



Saint Cloud Area Planning Organization

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AGENDA

Technical Advisory Committee
Thursday, Sept. 19, 2019 – 10 a.m.
Stearns County Highway Department
455-28th Ave. S, Waite Park

1. Consider Minutes of August 29, 2019
 - a. *Suggested Motion: Approval.*
2. Public Comment Period
 - a. *Suggested Motion: None, informational.*
3. MAPPING 2045 Proposed Changes to MTP Project List: Brian Gibson, Executive Director; Alex McKenzie, APO Planning Technician (Attachments 3A-3C)
 - a. *Suggested Motion: Recommend Policy Board Approval.*
4. Surface Transportation Block Grant Program score sheet and scoring rubric: Vicki Johnson (Ikeogu), Senior Planner (Attachments 4A-4E)
 - a. *Suggested Motion: Finalize an equity evaluation factor and recommend Policy Board approval of the STBGP score sheet and scoring rubric.*
5. Other Business / Open Floor
6. Adjournment

English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, 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 Agagaarka Saint Cloud (APO) waxay si buuxda ugu hoggaansantay Qodobka VI ee Xeerka Xuquuqda Dadweynaha ee 1964, Sharciga Dadka Maraykanka ah ee Naafada ah ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo xeerarka iyo sharciyada la xiriira. APO waxa heli kara dhamaan dadka leh awoodaha kala duwan. Qofka u baahan in waxka bedel ama qaabilaad, qalabka caawinta, adeegyada tarjumaadda qoraalka, adeegyada turjumaadda hadalka, iwm, si uu uga qaybgalo kulan dadweyne, oo uu kamid yahay yihiin helitaanka ajandahan iyo/ama waxyaabaha ku lifaaqan oo qaab kale ama luqad kale ah fadlan kala xiriir APO 320-252-7568 ama admin@stcloudapo.org ugu yaraan toddoba (7) maalmood ah kahor kulanka.

Hmong

Lub koom haum Saint Cloud Area Planning Organization (APO) tau ua raws nraim li Nqe Lus VI ntawm Tsoom fwm Cov Cai Pej Xeem xyoo 1964, Tsab Kev Cai Hai Txog Kev Xiam Oob Khab ntawm Haiv Neeg Mes Kas xyoo 1990, Tsab Cai 12898, Tsab Cai 13116 thiab cov cai thiab kev tswj fwm uas cuam tshuam. APO tuaj yeem nkag tau rau txhua tus neeg uas muaj peev xwm. Tus neeg uas xav tau kev hloov kho lossis pab cuam, pab lwm tus, pab txhais ntawv, pab txhais lus, thiab lwm yam, txhawm rau kom koom tau rau hauv lub rooj sab laj nrog pej xeem, nrog rau kev txais cov txheej txheem no thiab / lossis cov ntawv uas sau ua lwm hom ntawv, lossis lwm hom lus thov hu rau APO ntawm 320-252-7568 lossis sau ntawv tuaj tau ntawm admin@stcloudapo.org tsawg kawg yog xya (7) hnub ua ntej ntawm lub rooj sib tham.

Spanish

La Saint Cloud Area Planning Organization (Organización de Planificación del Área de Saint Cloud, APO) cumple plenamente con el Título VI de la Civil Rights Act (Ley de Derechos Civiles) de 1964, la Americans with Disabilities Act (Ley de Estadounidenses con Discapacidades) de 1990, el Decreto 13116 y estatutos y normas asociados. La APO está disponible para todo tipo de personas con todo tipo de capacidades. Las personas que requieran modificaciones o adaptaciones, ayudas auxiliares, servicios de traducción e interpretación, etc., con el fin de participar en una reunión pública, lo que incluye recibir esta agenda o documentos adjuntos en un formato o lenguaje distinto, deben comunicarse con la APO llamando al 320-252-7568 o escribiendo a la dirección admin@stcloudapo.org al menos siete (7) días antes de la reunión.

Laotian

ອົງການວາງແຜນເຂດພື້ນທີ່ Saint Cloud (APO) ບະຕົບັດຕາມ Title VI ຂອງກົດໝາຍວ່າດ້ວຍສິດທິພົນລະເມືອງປີ 1964, ກົດໝາຍວ່າດ້ວຍຄົນພິການຊາວອາເມລິກາປີ 1990, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 12898, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 13116 ແລະ ກົດໝາຍ ແລະ ກົດລະບຽບທີ່ກ່ຽວຂ້ອງຢ່າງຄົບຖ້ວນ. ຄົນທຸກຊົນຊັ້ນອັນນະສາມາດເຂົ້າເຖິງ APO ໄດ້. ບຸກຄົນທີ່ຈໍາເປັນຕ້ອງມີການດັດແປງເກໂຂ ຫຼື ການອໍານວຍຄວາມສະດວກ, ອຸປະກອນຊ່ວຍ, ການບໍລິການແປເອກະສານ, ການບໍລິການລ່າມແປພາສາ ແລະ ອື່ນໆ ເພື່ອເຂົ້າຮ່ວມການຊຸມນຸມສາທາລະນະ ລວມທັງການໄດ້ຮັບວາລະນີ້ ແລະ/ຫຼື ເອກະສານຄັດຕິດໃນຮູບແບບ ຫຼື ເປັນພາສາອື່ນໃດໜຶ່ງ ກະລຸນາຕິດຕໍ່ຫາ APO ທີ່ເບີ 320-252-7568 ຫຼື ອີເມວ admin@stcloudapo.org ຢ່າງໜ້ອຍເຈັດ (7) ວັນລ່ວງໜ້າການຊຸມນຸມ.

**Saint Cloud Area Planning Organization
TECHNICAL ADVISORY COMMITTEE MINUTES
August 29, 2019**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10:00 a.m. on Thursday, August 29, 2019 at Stearns County Public Works. Senior Planner Vicki Johnson presided with the following members present:

Matt Glaesman	Saint Cloud
John Noerenberg (alt)	Waite Park
Doug Diedrichsen	Metro Bus
Randy Sabart	Saint Joseph/SEH
Chris Byrd	Benton County
Jeff Lenz	MnDOT Dist #3
Jon Halter	Sartell
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO

CONSIDER MINUTES OF JULY 31, 2019:

Mr. Glaesman motioned to approve the July 31, 2019 TAC meeting minutes, and Mr. Diedrichsen seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were present.

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) SCORE SHEET AND SCORING RUBRIC:

Senior Planner Vicki Johnson spoke about the APO and TAC member's previous conversations about revamping the Surface Transportation Block Grant Program (STBGP) application score sheet. Ms. Johnson stated that the APO's score sheet used MnDOT 7W as a template to develop scoring criteria for STBGP funding. The scoring criteria in the revised application will match the APO's goals, objectives and priorities displayed in the MAPPING 2045 plan. Ms. Johnson reiterated previous comments made by Mr. Glaesman about splitting modal forms and including project readiness as a scoring criteria. Comments made by Mr. Byrd and Mr. Halter from previous meetings about weighting categories were taken into consideration. Ms. Johnson restated comments made by Mr. Voss about differences in scoring from a high, medium, low method to a point system.

Mr. Byrd had a question about what Environmental Justice (EJ) entails. Ms. Johnson replied that EJ areas include minority and low income populations, which could be found in attachments 3D and 3E on the maps. Ms. Johnson then stated reconstruction and expansion projects were separated in the evaluation considerations, to ensure expansion projects were heavily mitigated in EJ areas.

Ms. Johnson asked the TAC members if a numeric scoring methods was still the priority or if another method would be more favorable. Mr. Byrd confirmed he prefers numeric scoring methods because when he is doing a high, medium, low method, he still assigns numbers to those categories. He stated the technical advisory committee should be technical, so numbers should be used.

Mr. Halter agreed with Mr. Byrd's statement and added he was not in favor of only one person scoring the projects as they do in MnDOT 7W. He proposed the idea of all TAC members scoring projects which would equate to a weighted average. Ms. Johnson replied that traditionally the APO staff were the ones to score the projects, but changes can be made. Mr. Glaesman

mentioned that APO staff should remain the neutral party. He also was in favor of the idea of numeric scoring, averaging out scoring with applicants scoring their own projects, and APO staff can provide their recommendations verbally. Mr. Byrd asked if applicants would score their own project. Mr. Halter replied, yes the applicant would score their own or applicants could reframe from scoring own, he could go either way, but the weighted average would offset any bias. Mr. Glaesman agreed, that the TAC members would be fair and balanced. Mr. Sabart replied having the TAC members score each project gives the process transparency and objectivity. Mr. Lenz stated at MnDOT they do numeric scoring and can still pick and choose which project to fund, the justification of the project will be the ultimate deciding factor of project selection, it's the transparency that is important. Ms. Johnson asked the question who would be in charge of scoring the projects, just the voting members or the entire TAC membership. Mr. Glaesman stated that Saint Cloud has two voting members, so Mr. Glaesman and Mr. Foss should each have a chance to score projects for the sake of transparency and the weighted average would balance any bias. Mr. Halter suggested for the sake of transparency having a spreadsheet of the scores given to each project by applicant. Ms. Johnson stated the applications are due the first Friday of January, and by the last Thursday of January all projects must be scored.

Ms. Johnson turned her attention to the score sheet and explained the access and mobility section is worth 30 points. Mr. Halter asked what are the total points of the score sheet and Ms. Johnson replied with 200 points total. Mr. Halter pointed out that 20 of the 30 points in the access and mobility section are in EJ criteria. Mr. Glaesman asked if it is typical if access and mobility are in the same category. Ms. Johnson replied with yes, the score sheet reflects the categories of MnDOT 7W. Mr. Glaesman thinks the EJ criteria should be in a separate category with the EJ category being 15 points and other stuff 15 points. Mr. Byrd agreed that access and mobility should each be 15 points. Mr. Sabart asked who makes the maps and who maintains them, and Mr. McKenzie replied the APO uses the American Community Survey data from the U.S. Census that is updated each year.

Ms. Johnson moved on to explain system connectivity category and is weighted at 30 points. The committee had no comments. Ms. Johnson explained the multimodal category is weighted at 20 points. Mr. Sabart made the comment for the most part every project that is a collector or arterial has a multimodal component, and questioned if there is enough stratification or meaningful points. Ms. Johnson explained each component is worth five points, for example an on-road bike lane or sidewalk would each be five points apiece. Mr. Glaesman suggested one of the criteria to be the generators the multimodal components it connects, such as regional park school, or employment node. Mr. Halter suggested instead of connections between jurisdiction it should be connections between schools, parks, etc. Mr. Glaesman proposed getting rid of the on-road bicycle lanes, and adding the addition of trip generators. Mr. Halter advised rural shoulder can act as a multi-use trail. Ms. Johnson suggested combining on-road bicycle lanes and multi-use paths and make it five points. Mr. Glaesman and Mr. Halter agreed to that point.

Ms. Johnson presented on system condition, and took into consideration Mr. Halter's comment about this category being weighted higher. Ms. Johnson explained system preservation typically accounts on average of 80 percent of agencies transportation budgets, justifying the 50 points. The criteria are based off of bridge condition or pavement IRI. The APO will have a pavement study being completed relatively soon. Mr. McKenzie stated the pavement condition data should be completed by September. Mr. Halter asked about multi-use path condition being an additional 30 points or if a road project and trail project were combined, how the points would be counted. Ms. Johnson explained multi-use path pavement condition will only be considered for trail specific projects. Mr. Sabart commented that the trail category has three different categories (good, fair, poor), so should multi-use paths have three different ratings for points. Ms. Johnson explained that the APO is in the process of developing a rating system for trail pavement, and providing that data. Mr. Lenz asked a hypothetical question about what if a bridge condition was

rated fair and pavement condition was rated fair, would that be 60 points? Ms. Johnson confirmed that the category maxes out at 50 points. Mr. Halter asked if a project would fit in one bucket or another, so a project should be specified as either a bridge project or a road project. He then stated it is rare to have both a bridge and road project together, and if there was a situation where there was a road and a multi-use trail, the road project is the driving factor for doing the project. Mr. Halter added he doesn't like adding the components together, for example two goods would overrule a poor condition. Mr. Byrd likes the idea of the agency selecting if the project is either a bridge, pavement or trail project, and Mr. Halter agreed. Mr. Diedrichsen offered an example that if bridge is rated in fair condition, but a road is rated in poor condition, then you get the 50 points for the poor road condition, so if there a bridge and a road, the worst condition will get the points. Ms. Johnson commented that the rubric will clarify between bridge, road or trail project.

Ms. Johnson indicated the safety category is worth a maximum of 30 points, based on critical crash rate for 20 points and five points per safety measure applied. Mr. Halter suggested making safety worth 50 points. Mr. Glaesman advocated not having points for individual considerations, but instead let the engineers decide which will average out any bias. Ms. Johnson explained the categories are required based on 7W's scoring criteria, but not the subcategory scores which are optional. Ms. Johnson indicated the goal of the subcategories was to limit subjectivity. Mr. Halter supported Mr. Glaesman's opinion to get rid of subcategory scores. Mr. Glaesman explained the applicant of the project would have the responsibility to define the projects more thoroughly and have a better justification. Mr. Byrd had a question about a map, and how recent the data was for the critical crash rate index. Mr. McKenzie indicated the data was from 2011-2015 crash data from MnDOT. Ms. Johnson made a general comment about two members be in favor of getting rid of the subcategories and ask for feedback. Mr. Byrd agreed with Mr. Halter, and thinks points should be reallocated from some categories. Mr. Lenz proposed a scenario about rumble and mumble strips not being used in urban sections of roadway, and also median barrier systems, and how much are going to be used in projects. Mr. Halter agreed with Mr. Lenz and offered the suggestion of expanding the list to traffic calming, pedestrian crossings and more examples, and it will be a different safety approach for each project. Mr. Lenz pointed out it will be on the writer of the applicant to clearly state and define how a safety measure will be used to get the full 30 points. Mr. Sabart asked to pull more criteria from the HSIP for examples. Ms. Johnson explained the list was not all encompassing but meant to be a guideline and to get the applicant thinking.

Ms. Johnson explained the economic vitality category included the freight corridor identified by SRF in 2018. System connectivity, access and mobility, and multimodal categories already have certain elements of economic vitality within them. Mr. Lenz briefed the TAC members that MnDOT is doing a manufacturers survey, and going to 100 to 150 different businesses in District 3. MnDOT is asking what their needs are, and the data being collected from October to December. Anyone who would like the data should contact MnDOT. Ms. Johnson asked Mr. Lenz if he knew when the survey would be completed. Mr. Lenz replied with hopefully December, but it may take more time, and the outcome could help with identifying funding needs such as Transportation Economic Development (TED) grants. Mr. Glaesman shared what the 33rd Street South economic development criteria were; job retention, projected job growth, and property tax generation. Mr. Lenz suggested that economic vitality be worth more than five points. Mr. Glaesman agreed and suggested taking points from public engagement and plan identification and project readiness categories and adding them to economic vitality.

Ms. Johnson explained the energy and environmental conservation category and is identified as a goal in the APO's long range plan. The reason for including it as a category is to facilitate conservations between engineers/planners and environmental planners to mitigate any potential impacts. Mr. Glaesman would like to add the steps for local environmental review process for

environmental sensitive areas (ESA's). Ms. Johnson pointed out the public engagement and plan identification category comes from the TA, and the APO's goal is to make sure the public and council/board members from the different agencies have seen the projects, and that it is identified in a plan. Project readiness will help deter projects from slipping through the cracks. Mr. Sabart had the comment that project readiness from a small community standpoint, that small communities are hesitant to make any investments up front, and it is a barrier. Mr. Glaesman suggested combining public engagement and project readiness category, because without public input the project isn't going to be ready. The combined category should be worth 15 points and the remaining points can be allocated to different categories. Mr. Halter added he had the same idea about access and mobility and system connectivity, are very similar, and asked if they have to be two categories. Ms. Johnson referred to Mr. Lenz, since she thinks it is required. Mr. Halter suggested if it is required to lower the points in each category, since they are similar.

Ms. Johnson asked the members how the points should be weighed for each category. Mr. Halter suggested access and mobility and system connectivity should be 50 points all together, system condition is appropriate at 50 points, and safety should be bumped up to 50 points. Mr. Sabart mentioned access and mobility and system connectivity categories would impact new roadways more than expansion and reconstruction. Mr. Lenz suggested changing the verbiage of the access and mobility category to read, explain how the project effects the accessibility and mobility options for people and freight. Ms. Johnson pointed out expansion projects can impact the volume to capacity ratio of nearby or parallel routes which would offset expansion or reconstruction project. Mr. Halter added a new roadway or expansion project will score extremely poorly in the system condition category, and a new roadway should be considered or have a different scoring. Mr. Sabart asked if there are any goals or targets regarding expansion verses system preservation projects. Ms. Johnson stated in the 2040 long range plan there are goals of 65 percent maintenance and 35 percent expansion, but not in the current plan.

Ms. Johnson brought up the subject of equity as a requirement, and in past solicitation years, equity was regarded as who received STBGP funding previously. This time the APO broke out the funding each agency received over the last seven solicitations, and divided the funding by the number of eligible lane miles. It is not a technical score but a reference and assigned score based on previous funding and tacked on at the end, and used as a tie breaker. Mr. Byrd asked if the TAC needed to score it at the technical level, because equity is political and not technical. Ms. Johnson stated the policy board is the ultimate decider on which projects are funded. Mr. Glaesman asked who requires equity and at which point in the process. Ms. Johnson replied, it is a factor that needs to be included for STBGP funds. Mr. Glaesman then asked if it needs to be at the technical level or the policy level. Mr. Glaesman then stated the TAC should pass on equity scoring and Mr. Halter agreed, because it is not technical. Ms. Johnson asked the TAC if there was an equity factor they would like the policy board to consider. Mr. Sabart added it's not just when the last time a project was done, but how much and what type of project. Mr. Halter added, having a larger window of funding such as 10 years would be helpful since some jurisdictions don't receive funding very often. Mr. Sabart commented bridges are skewing the lane miles. Mr. McKenzie explained there aren't many lane miles of bridges in the MPA. Mr. Glaesman thinks this is a valuable exercise, and should be provided as an attachment to a packet. Ms. Johnson asked if there were any more questions and hearing none, agenda item number 3 ended.

MTP PROJECT REVIEW AND DISCUSSION:

Ms. Johnson explained at the last policy board meeting concerns were raised that engineers and the policy makers were not communicating priorities effectively or being involved in decision making and why the project were selected. There has been a request to alter Stearns County and Benton County projects. By September 6th to have any project changes told to APO, to go

back out to public comment for one month. September 19th Policy Board meeting, all changes will be included, so another 30-day public comment period can begin. It is imperative that the plan be approved by October 31st, or Federal funding can't be requested or received by any jurisdiction. Ms. Johnson added to apply for STBGP funding a resolution must be passed from the governing body to avoid this confusion. Stearns County has opted to remove the CSAH 136 interchange project, and add three additional projects. The first project is a four-lane undivided arterial on CSAH 1, from Heritage Drive to CSAH 78. The second project is a four-lane divided arterial on CR 134 from the Sauk River bridge to Pinecone Road. The third project is a six-lane divided arterial from Anderson Avenue to Minnesota Highway 15 on CSAH 4. Mr. Byrd clarified Benton County added a new two-lane arterial on County Road 29. Mr. McKenzie added they deleted BEN-3 project. Mr. Sabart informed the group that Saint Joseph has a special council meeting on September 5th to discuss projects and added a project(s) to the list. Mr. Glaesman asked if the CSAH 136 interchange was a Stearns County Project and Mr. McKenzie replied yes. Mr. Glaesman affirmed the interchange is still a priority for Saint Cloud in the future. Mr. Glaesman also asked if a resolution approving a capital improvement program meet the requirement, or does it need to be a separate resolution. Ms. Johnson stated it shouldn't be a problem, but she will confirm with the APO's executive director. Ms. Johnson informed the TAC that the next TAC meeting will be moved to September 19th at 10:00 a.m., and it is requested that if you can make it to the Policy Board Meeting, on September 19th at 5:00 p.m., to answer questions, at Waite Park City Hall.

OTHER BUSINESS/OPEN FLOOR:

There were no announcements or other business

ADJOURNMENT:

The meeting was adjourned at 11:11 a.m.



Saint Cloud Area Planning Organization

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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Consider Draft 2045 Metropolitan Transportation Plan
DATE: Sept. 9, 2019

Last month the Policy Board approved the release of the draft 2045 Metropolitan Transportation Plan (MTP) for public review and comment. In the time since its release, APO staff has been soliciting and collecting public comments. In order to provide you with the most up-to-date summary of comments, we will provide handouts at the Sept. 19 meeting.

One of the things that APO staff heard clearly at the Aug. 8 Policy Board meeting was some concern on the part of Board members about the prioritization and selection of projects included in the draft MTP. Working with jurisdictional staff members and individual Board members, we have developed a revised list of roadway expansion and reconstruction projects. These revisions include the addition of projects not previously shown in the draft plan and the deletion of some projects. Since the revised list makes significant changes to the draft document, APO policy requires that we again provide the general public an opportunity to review and comment on the draft document.

The proposed changes are shown below:

For Stearns County:

Action	ID	Project Type	Location	Termini
Delete	STR-4	Construct new interchange	CSAH 136 (Oak Grove Road)	New Interchange at I-94
Add	STR-13	Widen to 4-lanes	CSAH 1 (Riverside Ave)	Heritage Drive to CSAH 78
Add	STR-14	Widen to 4-lanes	CR 134	Sauk River Bridge to Pinecone Road
Add	STR-15	Widen to 6-lanes	CSAH 4 (8 th St N)	Anderson Ave to MN-15

For Benton County:

Action	ID	Project Type	Location	Termini
Delete	BEN-3	Widen to 4-lanes	CSAH 8 (35 th Ave NE)	Benton County Line to 2 nd St SE
Add	BEN-5	Construct new roadway	CSAH 29	Mayhew Lake Road to 35 th Ave NE

For Sherburne County (System Preservation/Reconstruction Projects):

Action	ID	Project Type	Location	Termini
Add	SBC-1	Reconstruct roadway	CR 62 (17 th Street SE)	Tee-to-Green Street to CSAH 20 (75 th Avenue SE)
Add	SBC-2	Reconstruct roadway	CSAH 20 (75 th Avenue SE)	Seventh Street SE to CSAH 16 (57 th Street SE)
Add	SBC-3	Reconstruct roadway	CR 65 (42 nd Street SE)	CSAH 8 to US 10

For Saint Joseph:

Action	ID	Project Type	Location	Termini
Add	STJ-1	New alignment	Westwood Parkway	21 st Avenue NE to 0.68 miles east.

With these changes, the draft MTP remains fiscally constrained for each jurisdiction.

With your recommended approval of the revised project lists and subsequent Policy Board approval, APO staff will hold another 30-day public comment period from Sept. 23 to Oct. 22.

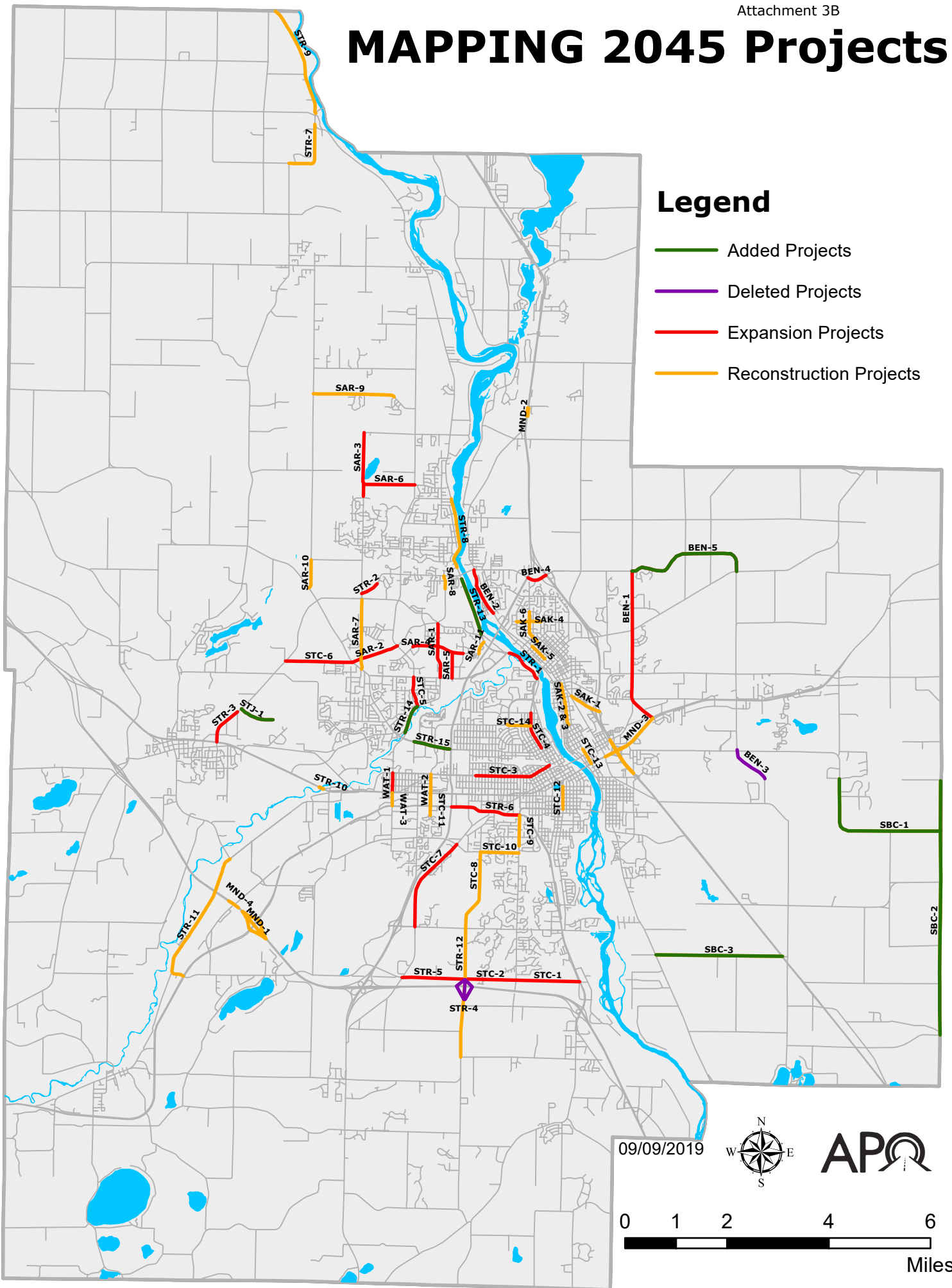
Our Federal deadline for approving the MTP is October of 2019. Lacking an approved MTP for the region jeopardizes all Federal transportation funding in the area. Therefore, I would **strongly** advise that no further changes be made to the draft document.

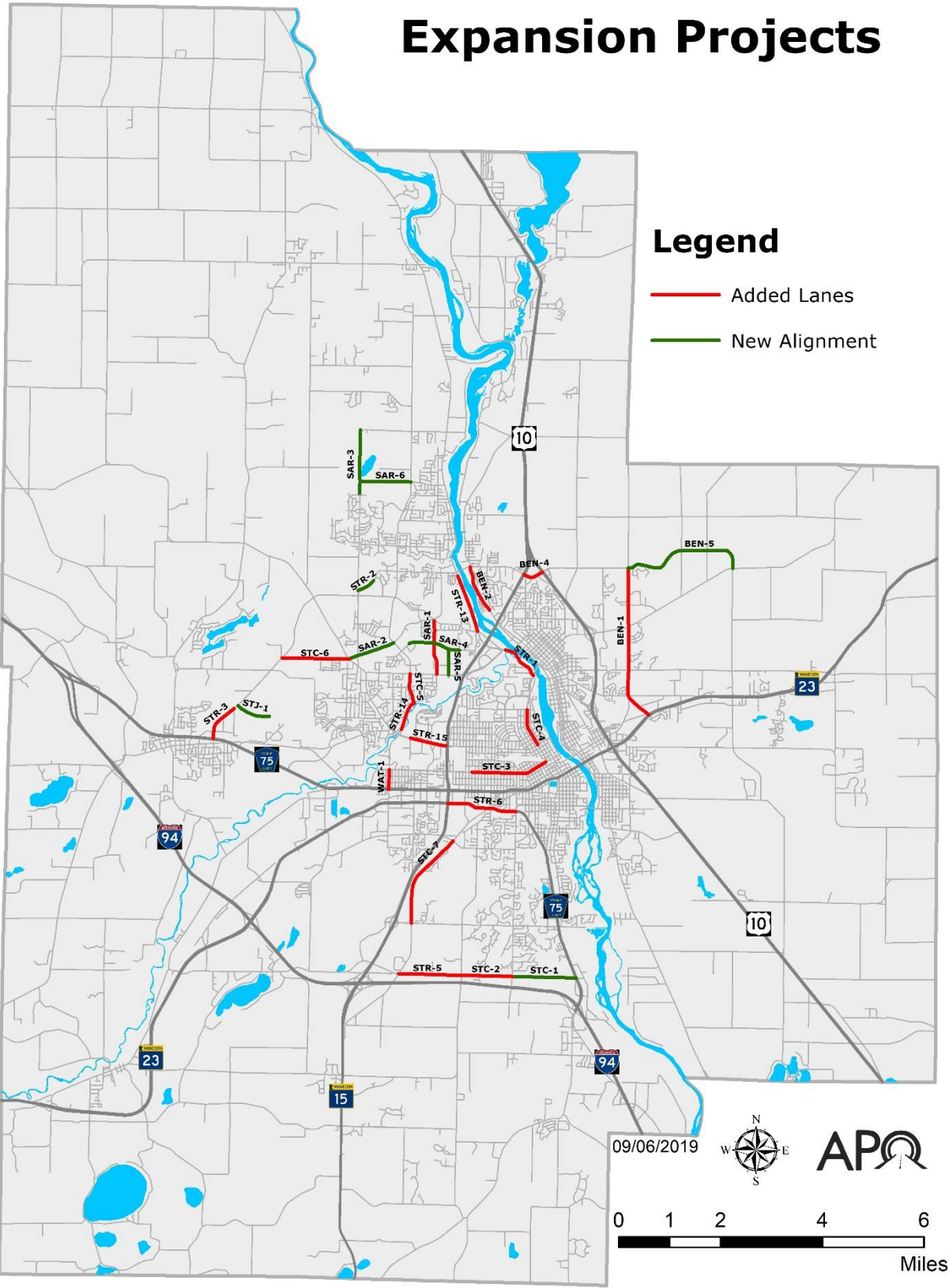
Requested Action: *Recommend Policy Board approval of the revised MTP project list and start a new 30-day public input period.*

MAPPING 2045 Projects

Legend

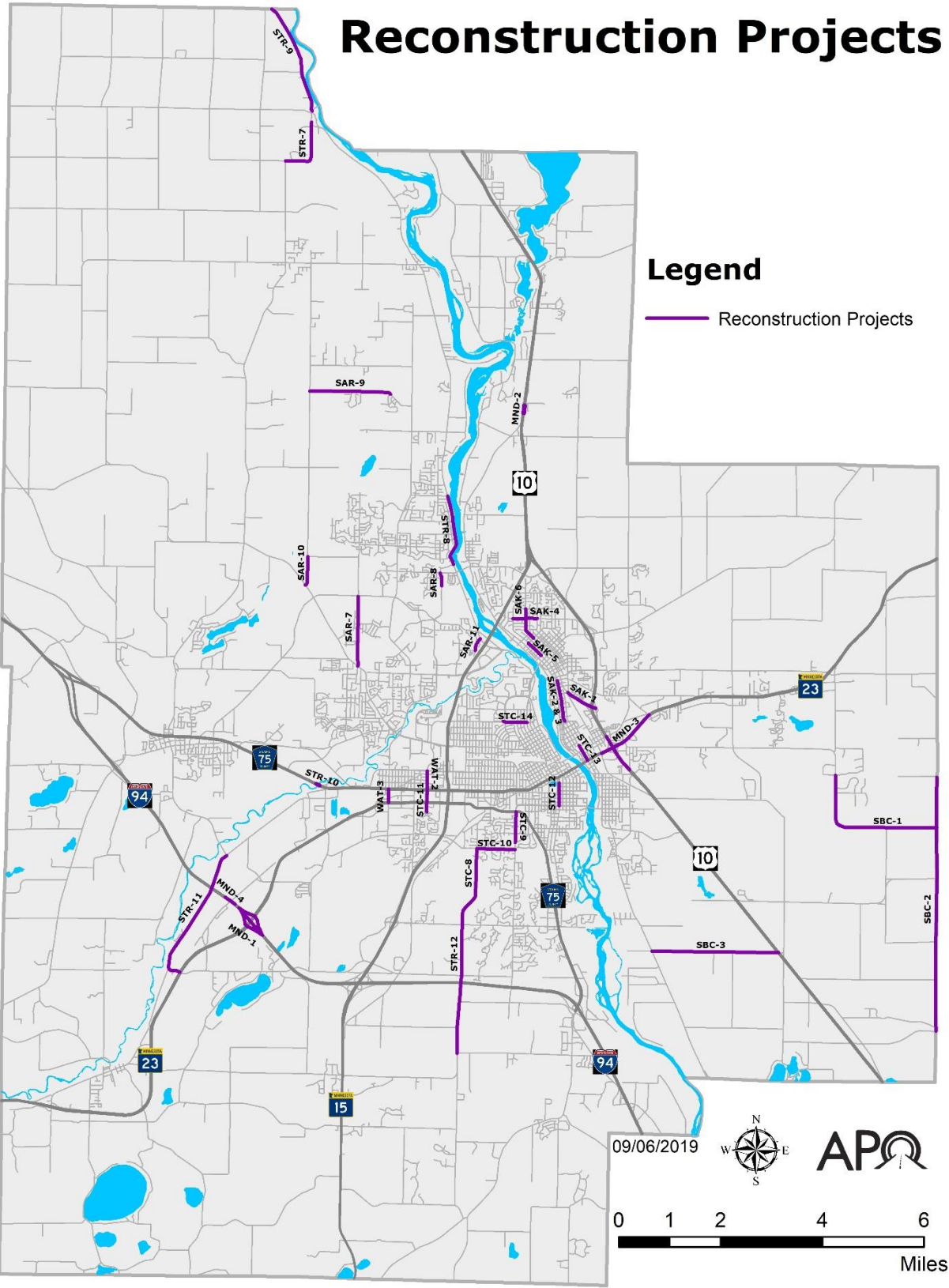
- Added Projects
- Deleted Projects
- Expansion Projects
- Reconstruction Projects





Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
BEN-1	CSAH 1 (Mayhew Lake Road NE) in Sauk Rapids	CSAH 29 (35 th Street NE) to MN 23	Four-Lane Undivided Arterial
BEN-2	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18 th Street NW	Four-Lane Undivided Arterial
BEN-4	CSAH 29 (35 th Street NE) in Sauk Rapids	MN 15 to US 10	Four-Lane Divided Arterial
BEN-5	CSAH 29 in Sauk Rapids	CSAH 1 (Mayhew Lake Road) to 35 th Avenue NE	Two-Lane Divided Arterial
STR-1	CSAH 1 (River Avenue N) in Sartell	MSAS 145 (Ninth Avenue N) to County Road 120	Four-Lane Undivided Arterial
STR-2	CSAH 133 (Second Street S) in Sartell	Theisen Road to CSAH 133 (Sixth Street S/19 th Avenue N)	Four-Lane Undivided Arterial
STR-3	CSAH 133 in Saint Joseph	CSAH 75 to 19 th Avenue NE	Four-Lane Undivided Arterial
STR-5	County Road 122 (40 th Street S) in Saint Cloud	CSAH 74 to CSAH 136 (Oak Grove Road SW)	Four-Lane Undivided Collector
STR-6	CSAH 75 (Second Street S) in Saint Cloud	15 to MSAS 141 (Cooper Avenue S)	Six-Lane Divided Arterial
STR-13	CSAH 1 (Riverside Avenue S) in Sartell	MSAS 118 (Heritage Drive) to CSAH 78	Four-Lane Undivided Arterial
STR-14	County Road 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Four-Lane Divided Arterial
STR-15	CSAH 4 (Eighth Street North) in Saint Cloud	Anderson Avenue to MN 15	Six-Lane Divided Arterial
STC-1	MSAS 156 (40 th Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
STC-2	MSAS 156 (40 th Street S) in Saint Cloud	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Undivided Collector
STC-3	MSAS 114 (Third Street N) in Saint Cloud	31 st Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial
STC-4	MSAS 145 (Ninth Avenue N) in Saint Cloud	MSAS 148 (15 th Street N) to Stearns CSAH 4 (Eighth Street N/Veterans Drive)	Four-Lane Divided Arterial
STC-5	Pinecone Road S in Saint Cloud	Stearns County Road 134 to Stearns CSAH 120	Four-Lane Divided Arterial
STC-6	322 nd Street in Saint Cloud	Stearns CSAH 133 to Stearns CSAH 4	Three-Lane Undivided Collector
STC-7	CSAH 74 (West Saint Germain Street) in Saint Cloud	Stearns County Road 137 (Seventh Street S/22 nd Street S) to 33 rd Street S	Three-Lane Undivided Arterial
STJ-1	Westwood Parkway in Saint Joseph	21 st Avenue NE to 0.68 miles East	Four-Lane Divided Arterial
SAR-1	MSAS 117 (Leander Avenue) in Sartell	Stearns CSAH 120 to MSAS 118 (Heritage Drive)	Three-Lane Undivided Collector
SAR-2	Roberts Road in Sartell	MSAS 103 (Pinecone Road S) to Stearns CSAH 4 (322 nd Street)	Three-Lane Undivided Collector
SAR-3	19 th Avenue N in Sartell	11 th Street N to 27 th Street N	Two-Lane Undivided Local
SAR-4	Scout Drive in Sartell	Scout Drive to Connecticut Avenue S	Two-Lane Undivided Local
SAR-5	Then Avenue in Sartell	Proposed Scout Drive alignment to CSAH 120	Two-Lane Undivided Local
SAR-6	15 th Street N in Sartell	MSAS 103 (Pinecone Road N) to 19 th Avenue N	Four-Lane Undivided Collector
WAT-1	MSAS 103 (10 th Avenue N) in Waite Park	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial

Reconstruction Projects



Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
STR-7	CSAH 2 (Central Avenue N) in Brockway Township	421 st Street to CSAH 1	Two-Lane Arterial Reconstruction
STR-8	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12 th Street N)	Two-Lane Arterial Reconstruction
STR-9	CSAH 1 in Brockway Township	CSAH 17 to North Stearns County Line	Two-Lane Arterial Reconstruction
STR-10	CSAH 75 in Waite Park	Bridge Number 6819 over the Sauk River	Principal Arterial Bridge Replacement
STR-11	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to County Road 121	Minor Collector Reconstruction
STR-12	CSAH 136 (Oak Grove Road SW) in Saint Cloud and Saint Augusta	County Road 115 to 33 rd Street S	Major Collector Reconstruction
STC-8	MSAS 175 (County Road 136/Oak Grove Road SW) in Saint Cloud	MSAS 153 (22 nd Street S) to MSAS 151 (33 rd Street S)	Two-Lane Collector Reconstruction
STC-9	MSAS 141 (Cooper Avenue S) in Saint Cloud	MSAS 146 (Traverse Road) to CSAH 75 (Roosevelt Road)	Two-Lane Arterial Reconstruction
STC-10	MSAS 153 (22 nd Street S) in Saint Cloud	MSAS 175 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue S)	Two-Lane Minor Arterial Reconstruction
STC-11	MSAS 102 (Waite Avenue S) in Saint Cloud	First Street N to 125' South of Wellington Circle	Four-Lane Arterial/Two-Lane Local Reconstruction
STC-12	MSAS 145 (Ninth Avenue S) in Saint Cloud	Fourth Street S to MSAS 101 (University Drive)	Four-Lane Arterial Reconstruction
STC-13	MSAS 106 (Wilson Avenue NE) in Saint Cloud	MN 23 to First Street NE	Two-Lane Collector Reconstruction
STC-14	MSAS 125 (13 th Street N) in Saint Cloud	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction
SAR-7	19 th Avenue S in Sartell	Stearns CSAH 4 to Stearns CSAH 133 (Sixth Street S)	Two-Lane Collector Reconstruction
SAR-8	Fourth Avenue S in Sartell	Stearns CSAH 133 (Second Street S) to Fourth Street S	Two-Lane Collector Reconstruction
SAR-9	35 th Street N in Sartell	75 th Avenue (Townline Road) to 12 th Avenue N	Two-Lane Local Reconstruction
SAR-10	75 th Avenue (Townline Road) in Sartell	Stearns CSAH 4 to First Street N	Two-lane Collector Reconstruction
SAR-11	MSAS 131 (LeSauk Drive) in Sartell	Stearns CSAH 1 (Riverside Avenue S) to Dehler Drive	Two-Lane Local Reconstruction
SAK-1	MSAS 109 (Benton Drive S) in Sauk Rapids	MSAS 103 (Summit Avenue S) to US 10	Four-Lane Arterial Reconstruction
SAK-2	MSAS 104 (Second Avenue S) in Sauk Rapids	MSAS 109 (Benton Drive S) to 10 th Street S	Two-Lane Collector Reconstruction
SAK-3	MSAS 104 (Second Avenue S) in Sauk Rapids	10 th Street S to Searle Street	Two-Lane Collector Reconstruction
SAK-4	MSAS 101 (11 th Street N) in Sauk Rapids	MSAS 104 (Second Avenue N) to MSAS 101 (Sixth Avenue N)	Two-Lane Collector Reconstruction
SAK-5	MSAS 104 (Second Avenue N) in Sauk Rapids	Third Street N to MSAS 108 (Eighth Street N)	Two-Lane Local Reconstruction
SAK-6	MSAS 111 (Fourth Avenue N) in Sauk Rapids	MSAS 108 (Eighth Street N) to 13 th Street N	Two-Lane Collector Reconstruction
WAT-2	MSAS 101 (Waite Avenue) in Waite Park	Stearns CSAH 81 (Third Street N) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
WAT-3	MSAS 103 (10 th Avenue S) in Waite Park	Stearns CSAH 75 (Division Street) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
SBC-1	CR 63 (17 th Street SE) in Haven Township	Tee-To-Green Street to CSAH 20 (75 th Avenue SE)	Two-Lane Collector Reconstruction
SBC-2	CSAH 20 (75 th Avenue SE) in Haven Township	Seventh Street SE to CSAH 16 (57 th Street SE)	Two-Lane Collector Reconstruction
SBC-3	CR 65 (42 nd Street SE) in Haven Township	CAH 8 to US 10	Two-Lane Local Reconstruction
MND-1	I-94 in Saint Joseph Township	I-94 at MN 23	Interchange Reconstruction
MND-2	US 10 in Watab Township	Bridge Number 3666	Bridge Replacement
MND-3	MN 23 in Saint Cloud	MN 23 (from Lincoln Avenue to Benton CSAH 1) to US 10 (from East Saint Germain Street to 15 th Avenue SE)	Interchange Reconstruction
MND-4	I-94 in Saint Joseph Township	Bridge Numbers 73875 and 73876	Bridge Replacement



Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson (Ikeogu), Senior Planner
RE: Surface Transportation Block Grant Program Score Sheet
DATE: Sept. 3, 2019

The Surface Transportation Block Grant Program (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 percent share of project costs funded through this program.

STBGP funding is received by the state from the Federal government. 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).

The Central Minnesota ATP (ATP-3) – which is encompassed by the Minnesota Department of Transportation's District 3 (MnDOT D3) – further divides the allocated funding among specific regions within the ATP. Those regions include Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

Within the APO, APO staffers initiate the solicitation process for projects. Agencies and jurisdictions within the APO's Metropolitan Planning Area (MPA) complete an application form for funding that is consistent across MnDOT D3. APO staffers then review, score, and rank those submitted applications using a technical merit scoring rubric. Those findings are then presented to the APO's TAC and used as a guide to assist in prioritizing STBGP funded projects for the region.

In years past, APO staffers have utilized Region 7W's Project Assessment Evaluation Worksheet as a means to develop the initial scoring and ranking system. Staffers felt that this, while a good template, could be improved to better align with the APO's goals, objectives, and strategies outlined in the Metropolitan Transportation Plan (MTP).

Per email conversations with Steve Voss, MnDOT D3 District Planning Director, the APO is allowed to alter the project assessment evaluation, but must maintain the evaluation

portion for the seven project qualifications (access and mobility, system connectivity, multimodal, system condition, safety, economic vitality, and equity).

At the July TAC meeting, members provided feedback on the proposed draft of the STBGP score sheet. This feedback included the development of a scoring guide or rubric, the consideration of a points based scale for evaluation, the weighting of certain categories, and inclusion of a project readiness category. In addition, APO staff have added some new categories. APO staff is also seeking input on how to handle the equity portion of the scoring criteria. This has not been included in the draft score sheet.

At the August TAC meeting, members provided feedback on the second proposed draft of the STBGP score sheet. This feedback included eliminating sub-scoring criteria, the combination of two APO developed scoring categories (Public Engagement and Plan Identification/Project Readiness), and the reassigning of points based on significance. In addition, APO TAC members have elected to score each of the projects presented.

TAC members had posed a series of questions that required further clarification from MnDOT D3. A summary of those answers has been included in **Attachment 4B** and have been incorporated into the draft score sheet.

Attachment 4C is the third draft of the redesigned STBGP Project Review and Score Sheet for the APO. **Attachment 4D** is the second draft rubric including all pertinent information needed to assist agencies and jurisdictions in completing the application. **Attachment 4E** is the equity analysis prepared by APO staff. Per the summarized comments from Mr. Voss at MnDOT D3, it is highly recommended APO TAC members agree on a parameter used to evaluate equity prior to the approval of this score sheet by the APO Policy Board.

Requested Action: *Finalize an equity evaluation factor and recommend Policy Board approval of the STBGP score sheet and scoring rubric.*

Questions on STBGP solicitation
Email correspondence
Aug. 30, 2019

Hi Steve and Jon --

At today's TAC meeting we discussed the APO's STBGP score sheet revisions. A few questions came up at the TAC and I would like clarification on them.

1) Does equity need to be a factor in the technical scoring? The TAC members felt the way the equity factor was written (when was the last time your agency received funding) felt more political than technical. They were hoping to leave that equity discussion up to the Policy Board. It is still a required factor by the ATP, and I told them this, but I wanted to know if deferring that to the Policy Board would pose an issue.

"Equity" is one of the seven factors that the Partnership requires each region to consider in evaluating their applications. Equity in the application reads, "What was the last year your jurisdiction received federal aid for a construction project?" A typical applicant response is to enter a specific year (e.g., 2016, 2021, etc.). Each region is to determine how it wants to consider this criteria in their overall project evaluation process.

Equity, as it is included in the application, does not necessarily imply that each region is required to perform an extensive equity analysis of its investments to ensure everyone is receiving their "fair share" in comparison to a set of other factors, such as lane miles, VMT, population, etc. It was included in the application as a means to ensure regions were mindful of equity in their selection process so that local agencies participating in the process would all hopefully get a bite from the apple from time to time. The six other factors focus more on the technical merits of each project. Regions should apply all of the factors in a manner that they feel best helps them pick good transportation projects for their TIP.

You mentioned in your e-mail how the TAC might leave the equity discussion up to the Policy Board. While I see their concern, it is my opinion that the TAC should first try to determine what "equity" means to them. Things already can get political enough on the Policy Board. If the TAC can come up with method for evaluating equity, this will provide a foundation by which the Policy Board can respond in a more meaningful and informed way to the TAC's recommendations. The Policy Board can look at "equity" along with the other six factors to make its determination on which projects to include in the TIP. If the Policy Board doesn't like what the TAC is recommending, regardless of which application factor they are looking at, they reserve the right to change it.

If your TAC decides to take "equity" on in its application review process, it could view their role in a more technical way. As an example of how this might work, a project could receive a "Low" or "0 points" if the jurisdiction submitting the application received funding during the last TIP update cycle, "Medium" or "5 points" if they have a project programmed in the current STIP but it was submitted before the previous (last) TIP update cycle, or a "High" or "10 points" if it has been 5 or more years since they have received funding.

2) Are there requirements on the way STBGP funds are spent in terms of maintenance and expansion? The question was posed that in the previous MTP there was a requirement that a certain percentage of STBGP funds had to be spent on maintenance and a certain percentage on expansion. I know our current MTP (the one out for public comment) does not specify this specific requirement, but I wanted to run it by you.

I am not aware of any requirement. It's my understanding that the MPO is required to ensure adequate funding for operations and maintenance of its transportation system. The percentages you mentioned may have been based on a historical split. If an MPO has the extra funding to grow and expand the system, they may do so. Hopefully it is addressing some sort of performance based need. Also there should be sufficient funding for operations and maintenance of the new facility.

3) Are the categories (access and mobility; system connectivity; multimodal; system condition; safety; economic vitality; equity) appearing as they did in the previous solicitation? A question was asked about combining/splitting out some of these. The main concern was access and mobility and system connectivity being very similar in nature having them appear twice seems redundant.

You should keep them separate. While they may seem to overlap with one another, each factor is intended to provoke a separate discussion in order to determine the merits of each project. If you wish to better define the factors listed through developing your scoring rubric/metrics, you can do this. You may also incorporate additional factors (beyond the seven noted) to include in their evaluation process if they feel doing so will help them determine the merits of each proposed project.

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

E. Safety: Explain how the project or elements of the project may improve safety. (50 points total)		*Project occurs on a roadway (or near an intersection) with a high critical crash rate. *Safety measures applied -- consideration for rural and urban safety improvements.
Criterion to consider		
*Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.		
Comments:		#5 Score
F. Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (15 points total)		*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.
Criteria to consider		
*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.		
Comments:		#6 Score
G. Energy and Environmental Conservation: Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. (5 points total)		*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? *Project has undergone the local environmental review process
Criterion to consider		
*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.		
Comments:		#7 Score
H. Public Engagement, Plan Identification, and Project Readiness: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (10 points total)		*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference. *Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.
Criterion to consider		
See evaluation considerations.		
Comments:		#8 Score
TOTAL SCORE (200 total points available)		0



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

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

Application requirements

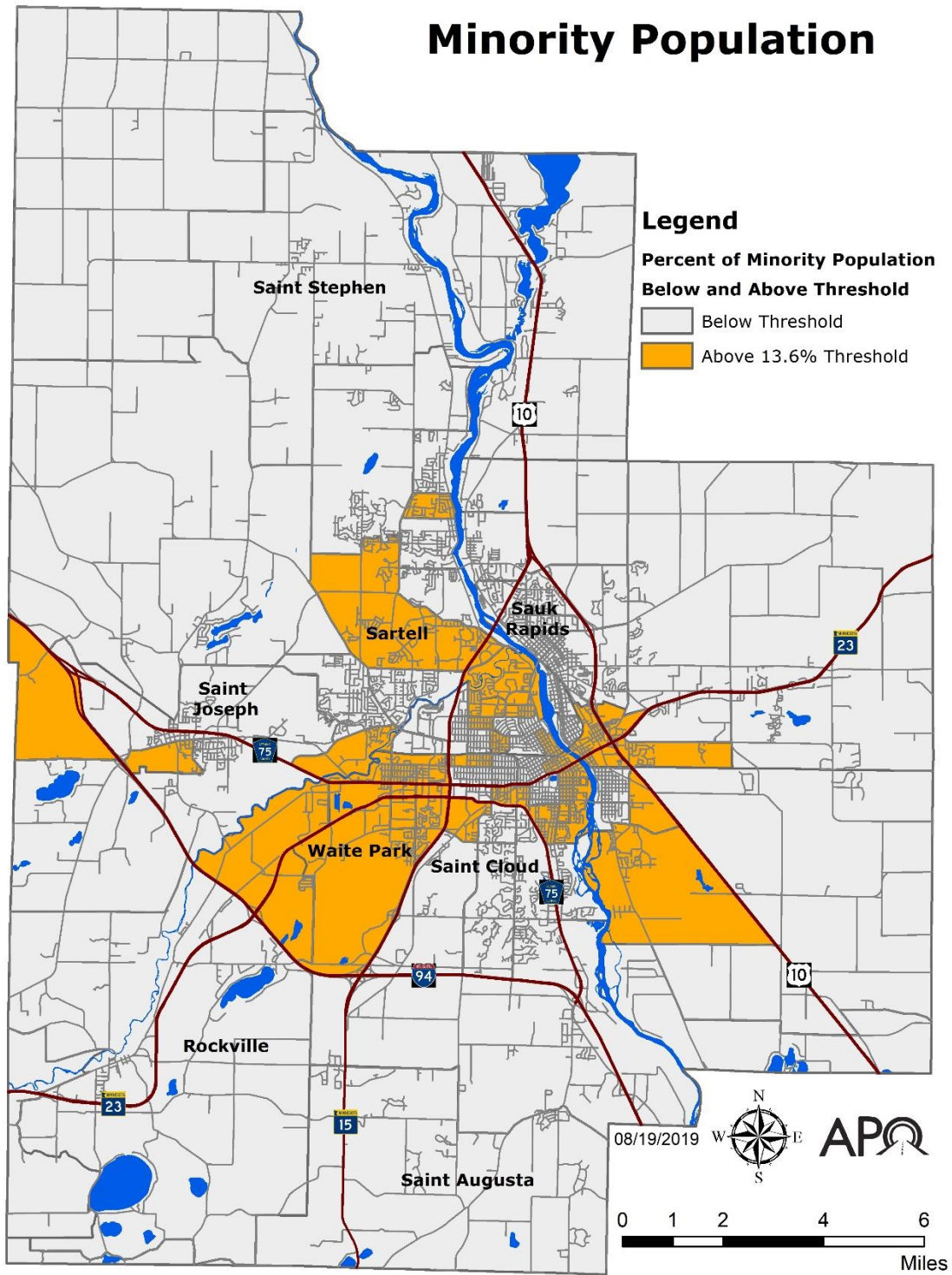
All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This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

Project Qualifications

A. Access and Mobility

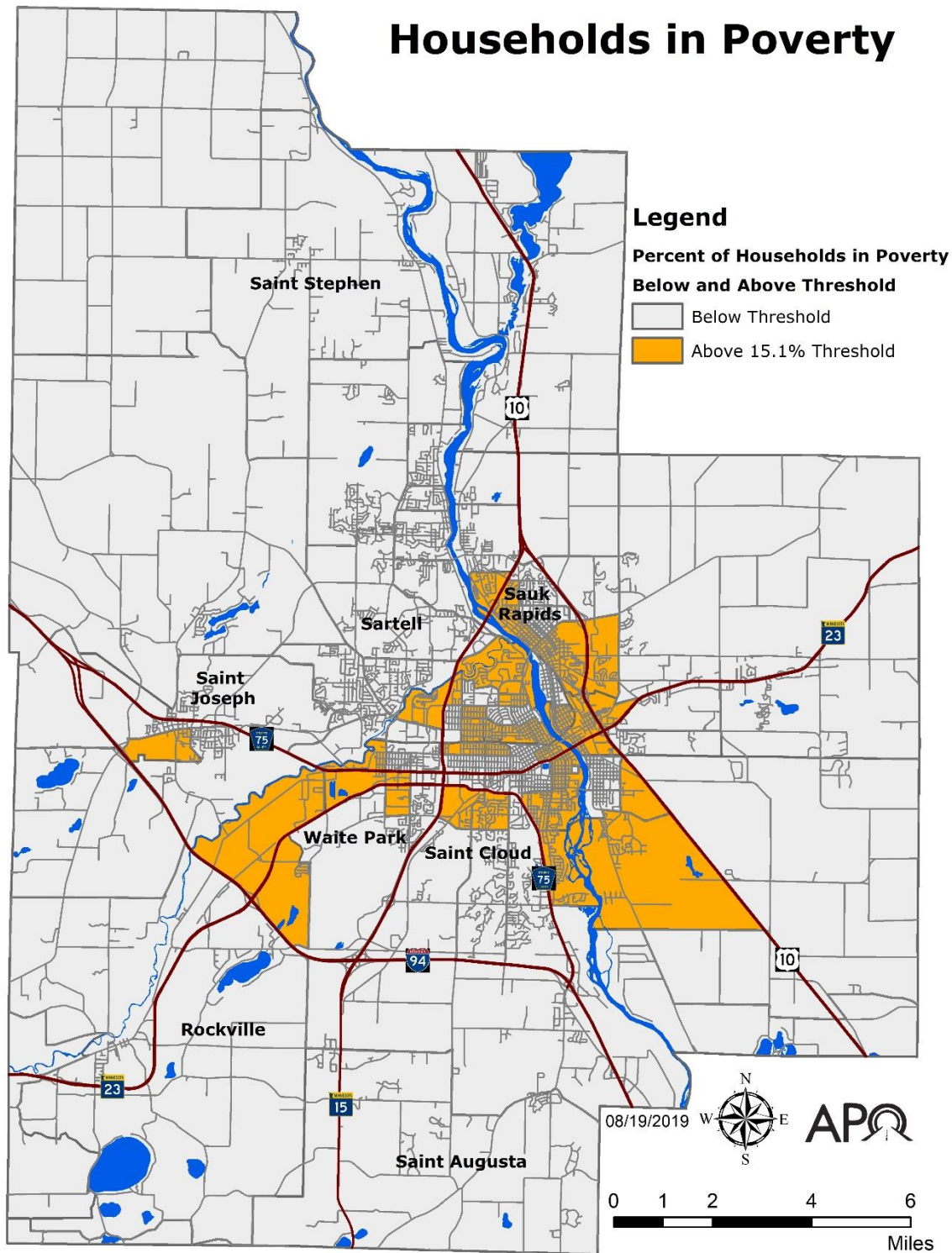
Explain how your project increases the accessibility and mobility options for people and freight. **(25 points total)**

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



Data source: U.S. Census Bureau, 2013-2017 American Community Survey Five Year Estimates.

Households in Poverty



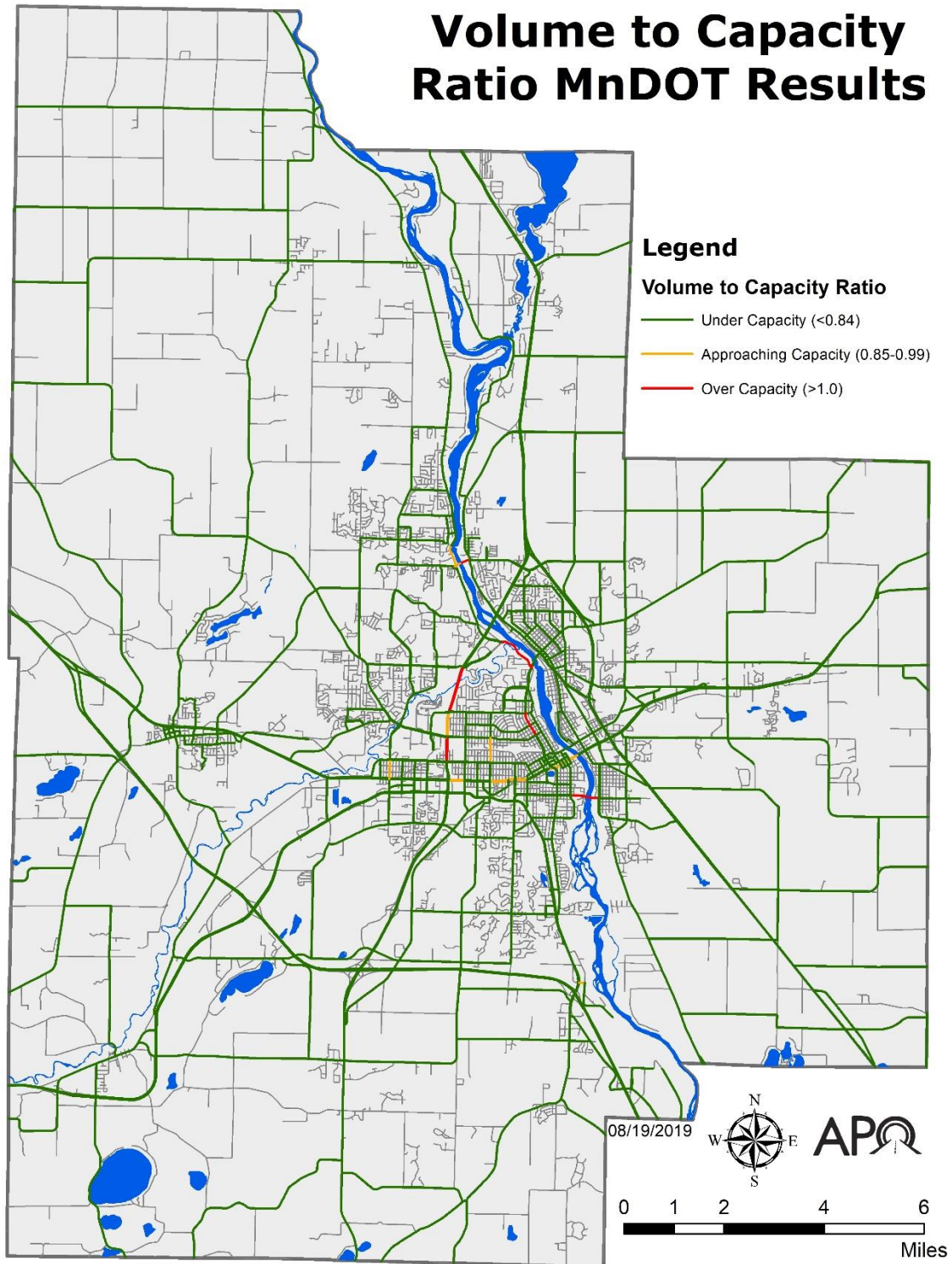
Data source: U.S. Census Bureau, 2013-2017 American Community Survey Five Year Estimates.

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

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

Data Source: SRF Consulting, Inc. 2019.

Volume to Capacity Ratio MnDOT Results



Data source: MnDOT 2017 Traffic Mapping Application.

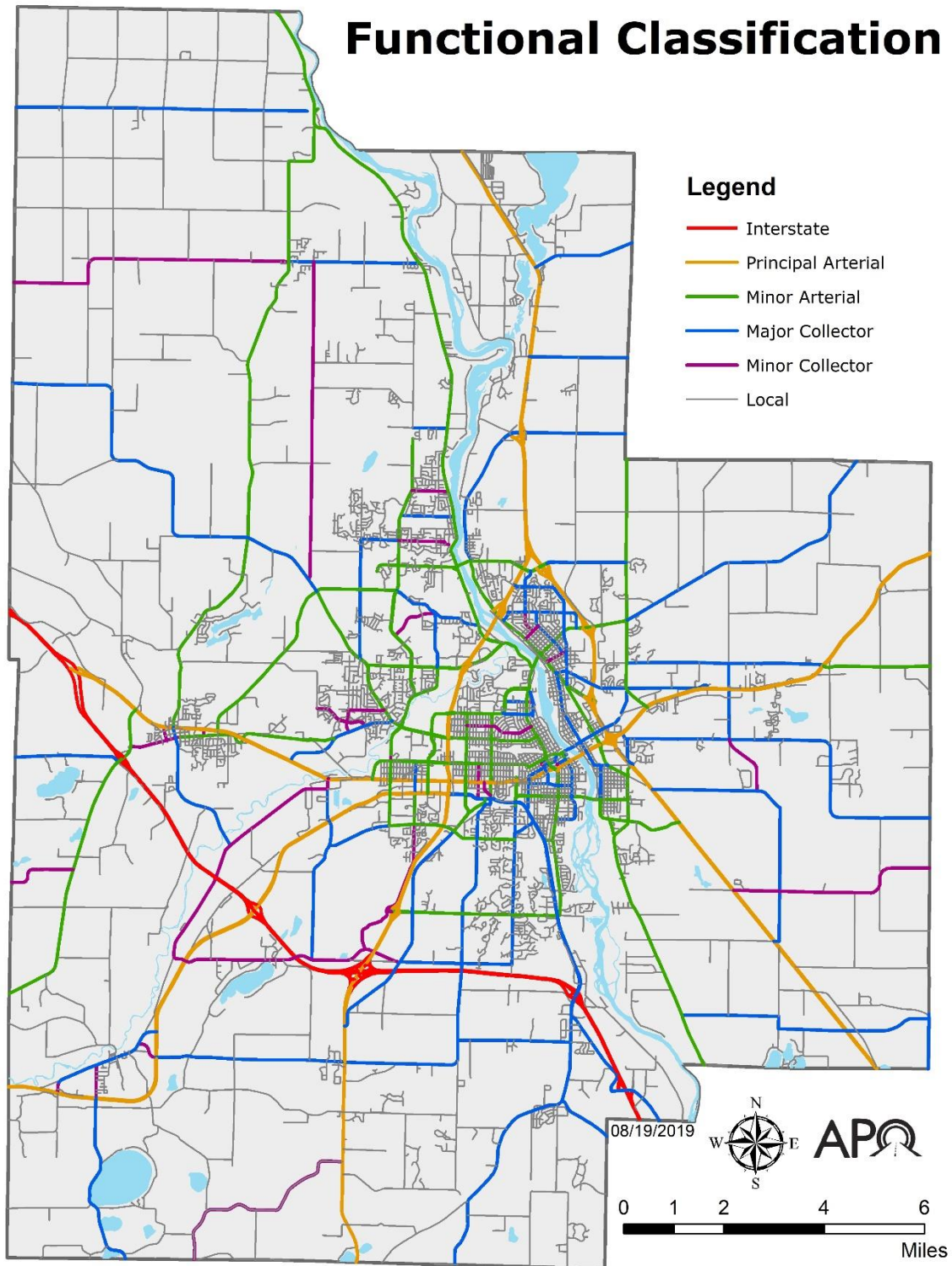


B. System Connectivity

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

- Criteria to consider
 - Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
 - Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project occurs on or constructs a new roadway with the following functional classification:
 - Interstate 94.
 - NHS system (MN 23, MN 15, US 10, CSAH 75).
 - Principal or minor arterial.
 - Principal or minor collector.
 - Furthers or completes connections (fills a gap).
 - Project is interjurisdictional.
 - Project completes a connection.

Functional Classification



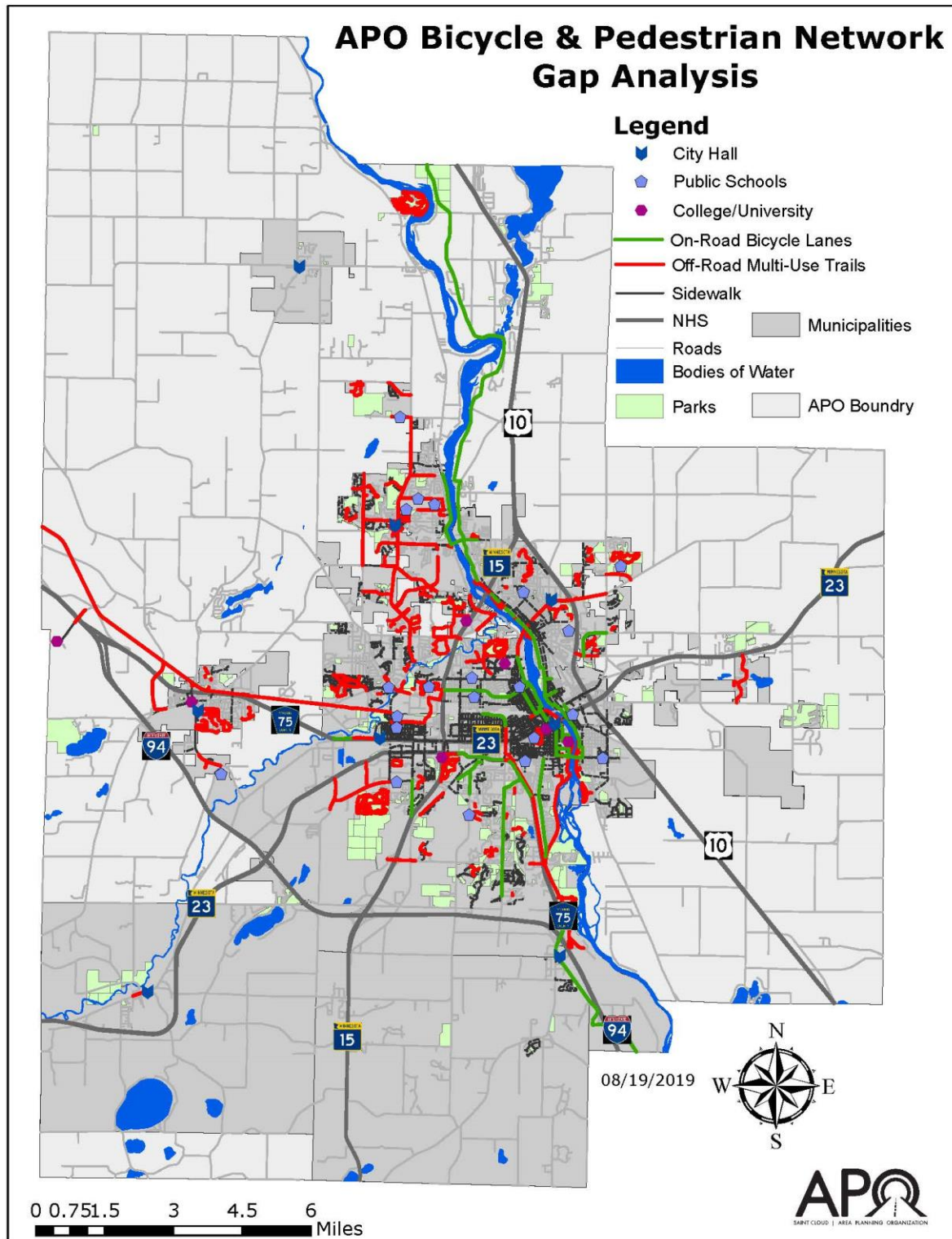
Data source: Federal Highway Administration (FHWA) 2016 Highway Performance Monitoring System (HPMS)



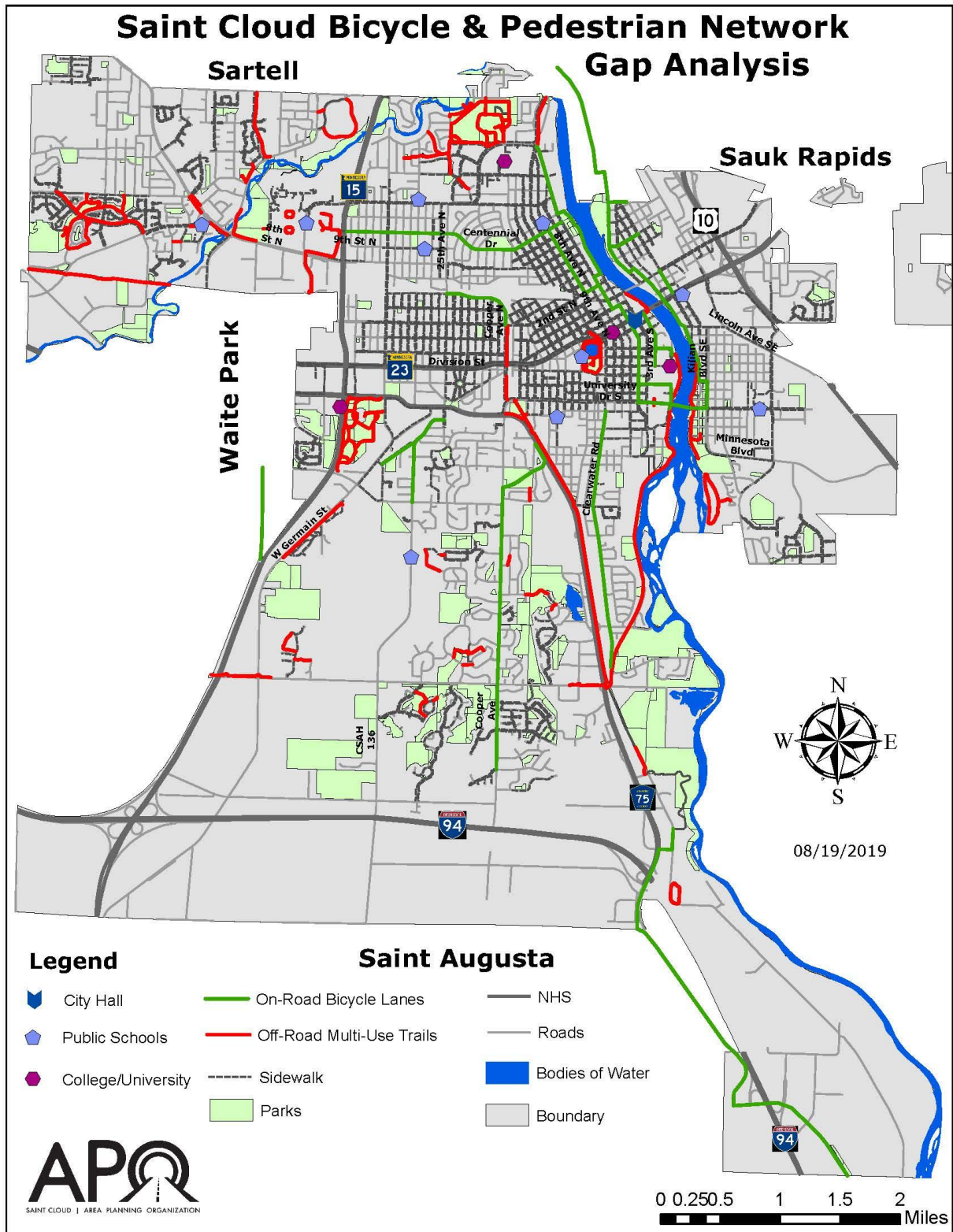
C. Multimodal

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

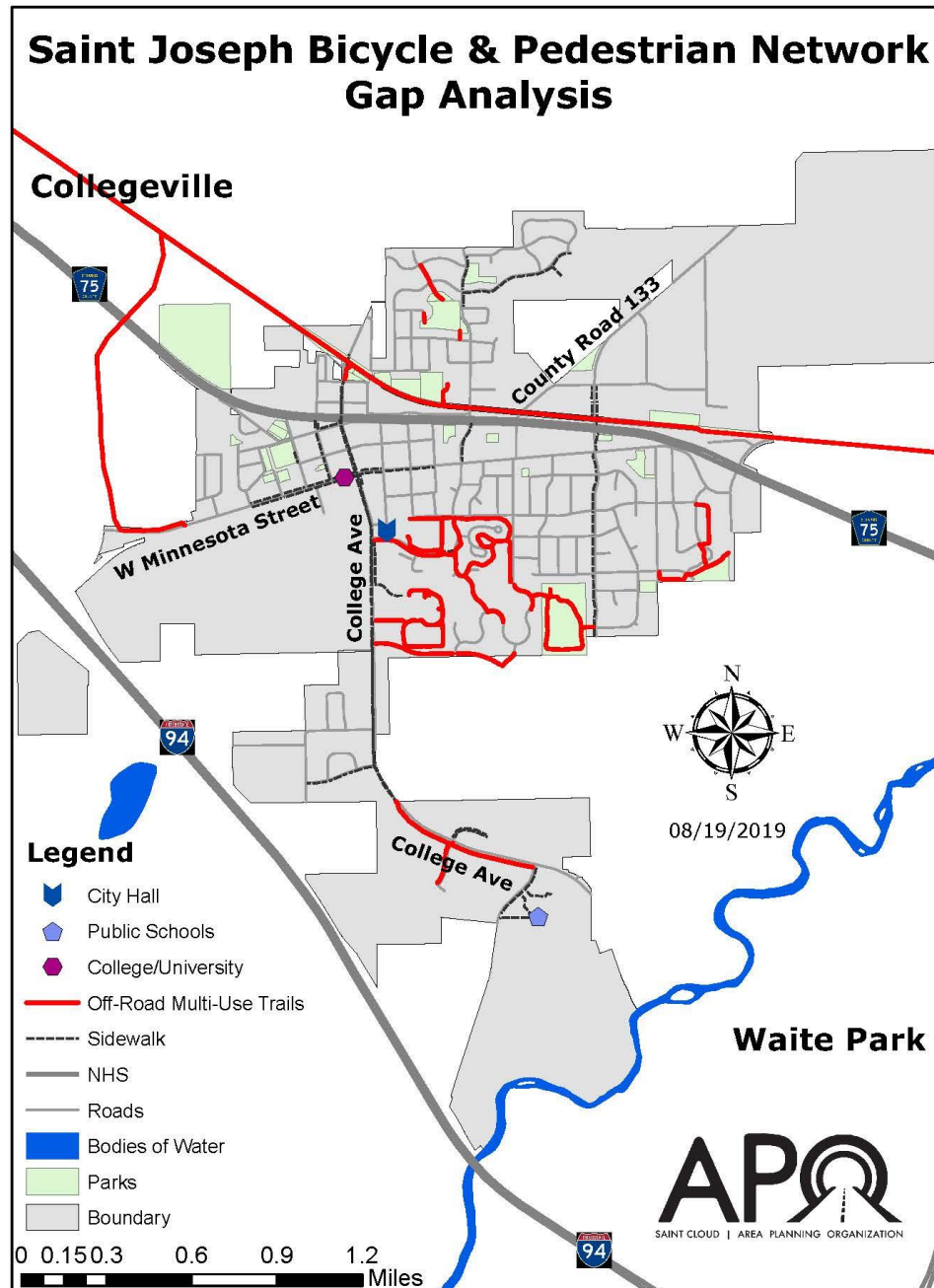
- Criterion to consider
 - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project contains the following:
 - Multi-use paths.
 - On-road bicycle lanes.
 - Sidewalks.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



Data source: Saint Cloud APO.



Data source: Saint Cloud APO.



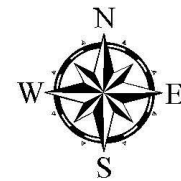
Data source: Saint Cloud APO.

Sartell Bicycle & Pedestrian Network Gap Analysis

Saint Stephen

Legend

-  City Hall
-  Public Schools
-  College/University
-  Off-Road Multi-Use Trails
-  On-Road Bicycle Lanes
-  Sidewalk
-  NHS
-  Roads
-  Bodies of Water
-  Parks
-  Boundary



08/19/2019

Saint Joseph

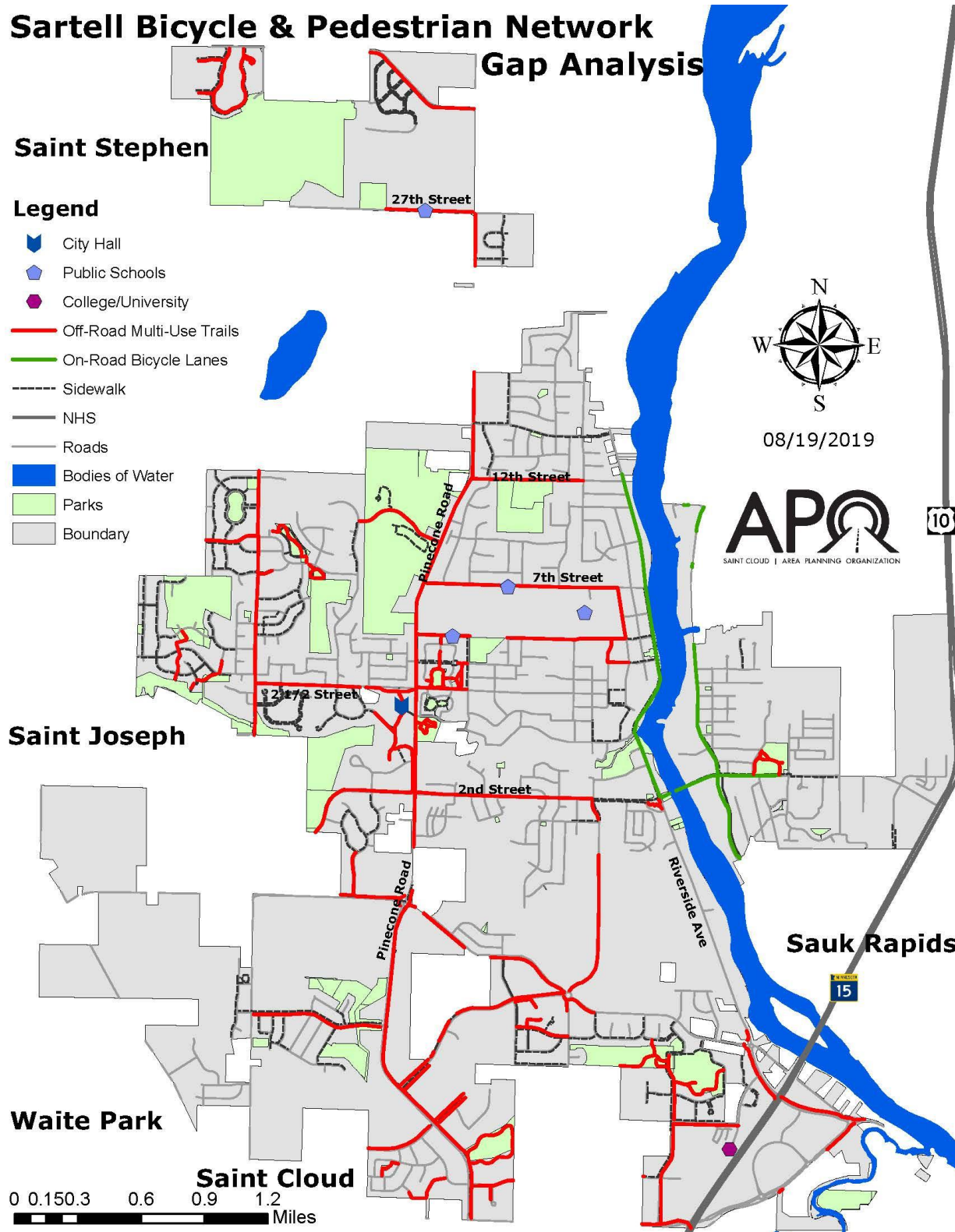
Waite Park

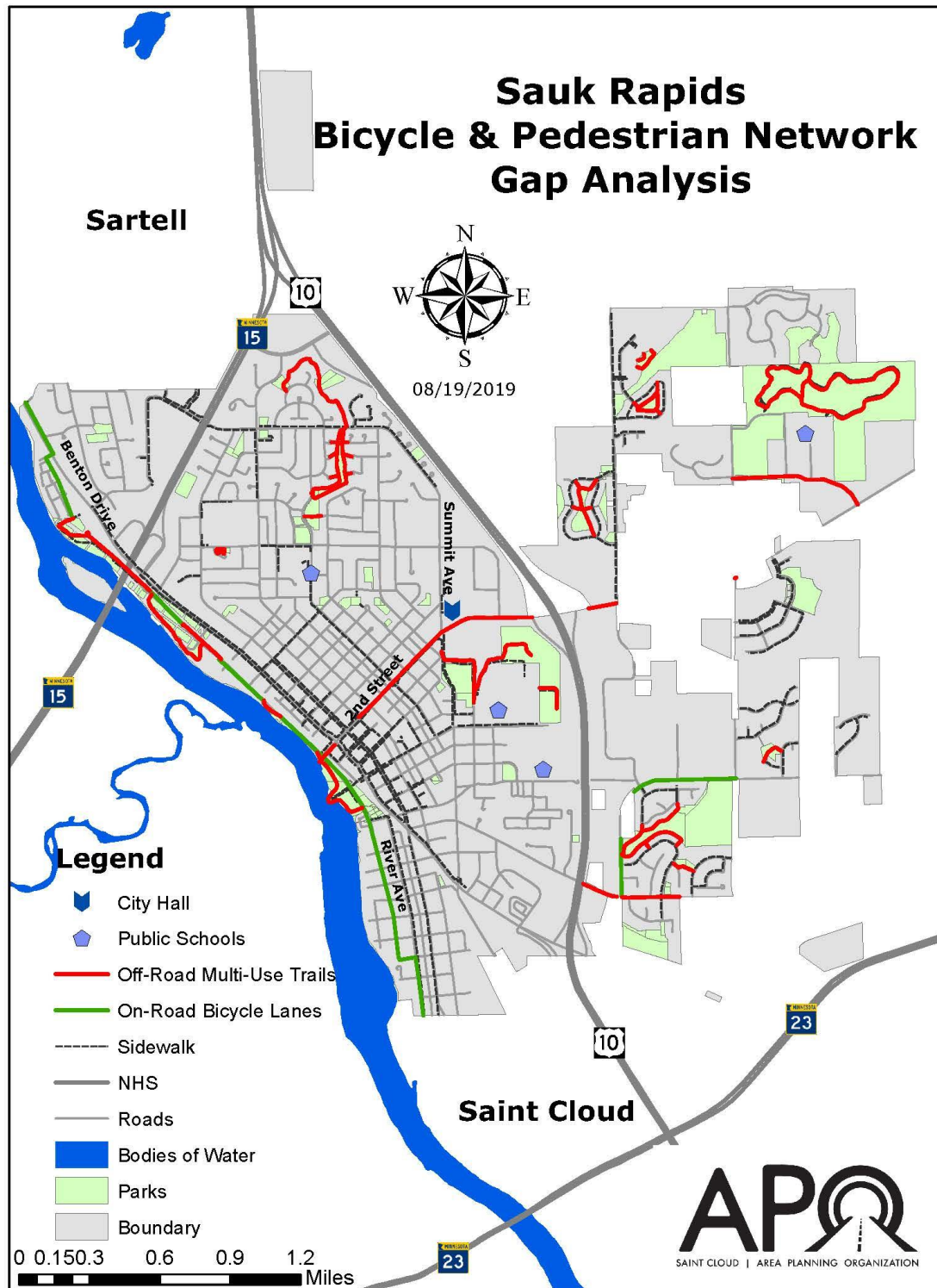
Saint Cloud

Sauk Rapids

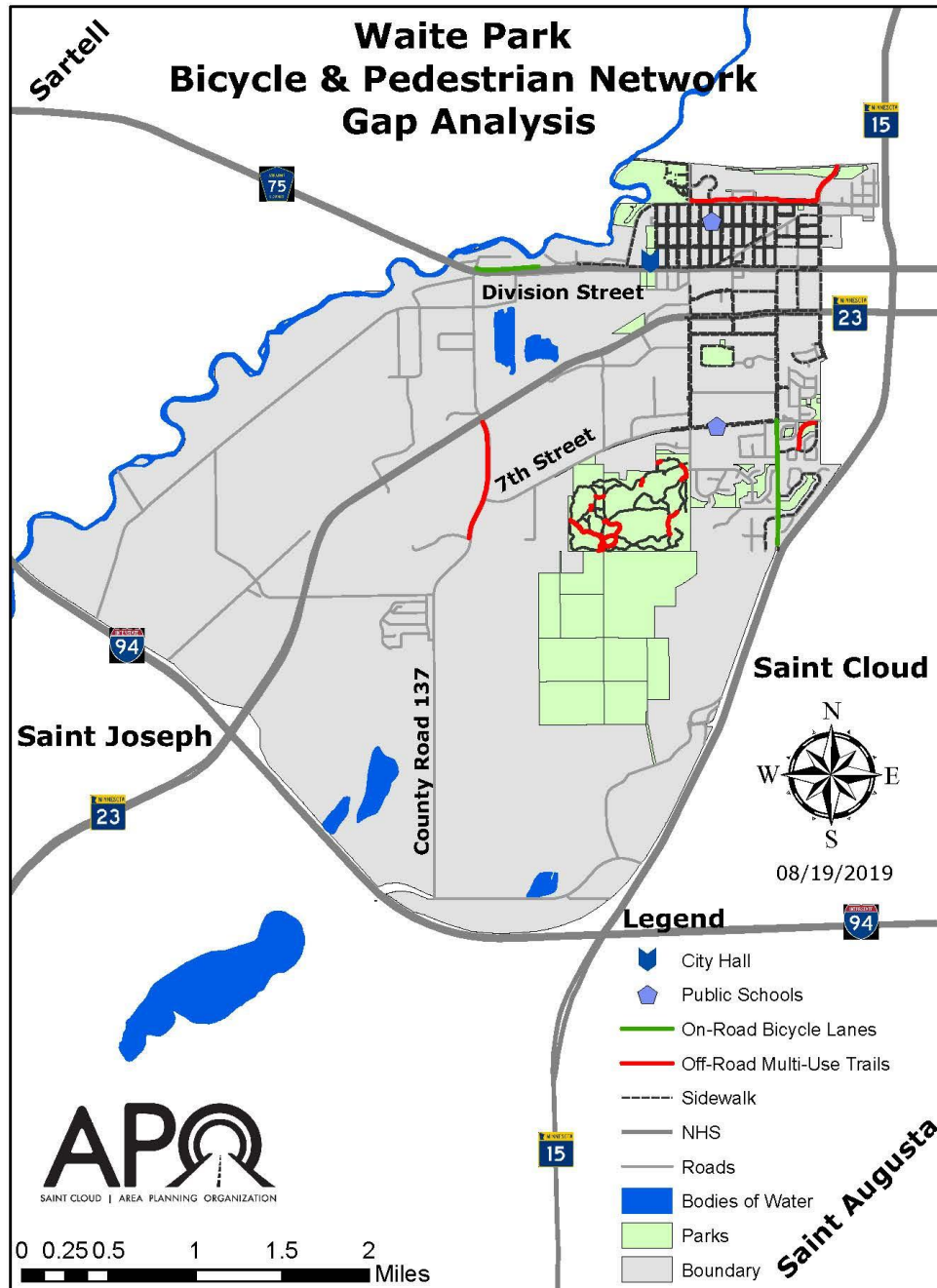
0 0.150.3 0.6 0.9 1.2
Miles

Data source: Saint Cloud APO.





Data source: Saint Cloud APO.



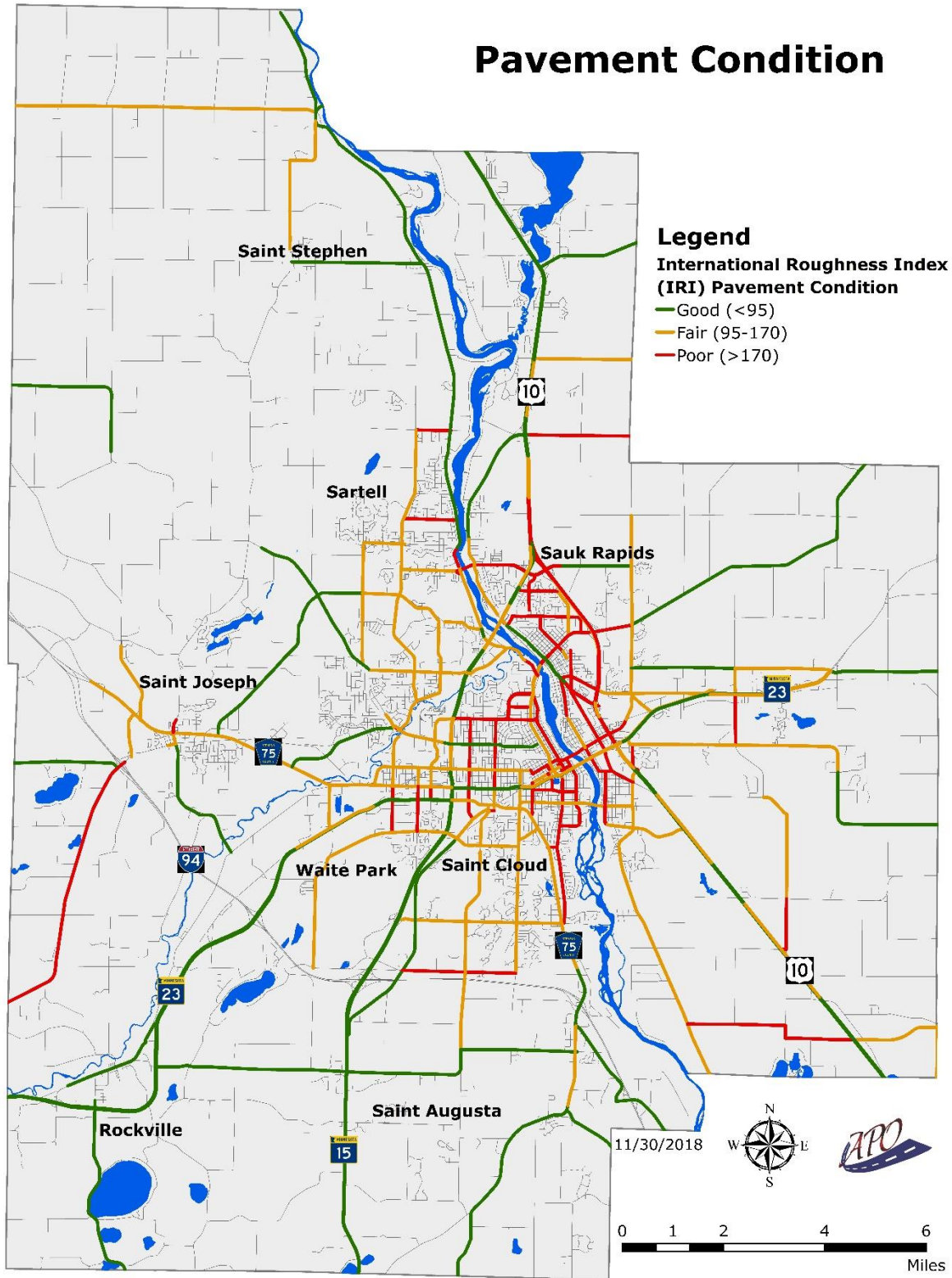


D. System Condition

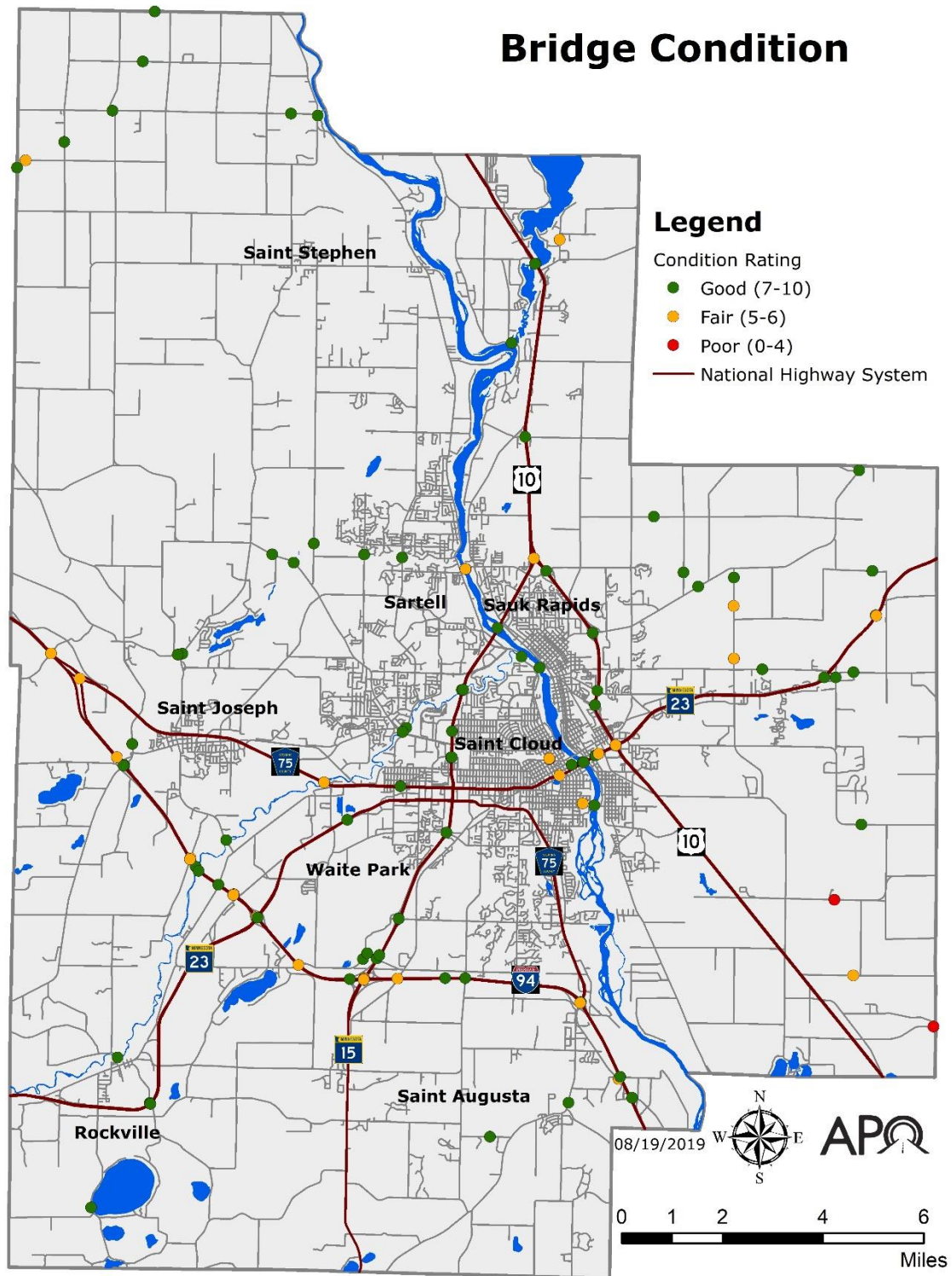
Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. **(50 points total)**

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

Pavement Condition



Data source: Braun Intertec and SRF Consulting Inc., 2015.



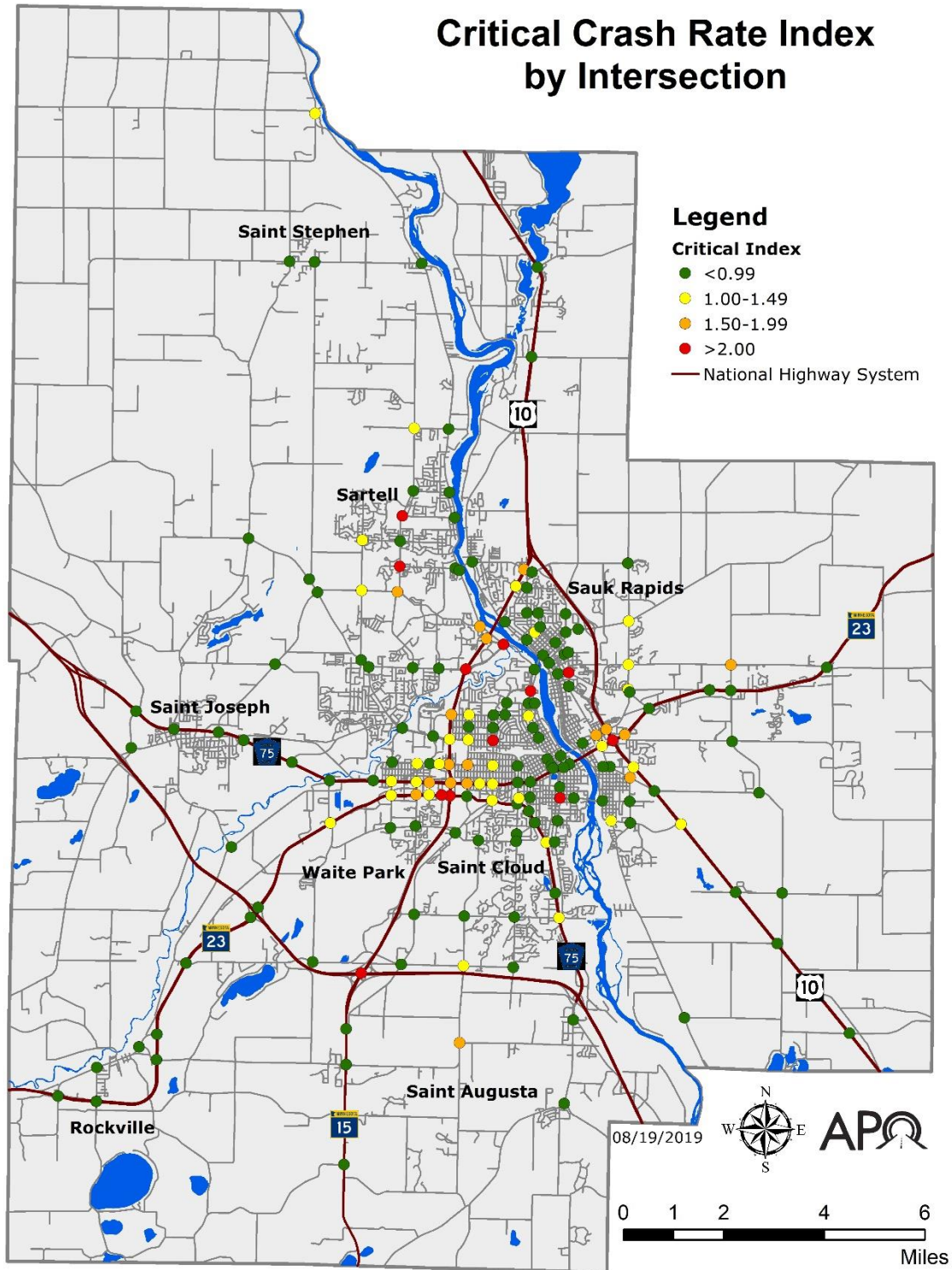
Data source: MnDOT, 2017.



E. Safety

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

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



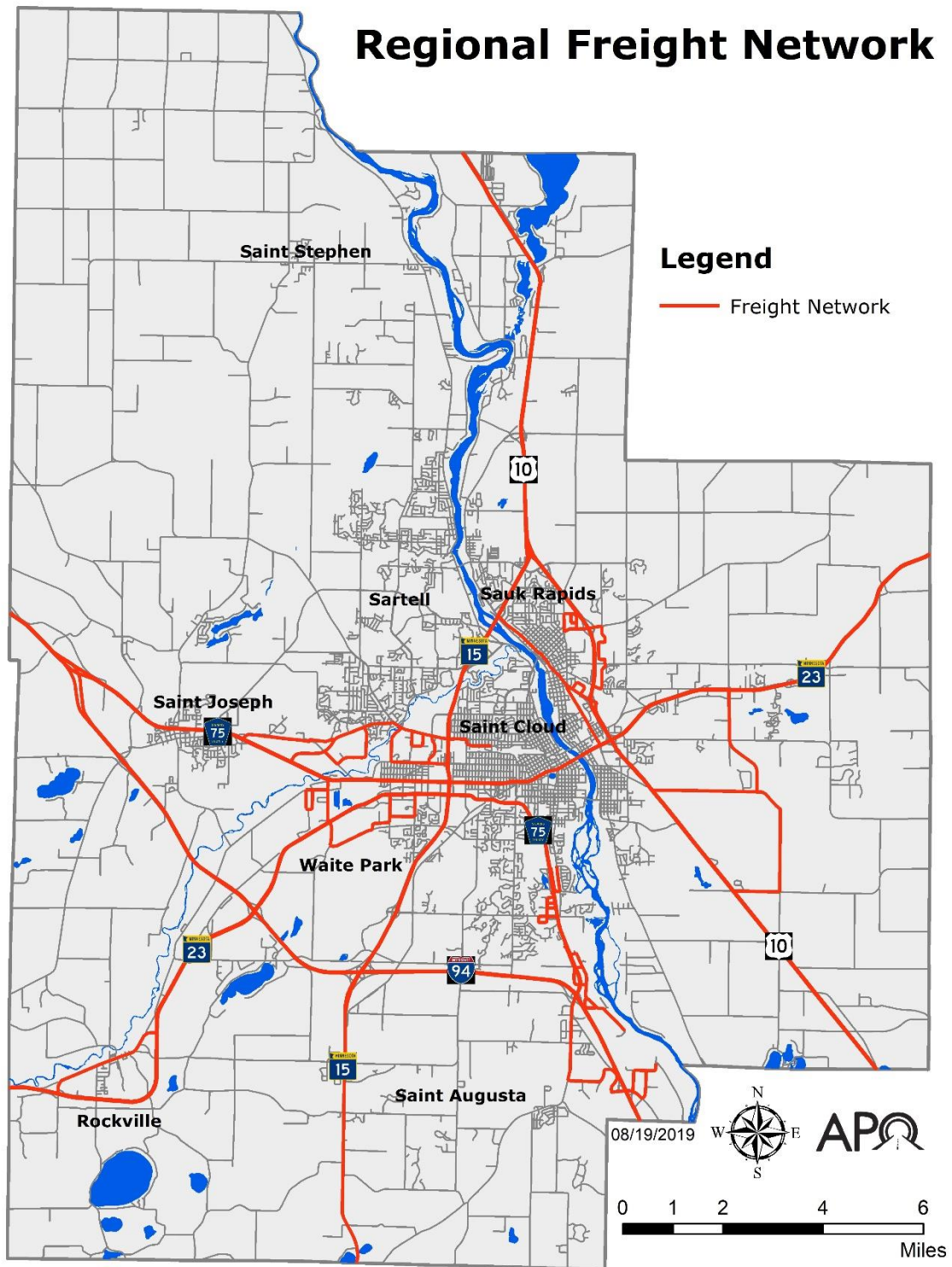
Data source: 2011-2015 MnDOT Intersection Green Sheets Minnesota Crash Mapping Analysis Tool (MnCMAT)



F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region. **(15 points total)**

- Criteria to consider
 - Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
 - Project promotes improved operation of the existing freight network.
- Evaluation criterion
 - Project occurs within the existing freight corridor.
 - Project explains the relationship between construction and the anticipated development, property tax generation, and job creation/retention.



Data source: 2018, SRF Consulting, Inc.



G. Energy and Environmental Conservation

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system. **(5 points total)**

- Criterion to consider
 - Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.
- Evaluation criterion
 - Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts?
 - Project has undergone the local environmental review process.

H. Public Engagement, Plan Identification, Project Readiness

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(15 points total)**

- Criterion to consider/Evaluation criterion
 - Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.
 - Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

Total Score: 200 points possible.

Equity scores to be added post evaluation.

Surface Transportation Block Grant Program (STBGP) Equity Analysis

As part of the Central Minnesota Area Transportation Partnership (ATP-3) Surface Transportation Block Grant Program (STBGP) solicitation process, applicants are required to consider seven categories:

- Access and Mobility.
- System Connectivity.
- Multimodal.
- System Condition.
- Safety.
- Economic Vitality.
- Equity.

The first six categories have more well-defined technical scoring criteria associated with them. Equity, however, asks applicants to provide the answer to the following question: "What was the last year the jurisdiction received federal aid for a construction project?"

While it is good to know this information when scoring projects, APO staff feel this question alone does not provide enough context when it comes to evaluating equity.

The following is a brief, simplified equity analysis from the past seven years of STBGP (or equivalent) funding sources. This looks at the number of project awards a jurisdiction has received, the total amount of federal funding awarded by the APO, the number of lane miles on the functional classification per jurisdiction, and a comparison of the amount of federal funding awarded per functional classification lane mile.

For this analysis, it is irrelevant if the project was completed, utilized advance construction to complete the project early, conducted a funding swap, etc. This analysis is strictly looking at the allotted portion of STBGP funding for the APO and how the APO Policy Board (or Executive Board) recommended funding be spent within the APO's planning area during a solicitation period.

Saint Cloud APO Locally-Sponsored Transportation Projects									Funding awarded by Agency				
Fiscal Year	Implementing Agency	Facility/Route	Project Description	Federal Funds Requested	Local Funds Provided	Project Total Cost			Agency	Number of project awards solicitation years 2017-2023	Federal Funding Total	Lane Miles	Federal Funding/Functional Class Lane Mile
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			Sartell	2	\$2,089,920	34.31	\$60,912.85
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			Stearns County	6	\$2,907,473	344.84	\$8,431.37
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			Saint Cloud	3	\$3,599,328	137.41	\$26,194.08
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			Benton County	4	\$1,467,040	118.43	\$12,387.40
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			Sauk Rapids	1	\$1,366,025	23.72	\$57,589.59
2021	Stearns County	CSAH 120	FROM STEARNS CSAH 4 TO STEARNS CR 134, RESURFACING	\$300,887	\$199,113	\$500,000			Saint Joseph	0	\$0	2.57	\$0.00
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			Waite Park	0	\$0	24.74	\$0.00
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			Sherburne County	0	\$0	45.6	\$0.00
2020	Benton County	CSAH 29	BR 05525 EXP. JOINT REPLACEMENT	\$165,488	\$109,512	\$275,000			*Metro Bus	1	\$160,000	N/A	N/A
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							
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							
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			*Unsure if this was actually allocated out of STBGP (or equivalent) funding for APO or if taken from other sources (district or state level)				
*2019	Metro Bus	BB	ST. CLOUD METRO BUS PURCHASE 2 BUSES (CLASS 500)	\$160,000	\$198,000	\$358,000							
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							
2018	Benton County	CSAH 33	INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST STREET)/CSAH 33 INTERSECTION	\$400,000	\$100,000	\$500,000							
2017	Benton County	CSAH 1	TH 23 TO CSAH 3 (GOLDEN SPIKE ROAD), ROADWAY RESURFACING	\$510,400	\$127,600	\$638,000							
2017	Stearns County	CSAH 2	NORTH LIMITS OF CITY OF ST. JOSEPH TO CSAH 4, ROADWAY RESURFACING	\$792,000	\$198,000	\$990,000							