 2025-2028 TIP for final approval and incorporation into the Minnesota State Transportation Improvement Program (STIP). To do this, APO staff will need to release the FY 2025-2028 TIP for a 30-day public comment period. Per the TIP development schedule, public comment on the draft TIP will need to begin no later than July 17, 2024.

Prior to being released for public comment, APO staff need to seek approval from the APO's Policy Board. As such, APO staff is requesting members of the TAC review and provide comment on the draft FY 2025-2028 TIP by the TAC's May meeting. If TAC members recommend Policy Board approval to release the draft for the 30-day public comment period, the Policy Board will act at its June 2024 meeting.

Final approval of the document is anticipated in September 2024.

Suggested Action: Recommend Policy Board approval to release the draft document for 30-day public comment period.

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$182,447,629	$9,200,000	$44,886,442				$9,162,146			$4,689,600	$9,491,310	$5,966,078			$112,941,652	$177,935,083
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,127,500										1,500,000				10,627,500	12,127,500
TRANSIT	TRF-0048-25B	2025	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,063,750														6,063,750	6,063,750
TRANSIT	TRF-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,486,250														1,486,250	1,486,250
TRANSIT	TRF-0048-25D	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000										12,000				3,000	15,000
TRANSIT	TRF-0048-25E	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000										96,000				24,000	120,000
TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	535,000										428,000				107,000	535,000
TRANSIT	TRF-0048-25G	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	650,000										520,000				130,000	650,000
TRANSIT	TRS-0048-25B	2025	SAINT CLOUD	ST. CLOUD MTC; PURCHASE ONE (1) CLASS 700 REPLACEMENT CNG BUS	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	729,000				583,200	583,200									145,800	729,000
TRANSIT	TRF-0048-25H	2025	SAINT CLOUD	SECTION 5339: ST CLOUD MTC; PURCHASE ONE (1) CLASS 400LF CNG REPLACEMENT BUS	0	TR	TRANSIT VEHICLE PURCHASE	FTA	367,000										311,950				55,050	367,000
TRANSIT	TRS-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,835,000				1,468,000	1,468,000									367,000	1,835,000
TRANSIT	TRF-9503-25	2025	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	0	NB	TRANSIT VEHICLE PURCHASE	FTA	197,200										157,760				39,440	197,200
HIGHWAY CSAH 1	005-070-014	2025	BENTON COUNTY	BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	0	SH	ROUNDABOUT	HSIP	2,450,000			750,000		750,000									1,700,000	2,450,000
HIGHWAY CSAH 1	005-070-014CRP	2025	BENTON COUNTY	**CRP**BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	0	SH	ROUNDABOUT	CRP	550,000			440,000		440,000									110,000	550,000
LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING	0.1	LP	NEW PAVEMENT - -BIT	STBGP<5K	1,300,000			1,000,000		1,000,000									300,000	1,300,000
LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING	0.1	LP	NEW PAVEMENT - -BIT	STBGP<5K	1,200,000											1,200,000		1,200,000		1,200,000
HIGHWAY US 10	7103-67	2025	SHERBURNE COUNTY	SHERBURNE CR 61, REALIGNMENT WITH US 10	0	MA	NEW PAVEMENT - -BIT	STBGP<5K	600,000			488,520		488,520						111,480		111,480		600,000

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$182,447,629	$9,200,000	$44,886,442				$9,162,146			$4,689,600	$9,491,310	$5,966,078			$112,941,652	$177,935,083
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
HIGHWAY US 10	7103-67	2025	SHERBURNE COUNTY	**CHAP 5**SHERBURNE CR 61, REALIGNMENT WITH US 10	0	MA	NEW PAVEMENT - - BIT	DEMO	1,000,000														1,000,000	1,000,000
HIGHWAY CSAH 2	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	0.5	SH	ROUNDABOUT	HSIP	1,100,000			500,000		500,000									600,000	1,100,000
HIGHWAY CSAH 75	073-675-041AC2	2025	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 2 OF 2).	1	RS	MILL AND BIT OVERLAY	NHPP	774,944						774,944		774,944							
HIGHWAY CSAH 75	073-675-042AC2	2025	STEARNS COUNTY	**AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 2 OF 2)	0.2	BR	BRIDGE REPLACEMENT	STBGP 5K-200K	741,128						741,128		741,128							
LOCAL STREETS	221-090-001	2025	WAITE PARK	CONSTRUCT TRAIL, ALONG CSAH 81/15TH AVE FROM 830' N OF CSAH 75 TO 355' W OF 10TH AVE IN THE CITY OF WAITE PARK	0.4	BT	NEW TRAIL	STBGTAP 5K-200K	603,177			482,542		482,542									120,635	603,177
LOCAL STREETS	091-070-028	2025	ST. CLOUD APO	**MN296**ENVIRONMENTAL DOCUMENTATION, FROM INTERSECTION OF 33RD ST S & CSAH 75 TO US 10 IN THE CITY OF ST CLOUD.	0	PL	EDUCATION AND SAFETY	DEMO	1,000,000	800,000				800,000									200,000	1,000,000
HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, -REOVERLAY	0	BI	BRIDGE DECK OVERLAY	STBGP 5K-200K	1,200,000			976,226		976,226						223,774		223,774		1,200,000
HIGHWAY I 94, MN 24	8823-375	2025	MNDOT	**ITS**I-94, DMS, CAMERAS AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER	52.2	TM	OTHER	NHPP	530,000				400,000	400,000						30,000	100,000	130,000		530,000
HIGHWAY MN 23, US 10	0503-91AC2	2025	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 2 OF 2)	2.3	MC	BRIDGE NEW	NHPP	2,956,474						2,956,474		2,956,474							
TRANSIT	TRF-0048-26A	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,430,600										1,500,000				10,930,600	12,430,600

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$182,447,629	$9,200,000	$44,886,442				$9,162,146			$4,689,600	$9,491,310	$5,966,078			$112,941,652	$177,935,083
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
TRANSIT	TRF-0048-26B	2026	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,215,000														6,215,000	6,215,000
TRANSIT	TRF-0048-26C	2026	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,516,000														1,516,000	1,516,000
TRANSIT	TRF-0048-26D	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000										12,000				3,000	15,000
TRANSIT	TRF-0048-26E	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000										96,000				24,000	120,000
TRANSIT	TRF-0048-26F	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000										200,000				50,000	250,000
TRANSIT	TRF-0048-26G	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000										20,000				5,000	25,000
TRANSIT	TRF-0048-26I	2026	SAINT CLOUD	ST. CLOUD MTC; PURCHASE TWENTY-THREE (23) CLASS 700 REPLACEMENT CNG BUSES	0	TR	TRANSIT VEHICLE PURCHASE	LF	15,295,000														15,295,000	15,295,000
HIGHWAY CSAH 29	005-596-006	2026	BENTON COUNTY	**MN309**BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS	0	MC	MAJOR CONSTRUCTION - - BIT	DEMO	6,250,000	5,000,000				5,000,000									1,250,000	6,250,000
HIGHWAY CSAH 3	005-603-035	2026	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK IN 2028)	0	RD	BITUMINOUS RECLAMATION	STBGP<5K	1,768,425									953,335					1,768,425	2,721,760
LOCAL STREETS	071-070-050	2026	SHERBURNE COUNTY	VARIOUS SHERBURNE COUNTY ROADS/INTERSECTIONS, INSTALL RUMBLE STRIPS AND 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS	66	SH	STRIPING	HSIP	675,000			607,500		607,500									67,500	675,000
HIGHWAY CSAH 75	**073-675-043**	**2026**	**STEARNS COUNTY**	****AC**STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS (PAYBACK IN 2027 & 2028)**	**0**	**N/A**	TRAFFIC SIGNAL REVISION	NHPP	1,454,888			792,556		792,555				1,585,112					662,332	3,000,000
LOCAL STREETS	162-153-003	2026	SAINT CLOUD	**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)	0.8	RC	NEW PAVEMENT - - BIT	STBGP 5K-200K	4,039,114			239,114		239,114				1,560,886					3,800,000	5,600,000
LOCAL STREETS	220-070-001	2026	SARTELL	PINECONE ROAD/7TH ST NORTH INTERSECTION, INSTALL SIGNAL SYSTEM	0.1	SH	TRAFFIC SIGNAL INSTALL	HSIP	550,000			400,000		400,000									150,000	550,000

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$182,447,629	$9,200,000	$44,886,442				$9,162,146			$4,689,600	$9,491,310	$5,966,078			$112,941,652	$177,935,083
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**FHWA Earmark**	**Other FHWA**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Target AC Payback**	**Dist C AC Payback**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**Other (Local)**	**Project Total**
LOCAL STREETS	220-090-005	2026	SARTELL	CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL	0.5	BT	NEW TRAIL	STBGTAP 5K-200K	486,450			389,160		389,160									97,290	486,450
LOCAL STREETS	191-104-008	2026	SAUK RAPIDS	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)	0.4	RC	NEW PAVEMENT - - BIT	STBGP 5K-200K	4,350,000			1,400,000		1,400,000									2,950,000	4,350,000
LOCAL STREETS	**191-090-003**	**2026**	**SAUK RAPIDS**	****AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2028)**	0	RT	NEW TRAIL	STBGTAP 5K-200K	147,567									590,267					147,567	737,834
HIGHWAY MN 15	0509-37	2026	MNDOT	**BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE	0	BI	BRIDGE REPLACEMENT	BFP	7,700,000		6,000,000			6,000,000						1,700,000		1,700,000		7,700,000
LOCAL STREETS	05-00128	2026	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT M343, 4 1/2 ST NE, ST CLOUD, BENTON COUNTY	0	SR	R.R X-ING IMPROVEMENTS	RRS	400,000				200,000	200,000									200,000	400,000
TRANSIT	TRF-0048-27A	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,679,200										1,600,000				11,079,200	12,679,200
TRANSIT	TRF-0048-27B	2027	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,339,300														6,339,300	6,339,300
TRANSIT	TRF-0048-27C	2027	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,546,300														1,546,300	1,546,300
TRANSIT	TRS-0048-27A	2027	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE(5) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,160,000				1,728,000	1,728,000									432,000	2,160,000
TRANSIT	TRF-0048-27D	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	74,000										59,200				14,800	74,000
TRANSIT	TRF-0048-27E	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	122,000										97,600				24,400	122,000
TRANSIT	TRF-0048-27F	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	410,000										328,000				82,000	410,000

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$182,447,629	$9,200,000	$44,886,442				$9,162,146			$4,689,600	$9,491,310	$5,966,078			$112,941,652	$177,935,083
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**FHWA Earmark**	**Other FHWA**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Target AC Payback**	**Dist C AC Payback**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**Other (Local)**	**Project Total**
HIGHWAY CSAH 75	**073-675-043AC1**	**2027**	**STEARNS COUNTY**	****AC**STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS (PAYBACK 1 OF 2)**	**0**	**N/A**	TRAFFIC SIGNAL REVISION	NHPP	792,556						792,556		792,556							
LOCAL STREETS	162-153-003AC	2027	SAINT CLOUD	**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 1 OF 1)	0.8	RC	NEW PAVEMENT -- BIT	STBGP 5K-200K	1,560,886						1,560,886		1,560,886							
LOCAL STREETS	220-080-006	2027	SARTELL	**MN307**15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	0	PL	RIGHT OF WAY PURCHASE	**STBGP 5K-200K DEMO**	3,930,000	2,200,000		943,774		3,143,774									786,226	3,930,000
	8803-CRPL-27	2027	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2027	N/A	CA	MISCELLANEOUS AGREEMENT	CRP	337,500			270,000		270,000									67,500	337,500
HIGHWAY MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN	0	SH	CHANNELIZATION	HSIP	1,200,000			1,080,000		1,080,000						120,000		120,000		1,200,000
HIGHWAY I 94	7380-269	2027	MNDOT	I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	0	BI	BRIDGE DECK OVERLAY	NHPP	3,100,000			2,790,000		2,790,000						310,000		310,000		3,100,000
TRANSIT	TRF-0048-28A	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,343,952										1,600,000				11,743,952	13,343,952
TRANSIT	TRF-0048-28B	2028	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,719,658														6,719,658	6,719,658
TRANSIT	TRF-0048-28C	2028	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,608,152														1,608,152	1,608,152
TRANSIT	TRF-0048-28D	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	59,000										47,200				11,800	59,000
TRANSIT	TRF-0048-28E	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	135,000										108,000				27,000	135,000
TRANSIT	TRF-0048-28F	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	372,000										297,600				74,400	372,000
TRANSIT	TRF-0048-28G	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000										20,000				5,000	25,000
TRANSIT	TRF-0048-28H	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	600,000										480,000				120,000	600,000

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$182,447,629	$9,200,000	$44,886,442				$9,162,146			$4,689,600	$9,491,310	$5,966,078			$112,941,652	$177,935,083
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
TRANSIT	TRF-0048-28I	2028	SAINT CLOUD	ST CLOUD MTC; PURCHASE NINE(9) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	LF	2,565,000														2,565,000	2,565,000
HIGHWAY CSAH 3	005-603-035AC	2028	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK 1 OF 1)	0	RD	BITUMINOUS RECLAMATION	STBGP<5K	953,335						953,335		953,335							
HIGHWAY CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	0	RC	MAJOR CONSTRUCTION - - BIT	STBGP<5K	2,500,000			1,448,675		1,448,675									1,051,325	2,500,000
HIGHWAY CSAH 75	073-675-043AC2	2028	STEARNS COUNTY	**AC**STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS (PAYBACK 2 OF 2)	0	N/A	TRAFFIC SIGNAL REVISION	NHPP	792,556						792,556		792,556							
LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13TH ST, CONSTRUCT SIDEWALK AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9TH AVE IN THE CITY OF ST CLOUD	0	RT	NEW TRAIL	STBGTAP 5K-200K	225,000			180,000		180,000									45,000	225,000
LOCAL STREETS	191-090-003AC	2028	SAUK RAPIDS	**AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0	RT	NEW TRAIL	STBGTAP 5K-200K	590,267						590,267		590,267							
	8803-CRPL-28	2028	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2028	0	CA	MISCELLANEOUS AGREEMENT	CRP	337,500			270,000		270,000									67,500	337,500
HIGHWAY MN 23	7305-131	2028	MNDOT	MN 23, FROM 0.455 MI E OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY	5.5	RS	MILL AND BIT OVERLAY	NHPP	11,600,000			9,184,176		9,184,176						2,095,824		2,095,824	320,000	11,600,000
HIGHWAY MN 23	7305-133	2028	MNDOT	**MN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE	1	SH	CHANNELIZATION	DEMO	1,200,000	1,200,000				1,200,000										1,200,000
HIGHWAY I 94	7380-275	2028	MNDOT	I-94, FROM STEARNS CSAH 75/ROOSEVELT ROAD TO STEARNS CSAH 2, FIBER OPTIC CABLE, CAMERAS AND NID'S	13	TM	OTHER	NHPP	750,000				675,000	675,000							75,000	75,000		750,000

Attachment F

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 APO Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Draft 2025-2026 Unified Planning Work Program
DATE: May 14, 2024

The Unified Planning Work Program (UPWP) is both our budget and our work plan. It identifies funding sources, revenues, expenditures, and the tasks we expect to accomplish each calendar year. I need to provide the approved UPWP to MnDOT by September 1st each year to ensure our funding is properly obligated prior to January 1st of the following year.

For 2025, we are expecting $677,620 from our USDOT planning grant, also called our Consolidated Planning Grant (CPG). These are formula funds and require a 20% local match.

We were also awarded $800,000 in Congressionally Directed Spending to complete the environmental assessment for a potential new bridge crossing of the Mississippi River at 33rd Street South in St. Cloud. These funds also require a 20% local match. After good discussion, the Policy Board decided to provide matching funds in this way:

1) the City of St. Cloud would provide $100,000; and
2) the APO would use $100,000 from it's financial reserves, but then we would raise our local assessments slightly to replenish the financial reserves over time.

You will see the details of this a little later in this memo.

Other consultant-lead projects proposed for 2024 include:

- Continuing our Community Liaisons program to better reach and include people who have been traditionally underserved in the planning process. In 2023 we worked with community organizations Independent Lifestyles and CAIRO to reach the clients that they serve. ($5,000)
- Updating our pavement condition data for both roadways and shared-use paths. ($112,000)

Attachment F

Draft 2025 Unified Planning Work Program

Work Activity Category	Federal Funding (CPG 1)	Federal Funding (CPG 2)	Federal Funding (CDS)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	$252,845	$0	$0	$25,824	$6,457	$37,375	**$322,500**
200 Budget & UPWP	$9,800	$0	$0	$1,001	$250	$1,449	**$12,500**
300 Transportation Improvement Program (TIP)	$42,335	$0	$0	$4,323	$1,081	$6,261	**$54,000**
400 Transportation System Performance Monitoring (TSPM)	$34,299	$0	$0	$3,503	$876	$5,072	**$43,750**
500 Planning Project Development	$37,632	$0	$0	$3,843	$960	$5,565	**$48,000**
600 Metropolitan Transportation Plan (MTP)	$46,647	$0	$0	$4,764	$1,191	$6,898	**$59,500**
610 MTP – Active Transportation Planning	$32,412	$12,275	$0	$4,563	$1,141	$6,609	**$57,000**
620 MTP - Transit Planning	$8,036	$0	$0	$821	$205	$1,188	**$10,250**
630 MTP - Freight, Economic Vitality & Tourism	$4,116	$0	$0	$420	$105	$609	**$5,250**
640 MTP - Safety, Security & Environmental Planning	$12,348	$0	$0	$1,261	$315	$1,826	**$15,750**
700 Transportation Planning Coordination & Public Outreach	$76,438	$0	$0	$7,806	$1,952	$11,304	**$97,500**
800 Transportation Modeling, Mapping & Technical Support	$17,444	$0	$0	$1,781	$445	$2,580	**$22,250**
900 Locally Funded Activities	$0	$0	$0	$0	$0	$27,000	**$27,000**
Sub-Total for APO Staff and Operations	***$574,352***	***$12,275***	***$0***	***$59,910***	***$14,978***	***$113,736***	***$775,250***
Contract Services: David Turch & Associates	$0	$0	$0	$0	$0	$48,000	**$48,000**
Contract Services: Community Liaisons for Hard-to-Reach Populations	$4,000	$0	$0	$0	$0	$1,000	**$5,000**
Contract Services: Pavement Condition Update	$86,993	$0	$0	$0	$0	$25,007	**$112,000**
Contract Services: Mississippi Bridge Corridor Environmental Review	$0	$0	$800,000	$0	$0	$200,000	**$1,000,000**
Grand Total Expenses	**$665,345**	**$12,275**	**$800,000**	**$59,910**	**$14,978**	**$387,743**	**$1,940,250**

APO BUDGET HISTORY 2020 – 2025

Line Item	2020	2021	2022	2023	2024	2025
Staff Salaries and Benefits	$436,500	$463,750	$470,500	$512,000	$552,004	$596,750
Overhead	$88,850	$96,360	$92,000	$119,750	$150,746	$151,500
Consultant Studies	$497,000	$445,000	$325,000	$263,500	$303,000	$1,117,000
Sub-Total for CPG Eligible Expenses	**$1,022,350**	**$1,005,110**	**$887,500**	**$895,250**	**$1,005,750**	**$1,871,750**
Turch & Associates	$48,000	$48,000	$48,000	$48,000	$48,000	$48,000
Staff Time for Legislative Communications	$6,700	$4,250	$4,500	$6,000	$6,500	$6,500
Audit	$8,000	$8,250	$8,500	$14,000	$15,000	$15,000
Legislative Comm. Travel	$5,000	$5,000	$5,000	$5,000	$5,000	$5,000
MN Transportation Alliance						$500
Sub-Total for Other	**$67,700**	**$65,500**	**$66,000**	**$73,000**	**$74,500**	**$75,000**
Grand Total	**$1,090,050**	**$1,070,610**	**$953,500**	**$968,250**	**$1,080,250**	**$1,940,250**

JURISDICTIONAL ASSESSMENTS HISTORY 2020 – 2025

Jurisdiction	2020	2021	2022	2023	2024	2025
St. Cloud	$122,218	$62,037	$107,149	$67,687	$102,405	$197,272
St. Joseph	$6,290	$6,361	$7,149	$7,011	$10,468	$9,575
Sartell	$16,721	$16,922	$18,974	$19,446	$29,332	$27,111
Sauk Rapids	$12,477	$12,581	$13,883	$13,485	$20,480	$18,623
Waite Park	$7,643	$7,582	$8,166	$8,720	$12,775	$11,872
LeSauk Township	$1,237	$1,237	$1,385	$1,133	$1,851	$1,687
Benton County	$6,787	$6,792	$27,348	$7,237	$10,321	$9,215
Sherburne County	$2,271	$2,251	$2,414	$2,936	$4,385	$4,051
Stearns County	$37,786	$20,752	$21,552	$71,726	$29,426	$30,608
Metro Bus	$8,300	$8,300	$8,300	$8,300	$4,211	$3,500
Total	**$221,730**	**$144,815**	**$216,320**	**$207,681**	**$225,653**	**$313,514**
% Change Year Over Year		-34.69%	+49.38%	-3.99%	+8.65%	+38.9%

Overall local assessments would be about 39% higher than in 2024, but if you look closely, the full burden of the increase is born by the City of St. Cloud. For most of the rest of the jurisdictions, local assessments are down slightly from 2024. (Stearns County increases slightly because part of Lynden Township is now in both our urban area and our planning area.)

2025 Local Match Assessments								
	APO 2024 Operations Assessment	Pavement Condition Update	Environmental Work for Bridge	Community Liaison	David Turch Contract	Total Assessments	1st Half Assessment	2nd Half Assessment
St. Cloud	$67,141.00	$12,035.00	$100,000.00	$481.00	$17,615.00	**$197,272.00**	$98,636.00	$98,636.00
Sauk Rapids	$12,800.00	$2,294.00		$92.00	$3,437.00	**$18,623.00**	$9,311.50	$9,311.50
Sartell	$18,508.00	$3,318.00		$133.00	$5,152.00	**$27,111.00**	$13,555.50	$13,555.50
Waite Park	$7,971.00	$1,429.00		$57.00	$2,415.00	**$11,872.00**	$5,936.00	$5,936.00
St. Joseph	$6,719.00	$1,204.00		$48.00	$1,604.00	**$9,575.00**	$4,787.50	$4,787.50
LeSauk Twn	$1,422.00	$255.00		$10.00	$0.00	**$1,687.00**	$843.50	$843.50
Stearns Co	$14,719.00	$2,638.00		$106.00	$13,145.00	**$30,608.00**	$15,304.00	$15,304.00
Benton Co	$4,807.00	$861.00		$34.00	$3,513.00	**$9,215.00**	$4,607.50	$4,607.50
Sherburne Co	$2,471.00	$443.00		$18.00	$1,119.00	**$4,051.00**	$2,025.50	$2,025.50
Metro Bus	$2,950.00	$529.00		$21.00	$0.00	**$3,500.00**	$1,750.00	$1,750.00
Total	**$139,508.00**	**$25,006.00**	**$100,000.00**	**$1,000.00**	**$48,000.00**	**$313,514.00**	$156,757.00	$156,757.00

DIFFERENCE BETWEEN REVENUE AND EXPENSES		
Revenue Less Expenses	**2025 Difference**	**2026 Difference**
Local		
Local Match for CPG, State Grant & Category 900 *(Negative numbers represent spending down savings or other financial reserves)*	$10,793	$10,379
Local Match for Congressionally Directed Spending	-$100,000	$0
Lobbyist Fees	$0	$0
Total Local	**-$89,207**	**$10,379**
Federal		
Annual Federal CPG	$0	$0
Carry Forward Federal CPG from Prior Years	$0	$0
Congressionally Directed Spending	$0	$0
Total Federal	**$0**	**$0**
Other		
State of Minnesota Planning Grant	$0	$0
Miscellaneous & Interest Income	$5,000	$5,000
Total Other	**$5,000**	**$5,000**
Total Expenses	**-$84,207**	**$15,379**

In the table above you can see that we are requesting about $10,790 more in local assessments that we actually need in order to match our grants. This additional $10,000 would go into rebuilding our financial reserves. Going forward, each year I will attempt to budget for about $10,000 more than needed until we have recouped the $100,000 outlay for the bridge environmental review. If you need more details, the entire draft UPWP can be reviewed here: *http://stcloudapo.org/wp-content/uploads/2024/05/2025-26-UPWP-DRAFT.pdf.*

Suggested Action: *Recommend approval of the 2025-2026 UPWP to the*

APO Policy Board.