

AGENDA

APO POLICY BOARD MEETING

THURSDAY, FEBRUARY 13, 2025 - 4:30 P.M.

**SAUK RAPIDS GOVERNMENT CENTER, COMMUNITY ROOM
250 SUMMIT AVENUE NORTH, SAUK RAPIDS, MN 56379**

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – G*)
 - a. Approve Minutes of January 9, 2025 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills List (*Attachment B*)
 - c. Approve Not Waiving Tort Liability Coverage Limits (*Attachment C*)
 - d. Approve Amendments and Administrative Modifications to the 2025-2028 Transportation Improvement Program (TIP) (*Attachments D1 – D3*)
 - e. Receive Staff Report of Jan. 22 Active Transportation Advisory Committee (ATAC) (*Attachment E*)
 - f. Receive Staff Report of Jan. 27 Central Minnesota Area Transportation Partnership (ATP-3) Meeting (*Attachment F*)
 - g. Receive Staff Report of Feb. 6 Meeting of the Technical Advisory Committee (TAC) (*Attachment G*)
6. Introduction to the APO (*Attachment H*), *Brian Gibson, Executive Director*
 - a. **Suggested Action: None – informational only**
7. Presentation from DC Lobbyist (*Attachment I*), *David Turch, David Turch & Associates*
 - a. **Suggested Action: None – informational only**
8. Consider Functional Classification Change for Heatherwood Road (*Attachments J1 – J3*)
 - a. **Suggested Action: Approve Functional Class Change for Heatherwood Road Contingent Upon Receiving Construction Funds**
9. Consider FY 2029 Surface Transportation Block Grant Program (STBGP) Applications, (*Attachments K1 & K2*), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Approve Award of STBGP Funding**
10. Consider FY 2027-2029 Carbon Reduction Program (CRP) Applications (*Attachment L*) *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Approve Award of CRP Funding**

NEW LOCATION

11. Consider FY 2029 Transportation Alternatives (TA) Applications (*Attachment M*), *Vicki Johnson, Senior Transportation Planner*

a. Suggested Action: Approve Ranking of Applications and Awarding of Prioritization Points

12. Other Business & Announcements

13. Adjournment

English

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

Somali

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

Spanish

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

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, January 9, 2024 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, January 9, 2024, at 4:30 p.m. APO First Vice Chair Jared Gapinski presided with the following members present:

Jake Anderson	City of Saint Cloud
Tim Elness	City of Sartell
Dottie Seamans	City of Sauk Rapids
Frank Theisen	City of Waite Park (Alternate for Mayor Ken Schmitt)
Ryan Daniel	Metro Bus
Jared Gapinski	Benton County
Joe Perske	Stearns County
Jeff Westerlund	Le Sauk Township

Also in attendance were:

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

Absent:

Mike Conway	City of Saint Cloud
Raeanne Danielowski	Sherburne County

1. PLEDGE OF ALLEGIANCE

2. INTRODUCTIONS

3. APPROVAL OF AGENDA:

Mr. Gibson asked that Item Number 7 be removed from the agenda as Ms. Simer will not be attending the meeting tonight due to weather-related concerns.

Mr. Theisen motioned to approve the agenda as amended and Ms. Seamans seconded the motion. Motion carried.

4. PUBLIC COMMENT PERIOD: There were no members of the public present.

5. CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of November 14, 2024, Policy Board Meeting
- b. Approve Bills Lists
- c. Approve Annual Resolution on Investment Procedures
- d. Approve Annual Resolution on Paying Certain Claims

- e. Approve Resolution Authorizing MnDOT to Act as Fiscal Agent for the Tier 1 Bridge Corridor EIS
- f. Approve Administrative Modification to the Transportation Improvement Program (TIP)
- g. Receive Report on 2024 Attendance for the Technical Advisory Committee
- h. Receive Report on the 2024 Attendance for the Policy Board Members
- i. Receive Staff Report on Meeting of the Technical Advisory Committee

Mr. Daniel motioned to approve the consent agenda items. Mr. Theisen seconded the motion. Motion carried.

6. ELECT OFFICERS FOR 2025

Mr. Gibson presented the History of Officers for the Policy Board, showing which jurisdictions have served in what positions from 2011 through 2024. After discussion Mr. Anderson moved that Jared Gapinski be the chair, Mayor Anderson to be the 1st vice chair, Mr. Westerlund to be the 2nd vice chair, and Mayor Scepanik to be the 3rd vice chair. Ms. Seamans seconded the motion. Motion carried.

~~**7. PRESENTATION ON MNDOT'S CORRIDOR PLANNING EFFORT**~~

8. ELECT AN APO REPRESENTATIVE FOR THE AREA TRANSPORTATION PARTNERSHIP (ATP-3)

Ms. Johnson reviewed the Area Transportation Partnership (ATP-3) service area and the four planning entities from across MnDOT District 3. She reviewed why the ATPs were created by MnDOT and explained that there are 18 voting members on the Central Minnesota ATP-3.

Ms. Johnson gave a breakdown of the history of the Area Transportation Partnership (ATP-3), what the ATP-3 is, the expectations and requirements of someone representing the area and serving on the ATP-3. Currently Chair Gapinski is the APO's ATP-3 representative.

Mayor Anderson asked if Chair Gapinski would like to remain the representative for the ATP-3. Chair Gapinski agreed.

Mr. Elness motioned that Mr. Gapinski remain as the ATP-3 representative. Ms. Seamans seconded the motion. Motion carried.

9. CONSIDER RESOLUTION AUTHORIZING NEWSPAPER OF RECORD

Mr. Gibson reviewed the Minnesota State Statute 412.831 stating that the APO must designate an official newspaper on an annual basis for legal notices, and public input opportunities (primarily for the Transportation Improvement Program (TIP)). He reviewed the options that we have regarding choosing a newspaper of record, which

are the St. Cloud Times, and St. Cloud Live. He reviewed the approximate cost, ownership, number of reporters, and the company website for each entity.

Mayor Scepanik motioned to authorize St. Cloud Live as the newspaper of record for the APO. Mr. Theisen seconded the motion. Motion carried.

10. OTHER BUSINESS & ANNOUNCEMENTS

Mr. Perske welcomed Mayor Scepanik to the APO.

Mr. Perske recommended that new mayors be invited to the next Policy Board meeting. Mr. Theisen added we should invite all area council members and commissioners and introduce them to the Policy Board and explain what the Policy Board is, along with its functions. Each governing body would have to announce or publish this as an open meeting as there may be quorums if all members of each governing body attend.

Ms. Johnson stated that February's Policy Board meeting falls on Transportation Alliance Day at the capital. At this meeting, the Policy Board awards funding for STBGP, TA, and CRP and it is important that all members attend.

Mayor Anderson stated that the mayors of the surrounding area plan to meet monthly to discuss issues and rebuild relationships.

11. ADJOURNMENT:

Mr. Gapinski adjourned the meeting at 4:49 p.m.

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

January 1-31, 2025

DATE	AMOUNT	ACCOUNT FULL NAME
Abdo Financial Solutions		
01/01/2025	\$4,874.25	6602 Accounting Services:6602.2 Accounting Services
Total for Abdo Financial Solutions	\$4,874.25	
Adobe Creative Cloud		
01/08/2025	\$59.99	6609 IT Support & Software
01/11/2025	\$59.99	6609 IT Support & Software
01/17/2025	\$21.51	6609 IT Support & Software
01/21/2025	\$21.51	6609 IT Support & Software
Total for Adobe Creative Cloud	\$163.00	
AFLAC		
01/06/2025	\$1,098.42	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	\$1,098.42	
Amazon Market Place		
01/27/2025	\$425.62	6609.1 Equipment & Hardware
Total for Amazon Market Place	\$425.62	
BCBS of MN		
01/02/2025	\$4,759.09	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN	\$4,759.09	
Bolton & Menk, Inc.		
01/15/2025	\$4,324.99	
01/23/2025	\$23,500.80	
Total for Bolton & Menk, Inc.	\$27,825.79	
City of St. Cloud - Water/Sewer		
01/03/2025	\$61.82	6606 Utilities and Maintenance:6606.1 Utilities
Total for City of St. Cloud - Water/Sewer	\$61.82	
David Turch & Associates		
01/31/2025	\$8,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates	\$8,000.00	
Delta Dental		
01/14/2025	\$299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	\$299.62	
ESRI, Inc.		
01/13/2025	\$1,160.00	6609 IT Support & Software
01/13/2025	\$30.68	6609 IT Support & Software
01/21/2025	\$700.00	6609 IT Support & Software
Total for ESRI, Inc.	\$1,890.68	
Greater St Cloud Dev Corp		
01/01/2025	\$500.00	902 Ineligible Fed Reimbursemt
Total for Greater St Cloud Dev Corp	\$500.00	

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

January 1-31, 2025

DATE	AMOUNT	ACCOUNT FULL NAME
HealthEquity		
01/01/2025	\$4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	\$4.00	
Loffler Companies		
01/16/2025	\$87.16	6608 Multifunction Copier
Total for Loffler Companies	\$87.16	
Metro Sales Inc		
01/06/2025	\$1,078.15	6609 IT Support & Software
Total for Metro Sales Inc	\$1,078.15	
Principal Mutual Life Insurance		
01/01/2025	\$299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance	\$299.51	
Shutterstock.com		
01/09/2025	\$29.00	6605 Printing & Publishing
Total for Shutterstock.com	\$29.00	
Stearns Electric Association		
01/06/2025	\$176.78	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association	\$176.78	
Weisman Cleaning Inc		
01/31/2025	\$150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc	\$150.00	
West Central Sanitation, Inc		
01/01/2025	\$53.25	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc	\$53.25	
Xcel Energy		
01/07/2025	\$233.38	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy	\$233.38	
	\$52,009.52	



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: Tort Liability Issue
DATE: February 5, 2025

The APO purchases its Property and Liability coverage through the League of Minnesota Cities. Our current coverage expires in May 2025. Each year, before the policy is renewed, the governing body (you) must decide if it wishes to waive the statutory tort liability limits.

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

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

Your approval means you DO NOT WAIVE the liability limits.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2025-2028 Transportation Improvement Program Amendments and Administrative Modifications
DATE: Feb. 6, 2025

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

Several changes have been proposed to the APO's FY 2025-2028 TIP from the following entities: City of Sauk Rapids, Minnesota Department of Transportation, WACOSA, A Home for the Day, Benton County, Saint Cloud Metro Bus, and the City of Sartell.

City of Sauk Rapids

- 2026
 - **191-090-003.** ****AC****2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2028). Due to the need for additional water main work that will occur underneath the railroad tracks, the city is requesting to increase the project cost from \$737,834 to \$900,000. The cost increase of \$162,166 will be reflected under the local contribution. Funding breakdown as follows: STIP Total: \$309,733; Total AC: \$590,267; Other/Local: \$309,733; Project Total: \$900,000.

Minnesota Department of Transportation

- 2025
 - **8823-450.** ****NEVI****DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 164A/B, 167A/B, 171 OR 173 ON I94. Project needs to be added to the APO's TIP due to the firm conditionally awarded to install a charging station within this area in FY 2024 unable to meet the requirements of the NEVI grant. As a result, MnDOT is seeking to rebid for this charging station location. Funding breakdown as follows: STIP Total: \$820,000; Dist C FHWA: \$656,000; Total FHWA: \$656,000; Dist C TH: \$82,000; Total TH: \$82,000; Other/Local: \$82,000; Project Total: \$820,000.
 - **TRF-9503-25A.** SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) CLASS 200 MINI-VAN FOR SERVICE EXPANSION. Per MnDOT's Office of Transit and Active Transportation (OTAT), WACOSA is requesting to add the purchase of a minivan using federal funds to the APO's TIP. Funding breakdown is as follows: STIP Total: \$90,000; FTA: \$72,000;

Other/Local: \$18,000; Project Total: \$90,000.

- **TRF-9136-25.** SECTION 5310: A HOME FOR THE DAY; PURCHASE ONE (1) CLASS 200 MINI-VAN FOR SERVICE EXPANSION. Per MnDOT's Office of Transit and Active Transportation (OTAT), A Home for the Day is requesting to add the purchase of a minivan using federal funds to the APO's TIP. Funding breakdown is as follows: STIP Total: \$90,000; FTA: \$72,000; Other/Local: \$18,000; Project Total: \$90,000.

Benton County

- 2026
 - **005-596-006.** **MN309**BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS. Per the Benton County engineer, the updated cost estimate to complete this project is increasing from \$6,250,000 to \$8 million. The cost increase of \$1,750,000 will be reflected under the local contribution. Funding breakdown as follows: STIP Total: \$8,000,000; FHWA Earmark: \$5,000,000; Total FHWA: \$5,000,000; Other/Local: \$3,000,000; Project Total: \$8,000,000.

Saint Cloud Metro Bus

- 2025
 - **TRF-0048-25C.** ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING. Per the Metro Bus Director of Finance, the operating budget for Northstar has been reduced from \$1,486,250 to \$734,500. This is attributed to the ongoing reduction in the Northstar Commuter Rail service and the suspension of weekend/special event Northstar Commuter Bus service by Saint Cloud Metro Bus. Funding breakdown as follows: STIP Total: \$734,500; Other/Local: \$734,500; Project Total: \$734,500.

City of Sartell

- 2025
 - **220-090-005.** The City of Sartell was awarded state funding through the Active Transportation Infrastructure grant program to leverage the federal funding associated with this project. Because the state funding needs to be spent in either the FY 2025 or FY 2026 construction season, the city would like to ensure enough time to use the state funds before it expires. As a result the city would like to advance this project to FY 2025 with an AC Payback in 2026. New description is as follows: ****AC**CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL (PAYBACK IN 2026).** Funding breakdown is as follows: STIP Total: \$248,740; Total AC: \$389,160; Other/Local: \$248,740; Project Total: \$637,900.
- 2026
 - **220-090-005AC.** The City of Sartell was awarded state funding through the Active Transportation Infrastructure grant program to leverage the federal funding associated with this project. Because the state funding needs to be spent in either the FY 2025 or FY 2026 construction season, the city would like to ensure enough time to use the state funds before it expires. As a result the city would like to advance this project to FY 2025 with an AC Payback in 2026. Updated project number: 220-090-005AC. New description is as follows: ****AC**CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL (PAYBACK 1 OF 1).** Funding breakdown is as follows: STIP Total: \$389,160; Target AC Payback: \$389,160; Total AC Payback: \$389,160.

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

jurisdiction.

The 30-day public comment period on these changes concluded on Jan. 17, 2025.

APO staff have received nine completed online surveys. Those comments are attached.

The APO's Technical Advisory Committee (TAC) reviewed the proposed changes at its Feb. 6 meeting and recommended Policy Board approval.

Suggested Action: Approval.



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

T. 320.252.7568 F. 320.252.6557

FY 2025-2028 Transportation Improvement Program Amendments

Public Comments December 2024 – January 2025

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2025-2028 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 18, 2024 – Jan. 17, 2025) the APO has received the following comments.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Sauk Rapids	191-090-003 (Second Avenue S sidewalk)	Agree: 5 Neither agree nor disagree: 4	01/17/2025
MnDOT	8823-450 (NEVI EV Charging Station)	Strongly agree: 1 Agree: 2 Neither agree nor disagree: 2 Strongly disagree: 2	01/17/2025
MnDOT	8823-450 (NEVI EV Charging Station)	"I strongly disagree with this. It feels like a money grab! The pricing is excessive for what will actually be installed. You haven't specified the speed of the charger – will it be 100 kW, 250 kW, or 350 kW? I suggest reaching out to Tesla; they could likely do it for about a quarter of the price, and their chargers work much better than most others."	12/19/2024
MnDOT	8823-450 (NEVI EV Charging Station)	"McStop is the best location as it has nearby access to fast food and a convenience	12/18/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		store.”	
MnDOT	TRF-9503-25A (WACOSA minivan addition)	Strongly agree: 5 Agree: 4	01/17/2025
MnDOT	TRF-9136-25 (A Home for the Day minivan addition)	Strongly agree: 4 Agree: 3 Neither agree nor disagree: 1 Strongly disagree: 1	01/17/2025
Benton County	005-596-006 (CSAH 29 corridor extension)	Strongly agree: 2 Agree: 2 Neither agree nor disagree: 2 Disagree: 3	01/17/2025
Saint Cloud Metro Bus	TRF-0048-25C (Northstar Commuter Bus operations)	Strongly agree: 2 Agree: 1 Neither agree nor disagree: 3 Disagree: 1 Strongly disagree: 1	01/17/2025
Saint Cloud Metro Bus	TRF-0048-25C (Northstar Commuter Bus operations)	“I neither agree nor disagree, but this service is disappointing. Unless you fit into the narrow window of their schedule, it can be difficult to use. I have tried multiple times to rely on it as an alternative to driving, but it has never aligned with their operating hours. When you see the buses, they are often half-empty. I believe the entire operation should be reassessed.”	12/19/2024
City of Sartell	220-090-005 (Heritage Drive trail and Riverview Intermediate School sidewalks)	Strongly agree: 2 Agree: 3 Neither agree nor disagree: 3 Disagree: 1	01/17/2025



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2025-2028 Transportation Improvement Program Administrative Modification
DATE: Feb. 6, 2025

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.

Shortly after the conclusion of the APO's Feb. 6, 2025, TAC meeting, APO staff were informed by Minnesota Department of Transportation (MnDOT) staff about a proposed change to the APO's TIP needing immediate action.

Sherburne County

- 2025
 - **7103-67. **CHAP 5** US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013).** Changes to the construction cost estimate have reduced the anticipated overall project cost (\$1,300,001 – this includes the \$1 local cost denoted under 071-596-013) to \$1,036,475. Because this is a decrease in funding by 20% APO staff will need to process an administrative modification to the TIP. **Note, changes will ONLY be occurring on the 7103-67 line item.** Funding breakdown as follows: STIP Total: \$1,036,474; Target FHWA: \$29,697; State TH: \$1,006,777; Total TH: \$1,006,777; Project Total: \$1,036,474.

A majority of the funding for this project (\$1 million) has been provided by the state legislature in order to complete the necessary improvements. However, the funding is set to expire by June 30, 2025, unless the project has been completed. As a result of these time constraints and in order to prevent losing out on these funds, MnDOT has urged APO staff to complete the approval of this administrative modification as soon as possible.

Per the APO's Stakeholder Engagement Plan (SEP), administrative modifications need to go before the APO's Technical Advisory Committee (TAC) prior to receiving approval from the APO's Policy Board. However, due to the immediacy of this request, APO staff are working with MnDOT staff to accommodate this request by bringing this request directly to the Policy Board for requested approval.

Suggested Action: Approval.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: Staff report on the January 22, 2025, Active Transportation Advisory Committee meeting
DATE: February 7, 2025

The Active Transportation Advisory Committee (ATAC) conducted a hybrid meeting (in-person and via online Zoom) on Jan. 22. Members of the Age-Flourishing Saint Cloud – Transportation and Mobility Workgroup participated in discussions and made recommendations.

The members discussed the Transportation Alternatives (TA) regional priority points at this meeting for FY 2029 solicitations. After discussion, the members recommend the following rankings:

1. City of Saint Cloud – 22nd Street S.
2. City of Sauk Rapids – Mayhew Lake Road (CSAH 1).

Based on the ranking, the ATAC has recommended the APO's Technical Advisory Committee (TAC) consider recommending the 10 regional priority points to the City of Saint Cloud's 22nd Street S project and the five points to the City of Sauk Rapids Mayhew Lake Road (CSAH 1) project.

Suggested Action: None, informational only.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: A staff report of the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: Jan. 27, 2025

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Monday, Jan. 27, 2025. At that meeting the following items were discussed.

1. FY 2025 - 2028 Local Federal Projects Update. MnDOT District 3 State Aid Engineer Angie Tomovic presented information on the fiscal year 2025 projects within the district's Area Transportation Improvement Program (ATIP). This included the following projects occurring within the APO's planning area:

- a. Sherburne County CR 65 & 45th Avenue Realignment.
- b. Sherburne County CR 61 Realignment.
- c. Saint Cloud Lincoln Avenue SE Sidewalks.
- d. Sartell Electric Vehicle Police Squad Cars.
- e. Waite Park Lake Wobegon Trail Extension.
- f. Benton County CSAH 1/CSAH 29 Round-a-bout.
- g. CSAH 2 Round-a-bout at Minnesota St in St. Joseph.

In total there are 29 projects worth over \$92 million. Ms. Tomovic stated she does not have any concerns at this time about the progression of these projects.

2. FY 2026 - 2029 STIP Development Guidance. MnDOT District 3 Planning Director Steve Voss provided an overview of the anticipated funding targets used to develop the 2026-2029 ATIP (and subsequently the APO's Transportation Improvement Program). Mr. Voss did call attention to funding allocations under new federal programs developed under the Federal transportation bill – the Infrastructure Investment and Jobs Act (IIJA). Those programs include the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). With the most recent executive orders by President Trump, there is uncertainty about how these programs may be affected. The current guidance is to keep scoring and soliciting projects until otherwise directed from the program in the IIJA. There are no changes in targets from last year's 2025-2028 targets. The IIJA expires in fiscal year 2026, and new legislation has not been passed in regard to the programs. Depending on how funding works out in the future, MnDOT may need to scale back work.

Mr. Voss said it is anticipated some of the ATP-3's funding targets will decrease starting in FY 2028. This results in:

- ❖ \$11.7 million in Surface Transportation Block Grant Program (STBGP) funding, a reduction of \$500,000 from FY 2027. This would equate to \$2,402,010 in STBGP funding for the Saint Cloud APO a \$102,650 reduction from 2027.
- ❖ \$2.4 million in Transportation Alternatives (TA) funding, a reduction of \$100,000 from FY 2027.
- ❖ \$4.7 million in Highway Safety Improvement Program (HSIP) funding target is staying the same.
- ❖ \$1.3 million in ATP-3 managed CRP funding, a \$80,000 reduction from FY 2027.
- ❖ \$270,000 in APO-managed CRP funding target is staying the same.
- ❖ \$640,000 in ATP-3 managed PROTECT funding, a \$60,000 reduction from FY 2027.

3. Local Candidates Seeking FY 2029 Federal Surface Transportation Program Block Grant (STPBG) Funding by Region

MnDOT staff provided regional planning representatives the opportunity to provide updates on the applicants each received as part of the STBGP solicitation. APO Associate Transportation Planner Alex McKenzie stated the APO received two applications.

The first is from Stearns County. They are requesting to construct a round-a-bout at the intersection of CSAH 133/2nd St S and 4th Ave S in the City of Sartell. They are requesting \$1.6 million in federal funding, with a match of \$400,000 local, for a total project cost of \$2 million.

The second project is from the City of Saint Cloud. They are requesting to construct the extension of Heatherwood Road from 47th St S to 60th St S. They are requesting \$2,080,000 in federal funding, with a \$3,120,000 local match, for a total project cost of \$5.2 million.

The TAC will provide recommendations at their February 6th meeting, and the Policy Board will take action at their February 13th meeting.

4. Transportation Alternatives (TA) Program Update

MnDOT District 3 Senior Engineering Specialist/Program Coordinator Jeff Lenz stated District staff received 12 applications for the FY 2029 TA solicitation. This includes four projects from Region 5, two projects from Region 7E, four projects from Region 7W, and two projects from the Saint Cloud APO. The TA subcommittee will review applications and final funding recommendations will be brought before both the ATIP development committee and the ATP at the March and April meetings, respectively. The total amount of funding requested is \$7,282,362, with \$2,400,000 available.

Mr. Lenz led a discussion about the regional equity point distribution for the TA program. MnDOT staff completed a historical review of TA funding distributions by region relative to each region's population. This was done to determine if regions were receiving a proportional share of the TA funding. Based on this analysis, Region 5 is under the 4% equity buffer and will receive four equity points to its highest-scoring project.

5. Greenhouse Gas (GHG) Emissions Reduction Performance Targets

The Commissioner of Transportation has approved greenhouse gas (GHG) emissions

reduction performance targets for Minnesota's transportation sector. The sector is divided into 17 sub-allocations:

- ❖ 16 geographic regions, each assigned surface transportation emissions reduction targets based on per capita emissions.
- ❖ 1 statewide sub-allocation for non-surface transportation emissions.

The Saint Cloud Area Planning Organization (APO) and Central Minnesota Area Transportation Partnership (ATP-3) are among the 16 geographic regions.

Each geographic sub-allocation will receive annual benchmark emissions reduction levels leading up to the five-year performance target years. These benchmarks provide a way to track progress in reducing emissions and achieving GHG reduction goals. Detailed calculations for annual benchmarks and performance targets can be found in the section on Surface Transportation performance target calculations.

Surface Transportation GHG Emissions Reduction Targets

Geographic Region	2030 (Metric Tons of CO ₂ e)	2035 (Metric Tons of CO ₂ e)	2040 (Metric Tons of CO ₂ e)	2045 (Metric Tons of CO ₂ e)	2050 (Metric Tons of CO ₂ e)
Saint Cloud APO Urbanized Area	936,000	1,688,000	2,276,000	2,955,000	3,515,000
ATP-3 Rural Area	1,976,000	3,578,000	4,850,000	6,324,000	7,560,000

These targets represent the required reductions in metric tons of CO₂e to meet Minnesota's GHG emissions reduction goals through 2050.

6. Carbon Reduction Program (CRP) and Promoting Resilient Operations for Transformative Efficient and Cost-saving Transportation (PROTECT) Project Candidates, Evaluation and Scoring

Mr. Lenz presented draft updates for the CRP and PROTECT programs.

The Carbon Reduction Program (CRP) is a new initiative under the Federal Infrastructure Investment and Jobs Act (IIJA). It funds projects that reduce emissions from on-road highway sources. Due to its broad scope, the state has developed funding priorities to guide project selection. For fiscal years 2027 and 2028, ATP-3 received eight applications requesting a total of \$5,900,804, with \$1,380,000 available in FY 2027 and \$1,300,000 in FY 2028.

The PROTECT Formula Program focuses on improving the resilience of surface transportation assets to withstand weather events, natural disasters, or changing conditions. For fiscal years 2027 and 2028, ATP-3 received two applications requesting \$700,000. Available funding includes \$700,000 for FY 2027 and \$640,000 for FY 2028. Mr. Lenz noted that leftover funds remain, and he encouraged anyone interested in submitting an application to contact him.

A discussion followed regarding the impact of these programs.

Mr. Perske expressed concerns about the accuracy of the carbon reduction estimates, noting that the updated emissions toolkit may still rely on subjective data. Despite this, he emphasized that the projects are worthwhile.

Mr. Gapinski highlighted the importance of projects like roundabouts for improving safety and traffic efficiency.

Chairwoman Danieloski emphasized the value of trails, suggesting they could transition

from recreational use to viable transportation options as e-bikes gain popularity for long-distance travel.

7. Electronic Vehicle (EV) Infrastructure Needs Assessment

The National Electric Vehicle Infrastructure (NEVI) formula program funds are primarily about building out this alternative fuel corridor network across the states to allow for long-distance travel. MnDOT's first phase of funding is focusing on building out NEVI-compliant chargers along our 3 existing alternative fuel corridors, I 94 and I 35, and the recently added I-90.

- ❖ The charging stations must be located no more than 50 miles apart along those roadways
- ❖ Located less than a mile's driving distance from the alternative fuel corridor exit and there
- ❖ Must be a minimum of 4, 150-kilowatt fast charging ports at each site

MnDOT is not going to own, operate or maintain the stations, and they will not be located in our right of way.

Conditional awards were made to 13 applicants along I-94 and I-35, and 12 proceeded to contracts.

There are a variety of ways that communities and organizations fund and manage EV chargers. One program that is available through the ATPs is the Carbon Reduction Program. Projects funded through this program would need to follow the same federal minimum guidance as the NEVI stations. It can be used for EVs and EVSE/Charging.

There are other funding programs, some through the federal government, like Charging & Fueling Infrastructure, the upcoming MPCA VW Settlement round in 2025, and private foundation grants. Communities, businesses and utilities in your area may be interested in these and may come to you with questions on where they should consider putting chargers.

8. Corridors of Commerce Readiness Advancement Funding

During the 2023 Legislative Session, several changes were made to the Corridors of Commerce (CoC) statute. One of the changes included the addition of allowing the Commissioner to allocate up to 10% of CoC funds available in each fiscal year for Readiness Advancement Activities on potential future CoC project candidates.

From the \$153M that was utilized to award projects under the fourth cycle of CoC, \$22M was reserved for a future readiness advancement solicitation. Within the statute readiness advancement activities are identified as planning, scoping, predesign, preliminary engineering, and environmental analysis.

Further, the statute required MnDOT to develop a scoring system for readiness advancement projects that, to the extent possible, uses the basic eight CoC scoring criteria in the law.

- ❖ Return on Investment
- ❖ Economic Competitiveness
- ❖ Freight Efficiency
- ❖ Safety

- ❖ Regional Connections
- ❖ Policy Objectives
- ❖ Community Consensus
- ❖ Project Deliverability

The next steps are TP&IC approval of scoring criteria & solicitation on February 20. If approved, launch solicitation – no later than April 1.

Estimated timeline

- ❖ Project Solicitation – 1 to 2 months
- ❖ Local Screening Body Review – 2 to 3 months
- ❖ Scoring/Ranking – 1 to 2 months



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Feb. 6, 2025, Technical Advisory Committee Meeting
DATE: Feb. 6, 2025

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a special meeting on Thursday, Feb. 6, 2025. At that meeting, the following topics were discussed:

1. Presentation on the Electric Vehicle Infrastructure Needs Assessment

- a. Beth Kallestad, Principal Sustainability Planner with the Minnesota Department of Transportation's (MnDOT's) Office of Sustainability and Public Health provided a presentation on the work the state was completing regarding the Electric Vehicle Infrastructure Needs Assessment (EVINA) document and tool. Ms. Kallestad said after the Infrastructure Investment and Jobs Act (IIJA) was passed in November 2021, MnDOT began working on developing an electric vehicle (EV) infrastructure plan. The first step in this effort was to build out the Alternative Fuels Corridors (AFCs) – to ensure charging infrastructure was appropriately spaced along I-94, I-35, and I-90. Once that work was identified, the state along with a consulting firm, worked to identify other possible gaps in the EV charging infrastructure system statewide. This included looking at areas where EV adoption has taken place as well as where registered EVs are in relation to the availability of publicly available charging stations. In working with focus groups (which have included electric vehicle supply equipment (EVSE) companies) the state is working to outline some recommendations about future charging scenarios including:
 - i. Long-distance charging stations. These stations would be located along long-distance travel corridors and would be critical to supporting wide spread EV adoption.
 - ii. Destination charging stations. These would be locations at various community hubs (malls, recreation facilities, etc.) and work places.
 - iii. Amenity charging stations. Examples of these stations include curbside, pole-mounted facilities along residential streets or in parking lots.

Ms. Kallestad said the public comment period on the draft report will be open the second week of February. The state hopes to have a final report available by May.

2. Consideration of amendments and administrative modifications to the FY 2025-2028 Transportation Improvement Program (TIP)

- a. APO Senior Transportation Planner Vicki Johnson presented on several

requests by local agencies/jurisdictions to make changes to the APO's FY 2025-2028 Transportation Improvement Program (TIP). She had received the following requests:

- i. City of Sauk Rapids Second Avenue S sidewalk project cost increase.
- ii. MnDOT addition of an EV charging station location.
- iii. WACOSA addition of a minivan for transit service expansion.
- iv. A Home for the Day addition of a minivan for transit service expansion.
- v. Benton County CSAH 29 extension cost increase.
- vi. Saint Cloud Metro Bus Northstar Commuter Bus operating budget decrease.
- vii. City of Sartell Heritage Drive/Riverview Intermediate School project advancement.

Ms. Johnson provided an overview of the public engagement process staff went through regarding the proposed changes. TAC representatives voted to recommend Policy Board approval of the changes.

3. Consideration of functional classification change request for Heatherwood Road

- a. Ms. Johnson reviewed a request from the City of Saint Cloud regarding a change to the functional classification of Heatherwood Road by the City of Saint Cloud. Currently, the existing portion of Heatherwood Road is designated as a local facility. The City is hoping to apply for federal funding to complete the existing gap in the corridor. However, in order to receive federal funding, the roadway will need to be on the functional classification system. The City is proposing to apply for federal funding through the APO's Surface Transportation Block Grant Program (STBGP) solicitation. A functional classification change for Heatherwood Road would be contingent upon the city receiving federal dollars to complete Heatherwood Road.

In discussion with APO Executive Director Brian Gibson, the City of Saint Cloud had amended the change request for Heatherwood Road to also include the portion of the Heatherwood Road connection to Clearwater Road (this would connect to Roosevelt Road/CSAH 75 to the north) as well as Eighth Avenue S (to the Opportunity Drive/I-94 interchange ramp).

TAC representatives recommended Policy Board approval of the functional classification change as amended by the City of Saint Cloud.

4. Consideration of the FY 2029 Surface Transportation Block Grant Program (STBGP) applications

- a. Ms. Johnson provided an overview of the STBGP program, and the anticipated funding target the APO will have for the FY 2029 solicitation (\$2,402,010). The APO received two applications for STBGP funding.

Applicant	Federal Funding Requested	Local Match Provided	Anticipated Project Cost
Stearns County CSAH 133 roundabout	\$1,600,000	\$400,000	\$2,000,000
City of Saint Cloud Heatherwood Road extension	\$2,080,000	\$3,120,000	\$5,200,000

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

Applicant	Project Title	TAC Ranking	Proposed Funding
Stearns County	Construct round-a-bout at the intersection of CSAH 133/2 nd St S and 4 th Ave S in the City of Sartell	1	\$1,201,005
City of Saint Cloud	Heatherwood Road corridor extension from approx. 300' W of 47 th St S to 60 th St S in the City of St. Cloud	2	\$1,201,005

5. Consideration of the FY 2027 - FY 2029 Carbon Reduction Program (CRP) applications

- a. Ms. Johnson provided an overview of the APO's FY 2027-2029 Carbon Reduction Program (CRP) solicitation. She indicated the APO's **URBANIZED** area was targeted \$270,000 in each of those fiscal years (2027, 2028, and 2029). During this past solicitation, APO staff received one application.

Applicant	Federal Funding Requested	Local Match Provided	Anticipated Project Cost
City of Saint Cloud 22 nd Street S	\$536,000	\$564,000	\$1,100,000

APO TAC representatives heard from City of Saint Cloud staff about the project. A discussion was had about whether to carry forward a CRP balance of \$4,000 for FY 2028 or increase the funding award for the City of Saint Cloud from the requested \$536,000 to \$540,000 (thereby allocating both FY 2027 and FY 2028 CRP dollars in full). City of Saint Cloud was open to accepting the additional funding and assured APO staff that the total project cost (this is associated with a roadway reconstruction project) would not be composed of more than the federally allowed maximum of federal funding allocated (80%). TAC representatives recommended funding the City of Saint Cloud \$540,000 in CRP funding.

6. Consideration of the FY 2029 Transportation Alternatives (TA) applications

- a. Ms. Johnson stated MnDOT District 3 received a total of 12 TA applications – including two from the Saint Cloud APO. Those applications would be

competing for the \$2.4 million in federal funding assistance available in FY 2029. The applications were as follows:

Applicant	Federal Funding Requested	Local Match Provided	Anticipated Project Cost
City of Saint Cloud 22 nd Street S	\$536,000	\$564,000	\$1,100,000
City of Sauk Rapids Mayhew Lake Road Trail Extension	\$346,223	\$86,556	\$432,779

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

TAC representatives discussed concerns with ranking the City of Saint Cloud as the number 1 project for the region given the TAC was recommending the City be awarded the funding for this project with the CRP. It was noted several TAC members had wanted to ensure that funding to the region could be maximized by giving the Sauk Rapids project the added boost in priority points. However, given the uncertainty on the availability of CRP funding it was noted that Saint Cloud staff were hesitant to forgo applying/competing for TA funding.

TAC members called to question with ranking the TA projects as follows:

- 1) City of Saint Cloud 22nd Street S – Assign 10 regional priority points.
- 2) City of Sauk Rapids Mayhew Lake Road Trail extension – Assign 5 regional priority points.

With a roll call vote, that measure resulted in a tie. As a result, the motion failed.

Those who voted in support of the measure included: Kedrowski, Roedel, Norenberg, Borgerding, and Glaseman.

Those who voted in opposition of the measure included: Hedlund, Teich, Sabart, Ryan, and Byrd.

Mr. Voss (MnDOT District 3 voting representative) abstained.

A second motion was made to reverse the rankings:

- 1) City of Sauk Rapids Mayhew Lake Road Trail extension – Assign 10 regional priority points.
- 2) City of Saint Cloud 22nd Street S – Assign 5 regional priority points.

With a roll call vote, that measure passed.

Those who voted in support of the measure included: Kedrowski, Hedlund, Roedel, Norenberg, Teich, Sabart, Ryan, and Byrd.

Those who voted in opposition of the measure included: Borgerding and Glaseman.

Mr. Voss once again abstained.

7. Other Business and Announcements

- a. Ms. Johnson informed TAC representatives of the upcoming Policy Board meeting (Feb. 13 at the Sauk Rapids Government Center). She also informed representatives of the deadline for the upcoming TIP amendment as well as

the upcoming request for information pertaining to the development of the APO's FY 2026-2029 TIP.

Suggested Action: None, informational.

MPO's 101

Feb 2025

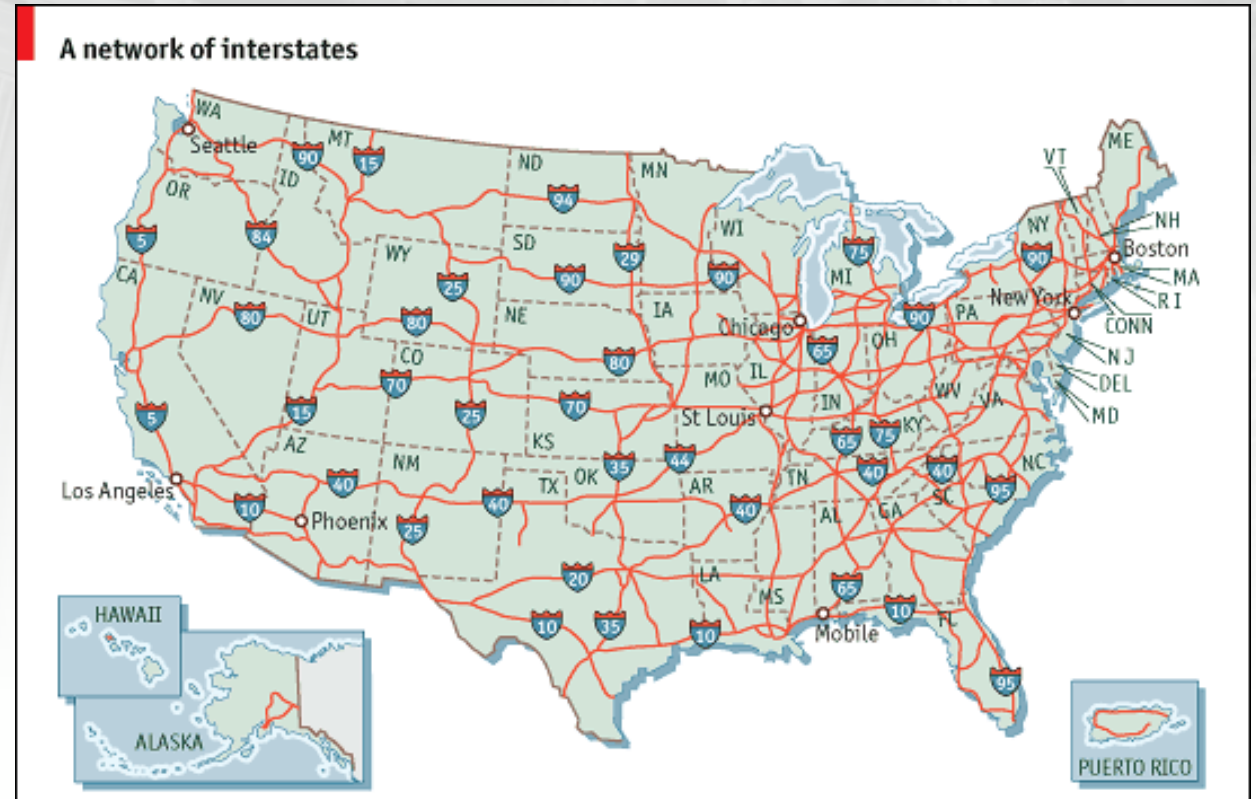
Origin of MPOs

- General Eisenhower & the autobahn



Origin of MPOs

- 1952
 - Eisenhower elected President
- 1956
 - The Eisenhower Interstate network is born



Origin of MPOs

- Poor planning (or sometimes no planning) leads to bad decisions
 - No local consultation
- Poor neighborhoods more impacted than wealthy ones
- Activists and jurisdictions began suing to stop progress



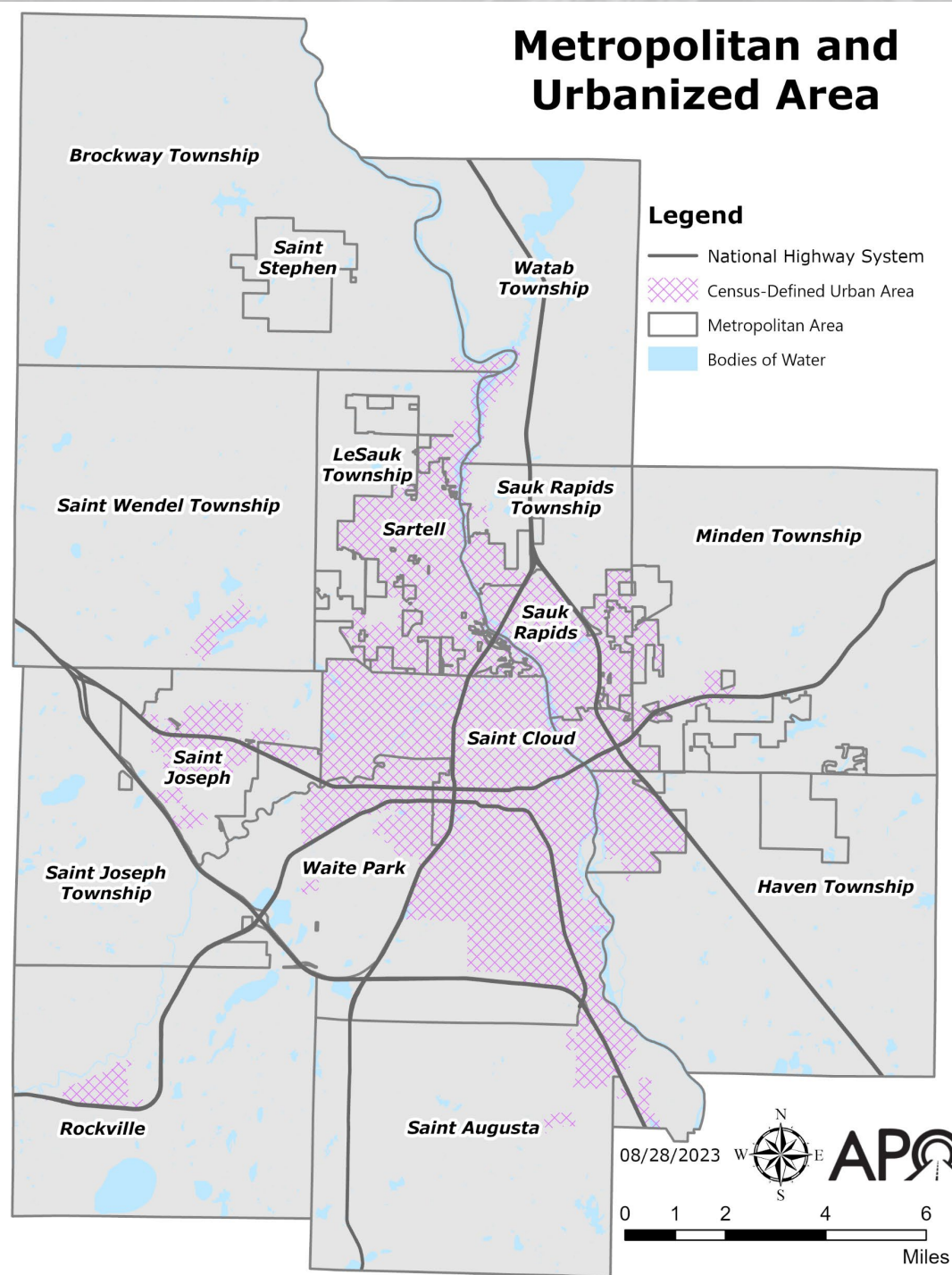
I-10 construction in Los Angeles, 1961

Origin of MPOs

- 1962 Federal Highway Act:
 - Continuing, cooperative, and comprehensive (3-C) planning in urban areas > 50,000



Metropolitan and Urbanized Area



What is the APO?

- A Federally-required, regional, cooperative, decision-making body for the wise investment of Federal surface transportation funding.
- Created by joint-powers agreement between the State and local jurisdictions
- The Policy Board is the APO.
- The TAC is an advisory committee
- APO staff is the staff of the Policy Board
 - Not beholden to any single member
- Federal requirement: Needs-based decision-making

Who is the APO?

- A Board of mostly elected officials
 - Saint Cloud – 3 seats
 - Sauk Rapids – 1 seat
 - Sartell – 1 seat
 - Waite Park – 1 seat
 - Saint Joseph – 1 seat
 - Stearns County – 1 seat
 - Benton County – 1 seat
 - Sherburne County – 1 seat
 - Metro Bus – 1 seat
 - Le Sauk Township – 1 seat



Products of the APO

- Metropolitan Transportation Plan (MTP)
 - Long-range (20 years min) regional transportation plan
 - A list of needs and projects to address those needs
- Transportation Improvement Program (TIP)
 - Programs funds for the MTP projects
- Unified Planning Work Program (UPWP)
 - To program plans that address issues



Saint Cloud Area Planning Organization
2023-2024
Unified Planning Work Program
And Budget



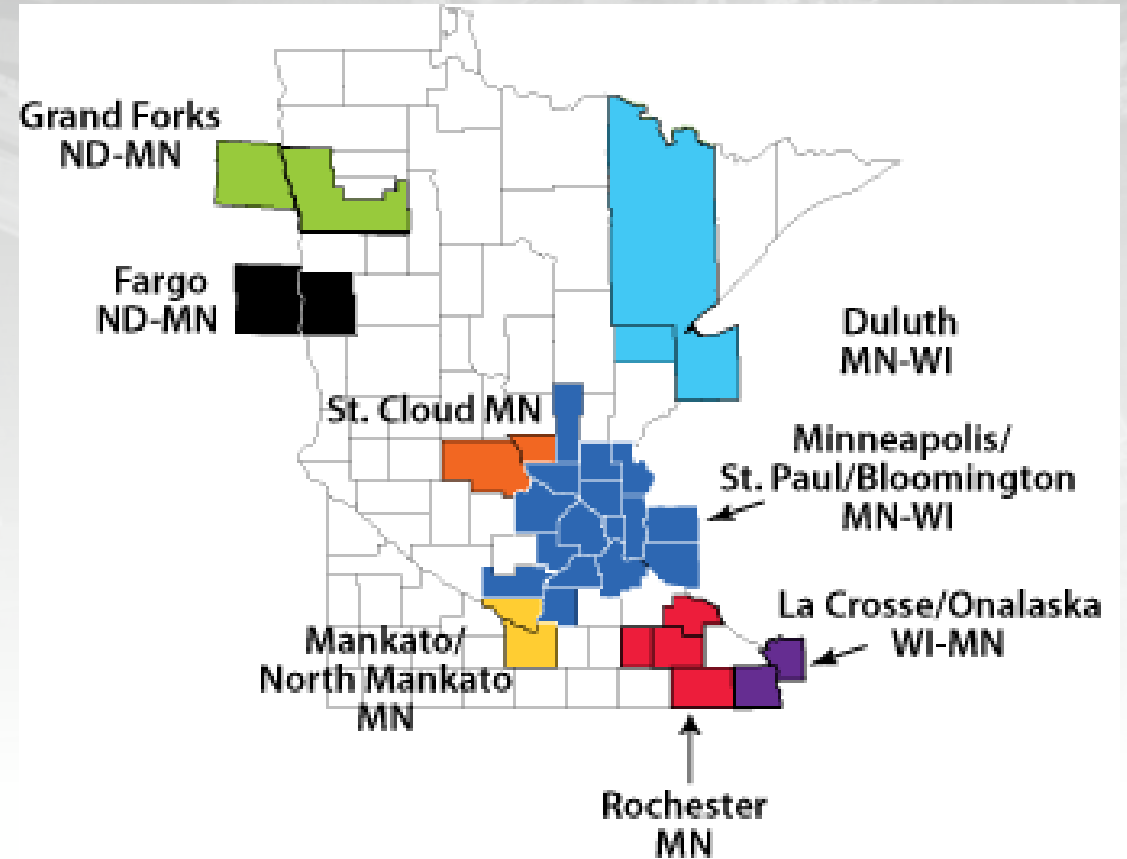
Brian Gibson, PTP
Executive Director
1040 County Road 4
Saint Cloud, MN 56303-0643
320-252-7568
www.stcloudapo.org
Gibson@stcloudapo.org

Approved by the Saint Cloud APO Policy Board
August 11, 2022

The work activities described herein are supported by funding from the Federal Highway Administration, the Federal Transit Administration, the Minnesota Department of Transportation, Saint Cloud Metro Bus, and the Saint Cloud Area Planning Organization.

Regional Perspective

- The metro area functions as one “body”
- If we are addressing our biggest needs, then everyone benefits
- It's not City A vs. City B;
 - It's our region vs. Mankato, Duluth, Fargo-Moorhead, Rochester, etc.



No Ceiling

- Federal rules establish our minimum work efforts
- There is no ceiling
- MPOs in other areas often take on additional regional responsibilities





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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: David Turch
DATE: February 5, 2025

David Turch is a former Sauk Rapids resident and graduate of St. John's University who has made his living as a lobbyist in Washington, DC.

He will be at the February 13th meeting to provide an update on the happenings in DC.

No Action – Informational Only.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Functional Classification Change Request for Heatherwood Road
DATE: Feb. 6, 2025

Functional classification is the grouping of streets and highways into classes or systems according to the character of service they are intended to provide.

Roadways are designed to serve two main functions: providing access and ensuring mobility. Depending on how roadways function – favoring access over mobility, for example – determines how the traveling public utilizes the infrastructure. Roadways with a high number of access points for vehicles to enter and exit the roadway are typically considered local roadways. These roadways are not intended for long-distance travel, but rather serve to connect travelers to the more extensive transportation network and to the adjacent parcels of land.

On the other hand, roadways that provide the highest level of mobility are classified as arterials (Interstate, principal, or minor). These roadways tend to limit entrances and exits – especially in the case of Interstates – and carry a large number of vehicles over longer distances at higher speeds.

Roadways that provide a more balanced blend of access and mobility are classified as collectors.

Federal law requires that the state Department of Transportation (DOT) shall have primary responsibility for developing and updating a statewide highway functional classification in rural and urban areas to determine functional usage of existing roads and streets. In order to accomplish this, the state DOT shall work closely with local officials and agencies in developing and maintaining the functional classification system.

As a Metropolitan Planning Organization (MPO), the Saint Cloud Area Planning Organization (APO) is responsible for maintaining its region's functional classification system so that it is consistent with guidelines for the classification assigned to each road segment and for the percentage range for each classification. This is done in close collaboration with the Minnesota Department of Transportation (MnDOT).

The minimum classifications needed to receive federal formula funds – and subsequently be programmed into the APO's Transportation Improvement Program (TIP) are rural major collectors and urban minor collectors.

At times, adjustments to the region's functional classification system are necessary given the addition of new roadways as well as the changing conditions of how an existing roadway functions. Additionally, after the release of the urban area boundaries after each decennial Census, the Minnesota Department of Transportation (MnDOT) initiates a comprehensive functional classification review to ensure consistency and correct roadway functional classifications throughout the state.

The City of Saint Cloud has filed a request with the APO to change the functional classification for the existing segment of Heatherwood Road from a local roadway to an urban minor collector. This change is to coincide with the request for federal formula funding to complete the corridor extension of Heatherwood Road from its existing termini to 60th Street S.

Based upon anticipated purpose of this completed connection – mainly to serve as an alternative route to I-94 and provide additional access to the I-94/Opportunity Drive Business Park – the City has deemed the change in functional classification status necessary.

Attached is the official request from the City of Saint Cloud for the functional classification change for Heatherwood Road.

In reviewing the region’s existing functional classification network and the guidance spelled out by the Federal Highway Administration (FHWA), the change in functional classification for Heatherwood Road will follow FHWA guidance.

It should be noted the City of Saint Cloud’s functional classification change request is dependent upon formula funding being preliminarily awarded to the construction of the Heatherwood Road extension. If the City is unsuccessful in receiving Surface Transportation Block Grant Program (STBGP) funding from the APO’s Policy Board, this request will be withdrawn.

At the Feb. 6, 2025, special meeting of the APO’s Technical Advisory Committee (TAC), TAC representatives recommended approving the functional classification request.

Additional action by the Policy Board – through the awarding of STBGP funding – will be taken after this functional classification discussion and/or action.

Suggested Action: Approval.

FUNCTIONAL CLASSIFICATION CHANGE REQUEST FORM

(rev 10/2024)

Date Request Initiated: 2/6/2025

Local Government Requesting Change: City of St Cloud

Instructions: Complete the following information for each roadway segment that requires a change in functional classification. Use additional sheets as necessary.

Description of Road Segment	Reason for Change
Road Name/No. & Termini: <u>Clearwater/Heatherwood Road/8th Avenue South from Roosevelt Road to Opportunity Drive</u> Mileage: <u>3.41 Miles</u> Current FC: <u>Local</u> State Proj # (if applicable): Proposed FC: <u>Minor Collector</u> <input checked="" type="checkbox"/> Proposed Rd <input checked="" type="checkbox"/> Existing Rd	The APO's on-going Future Functional Classification Study identifies this roadway as one that is recommended to be changed from a Local Roadway to a Minor Collector. More than 200 acres remain available for further job creation and urban infill development, yet have lagged behind regional market demand given the limited access for suppliers, public safety, and general commerce trips due to the lack of a road connection between the I 94 Business Park and urban core.

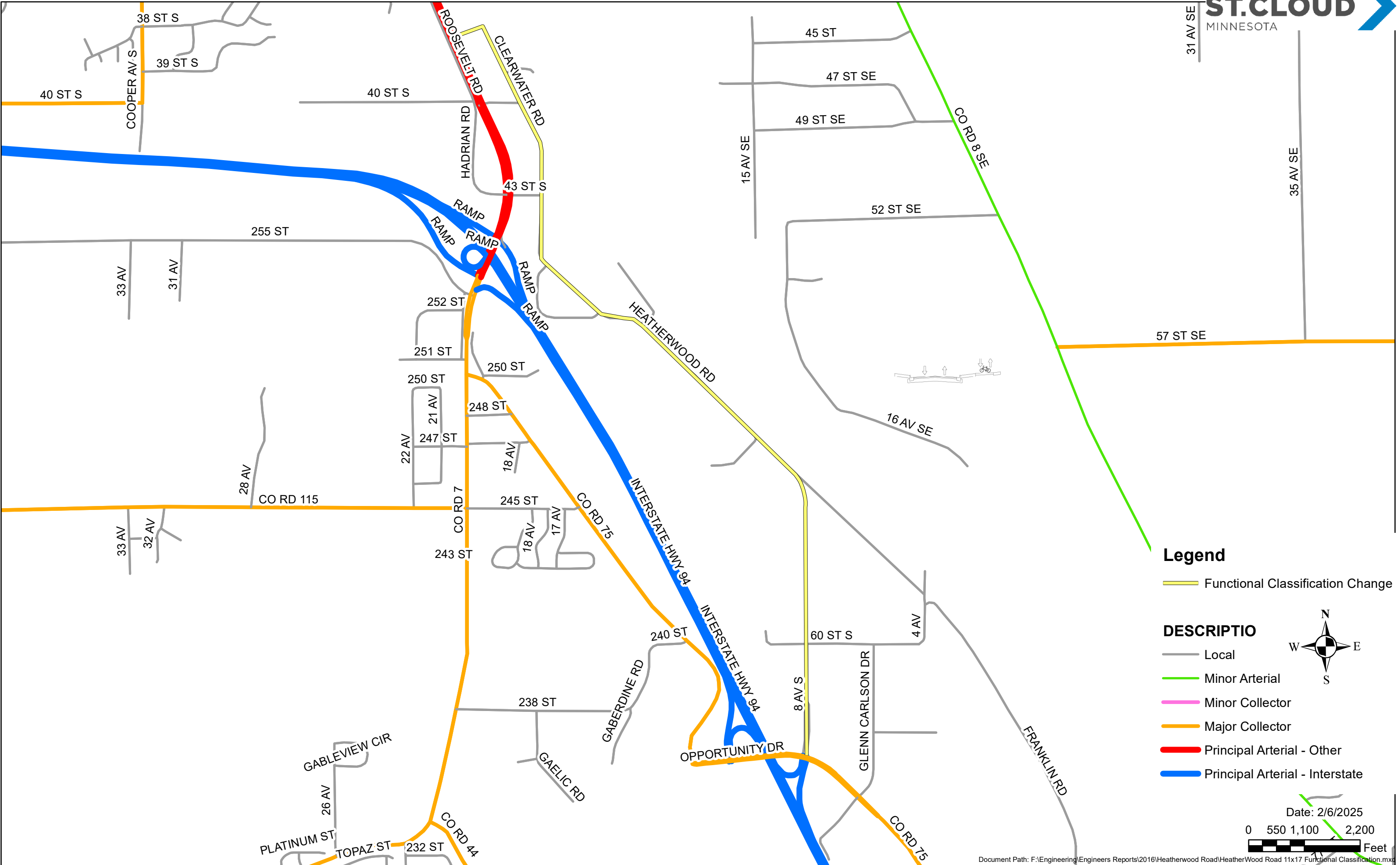
Describe the impact of this change on functional classification percentages in the jurisdiction and the plan for maintaining balance.

This would convert 3.41 miles of Local Roadway to a Minor Collector Classification. This would increase the current Mileage of Minor Collectors in the St Cloud APO area from 60.16 to 63.57 miles. Minor Collectors currently account for 4% of the overall mileage in the area, well within the 3%-16% recommended in FHWA Guidelines. The 3.41 mile increase would change the percentage from 4% to 4.2%. This change is minimal to the overall balance.

City/County Engineer Signature	<u><i>Zan Broyle</i></u>	Date	<u>2/6/25</u>
RDC/MPO Board Review Signatures		Date	
District Planner/District State Aid Engineer		Date	
Next Steps for MnDOT District: 1. Scan Signed Document to PDF format 2. Email PDF file to: * City/County and RDC/MPO who initiated the request and any others as appropriate * MnDOT Functional Class Change Contact (As of October 2024, Bryan McCoy, OTSM, bryan.mccoy@state.mn.us) A copy of the map showing the Change in Functional Classification should be attached to the email.			

HEATHERWOOD ROAD EXTENSION

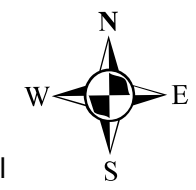
Attachment J3



Legend
 Functional Classification Change

DESCRIPTIO

- Local
- Minor Arterial
- Minor Collector
- Major Collector
- Principal Arterial - Other
- Principal Arterial - Interstate



Date: 2/6/2025
 0 550 1,100 2,200 Feet



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2029 Surface Transportation Block Grant Program prioritization
DATE: Feb. 6, 2025

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

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

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

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

One of the sources of transportation funding the Federal Government uses is the Surface Transportation Block Grant Program (STBGP). STBGP provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year, MnDOT receives a projected STBGP funding target which is for four fiscal years out (example: this year we are looking at FY 2029). With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota Area Transportation Partnerships (ATPs).

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

Minnesota ATP.

Region	Funding Target Percent	FY 2029 STBGP target allocation*
Region 5	32.65%	\$3,820,050
Region 7E	13.82%	\$1,616,940
Region 7W	33.00%	\$3,861,000
Saint Cloud APO	20.53%	\$2,402,010
Total	100.00%	\$11,700,000

*Approximate STBGP funding target allocation based on FY 2028 STBGP funding target.

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

Completed applications are then submitted to the APO Senior Transportation Planner in early January.

During the FY 2029 STBGP solicitation, the APO received two applications (listed in order of being submitted to APO staffers):

1. Stearns County: CSAH 133 (Second Street S) and Fourth Avenue S roundabout construction in the City of Sartell.
2. City of Saint Cloud: Heatherwood Road corridor extension from west of 47th Street S to 60th Street S.

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

Stearns County CSAH 133 Roundabout

Stearns County is proposing to construct a roundabout on CSAH 133 (Second Street S) in the City of Sartell at the intersection of Fourth Avenue S.

CSAH 133, a minor arterial roadway, serves as a primary connection between CSAH 75 in Saint Joseph to US 10. This particular stretch of CSAH 133 through Sartell carries approximately 11,468 vehicles daily as of 2023 – with an anticipated increase to 14,908 vehicles daily within the next 20 years.

According to Stearns County, both the county and the City of Sartell have received numerous requests from residents to address safety concern at the intersection of CSAH 133/Second Street S and Fourth Avenue S. Turning movement counts were taken at this intersection in early 2024 and it was noted the intersection was approaching the need for some type of traffic control measure (i.e., a traffic signal). Both the county and the city agreed that given the abundance of roundabouts within Sartell coupled with the need to address pedestrian and bicycle movements in this area, a roundabout would be the best solution.

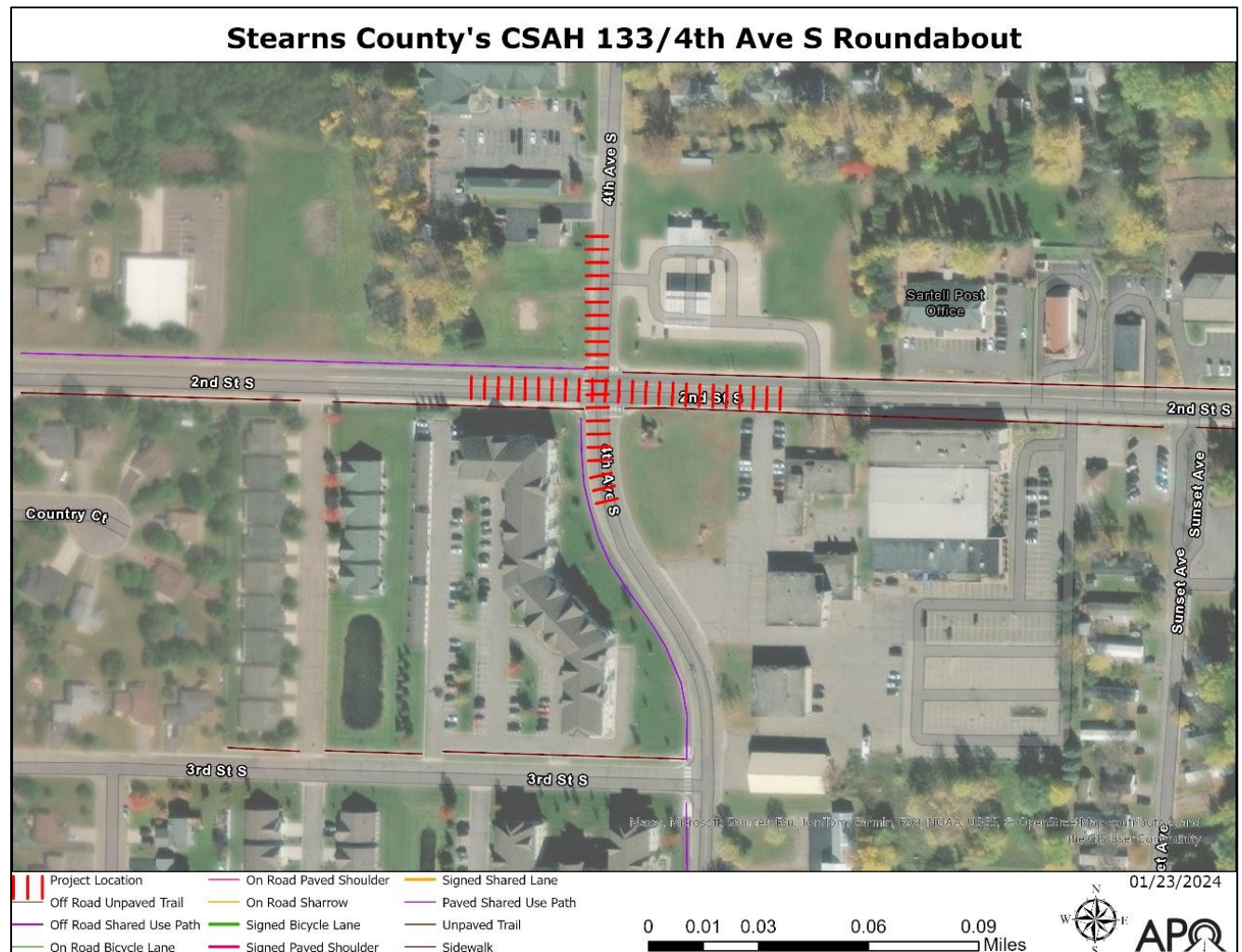
Given the addition of a new manufacturing facility (Niron Magnetics) anticipated to be

constructed along Fourth Avenue S, it is likely safety concerns will continue to be an issue if the intersection concerns are not adequately addressed.

In addition to constructing this roundabout, Stearns County is proposing to install push button activated Rectangular Rapid Flashing Beacons (RRFBs) to assist in pedestrian and bicycle safety as well as complete some pavement improvements along the existing shared use path that runs parallel to the corridor.

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

Stearns County CSAH 133 Roundabout	Amount	% of Total
Federal Funds Requested (Maximum 80% / Minimum 30%)	\$1,600,000	80%
Local Matching Funds (Minimum 20%)	\$400,000	20%
Total Eligible Costs	\$2,000,000	100%



Saint Cloud Heatherwood Road Extension

The City of Saint Cloud is proposing to extend Heatherwood Road from its existing termini (300-foot west of 47th Street S) to 60th Street S.

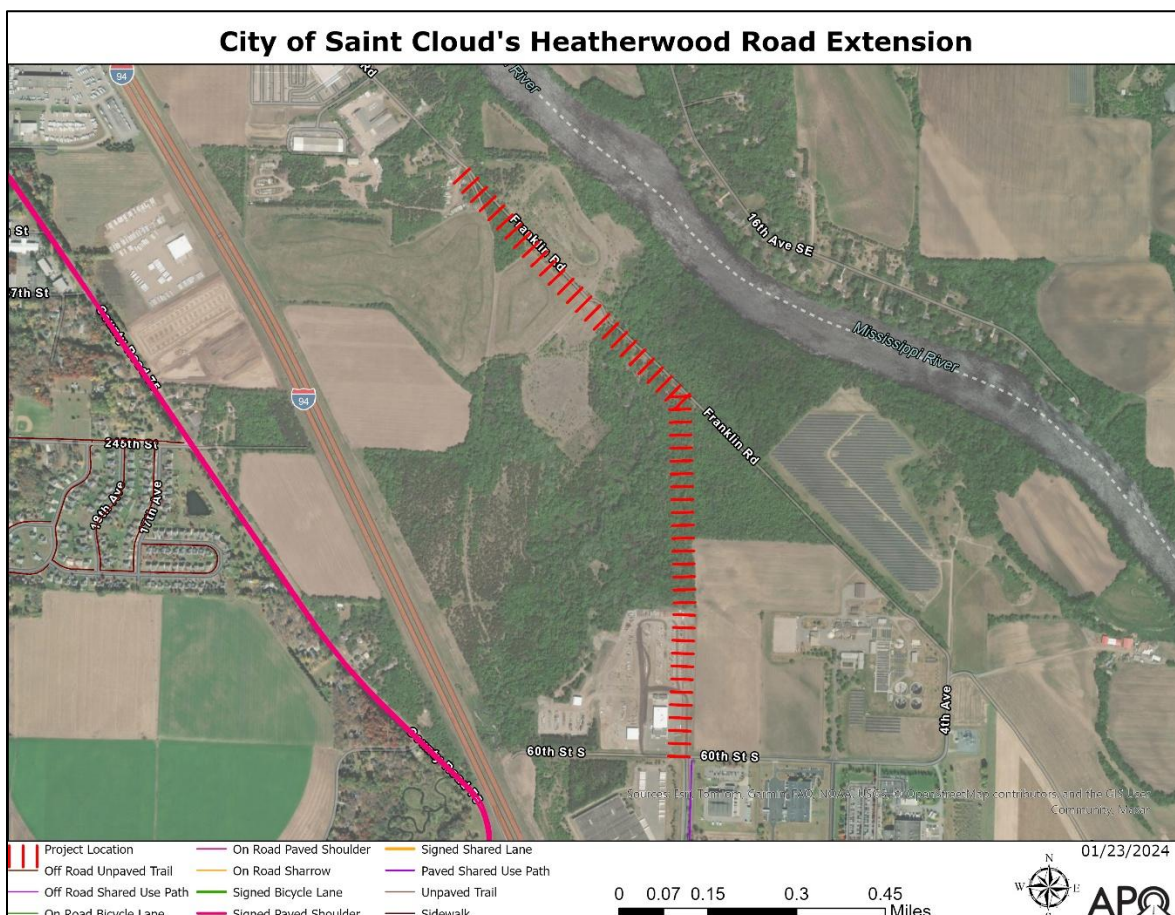
According to the City, the Heatherwood Road connection has been a top priority for the city in terms of economic development. This corridor, once completed, will serve as a north-south roadway between the Mississippi River and I-94 and will provide additional service/access to the I-94 Business Park near Opportunity Drive.

The City is estimating that once completed, this roadway corridor will carry roughly 9,000 vehicle trips daily within the next 20 years. Many of those trips will likely service freight movements as the business park continues to expand. According to the application, expansion of the business park has slowed due to the limited access suppliers, public safety, and general commerce trips have between the I-94 Business Park and the rest of the urban core.

As part of the construction of this future minor collector, the city is proposing to complete the existing gap in the Beaver Islands Trail network. Once completed, the Beaver Islands Trail will run continuously between Saint Cloud and Clearwater – providing a 10-mile multimodal connection for pedestrians and bicyclists.

Saint Cloud is proposing to advance construct this project in fiscal year 2027.

Saint Cloud Heatherwood Road Extension	Amount	% of Total
Federal Funds Requested (Maximum 80% / Minimum 30%)	\$2,080,000	40%
Local Matching Funds (Minimum 20%)	\$3,120,000	20%
Total Eligible Costs	\$5,200,000	100%



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

At the Feb. 6 TAC meeting, TAC representatives recommended the following:

Applicant	Project Title	TAC Ranking	Proposed Funding
Stearns County	CONSTRUCT ROUND-A-BOUT AT THE INTERSECTION OF CSAH 133/2 ND ST S AND 4 TH AVE S IN THE CITY OF SARTELL	1	\$1,201,005
City of Saint Cloud	HEATHERWOOD ROAD CORRIDOR EXTENSION FROM APPROX 300' W OF 47 TH ST S TO 60 TH ST S IN THE CITY OF ST. CLOUD	2	\$1,201,005

Also attached to this memo is an equity analysis pertaining to the distribution of STBGP funds across the planning area since funding for the program was put into effect (2017).

Suggested Action: Approve a final prioritization/ranking of STBGP funds for the FY 2029 solicitation.

Saint Cloud APO Locally-Sponsored Transportation Projects							Funding awarded by Agency					
Fiscal Year	Implementing Agency	Facility/Route	Project Description	Federal Funds AWARDED	Local Funds Provided	Project Total Cost (STIP TOTAL)	Notes	Agency	Number of project awards solicitation years 2017-2028	Federal Funding Total	Lane Miles	Federal Funding/Functional Class Lane Mile
2017	Stearns County	CSAH 2	NORTH LIMITS OF CITY OF ST. JOSEPH TO CSAH 4, ROADWAY RESURFACING	\$792,000	\$198,000	\$990,000		Metro Bus	1	\$160,000		N/A
2017	Benton County	CSAH 1	TH 23 TO CSAH 3 (GOLDEN SPIKE ROAD), ROADWAY RESURFACING	\$510,400	\$127,600	\$638,000		Sherburne County	1	\$1,000,000	45.6	\$21,929.82
2018	Benton County	CSAH 33	INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST STREET)/CSAH 33 INTERSECTION	\$400,000	\$100,000	\$500,000		Waite Park	0	\$0	24.74	\$0.00
2018	Stearns County	CSAH 75	RESURFACING, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 (AC PROJECT PAYBACK IN 2019)	\$1,160,000	\$315,000	\$1,475,000		Saint Joseph	0	\$0	2.57	\$0.00
*2019	Metro Bus	BB	ST. CLOUD METRO BUS PURCHASE 2 BUSES (CLASS 500)	\$160,000	\$198,000	\$358,000		Sauk Rapids	3	\$3,901,145	23.72	\$164,466.48
2019	Saint Cloud	MSAS 151	EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET S) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE	\$1,300,000	\$2,100,000	\$3,400,000		Benton County	6	\$3,115,495	118.43	\$26,306.64
2020	Sauk Rapids	MSAS 109	FROM SUMMIT AVE. S TO US 10, RECONSTRUCTION BENTON DR., INCLUDING ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$1,366,025	\$903,975	\$2,270,000		Saint Cloud	5	\$5,399,328	137.41	\$39,293.56
2020	Stearns County	CSAH 75	FROM 700 FT S OF 33RD ST. S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN 2021) YEAR 1 OF 2 YEAR PROJECT	\$151,947	\$199,114	\$351,061		Stearns County	9	\$7,931,268	344.84	\$22,999.85
2020	Benton County	CSAH 29	BR 05525 EXP. JOINT REPLACEMENT	\$165,488	\$109,512	\$275,000		Sartell	3	\$3,033,694	34.31	\$88,420.11
2021	Benton County	CSAH 8	FROM 0.25 MI E OF MN 23 TO BENTON CR 47, CSAH 8 FULL DEPTH RECLAMATION AND NEW BITUMINOUS PAVEMENT	\$391,152	\$258,848	\$650,000						
2021	Saint Cloud	Stearns CR 136	FROM 22ND ST S, FULL DEPTH RECLAMATION, AND FROM 22ND ST S TO OAK HILL ELEMENTARY SCHOOL, URBAN RECONSTRUCTION	\$842,248	\$557,518	\$1,400,000						
2021	Stearns County	CSAH 120	FROM STEARNS CSAH 4 TO STEARNS CR 134, RESURFACING	\$300,887	\$199,113	\$500,000						
2021	Stearns County	CSAH 75	**AC** FROM 700 FT S OF 33RD ST S TO 700 FT N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PAYBACK) (YEAR 2 OF 2 YEAR PROJECT)	\$148,939	\$0	\$148,939						
2022	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023 WITH \$1,970,880 FEDERAL/\$4,830,000 TOTAL COST)	\$160,100	\$2,699,020	\$2,859,120						
2022	Saint Cloud	Cooper Ave	ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	\$1,457,080	\$1,042,920	\$2,500,000						
2022	Stearns County	CSAH 75	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT IN 2021 WITH \$287,420 FEDERAL/\$1,100,000 TOTAL COST, AC PAYBACK 1 OF 1)	\$353,700	\$0	\$353,700						
2023	Sartell	19th Ave.	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK 1 OF 1)	\$1,929,820	\$0	\$1,929,820						
2024	Benton County	CSAH 1	CSAH 1 FULL DEPTH RECLAMATION AND RESURFACING	\$695,120	\$204,880	\$900,000						
2024	Stearns County	CSAH 133	CSAH 133 FROM STEARNS CSAH 75 TO 19TH AVENUE IN ST. JOSEPH, EXPAND TO 4 LANES AND INTERSECTION IMPROVEMENTS AT ELM STREET, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,440,000	\$360,000	\$1,800,000						
2025	Sauk Rapids	Second Ave. S	RECONSTRUCTION OF 2ND AVENUE SOUTH FROM BENTON DRIVE TO 10TH STREET S, INCLUDING ROADWAY, SIDEWALK, LIGHTING, DRAINAGE, AND WATER MAIN IMPROVEMENTS	\$1,135,120	\$608,880	\$1,744,000						
2025	Sherburne County	CR 65	COUNTY ROAD 65 & 45TH AVENUE REALIGNMENT, ACCESS CONSOLIDATION WITH US HIGHWAY 10, AND BNSF RAILROAD XING CONSOLIDATION	\$1,000,000	\$900,000	\$1,900,000						
2026	Stearns County	CSAH 75	**AC**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026)	\$2,135,120	\$2,864,880	\$5,000,000						
2026	Saint Cloud	22nd Street S	**AC** 22ND STREET S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027)	\$239,114	\$1,242,000	\$1,481,114						
2026	Sauk Rapids	Second Ave. S	2ND AVE S(MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001)	\$1,400,000	\$2,950,000	\$4,350,000						
2027	Sartell	15th Street N	15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	\$943,774	\$2,106,626	\$3,050,400						
2027	Saint Cloud	22nd Street S	**AC** 22ND STREET S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 1 OF 1)	\$1,560,886	\$0	\$1,560,886						

2028	Benton County	HIGHWAY CSAH 3	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44 (55TH ST NE), FULL DEPTH RECLAIM (PAYBACK IN 2027 & 2028)(ASSOCIATED WITH SAP 005-603-036)	\$953,335	\$1,768,425	\$4,721,760	Project was advanced to FY 2026. Additional \$2 million in federal funds added to project due to Benton County initiated funding swap						
2028	Stearns County	HIGHWAY CSAH 1	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	\$1,448,675	\$1,051,325	\$2,500,000							



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2027-FY 2029 Carbon Reduction Program Urbanized Funding Solicitation
DATE: Feb. 6, 2025

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).

During this solicitation period which kicked off in October 2024, the Saint Cloud APO conducted project solicitations for fiscal years 2027, 2028, and 2029.

Fiscal Year	Carbon Reduction Program Funding Targets for APO Urbanized Area
FY 2027	\$270,000
FY 2028	\$270,000
FY 2029	\$270,000
Total	\$810,000

During this solicitation, APO staff received one application for CRP funds for projects within the urbanized area. This project has requested a total of \$536,000 in CRP funds.

Jurisdiction	Project Description	Requested CRP Funds
City of Saint Cloud	Multimodal improvements on 22 nd Street S from Oak Grove Road S/CR 136 to Cooper Avenue S	\$536,000
Total		\$536,000

Below you will find a summary of the proposed project.

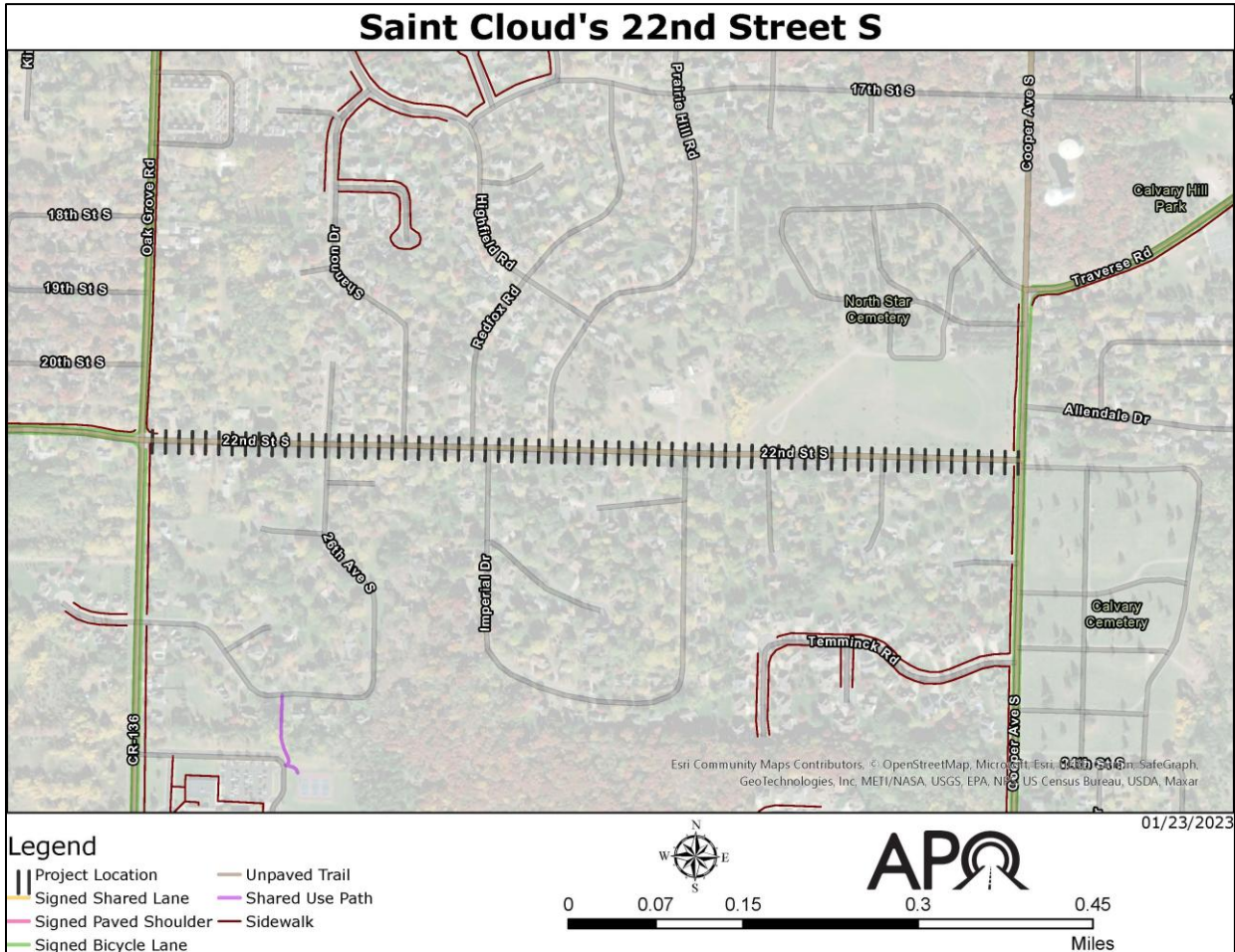
City of Saint Cloud 22nd Street S

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

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

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

City of Saint Cloud 22 nd Street S	Amount	% of Total
Requested TAP funds	\$536,000	49%
Required Local Match	\$564,000	51%
Total Eligible Costs	\$1,100,000	100%



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 and the APO’s cost effectiveness to co-benefit ratio (50/50) adopted by the APO’s Policy Board at the October 2024 meeting. Given this application was the only application received by the APO, this scoring process was a pass/fail grading process.

At its Feb. 6, 2025, meeting, the APO’s Technical Advisory Committee (TAC) representatives voted to recommend the Policy Board allocate \$540,000 in CRP funding (all of FY 2027 and FY 2028 targeted dollars) to the City of Saint Cloud for 22nd Street S. City of Saint Cloud staff have indicated that the acceptance of the additional \$4,000 would not cause issues in terms of having federal funding associated with this project be greater than 80% of the eligible construction costs as required.

With this action, any future CRP solicitations would have funding available starting in FY

2029 (\$270,000).

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



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2029 Transportation Alternatives prioritization
DATE: Feb. 6, 2025

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

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

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

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

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

Every year, MnDOT received a projected TA funding target which is for four fiscal years out (example: this year we are looking at FY 2029). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). The Central Minnesota ATP will receive approximately \$2.4 million in FY 2029.

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

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

District 3 staff in early January.

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

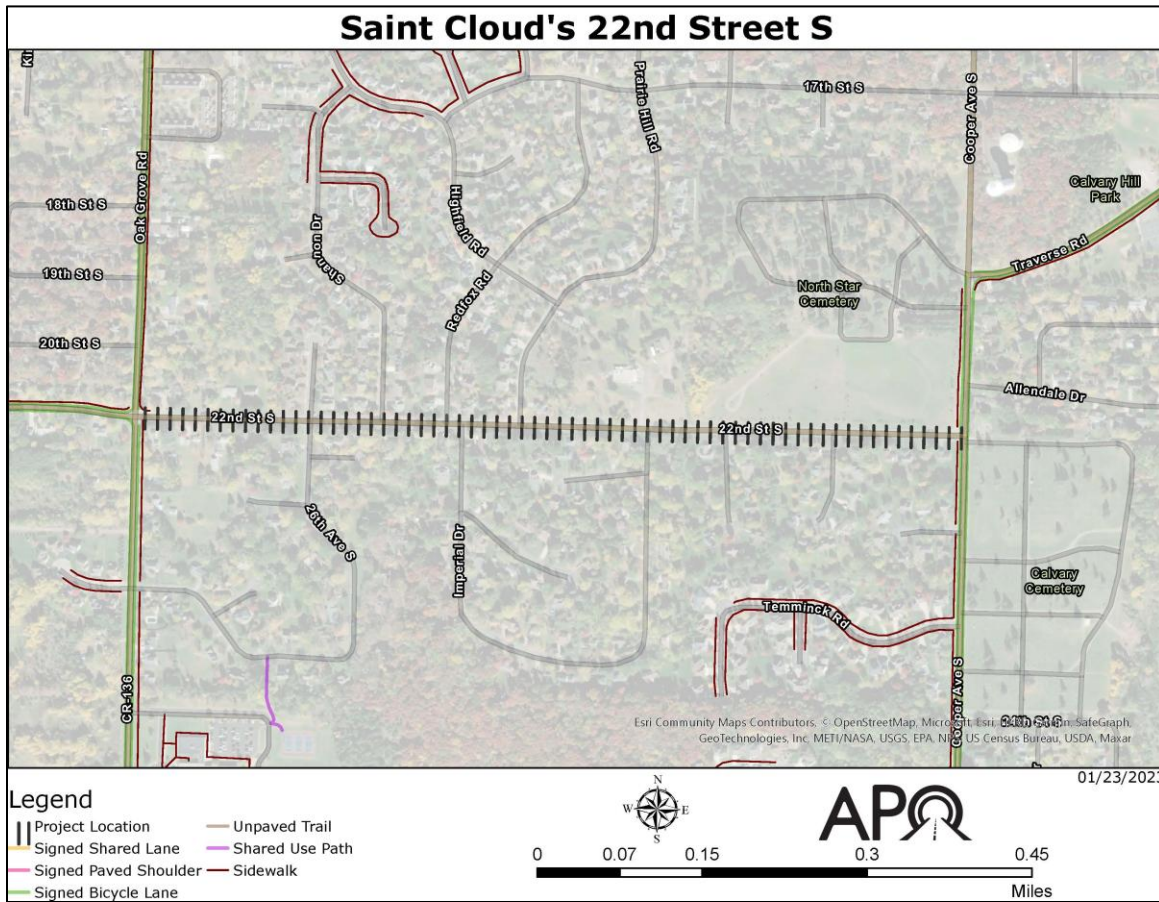
City of Saint Cloud 22nd Street S

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

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

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

City of Saint Cloud 22 nd Street S	Amount	% of Total
Requested TAP funds	\$536,000	49%
Required Local Match	\$564,000	51%
Total Eligible Costs	\$1,100,000	100%



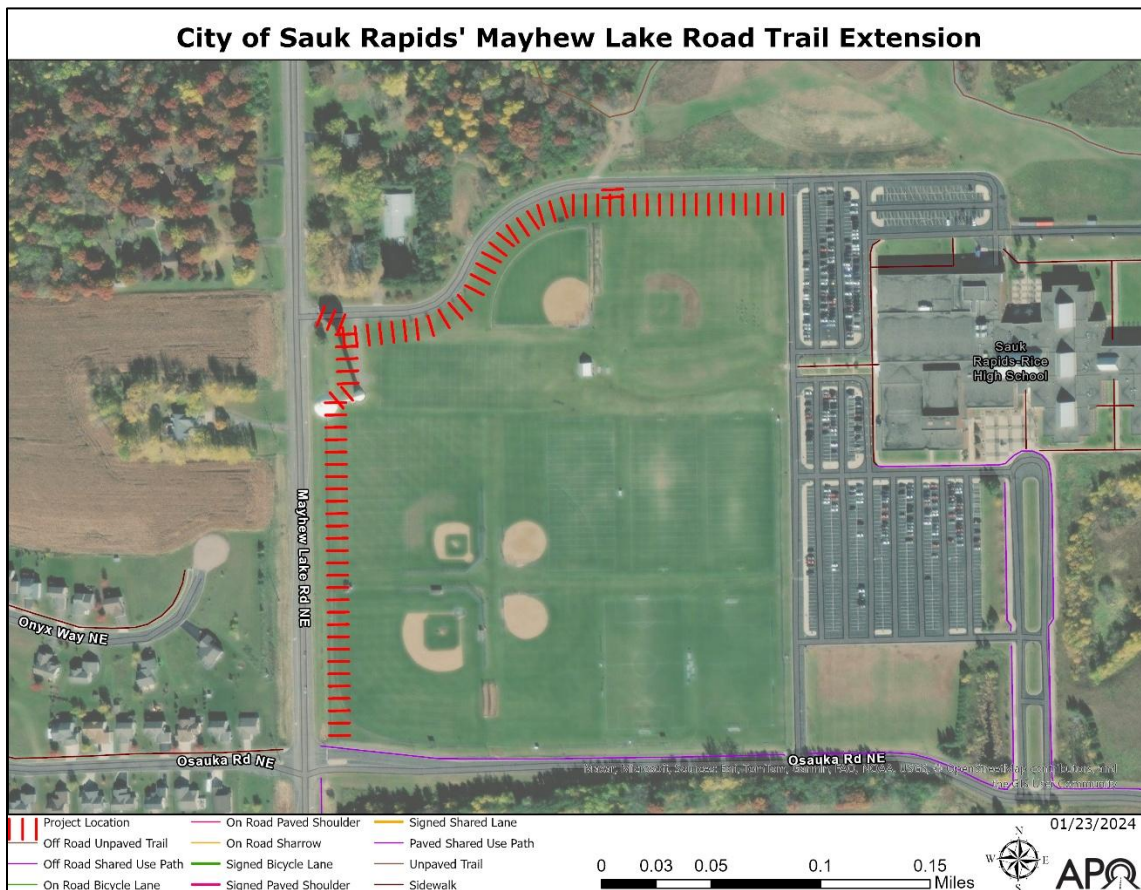
City of Sauk Rapids – Mayhew Lake Road Trail Extension

The City of Sauk Rapids is proposing to extend the existing shared use path along Mayhew Lake Road (Benton CSAH 1) from its terminus at Osauka Road north to the northern entrance roadway to the Sauk Rapids-Rice High School (unnamed roadway – referred to as water tower road). From there, the City is planning to add an additional 1,300 feet of shared use path to connect to the entrance of Mayhew Creek Regional Park.

The City of Sauk Rapids is in the process of further developing Mayhew Creek Regional Park to include amenities such as additional trails, baseball fields, a playground, sledding hill, and possible aquatic center. As such, the City is planning for the increase usage of this area by both Sauk Rapids residents and those individuals from around the area.

According to the City, there is no safe and direct pedestrian/bicycle access to Mayhew Creek Regional Park. Not only will this facility provide better access for pedestrians but will also be connected to the larger regional active transportation facility along CSAH 3 connecting to downtown Sauk Rapids.

City of Sauk Rapids Mayhew Lake Trail	Amount	% of Total
Requested TAP funds	\$346,223	80%
Required Local Match	\$86,556	20%
Total Eligible Costs	\$432,779	100%



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

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

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

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

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

At the January ATAC meeting, ATAC members recommended awarding the 10 regional

priority points to the City of Saint Cloud's 22nd Street S project and the five regional priority points to the City of Sauk Rapids's Mayhew Lake Trail project.

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

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

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

At the Feb. 6 TAC meeting, TAC representatives provided recommendations on the awarding of regional priority points to the two projects. In a second roll call vote, TAC representatives recommended awarding the 10 regional priority points to the City of Sauk Rapids and the five regional priority points to the City of Saint Cloud in an 8-2-1 split vote.

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