SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, JAN. 30, 2020 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A - C)*
   a. Approve minutes of Oct. 29, 2019, TAC meeting (Attachment A)
   b. Accept staff report on Jan. 9, 2020, Policy Board meeting (Attachment B)
   c. Accept staff report on Jan. 16, 2020, Area Transportation Partnership meeting (Attachment C)
4. FY 2020-2023 Transportation Improvement Program Amendments (Attachments D1-D3): *Vicki Johnson, Senior Planner*
   a. Suggested Action: Recommend Policy Board approval.
5. FY 2024 ATP-Managed Surface Transportation Block Grant Program prioritization (Attachments E1-E13): *Vicki Johnson, Senior Planner*
   a. Suggested Action: Recommend a rank and prioritization of projects for Policy Board approval.
6. FY 2024 Transportation Alternatives program prioritization (Attachments F1-F3): *Vicki Johnson, Senior Planner*
   a. Suggested Action: Recommend prioritization of projects for Policy Board approval.
7. Discuss Regional Transportation Priorities for 2020 (Attachments G1-G2): *Brian Gibson, Executive Director*
   a. Suggested Action: Recommend Policy Board Approval.
8. Other Business & Announcements
9. Adjournment

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

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 fwv 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) ປະຕິບັດຕາມ Title VI ຂອງກົດໝາຍວ່າດ້ວຍສິດທິພົນລະເມືອງປີ 1964, ກົດໝາຍວ່າດ້ວຍຄົນພິການຊາວອາເມລິກາປີ 1990, ຄຳສັ່ງປະທານາທິບໍດີລວກທີ 12898, ຄຳສັ່ງປະທານາທິບໍດີ ລວກທີ 13116 ແລະ ກົດໝາຍ ແລະ ກົດລະບຽບທີ່ກ່ຽວຂ້ອງຢ່າງຄົບຖ້ວນ. ຄົນທຸກຊົນຊັ້ນອັນນະສາມາດເຂົ້າເຖິງ APO ໄດ້. ບຸກຄົນທີ່ຈຳເປັນຕ້ອງມີການດັດແປງແກ້ໄຂ ຫຼື ການອຳນວຍຄວາມສະດວກ, ອຸປະກອນຊ່ວຍ, ການບໍລິການແປເອກະສານ, ການ ບໍລິການລ່າມແປພາສາ ແລະ ອື່ນໆ ເພື່ອເຂົ້າຮ່ວມການຊຸມນຸມສາທາລະນະ ລວມທັ້ງການໄດ້ຮັບວາລະນີ້ ແລະ/ຫຼື ເອກະສານຄັດ ຕິດໃນຮູບແບບ ຫຼື ເປັນພາສາອື່ນໃດໜຶ່ງ ກະລຸນາຕິດຕໍ່ຫາ APO ທີ່ເບີ 320-252-7568 ຫຼື ອີເມວ admin@stcloudapo.org ຢ່າງໜ້ອຍເຈັດ (7) ວັນລ່ວງໜ້າການຊຸມນຸມ.

Attachment A

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

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

Doug Diedrichsen	Metro Bus
Randy Sabart	Saint Joseph/SEH
Chris Byrd	Benton County
Jodi Teich	Stearns County
April Ryan	Sartell
Kurt Franke	Active Transportation Advis Com
Megan Neeck	MnDOT
Steve Voss	MnDOT, Dist #3
Bobbi Retzlaff	MnDOT
Matt Glaesman	Saint Cloud
Todd Schultz	Sauk Rapids
Vicki Johnson	Saint Cloud APO
Brian Gibson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Alison Voigt	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

CONSIDER MINUTES OF SEPT. 19, 2019
Ms. Teich motioned to approve the Sept. 19, 2019 TAC meeting minutes. Mr. Diedrichsen seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: N/A

MAPPING 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) FINAL DRAFT:
Mr. Gibson presented the final draft of the 2045 MTP to the TAC for their recommendation of approval to the Policy Board. He thanked everyone for their assistance in creating this document. Mr. Gibson summarized the 600+ page 2045 MTP document which is the single biggest and most important product that the APO produces. The document summarizes the existing transportation environment, identifies needs, establishes regional transportation goals and objectives, and identifies a fiscally constrained list of transportation projects for arterial and collector roadways in our planning area. By Federal regulation, the MTP must be updated at least every five years and must project out 20 years. The document must consider growth projections, lead to the development of an integrated, multimodal transportation system and must discuss potential strategies to mitigate environmental impacts.

Areas covered in Mr. Gibson's presentation included:

- Issue Identification: education of the area residents, wages, jobs, transportation to/from jobs, work trips, commute time, road and bridge conditions, fatality and injury rates, types of crashes, ridership including Dial-A-ride, Tri-Cap, Amtrak, Northstar, and Northstar Commuter link.
- Review of Public Comments regarding Roadways and Transit and Active Transportation.

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- Environmental Issues: Air Quality, Regionally significant biodiversity and ecological areas and water pollution concerns.
- Regional Transportation Goals: 1) Develop and maintain a transportation system that is safe for all users, 2) Increase the accessibility and mobility options for people and freight across and between all modes for all users, 3) Develop a transportation system that is cost feasible, maintains a state of good repair and satisfies public transportation priorities. 4)Support the economic vitality of the MPA by enabling global competitiveness productivity and efficiency while enhancing travel and tourism. 5)Support transportation improvements that promote energy conservation and improve public health and quality of life while sustaining and improving he resiliency and reliability of the transportation system.
- Roadway Expansion Projects.
- Roadway Reconstruction Projects.
- 2045 Traffic Model Results.
- Illustrative Roadway Projects.
- Other Topics in the MTP (Connected and automated vehicles, identification of a local freight network, roadway connectivity, transportation security, transportation and economic development, public-private partnerships, NextBus and smartphone apps for transit, ConneX, e-bikes and e-scooters.
- Future UPWP Studies:
    - Regional Travel Survey,
    - Plan for more affordable transportation,
    - Measure the impact of ride-hailing services,
    - Better understand transportation needs for immigrants and refugees, older residents, and students,
    - Study critical crash rate intersections
    - Identify critical gaps in active transportation network
    - Better understand environmental impacts of transportation choices
    - Better understand relationship between economic development and transportation
    - Define transportation security locally
    - Estimate the impact of long-distance commuters
    - Coordinate beltway implementation

Work on the 2050 Long Range Plan will start this winter. Ms. Teich motioned to recommend approval of the 2045 MTP to the Policy Board. Mr. Byrd seconded the motion. Motion carried.

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM ADMINISTRATIVE (TIP) MODIFICATON:

Ms. Johnson reported that the City of Saint Cloud is requesting to modify the FY 2020-2023 TIP by pushing back a Beaver Island Trail connection project from 2020 to 2022. The total cost for the project will remain unchanged. The city has completed an application for state grant funding to assist with the local match and the funding sources will remain the same. ***Mr. Glaesman motioned, and Mr. Voss seconded, to recommend Policy Board approval of the Administrative Modification to the FY 2020-2023 TIP. Motion carried.***

FY 2020 APO TRANSPORTATION SAFETY TARGETS:

Mr. McKenzie, APO's Planning Technician, said that State Department of Transportation and MPO's are required to set safety targets for fatalities (number and rate), serious injuries (number and rate), and number of non-motorized fatalities and serious injuries. MPOs have the option of adopting the state's targets or setting their own. In the past we have set our own.

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The APO region did not meet the set targets for 2018. Because the APO desires fatalities and serious injuries to decline, the proposed targets for 2020 are the results from 2018. The safety targets are identified in project ratings.

Performance Measures	2018 Targets		2018 Results	2019 Targets	Proposed 2020 Target
Fatalities	↓	7.8	8.6	8.8	**8.6**
Fatality Rate (100 MVMT)	↓	0.598	0.730	0.764	**0.730**
Serious Injuries	↓	13.9	23.0	26.0	**23.0**
Serious Injuries Rate (100 MVMT)	↓	1.070	1.946	2.216	**1.946**
Non-Motorized Fatalities and Serious Injuries	↓	7.0	8.2	8.2	**8.2**

Mr. Byrd motioned, and Mr. Glaesman seconded, to recommend Policy Board approval of the 2020 Safety targets. Motion carried.

2019 STAKEHOLDER ENGAGEMENT PLAN (SEP) ANNUAL REPORT:
Ms. Johnson presented the SEP 2019 Annual Report for approval to the Policy Board and reviewed several suggested changes to the Stakeholder Engagement Plan, which was initially approved in June 2018, with an amendment in January 2019. The SEP provides detailed information regarding how the public can be involved in the APO's planning and programming processes including the MTP, TIP, and UPWP. The SEP fulfills the APO's Title VI requirements through the inclusion of demographic data, Title VI assurances, Environmental Justice analysis and the Limited English Proficiency Plan. The APO hopes to incorporate several recommendations, which were obtained from 27 different public engagement events done between July 1, 2018, and June 30, 2019. A variety of techniques were used to engage and inform members of the public on the APO's regional transportation planning and programming processes and included public meetings/open houses, surveys, SurveyMonkey, in-person interviews, advertising of public meetings, APO website, social media, visualization techniques, interested persons list and ensuring accessible meetings.

Suggested recommendations to be implemented by the APO include:

- Public Meetings: Improving advertising for public meetings (consistent utilization of social media to advertise meetings, i.e. Facebook/Instagram), and using simpler, less jargon-filled language.
- Infrequent Meetings: Flyer postings in key locations, using simpler, less jargon filled language and postings on social media platforms.
- Follow Up on Action Taken on Public Input: Better response to the public regarding actions taken regarding their comments on various topics by creating email lists of interested citizens and creation of a quarterly electronic newsletter.
- TIP Participation: Open houses for TIP will relocate from the APO Office to a more centralized location and develop an online survey during the 30-day public comment period that would be advertised online and on social media.
- Demographic Questionnaire: APO staff will improve process by:
    - Updating survey questions to include "other" option when asking about gender
    - Modify age question
    - Modify ability question

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  - Modify household income question
  - Modify primary language spoken in your home question
  - Include asking their City of residency
  - Modify question of where were you born

- Include on every online survey engagement the demographic questions with a disclaimer stating participation is optional.
- APO staff will continue to explore options to improve demographic questionnaire results from public meetings and in-person public events.

Ms. Teich motioned, and Mr. Schultz seconded, to recommend Policy Board Approval of the 2019 Stakeholder Engagement Plan Annual Report and recommended changes. Motion carried.

FY 2024 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) SCORING PROCESS:
Ms. Johnson announced that we should be getting out applications for the STBGP soon. Ms. Johnson presented a proposal for consideration for the scoring process. TAC members voiced their preferences and debated various options. After much discussion it was agreed that the following process will be used: ***APO staff will initially score and rank the projects. The scoring and ranking sheets from the APO staff will be presented to the TAC for review. Presentations for the projects will be done at the meeting where the TAC members receive the scoring and ranking information. Discussion about the projects will take place, and then a final vote will be taken by the TAC members.***

TRANSPORTATION IMPRPOVEMENT PROGRAM (TIP) PROJECT STATUS UPDATES AND AMENDMENT SCHEDULE:
Ms. Johnson noted that annual updates on projects programmed in the TIP are required. ***The update forms were sent to the sponsoring agency of the projects in late September and are due in to Ms. Johnson by Friday, Nov. 15. Additionally, the Annual Listing of Obligated Projects form (TIP programmed projects from fiscal years 2018 and 2019) was also attached to that notice and are due in to Ms. Johnson on Nov. 15.***
Administrative amendments can be done any time. As per the previously approved TIP amendment schedule, any TIP amendments to the FY 2020-2023 TIP will be starting at the first of the year (2020). ***Any amendments needing to be processed will need to be submitted to Vicki Johnson by the end of business on Monday, Dec. 30, 2019.*** The Amendment Schedule for FY 2020-2023 TIP was distributed in the agenda packets, and listed the dates for Amendment Deadlines, the 30-Day Public Comment, TAC Review, Policy Board Approval, Submission to MnDOT, and Submittal to FHWA/FTA. Amendment requests APO has received thus far include Metro Bus and Stearns County CSAH 75.

2020 REGIONAL PRIORITIES:
Mr. Gibson presented the members with the Regional Priorities booklet that was used earlier this year for the annual trip to Washington DC. He asked that the TAC members review the booklet and start thinking about projects and priorities to be included for the 2020 trip, which will probably take place in March or April. Members were encouraged to send Mr. Gibson their suggestions.

ACTIVE TRANSPORTATION ADVISORY COMMITTEE (ATAC) MEETING REPORT:
Ms. Voigt, APO's Transportation Planner, reported on activities taking place in the formerly called Bike/Ped Committee. The committee has been renamed to Active Transportation Advisory

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Committee (ATAC), to now include transit. They are working on creating a logo for the ATAC with more inclusive language. In addition to the name change, Ms. Voight reported information about pyro counter locations and counts to get consistent data, concern that active transportation is thought of at the end of projects instead of being at the beginning, intersection counts and why are the APO staff doing these counts. After some discussion by the members and what their agency/jurisdiction are doing to obtain various counts and other information, **it was decided that the information gained from the APO staff doing intersections counts in the Spring and Fall was of little value, so it was decided to discontinue these counts in the future. Trail counts using both the tube and pyro counters will continue.**

APO POLICY BOARD MEETING REPORT:
Mr. Gibson highlighted the activities of the Policy Board during the last month. The revised MTP project list required another round of public comment. The draft 2045 MTP will go before the Policy Board for approval on Oct. 30. Regarding the TAC's Surface Transportation Block Grant Program Project Scoring Process, a few of the members felt that the only way some jurisdictions would ever receive funding was by considering funding equity in the ranking process. APO staff made clear that the TAC felt that funding equity was not a "technical" issue, but a political one. The Policy board members requested to receive historical funding information at the time they consider approval of the final ranking of the projects. The board voted not to trademark the new APO logo.

CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP (ATP) MEETING REPORT:
Ms. Johnson summarized pertinent discussion items of the recent ATP meeting on Oct. 10. Transportation Alternatives solicitation are due on Thursday, Oct. 31. At this time, we have received one submission. Ms. Johnson encouraged everyone to get their Letters of Intent in by Thursday. Solicitations for Highway Safety Improvement Program (HSIP) funding are underway, and are due to the state aid office by Nov. 27. HSIP funding for ATP-3 for 2021 is $341,500, and $3,200,000 is available for 2024. STGBT solicitations should be coming in by the end of the week. Barry Wendorf from Isanti County was selected to fill the Parks and Recreation representation slot on the ATP-3 TA Committee. The District 3 Freight Plan and Manufacturers' Perspective Study is underway. Mr. Gibson is a participant on the Freight Plan committee. The plan is anticipated to be completed by summer 2020. An update on I-94 Saint Michael to Albertville and Monticello to Clearwater Expansion was given. Anticipated construction completion is Fall of 2021.

DISCUSSION ON TAC/POLICY BOARD COMMUNICATION STRATEGIES:
Mr. Gibson reported that given the disconnect in the development of the 2045 MTP, some suggestions to improve communication include: A joint TAC/Policy Board meeting once or twice a year, encourage TAC members to attend the Policy Board meetings, and Policy Board members to attend the TAC meetings, sharing minutes with each committee, and monthly updates in the agenda packets. Members were encouraged to share their suggestions for improving communication between the two committees with Mr. Gibson.

OTHER BUSINESS/OPEN FLOOR:
Ms. Johnson said she would be requesting copies of CIPs from the jurisdictions. Discussions are underway regarding the meaning of "regionally significance." It was decided to create a companion document to the TIP. The companion document will not be subject to federal mandates. Mr. Franke asked when the new APO logo will be available. Ms. Johnson thanked everyone for their efforts in creating the 2045 MTP. She also indicated that the January 2020 TAC meeting would be quite a lengthy meeting.

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ADJOURNMENT:
The meeting was adjourned at 11:42 a.m.

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Attachment

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Activities
DATE: Jan. 10, 2020

The Policy Board met on Jan. 9, 2020. At that meeting, the following activities occurred:

1. Waite Park Mayor Rick Miller was elected Chair of the APO Policy Board. Saint Cloud Councilmember Jeff Goerger was elected 1st Vice-Chair. Stearns County Commissioner Joe Perske was elected 2nd Vice-Chair. The 3rd Vice-Chair seat was left vacant and the Board requested that APO staff research who has served as an officer of the APO in the past. The Board wanted to ensure that representation as an APO officer was spread fairly and evenly among the jurisdictions. APO staff expects to provide that information at the February 13th Policy Board meeting and expects that at that time the Board will elect a member to serve as 3rd Vice-Chair.
2. Airport Director Bill Towle provided an overview of airport capital improvement projects, funding, and anticipated future projects. The Policy Board has expressed a desire to better understand the growth, planning, and intentions of the various jurisdictions and transportation agencies, and I anticipate inviting at least one jurisdiction or agency to present at each Board meeting to help meet that desire.
3. The Board approved a variety of changes to the APO Personnel Policies including changing the salary ranges of three staff members to better match the market, changing how insurance costs are paid for, and adding short-term disability insurance to the APO benefits package.
4. The Board discussed the regional transportation priorities briefing booklet. No specific projects were suggested for addition or deletion. Instead, the Board discussed how many projects should be shown (i.e., just a few "top priorities" or a comprehensive set of projects) and the order of presentation with the biggest and most regionally significant projects coming first in the booklet.

Suggested Action: None, informational only.

Attachment

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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 Planner
RE: Staff Report on Central Minnesota Area Transportation Partnership
DATE: Jan. 17, 2020

The Central Minnesota Area Transportation Partnership (ATP) met on Jan. 16, 2020. At that meeting, the following topics were discussed:

1. **FY 2020-2023 Local Federal Projects Update**
    a. District 3 State Aid Engineer Kelvin Howieson discussed fiscal year 2020 Surface Transportation Block Grant Program (STBGP), Transportation Alternatives (TA), and other federally funded throughout the district. Among these projects are Stearns County's rehabilitation project on CSAH 75 (073-675-040) and Sauk Rapids's MSAS 109 reconstruction project (191-109-006). Mr. Howieson said all projects appear to be on track.
    b. Mr. Howieson also discussed Highway Safety Improvement Program (HSIP) projects throughout the district. No projects discussed occurred within the planning area. All projects appear to be on track.
2. **FY 2021-2024 State Transportation Improvement Program Funding Guidance**
    a. District 3 Planning Director Steve Voss and District 3 Engineering Specialist and Program Coordinator Jeff Lenz discussed the anticipated Federal funding target for the district for fiscal year 2024. The Central Minnesota ATP is anticipated to receive $10.4 million for the Surface Transportation Block Grant Program (STBGP). The APO's portion of this target is 20.53% or $2,135,120.
    b. Mr. Lenz explained changes in targeted funding for fiscal years 2021, 2022, and 2023 that have the potential to impact the funding of already programmed projects. The district's target for both 2021 and 2022 was $100,000 less than originally expected. The target for FY 2023 is $500,000 more than expected. ATP members voted to have MnDOT District 3 manage these target dollar amount changes instead of each region reconfiguring its programmed STBGP funding for those three years.
3. **Local Candidates Seeking FY 2024 STBGP Funding under the ATP Managed Program by Region**
    a. Representatives from each of the four regions (Region 5, Region 7E, Region 7W, and the APO) presented on the Surface Transportation Block Grant Program (STBGP) projects they had received during this solicitation.
        i. Region 5 has received seven applications requesting $8,290,558 in Federal funding for a combined total project cost of $12,463,198. One project was from Cass County, two projects were from Crow Wing County, one project was from Morrison County, one project was from Todd County, one project was from Wadena County, and one project

was from the City of Little Falls.

ii. Region 7E, which is soliciting for FY 2024 and FY 2025, has received four applications requesting $3,382,000 in Federal funding for a combined total project cost of $6,252,500. Three projects were from Isanti County and one project was from Kanabec County.

iii. Region 7W has received seven applications requesting $11,580,000 in Federal funding for a combined total project cost of $17,795,744. Three projects were from Benton County, three projects were from Sherburne County, and one project was from Wright County.

iv. The Saint Cloud APO has received five applications requesting $4,666,000 in Federal funding for a combined total project cost of $5,833,000. Two projects were from the City of Sauk Rapids, one project was from Benton County, and two projects were from Stearns County.

4. Review FY 2024 Transportation Alternatives (TA) Program Schedule and Candidate Projects

a. District 3 Engineering Specialist and Program Coordinator Jeff Lenz presented on the Transportation Alternatives projects that were received by the district during this solicitation. Thirteen projects were received: five from Region 5, one from 7E, five from 7W, and two from the Saint Cloud APO. Projects are being scored by the TA committee and will be reviewed at its meeting in March.

5. District 3 Freight Planning Initiative

a. MnDOT Office of Public Engagement and Constituent Services Laurie Ryan and SRF Consulting Group's Chris Brown presented on the District 3 Manufacturers' Perspective report. By the end of January they will have completed 125 interviews with manufacturing businesses and freight carriers across the district. This work will accomplish four main tasks:

i. Confirm that MnDOT's planning processes identify and address many of the improvements that businesses are seeking.

ii. Changing the construction planning process to allow more lead time for shippers to figure out alternative routes.

iii. Add businesses to districts' media distribution list for road condition updates.

iv. Improve input: 511, permitting process; research into anti-icing chemicals and pavement quality in winter, etc.

b. MnDOT Office of Freight and Commercial Vehicle Operations Andrew Andrusko and SRF Consulting Group's Brian McClafferty presented on the District 3 Freight Plan. They indicated the following work has been completed:

i. A review of previous plans and documents related to District 3.

ii. A development of a district profile which includes the physical conditions, system usage and performance, and economic and demographic trends.

iii. Developed a SWOT analysis

The next steps are to work on the implementation plan, identify the feasibility of various projects, and draft a final plan. The timeline to complete this work is around July 2020.

Suggested Action: None, informational only.

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T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Planner
RE: FY 2020-2023 Transportation Improvement Program Amendments
DATE: Jan. 17, 2020

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 2020-2023 TIP from the following entities: Stearns County, WACOSA, Metro Bus, and MnDOT. For details of all changes please view the attachment provided.

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

The thirty (30) day public comment period on these changes concludes on Monday, Feb. 3, 2020.

As of Jan. 16, 2020, APO staff have received two completed online surveys and one person commenting at an in-person event about the proposed changes. Those comments can be found in Attachment D3. A more up-to-date list of comments will be provided at the TAC meeting.

Suggested Action: Recommend Policy Board approval.

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

FY 2020-2023 Transportation Improvement Program Amendments

January 2020

The following is a detailed list of changes that are requested to be made to the FY 2020-2023 Transportation Improvement Program (TIP). Given the nature of some of these changes, an amendment process to this document has been initiated. Per guidelines documented in the APO's Stakeholder Engagement Plan (SEP), a 30-day public comment period is required before changes can be implemented.

Public comment on these changes runs from Jan. 2, 2020, through Feb. 3, 2020. Comments can be made via email (ikeogu@stcloudapo.org), phone (320-252-7568 ext. 203), or in-person at the APO Office (1040 County Road 4, St. Cloud, MN 56303).

The APO's Technical Advisory Committee – a committee of area planners and engineers – will review this request at its regularly scheduled January meeting (Jan. 30). The APO's Policy Board will take action on this at its regularly scheduled February meeting (Feb. 13).

Stearns County:

- 2020
  - 073-675-040: Project funding source changed from STBGP to NHPP. Project cost increased from $1,100,000 to $1,715,056. Additional federal funds will be pulled from CSAH 75 project programmed in 2022 (073-675-041) to cover cost increase. The AC cost is increasing from $191,480 to $806,536. The local match is remaining the same.
- 2022
  - 073-675-040: AC Payback is increasing from $191,480 to $806,536. See change in FY 2020.
  - Project 073-675-XXX: This project has a number 073-675-041 and a description (STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY). This project is also undergoing a funding swap for the CSAH 75 project 073-675-040. Local funds for this project have increased from $307,528 to $922,584 to account for the funding difference. Overall project cost is remaining the same.
- 2023
  - Project 073-675-XXX: Project number and description are updated. No changes to this project as far as AC is concerned.

WACOSA:

- 2020
  - TRF-9503-20: Adding the purchase of one replacement <30' (Class 400) bus. Project cost is $87,000 with $69,600 coming from FTA funds and $17,400 in local funds.

Metro Bus:

- 2020
  - TRS-0048-20TD: Project funding source changed from STBGP to FTA. With this change, project number changed to TRF-0048-20B.
  - TRS-0048-20TE: Project funding source changed from STBGP to FTA. With this change, project number changed to TRF-0048-20C.

- TRS-0048-20T: Project description changed from "less than 30-foot" to "35-foot Class 400." Project cost also decreased from $1,150,000 to $1,125,000 with half of the anticipated local match being covered with state funds. (Per MnDOT Office of Transit and Active Transportation).
- TRS-0048-20TA: Number of buses to be purchased drops from three to one. Bus will now be a 40-foot replacement bus. Cost dropped from $1,800,000 to $573,000 with half of the anticipated local match being covered with state funds. (Per MnDOT Office of Transit and Active Transportation).
- TRS-0048-20TC: Project funding source changed from STBGP to FTA. With this change, project number changed to TRF-0048-20J.

- 2021:
  - Project TRF-0048-21L: Project funding source changed from local funds to FTA/LF split ($1,000,000 FTA/$250,000 LF)
- 2023:
  - Project TRS-0048-23T: Change work type status from transit vehicle purchase to facility improvements.

MnDOT:

- 2021
  - 7109-08: Adding project to TIP per MnDOT District 3. This project is to restore failing retaining walls along MN 301 adjacent to the corrections building in Saint Cloud.

SAINT CLOUD | AREA PLANNING ORGANIZATION

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FY 2020-2023 Transportation Improvement Program Amendments

Public Comments January 2020

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2020-2023 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Jan. 2-Feb. 3, 2020) the APO has received the following comments (current through Jan. 16, 2020). Please note that a more complete list will be provided at the APO TAC meeting.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Stearns County	073-675-040	Neither approve nor disapprove.	01/03/2020
Stearns County	073-675-040	Disapprove.	01/03/2020
Stearns County	073-675-041	Neither approve nor disapprove.	01/03/2020
Stearns County	073-675-041	Disapprove.	01/03/2020
WACOSA	TRF-9503-20	Approve.	01/03/2020
WACOSA	TRF-9503-20	Neither approve nor disapprove.	01/03/2020
Metro Bus	TRF-0048-20B	Neither approve nor disapprove. (2)	01/03/2020 (2)
Metro Bus	TRF-0048-20C	Neither approve nor disapprove. (2)	01/03/2020 (2)
Metro Bus	TRF-0048-20J	Neither approve nor disapprove. (2)	01/03/2020 (2)
Metro Bus	TRS-0048-20T	Approve.	01/03/2020
Metro Bus	TRS-0048-20T	Neither approve nor disapprove.	01/03/2020
Metro Bus	TRS-0048-20TA	Approve.	01/03/2020
Metro Bus	TRS-0048-20TA	Neither approve nor disapprove.	01/03/2020
Metro Bus	TRF-0048-21L	Approve.	01/03/2020

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Metro Bus	TRF-0048-21L	Neither approve nor disapprove.	01/03/2020
MnDOT	7109-08	Approve.	01/03/2020
MnDOT	7109-08	Neither approve nor disapprove.	01/03/2020

Open House:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
MnDOT	7109-08	"I'm really excited about the 301 retaining wall project. I noticed that there was some construction work around there a while back and portions of the wall became dislodged. I really love that wall."	01/16/2020
Stearns County	073-675-041	"I'm worried about the project on CSAH 75 (resurfacing from TH 15 to Cooper). I'm worried that the excitement to move cars to places like Walmart and Costco they would get rid of all of the on-road bicycle facilities. While the bicycle facilities on that road aren't great and end at 33rd Avenue (I'd like to see them extend to 15), I would like to keep what we have."	01/16/2020

Phone/In-Person

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Facebook:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Email:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Planner
RE: FY 2024 Surface Transportation Block Grant Program prioritization
DATE: Jan. 8, 2020

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 percent 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 2024). 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 percent of the STBGP allocation within the Central Minnesota ATP.

Region	Funding Target Percent	FY 2024 STBGP target allocation
Region 5	32.65%	$3,395,600
Region 7E	13.82%	$1,437,280
Region 7W	33.00%	$3,432,000
Saint Cloud APO	20.53%	$2,135,120
Total	**100.00%**	**$10,400,000**

In order to determine how this funding will be spent in the APO, a project solicitation process is initiated. APO member jurisdictions complete an application for specific surface transportation projects they feel would be the best use of the limited Federal funds. Applicants are given scoring guidelines (see Attachment E2) to assist in writing the application. These scoring guidelines were developed by APO staff in conjunction with APO Technical Advisory Committee members during late summer, early fall 2019 and approved by the APO's Policy Board in September 2019.

Completed applications are then submitted to the APO Senior Planner in early January. Attachments E3-E7 are the submitted applications received by the APO for the FY 2024 STBGP solicitation.

Per the process outlined and agreed upon by the APO's Technical Advisory Committee at its October 2019 meeting, APO planning staff review, score, and rank those submitted projects. Attachment E8 is the individual scores/combined scoring and ranking for submitted projects as developed by APO staff. Attachments E9-E13 are the individual scores for each project using the average score from APO staff. These attachments also contain comments on how APO staff arrived at each score.

At the January TAC meeting, applicants will have the opportunity to present on and answer questions pertaining to their proposed projects. TAC members will be given the opportunity to discuss and adjust APO staff's initial rankings to develop an agreed upon rank and prioritization of projects with justifications of these rankings to be presented to the APO's Policy Board in February.

Suggested Action: Recommend a final ranking and prioritization of projects for Policy Board approval.

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).

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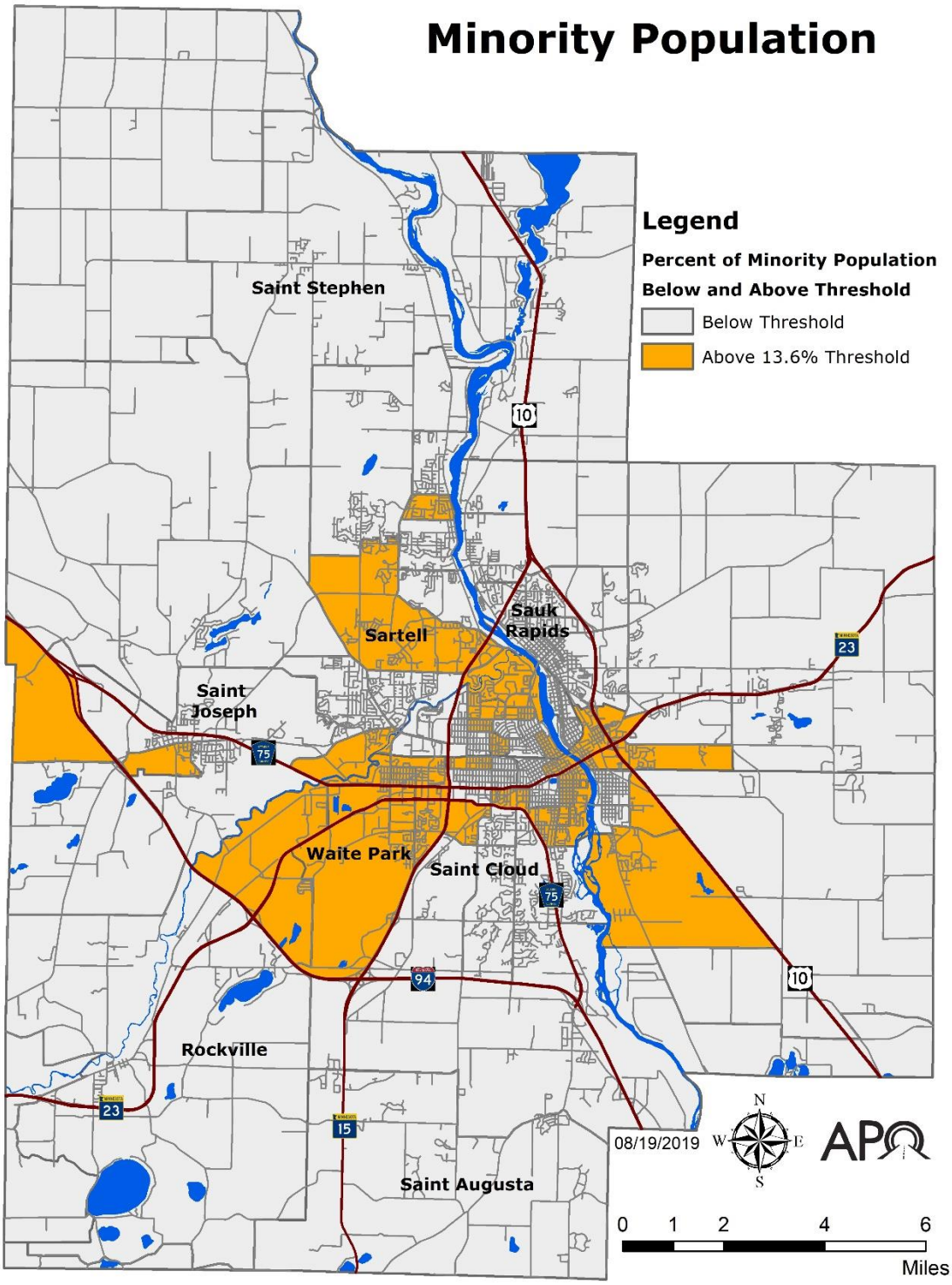
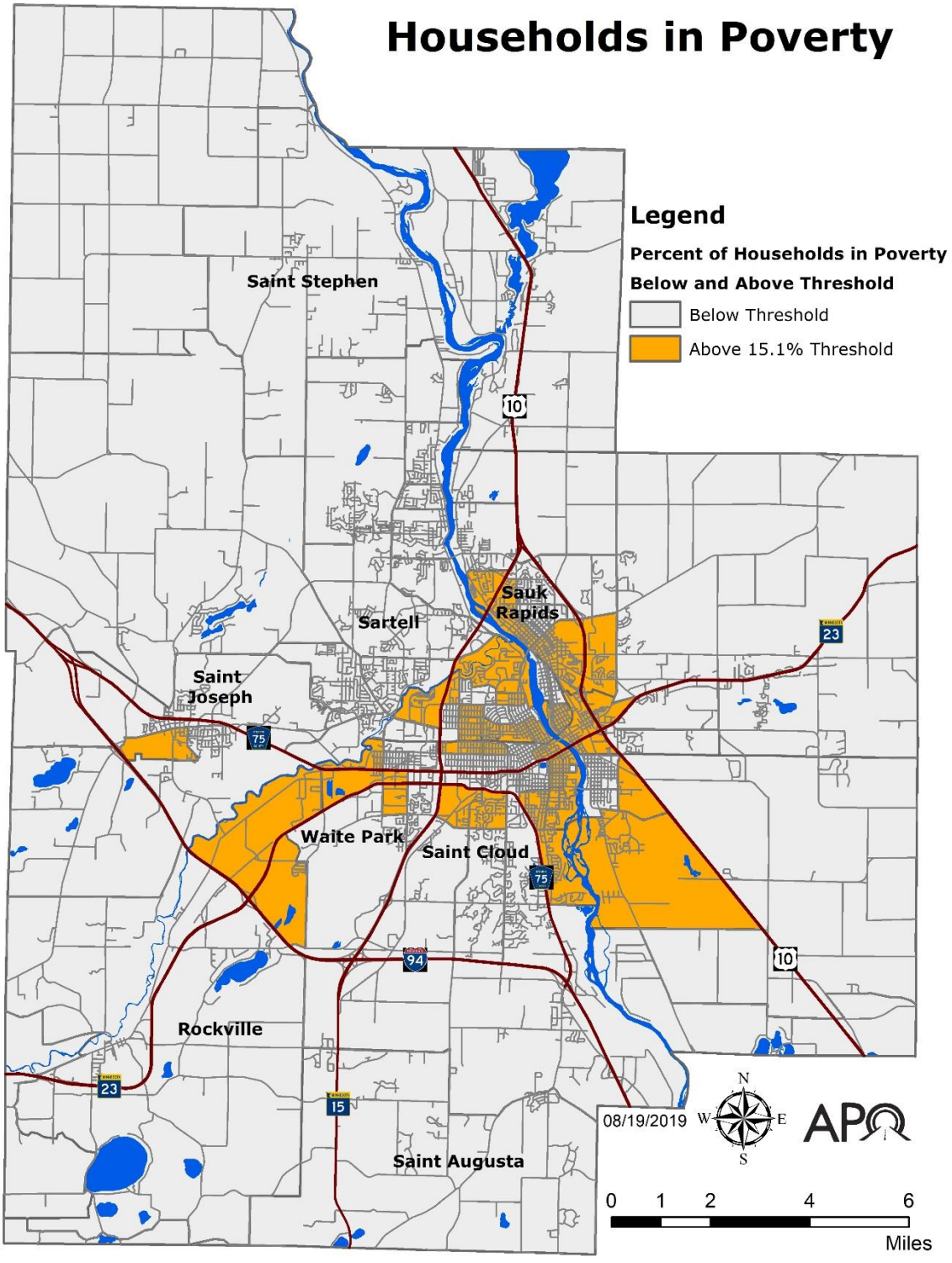


Data source: U.S. Census Bureau, 2013-2017 American Community Survey Five Year Estimates.

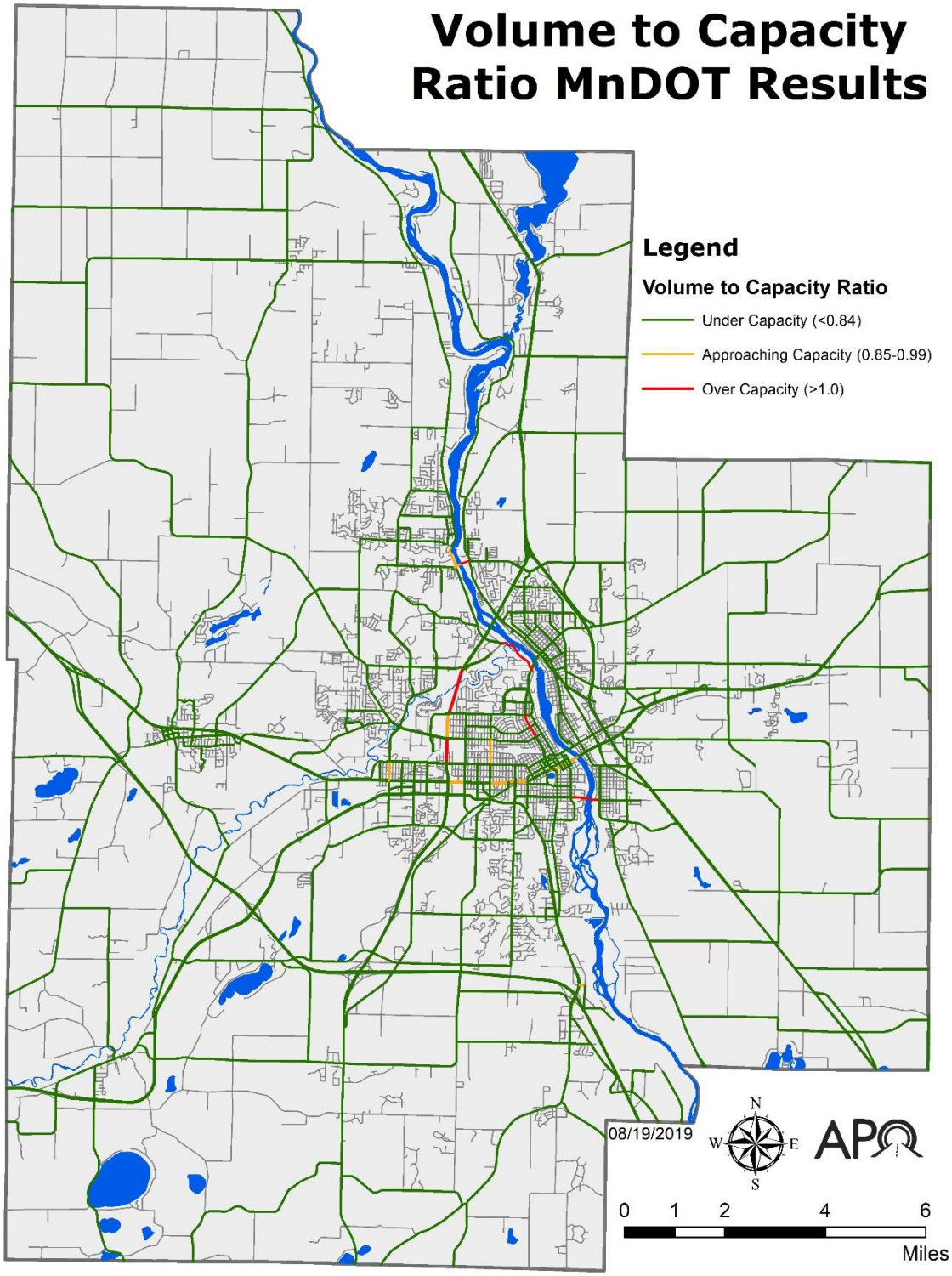


Data source: U.S. Census Bureau, 2013-2017 American Community Survey Five Year Estimates.

- 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.

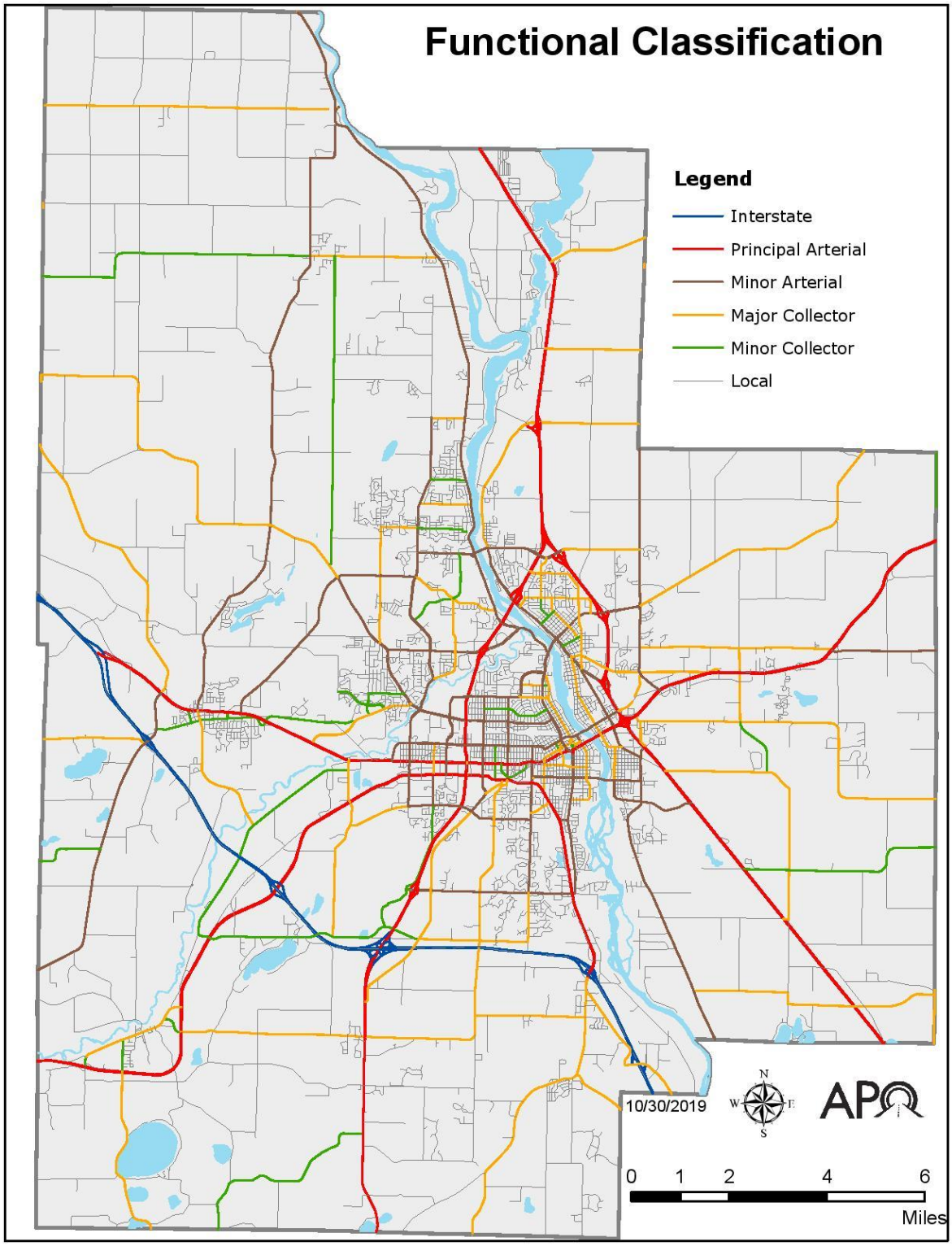


Data source: MnDOT 2017 Traffic Mapping Application.

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.

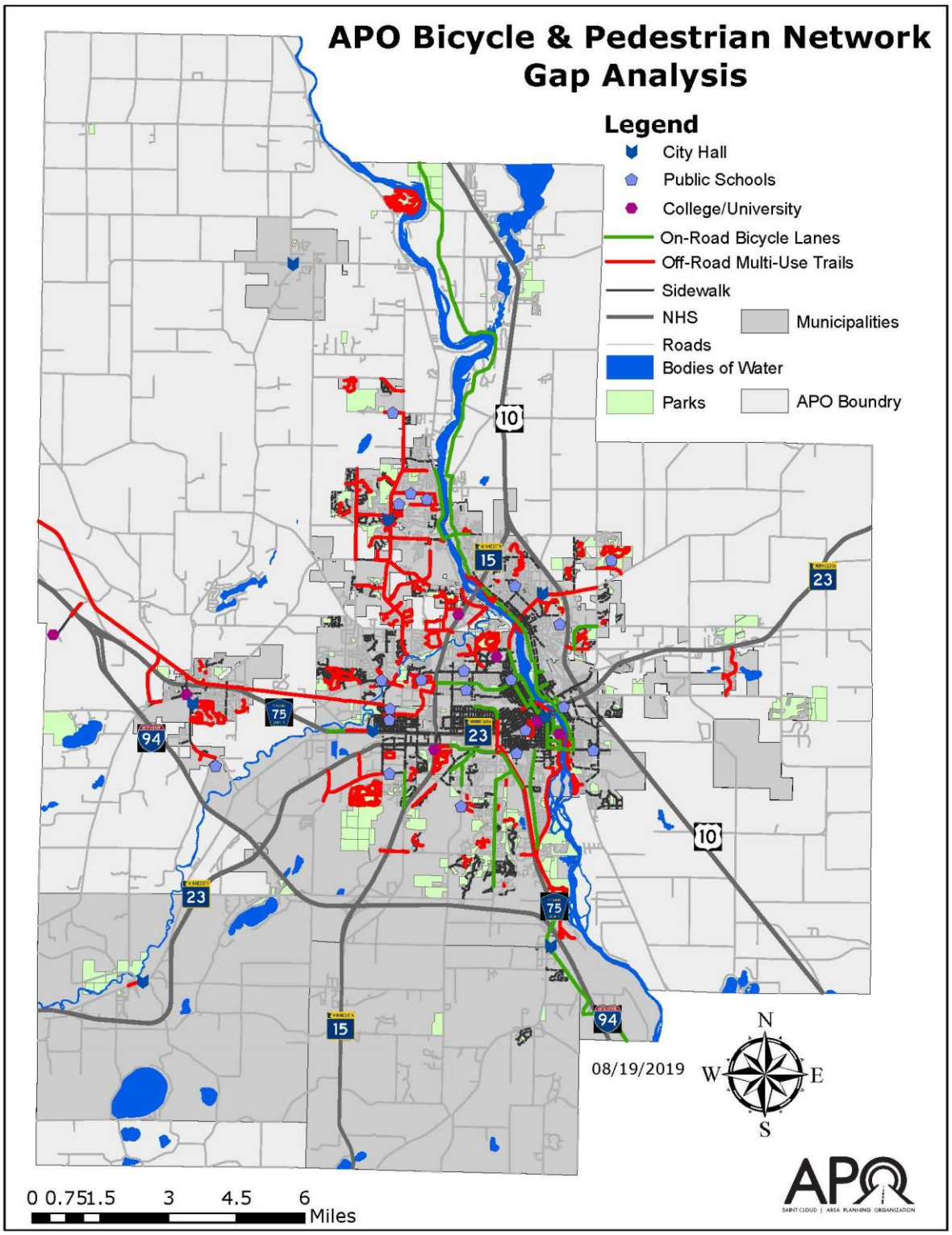


Data source: Federal Highway Administration (FHWA) 2016 Highway Performance Monitoring System (HPMS)

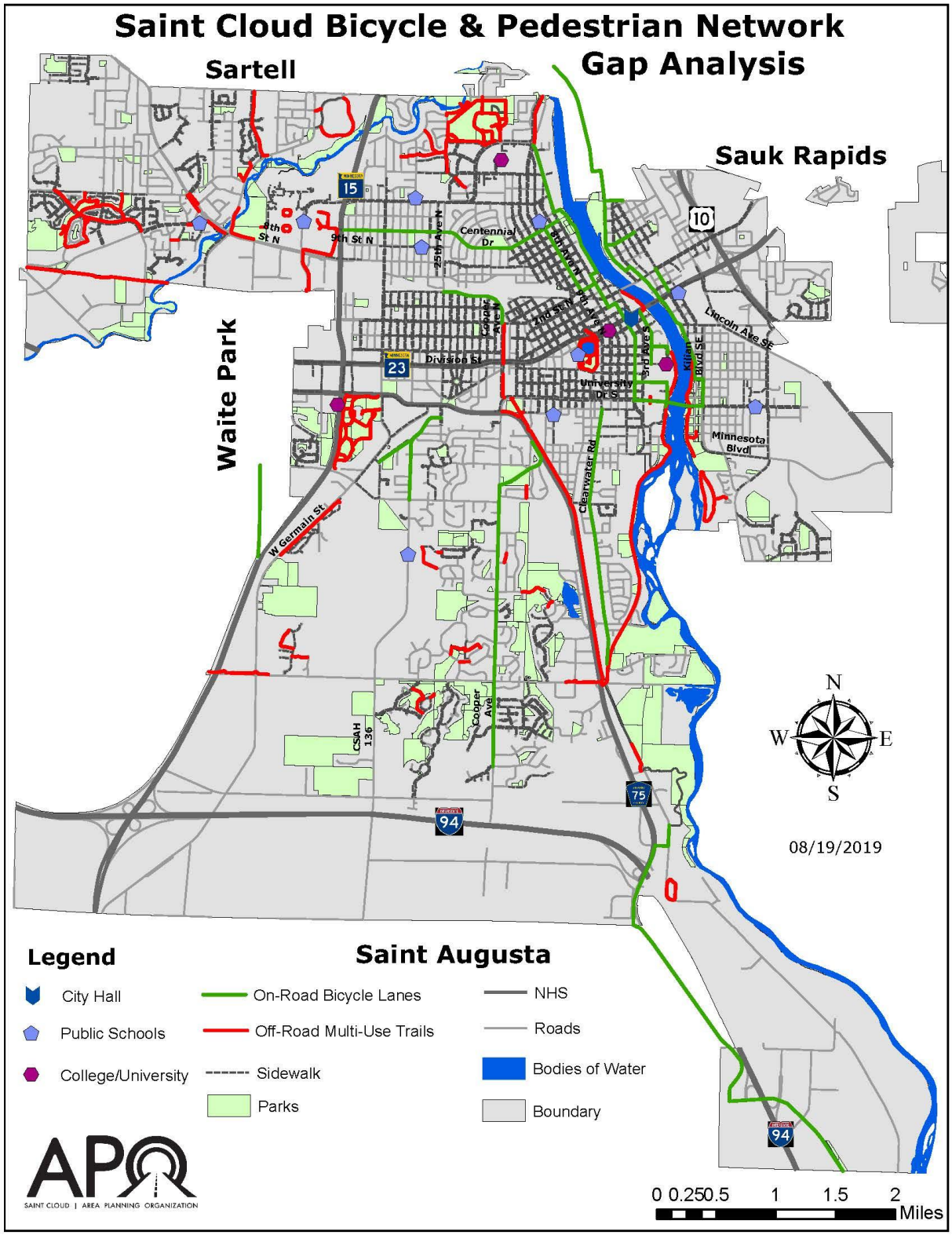
C. Multimodal

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

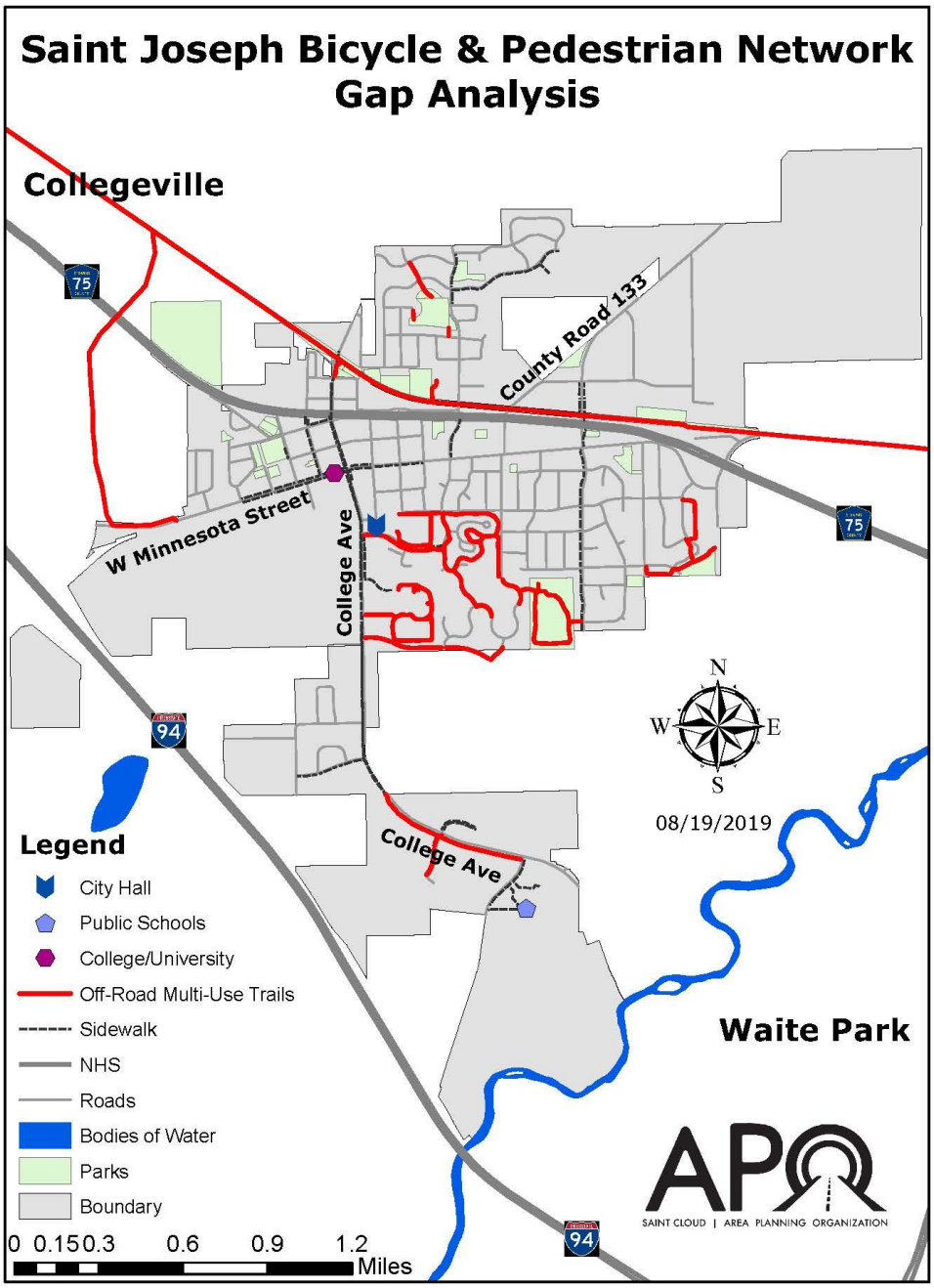
- Criterion to consider
  - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
  - Project contains the following:
    - Multi-use paths.
    - On-road bicycle lanes.
    - 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.



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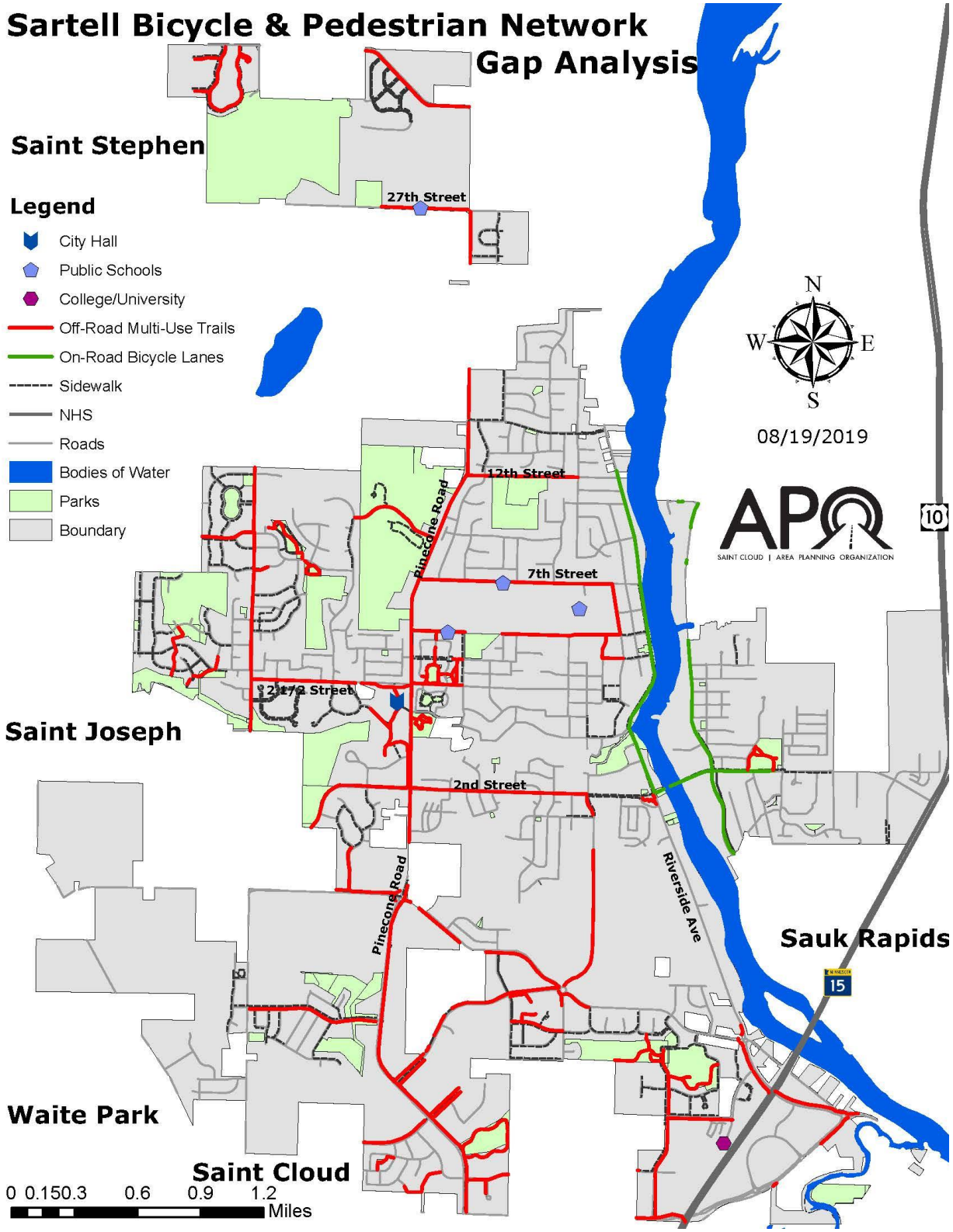

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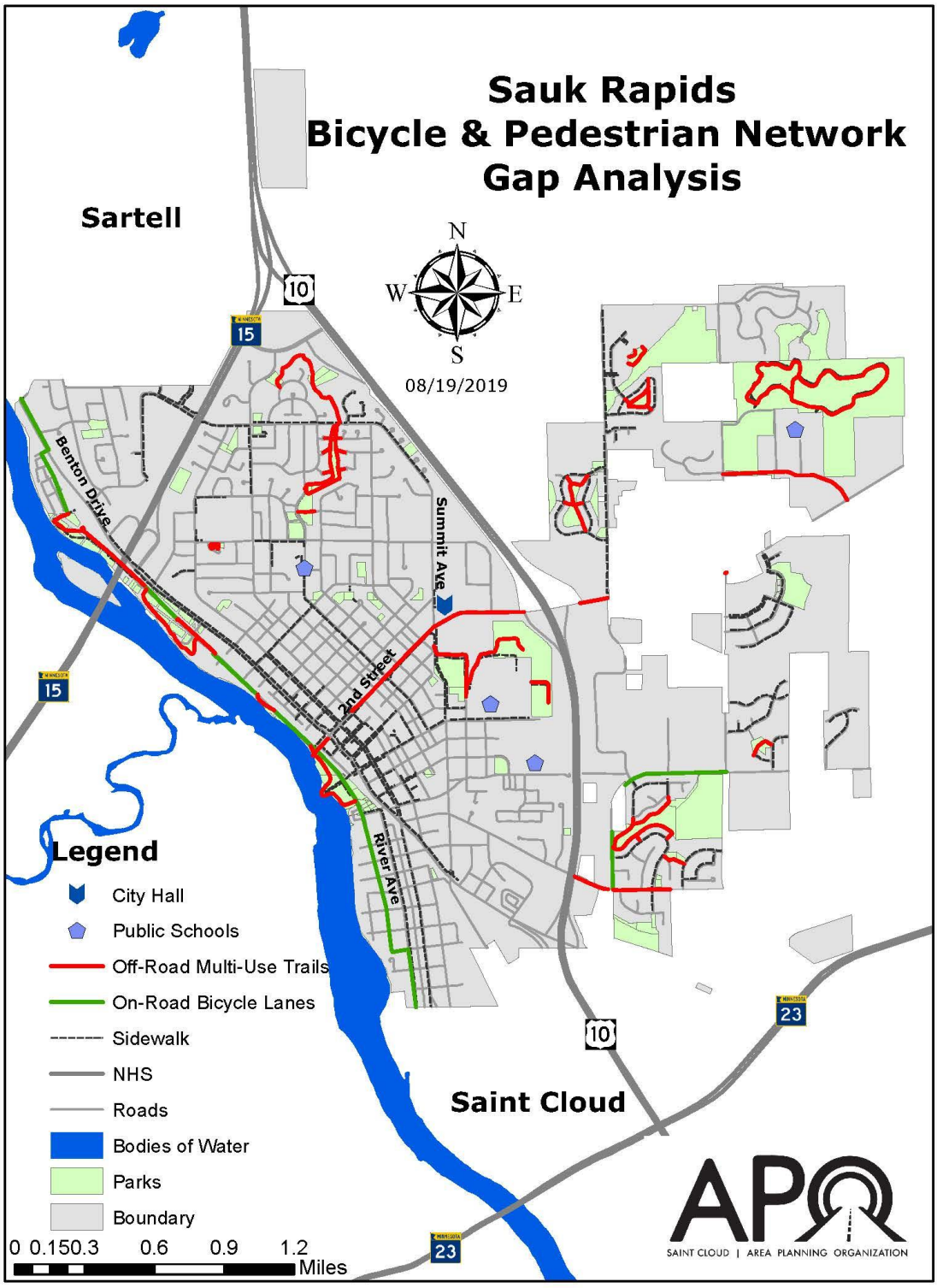
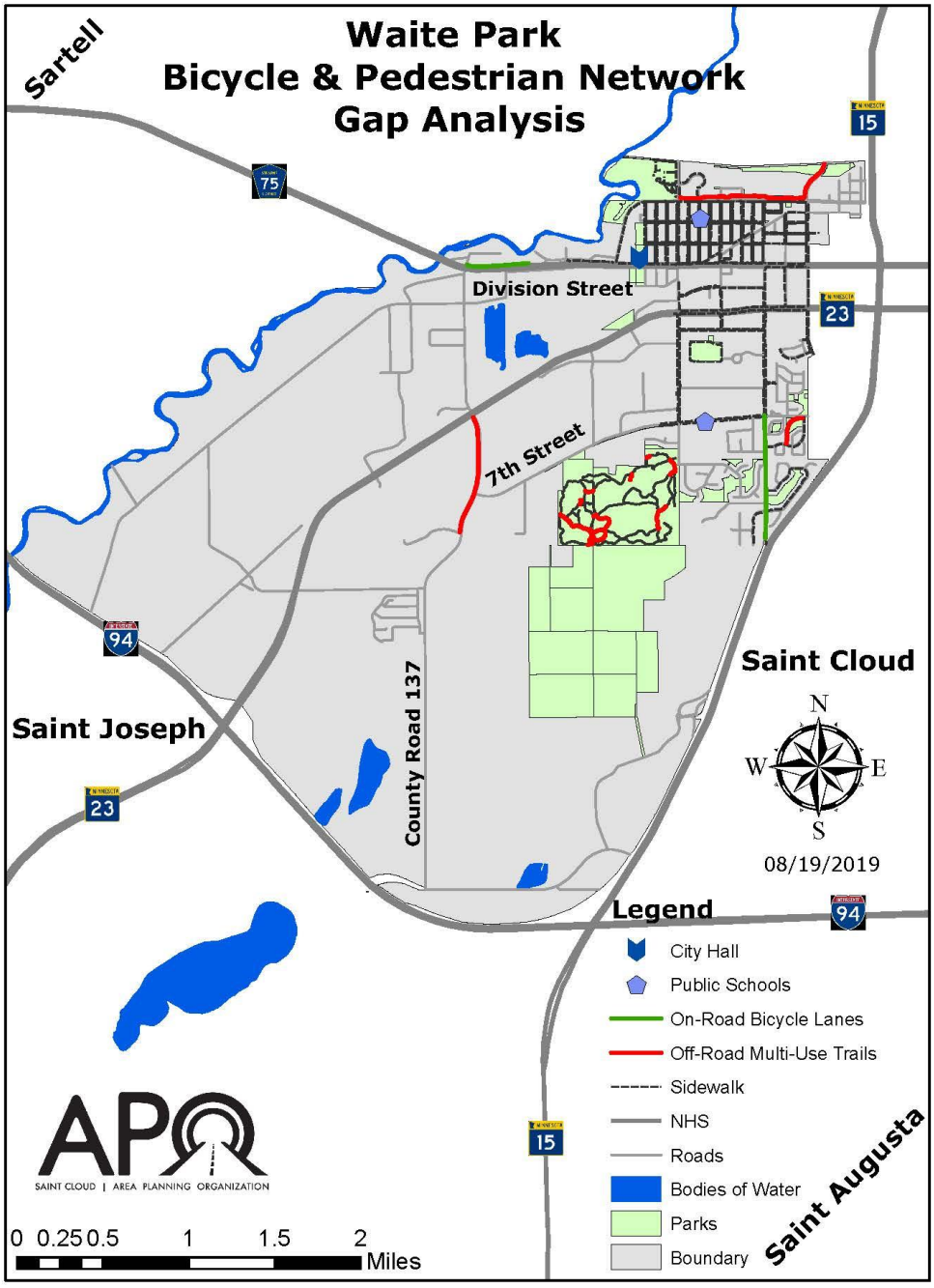


Data source: Saint Cloud APO.

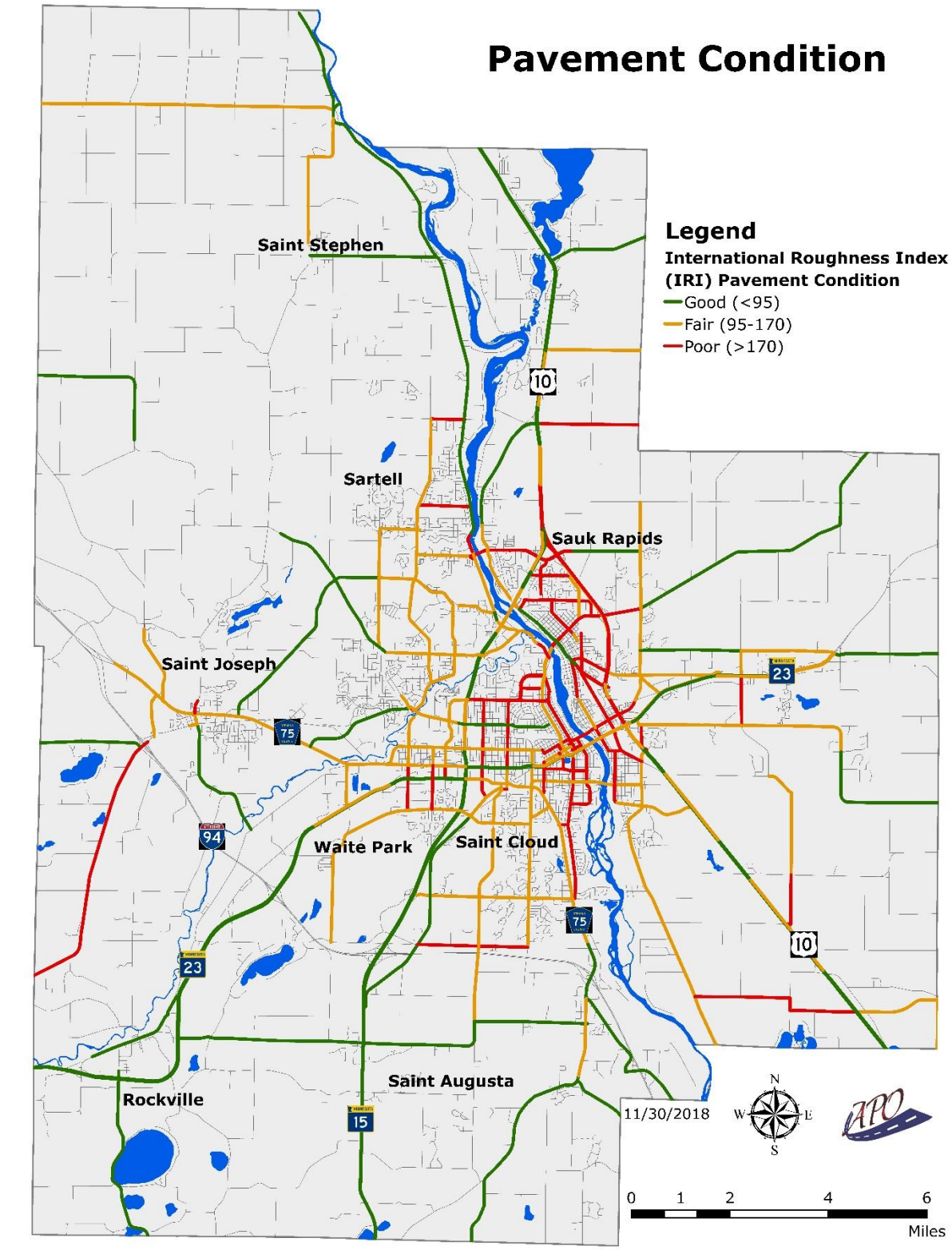


Data source: Saint Cloud APO.

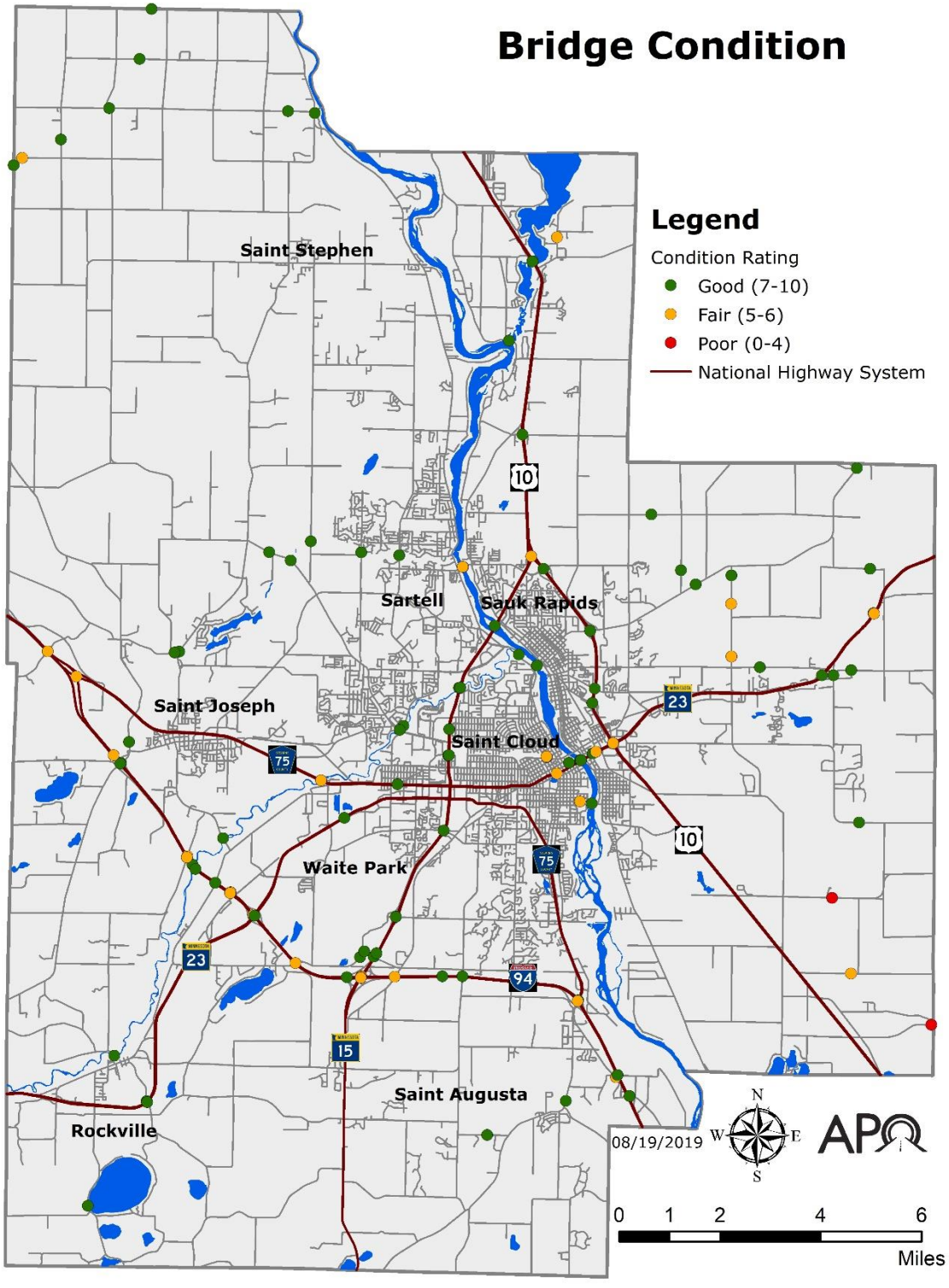
D. System Condition

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.



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

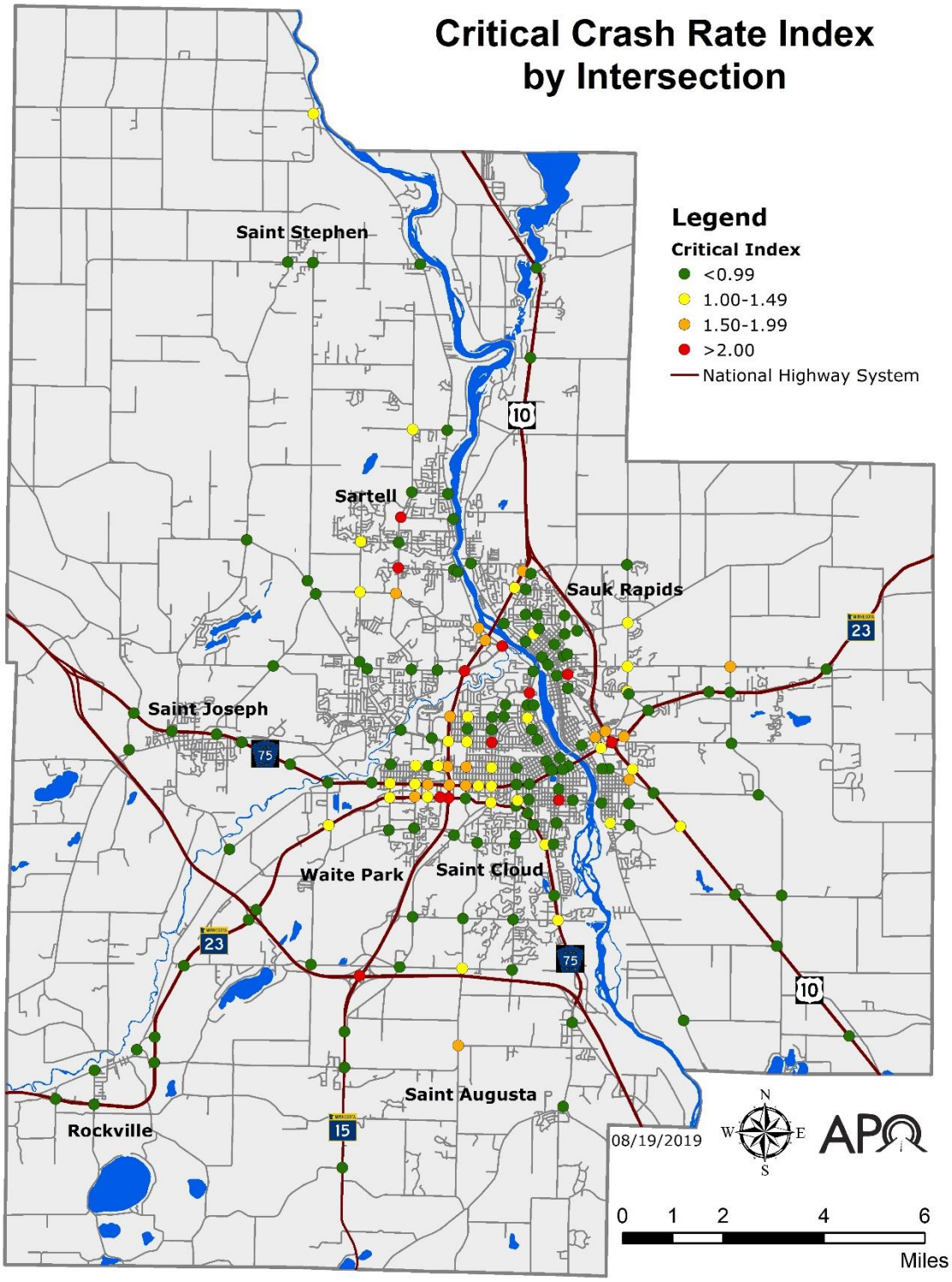


Data source: MnDOT, 2017.

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.

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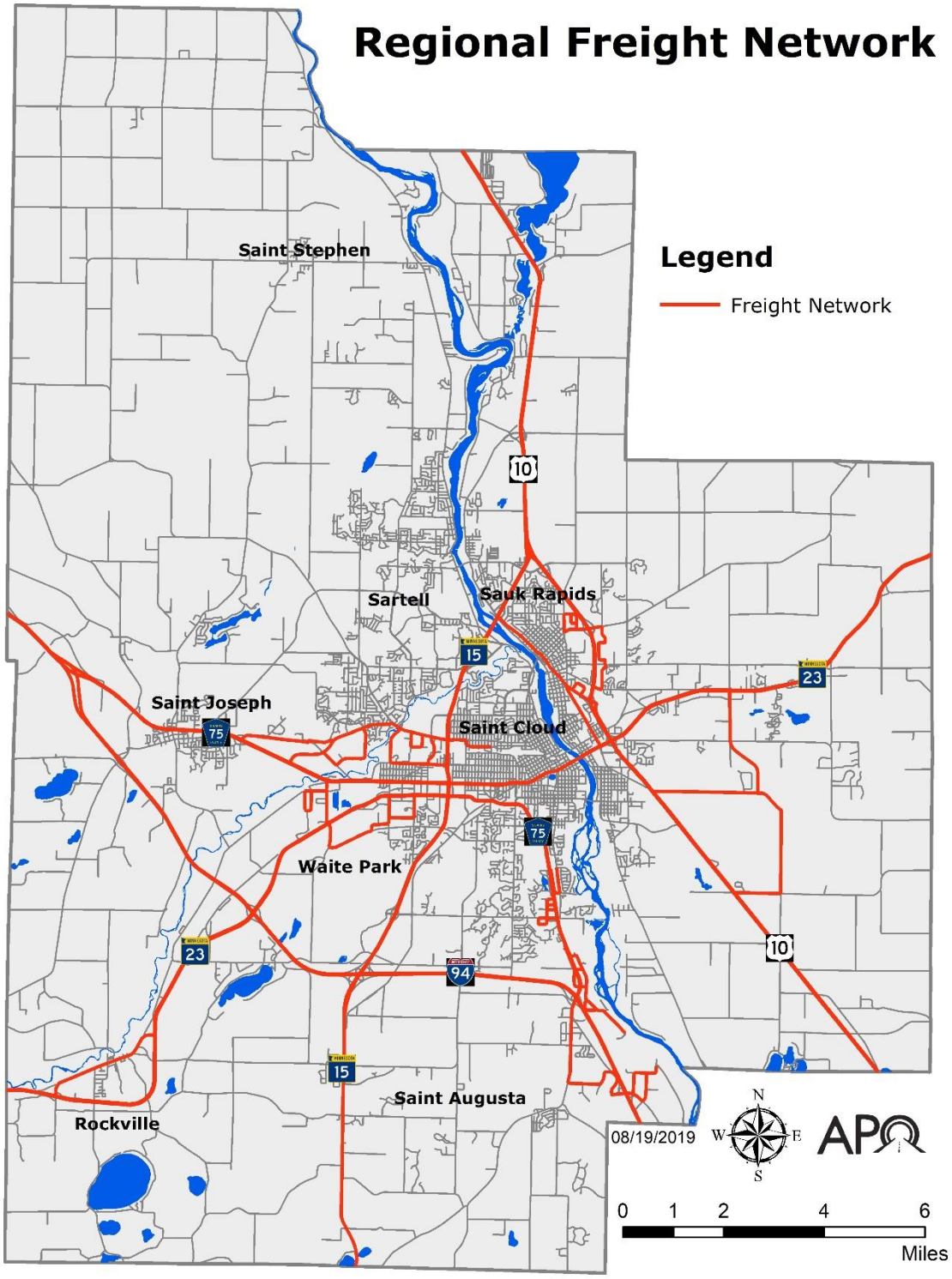


Data source: 2018, SRF Consulting, Inc.

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.

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
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							
*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							

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION
Central Minnesota Area Transportation Partnership
FY 2024

1. APPLICANT INFORMATION

Local Agency: City of Sauk Rapids | Project Manager: Scott Hedlund, PE

Address: 250 Summit Avenue North, Sauk Rapids, MN 56379 | Title: Consulting Engineer

Phone: 320.229.4335 | Fax: 888.908.8166 | Email: shedlund@sehinc.com

Project Contact *(If different from Proj. Mgr.)*: | Title:

Phone: | Fax: | Email:

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO | Congressional District: 6th | Legislative District: 13B | Length: 0.40 Mi.

Route #: | &/or Street Name: Benton CSAH 1 (Mayhew Lake Road) Trail

Beginning Termini: Benton CSAH 3 (Golden Spike Road)

Ending Termini: Osauka Road (Sauk Rapids-Rice High School entrance)

3. TECHNICAL INFORMATION

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

Urban

- ☐ Urban Principal Arterial
- ☐ Urban Minor Arterial
- ☐ Urban Collector

Rural

- ☐ Rural Principal Arterial
- ☐ Rural Minor Arterial
- ☐ Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating: NA
NA	

C. Traffic Volume

Current AADT:	NA	20-Year AADT:	NA

D. Bridge Condition

SR:	NA

4. PROJECT TYPE *(Check all that apply)*

- ☐ New Alignment
- ☐ Roadway Expansion
- ☐ Roadway Reconstruction
- ☐ Roadway Reclamation, Reconditioning & Resurfacing
- ☐ Bridge
- X Other: *(specify)* Trail

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

Construct a 10 ft. wide bituminous trail along CSAH 1 (Mayhew Lake Road) from CSAH 3 (Golden Spike Road) to Osauka Road (Sauk Rapids-Rice High School entrance).

6. PURPOSE AND NEED *(Summary)*

The Sauk Rapids-Rice High School does not presently have sidewalk or trail access from the core of the city. High traffic volumes and speeds on the adjacent highways (CSAH 1 and CSAH 3) make pedestrian and bicycle access to and from the school unsafe. With the growing enrollment at the High School and high potential for development surrounding the school, the need for safe access will be magnified as time goes on.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.
The proposed trail will provide much needed accessibility for pedestrians and bicyclists to travel to and from the High School and Mayhew Creek regional park.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.
This project is the last leg of a trail that will make the connection to the High School from the heart of the city. The CSAH 1 Trail will connect to the existing trail along CSAH 3, which in turn connects to the Great River Road (CR33) and the federally funded Mississippi River Trail (MRT) in the heart of downtown Sauk Rapids.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.
The main users of this trail will be students and faculty of the High School, as well as recreational users of Mayhew Creek Park. It is estimated that 110 students/faculty per day could be expected to use the trail, which represents approximately 7% of the 1530 students and faculty of the school. In addition, 10 recreational users a day are expected for a total of 120 users per day. It is expected that all ages will potentially utilize the new trail due to the High School and Park attractions and events.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.
Presently there are no pedestrian facilities serving the Sauk Rapids-Rice High School or Mayhew Creek Park. The City's Transportation plan identifies the issue of traffic speed being not conductive to safe student travel in the Mayhew Lake Rd. (CSAH 1) corridor. The proposed project will provide safe access to the High School and Mayhew Creek Park.

E. Safety

Explain how the project or elements of the project may improve safety.
The proposed trail will be grade separated from CSAH 1 and will be located on an easement to be acquired on private land on the east side of CSAH 1. Removing the interaction of vehicles with pedestrians and bicyclists will provide a safe mode of transportation for these users.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.
Trails are an important part of the infrastructure in any vibrant growing community. Trails, especially those that connect neighborhoods to schools, can have a significant economic impact on community development.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?
2016 Benton Drive

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested *(Maximum 80% / Minimum 30%)*	**$354,000**	**80**
Local Matching Funds *(Minimum 20%)*	**$89,000**	**20**
Total Eligible Costs	**$443,000**	**100**

9. RIGHT OF WAY NEEDS *(Check all that apply)*

Property to be purchased?	Yes X No	Easement(s) needed?	X Yes ☐ No
Donated property?	☐ Yes X No	Relocations anticipated?	☐ Yes X No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	2 / 2022
Construction Plan Prepared	6 / 2023
Right of Way Acquired	6 / 2023
Construction Start	5 / 2024
Estimated Project Duration	3 Months

11. SUPPORTING PROJECT DETAILS

A. Is the project identified in an approved or adopted statewide, regional, or local plan? X Yes ☐ No
If yes, please list all relevant plans: City of Sauk Rapids Transportation Plan, City of Sauk Rapids Capital Improvement Plan, St Cloud Area Planning Organization 2040 Long Range Transportation Plan

B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? X Yes ☐ No

If no, please explain: _____

C. If successfully funded, is your agency considering accelerating the project development and construction
Using Advance Construction? X Yes ☐ No If yes, please list planned year of construction: 2021

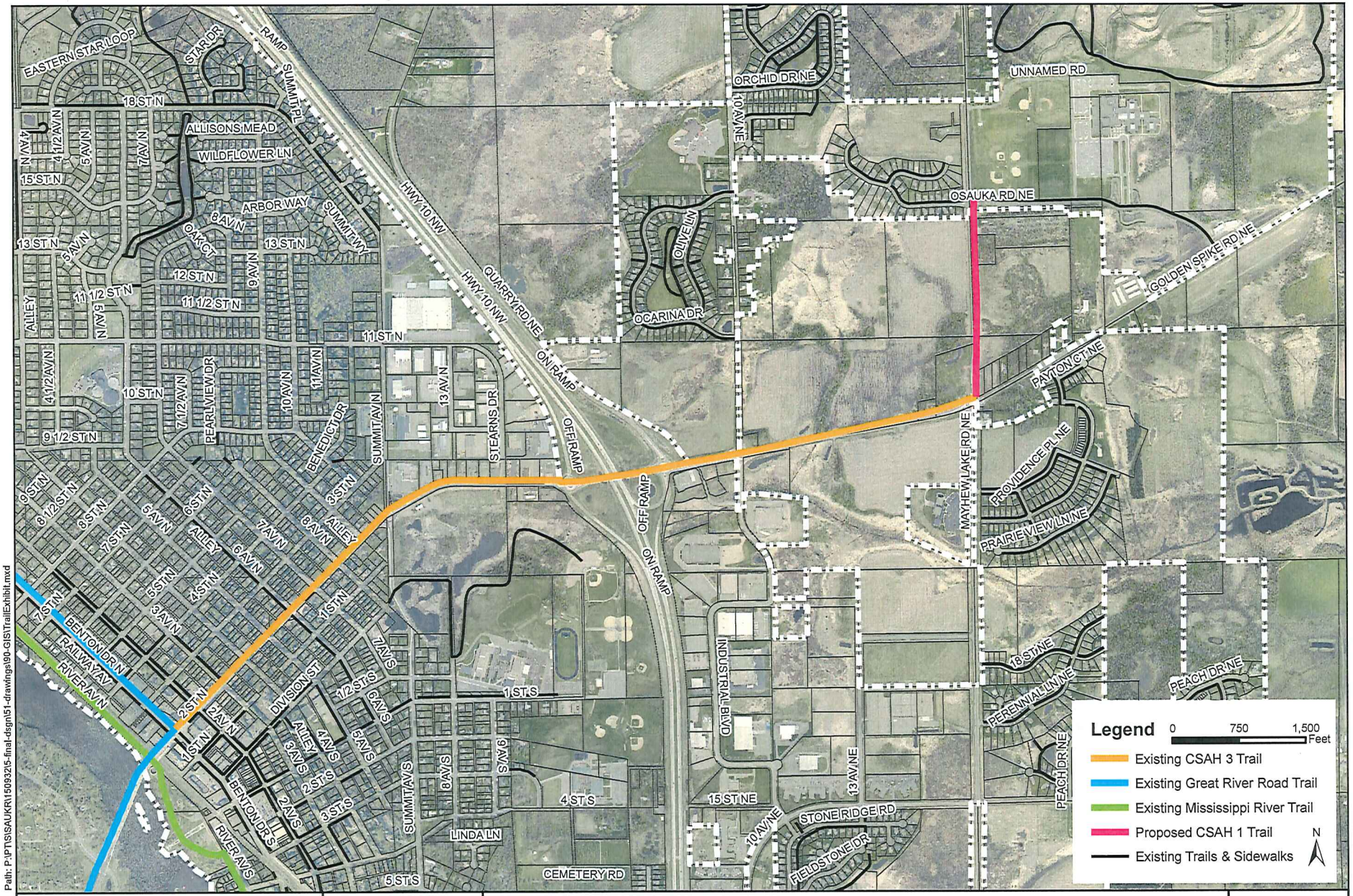
D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* X Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS *(Optional)*

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.

Scott D. Hedlund	Project Manager	12/19/19
Signature	Title	Date

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.



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SEH

1200 25th Avenue South
P.O. Box 1717
St. Cloud, MN 56302-1717
(320) 229-4300
www.sehinc.com

SAUKR150932

12/20/2019

PROJECT LOCATION

CSAH 1 TRAIL IMPROVEMENTS
Sauk Rapids, Minnesota

Figure 1

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

City of Sauk Rapids Resolution No. 2019-48

RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR FY 2024 FEDERAL TRANSPORTATION PROJECT SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION

CSAH 1 Trail Improvements

WHEREAS, federal formula funding authorized within the Surface Transportation Block Grant Program has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS, the District 3 ATP receives a portion of this federal formula funding, which is distributed partially to MnDOT District 3 and partially to local units of government within District 3; and

WHEREAS, the St. Cloud Planning Organization (APO) receives a portion of the District 3 ATP local government share for annual programming within the APO Planning Area; and

WHEREAS, the City of Sauk Rapids has recognized the need for the CSAH 1 Trail Improvements from CSAH 3 to Osauka Road by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2024 federal funding; and

WHEREAS, federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

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

WHEREAS, it is recognized that in order to leverage more federal transportation projects, and fully utilize the APO's annual allocation of federal funding, the APO Board may request that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE BE IT RESOLVED, that the City of Sauk Rapids guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for the CSAH 1 Trail Improvements; and

BE IT FURTHER RESOLVED, that the City of Sauk Rapids also guarantees the availability of location funding for all federally non-eligible costs of this project.

ATTEST:

Ross Olson, City Administrator | Kurt Hunstiger, Mayor | 12-9-19 Date

p:\pt\s\saukr\common\corr\2019\resolution cert availaility of local csah 1 match.doc

Attachment

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION
Central Minnesota Area Transportation Partnership
FY 2024

1. APPLICANT INFORMATION

Local Agency: City of Sauk Rapids | Project Manager: Scott Hedlund, P.E.

Address: 250 Summit Avenue North, Sauk Rapids, MN 56379 | Title: Consulting Engineer

Phone: 320.229.4335 | Fax: 888.908.8166 | Email: shedlund@sehinc.com

Project Contact *(If different from Proj. Mgr.)*: | Title:

Phone: | Fax: | Email:

2. PROJECT IDENTIFICATION

RDC/MPO Region: APO | Congressional District: 6th | Legislative District: 13B | Length: 0.37 M

Route #: | &/or Street Name: 2nd Avenue South

Beginning Termini: Benton Drive

Ending Termini: 10th Street South

3. TECHNICAL INFORMATION

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

Urban	Rural
☐ Urban Principal Arterial	☐ Rural Principal Arterial
☐ Urban Minor Arterial	☐ Rural Minor Arterial
☒ Urban Major Collector	☐ Rural Major Collector

B. Pavement Condition

Age of Surface: 60

Rating: Poor

C. Traffic Volume

Current AADT: 3650 | 20-Year AADT: 10,600

D. Bridge Condition

SR:

4. PROJECT TYPE *(Check all that apply)*

☐ New Alignment
☐ Roadway Expansion
X Roadway Reconstruction
☐ Roadway Reclamation, Reconditioning & Resurfacing
☐ Bridge
☐ Other: *(specify)*

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

Reconstruction of 2nd Avenue South from Benton Drive to 10th Street South, including roadway, sidewalk, drainage, and water main improvements.

6. PURPOSE AND NEED *(Summary)*

This 60-year old bituminous pavement on this major collector roadway with a current ADT of 3650, and a 20-year projected ADT of 10,600 is in poor condition and has outlived its useful life. There are limited drainage facilities on this roadway segment. The improvements are proposed in order to improve the pavement condition, provide ADA compliant multi-modal facilities, improve drainage, and create a functional gateway to the downtown commercial area.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.
This heavily used major collector roadway is used as a direct route between St. Cloud and Sauk Rapids, and is also used by the St. Cloud Metropolitan Transit Commission (MTC) as a bus route to downtown Sauk Rapids and other destinations within the city.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.
Second Avenue, as a major collector, connects the downtown areas of St. Cloud and Sauk Rapids. In addition, it intersects Benton Drive, a minor arterial with connections to the industrial area in the south part of the city, and TH 10, a principal arterial.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.
With the reconstruction of the sidewalk, a new ADA compliant sidewalk will be extended from the downtown to the heart of the southern residential part of the city.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.
This segment is over 60 years old since it was last reconstructed, and has well exceeded its design life. Any maintenance on this roadway is a poor investment until it is reconstructed. Replacing this segment will provide a sound multi-modal transportation route on this heavily traveled major collector.

E. Safety

Explain how the project or elements of the project may improve safety.
The reconstruction of the pavement will provide a road surface free of potential hazards. The reconstruction of the sidewalk will provide an ADA compliant sidewalk for pedestrians.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.
Properly designed transportation facilities are the backbone of commerce. This major collector connects the downtown of St. Cloud with the downtown of Sauk Rapids, and is used by the MTC as a route for employees and customers of local businesses.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project? **2016**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested *(Maximum 80% / Minimum 30%)*	**$1,112,000**	**80**
Local Matching Funds *(Minimum 20%)*	**$278,000**	**20**
Total Eligible Costs	**$1,390,000**	**100**

9. RIGHT OF WAY NEEDS *(Check all that apply)*

Property to be purchased?	☐ Yes X No	Easement(s) needed?	☐ Yes X No
Donated property?	☐ Yes X No	Relocations anticipated?	☐ Yes X No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	2 / 2022
Construction Plan Prepared	6 / 2023
Right of Way Acquired	/
Construction Start	4 / 2024
Estimated Project Duration	5 Months

Attachment

11. SUPPORTING PROJECT DETAILS

A. Is the project identified in an approved or adopted statewide, regional, or local plan? X Yes ☐ No
If yes, please list all relevant plans: City of Sauk Rapids Capital Improvement Plan

B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? X Yes ☐ No

If no, please explain:

C. If successfully funded, is your agency considering accelerating the project development and construction
using Advance Construction? ☐ Yes X No If yes, please list planned year of construction:

D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* X Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

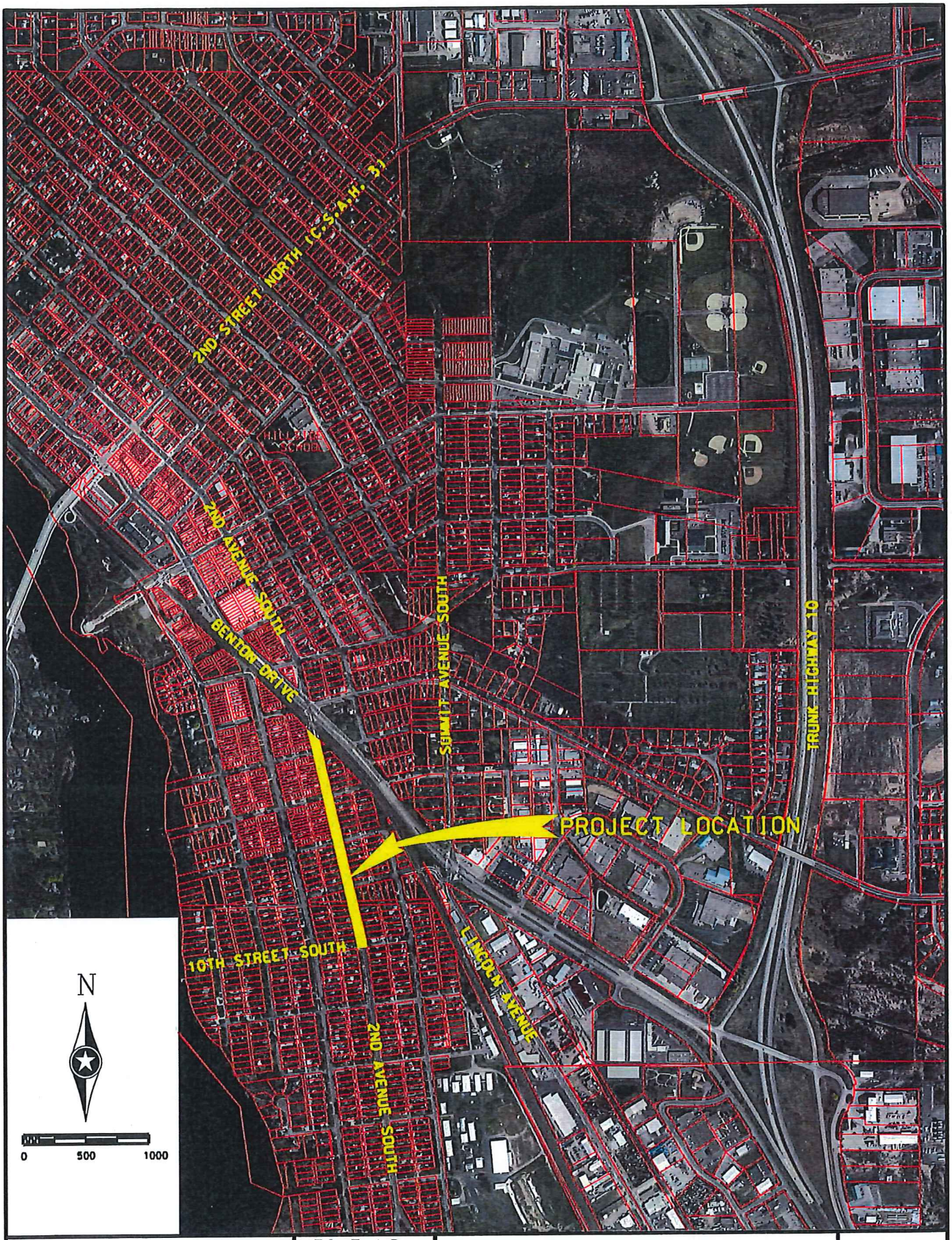
12. ADDITIONAL PROJECT DETAILS *(Optional)*

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.

Signature	Title	Date
Scott D. Hedlund	Project Manager	12/19/19

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.

Attachment



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FILE NO.	2ND AVENUE SOUTH IMPROVEMENTS PROJECT LOCATION MAP SAUK RAPIDS, MN	FIGURE NO.
SAUKR 113451		1
DATE: 12/19/17		

Attachment

City of Sauk Rapids Resolution No. 2019-45

RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR FY 2024 FEDERAL TRANSPORTATION PROJECT SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION

2nd Avenue South from Benton Drive to 10th Street South

WHEREAS, federal formula funding authorized within the Surface Transportation Block Grant Program has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS, the District 3 ATP receives a portion of this federal formula funding, which is distributed partially to MnDOT District 3 and partially to local units of government within District 3; and

WHEREAS, the St. Cloud Planning Organization (APO) receives a portion of the District 3 ATP local government share for annual programming within the APO Planning Area; and

WHEREAS, the City of Sauk Rapids has recognized the need for improvements to 2nd Avenue South from Benton Drive to 10th Street South by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2024 federal funding; and

WHEREAS, federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

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

WHEREAS, it is recognized that in order to leverage more federal transportation projects, and fully utilize the APO's annual allocation of federal funding, the APO Board may request that a local match in excess of this twenty (20) percent minimum be guaranteed.

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

BE IT FURTHER RESOLVED, that the City of Sauk Rapids also guarantees the availability of location funding for all federally non-eligible costs of this project.

ATTEST:

Ross Olson, City Administrator

Kurt Hunstiger, Mayor

12-9-19
Date

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Attachment

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION
Central Minnesota Area Transportation Partnership
FY 2024

1. APPLICANT INFORMATION

Local Agency: Benton County | Project Manager: Chris Byrd

Address: PO Box 247 Foley, MN 56329 | Title: County Engineer

Phone: 320-968-5051 | Fax: 320-968-5333 | Email: cbyrd@co.benton.mn.us

Project Contact *(If different from Proj. Mgr.)*: | Title:

Phone: | Fax: | Email:

2. PROJECT IDENTIFICATION

RDC/MPO Region: *APO* | Congressional District: 6 | Legislative District: 13B | Length: 2.0 Mi.

Route # CSAH 1 | &/or Street Name: Mayhew Lake Road

Beginning Termini: Intersection of CSAH 29

Ending Termini: NW Corner of S6, T36N, R30W

3. TECHNICAL INFORMATION

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

Urban
- ☐ Urban Principal Arterial
- ☐ Urban Minor Arterial
- ☐ Urban Collector

Rural
- ☐ Rural Principal Arterial
- ☒ Rural Minor Arterial
- ☐ Rural Major Collector

B. Pavement Condition

Age of Surface: *24*

Rating: *2.5 (RQI)*

C. Traffic Volume

Current AADT: *3300* | 20-Year AADT: *5930*

D. Bridge Condition

SR:

4. PROJECT TYPE *(Check all that apply)*

- ☐ New Alignment
- ☐ Roadway Expansion
- ☐ Roadway Reconstruction
- ☒ Roadway Reclamation, Reconditioning & Resurfacing
- ☐ Bridge
- ☐ Other*: (specify)*

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

CSAH 1 Full Depth Reclamation and Resurfacing

6. PURPOSE AND NEED *(Summary)*

This project is a high volume, minor arterial route. The proposed project is a pavement preservation project and is needed to extend the life of the roadway and to bring the structural capacity to 10-ton axle weights.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.

The project is an important minor arterial bringing motorists to Sauk Rapids and St. Cloud. It connects rural residents to employment centers in Sauk Rapids and East St. Cloud. Social media interactions indicate that this route is important to motorists as far away as Morrison County.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

The project route is an important link to the urbanized areas of Benton County, including Sauk Rapids and St. Cloud. Special Farm Products permits reveal that this route serves a lot of heavy agricultural traffic. A large chicken-feed mill is just west of the project and many 90,000 lbs and 97,000 lbs truck trips utilize this corridor to access the numerous chicken producers within the County and beyond.
To the south of the project corridor, exists the Sauk Rapids High School. This project is the primary bus route to the school from the north. Beyond the project limits to the south, the corridor connects to CSAH 3, and then to MNTH23.

C. Multimodal

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

Although the corridor is a rural section, multiple rural-residential areas exist along the corridor. Existing road conditions are such that pedestrians and bicycling is not advised, due to the lack of shoulders. The proposed project will widen the pavement beyond the driving lanes and allowing a safe place for pedestrians and bicyclists.
The traffic along this corridor is over 9% heavy trucks, with an undocumented number of agricultural implements of husbandry trying to access the feed mill.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

The current system condition is in Fair condition with an RQI of 2.5, but there is a high likelihood the condition will drop to Poor before the project commences. The road has exceeded its design life of 20 years and was only designed as a 9-Ton axle road. Although the route routinely sees axle loads exceeding its design. Pavement rehabilitation will extend the life of the road to another 20 years and enhance the structural capacity to accommodate today's heavier trucks.

E. Safety

Explain how the project or elements of the project may improve safety.
Safety will be improved by providing for at least 12 foot wide driving lanes. Currently edge drop-of is a safety issue that Benton County maintenance constantly addresses. The proposed project will extend the pavement to beyond the driving lanes and provide for at least 6 foot wide paved shoulder. The pavement will have the Safety Edge and ground-in wet-reflective pavement markings will be installed.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.
This project is extremely important to the economic vitality of Benton County because it will extend the life of a vital minor arterial route in Benton County. The agricultural industry relies on this route for moving product from producers to markets. The industrial parks of Sauk Rapids and east St. Cloud rely on this route to bring employees into their facilities. Furthermore, the secondary education system in Benton County relies on this route to safely and efficiently bring students to and from school.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project? **2018**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested *(Maximum 80% / Minimum 30%)*	**$720,000**	**80**
Local Matching Funds *(Minimum 20%)*	**$180,000**	**20**
Total Eligible Costs	**$900,000**	

9. RIGHT OF WAY NEEDS *(Check all that apply)*

Property to be purchased?	☐ Yes ☒ No	Easement(s) needed?	☐ Yes ☒ No
Donated property?	☐ Yes ☒ No	Relocations anticipated?	☐ Yes ☒ No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	April / 2021
Construction Plan Prepared	December / 2021
Right of Way Acquired	N / A
Construction Start	June / 2022
Estimated Project Duration	3 Months

11. SUPPORTING PROJECT DETAILS

A. Is the project identified in an approved or adopted statewide, regional, or local plan? ☒ Yes ☐ No
If yes, please list all relevant plans: Benton County 5 yr Road CIP

B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? ☒ Yes ☐ No

If no, please explain:

C. If successfully funded, is your agency considering accelerating the project development and construction using Advance Construction? ☒ Yes ☐ No If yes, please list planned year of construction: 2022

D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* ☒ Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS *(Optional)*

This project is an excellent example of a pavement preservation project that applies the correct preservation techniques at the correct time. The project also has the additional benefit of improving safety while providing opportunity for bicycling. Additionally the project will enhance the structural capacity of the roadway to accommodate today's agricultural and industrial needs. Funding the project now offers a lower cost solution that waiting and needing more costly repairs in the future.

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.

Signature	Title	Date
	County Engineer	1-2-20

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.

Attachment

5 Year Road Plan

2020 thru 2024

- Bridge Replace
- Mill & Olay
- Pave Gravel
- Reclaim
- Reconditioning
- Reconstruct

Project Location

BENTON COUNTY

Date Created 8/26/2019

Miles

0 1 2 4

Attachment

BENTON COUNTY BOARD OF COMMISSIONERS
RESOLUTION 2019 # 51

RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR FY 2024 FEDERAL TRANSPORTATION PROJECT SUBMITTAL TO St. Cloud APO

CSAH 1 Full Depth Reclamation from CSAH 29 to County Road 78

WHEREAS; federal formula funding authorized within the Fixing America's Surface Transportation Act (FAST Act) has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS; the Minnesota Department of Transportation (Mn/DOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS; the Benton County Board of Commissioners has recognized the need for CSAH 1 Full Depth Reclamation from CSAH 29 to County Road 78 project by including this project in its currently held valid Capital Improvement Program, and intends to submit this project to Region 7W as a candidate for FY 2024 federal funding; and

WHEREAS; the District 3 ATP receives 10.2 percent of this federal formula funding, which is distributed 75 percent to Mn/DOT District 3 and 25 percent to local units of government within District 3; and

WHEREAS; the St. Cloud Area Planning Organization (APO) receives 20.53% of the District 3 ATP local government share for annual programming within the APO Planning Area; and

WHEREAS; federal transportation projects can compete through Region 7W's funding process for up to eighty (80) percent of eligible federal costs; and

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

NOW, THEREFORE, BE IT RESOLVED, that the Benton County Board of Commissioners guarantees that twenty (20) percent local matching funds, at a minimum, will be available for eligible federal costs for CSAH 1 Full Depth Reclamation from CSAH 29 to County Road 78 project; and

BE IT FURTHER RESOLVED, that the Benton County Board of Commissioners also guarantees the availability of local funding for all federally non-eligible costs of this project.

(Signatures on Following Page)

Attachment

Approved and adopted this 17th day of December, 2019.

A. Jake Bauerly Chair,
Benton County Board of Commissioners

ATTEST:

Montgomery Headley
Benton County Administrator

Attachment

LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION
Central Minnesota Area Transportation Partnership
FY 2024

1. APPLICANT INFORMATION

Local Agency: Stearns County | Project Manager: Jodi Teich

Address: 455 28th Avenue South, Waite Park, MN 56387 | Title: County Engineer

Phone: 320-255-6180 | Fax: 320-255-6186 | Email: jodi.teich@co.stearns.mn.us

Project Contact *(If different from Proj. Mgr.)*: | Title:

Phone: | Fax: | Email:

2. PROJECT IDENTIFICATION

RDC/MPO Region: *APO* | Congressional District: 6 | Legislative District: 13 | Length: 0.6 Mi.

Route # CSAH 133 | &/or Street Name:

Beginning Termini: CSAH 75

Ending Termini: 19th Avenue in St. Joseph

3. TECHNICAL INFORMATION

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

Urban	Rural
☒ Urban Principal Arterial	☐ Rural Principal Arterial
☒ Urban Minor Arterial	☐ Rural Minor Arterial
☐ Urban Collector	☐ Rural Major Collector

B. Pavement Condition

Age of Surface:	Rating: *3.0 (PQI)*
23 (in 2024)	

C. Traffic Volume

Current AADT:	*10300 (2017)*	20-Year AADT:	*13390*

D. Bridge Condition

SR:

4. PROJECT TYPE *(Check all that apply)*

☐ New Alignment	☐ Roadway Reclamation, Reconditioning & Resurfacing
☒ Roadway Expansion	☐ Bridge
☐ Roadway Reconstruction	☐ Other: *(specify)*

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

From 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

6. PURPOSE AND NEED *(Summary)*

CSAH 133 is a minor arterial that connects the cities of St. Joseph and Sartell, and also serves as a connection between Interstate 94 and US Highway 10. The segment of CSAH 133 proposed for expansion currently has two lanes. The left turn lane from eastbound CSAH 75 to northbound CSAH 133 currently backs up into the through lane during morning and afternoon peak hours, causing safety issues along the CSAH 75 corridor (a principal arterial). There are also safety concerns at the CSAH 133/Elm Street intersection as development occurs in the area. The proposed project would provide a dual left turn lane along CSAH 75, a four lane divided section along CSAH 133 and intersection improvements at the Elm Street intersection.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.

The project will include ADA compliant infrastructure and sidewalk and/or trail on both sides of CSAH 133, as well as connections to the Lake Wobegon Regional Trail. The project lies just outside of minority and poverty areas in the city of St. Joseph, so no adverse effects/impacts are anticipated. While this section of road does not currently show that it has a V/C ration greater than 1, it will reach and exceed that level during the usable life of the project if nothing is done.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

The proposed project will make improvements along a minor arterial (CSAH 133), and improve traffic back up issues at the intersection with CSAH 75 (a principal arterial). The city of St. Joseph supports the project, and will participate financially in the project. Further, CSAH 133 serves as a connection between Interstate 94 and US Highway 10, and connects the cities of St. Joseph and Sartell. It is also a popular commuter route to the medical facilities located along the border of St. Cloud and Sartell.

C. Multimodal

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

As stated above, the project will include sidewalk and/or trail on both sides of CSAH 133 and connections to the Lake Wobegon Regional Trail. The sidewalks and trail connection provide access for the residents of St. Joseph to Coborn's grocery store, a local credit union, Centracare Clinic and a McDonald's.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

The pavement along this section of CSAH 133 is badly rutted, especially causing concerns during rain events. The PQI rating (from 2018) is somewhat misleading in that the pavement in this area has been patched repeatedly and continues to deteriorate. Further the proposed median will eliminate the need for Stearns County maintenance forces to continually replace the surface mounted tube delineators currently needed to prevent traffic from making improper turning movements.

E. Safety

Explain how the project or elements of the project may improve safety.

While the maps the APO has do not show the intersection of CSAH 133 and CSAH 75 as a high crash location, the crashes near the intersection of CSAH 75 and CSAH 133, as well as the crashes along the project area of CSAH 133 from 2016 through the first half of 2018 are attached to this application. Of those crashes 9 are eastbound rear end diagram crashes along CSAH 75 in the area of the left turn lane to CSAH 133, indicating that a dual left turn lane along CSAH 75 could help to minimize the number of that type of crash. The proposed median along CSAH 133 will also eliminate potential for head on crashes along CSAH 133, and will provide a pedestrian refuge at the crossing areas. Ground in wet reflective pavement markings will be used to extend the life of those markings and make them more visible in wet conditions.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.

As previously stated CSAH 133 serves as a connection/freight corridor between Interstate 94 and US Highway 10. It is also a major commuter route for those working at or visiting the medical campuses along the border of Sartell and St. Cloud. The proposed dual left turn lanes will not only provide more efficient traffic operations for those turning onto CSAH 133 from CSAH 75, but it will also improve operations along this section of CSAH 75 because of the improved signal operations by moving more traffic through the intersection on the left turn phase.

G. Equity

What was the last year your jurisdiction received federal aid for a construction project?	**2022**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested *(Maximum 80% / Minimum 30%)*	**$1,440,000**	**80%**
Local Matching Funds *(Minimum 20%)*	**$360,000**	**20%**
Total Eligible Costs	**$1,800,000**	**100%**

9. RIGHT OF WAY NEEDS *(Check all that apply)*

Property to be purchased?	☒ Yes ☐ No	Easement(s) needed?	☒ Yes ☐ No
Donated property?	☐ Yes ☒ No	Relocations anticipated?	☐ Yes ☒ No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	10 / 2023
Construction Plan Prepared	11 / 2023
Right of Way Acquired	01 / 2024
Construction Start	05 / 2024
Estimated Project Duration	3 Months

11. SUPPORTING PROJECT DETAILS

A. Is the project identified in an approved or adopted statewide, regional, or local plan? ☒ Yes ☐ No
If yes, please list all relevant plans: St. Cloud APO Metropolitan Transportation Plan, St. Joseph Long Range Transportation Plan, Stearns County Long Range Transportation Plan

B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? ☒ Yes ☐ No

If no, please explain: _____

C. If successfully funded, is your agency considering accelerating the project development and construction
using Advance Construction? ☐ Yes ☒ No If yes, please list planned year of construction: _____

D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* ☒ Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

12. ADDITIONAL PROJECT DETAILS *(Optional)*

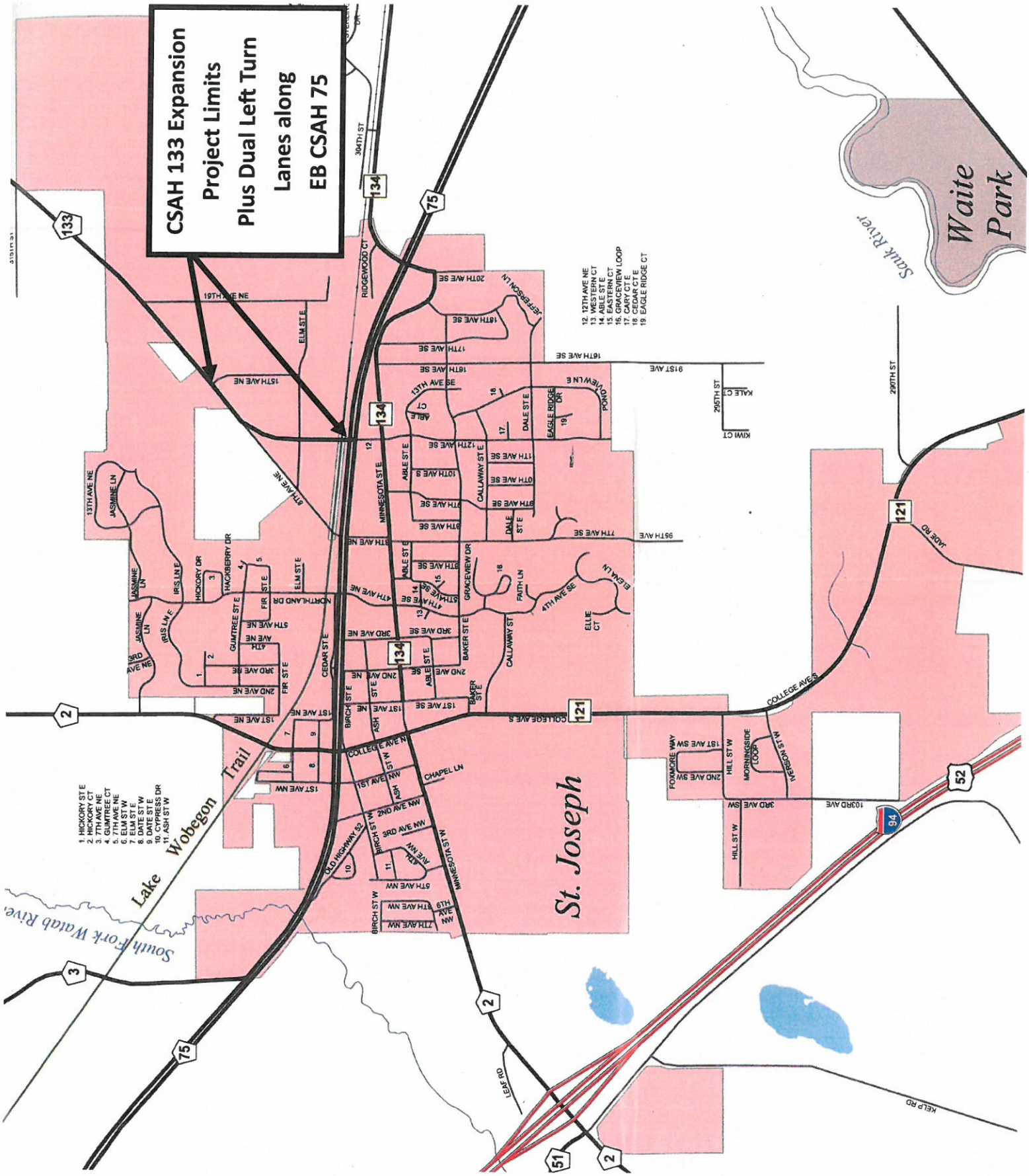
A public meeting will be held by Stearns County and the City of St. Joseph once federal funding has been awarded. Both the city council and county board have had multiple requests for the dual left turn lanes along CSAH 75. For those left turn lanes to be constructed the section of CSAH 133 between CSAH 75 and Elm Street or beyond would need to be expanded to four lanes. The St. Cloud APO also had a public engagement process associated with its metropolitan transportation plan. The project as proposed will provide for more efficient traffic operations throughout the area along both CSAH 75 and CSAH 133. The required environmental document will be a project memorandum, and there is no anticipated controversy associated with the project.

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.

Signature	Title	Date
John Doyle	Stearns County Engineer	01/03/2020

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.

Attachment


CSAH 133 Expansion
Project Limits
Plus Dual Left Turn
Lanes along
EB CSAH 75
St. Joseph
Waite Park
Lake Wobegon Trail
South Fork Watab River
Sauk River
COLLEGE AVE S
COLLEGE AVE N
MINNESOTA ST E
MINNESOTA ST W
1. HICKORY ST E
2. HICKORY CT
3. 7TH AVE NE
4. GUMTREE CT
5. 7TH AVE NE
6. ELM ST W
7. ELM ST E
8. DATE ST W
9. DATE ST E
10. CYPRESS DR
11. ASH ST W
12. 12TH AVE NE
13. WESTERN CT
14. ABLE ST E
15. EASTERN CT
16. GRACEVIEW LOOP
17. CARY CT E
18. CEDAR CT E
19. EAGLE RIDGE CT

Attachment

19-73

RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR FY 2024 FEDERAL TRANSPORTATION PROJECT SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION

CSAH 133 Expansion from CSAH 75 to 15th Avenue in St. Joseph

WHEREAS: federal formula funding has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS: the Minnesota Department of Transportation (Mn/DOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS: Stearns County has recognized the need to expand CSAH 133 from CSAH 75 to 15th Avenue in St. Joseph by including this project in its Capital Improvement Program and the St. Cloud Area Planning Organization's (APO) Long Range Transportation Plan, and intends to submit this project to the APO as a candidate for FY 2024 federal funding; and

WHEREAS: federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

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

WHEREAS: it is recognized that in order to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED: that Stearns County guarantees that twenty (20) percent local matching funds, ***at a minimum***, will be available for eligible federal costs for the expansion of CSAH 133 from CSAH 75 to 15th Avenue in St. Joseph.

BE IT FURTHER RESOLVED: that the Stearns County also guarantees the availability of local funding for all federally non-eligible costs of this project.

Adopted by the Stearns County Board of Commissioners this 3rd day of December, 2019.

ATTEST: _____
Randy Schreifels,
County Auditor – Treasurer

_____
Joseph E. Perske,
Chair of the Board of
County Commissioners

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted, and approved by the County Board of Commissioners of said County on the 3rd day of December, 2019.

(SEAL)

_____
Randy Schreifels
County Auditor - Treasurer

Attachment

CITY OF ST. JOSEPH

RESOLUTION 2019-069
SUPPORTING STEARNS COUNTY'S APPLICATION FOR FY 2024 FEDERAL TRANSPORTATION PROJECT
CSAH 133 EXPANSION FROM CSAH 75 TO 15TH AVENUE IN ST. JOSEPH

WHEREAS, the City of St. Joseph and Stearns County have recognized the need to expand CSAH 133 from CSAH 75 to 15th Avenue, including intersection improvements at Elm Street, in St. Joseph by including this project in its Capital Improvement Program and the St. Cloud Area Planning Organization's (APO) Long Range Transportation Plan; and

WHEREAS, Stearns County intents to submit this project to the APO as a candidate for FY 2024 federal funding; and

WHEREAS, the City of St. Joseph will be a financial participant in the project.

NOW, THEREFORE, BE IT RESOLVED:

That the City of St. Joseph supports Stearns County's application for federal funding for the expansion of CSAH 133 from CSAH 75 to 15th Avenue in St. Joseph.

Adopted by the City Council this 16th day of December, 2019.

Rick Schultz, Mayor

ATTEST

~~Kris Ambuehl~~, Administrator

CERTIFICATION

State of Minnesota
County of Stearns
City of St. Joseph

I hereby certify that the foregoing resolution is a true and correct copy of a resolution presented to and adopted by the City Council of St. Joseph at a meeting therefore held in the City of St. Joseph, Minnesota on the 16th day of December, 2019, as disclosed by the records of said City in my possession.

City Clerk/Administrator

2016 - 2nd half 2018 crashes

Attachment

SYS	ROUTE_ID	ROUTE_MEAS	ROUTENAME	COUNTY	CITY	TOWNSHIP	DPSCRASHID	LOCAL_ID	DATE_TIME	ROUTE_DIR	SEV	NUMK	NUMINJ	NUMVEH	MOC	JCT	INT_WITH	SL	TYPE	LOC1	TCD	LIGHT	WTHR1
4	04000065951700 75-D	18.43056636250	CSAH 75	STEARNS	Saint Joseph		458230	17801259	5/31/2017	E		5	0	0	4	12 RE	2		60	10	1	20	1	1
4	04000065951700 75-D	18.66770569550	CSAH 75	STEARNS	Saint Joseph		514797	17802680	11/6/2017	E		5	0	0	3	12	2		0	10	1	9	2	1
4	04000065951700 75-D	17.96729477040	CSAH 75	STEARNS	Saint Joseph		395945	16802648	11/18/2016	E		5	0	0	1	0	2		0	11	2	9	1	4
4	04000065951700 75-I	18.42013007460	CSAH 75	STEARNS	Saint Joseph		417938	17800161	1/23/2017	W		5	0	0	2	12	27		50	10	1	9	1	2
4	04000065951700 75-D	17.86934676270	CSAH 75	STEARNS	Saint Joseph		410901	17800015	1/3/2017	E		5	0	0	2	12	3		0	10	1	20	1	1
4	04000065951700 75-D	18.38603240500	CSAH 75	STEARNS	Saint Joseph		449596	17801005	5/3/2017	E		5	0	0	2	12	3		50	10	1	20	1	2
4	04000065951700 75-I	18.41628240360	CSAH 75	STEARNS	Saint Joseph		343352	16800768	4/19/2016	W		5	0	0	2	12	30		55	10	1	20	1	2
4	04000065951700 75-D	18.38231498920	CSAH 75	STEARNS	Saint Joseph		400604	16802763	12/5/2016			5	0	0	2	13 HO	10 12TH AVE SE		50	10	1	20	4	1
4	04000065951700 133-I	0.47512423047	CSAH 133	STEARNS	Saint Joseph		395000	16095157	11/15/2016	98		3	0	2	3	12	10		55	10	1	9	6	1
4	04000065951700 133-I	0.04163339163	CSAH 133	STEARNS		Saint Joseph	492217	17801819	8/7/2017	98		3	0	1	1	0	10		45	9	1	20	2	1
4	04000065951700 75-I	18.58468383970	CSAH 75	STEARNS	Saint Joseph		517436	17802748	11/15/2017	W		4	0	1	2	10 SS Angle	2		50	10	1	9	4	1
4	04000065951700 75-D	18.37102143910	CSAH 75	STEARNS	Saint Joseph		488083	17801671	7/19/2017	E		5	0	0	2	5	10		50	10	1	20	4	2
4	04000065951700 133-I	0.48968756370	CSAH 133	STEARNS	Saint Joseph		366802	16801623	7/27/2016	S		5	0	0	2	12	4		55	10	1	9	1	3
4	04000065951700 75-I	18.41137016590	CSAH 75	STEARNS	Saint Joseph		509733	17802516	10/12/2017	W		5	0	0	2	12	27		50	10	1	20	1	1
4	04000065951700 75-D	18.82717841900	CSAH 75	STEARNS	Saint Joseph		400847	16802760	12/5/2016	E		5	0	0	2	12	2		45	10	1	20	4	1
4	04000065951700 75-D	18.38507377090	CSAH 75	STEARNS	Saint Joseph		512745	17802633	10/30/2017	E		5	0	0	2	5 Angle	3		60	10	1	20	1	2
4	04000065951700 75-I	18.39098089080	CSAH 75	STEARNS	Saint Joseph		535391	18800079	1/12/2018	W		5	0	0	3	12	3		50	10	1	20	4	1
4	04000065951700 133-I	0.35929315243	CSAH 133	STEARNS	Saint Joseph		509571	17802515	10/18/2017			5	0	0	2	5	16		45	10	1	9	6	1
4	04000065951700 75-D	18.38222068800	CSAH 75	STEARNS	Saint Joseph		516036	17802704	11/10/2017	E		5	0	0	2	12	10		50	10	1	20	4	4
4	04000065951700 75-I	18.39596414540	CSAH 75	STEARNS	Saint Joseph		359962	16801354	6/27/2016	E		5	0	0	2	11	10		60	10	1	20	3	1
4	04000065951700 75-I	18.41705112340	CSAH 75	STEARNS	Saint Joseph		412174	16802922	12/30/2016	W		5	0	0	2	12	3		50	10	1	20	1	2
4	04000065951700 75-I	18.84209814060	CSAH 75	STEARNS	Saint Joseph		399309	16802740	12/1/2016	W		5	0	0	2	12	3 RAMP102		60	10	1	20	2	2
4	04000065951700 133-I	0.02199767260	CSAH 133	STEARNS	Saint Joseph		431894	17800618	3/28/2017	98		5	0	0	1	10	3		45	10	1	20	1	1
4	04000065951700 133-I	0.02192601517	CSAH 133	STEARNS	Saint Joseph		431642	17800582	3/24/2017	W		4	0	1	2	12	30		60	10	1	20	4	1
4	04000065951700 133-I	0.01631775600	CSAH 133	STEARNS	Saint Joseph		497030	17801993	8/27/2017	W		3	0	1	2	13	3 CSAH 75		60	10	1	20	1	1
4	04000065951700 75-I	18.40419200920	CSAH 75	STEARNS	Saint Joseph		526379	17803021	12/18/2017			5	0	0	2	90	3		50	10	1	20	4	1
4	04000065951700 75-D	18.83404233830	CSAH 75	STEARNS	Saint Joseph		426858	17800414	3/3/2017	E		5	0	0	2	12	2		45	10	1	20	1	2
4	04000065951700 133-I	0.16220279165	CSAH 133	STEARNS	Saint Joseph		494302	17801889	8/15/2017			4	0	1	2	5	3		45	10	1	23	1	1
4	04000065951700 133-I	0.01190602690	CSAH 133	STEARNS	Saint Joseph		367539	16801561	7/19/2016	W		5	0	0	2	12	30		0	10	1	20	1	1
4	04000065951700 75-I	18.42315616240	CSAH 75	STEARNS	Saint Joseph		413820	17800063	1/9/2017	E		5	0	0	3	12	3		50	10	1	20	1	4
4	04000065951700 133-I	0.01822658892	CSAH 133	Stearns	Saint Joseph		564304	18600632	2/7/2018	W		5	0	0	3	5	3		30	10	1	20	1	1
4	04000065951700 75-I	18.84690546290	CSAH 75	STEARNS	Saint Joseph		337068	16800537	3/18/2016	N		5	0	0	2	12	3		30	10	1	20	4	5

Attachment

WTHR2	SURF	CURVE	GRADE	RC1	RC2	DESIGN	WZ	WZLOC	WZTYP	WRKR	UNIT1	DIR1	U1FAC1	U1FAC2	MHE1	VMAN1	PMAN1	INJ1	PHY1	AGE1	SEX1	UNIT2	DIR2	U2FAC1	U2FAC2	MHE2	VMAN2	PMAN2	INJ2	PHY2	
		1	11	21	1		90	2		98	2	3	74		10	21		5	5	29	M	2	3	1		10	21		5	5
		1	11	21	13		14	2		98	2	3	4		10	21		5	5	55	M	2	3	1		10	26		5	5
7		3	11	21	2		14	2		98	3	3	0		11	90		0	0	0		2	3	71		11	21		5	99
		1	11	21	1		14	2		98	2	4	1		10	21		5	5	24	F	2	4	1		10	31		5	5
		5	11	21	2		14	2		98	2	3	75		10	21		5	5	32	M	2	3	1		10	24		5	5
		1	11	21	5	1	14	1	1	6 1	2	3	70	4	10	28		5	5	53	M	2	3	1		10	34		5	5
		1	11	21	1		15	2		98	2	4	1		10	31		5	5	66	F	2	4	4	1	10	21		5	5
		1	11	21	1		15	2		98	2	3	63		10	21		5	5	23	M	2	2	1		10	24		5	5
		1	11	21	1		12	2		98	2	2	1		25	34		3	5	54	F	2	2	1		25	34		3	5
		1	11	21	1		15	2		98	2	3	90		9	24		5	5	32	F	6	0	99		0	0	30	3	5
		1	11	21	1		14	2		98	2	4	1		10	21		4	5	58	F	2	4	10		10	21		5	5
		1	11	21	1		15	2		98	2	3	1		10	21		5	5	58	M	2	3	2		10	31		5	5
2		2	11	21	2	1	12	2		98	2	2	1		10	21		5	5	18	M	2	2	1		10	24		5	5
		1	11	21	1		14	2		98	2	4	1		10	34		5	5	20	F	2	4	1		10	21		5	5
		1	11	21	1		14	2		98	2	3	1		10	21		5	5	47	F	2	3	74		10	21		5	5
4		1	11	21	1		14	2		98	2	4	99		10	24		5	5	68	F	2	4	99		10	21		5	5
99		1	11	21	1		14	2		98	2	4	1		10	21		5	5	42	F	2	4	1		25	21		5	5
		1	13	21	1		12	2		98	2	2	2		10	25		5	5	32	F	2	1	1		10	21		5	5
		3	11	21	2		14	2		98	2	3	71		10	24		5	5	17	M	2	3	71		10	21		5	5
		1	11	21	1		14	2		98	2	3	1		10	21		5	5	40	F	2	4	99		10	24		5	5
		5	13	21	2	1	15	2		98	2	4	1		10	31		5	5	25	M	2	4	1		10	31		5	5
		2	11	21	1		15	2		98	2	4	1		10	26		5	5	34	F	2	4	99		10	21		5	5
		1	11	21	1		12	2		98	2	2	1		10	23		5	5	43	M	1	2	0		10	23		0	0
		1	13	21	1		14	2		98	2	4	1		0	31		4	5	25	F	2	4	2		10	31		5	5
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LOCAL SURFACE TRANSPORTATION BLOCK GRANT PROGRAM FUNDING APPLICATION
Central Minnesota Area Transportation Partnership
FY 2024

1. APPLICANT INFORMATION

Local Agency: Stearns County | Project Manager: Jodi Teich

Address: 455 28th Avenue South, Waite Park, MN 56387 | Title: County Engineer

Phone: 320-255-6180 | Fax: 320-255-6186 | Email: jodi.teich@co.stearns.mn.us

Project Contact *(If different from Proj. Mgr.)*: | Title:

Phone: | Fax: | Email:

2. PROJECT IDENTIFICATION

RDC/MPO Region: *APO* | Congressional District: 6 | Legislative District: 13 | Length: 1.3 Mi.

Route # CSAH 81 | &/or Street Name: 3rd Street North

Beginning Termini: 12th Avenue in Waite Park

Ending Termini: Trunk Highway 15 in St. Cloud

3. TECHNICAL INFORMATION

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

Urban	Rural
☐ Urban Principal Arterial	☐ Rural Principal Arterial
☒ Urban Minor Arterial	☐ Rural Minor Arterial
☐ Urban Collector	☐ Rural Major Collector

B. Pavement Condition

Age of Surface: *23 (in 2024)*

Rating: *2.6 (RQI)/3.1 (PQI)*

C. Traffic Volume

Current AADT: *13000 (2017)* | 20-Year AADT: *16900*

D. Bridge Condition

SR:

4. PROJECT TYPE *(Check all that apply)*

☐ New Alignment	☒ Roadway Reclamation, Reconditioning & Resurfacing
☐ Roadway Expansion	☐ Bridge
☐ Roadway Reconstruction	☐ Other: *(specify)*

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

From 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud, Resurfacing

6. PURPOSE AND NEED *(Summary)*

CSAH 81 is a minor arterial that traverses through the city of Waite Park into the city of St. Cloud. The existing pavement along the proposed project section was constructed in 2001, and designed for less traffic that the roadway currently serves. The surface is badly deteriorated with significant potholing causing vehicles to swerve to avoid damage to vehicles. The proposed project will completely replace the existing pavement with a bituminous mix designed for the increased traffic volumes.

7. PROJECT QUALIFICATIONS

A. Access and Mobility

Explain how the project increases the accessibility and mobility options for people and freight.

All resurfacing projects in Stearns County include upgrading pedestrian amenities to be ADA compliant, so all curb ramps that were designed and constructed in 2001 will be upgraded as part of the project. The project lies within an area that is above the 13.6% threshold for minority population.

B. System Connectivity

Explain how the project enhances the integration and connectivity of the transportation system for people and freight.

The proposed project will significantly improve the ride along CSAH 81/3rd Street North, a minor arterial that connects the cities of Waite Park and St. Cloud. 3rd Street North is a popular alternative to congested Division Street for those traveling to downtown St. Cloud from Waite Park and the western portions of the St. Cloud metro area as well as the rest of Stearns County. Two metro bus routes travel on the western two blocks of the proposed project area.

C. Multimodal

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

The roadway currently has a sidewalk on the south side and a multi-use trail on the north side of the road. The proposed project will make any necessary pedestrian ramp upgrades to make them ADA compliant, and will ensure smoother pavement in the crossing areas. This roadway sections provides access to Crossroads Center, several businesses on both sides of the road, and Rivers Edge Park in Waite Park.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

The pavement PQI is a bit misleading because of the patching that has been done along this section of road. The ride quality index is a little more indicative, but the pavement is rapidly deteriorating. The pavement is heavily potholed and requires a significant amount of maintenance, particularly after a thawing period in the spring. Both the city and county have spent a significant amount of their maintenance resources on patching this section of road to improve ride for the motoring public.

E. Safety

Explain how the project or elements of the project may improve safety.
Because the project is a resurfacing project with ADA upgrades there will not be a significant amount of safety improvements with the project. However, ground in wet-reflective pavement markings will be put in as part of the project, which increase the life of the markings and provide better visibility during wet conditions. This section of road does have two intersections with crash rates 1 – 1.49 times the rates expected.

F. Economic Vitality

Explain how the project supports the economic development and job retention/creation goals in the community and region.
As previously stated 3rd Street North serves as a popular alternative to Division Street, which can experience significant congestions during morning and afternoon peak times, for commuters and those doing business in downtown St. Cloud. It also serves as a connection to an industrial area along CSAH 138 (10th Avenue in Waite Park and 54th Avenue in St. Cloud).

G. Equity

What was the last year your jurisdiction received federal aid for a construction project? **2022**

8. COST SUMMARY

Item	Amount	% of Total
Federal Funds Requested *(Maximum 80% / Minimum 30%)*	**$1,040,000**	**80%**
Local Matching Funds *(Minimum 20%)*	**$260,000**	**20%**
Total Eligible Costs	**$1,300,000**	**100%**

9. RIGHT OF WAY NEEDS *(Check all that apply)*

Property to be purchased?	☐ Yes ☒ No	Easement(s) needed?	☐ Yes ☒ No
Donated property?	☐ Yes ☒ No	Relocations anticipated?	☐ Yes ☒ No

10. PROJECT TIMELINE

Phase	Estimated Month / Year Completed
Environmental Document Completed	10 / 2023
Construction Plan Prepared	11 / 2023
Right of Way Acquired	N / A
Construction Start	05 / 2024
Estimated Project Duration	1 Months

11. SUPPORTING PROJECT DETAILS

A. Is the project identified in an approved or adopted statewide, regional, or local plan? ☒ Yes ☐ No
If yes, please list all relevant plans: Stearns County Five Year Road Improvement Program

B. Has your agency developed a financial strategy to match the federal funds and any additional funding necessary to complete your proposed project? ☒ Yes ☐ No

If no, please explain:

C. If successfully funded, is your agency considering accelerating the project development and construction
using Advance Construction? ☐ Yes ☒ No If yes, please list planned year of construction:

D. Which environmental document path will the project likely follow? *(If unsure, consult with the District State Aid Engineer.)* ☒ Project Memo ☐ Environmental Assessment ☐ Environmental Impact Statement

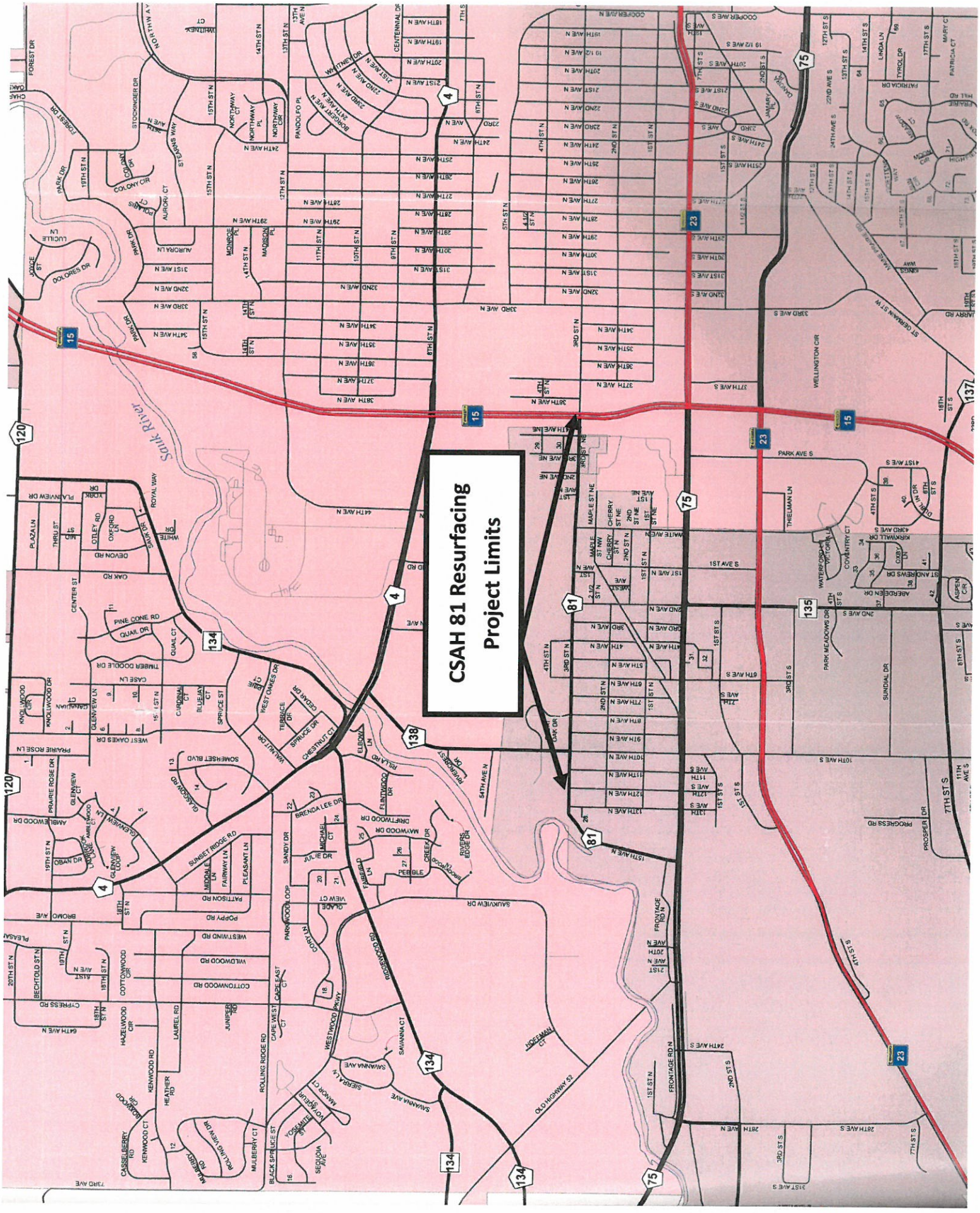
12. ADDITIONAL PROJECT DETAILS *(Optional)*

Public input meetings are held every year as Stearns County updates its Five Year Road Improvement Program. In 2019 a public hearing was held related to those updates because the county board was reallocating some of its sales tax money to additional projects. Because this is a preservation project there is no anticipated controversy. Conversely, NOT doing this project is likely to cause more controversy than doing it will. There should be no environmental impacts caused by the project.

The applicant recommends that this project be selected for federal funding and attests a commitment to the project's development, implementation, construction, maintenance, management, and financing.

Signature	Title	Date
Josh Thell	Stearns County Engineer	01/03/2020

The sponsor will also be responsible for assuring future maintenance of the completed project by resolution and any additional costs associated with the project not covered by its request.


CSAH 81 Resurfacing
Project Limits
Spik River

19-74

RESOLUTION CERTIFYING AVAILABILITY OF LOCAL MATCH AND OTHER LOCAL COSTS FOR FY 2024 FEDERAL TRANSPORTATION PROJECT SUBMITTAL TO THE ST. CLOUD AREA PLANNING ORGANIZATION

CSAH 81 Resurfacing from 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud

WHEREAS: federal formula funding has been apportioned by the United States Congress to Minnesota for State and local transportation needs; and

WHEREAS: the Minnesota Department of Transportation (Mn/DOT) has distributed these federal funds to eight (8) Area Transportation Partnerships (ATPs) within Minnesota; and

WHEREAS: Stearns County has recognized the need to resurface CSAH 81 from 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud by including this project in its Capital Improvement Program, and intends to submit this project to the APO as a candidate for FY 2024 federal funding; and

WHEREAS: federal transportation projects can compete through the APO's funding process for up to eighty (80) percent of eligible federal costs; and

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

WHEREAS: it is recognized that in order to leverage more federal transportation projects, and fully utilize the annual allocation of federal funding, it may be necessary that a local match in excess of this twenty (20) percent minimum be guaranteed.

NOW, THEREFORE, BE IT RESOLVED: that Stearns County guarantees that twenty (20) percent local matching funds, ***at a minimum***, will be available for eligible federal costs for the resurfacing of CSAH 81 from 12th Avenue in Waite Park to Trunk Highway 15 in St. Cloud.

BE IT FURTHER RESOLVED: that the Stearns County also guarantees the availability of local funding for all federally non-eligible costs of this project.

Adopted by the Stearns County Board of Commissioners this 3rd day of December, 2019.

ATTEST: _____
Randy Schreifels,
County Auditor – Treasurer

_____
Joseph E. Perske,
Chair of the Board of
County Commissioners

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution duly passed, adopted, and approved by the County Board of Commissioners of said County on the 3rd day of December, 2019.

(SEAL)

_____
Randy Schreifels
County Auditor - Treasurer

Saint Cloud APO FY 2024 Surface Transportation Block Grant Program Candidate Projects
APO Staff Scores and Ranking Summary

Applicant	Proposed Project Title	Points					APO Staff Ranking	STBGP Request	Local	Project Total	Recommended STBGP funding
		Reviewer 1	Reviewer 2	Reviewer 3	Aggregate Score	Average Score					
City of Sauk Rapids	CONSTRUCT A 10 FT. WIDE BITUMINOUS TRAIL ALONG CSAH 1 (MAYHEW LAKE ROAD) FROM CSAH 3 (GOLDEN SPIKE ROAD) TO OSAUKA ROAD (SAUK RAPIDS-RICE HIGH SCHOOL ENTRANCE)	146	90	123	359	120	**5**	$354,000	$89,000	$443,000	$0
City of Sauk Rapids	RECONSTRUCTION OF 2ND AVENUE SOUTH FROM BENTON DRIVE TO 10TH STREET SOUTH, INCLUDING ROADWAY, SIDEWALK, DRAINAGE, AND WATER MAIN IMPROVEMENTS	144	132	121	397	132	**4**	$1,112,000	$278,000	$1,390,000	$0
Benton County	CSAH 1 FULL DEPTH RECLAMATION AND RESURFACING	172	159	114	445	148	**2**	$720,000	$180,000	$900,000	**$695,120**
Stearns County	CSAH 81 FROM 12TH AVENUE IN WAITE PARK TO TRUNK HIGHWAY 15 IN ST. CLOUD, RESURFACING	163	158	107	428	143	**3**	$1,040,000	$260,000	$1,300,000	$0
Stearns County	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	178	163	119	460	153	**1**	$1,440,000	$360,000	$1,800,000	**$1,440,000**
TOTAL (**MUST EQUAL $2,135,120**)								$4,666,000	$1,167,000	$5,833,000	$2,135,120

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score	
Proposed Project Title: CSAH 133	**Reviewer: APO Staffers (Aggregate Scores)**
Applicant: Stearns County	**Date: 01/10/2020**

Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the 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 Requirements. *Project improves travel time reliability and/or level of service (LOS).	*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 efforst to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Comments: ADA compliant infrastructure; regional trail nearby, expansion not in EJ area, no transit in St. Joe, no v/c capacity problems currently; No EJ impacts, will account for ADA infrstructure and sidewalk; not over capacity, but 20 year projections indicate it will be; would be strengthened with mention of access to freight; No EJ, dual left-turn byas on CSAH 75 should help improve mobility and access to food and industrial park.	#1 Score: 55
#2 System Connectivity: Explain how the 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).	*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.
Comments: Intersection of CSAH 133 and CSAH 75 is likely important for commuters moving regionally; connector between I-94 and US 10; minor arterial; interjurisdictional with cooperation with city of St. Joe (local match and letter of support); connectiong between 94/10/15 this will improve this connection; connects St. Joe and Sartell, connects CSAH 75 and Hwy 10	#2 Score: 56
#3 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).	*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.)
Comments: Sidewalk/trail on both sides of CSAH 133 and connection to Lake Wobegon; businesses in the area; no transit; will add sidewalks and/or trail on either side of 133 to provide safe access to local businesses; replace sidewalks with multi-use paths; connecting them to the Lake Wobegon Trail	#3 Score: 58
#4 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.	*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.
Comments: IRI good, but rutted; indicates pavement condition is bad (current map says it is good -- 2015), states rutting, repeated patch work and issues with tube delineators; pavement is "good" because of maintenance but will always need some sort of maintenance to preserve; IRI is currently good -- misleading because of patching?	#4 Score: 78
#5 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; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.	*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.
Comments: Not high crash location but improvement being made to deter existing crashes; pedestrian refuge at cross areas; reflective pavement markings; thank you for providing current info; suggested improvements to documented crashes include pavement markings, ped refuge, dual left turn lanes on CSAH 75; reducing rear-end crashes on CSAH 75; medians for crossing pedestrians; not an identified high-crash location.	#5 Score: 135

#6 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: Not on freight network; connector between I-94 and US 10; dual turn lanes improve operations at intersection; would have liked mention/connection to St. Joe's planned industrial park -- would have made it stronger; currently not on regional freight network, but does list traffic generators; with immediate access to industrial park, it must be an important freight-truck connection	#6 Score 35
#7 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: Project memo; multi-use paths; improving turn movements at CSAH 75 may help reduce delay and idling traffic	#7 Score 13
#8 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: Multiple plans and multiple requests for this	#8 Score 30
TOTAL SCORE (200 total points available)	460

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and	
Proposed Project Title: CSAH 1	**Reviewer: APO Staffers (Aggregate Scores)**
Applicant: Benton County	**Date: 01/10/2020**
Project Qualifications	**Evaluation Considerations**
#1 Access and Mobility: Explain how the 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 Requirements. *Project improves travel time reliability and/or level of service (LOS).	*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 efforst to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Comments: No ADA features; no capacity issues; no transit stops; not in EJ area; connects rural Benton to Sauk Rapids and East St. Cloud; no EJ issues; no additional access or mobility because it's a pavement replacement project; I like the information from social media to indicate Morrison County users; no mention of EJ/ADA; roadway is under capacity.	#1 Score: 36
#2 System Connectivity: Explain how the 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).	*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.
Comments: Minor arterial; does mention the freight activity and need to preserve corridor for truck traffic and school traffic; some ag-related truck movements; a regional corridor for long-distance commuters?; connects rural to urban; connects to high school; used for agricultural traffic; connects to MN 23	#2 Score: 48
#3 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).	*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.)
Comments: Expands shoulder and driving lanes; no sidewalk or transit; connects to school; bikeable/walkable shoulders; but pretty rural area; could do with coordination with City of Sauk Rapids (shared use path planned along portion of corridor); will widen pavement for shoulders to allow ped/bike traffic	#3 Score: 41
#4 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.	*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.
Comments: Fair pavement condition; not built for axle loads; pavement currently in fair condition; fair, but even though it is fair large truck traffic will deteriorate surface	#4 Score: 123
#5 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.

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.	*Safety measures applied -- consideration for rural and urban safety improvements.

Comments: Few crashes (not addressed) but did bring up other concerns such as drop-off; adding safety edge and pavement markings; project includes paved shoulders -- spearation for bikes and peds and no drop-offs; not currently identified as an area with a crash problem; add 12-foot driving lanes and 6-foot paved shoulders; pavement safety edge; wet-reflective pavement markings	#5 Score
	122

#6 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: Agricultural industry relies on route; Sauk Rapids and St. Cloud industrial park employees; high school in Sauk Rapids; some ag-related truck movements; ag mention; employment (industrial parks); school	#6 Score
	40

#7 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: Bikeable shoulders; project memo but no mention of further environmental coordination	#7 Score
	10

#8 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: Benton County CIP; no mention of public engagement process	#8 Score
	25
TOTAL SCORE (200 total points available)	445

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score	
Proposed Project Title: CSAH 81	**Reviewer: APO Staffers (Aggregate Scores)**
Applicant: Stearns County	**Date: 01/10/2020**

Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (25 points total)	*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 efforst to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*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).	
Comments: Appreciated the inclusion of EJ and ADA. Would like inclusion of transit consideration. Would like more of an explanation on the proposed ADA improvements. Roadway not over capacity. Project is a pavement replacement; curb-ramps (old-style) do exist today in corridor, but will be updated; high minority neighborhood; upgrade ADA facilities, within minority EJ, no TTR problems, Metro Bus stops along route.	#1 Score: 71
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (25 points total)	*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.
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).	
Comments: Important arterial between Waite Park and St. Cloud; transit stops along route; no new connections; freight route; bus route; improves quality of existing connection; project doesn't fill a gap, but is as stated, an importatn alternative to Division; minor arterial so decent traffic flow. Interjurisdictional; transit mention.	#2 Score: 52
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (20 points total)	*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.)
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).	
Comments: While project does not add additional infrastructure, it does state it will work to upgrade existing ped infrastructure to be ADA compliant; existing infrastructure leads to major trip generators; none of proposed work will impact existing active transportation network; will fully bring into ADA compliance but no additional multimodal; upgraded ADA ramps to sidewalks and transit stops; shared use path present; major empolyers on route.	#3 Score: 25
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (50 points total)	*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.
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.	
Comments: Pavement in fair condition; pavement is fair now -- complete replacement. Is RQI misleading because of patching? Fair pavement condition -- however applicant did state lots of added maintenance costs to preserve pavement.	#4 Score: 130
#5 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: Improving pedestrian crossings (e.g., repainting crosswalks) could help improve safety -- no other real safety features included as part of project. No improvements to intersections involving high critical crash rate. Does mention one safety feature (pavement markings); ADA upgrades; wet-reflective pavement markings; two high crash locations; smoother surface quality.	#5 Score: 65
#6 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: Important connector between Waite Park and St. Cloud, near major employers, part of freight network; freight route; high minority area; on regional freight network; alternative for commuters to Division; access to industrial/commerical.	#6 Score: 45
#7 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: Project memo	#7 Score: 10
#8 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: Identified in CIP; stated no controversy at public hearing	#8 Score: 30
TOTAL SCORE (200 total points available)	428

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: Second Ave. S	**Reviewer: APO Staffers (Aggregate Scores)**
Applicant: City of Sauk Rapids	**Date: 01/10/2020**

Project Qualifications	Evaluation Considerations
#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (25 points total)	*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 efforst to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Criteria to consider	
*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).	
Comments: Project rebuilds existing roadway; sidewalk on west side only -- does look like there are existing curb ramps (but may not be fully ADA compliant -- tactile mats, etc.); direct route between St. Cloud and Sauk Rapids; on bus route; no v/c capacity problems; ADA sidewalks; no mention of EJ (needs mention of EJ/ADA); interjurisdictional; Metro Bus route; under capacity	#1 Score: 41
#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (25 points total)	*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.
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	
Comments: Major collector; intersections with 10 and Benton Drive; does not strongly indicate connections between commuters/employment/trip generators; connects Sauk Rapids to St. Cloud and TH 10; Connects downtown Sauk Rapids with (eastside) Downtown St. Cloud; corridor is a bus route	#2 Score: 40
#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (20 points total)	*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.)
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).	
Comments: Existing sidewalk on west side will be rebuilt and brought up to specs; ADA compliant sidewalk; connections to southern residents; redoing sidewalk -- felt the extension was what increased points	#3 Score: 41
#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (50 points total)	*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.
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.	
Comments: Existing pavement condition is POOR; pavement poor condition 60+ years old; poor condition	#4 Score: 150
#5 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: Potential hazards such as?; Sidewalk hazards like? What improvements are going to be added to not only preserve system but make it safe?; new surface; ADA sidewalk; no high crash locations; no existing crash problems; improvements on pedestrian crossings (e.g., repainting crosswalks) may have some positive impact	#5 Score: 57

#6 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: Conntects the two downtowns through southside Sauk Rapids; major collector; this needs to be sold to me, what businesses are along this corridor?	#6 Score: 33
#7 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: West side's sidewalk will be rebuilt; project memo, but no real acknowledgement of this in application	#7 Score: 10
#8 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: Sauk Rapids CIP, acknowledgement in CIP but no details of public engagement	#8 Score: 25
TOTAL SCORE (200 total points available)	397

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title: CSAH 1 Trail	**Reviewer: APO Staffers (Aggregate Scores)**
Applicant: City of Sauk Rapids	**Date: 01/10/2020**
Project Qualifications	**Evaluation Considerations**
#1 Access and Mobility: Explain how the 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 Requirements. *Project improves travel time reliability and/or level of service (LOS).	*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 efforst to lessen/minimize impact on EJ populations. *V/C ratio: >1.00; 0.85-0.99; <0.84.
Comments: Near households in poverty; no transit stops; assume ADA ramps will be installed; connects high school and regional park; no mention of EJ/ADA; no v/c due to trail -- along roadways that are under capacity; completes ADA compliant Active Transportation connection from heart of Sauk Rapids to high school and regional park	#1 Score: 35
#2 System Connectivity: Explain how the 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).	*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.
Comments: Project does fill a gap to a major destination; not on roadway, but along minor arterial; connects a gap!; school commute to downtown; will extend existing trail to high school and park to downtown and other regional trails	#2 Score: 61
#3 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).	*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.)
Comments: Extends existing trail to high school and park to downtown and other regional trails; this is a multimodal project; appreciate count data info; fills gap and trip generator with school; 100% multimodal connection project	#3 Score: 60
#4 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.	*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.
Comments: Current infrastructure doesn't exist, would like narrative to explain existing infrastructure (or lack thereof); N/A	#4 Score: 42
#5 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; pedestrian crossings, etc.). Prioritization will be taken for projects that are constructed at high-crash locations.	*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.
Comments: Separates bikes/peds from motorized traffic; few crashes but are they vehicle related or involve peds?; Currently not safe/advised not to walk/bike; new infrastructure will assist in making safer; trail grade separated	#5 Score: 102
#6 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 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.	*Project occurs within the existing freight corridor. *Project explains relationship between construction and the anticipated development, property tax generation, and job creation/retention.
Comments: Connects important neighborhoods to schools; weak -- needs to indicate that by having this it will boost economy; good active transportation is important to attracting and retaining workforce and quality of life	#6 Score

is important to attracting and retaining workforce and quality of life	18
#7 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: Project memo, but no detail on environmental path/concerns; 100% active transportation	#7 Score 13
#8 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: In plans, but need to identify public engagement	#8 Score 28
TOTAL SCORE (200 total points available)	359

Attachment F1

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Planner
RE: FY 2024 Transportation Alternatives prioritization
DATE: Jan. 08, 2020

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 percent 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 2024). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). The Central Minnesota ATP receives approximately $1.6 million.

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 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. Attachments F2-F3 are the submitted applications received by MnDOT District 3 staff.

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

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

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

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

At the APO, TA applicants within the MPA will have the opportunity to present on and answer questions pertaining to their proposed projects at the APO's January Technical Advisory Committee (TAC) meeting. TAC members will be given the opportunity to discuss 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.

Suggested Action: Recommend a final prioritization including the assignment of regional priority points for TA projects for Policy Board approval.

Attachment F2

CITY OF ST.CLOUD MINNESOTA

PUBLIC SERVICES
ENGINEERING

December 30, 2019

TO: Mr. Jeff Wenz
Engineering Specialist/Program Coordinator
MN Department of Transportation District 3 - Baxter
7694 Industrial Park Road
Baxter, MN 56425

FROM: Zac Borgerding, Project Engineer
Engineering Department

RE: Greater Minnesota Transportation Alternative Application for Reconstruction of CR 136 from 22nd St S to 33rd St S.

Dear Mr. Wenz

Enclosed please find the required 17 hard copies of the 2019/2020 Greater Minnesota Transportation Alternatives full application for the City of St Cloud's Reconstruction of CR 136(Oak Grove Rd) from 22nd St S to 33rd St S project.

Please contact me at 320-255-7240 if additional information is needed or with any questions and comments you may have.

Sincerely,

Zac Borgerding

Zachary Borgerding, P.E
Project Engineer

Greater Minnesota Transportation Alternatives Solicitation

2019/20 Full Application

Funding in year 2024

Table of Contents

Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the Met Council website.

Overview

For the 2019/20 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2024. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2019/20 Solicitation Timeline

- **Tuesday, October 1st, 2019** – Announce TA solicitation. Open letter of intent period.
- **Thursday, October 31st, 2019** – Deadline for applicants to submit letters of intent.
- **Friday, November 15th, 2019** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Monday, November 18th, 2019** – Official start of full application period.
- **Friday, January 3rd, 2020** – Deadline for applicants to submit full applications.
- **Wednesday, April 15th, 2020** – Deadline for ATPs to select TA projects.

Related Documents

- **TA Solicitation Guidebook –** includes information related to the overall solicitation process and eligibility requirements for TA funding.

Transportation Alternatives Full Application

General Information

Notes:

- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of Eminent Domain.

Project Information

Name of project: County Road 136 Reconstruction From 22nd Street South to 33rd Street South

Project is located in which county(ies): Stearns County

Brief project description: Reconstructing 1.6 miles of multi modal roadway (CR 136) including 6' wide sidewalk and 6' wide bike lanes curb and gutter from 22nd St S to Oak Hill Elementary, and reconstructing the rural section to include 10' widened shoulders from Oak Hill Elementary to 33rd St S.

Project applicant: : City of St. Cloud

Contact Information

Contact person (from applicant agency/organization): Zac Borgerding

Mailing address: 400 2nd Street South

City: St. Cloud **State:** Minnesota **Zip:** 56301

Phone: 320-255-7240 **Fax:** 320-255-7250 **Email:** : zachary.borgerding@ci.stcloud.mn.us

Sponsoring agency (if different than applicant): Click here to enter text.

Contact person (from sponsoring agency, if different than applicant): Click here to enter text.

Project Budget

Notes:

- Please identify what costs will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in current year dollars[1].

Table A – Eligible Items

Eligible work/construction item	Estimated quantity	Unit cost	Total cost
Excavation/Subgrade – Bike Lane & Sidewalk	1	$170,000	$170,000
Base/Bituminous Surface – Bike Lane	1	$275,000	$275,000
Concrete Walk/Truncated Domes	1	$85,000	$85,000
Eligible Construction Costs			**$530,000**

Table B – Ineligible Items[2]

Ineligible work/construction item	Estimated quantity	Unit cost	Total cost
Mobilization/Clearing/Grubbing/Removals	1	$230,000	$230,000
Excavation/Subgrade	1	$380,000	$380,000
Base/Bituminous Surface/Tack/Wear	1	$475,000	$475,000
Concrete Curb & Gutter	1	$65,000	$65,000
Drainage/Erosion Control	1	$160,000	$160,000
Local Utility Adjustment & Relocation	1	$35,000	$35,000
Traffic Control/Signing/Striping	1	$85,000	$85,000
Ineligible Construction Costs			**$1,430,000**
Design, Engineering, Construction Mgt.	1	$320,000	$320,000
Total Ineligible Costs			**$1,750,000**

[1] Grant recipients will need to provide a match based on the year of construction estimate developed when the grant is awarded.

[2] Includes Right of Way or Land Acquisition (e.g. appraisal fees, legal fees), Administrative Costs (e.g. preliminary and construction engineering and contingencies)

Total Project Budget

1. Total cost of proposed project (Total Table A + Total Table B): $2,280,000
2. Items not eligible for TA funding (Total Table B): $1,750,000
3. Total eligible costs – recommended range $100,000 to $1 million[3] (Total Table A): $530,000
4. Applicant's contribution toward the eligible alternative project costs – minimum 20% match required: $106,000
5. Total amount requested in transportation alternatives funds (#3 minus #4): $424,000

[3] See the ATP Project Evaluation section of this document for any additional requirements related to project costs.

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an "eligible activity." The project must fall within one of the eligible activities listed below. (Please check the appropriate category.)

☐ On-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation.

☐ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.

☐ Safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.

☐ Conversion and use of abandoned railroad corridors.

☐ Construction of turnouts, overlooks and viewing areas.

☐ Inventory, control or removal of outdoor advertising.

☐ Historic preservation and rehabilitation of historic transportation facilities.

☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.

☐ Archaeological activities.

☐ Environmental mitigation to address storm water management.

☐ Reduce vehicle-caused wild life mortality or restore/maintain habitat connectivity.

☒ Safe Routes to School (SRTS) project.

Project Information

1. Describe why this project is important to your community and how it will improve existing conditions: The proposed project is part of the City's plan to provide pedestrian and bicycle linkages to the Oak Hill Elementary School, as well as a bicycle linkage from 22nd Street South to 33rd Street South. The City currently has projects programed in the CIP so that by the time this project is built, the 33rd Street South corridor will be reconstructed with a 10' multi-use bituminous trail on the north, and a 6' concrete sidewalk on the south from TH 15 on the west, to CSAH 75 on the east. The new St. Cloud Tech High School will be along this stretch of 33rd Street South as well as Stride Academy Charter School and Athlos Academy of St Cloud. This project will not only allow elementary students a safe route to and from school from 22nd Street South, it will also provide bicycle facilities that link the multiuse trails on

the north side of 33rd Street South to 22nd Street South, which will be accessible to students and all local community members.

2. Describe the main users by type or classification and the approximate number of users to be served by the proposed project: There would likely be a slight increase in the volume of motorized traffic due to the expansion of the 33rd St S corridor to the south, but bikers and pedestrians will be the ones that are greatest served as the project proposes to construct pedestrian and bike facilities connecting 22nd St S to both Oak Hill Community School and the multiuse trail to the north of 33rd St S. Projections of 250 students alone would be served by this project with many more receiving the benefits of the proposed connection. Aside from the students that would use this route to get to school, local community members throughout town could use this route to get to facilities on the south side of town such as grocery stores or businesses for work. The project would expand access to existing pedestrian and bicycle facilities for those who cannot afford motorized transportation.

3. Describe any current and/or previous uses of the project area: Previously CR 136 (Oak Grove Road) was a county owned and maintained 30' rural roadway section. Recently the roadway has been turned over to the City of St Cloud. The roadway in the past, and currently is used exclusively by motorists due to the narrow shoulders currently along the roadway.

4. Explain current and future ownership of the property: CR 136 (Oak Grove Road) has just recently been turned over to the City of St Cloud to own and maintain. The City would assume maintenance of the reconstructed roadway as well as the newly constructed sidewalk upon completion of the project.

5. Has an application for this project been previously submitted to the ATP-3 for TA program funds and not awarded? If so, please explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: Yes, it was submitted last year. We have taken the comment provided and tried to incorporate more specifics into the application.

Evaluation Criteria

Criteria 1: 20 possible points

Describe the level of identification of your project in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional or local agencies.

State, regional, and local agencies have developed numerous system plans addressing one or more Transportation Alternative program activities. In many cases, these plans provide detailed documentation on the existing conditions and planned improvements as well as surveys of public use and attitudes. They also can provide insight on the process for setting priorities and recommending investments. The facilities identified in these plans are likely to provide the greatest benefits to all the residents of Minnesota and the regions within which they are located. 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 also 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. Please provide a link to the plan or cite plan document reference.

The need for a sidewalk or path along CR 136 from 22nd St S to Oak Hill Community School was originally identified in the 2012-2013 Oak Hill Community School SRTS Plan. The reconstruction of the roadway and conversion of the rural section to an urban section, including bike lanes and a sidewalk is identified in the City of St Cloud 2019-2024 Capital Improvement Plan. The project is currently slated for the 2021 construction season. The project is also consistent with the City of St Cloud's Comprehensive Plan which looks to provide pedestrian

and bicycle linkages to south St Cloud, the downtown area, and the possibility for future connections to regional trails, state trails, parks, and residential areas. The City of St Cloud has shown in the past that they place a priority on projects that have federal funding allocated to them to improve infrastructure, which is the case with this project. The City has also reached out to the school district informing them of the project and they have provided a letter of support for the project.

Criteria 2: 20 possible points

Describe how your project connects or implements a larger project, concept, and state, regional or local plan including a Safe Routes to School or Scenic Byways Corridor Management Plan.

There may be a number of larger projects that are missing a key or final element. Funding these missing elements with TA program funds could provide a sort of synergistic benefit extending beyond the immediate benefits provided by the component for which funding is being sought. Examples include bike or pedestrian trail segments that fill gaps in existing trails or historic preservation that completes the restoration of a historic transportation facility that has already been partially/substantially restored. These are only generic examples. Applicants are encouraged to look at their projects in light of the general concept identified here and describe how their project fits into a larger project concept or plan which has been or soon will be implemented using another funding source. Additionally, explain the deficiency of the current facility and how the project will improve existing conditions if you are replacing existing infrastructure.

This project will provide a safe route to school via a 6' sidewalk from 22nd St S to Oak Hill Elementary. With the construction of the sidewalk, students living in the residential areas to the northwest of CR 136 will finally have the facilities in place to walk or bike to school. The combination of 6' bike lanes / 10' shoulders on CR 136 from 22nd St S to 33rd St S will provide bikers a link to the 10' bituminous multiuse trail that will run on the north side of 33rd St S from TH 15 on the west to CSAH 75 on the east. This stretch of 33rd St S currently has 3 schools along it (Stride Academy Charter School, Athlos Academy of St Cloud, and the new St Cloud Tech High School) and these improvements would allow for bike connections between the 3 schools and the Oak Hills Community School and surrounding area. Once 33rd St S is fully built out (2021) the will be contiguous bike/pedestrian facilities from the Beaver Island Trail on the south-east part of St Cloud to the various bike/pedestrian facilities that are available off of CSAH 75.

Criteria 3: 15 possible points

Historic Grouping

Describe the current recognized level of historic significance of the transportation facility (federal, state, etc.).

This would include any specific designation such as the National Register for Historic Places, State Historical Register, etc. Describe the current and future use of the facility. Indicate the degree to which the project will enhance, preserve or protect the historic/archaeological resource. Photo documentation should be included in the application.

Scenic Environmental Grouping

Explain the degree to which the project provides a view of highly scenic or environmental resources that are rare, unique or significant

Describe the degree to which potential for enhancement exists for scenic beautification and the current degree of visual blight. Explain the magnitude of the environmental problem and describe the degree to which the project would preserve, rehabilitate or develop scenic or environmental resources or solve the environmental problem. Photo documentation should be included in the application.

Pedestrian and Bicycle Facilities Grouping

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation

Describe the relation to which the project provides access to likely generators of pedestrian and/or bicycle activity. Be sure to include in your response the approximate number of students, employees, users, etc. for major generators and describe how the project will affect the transportation needs of young children, older adults and persons with disabilities.

Select one grouping and base your response on the grouping you have selected

☐ Historic

☐ Scenic Environmental

☒ Pedestrian/Bike Facilities

The largest impact that this project will likely have is generating pedestrians to and from the Oak Hill Elementary School. The grade separated sidewalk will provide an opportunity to walk or bike to school to a large number of residents (specifically elementary children) that currently don't have a continuous link of pedestrian / bike facilities in place to the school. There are numerous neighborhoods to the north of 22nd St S, and specifically a large number of multi-family building to the north west. These buildings and neighborhoods currently have bike/pedestrian facilities to the intersection of 22nd St S / Oak Grove Rd, but this project will finally allow them the facilities to travel south. The bike lanes and expanded shoulders that will connect the multiuse trail along 33rd St S will also allow bikers to get to the 3 schools (Stride Academy, Athlos Academy, and Tech High School) along 33rd St S from the Oak Hills Community School and surrounding area. The intersection of Oak Grove Rd / 33rd St S is guided for a future neighborhood commercial service center with the zoning already being approved for the commercial sites. The commercial uses will generate bike/pedestrian demand from the future residential development to the north along the Oak Grove Rd corridor. In the next 10-15 years, the Neenah Creek Regional park will be opened along CR 136 to the south of 33rd St S. This will create large bike/pedestrian demand as the park will have various athletic fields and facilities as well as natural trails.

Criteria 4: 15 possible points

Explain how your project serves a transportation purpose

Describe the primary purpose of trips on the proposed facility and the available connections for users.

Projects must serve a transportation purpose (e.g., commuting, access to destinations) as their primary function rather than a recreational purpose. For TA program purposes, "transportation purpose" is defined as primarily serving a commuting purpose and/or that connect two destination points; a facility may serve both a transportation purpose and a recreational purpose.

Bicycle transportation includes more than commuting; it includes travel to shopping, civic or social events, bicycle tourism, travel through recreational areas and other related uses. Mixed uses that include some recreation trips may be allowed.

The City adopted the Complete Streets Policy that supports the inclusion of sidewalks, bike lanes, trails, and transit facilities during street construction projects. With the reconstruction of the entire roadway, the project will provide a much higher quality of rideability to traffic on a roadway section that is deteriorating. The reconstruction of the north section to an urban section allows for the complete streets policy to be implemented. The sidewalk and bike lanes /widened shoulders will provide an opportunity for non-motorized travelers to travel not only to the school from the north, but all the way to the multiuse trail that runs along the

north side of 33rd St S from TH 15 to CSAH 75. This would provide a link to an additional 3 schools: Stride Academy Charter School, Athlos Academy of St Cloud, and the new St Cloud Tech High School. The intersection of Oak Grove Rd / 33rd St S is guided for a future neighborhood commercial service center with the zoning already being approved for the commercial sites. The commercial uses will generate bike/pedestrian demand from the future residential development to the north along the Oak Grove Rd corridor. In the next 10-15 years, the Neenah Creek Regional park will be opened along CR 136 to the south of 33rd St S. This will create large bike/pedestrian demand as the park will have various athletic fields and facilities as well as natural trails. Once 33rd St S is fully built out (2021) the will be contiguous bike/pedestrian facilities from the Beaver Island Trail on the south-east part of St Cloud to the various bike/pedestrian facilities that are available off CSAH 75.

Criteria 5: 15 possible points

Explain the feasibility of the project

Describe the extent of project development completed to date. Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project. Describe the public outreach that has taken place include any controversial issues that may affect this project. Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits. Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project. Explain the 20-year maintenance plan and any maintenance agreements that will be required with other agencies for your proposed project.

Applicants may be asked to provide additional documentation following application submittal.

To date, the project has been developed at the preliminary stages. The estimate uses the scope and project limits called out in the City's Capital Improvement Plan where the project is currently slated to be constructed in 2021. The City of St Cloud will be seeking to advance construction and understands that we will be responsible for fully funding this project up front and would be reimbursed in 2024. Design challenges will include water quality and volume reduction requirements for the reconstructed roadway. The City has reached out to the school district and received a letter of support, and the conversion of a rural section of roadway to one with bike lanes and sidewalks has been done by the City numerous times in the past, most recently in 2008 where the section of Cooper Ave S from 33rd St S to 40th St S was reconstructed as an urban section with bike lanes and sidewalk. Since more than 1 acre of land will be disturbed, a MPCA General Stormwater Permit will be required. This is typical of many City projects and is the only permit anticipated at this time. The necessary 20% local match of $106,000 as well as the remaining portion of the project cost would come from a combination of Federal Funding (SP 162-175-001), voter approved sales tax collection, general bond, and MSA funding. The year before the project is constructed, the project goes through the public hearing process where the public has their opportunity to comment on the project. After completion of the project, the roadway would follow the typical maintenance plan for City roadways. This includes crack sealing and seal coating at years 2 or 3, again at years 10 to 12 and an overlay at years 15 to 20. The City will maintain the sidewalk as is typical for any new sidewalk constructed, although snow removal is the responsibility of the property owner. At this point no maintenance agreements are anticipated.

Criteria 6: 15 possible points

Describe the status of right-of-way acquisition

If right of way is needed, describe the process you plan to follow for acquisition. If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right of way, and any work that requires collaboration with rail.

The existing right of way widths for this project are between 66' and 100'. Even at the narrower 66' width, there is adequate room for the 36' roadway, (12' thru lanes and 6' bike lanes) boulevard, and sidewalk for the urban section, and the 12' thru lanes and 10' widened shoulders/bike lanes in the rural section. If right of way is needed for storm sewer, the City of St Cloud follows the Delegated Contract Process (DCP) for Local Agency Federal Aid Projects when acquiring right of way for projects. This process is typically done the year before the project is to be constructed.

Sponsoring Agency Resolution

Notes:

- A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county or agency name] agrees to act as sponsoring agency for the project identified as [project name] seeking [type of funding seeking] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:	WITNESSED:
(Signature)	*(Signature)*
(Title)	*(Title)*
(Date)	*(Date)*

Resolution Agreeing to Maintain Facility

Notes:

- A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the transportation alternatives project identified as [project name].

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

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:	WITNESSED:
_____	_____
(Signature)	*(Signature)*
_____	_____
(Title)	*(Title)*
_____	_____
(Date)	*(Date)*

Application Checklist

This section is required for all applicants.

☒ Letter of intent was reviewed and Regional Planner approved the applicant complete the full application.

☒ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook.*

☒ General Information section completed. (All Applicants)

☒ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of $100,000 and a maximum request of $800,000. (Applicants requesting TA Program funds)

☒ ATP Project Evaluation section completed (if applicable).

☒ Sponsoring Agency Resolution completed. (All Applicants)

☒ Resolution Agreeing to Maintain Facility completed. (All Applicants)

☒ Required Signatures have been obtained. (All Applicants)

Required attachments for Applicants requesting TA Program funds

☒ Legible project location map showing project termini and featured locations described in the narrative portion of the application.

Other enclosures for Applicants requesting TA Program funds

☐ Documentation of financial support (letters, agreements, etc.).

☐ Documentation of plans and public participation.

☒ Project schedule.

☒ Maps, graphics, photos, typical sections.

Application Submittal

☒ Applicant is seeking TA Program funds and submitted, **by January 3, 2020**, 17 hard copies and 1 electronic version of the application to:

Jeff Lenz
MN Department of Transportation
District 3- Baxter
7694 Industrial Park Road
Baxter, MN 56425

Email: Jeff.Lenz@state.mn.us

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.

(Applicant Signature)	*(Date)* 12/27/19
(Sponsoring Agency Engineer Signature)	*(Date)* 12/27/19
(Local Unit of Government Signature)	*(Date)* 12/27/19
(If in MPO area, signature of MPO Executive Director)	*(Date)* 12/30/19

Submitted to Council for Consideration
December 16, 2019

Resolution No. 2019 - 12 - 198

RESOLUTION OF SPONSORSHIP FOR
OAK HILL COMMUNITY SCHOOL AREA SIDEWALK/BICYCLE FACILITIES

BE IT RESOLVED THAT, the City of St. Cloud agrees to act as sponsoring agency for the project identified as Oak Hill Community School Area Sidewalk/Bicycle Facilities seeking Transportation Alternatives Funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

BE IT FURTHER RESOLVED that the City Engineer is hereby authorized to act as agent on behalf of this sponsoring agency.

Adopted this 16th day of December, 2019.

CERTIFICATION

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by the City Council of the City of St. Cloud on this 16th day of December, 2019.

SIGNED:

Dan Klein
Mayor

Date: 12/27/19

WITNESSED:

City Clerk

Date: 12/27/19

Submitted to Council for Consideration
December 16, 2019

Resolution No. 2019 - 12 - 199

RESOLUTION AGREEING TO MAINTAIN THE PROPOSED OAK HILL COMMUNITY SCHOOL AREA SIDEWALK/BICYCLE FACILITIES

WHEREAS, the Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS, Transportation Alternatives projects receive federal funding; and

WHEREAS, the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS, the City of St. Cloud is the sponsoring agency for the transportation alternatives project identified as Oak Hill Community School Area Sidewalk/Bicycle Facilities.

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

Adopted this 16th day of December, 2019.

CERTIFICATION

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by the City Council of the City of St. Cloud on this 16th day of December, 2019.

SIGNED:

Dan Kleis

Mayor

Date: 12/27/19

WITNESSED:

City Clerk

Date: 12/27/19

Attachment F2

St. Cloud Area School District 742
Prepare. Engage. Educate. Empower. Inspire.

Willie L. Jett II
Superintendent

District Administration Office
1201 South Second Street
Waite Park, MN 56387

Phone: 320-370-8000
willie.jett@isd742.org

November 1, 2019

Mr. Jeff Wenz
Engineering Specialist/Program Coordinator
Minnesota Department of Transportation District 3 – Baxter
7694 Industrial Park Road
Baxter, MN 56425

Dear Mr. Wenz:

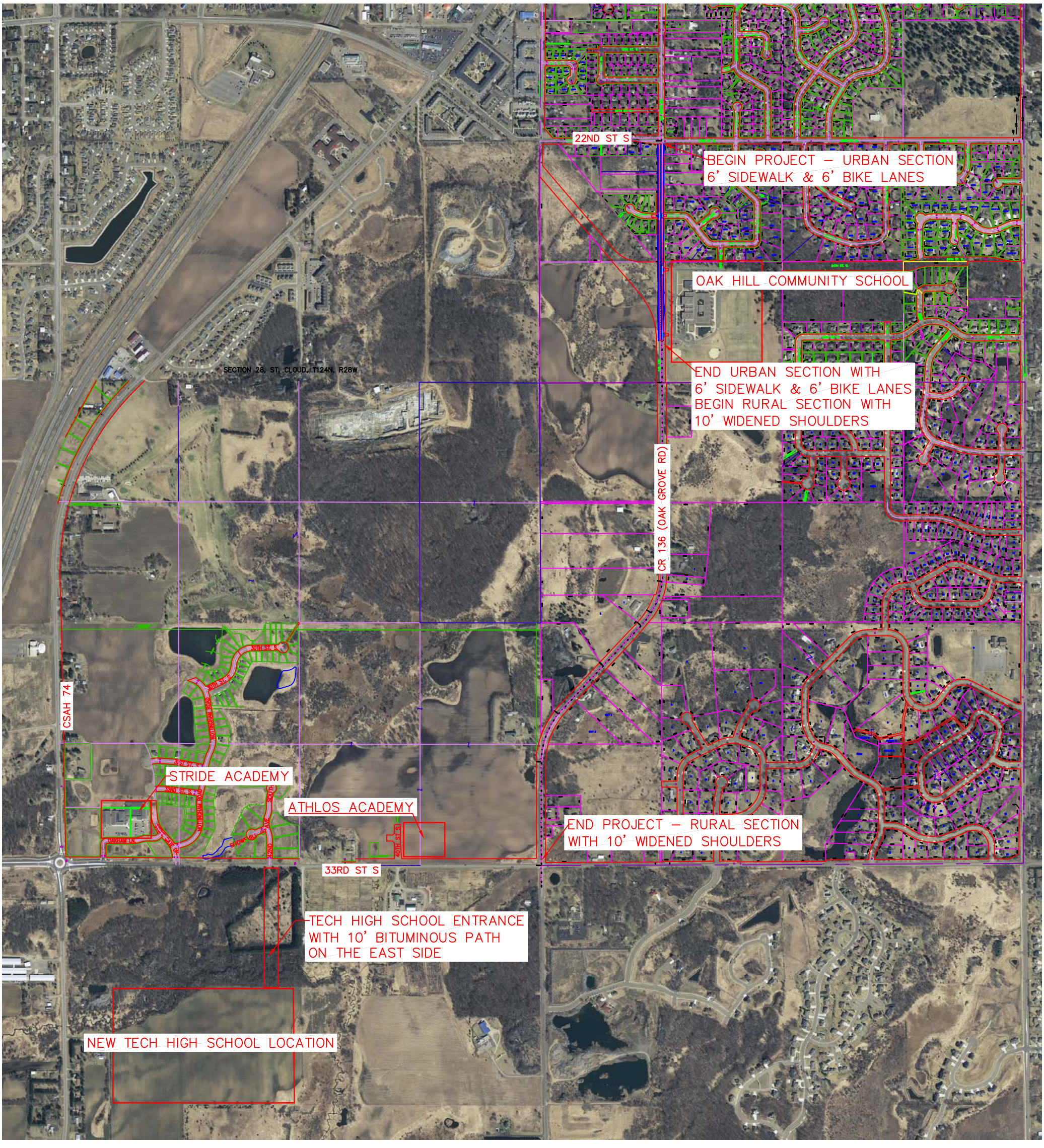
On behalf of St. Cloud Area School District 742, I am writing in support of the City of St. Cloud application for the Transportation Alternatives Grant. This project would enhance safety for our students at Oak Hill Community School and provide a needed pathway in that neighborhood. The planned route of this pathway would provide a valuable connection to both School District and City resources.

District 742 has worked with the City of St. Cloud on many similar projects. Through this work, we have experienced the City as having a like vision for providing services for the community. We look forward to the opportunity for continued partnership through this project.

Sincerely,

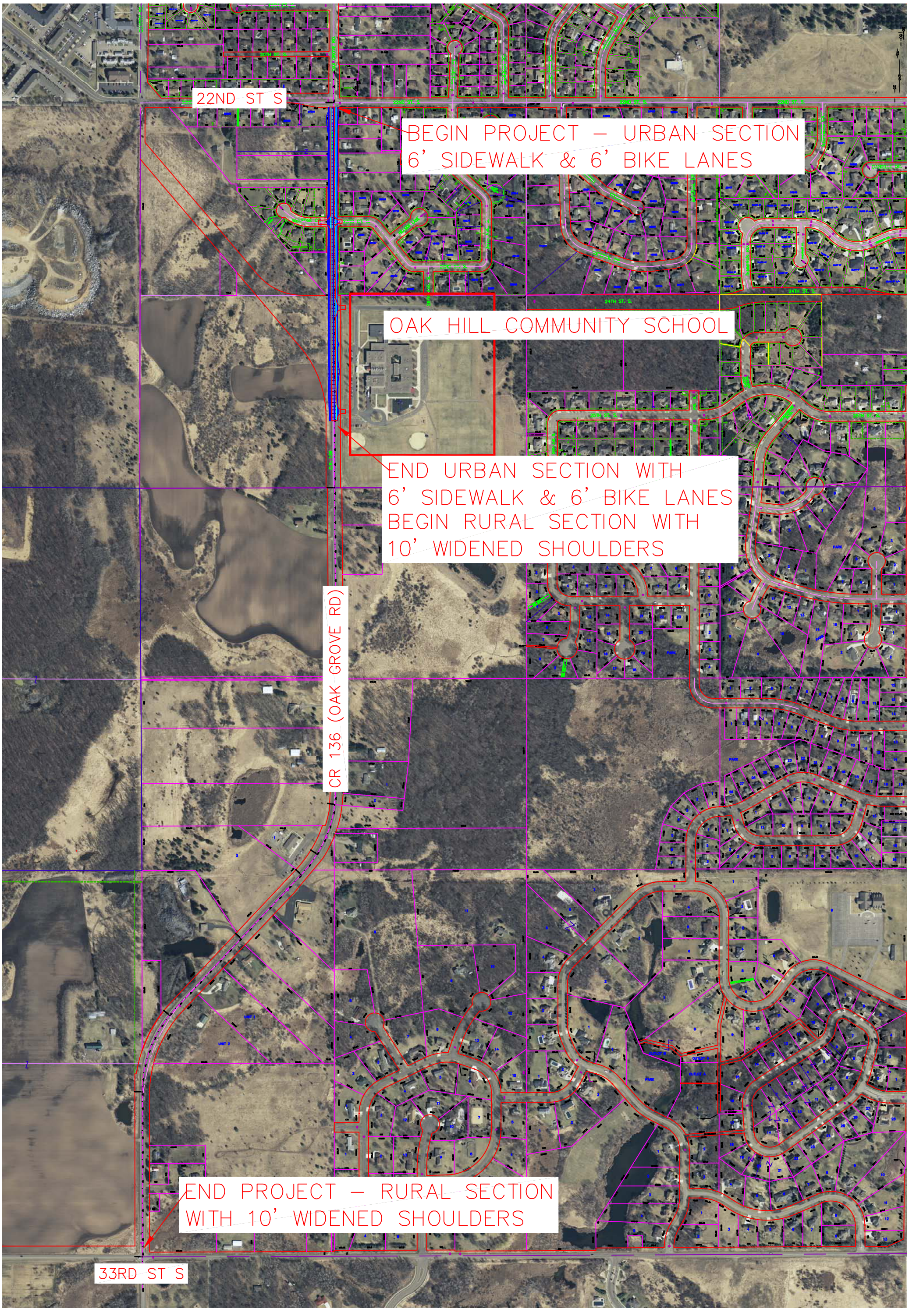
Willie L. Jett II
Superintendent

Attachment F2



Attachment F2

Attachment F2



Attachment F2

Attachment F2

22ND ST S

OAK HILL COMMUNITY SCHOOL

CR 136 (OAK GROVE RD)

EXISTING SIDEWALK / PATH

PROPOSED 6' SIDEWALK

PROPOSED 6' BIKE LANE

PROPOSED 10' SHOULDER

33RD ST S

Attachment F2

PRELIMINARY COST ESTIMATE - DECEMBER 2019

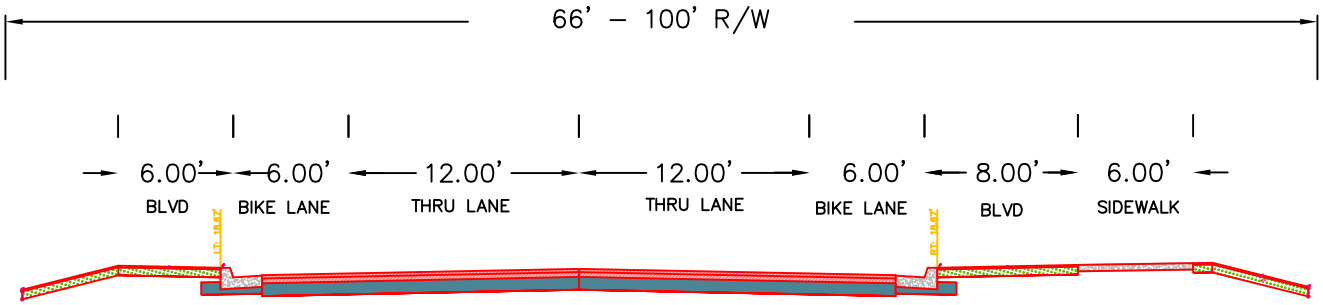
CR 136 (OAK GROVE ROAD) RECONSTRUCTION - URBAN CONSTRUCTION FROM 22ND ST S TO OAK HILL COMMUNITY SCHOOL. RURAL CONSTRUCTION FROM OAK HILL COMMUNITY SCHOOL TO 33RD ST S

ITEM NO.	MNDOT SPEC.	ITEM DESCRIPTION	UNIT	UNIT PRICE	TOTAL PROJECT	
					ESTIMATED QUANTITY	AMOUNT
Surface						
	2021.501	MOBILIZATION	LUMP SUM	$90,000.00	1.00	$90,000.00
	2101.502	CLEARING	TREE	$500.00	15	$7,500.00
	2101.506	GRUBBING	ACRE	$5,000.00	1	$5,000.00
	2101.507	GRUBBING	TREE	$100.00	15	$1,500.00
	2104.501	REMOVE CURB & GUTTER	LIN. FT.	$4.00	391	$1,564.00
	2104.505	REMOVE CONCRETE PAVEMENT	SQ. YD.	$10.00	500.00	$5,000.00
	2104.505	REMOVE BITUMINOUS PAVEMENT	SQ. YD.	$5.00	11,018	$55,090.00
	2104.511	SAWING CONCRETE PAVEMENT (FULL DEPTH)	LIN. FT.	$8.00	300	$2,400.00
	2104.513	SAWING BITUMINOUS PAVEMENT (FULL DEPTH)	LIN. FT.	$4.00	300	$1,200.00
	2104.603	MILL BIT SURFACE-LONGITUDINAL TRENCH	LIN. FT.	$10.00	300	$3,000.00
	2105.501	COMMON EXCAVATION (EV) (P)	CU. YD.	$10.00	24,696	$246,960.00
	2105.522	SELECT GRANULAR BORROW (CV)	CU. YD.	$10.00	300	$3,000.00
	2123.610	STREET SWEEPER (WET PICKUP TYPE BROOM)	HOUR	$100.00	40	$4,000.00
	2211.503	AGGREGATE BASE (CV), CLASS 6 (VIRGIN) (P)	CU. YD.	$28.00	10,860	$304,080.00
	2232.604	MILL BITUMINOUS PAVEMENT (SPECIAL)	SQ. YD.	$3.00	20,907	$62,721.00
	2357.502	BITUMINOUS MATERIAL FOR TACK COAT	GAL	$1.00	2,091	$2,090.70
	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE - SPWEA240C	TON	$75.00	300	$22,500.00
	2360.501	TYPE SP 9.5 WEARING COURSE MIXTURE - SPWEA440F	TON	$80.00	4,420	$353,600.00
	2360.501	TYPE SP 12.5 NON-WEARING COURSE MIXTURE - SPWEB230C	TON	$75.00	300	$22,500.00
	2360.502	TYPE SP 12.5 NON WEAR COURSE MIX - SPNWB430F	TON	$80.00	4,420	$353,600.00
	2521.501	4" CONCRETE WALK	SQ. FT.	$5.50	14,520	$79,860.00
	2521.501	6" CONCRETE WALK	SQ. FT.	$7.50	500	$3,750.00
	2531.501	CONCRETE CURB & GUTTER DESIGN B618	LIN. FT.	$15.00	4,400	$66,000.00
	2531.618	TRUNCATED DOMES	SQ. FT.	$50.00	60	$3,000.00
	2563.601	TRAFFIC CONTROL	LUMP SUM	$40,000.00	1	$40,000.00
	2564.531	SIGN PANELS TYPE C	SQ. FT.	$45.00	200	$9,000.00
	2564.531	SIGN PANELS TYPE D	SQ. FT.	$50.00	50	$2,500.00
	2564.602	INSTALL SIGN SUPPORT	EACH	$250.00	10	$2,500.00
	2573.502	SILT FENCE, TYPE MACHINE SLICED	LIN. FT.	$3.00	8,000	$24,000.00
	2573.530	STORM DRAIN INLET PROTECTION	EACH	$150.00	15	$2,250.00
	2574.525	COMMON TOPSOIL BORROW (CV)	CU. YD.	$16.00	500	$8,000.00
	2575.501	SEEDING	ACRE	$4,300.00	2	$8,600.00
	2582.502	4" SOLID LINE EPOXY (WHITE)	LIN. FT.	$0.60	10000	$6,000.00
	2582.502	4" BROKEN LINE EPOXY (YELLOW)	LIN. FT.	$1.70	1100	$1,870.00
	2582.503	4" DOUBLE SOLID LINE EPOXY (YELLOW)	LIN. FT.	$1.50	3000	$4,500.00
	2582.503	CROSSWALK EPOXY	SQ. FT.	$15.00	400	$6,000.00
Sanitary Sewer						
	2506.516	CASTING ASSEMBLY	EACH	$900.00	4	$3,600.00
	2506.602	ADJUST FRAME AND RING CASTING	EACH	$600.00	4	$2,400.00
Water Main						
	2104.523	SALVAGE HYDRANT	EACH	$400.00	5	$2,000.00
	2504.602	INSTALL HYDRANT (SALVAGE HYDRANT)	EACH	$1,500.00	5	$7,500.00
	2504.602	ADJUST VALVE BOX	EACH	$400.00	10	$4,000.00
	2504.602	6" GATE VALVE & BOX	EACH	$1,800.00	5	$9,000.00
	2504.603	6" WATER MAIN - DUCTILE IRON CL.52	LIN. FT.	$50.00	100	$5,000.00
	2504.608	WATER MAIN FITTINGS	LB.	$10.00	200	$2,000.00
Storm Drain						
	2104.501	REMOVE SEWER PIPE (STORM)	LIN. FT.	$6.00	500	$3,000.00
	2501.516	18" RC PIPE APRON	EACH	$750.00	10	$7,500.00
	2503.542	12" RC PIPE SEWER DESIGN 3006 CLASS V	LIN. FT.	$45.00	100	$4,500.00
	2503.542	15" RC PIPE SEWER DESIGN 3006 CLASS V	LIN. FT.	$50.00	500	$25,000.00
	2503.542	18" RC PIPE SEWER DESIGN 3006 CLASS V	LIN. FT.	$55.00	600	$33,000.00
	2503.602	CONNECT INTO EXISTING DRAINAGE STRUCTURE	EACH	$1,500.00	2	$3,000.00
	2503.602	CONNECT TO EXISTING STORM SEWER	EACH	$1,000.00	2	$2,000.00
	2506.502	CONSTRUCT DRAINAGE STRUCTURE, DESIGN 48-4020	EACH	$2,500.00	5	$12,500.00
	2506.502	CONSTRUCT DRAINAGE STRUCTURE, DESIGN 60-4020	EACH	$500.00	2	$1,000.00
	2506.502	CONSTRUCT DRAINAGE STRUCTURE, DESIGN H	EACH	$1,800.00	5	$9,000.00
	2506.516	CASTING ASSEMBLY	EACH	$900.00	12	$10,800.00
	2506.602	ADJUST FRAME & RING CASTING	EACH	$300.00	12	$3,600.00
		TOTAL CONSTRUCTION COSTS				**$1,965,535.70**
		ENGINEERING DESIGN & CONSTRUCTION ENGINEERING (15%)				$294,830.36
		MATERIAL TESTING SERVICES				$20,000.00
		TOTAL PROJECT COST				**$2,280,366.06**

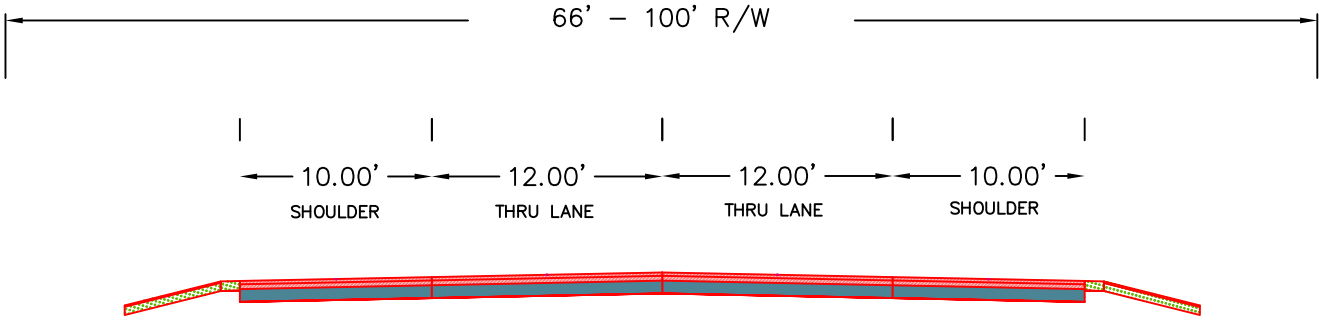
Attachment F2

Attachment F2

CR 136 (OAK GROVE ROAD)
FROM 22ND ST S TO 33RD ST S



Urban Section



Rural Section

Attachment F2

Attachment F2

COUNTY RD 136 RECONSTRUCTION FROM 22ND ST S TO 33RD ST S
PROPOSED CONSTRUCTION SCHEDULE

	TASK	DATE	FEBRUARY			MARCH			APRIL			MAY			JUNE			JULY			AUGUST		
1	PLANS FINALIZED AND SUBMITTED	*Estimated*	X																				
2	ADVERTISE PLANS	*Estimated*						X															
3	OPEN BIDS AND AWARD	*Estimated*									X												
4	BEGIN CONSTRUCTION	*Estimated*											X										
5	CONSTRUCTION COMPLETED	*Estimated*																					X

Attachment F2

Attachment F2

Oak Hill Community School

Safe Routes to School Plan

St Cloud, Minnesota | August 2013

Funded through a MnDOT
Safe Routes to School Planning Assistance Grant

alta PLANNING + DESIGN

community design group

MINNESOTA DEPARTMENT OF TRANSPORTATION

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Acknowledgements

The following key people/entities participated in the Safe Routes to School (SRTS) plan efforts for Oak Hill Community School. Their creativity, energy, and commitment were critical to the success of this planning effort:

Jodi Gertken BLEND Coordinator/ CentraCare Health Foundation

Tom Mastey – City of St Cloud Police Department

Joni Olsen - Principal of Oak Hill Principal

Michelle Pooler – Minnesota Department of Transportation

Tiffany Thompson - City of St Cloud Police Department

Steve Ryynanen – City of St Cloud

Robert Sikes - Watch Dog Dads (Parent volunteers)

Angie Stenson - St Cloud Area Planning Organization

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Attachments

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Introduction

What is Safe Routes to School?

Safe Routes to School (SRTS) is a program with a simple goal: helping more children get to school by walking and bicycling. Envision active kids using safe streets, helped by engaged adults (from teachers to parents to police officers), surrounded by responsible drivers.

Safe Routes to School programs use a variety of strategies to make it easy, fun and safe for children to walk and bike to school. These strategies are often called the "Five Es."

- Education: programs designed to teach children about traffic safety, bicycle and pedestrian skills, and traffic decision-making.
- Encouragement: programs that make it fun for kids to walk and bike. These programs may be challenges, incentive programs, regular events (e.g. "Walk and Bike Wednesdays") or classroom activities.
- Engineering: physical projects that are built to improve walking and bicycling conditions.
- Enforcement: law enforcement strategies to improve driver behavior near schools.
- Evaluation: strategies to help understand program effectiveness, identify improvements, and ensure program sustainability.

Benefits of Walking and Bicycling to School

Safe Routes to Schools programs directly benefit schoolchildren, parents and teachers by creating a safer travel environment near schools and by reducing motor vehicle congestion at school drop-off and pick-up zones. Students that choose to bike or walk to school are rewarded with the health benefits of a more active lifestyle, with the responsibility and independence that comes from being in charge of the way they travel, and learn at an early age that biking and walking can be safe, enjoyable and good for the environment.

Safe Routes to Schools programs offer ancillary benefits to neighborhoods by helping to slow traffic and by providing infrastructure improvements that facilitate biking and walking for everyone. Identifying and improving routes for children to safely walk and bicycle to school is also one of the most cost-effective means of reducing weekday morning traffic congestion and can help reduce auto-related pollution.

In addition to safety and traffic improvements, a SRTS program helps integrate physical activity into the everyday routine of school children. Health concerns related to sedentary lifestyles have become the focus of statewide and national efforts to reduce health risks associated with being overweight. Children who bike or walk to school have an overall higher activity level than those who are driven to school, even though the journey to school makes only a small contribution to activity levels. Active kids are healthy kids. Walking or bicycling to school is an easy way to make sure that children get daily physical activity.

SRTS benefits children:

- Increased physical fitness and cardiovascular health
- Increased ability to focus on school
- A sense of independence and confidence about their transportation and their neighborhood

SRTS benefits neighborhoods:

- Improved air quality as fewer children are driven to school
- Decreased crashes and congestion as fewer children are driven to school
- More community involvement as parents, teachers and neighbors get involved and put "eyes on the street"

SRTS benefits schools:

- Fewer discipline problems because children arrive "ready to learn"
- Fewer private cars arriving to drop off and pick up children
- Opportunities to integrate walking, bicycling and transportation topics into curriculum (e.g. "Walk & Bike Across America,"
- Increased efficiency and safety during drop off and pick up times

Why is a Safe Routes to School Program Important?

Although most students in the United States walked or biked to school pre-1980's, the number of students walking or bicycling to school has sharply declined. Statistics show that 48 percent of students between 5 and 18 years of age walked to school in 1969, with 87 percent walking or bicycling within a mile of school. In 2009 fewer than 14 percent of all students walked to get to school[1]. This decline is due to a number of factors, including urban growth patterns and school siting requirements that encourage school development in outlying areas, increased traffic, and parental concerns about safety. The situation is self-perpetuating: As more parents drive their children to school, there is increased traffic at the school site, resulting in more parents becoming concerned about traffic and driving their children to school.

According to a 2005 survey by the Center for Disease Control, parents whose children did not walk or bike to school cited the following barriers:

- Distance to school 61.5%
- Traffic-related danger 30.4%
- Weather 18.6%
- Crime danger 11.7 %
- Prohibitive school policy 6.0%
- Other reasons (not identified) 15.0%

A comprehensive Safe Routes to School program addresses the reasons for reductions in walking and biking through a multi-pronged approach that uses education, encouragement, engineering and enforcement efforts to develop attitudes, behaviors and physical infrastructure that improve the walking and biking environment.

The downward cycle of traffic and reduced walking and bicycling

[1] National Safe Routes Partnership, 2009

Oak Hill SRTS Planning Background

Through its partnerships, programs, and planning processes, Oak Hill Community School has demonstrated a commitment to Safe Routes to School despite the challenges associated with the location of the school. Oak Hill has important partners and local support from the Better Living: Exercise and Nutrition Daily (BLEND) Initiative, the St. Cloud Area Planning Organization (APO), Stearns County, City of St. Cloud Public Works Department, St Cloud Area ISD 752 Transportation Services Department, Statewide Health Improvement Plan (SHIP), as well as significant support from school staff and parents, including the Watch DOG Dads volunteer safety group and the PTSA. Local support has also come in the form of policies such as the City of St. Cloud and the APO's adoption of Complete Street Policies. Stearns County supports efforts to make County Rd 136, a major barrier for Oak Hill Community School more accessible for pedestrians and bicyclists.

A number of existing policies are in place which will act as support for SRTS work. The ISD 742's Wellness Policy, which stresses the district's commitment to providing a healthy environment that supports healthy lifestyles. Currently Oak Hill School and the PTSA are exploring the development of a "Walkathon" program to encourage physical activity. The first 'Walk and Roll' event is scheduled for fall 2013. Additionally, community programs such as the Bernick's Family Fitness Series encourage physical activity at a community-wide level.

The goals of Oak Hill Community School's SRTS team include the exploration of alternatives and feasibility for bicycle and pedestrian access to the school from areas within a mile walk/bike shed; promoting awareness of active transportation benefits to parents and students through education, encouragement, enforcement, and evaluation measures; and addressing traffic and safety concerns during pick-up and drop off times.

Support for Implementation

All aforementioned local partners will participate in implementation support, including BLEND who will champion Walk-to-School fundraising, provide advocacy and social media, play an active role in Complete Streets and SRTS policy encouragement, and work with the Statewide Physical Education Bill. The St. Cloud Police Department has put on bike rodeos in the past, and will likely continue this practice in support of SRTS. Additionally, previous work with SHIP has helped to pave the way for SRTS practices and policies by encouraging healthy lifestyles.

In spring of 2013, the BLEND initiative was awarded a MNDOT SRTS Non-Infrastructure Implementation Grant to support 5 schools in Stearns & Benton counties. Oak Hill will receive support from this program. The program will hire a coordinator to implement education and enforcement activities, provide support for crossing guards and purchase supplies/materials for SRTS programs.

Related Community Planning

The following plans, programs, and efforts have taken place in St. Cloud separate from this project's SRTS process, and may have important implications for student walking and biking to area schools:

- **2030 St. Cloud Metropolitan Area Bikeway and Pedestrian Plan**

  This 2005 plan includes policy, infrastructure, and program recommendations for increasing the safety, convenience, and attractiveness of walking and bicycling. The plan highlights the importance of Safe Routes to School programs and also identifies 22nd St S from W St. Germain St to Cooper Ave S as a "desired bikeway."

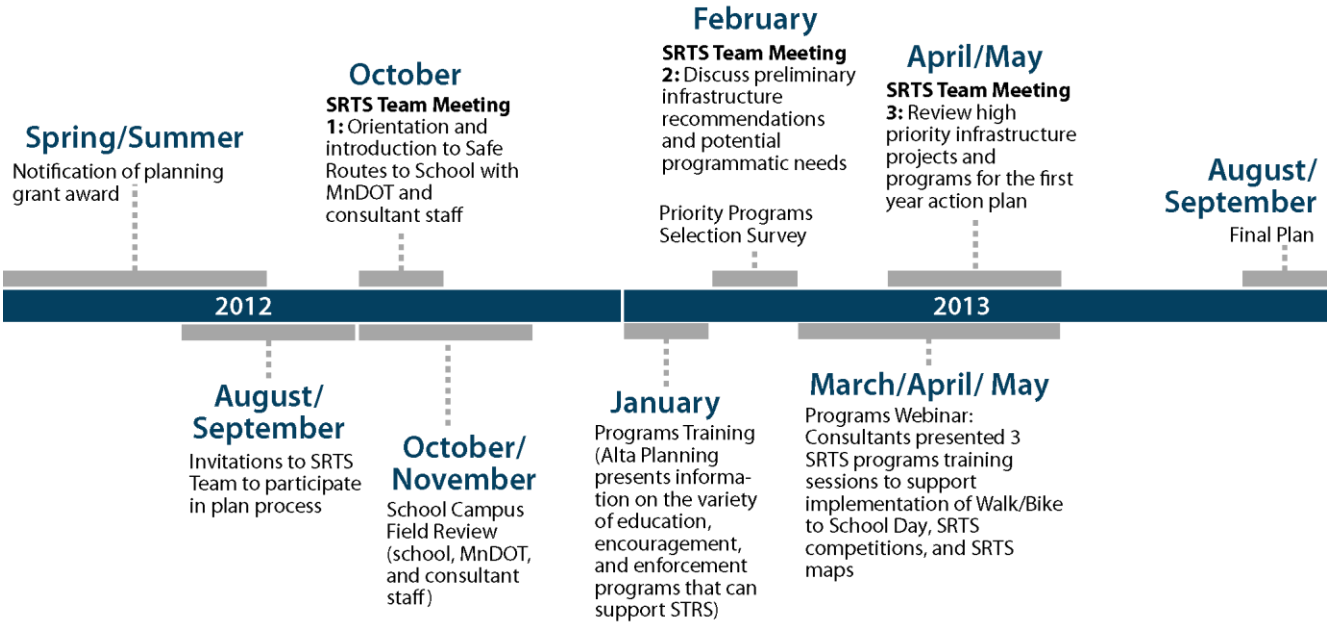
- **The City of St. Cloud Comprehensive Plan**

This 2003 supports the provision of pedestrian and bicycle facilities, stating that "Sidewalks and trails must be part of a logical system that connect to major activity centers such as schools, parks, and commercial areas" (pp. 6-19). The plan includes numerous recommendations aimed at completing gaps in the bikeway and sidewalk system, and continuing to develop off-road trails throughout the city.

Planning Process

The year-long planning process for this SRTS Plan included building a SRTS team; gathering data and information about existing conditions; developing recommendation for the 5 E's; and developing a written document that set forth a path for the SRTS program at Oak Hill Community School. The graphic below depicts key milestones in the planning process.

SRTS Plan Milestones



How to Use this Plan

This SRTS plan provides an overview of Safe Routes to School with specific recommendations for a 5 E's approach to improve the safety and the health and wellness of Oak Hill Community School students. The specific recommendations in this plan are intended to support infrastructure improvements and programs over the next 5 years.

It should be noted that not all of these projects and programs need to be implemented right away to improve the environment for walking and biking to school. The recommended projects and programs listed in this plan should be reviewed as part of the overall and ongoing strategy for Oak Hill Community School. Some projects will require more time, support, and funding than others. It is important to achieve shorter-term successes while laying the groundwork for progress toward some of the larger and more complex projects.

A clear goal of SRTS programs is simply to increase the number of students that bike and walk to school, however, many schools are located in neighborhoods or along roadways that do not have the infrastructure to support students biking or walking to school. This does not mean that the school community will not benefit from a SRTS program. The infrastructure will likely improve over time, but the school community can begin to improve safety and healthy options for students through programs and innovative approaches that meet the unique school context.

Oak Hill Community School currently has significant gaps in pedestrian infrastructure and thus major barriers to walking and biking to school. While the first priority is to increase the number of students walking and cycling, there are a number of priority objectives that will improve the safety and health of students and will serve to make the environment better for bicycling and walking to school and in the greater community.

Secondary priority SRTS objectives include:

- **Reducing the number of private cars on campus.** This can be accomplished via increasing bus ridership, carpooling for students and staff. Fewer private cars on campus reduces congestion and potential for conflicts.
- **Improving air quality**. Introduce 'no idling' campaigns and enforcement for buses and private cars
- **Establish programs that build on safety in numbers.** Developing programs to encourage students to bike or walk to school with adult supervised events such as walking Wednesdays, and remote drop off locations for parents to walk their students in to school. Walking and cycling in large groups with adult supervision can overcome some of the issues associated with a lack of infrastructure.
- **Incorporate daily activity into the student's school day**. Establish opportunities for students walk or run throughout the day while at school to create healthy lifelong habits in the students.
- **Teach students pedestrian and bicycle safety and competence.** Safe walking and biking skills are life skills, and will be useful for students traveling to friend's houses, soccer games, aquatic centers, etc, with and without their parents. Knowing how to walk safely in the road on neighborhood streets, and how to determine if a street is appropriate to walk or bike in are useful skills at all ages.

This plan includes recommendations for infrastructure projects both long and short term as well as programmatic recommendations. At the heart of every successful Safe Routes to School comprehensive program is a coordinated effort by parent volunteers, school staff, local agency staff, law enforcement and community advocates, such as, public health. The following paragraphs highlight the unique contributions of key partners in Safe Routes to School.

Parents can use this report to understand the conditions at their children's school and to become familiar with the ways a SRTS program can work to make walking and biking safer. Concerned parents or city residents have a very important role in the Safe Routes to School process. Parent groups, both formal and informal have the ability and the responsibility to help implement many of the educational and encouragement programs suggested in this plan. Parent groups can also be critical to ongoing success by helping to fundraise for smaller projects and programs that are implementable without serious effort on behalf of the district or local agency.

Parents lead students on walking school bus from a park and walk site.

School district and school administrative staff can use this report to prioritize improvements identified on District property and develop programs that educate and encourage students and parents to seek alternatives to single family commutes to school.

District officials are perhaps the most stable of the stakeholders for a Safe Routes to School program and have the responsibility for keeping the program active over time. District staff can work with multiple schools sharing information and bringing efficiencies to programs at each school working on Safe Routes.

School Administrators have an important role in implementing the recommendations contained within this SRTS Plan. This plan is unique to Oak Hill Community School; as such the impetus for change and improvement must be supported by the leadership of the school. School administrators can help with making policy and procedural changes to projects that are within school grounds and have the responsibility to distribute informational materials to parents within school publications.

City and County staff can use this report to identify citywide issues and opportunities related to walking and biking and to prioritize infrastructure improvements. City staff can also use this report to support Safe Routes to School funding and support opportunities such as:

- MnDOT Safe Routes to School (SRTS) grants
- Federal Safe Routes to School (SRTS) grants
- Future Statewide Health Improvement Program (SHIP)

For all infrastructure recommendations, a traffic study and more detailed engineering may be necessary to evaluate project feasibility, and additional public outreach will be conducted before final design and construction. For recommendations within the public right-of-way, the responsible agency will determine how (and if) to incorporate suggestions into local improvement plans and prioritize funding to best meet the needs of each school community.

Police department staff can use this report to understand issues related to walking and biking to school and to plan for and prioritize enforcement activities that may make it easier and safer for students to walk and bike to school. The Police Department will be instrumental to the success of the enforcement programs and policies recommended in this plan. As noted, the City of St Cloud Police Department has been a key partner in providing officers to conduct bike rodeos. The Police Department will also have a key role in working with school administration in providing officers and assistance to some of the proposed education and encouragement programs.

Public health staff can use this report to identify specific opportunities to collaborate with schools and local governments to support safety improvements and encourage healthy behaviors in school children and their families. The staff of BLEND are already actively involved in SRTS at Oak Hill. BLEND and other public health staff will continue to play a key role in programmatic efforts.

Bicycle rodeos help students learn important safety lessons and riding skills.

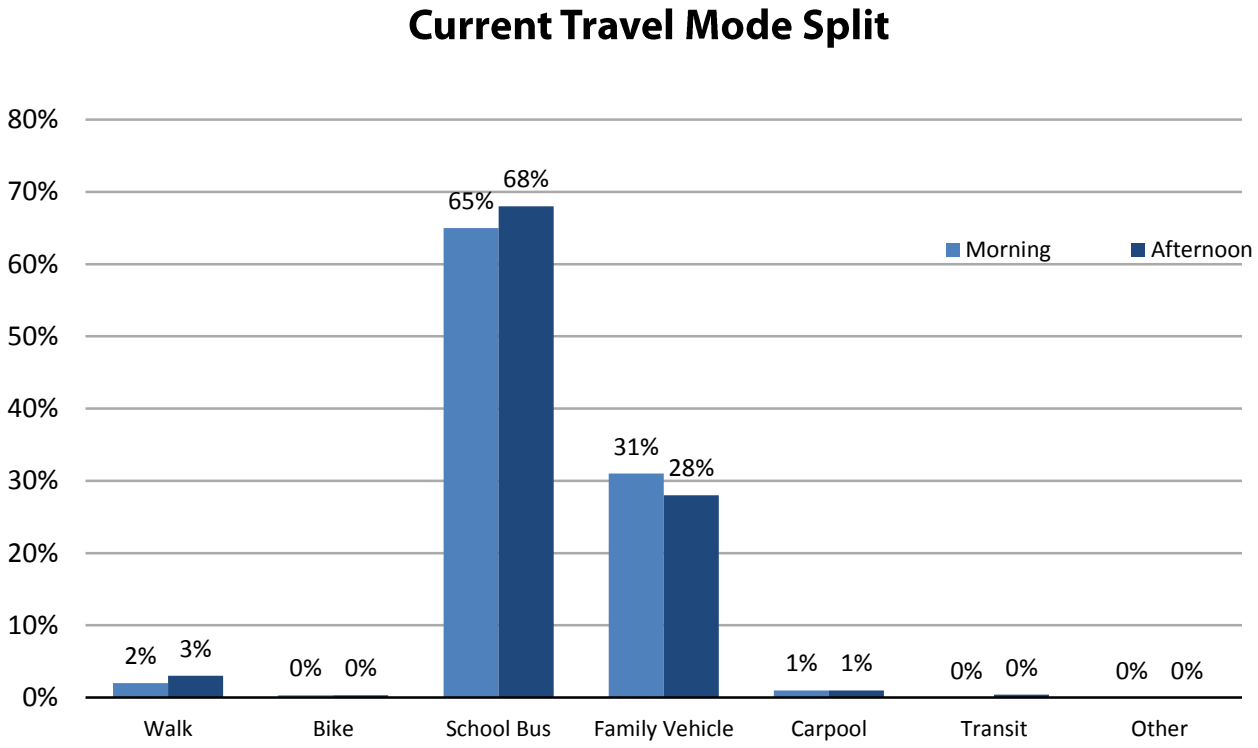
School Site Description

School Context:

Oak Hill Community Elementary is a K-5 school located on County Road 136 (Oak Grove Rd) in southern Saint Cloud, a city of 65,842 people located about 65 miles northwest of Minneapolis. The land directly surrounding the school is low density residential to the east, and undeveloped open land immediately to the west. Beyond that sits the Germain Street corridor, where commercial and multi-family residential uses predominate. The average age of St. Cloud residents was 28.8 years at the time of the 2010 U.S. Census, below the state average of 37.4 years. Median household income in St. Cloud is $40,687, below the statewide average of $58,476, based on 2007-2011 American Community Survey 5-Year Estimates. School enrollment for the 2012-2013 school year was 844 students.

Current Travel Modes:

In-classroom tallies of students' arrival and departure modes were conducted at Oak Hill Community School in December of 2012 over 3 days. A total of 732 trips were tallied in the mornings and a total of 716 were tallied in the afternoons. As shown in the chart, an average of 2-3% of students currently walk to school, and 0% bike. The predominant mode to and from school is by school bus, with 65% arriving this way and 68% departing. The school site is adjacent to a hazard road, which contributes to the high number of students taking the school bus.



School Campus:

Oak Hill Community School is located on the outskirts of the City of St Cloud along a county road with a posted speed of 40 MPH in the school zone. The school campus is a large site, with roughly 3/4 of the site greenfield and play fields that also serve the larger community outside of school hours. The school building is located on the northwest corner of the site. There is a small visitor lot on the front (west) side of the school which is combined with the main parent pickup/drop off lot. There is a second pickup/drop off loop on the south side of the school building. There is a larger staff and event parking lot on the northeast side of the school building, and a bus lot on the east side. A driveway wraps around the perimeter of the building, linking each of the parking lots and staging areas. Sidewalks exist around the perimeter of the building, save for one short gap on the south side.

Surrounding Land Use:

The surrounding area is primarily low density residential. There is also a quarry to the west, across Co Hwy 136. Co Hwy 136 serves as a major barrier and hazard road for bicyclists and pedestrians, as there are no designated facilities and the shoulder is no more than 2' wide before becoming a ditch near the school grounds. Speeds of 50 mph are posted along Co Hwy 136 prior to the school zone. The neighborhoods to the north, east, and southeast, can be accessed by the trail connections on the school campus. There are two large, high density housing developments west of the intersection of 22nd St S and Co Hwy 136. South of the school site is open space and wetlands.

Current pedestrian link between school building and trail connection to the north

Student Walking and Biking - Existing Conditions:

Currently, a large portion of students face the insurmountable pedestrian/bicycle barrier that is Co Hwy 136. Students living in neighborhoods directly to the north, east, and southeast of the school can connect via paved trails which join the school campuses with nearby neighborhood streets. Sidewalks exist in some of these neighborhoods. Access to the trails east and southeast of the building is good; however, access to the neighborhood connection to the northeast takes students through a painted walkway in the parking lot which is at grade and obscured during winter months.

A key intersection for students from the west and north is located at 22nd St and Co Hwy 136. This intersection is currently stop controlled with a history of numerous minor automobile accidents.

Two students make it across the bus lot shortly before buses leave campus.

Currently 22nd Street does not have contiguous bicycle or pedestrian facilities. Bike racks can be found on the front side of the school; however, this requires students riding to school to go all the way around the building from the side they will arrive on (currently no students arrive by bike on the front side of the school due to Co Hwy 136).

There are no crossing guards or student patrols at Oak Hill Community School.

Parent Driver Staging Area:

The main parent driver loop is on the front side of the school. Parking is located along the curb, so parents do not pull up directly to the curbside for pickup. Cones are placed along the curb directly in front of the school entrance. No major conflicts occur despite the unconventional setup. A secondary loop that serves kindergarten families exists on the south side of the school which connects with the driveway that wraps around the school perimeter. School administrators expressed concerns about students being dropped off before safety of the curb.

Parent Car Loop: cars along curb have been parked and left, they do not have parents waiting in them.

Bus Staging Area:

The bus lot is located on the back (east) side of the school. Buses enter the driveway to the north of the school building from Co Hwy 136, and exit on the south side back onto Co Hwy 136. There are approximately 15 buses using the back lot. Parents help out with getting kids safely onto the correct bus as part of the school's 'Watchdog' program. Special Education and kindergarten buses use the curb along the parking lot on the north side of the school.

Infrastructure Recommendations

For this plan, current conditions were observed during a Walking Audit on November 9th, 2012. The walking audit was conducted by planning consults with expertise in SRTS, and participants included staff from the school, including Principal Joni Olson, and additional local partners. Additionally, parent perceptions on walking and biking are measured annually with Oak Hill's Parent Climate Survey.

Key issues identified include:

- County Road 136/Oak Grove poses a major infrastructure issue for Oak Hill Community School. Co Hwy 136 currently acts as an impassible barrier for students wishing to walk or bike to school from anywhere but the neighborhoods directly north, east, and southeast of the school.
- 22nd Street is a key connection to neighborhoods to the north and northwest. Due to a lack of consistent facilities and generally high speeds, 22nd is also a significant barrier to walking or cycling to school.

The initial study yielded specific recommendations to address the key identified barriers to walking and biking at Oak Hill School. This plan does not represent a comprehensive list of every project that could improve conditions for walking and cycling in the neighborhood – but rather the key conflict points and highest priority infrastructure improvements to improve walking and cycling access to the school.

The recommendations range from simple striping changes and school signing to more significant changes to the streets. Short term projects that should be addressed in the 2013-2014 school year are noted in the One Year Action Plan at the end of the infrastructure and programmatic recommendations. Some of the more significant recommendations for changes to streets may require policy changes, additional discussion and coordination, or significant funding sources. The One Year Action Plan notes the importance of getting started on planning and design for these larger projects.

All recommendations are described in Table 1 with locations shown on the Recommended Improvements Map. It should be noted that funding is limited and all recommendations made are planning level concepts only. Additional engineering studies will be needed to confirm feasibility and final costs for projects. The MNMUTCD guidelines (7C.2), encourage the use of crosswalks and signing on school routes in areas where there are likely to be conflicts and/or the need to delineate student travel paths. While existing traffic controls may meet standards for average traffic volumes on the roadway, the presence of school aged children should be considered a mitigating factor in selecting appropriate traffic control infrastructure. Crossings and key access points on school routes should be enhanced to provide increased legibility of desired travel patterns and behavior for all modes.

For more information about specific types of facilities mentioned, reference the Infrastructure Toolkit Glossary which is include directly after the recommendations map.

Maintenance

School routes and crosswalks should be prioritized for maintenance. To ensure high visibility crosswalks maintain their effectiveness, review all crosswalks within one block of the school each year. If there is notable deterioration, crosswalks should be repainted annually. In addition, crosswalks on key school walk routes should evaluated annually and repainted every other year or more often as needed.

While walking and cycling diminish during the cold winter months, it is particularly important to prioritize snow removal and maintenance of school routes. Snow removal is a critical component of pedestrian and bicycle safety. The presence of snow or ice on sidewalks, curb ramps, or bikeways will deter pedestrian and cyclist use of those

facilities to a much higher degree than cold temperature alone. Families with children will avoid walking in locations where ice or snow accumulation creates slippery conditions that may cause a fall. Curb ramps that are blocked by ice or snow effectively sever access to pedestrian facilities. Additionally, inadequately maintained facilities may force pedestrians and bicyclists into the street. Identified routes to school should be given priority for snow removal and ongoing maintenance.

Table 1: Summary of SRTS infrastructure issues and recommendations for Oak Hill Community School

Project	Location	Problem/Issue	Solution/Recommendation	Lead Agency
A	22nd from Quarry Rd to Oak Grove Rd/County Rd 136	No sidewalks. High density residential area with many students that do not have walk/bike access to school.	Add sidewalk between Quarry Rd and Oak Grove Rd/CR-136. Mark transverse crosswalk accross 22nd at Quarry Rd. Crossing dependent on location of sidewalk. This roadway is programmed for reconstruction in the City's CIP. Design elements should consider the travel needs of students in the corridor and provide accommodations for bicycling and walking.	City of St Cloud
B	Oak Grove Rd/County Rd 136 and 22nd St	High speeds on roadways. Noted lack of compliance with stop signs. Many students must come through this intersection. History of vehicle crashes.	Reduce curb radii to reduce vehicle speeds. Update all curbs ramps to ADA standard. Mark crosswalks on three or four legs depending on sidewalk placement. Review volumes to determine if it meets warrant for a signal and review lighting for adequate pedestrian visibility. 22nd St is programmed for reconstruction in the City's CIP.	Stearns County
C	22nd between Oak Grove Rd/County Rd 136 and Cooper	No sidewalks. Many students must connect to 22nd to get to the school.	Install sidewalks on the south side of 22nd St S from Oak Grove Rd SW/CR-136 to Cooper Ave S. Consider bike lanes or wider shared use path to accommodate both pedestrians and bicyclists. This roadway is programmed for reconstruction in the City's CIP.	City of St Cloud
D	Oak Grove Rd/County Rd 136	2-3 foot shoulder. No facilities for bicycling or walking. Main connection to the school. Children coming from higher density housing to the north and west must use this corridor.	Construct shared use path on the east side - preferred 10 feet minimum from 22nd St to Oak Hill school grounds. On school grounds continue path to connect to sidewalk at the front of the school. Mark high visibilty crosswalk from path to school sidewalk. Mark crossing, ADA curb ramps and trail warning signs at intersection with 23rd St S. See additional discussion of ROW in attachments	City of St Cloud, School District

Table 1 Continued: Summary of SRTS infrastructure issues and recommendations for Oak Hill Community School

Project	Location	Problem/Issue	Solution/Recommendation	Lead Agency
E	Pavement marking through parking lot	Path crosses after curve. Directs students through parking area with three potential confict points at entrances. Maintenance during the snow season is challenging. Markings are covered with snow.	Extend existing path around the east side of the drive to connect to a crosswalk. Update to ADA compliant curb ramps.	School District
F	Roadway gap between Temminck and Tiffany	No connection. Students must currently travel in circuitous route to Cooper and 22nd	Develop shared use path to connect Temminick Rd and Tiffany Ct or provide sidewalk upon developmentt.	City of St Cloud
G	Cooper Hills Oak Park to 29th/21st.	No connection. Current distance from neighborhoods on roadways is over one mile and requires travel on high speed County Rd 136.	Develop shared use path from Cooper Hills Oak Park on 30th St to 21st Ave S. There are potential wetland impact issues. Consider seasonal bridge and environmental education potential.	City of St Cloud
H	Oak Grove Rd/County Rd 136 to Quarry	No connection to high density housing. 22nd and CR-136 are not currently viable options for students.	Develop 10 ft (8 ft minimum) shared-use path from NW corner of campus to 22nd St S. Include RRFB or HAWK signal for crossing of Oak Grove Rd SW/CR-136 at school. Review intersection of 22nd St S and Quarry Rd for stop sign and/or potential enhanced crossing.	City of St Cloud and Stearns County

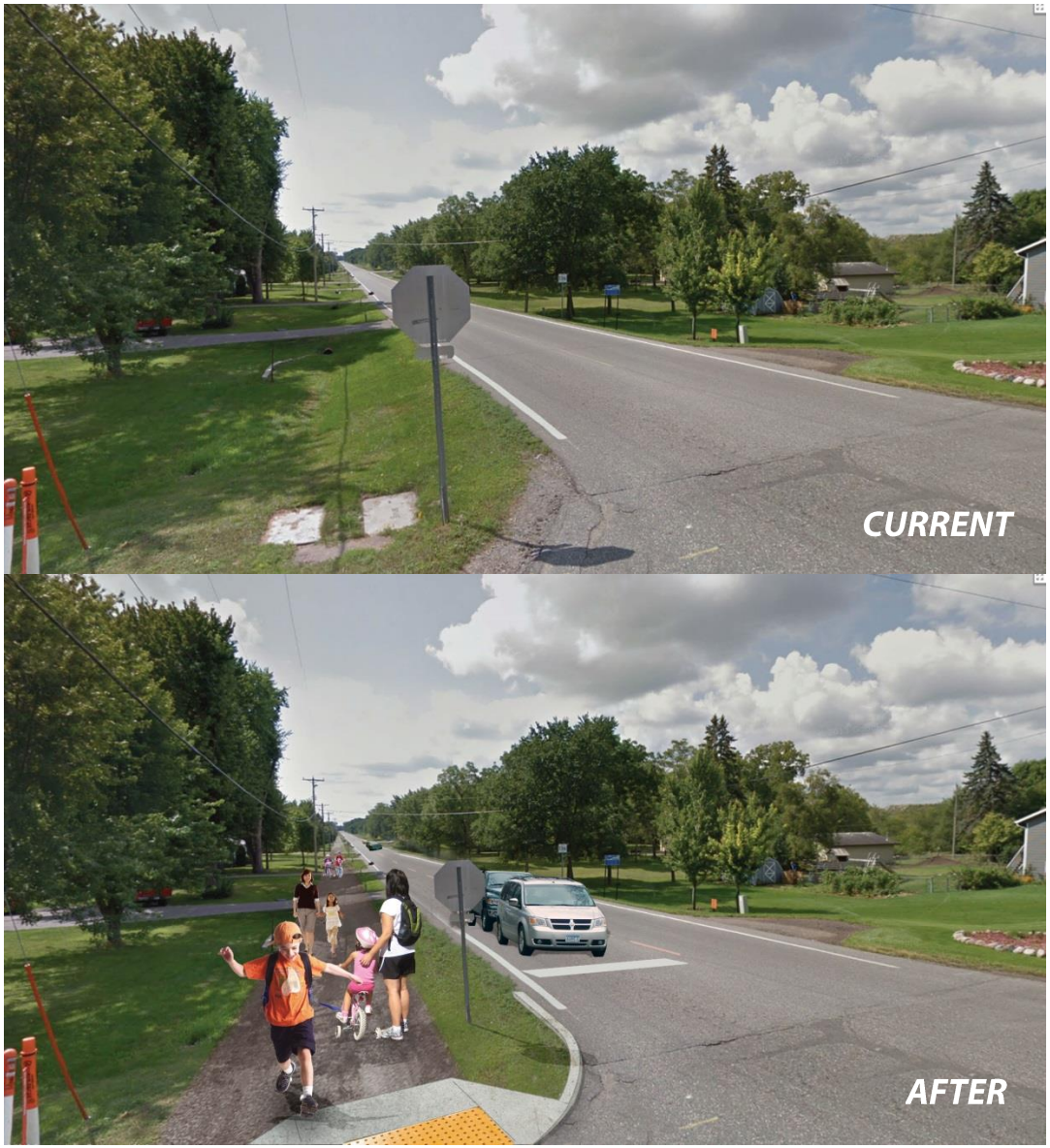


Photo Simulation of Project D
Shared Use Path on County Road 136:

Restructuring the drainage and adjusting the street cross section would provide space for a shared use path on the east side. Separation from motorized traffic is essential for student pedestrians and bicyclists in this corridor.

Attachment F2

Attachment F2

Oak Hill Community Elementary
Recommended Improvements Map

ADA compliant curb ramps and a shortened crossing will improve access from the path. (E)

A Design for planned street reconstruction should include pedestrian facilities on 22nd St S between Quarry Rd and Oak Grove Rd SW/CR-136 and a marked crosswalk accross 22nd St S at Quarry Rd.

B Design for planned street reconstruction should include reduced curb radii, ADA compliant curb ramps, and marked crosswalks at 22nd St S and Oak Grove Rd SW/CR-136. Review volumes to determine if intersection meets warrant for a signal and review lighting for adequate pedestrian visibility.

C Design for planned street reconstruction should include bicycle and pedestrian accomodations. If sidewalk or path construction is limited to one side of the street due to budget constraits, prioritize south side from Oak Grove Rd SW/CR-136 to Cooper Ave S.

D Construct shared-use path on the east side of Oak Grove Rd SW from 22nd St S to school grounds. Mark high visibility crosswalk from path to school sidewalk. Mark crossing, Install ADA curb ramps and trail warning signs at intersection with 23rd.

E Extend existing path around the east side of the drive to connect to a crosswalk. Update to ADA compliant curb ramps.

F Develop shared-use path to connect Temminick Rd and Tiffany Ct OR provide sidewalk upon development.

G Develop shared use path from Cooper Hills Oak Park on 30th St to 21st Ave S.

H Develop shared-use path from NW corner of campus to 22nd St S. Include RRFB or HAWK signal for crossing of Oak Grove Rd SW/CR-136 at school. Review intersection of 22nd St S and Quarry Rd for stop sign and/or potential enhanced crossing.

I Move some of the existing bike racks to the back of the school or purchase additional racks to disperse parking.

J Consider blocking inside lane with cones to ensure that parents do not form two lines. Implement valet program to facilitate children exiting and entering only at the curb.

alta PLANNING + DESIGN | community design group | MINNESOTA DEPARTMENT OF TRANSPORTATION

Data obtained from MnDOT

Attachment F2

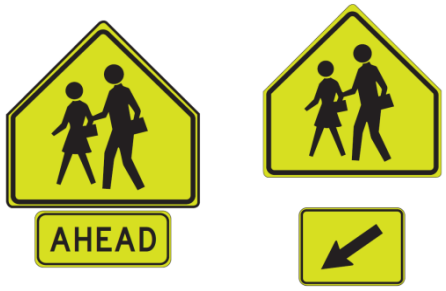
Infrastructure Toolkit Glossary

This toolkit is intended to provide an introduction to the specific infrastructure improvement commonly used for Safe Routes to School. It is included directly in the plan in effort to make it an easily available reference point for all parties using this plan. Not all treatments are appropriate at every school location. In all cases engineering judgement should be exercised when determining the best infrastructure solution.

School Area Specific Signing and Marking

School Sign (S1-1)

The School Sign (S1-1) is used to warn drivers that they are approaching a school area, or to identify the beginning of a designated school zone.



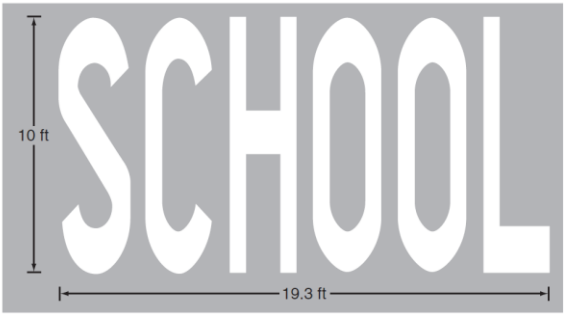
School Crossing Assemblies

The School Sign may be combined with small plaques to indicate specific crossing locations. A school sign combined with an AHEAD plaque (W16-9p) creates a *School Advance Crossing Assembly*, used to warn road users that they are approaching a crossing where schoolchildren cross the roadway.

At specific crosswalks or crossing locations, a *School Crossing Assembly* indicates the location of the crossing point where schoolchildren are expected to cross. It includes a School sign (S1-1) and a diagonal downward arrow (W16-7p) must be included.

School Zone Speed Limit Assembly

A School Zone Speed Limit Assembly identifies a speed limit for used in a specific geographic area. Speed limits may apply over limited time frames or conditions as indicated on the sign.



School Crossing Pavement Markings

As a supplement to a marked crosswalk, the SCHOOL word marking may provide additional warning to drivers about the potential presence of school children.

Crosswalk Treatments

Active Warning Beacon

Active warning beacons are user-actuated flashing lights that supplement warning signs at unsignalized intersections or mid-block crosswalks. Rectangular Rapid Flash Beacons (RRFBs), a type of active warning beacon, use an irregular flash pattern similar to emergency flashers on police vehicles.

Standard Marked Crossings

The simplest form of marked crosswalk is two transverse lines, indicating the crossing area. A marked crosswalk signals to motorists that they must stop for pedestrians and encourages pedestrians to cross at designated locations. Installing crosswalks alone will not necessarily make crossings safer especially on multi-lane roadways.

In-Street Yield to Pedestrian Sign

In-street pedestrian crossing signs reinforce the presence of crosswalks and remind motorists of their legal obligation to yield for pedestrians in marked or unmarked crosswalks. This signage is often placed at high-volume pedestrian crossings that are not signalized. On streets with multiple lanes in each direction, additional treatments such as median islands or active warning beacons may be more appropriate.

High Visibility Marked Crossings

A marked crossing typically consists of a marked crossing area, warning signs and other markings to slow or stop traffic.

When space is available, a median refuge island can improve user safety by providing pedestrians and bicyclists space to perform the safe crossing of one half of the street at a time.

Median Refuge Island

Median refuge islands are protected spaces placed in the center of the street to facilitate bicycle and pedestrian crossings. Crossings of two-way streets are simplified by allowing bicyclists and pedestrians to navigate only one direction of traffic at a time. This may also functions as a *Traffic Calming* technique when configured to manage access to streets.

Raised Crosswalk

Raised crosswalks are crossings elevated to the same grade as the multi-use trail. Raised crosswalks may be designed as speed tables, and have a slowing effect on crossing traffic.

A raised crossing profile design known as a sinusoidal profile may be selected for compatibility with snow removal equipment.

Pedestrian Hybrid Beacon

Pedestrian hybrid beacon are traffic control signals commonly used to stop traffic along a major street to permit safe crossing by pedestrians or bicyclists. The signals provide very high levels of compliance by using a red signal indication, while offering lower delay to motorized traffic than a conventional signal.

The Minnesota Manual on Traffic Control Devices permits Pedestrian Hybrid Beacon installation at both mid-block and intersection locations. (Section 4F.2) The Minnesota MUTCD says: "If installed at an intersection, appropriate side street traffic control should be considered." This may include STOP or YIELD signs as determined by a traffic engineer.

Additional Tools

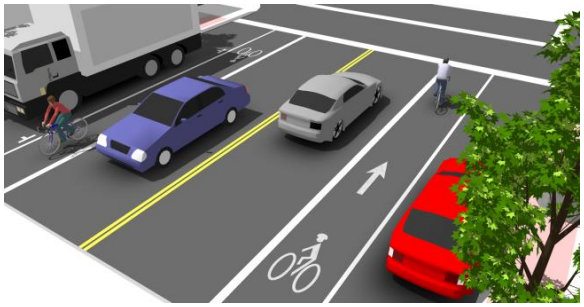
ADA Compliant Curb Ramps

Curb ramps allow all users to make the transition from the street to the sidewalk. A sidewalk without a curb ramp can be useless to someone in a wheelchair, forcing them back to a driveway and out into the street for access.

Although diagonal curb ramps might save money, they create potential safety and mobility problems for pedestrians, including reduced maneuverability and increased interaction with turning vehicles, particularly in areas with high traffic volumes.

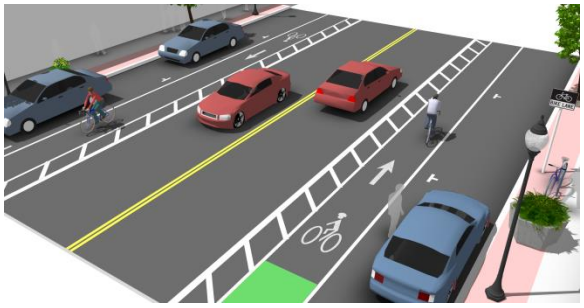
Advance Stop Bar

Advance stop bars increase pedestrian comfort and safety by stopping motor vehicles well in advance of marked crosswalks, allowing vehicle operators a better line of sight of pedestrians and giving inner lane motor vehicle traffic time to stop for pedestrians.



Bike Lanes

Bicycle lanes designate an exclusive space for bicyclists with pavement markings and signage. The bicycle lane is located adjacent to motor vehicle travel lanes and bicyclists ride in the same direction as motor vehicle traffic. Bicycle lanes are typically on the right side of the street (on a two-way street), between the adjacent travel lane and curb, road edge or parking lane.



Buffered Bike Lanes

Buffered bicycle lanes are conventional bicycle lanes paired with a designated buffer space, separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

Countdown Pedestrian Signal

Countdown pedestrian signals are particularly valuable for pedestrians, as they indicate whether a pedestrian has time to cross the street before the signal phase ends. Countdown signals should be used at all signalized intersections.

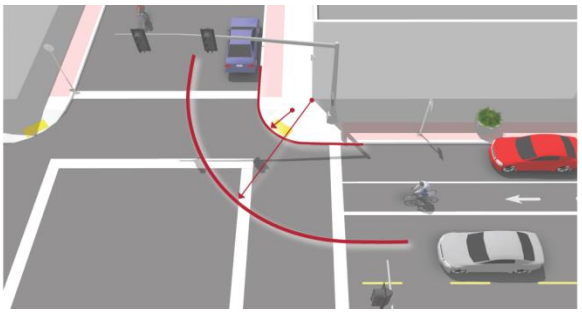
Signals should be timed to provide enough time for pedestrians to cross the street. The MUTCD recommends a longer pedestrian clearance time in areas where pedestrians may walk slower than normal, including the elderly and children.

Curb Extensions

Curb extensions are areas of the sidewalk extended into the roadway, most commonly where a parking lane is located. Curb bulbs help position pedestrians closer to the street centerline to reduce crossing distances and improve visibility and encourage motorists to yield at crossings.

Leading Pedestrian Interval

A leading pedestrian interval is a condition where a pedestrian signal displays a WALK signal for pedestrians prior to displaying a green signal for adjacent motor vehicle traffic. This early display gives pedestrians a head start and may increase the percentage of drivers who yield to crossing pedestrians.



Minimize Corner Radii

The size of a curb's radius can have a significant impact on pedestrian comfort and safety. A smaller curb radius provides more pedestrian area at the corner, allows more flexibility in the placement of curb ramps, results in a shorter crossing distance and requires vehicles to slow more on the intersection approach. During the design phase, the chosen radius should be the smallest possible for the circumstances.

No Turn On Red

No Turn on Red restrictions prevent turns during the red signal indication to reduce motor vehicle conflicts with bicyclists and pedestrians using the crosswalk.

Traffic Calming

Reducing speeds or volumes along streets improves the pedestrian environment by limiting exposure, enhancing drivers' ability to see and react, and diminishing the severity of crashes if they occur. Common traffic calming techniques include speed humps, neighborhood traffic circles, chicanes, and pinch points.

Shared Use Paths

Shared Use paths may be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These facilities are frequently found in parks, or as neighborhood cut-throughs to shorten connections and offer an alternative to busy streets.

Warning Signs

Warning signs call attention to unexpected conditions on or adjacent to a street or bicycle facility.

Around schools, the School Crossing Assembly is the most common type of warning sign, used to warn drivers to expect and anticipate bicycle crossing activity.

Program Recommendations

The Safe Routes to School movement has been a leader in acknowledging that infrastructure changes are a necessary but insufficient condition for shifting school travel behavior. While engineering improvements like sidewalks, crosswalks, and bikeways are important, equally important are education programs to make sure children and families have basic safety skills, encouragement programs to highlight walking and biking to school as fun and normal, enforcement against unsafe and illegal behavior, and evaluation of the impact of investments and non-infrastructure efforts.

Priority Programs

The following five programs have been identified as priority programs for Oak Hill Community School. For each program concept, the recommendation includes the primary intended outcomes, potential lead and partners, a recommended timeframe for implementation, resources and sample programs, and a short description. Additional program recommendations not identified as priority are listed in a subsequent section. These programs will likely grow and be refined to meet the needs of the school community throughout the life of this plan.

1. Bicycle Rodeo

Primary Outcomes	Improved bicycling safety behavior; youth empowerment
Potential Lead	St. Cloud Police, BLEND Safe Routes to School Coordinator, PTSA/parents
Potential Partners	St. Cloud Area School District; Oak Hill teachers/administrators/staff; City of St. Cloud; local League of American Bicyclists instructors; local bike shop/business; local groups/advocates/volunteers
Recommended Timeframe	Once or twice per year in nicer weather, depending on capacity and interest
Planning Resources	Cornell University: http://www.bike.cornell.edu/pdfs/Bike_Rodeo_404.2.pdf
Sample Program	Cascade Bicycle Club: http://www.cbcef.org/youth-bike-rodeos.html#rodeos

Bicycle Rodeos are events that offer bicycle skills and safety stations for children—and sometimes parents—to visit (e.g., obstacle course, bicycle safety check, helmet fitting, instruction about the rules of the road, etc.). Bicycles rodeos can be held as part of a larger event or on their own, and either during the school day or outside of school. Adult volunteers can administer rodeos, or they may be offered through the local police or fire department.

Bicycle rodeos are helping at teaching children skills because they allow the children to continue practicing until they have mastered the station, in turn instilling a sense of confidence. By providing a hands-on approach to teaching, children are more likely to retain the information because they are engaged in the activity and with the instructor, thus more aptly preparing them for riding on the road when they are ready to do so.

If enough instructors are available for the event, children that have demonstrated a mastery of bike handling skills and hazard avoidance drills can participate in an on-street portion to experience real situations. This can take place on low-volume roadways or even a portion of the street that is closed to traffic depending on the surrounding area. Oak Hill has direct access to neighborhood streets via the path system. These streets are an excellent asset and can provide the opportunity for on street training.

Bicycle Rodeos are events that offer bicycle skills and safety stations for children - and sometimes parents

2. Drop-off Student Valet Program

Primary Outcome	Improved walking and driving safety behavior; youth empowerment
Potential Lead	Oak Hill administration, BLEND SRTS Coordinator
Potential Partners	Oak Hill teachers/administrators/staff; WatchDOG DADS; St. Cloud Police; older students
Recommended Timeframe	Ongoing/daily
Planning Resources	National Center for Safe Routes to School Guide: http://guide.saferoutesinfo.org/dropoff_pickup/assistants_to_help_students_in_and_out_of_vehicles.cfm
Sample Programs	San Mateo County, CA: http://www.smcoe.k12.ca.us/Pages/default.aspx Santa Clarita, CA: http://www.santa-clarita.com/index.aspx?page=178

In a valet program, students, teachers, or volunteers are trained to assist with drop-off and pick-up procedures to expedite and standardize the process. This allows students to get in and out of cars safely and quickly, discouraging parents from unsafe behaviors and reducing hazards for students arriving or leaving school.

During school drop-off and pick-up times, the area in the immediate vicinity of the school is often congested. To avoid this situation, parents engage in unsafe behaviors, like dropping-off and picking-up their children in the traffic lane, making illegal U-turns, and parking in restricted zones, all which create potentially unsafe environments for children. In the valet program, those assisting children help with traffic control by moving vehicles through the drop-off/pick-up line, helping children into and out of the car, opening and closing doors for children and informing parents when they are being unsafe.

In a valet program, students, teachers, or volunteers are trained to assist with drop-off and pick-up procedures

Students, teachers, or volunteers should be properly trained in safety techniques and equipped with safety vests so that they are easily distinguishable and highly visible to motorists. Additional supervision or oversight of those assisting may be required.

As a first step, the Oak Hill could try drop off valet in the Kindergarten loop. These younger students will benefit from having guidance and increased safety during drop off and pick up. This small 'pilot' is a great opportunity to assess specific staffing and training needs for the valet programs.

3. Competition/Challenge

Primary Outcomes	Increased walking, bicycling, transit use, or carpooling; youth empowerment
Potential Lead	Oak Hill teacher/administrator/staff; PTA/parents
Potential Partners	Oak Hill teacher/administrator/staff; PTA/parents; BLEND; St. Cloud Area School District; local businesses
Recommended Timeframe	Annually, possibly in conjunction with International Walk and Bike to School Day
Planning Resources	Marin County (CA) Safe Routes to School: http://www.tam.ca.gov/Modules/ShowDocument.aspx?documentid=494
Sample Program	San Diego, CA: http://www.icommutesd.com/Events/WalkRideRollToSchoolCampaign.aspx

Competitions and contests reward students by tracking the number of times they walk, bike, carpool, or take transit to school. Contests can be individual, classroom competitions, school wide, or between schools. Students and classrooms can compete for prizes and "bragging rights." Inexpensive incentives—such as shoelaces, reflective stickers, bike helmets, or class parties—can be used as rewards for participation. Examples include a Golden Sneaker Award classroom competition or a Walk and Bike to School Day challenge.

Challenge programs usefriendly competition to build excitement around walking and bicycling

Competitions and challenges can increase the use of active and shared transportation modes to commute to and from school at very low costs.

In the Golden Sneaker Award, for example, the classroom with the most students walking to school receives an old tennis shoe that is painted gold and mounted to resemble a trophy. There may be significant coordination time leading up to competition/challenge programs, including developing promotional materials and resources to track participation, and securing prizes or rewards.

Given the current lack of safe bicycling and walking facilities, Oak Hill can begin this encouragement program with a format that includes trips that students take at home with their families. It can be structured creatively so that all students can participate with an emphasis on practicing safety skills and getting physical activity.

4. Crossing Guards

Primary Outcomes	Improved walking/biking safety behavior; improved driving safety behavior
Potential Lead	Oak Hill Community School administration; St. Cloud Area School District
Potential Partners	St. Cloud Police; PTA/parents; Oak Hill teachers/administrators/staff; local volunteers
Recommended Timeframe	Ongoing, every day during drop-off and/or pick-up
Planning Resources	National Center for Safe Routes to School Guide: http://guide.saferoutesinfo.org/crossing_guard/index.cfm
Sample Program	Marin County, CA: http://www.tam.ca.gov/index.aspx?page=97

Crossing guards are trained adults, paid or volunteer, who are legally empowered to stop traffic to assist students with crossing the street. Crossing guards can be very effective in many traffic situations, such as stop-controlled intersections where drivers do not stop for pedestrians, midblock crossings with visibility issues and a lack of traffic control, and signalized intersections with high vehicle speeds and volumes.

Crossing guards should successfully complete a training program prior to beginning to assist children that includes appropriate training materials and equipment, such as safety vests and stop signs. Funding to pay crossing guards may be required and could come from the jurisdiction or the school district.

There are currently no crossing guards that serve Oak Hill due to the lack of walking facilities that require crossings. Where infrastructure is improved on Cty Rd 136 and 22nd Street, crossing guards will be needed to support student access to school.

Crossing guards are legally empowered to stop traffic to assist students with crossing the street.

5. School Safety Campaign

Primary Outcomes	Will depend on campaign focus, but may include improved walking/biking safety behavior, improved driving safety behavior, and/or youth empowerment
Potential Lead	Oak Hill administration with BLEND staff
Potential Partners	St. Cloud Area School District; Oak hill teachers/administrators/staff; PTSA/parents; St. Cloud Police; City of St. Cloud Planning or Public Works; local groups/advocates/volunteers; local businesses
Recommended Timeframe	Annual or semi-annual; when habits, traffic patterns, or seasons change: upon returning to school in the fall, when the weather gets warmer, when daylight saving time ends
Planning Resources	City of Portland: http://www.portlandoregon.gov/transportation/article/272948
Sample Programs	San Jose (CA) Street Smarts Program: http://www.getstreetsmarts.org/ MnDOT Share the Road (broad community focus): http://www.dot.state.mn.us/sharetheroad/

A safety campaign is an effective way to build awareness around students walking and biking to school and to encourage safe driving behavior among parents and passersby. A School Traffic Safety Campaign can use media at or near schools—such as posters, business window stickers, yard signs, and/or street banners—to remind drivers to slow down and use caution in school zones. This type of campaign can also address other specific hazards or behaviors, such as walking or bicycling to school, school bus safety, and/or parent drop-off and pick-up behavior.

A School Traffic Safety Campaign can use media at or near schools to remind drivers use caution in school zones

Campaigns typically have significant costs to produce promotional materials and collateral, though these items can often be covered through grants. Advertising can be an important part of safety campaigns also to inform the community and expand the reach of the messaging.

A campaign that coordinates with other schools in the area can be very effective. Oak Hill should work with BLEND to develop a campaign that reaches across the community. Specific messages to Oak Hill parents can be included in regular communication such as the ACORN newsletter.

Additional Program Recommendations

The following additional programs are recommended as lower-priority options for Oak Hill Community School.

1. Family Biking Clinic

Primary Outcomes
Increased bicycling; improved bicycling safety behavior

Sample Program
San Francisco Bicycle Coalition Family Biking Classes: http://www.sfbike.org/?familybiking

Description
Family Biking Classes are great tools for educating and encouraging families to ride bicycles. Education trainings can cover safety checks, skills instruction, basic bike maintenance, how to carry kids by bicycle, cargo bike demonstrations, bike rodeos, and/or guided bike rides. The 2013 MNDOT Non Infrastructure grant received by BLEND will support a family biking clinic at Oak Hill.

2. International Walk and Bike to School Day

Primary Outcomes
Increased walking and bicycling; youth empowerment

Sample Program
Oregon Walk and Bike to School Day: http://walknbike.org/schools

Description
Walk and Bike to School Day is an international event that attracts millions of participants in over 30 countries in October. The event encourages students and their families to try walking or bicycling to school. Parents and other adults accompany students, and staging areas can be designated along the route to school where groups can gather and walk or bike together. These events are often promoted through press releases, backpack/folder/electronic mail, newsletter articles, and posters. Students often earn incentives for participating or there is a celebration at school following the morning event.

3. Walking School Bus

Primary Outcomes
Increased walking

Sample Programs
http://guide.saferoutesinfo.org/walking_school_bus/promising_examples.cfm

Description
A Walking School Bus is a group of children walking to school with one or more adults. Parents can take turns leading the bus, which follows the same route every time and picks up children from their homes or designated "bus stops" at designated times. Ideally, "buses" run every day or on a regular schedule so families can count on it, but they often begin as a one-time pilot event. A Walking School Bus can be as informal as a few parents alternating to walk

their children to school, but often it is a well-organized, PTSA-led effort to encourage walking to school. Oak Hill should consider a walking school bus program once infrastructure improvements have been made on 22nd Street and Cty RD 136.

4. Walk and Bike to School Maps

Primary Outcomes

Improved walking/bicycling safety behavior; increased walking/bicycling

Sample Maps

Bozeman, MT: http://www.bozeman.k12.mt.us/schools/safe_routes/

Description

Walk and Bike to School Maps show stop signs, signals, crosswalks, sidewalks, paths/trails, crossing guard locations, and hazardous locations around a school. These can be used by families to identify the best way to walk or bike to school. District liability concerns are sometimes cited as reasons not to publish walking route maps. While no walking route will ever be completely free of pedestrian safety concerns, a well-defined route should provide the greatest physical separation between walking students and traffic, expose students to the lowest traffic speeds and use the fewest and safest roadway crossings. Oak Hill should consider developing walk and bike to school maps once infrastructure improvements have been made on 22nd Street.

Evaluation

Why evaluate?

Evaluation is an important component of any Safe Routes to School effort. Not only does evaluation measure a program's reach and impact on a school community, it can also ensure continued funding and provide a path forward for ongoing and future efforts. Evaluation can measure participation and accomplishments, shifts in travel behavior, changes in attitudes toward biking and walking, awareness of the Safe Routes to School program, and/or the effectiveness of processes or programs.

Safe Routes to School evaluation is beneficial in the following ways:

- Indicates whether your SRTS efforts are paying off. Evaluation can tell you what's working well, what's not, and how you can improve your program in the future.
- Allows you to share your program's impact with others. Evaluation can demonstrate the value of continuing your program, with school faculty and administration, the district, parents, and elected officials.
- Provides a record of your efforts to serve as institutional memory. The nature of Safe Routes to School teams is that they change over time, as parents and their children move on to other schools and as staff turns over. Recording and evaluating your efforts provides vital information to future teams.
- Tells you if you are reaching your goals. Evaluation can confirm that you are accomplishing or working towards what you set out to do. On the other hand, evaluation efforts can reveal that there is a mismatch in your efforts and your goals or that you need to correct course.
- Encourages continued funding for Safe Routes to School programs. Data collected and shared by local programs can influence decisions at the local, state and national level. In part, today's funding and grant programs exist because of the evaluations of past programs.

Basics of Evaluation

At a minimum, SRTS evaluation should include the standard classroom hand tallies and parent surveys expected in order to be consistent with the national Safe Routes to School program. Evaluating the programs can - and should where possible - delve beyond this, but it need not be burdensome. Evaluating the program can be as simple as recording what you did and when you did it, and counting or estimating the number of students who participated or were reached. Recording planning efforts and taking photos is also helpful for the legacy of the program. In most cases, it is beneficial to measure more, such as school travel mode split and/or miles walked/biked, from which the school, district or city can estimate environmental, health, and other impacts.

There are two kinds of information that can be collected: quantitative data (numbers, such as counts, logs, and survey results) and qualitative data (words/images, such as observations, interviews, and records). Further, there are several different ways to collect information. This includes the following:

1. Conducting tallies/counts
2. Keeping logs (such as for mileage tracking)
3. Conducting surveys and interviews
4. Conducting observations and audits
5. Keeping planning and process records

Regardless of how elaborate you make your evaluation, it is important to plan ahead for measuring and tracking results. When you are designing your program, consider how you are going to evaluate it from the beginning, so that you can build in mechanisms for collecting the necessary data. For example, if showing changes in travel behavior

over time is important to your effort, you will need to start by collecting baseline data s you know how students are getting to school currently in order to be able to demonstrate any change later.

Below is a series of basic steps to take in designing and executing your program evaluation:

1. Establish your goals and plan the specific program.
2. Decide what, how, and when to measure.
3. Collect baseline information, if necessary.
4. Conduct the program and monitor progress.
5. Conduct any post-program data collection, if necessary.
6. Interpret your data.
7. Use and share your results.

More resources for evaluation can be found on the National Center for Safe Routes to School's website here: http://guide.saferoutesinfo.org/evaluation/index.cfm.

Next Steps

At the beginning of each year establish which programs and improvements will be made and what needs to be done to complete basic steps 1-3.

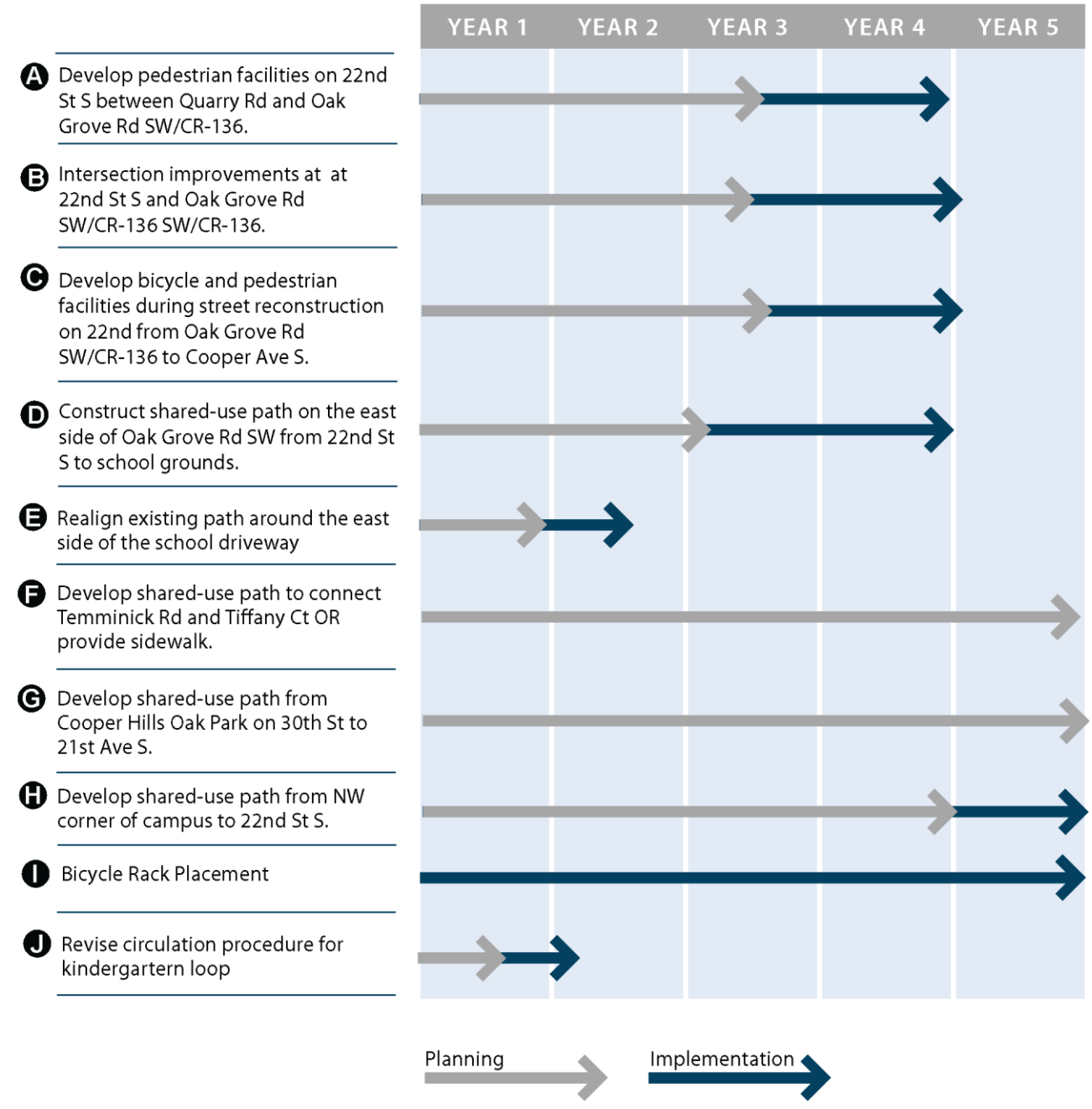
One Year Action Plan

The Action Plan is based on a one year forecast of reasonably attainable goals as determined by the SRTS Team. The Action Plan is meant to complement the recommendations. The table should be updated periodically with new goals as the previous goals are met or new opportunities arise. It is important to note that while the overall Safe Routes to School Plan has a will support action for five years, the Action Plan provides specific recommendations for the first year of the plan. Annual evaluation should be part of the Safe Routes Programs. Each year the Action Plan should be updated with recommendations that have been accomplished removed and new annual projects and programs added. Some education, encouragement and enforcement programs will be ongoing and the action plan should represent those programs that need increased resources or attention.

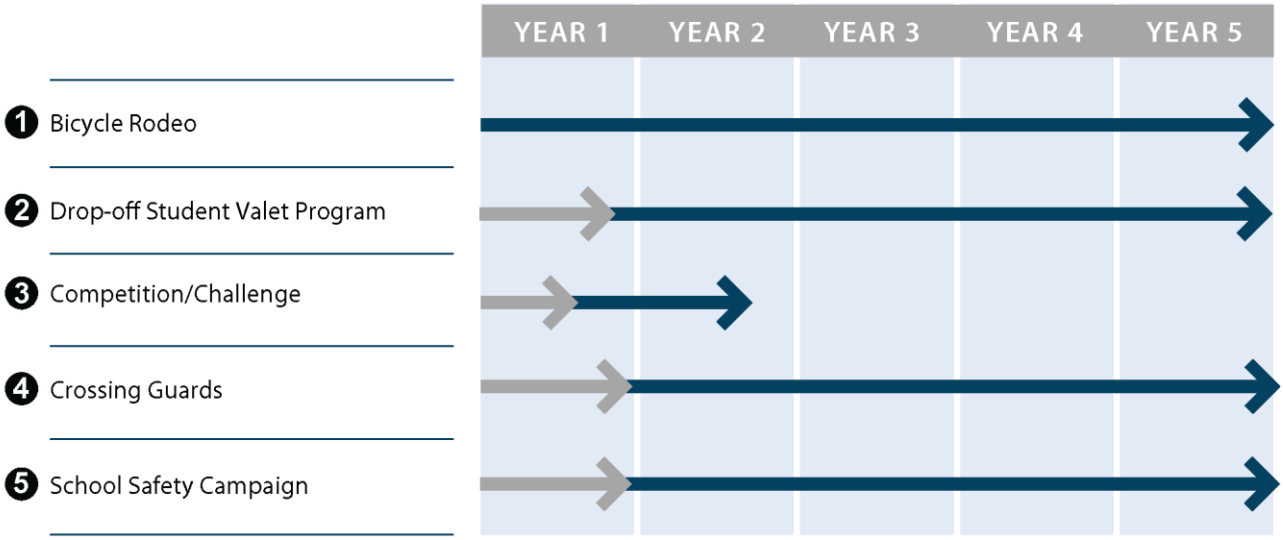
Oak Hill One Year Action Plan 2013-2014 School Year	
Program	
Type	
Encouragement	Establish a school Competition/ Challenge. Consider a recess running club or a Walk Across Minnesota that encourages students to track their mileage at home as well as on the way to school. Build off enthusiasm generated through the Walk and Roll fundraiser.
Enforcement	Develop a Drop-Off Student Valet Program to expedite student drop off.
	Develop a School Safety Campaign with a focus on establishing new habits during the fall and reminders at key points where behavior might change, daylight saving, change in weather etc. Provide information about carpooling.
Education	Develop a Bicycle Rodeo to teach safe riding skills to students. Consider expansion of "Safety Week' and include information on walking and bicycling safety. Consider a refresher at key points where behavior might change, daylight saving, change in weather etc.
	Include a SRTS Fact Corner in the ACORN Newsletter or other regular school communications to build awareness.
	Hold a family cycling event. Will be coordinated with BLEND and may coordinate with other participating schools.
Infrastructure	
Type	
Path/Crossing	Complete a feasibility study evaluating costs and issues associated with providing pedestrian facilities from 22nd to the school entrance on CR 136/Oak Grove
School Property	Reconfigure crossing from neighbor path at the NE corner of the school parking area. Add path segment and relocate crossing
Corridor	Stay informed on the planning for design and reconstruction of 22nd Street. Project is currently programmed in the Capital Improvement Program
Corridor	Work with County to change speed limit to 25 or 30 mph for the entire School Speed Zone
Bike Parking	Move some of the existing bicycle racks to the back of the school or purchase additional racks to disperse parking

Recommendations Summary and Timeline

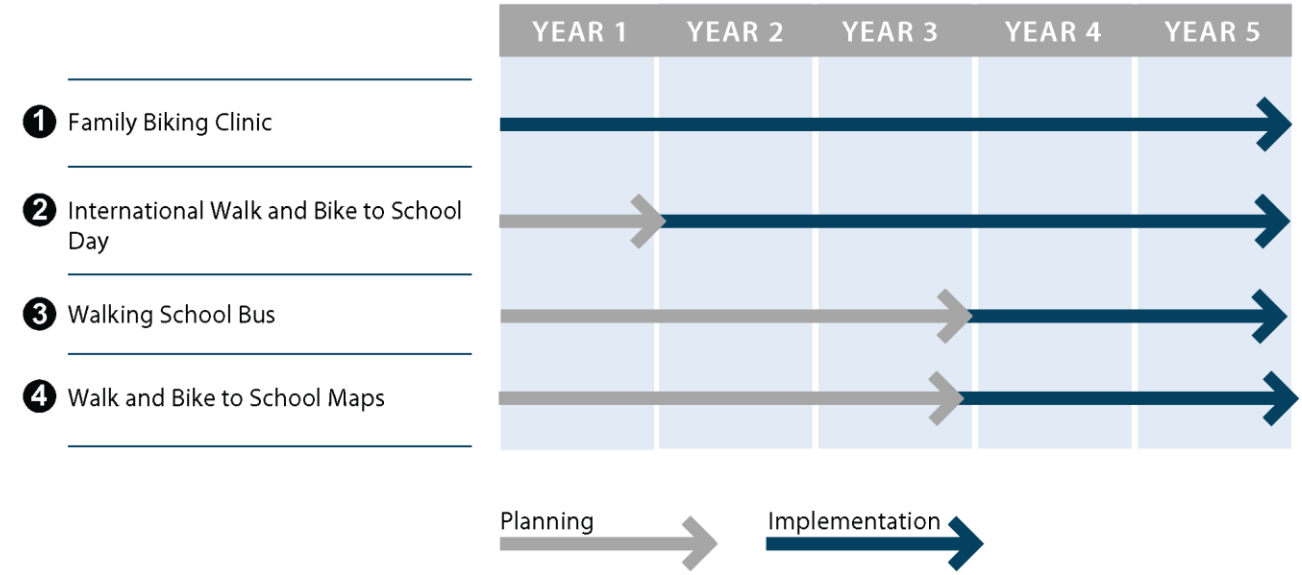
Infrastructure Recommendations



Priority Programs Recommendations



Additional Programs Recommendations



Oak Hill Community School Safe Routes to School Plan

Attachments

August 2013

Table of Contents

Project: Oak Hill Elementary School Safe Route to School Plan

Introduction: Alta Planning + Design have provided several recommended improvements for Oak Hill Elementary School that will improve safety for pedestrians traveling to and from school. Adding a shared-use path on the east side of Oak Grove Road (CR 136) is one recommendation that can be further expanded upon. This recommendation will be a positive improvement for Oak Hill Elementary School, however additional improvements can be made to increase the safety for pedestrians accessing the school via Oak Grove Road. These improvements include adding a shared-use path for a short term solution and reconstructing Oak Grove Road to an urban roadway section for a long term solution.

Need: Currently there is limited to no sidewalk or multi use path for pedestrians to use to travel to and from school. Oak Grove Road (CR 136) does not have sidewalks and has very narrow shoulders which do not allow safe access to school for pedestrians. The following recommendations focus on improving safety on Oak Grove Road (CR 136) for pedestrian traveling to and from school. **Figure 1** provides a graphical depiction of the existing roadway section.

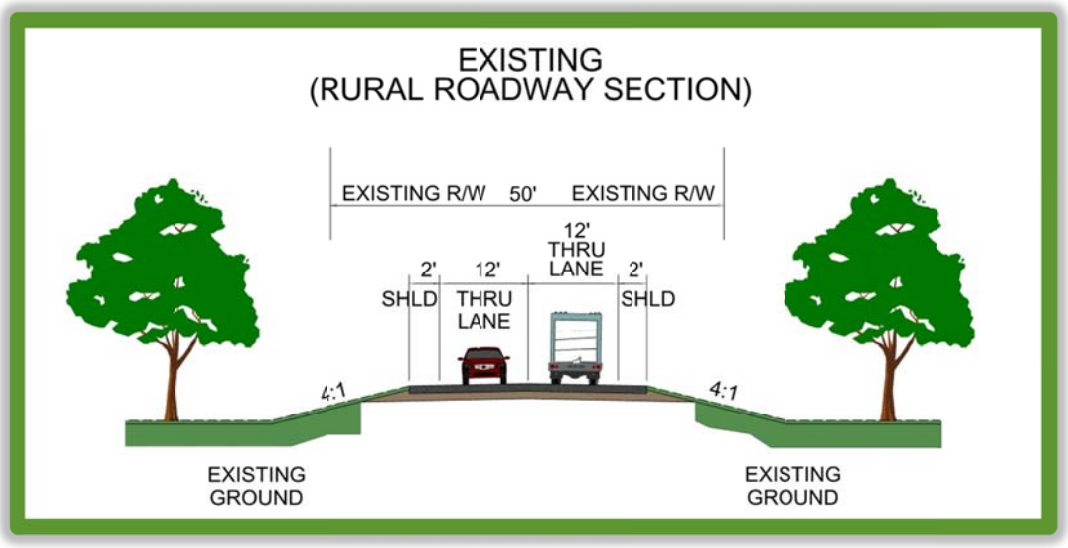


Figure 1

Recommended Improvements:

Recommended Improvements	Project Cost Level		
	Low	Medium	High
1. Add Multi-Use Trail		X	
2. Reconstruct Oak Grove Road to Urban Roadway Section			X

1. Add Multi-Use Trail

Description: As recommended by Alta Planning + Design, a multi-use trail should be added on the eastern side of Oak Grove Road from 22nd Street to the northern entrance of the school. Majority of the pedestrian traffic will be on the eastern side so a single multi-use trail is sufficient. A second trail on the western side would be more costly and not as highly used since the school and majority of the residential housing is on the eastern side of the road. This option creates safer access for pedestrians to travel to and from school and also encourages slower vehicle speeds by creating an urban feel versus a rural feel with the addition of a multi-use trail. **Figure 2** provides a graphical depiction of the recommended improvements.

Pros:

- Improved safety for pedestrians traveling to and from school
- Slower vehicle speeds
- Increased pedestrian and bicycle facilities

Cons:

- Would require additional right of way on one side of roadway unless a full reconstruct was done
- Could create drainage issues on the side with the trail

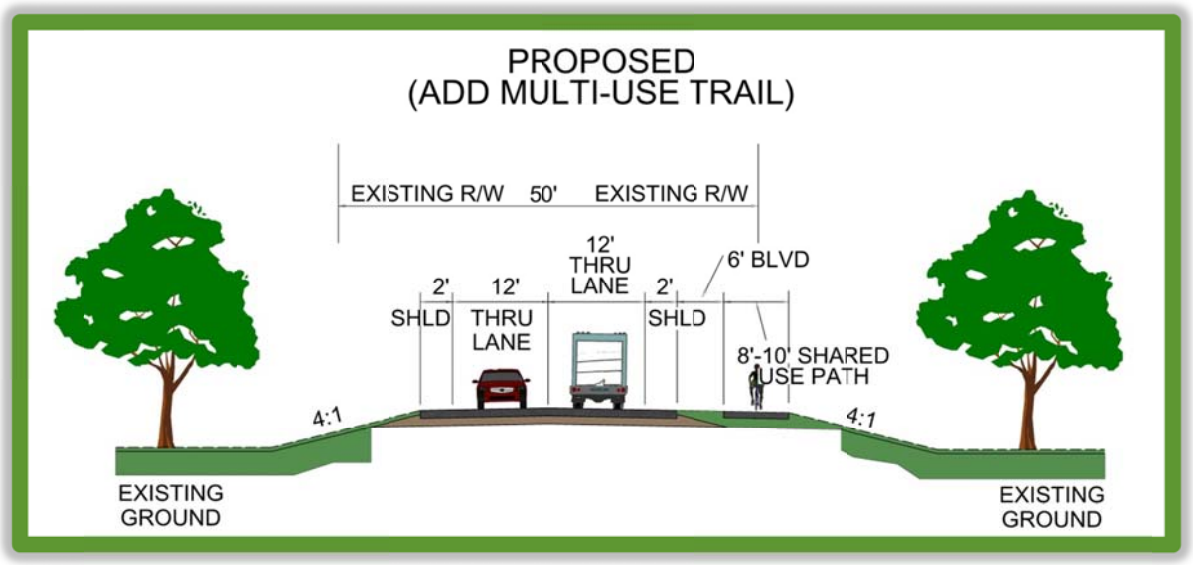


Figure 2

2. Reconstruct Oak Grove Road to Urban Roadway Section

Description: As a long term solution, it is recommended that Oak Grove Road be reconstructed from a 2-lane rural roadway section to a 2-lane urban roadway section. Oak Grove Road is currently an urban roadway section north of 22nd Street. That roadway section should be continued south to the southern entrance of the school. This roadway section would improve safety for pedestrians traveling to and from school while also encouraging slower vehicle speeds by creating an urban feel versus a rural with the addition of curb and gutter and sidewalks. An urban roadway section with multi-modal features such as sidewalks and shoulders for biking tends to reduce travel speeds when compared to rural roadway section. Drivers have an expectation of potential conflicts and will driver slower on average. **Figure 3** provides a graphical depiction of the recommended improvements. Initially it is only recommended that sidewalk be placed on the eastern side of Oak Grove. Sidewalk can be added, in the future, on the western side if more development occurs on that side of the roadway.

Pros:

- Improved safety for pedestrians traveling to and from school
- Improved drainage for roadway
- Improved safety for vehicles traveling on roadway
- Slower vehicle speeds

Cons:

- Higher construction costs
- Higher maintenance costs

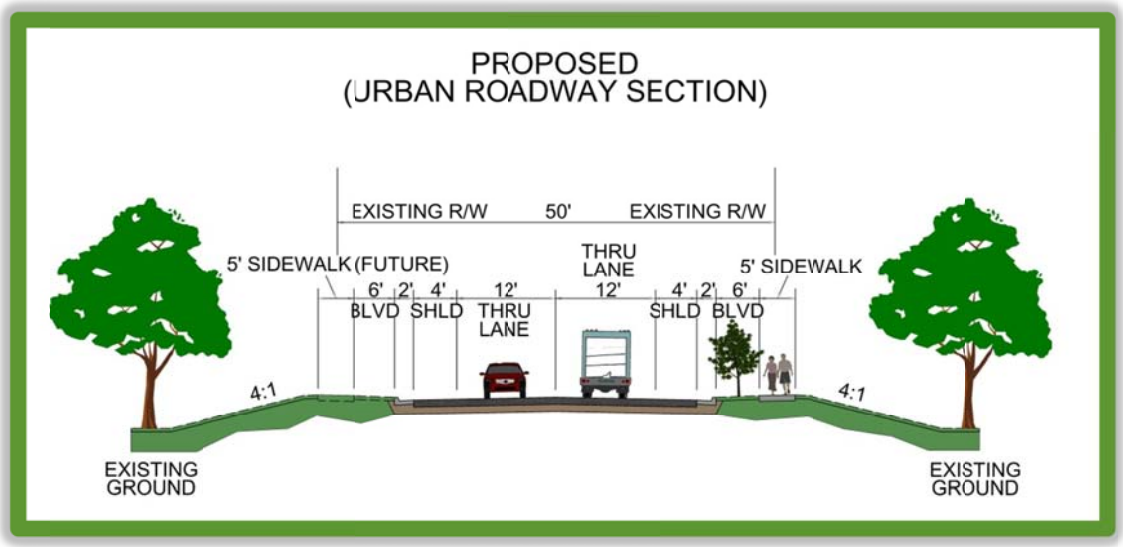


Figure 3

DEPARTMENT OF TRANSPORTATION

Greater Minnesota Transportation Alternatives Solicitation

2019/20 Full Application

Funding in year 2024

Table of Contents

Notes: The solicitation for Transportation Alternatives funding for the seven-county Twin Cities metropolitan area (Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington counties) is conducted by the Metropolitan Council and the Transportation Advisory Board. For more information about the metro area solicitation, visit the Met Council website.

Overview

For the 2019/20 application cycle, MnDOT is conducting a solicitation for Transportation Alternatives (TA) projects. Important eligibility requirements to be aware of are noted below.

- The TA funding available through this solicitation is for project construction in fiscal year 2024. TA funding requires a 20 percent local match. Only projects located outside of the seven-county metropolitan area are eligible for TA funding. Maximum funding awards are set by each Area Transportation Partnership.

See the TA Solicitation Guidebook for more information about the program and additional eligibility requirements.

2019/20 Solicitation Timeline

- **Tuesday, October 1st, 2019** – Announce TA solicitation. Open letter of intent period.
- **Thursday, October 31st, 2019** – Deadline for applicants to submit letters of intent.
- **Friday, November 15th, 2019** – Deadline for RDO/MPO/district review of letters of intent. Recommendation to proceed forward with full application given to applicants.
- **Monday, November 18th, 2019** – Official start of full application period.
- **Friday, January 3rd, 2020** – Deadline for applicants to submit full applications.
- **Wednesday, April 15th, 2020** – Deadline for ATPs to select TA projects.

Related Documents

- **TA Solicitation Guidebook –** includes information related to the overall solicitation process and eligibility requirements for TA funding.

Transportation Alternatives Full Application

General Information

Notes:

- If the overall project contains ineligible elements, please mention the entire project in the brief project description but concentrate the application and budget on the elements that are eligible for the funding you are seeking.
- Sponsoring Agencies, if sponsoring for another project applicant, are advised to have dialog with the project applicant to ascertain the level of commitment by the applicant to follow through on delivery of the project, including the potential use of Eminent Domain.

Project Information

Name of project: CSAH 1 Trail Improvements

Project is located in which county(ies): Benton

Brief project description: Construct a 10 ft. wide bituminous trail from the existing trail at CSAH 3, along CSAH 1 to the existing trail at Osauka Road (High School entrance).

Project applicant: City of Sauk Rapids

Contact Information

Contact person (from applicant agency/organization): Ross Olson

Mailing address: 250 Summit Avenue North

City: Sauk Rapids **State:** MN **Zip:** 56379

Phone: 320.253.5302 **Fax:** 320.258.5359 **Email:** rolson@ci.sauk-rapids.mn.us

Sponsoring agency (if different than applicant): Click here to enter text.

Contact person (from sponsoring agency, if different than applicant): Click here to enter text.

Project Budget

Notes:

- Please identify what costs will be incurred to carry out the proposed project, using the following budget categories as a guideline. Where appropriate, break down your costs by units purchased. For example: number of acres, cubic yards of fill, etc. Attach additional sheets if necessary.
- Cost estimates are to be submitted in current year dollars[1].

Table A – Eligible Items

Eligible work/construction item	Estimated quantity	Unit cost	Total cost
Construction (see attached estimate-Attachment #1)			$393,000

Table B – Ineligible Items[2]

Ineligible work/construction item	Estimated quantity	Unit cost	Total cost
Engineering and Administration			$83,000
Right of Way			$50,000
Wetland Credits			$57,000

Total Project Budget

1. Total cost of proposed project (Total Table A + Total Table B): **$583,000**
2. Items not eligible for TA funding (Total Table B): **$190,000**
3. Total eligible costs – recommended range $100,000 to $1 million[3] (Total Table A): **$393,000**
4. Applicant's contribution toward the eligible alternative project costs – minimum 20% match required: $**78,600**
5. Total amount requested in transportation alternatives funds (#3 minus #4): **$314,400**

[1] Grant recipients will need to provide a match based on the year of construction estimate developed when the grant is awarded.

[2] Includes Right of Way or Land Acquisition (e.g. appraisal fees, legal fees), Administrative Costs (e.g. preliminary and construction engineering and contingencies)

[3] See the ATP Project Evaluation section of this document for any additional requirements related to project costs.

ATP Project Evaluation

Eligibility

Federal legislation requires that the project be an "eligible activity." The project must fall within one of the eligible activities listed below. (Please check the appropriate category.)

☒ On-road and off-road trail facilities for pedestrians, bicyclists and other non-motorized forms of transportation.

☐ Transportation projects to achieve Americans with Disabilities Act of 1990 compliance.

☐ Safe routes for non-drivers, including children, older adults and individuals with disabilities to access daily needs.

☐ Conversion and use of abandoned railroad corridors.

☐ Construction of turnouts, overlooks and viewing areas.

☐ Inventory, control or removal of outdoor advertising.

☐ Historic preservation and rehabilitation of historic transportation facilities.

☐ Vegetation management to improve roadway safety, prevent against invasive species and to provide erosion control.

☐ Archaeological activities.

☐ Environmental mitigation to address storm water management.

☐ Reduce vehicle-caused wild life mortality or restore/maintain habitat connectivity.

☐ Safe Routes to School (SRTS) project.

Project Information

1. Describe why this project is important to your community and how it will improve existing conditions:
   The Sauk Rapids-Rice High School does not presently have sidewalk or trail access from the core of the city. High traffic volumes and speeds on the adjacent highways (CSAH 1 and CSAH 3) make pedestrian and bicycle access to and from the High School unsafe. With the growing enrollment at the High School and high potential for development surrounding the school, the need for safe access will be magnified as time goes on. Two major projects have been constructed in the last seven years that have extended trail access from the heart of the city's downtown, along CSAH 3, to the CSAH 1 intersection. The proposed project is the last leg of trail that will make the connection to the High

School along CSAH 1. (See Location Map- Attachment # 2) This will provide safe pedestrian and bicycle access from the core of the city to the High School and Mayhew Creek Regional Park.

2. Describe the main users by type or classification and the approximate number of users to be served by the proposed project: **The main users of this trail will be students and faculty of the High School, as well as recreational users of Mayhew Creek Park. It is estimated that 110 students/faculty per day could be expected to use the trail, which represents approximately 7% of the 1530 students and faculty of the school. In addition 10 recreational users per day are expected, for a total of 120 users per day.**

3. Describe any current and/or previous uses of the project area: **The proposed trail is to be located within an easement on land that is presently a grass field. The Future use of the adjacent land is unknown.**

4. Explain current and future ownership of the property: **The land on which the trail will be constructed is privately owned. It is proposed that the city will acquire an easement from the land owners and that ownership will remain with the present land owners.**

5. Has an application for this project been previously submitted to the ATP-3 for TA program funds and not awarded? If so, please explain if the comments provided to you from ATP-3 have been addressed and describe any other activities that have taken place to advance the project: **No previous application for this project has been submitted.**

Evaluation Criteria

Criteria 1: 20 possible points

Describe the level of identification of your project in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional or local agencies.

State, regional, and local agencies have developed numerous system plans addressing one or more Transportation Alternative program activities. In many cases, these plans provide detailed documentation on the existing conditions and planned improvements as well as surveys of public use and attitudes. They also can provide insight on the process for setting priorities and recommending investments. The facilities identified in these plans are likely to provide the greatest benefits to all the residents of Minnesota and the regions within which they are located. 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 also 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. Please provide a link to the plan or cite plan document reference.

The Mayhew Lake Road (CSAH 1) corridor is referenced in the City of Sauk Rapids Transportation Plan (January 2011). In Section 3.6 Future Non-Motorized System Plan, Table 6 notes that the issue identified for this area is "Perceived traffic speed not conducive to safe student travel". Figure 27 of the Plan identifies the proposed CSAH 1 Trail as a Future Facility (See Attachment # 3). The project is included in the City's 2017-2038 Capital Improvement Plan (CIP) in the year 2019. Regionally, the project is also included in the St. Cloud Area Planning Organization's (APO) 2040 Long Range Transportation Plan, Chapter 9: Mode Plan- Bicycles & Pedestrians, Map 9-4: St. Cloud Metro Potential Future Bikeways (2013) (See Attachment # 4). Both the City Transportation Plan and the APO 2040 Long Range Transportation Plan had significant opportunities for public involvement in the plans. In addition, initial feedback from the adjacent property owners through the right-of-way acquisition process has been positive for the construction of the trail.

Criteria 2: 20 possible points

Describe how your project connects or implements a larger project, concept, and state, regional or local plan including a Safe Routes to School or Scenic Byways Corridor Management Plan.

There may be a number of larger projects that are missing a key or final element. Funding these missing elements with TA program funds could provide a sort of synergistic benefit extending beyond the immediate benefits provided by the component for which funding is being sought. Examples include bike or pedestrian trail segments that fill gaps in existing trails or historic preservation that completes the restoration of a historic transportation facility that has already been partially/substantially restored. These are only generic examples. Applicants are encouraged to look at their projects in light of the general concept identified here and describe how their project fits into a larger project concept or plan which has been or soon will be implemented using another funding source. Additionally, explain the deficiency of the current facility and how the project will improve existing conditions if you are replacing existing infrastructure.

The CSAH 1 Trail will connect to the existing trail along CSAH 3, which in turn connects to the Great River Road (CR 33) and the federally funded Mississippi River Trail (MRT) in the heart of downtown Sauk Rapids (See Attachment # 2) This trail connection to the High School has been planned since to school was completed in 2003.

Criteria 3: 15 possible points

Historic Grouping

Describe the current recognized level of historic significance of the transportation facility (federal, state, etc.).

This would include any specific designation such as the National Register for Historic Places, State Historical Register, etc. Describe the current and future use of the facility. Indicate the degree to which the project will enhance, preserve or protect the historic/archaeological resource. Photo documentation should be included in the application.

Scenic Environmental Grouping

Explain the degree to which the project provides a view of highly scenic or environmental resources that are rare, unique or significant

Describe the degree to which potential for enhancement exists for scenic beautification and the current degree of visual blight. Explain the magnitude of the environmental problem and describe the degree to which the project would preserve, rehabilitate or develop scenic or environmental resources or solve the environmental problem. Photo documentation should be included in the application.

Pedestrian and Bicycle Facilities Grouping

Explain the degree to which the proposed project would encourage/facilitate pedestrian and/or bicycle transportation

Describe the relation to which the project provides access to likely generators of pedestrian and/or bicycle activity. Be sure to include in your response the approximate number of students, employees, users, etc. for major generators and describe how the project will affect the transportation needs of young children, older adults and persons with disabilities.

Select one grouping and base your response on the grouping you have selected

☐ Historic

☐ Scenic Environmental

☒ Pedestrian/Bike Facilities

The main users of this trail will be students and faculty of the High School, as well as recreational users of Mayhew Creek Park. It is estimated that 110 students/faculty per day could be expected, which represents approximately 7% of the 1530 students and faculty of the school. In addition 10 recreational users per day are expected, for a total of 120 users per day. It is expected that all ages will potentially utilize the new trail due to the High School and Park attractions and events.

Criteria 4: 15 possible points

Explain how your project serves a transportation purpose

Describe the primary purpose of trips on the proposed facility and the available connections for users.

Projects must serve a transportation purpose (e.g., commuting, access to destinations) as their primary function rather than a recreational purpose. For TA program purposes, "transportation purpose" is defined as primarily serving a commuting purpose and/or that connect two destination points; a facility may serve both a transportation purpose and a recreational purpose.

Bicycle transportation includes more than commuting; it includes travel to shopping, civic or social events, bicycle tourism, travel through recreational areas and other related uses. Mixed uses that include some recreation trips may be allowed.

The proposed trail project will connect the City of Sauk Rapids with the High School and Mayhew Creek Regional Park. Students and faculty will use the trail to get to and from the High School for both daily classes and after hours athletic events. In addition, recreational users will use the trail to access the Mayhew Creek recreational facilities such as the Frisbee golf course, sledding hill, and the 1.75 miles of walking trails through the grasslands.

Criteria 5: 15 possible points

Explain the feasibility of the project

Describe the extent of project development completed to date. Address any issues, environmental concerns, property ownership issues or design challenges. Include any pertinent excerpts from completed feasibility documentation (e.g., scoping study, preliminary engineering, etc.) for the project. Describe the public outreach that has taken place include any controversial issues that may affect this project. Describe the environmental path you intend to follow. Identify and explain if you are aware of any needed permits. Explain how your agency will provide the necessary local match to leverage the federal TA program funds requested and cover any additional (or ineligible) costs required for the completion of your project. Explain the 20-year maintenance plan and any maintenance agreements that will be required with other agencies for your proposed project.

Applicants may be asked to provide additional documentation following application submittal.

The project is feasible and cost effective. To date, the engineering plans have been prepared and permitting is complete, including wetland mitigation. Public outreach for this project included a presentation of the plans at a regularly scheduled city council meeting. We foresee that the environmental path will be a Project Memorandum. Because of the regional nature of this project, the local match will come from the city's sales tax proceeds. The 20-year maintenance plan will be carried out by the city and will include a fog seal at years three and thirteen, crack sealing every three years, and vegetation and root control on an annual basis. No other agency maintenance agreements will be required.

Criteria 6: 15 possible points

Describe the status of right-of-way acquisition

If right of way is needed, describe the process you plan to follow for acquisition. If applicable, be sure to include in your response the status of interagency agreements or permits, status of funds for purchasing right of way, and any work that requires collaboration with rail.

The right-of-way process has begun and the appraisals are nearly completed. The easements will be acquired with sales tax proceeds that are readily available when required. We expect the right-of-way process to be complete before the completion of the application process.

Sponsoring Agency Resolution

Notes:

- A resolution of sponsorship from the sponsoring agency is required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

Be it resolved that [city, county or agency name] agrees to act as sponsoring agency for the project identified as [project name] seeking [type of funding seeking] and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

Be it further resolved that [sponsoring agency contact person name] is hereby authorized to act as agent on behalf of this sponsoring agency.

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:	WITNESSED:
_____	_____
(Signature)	*(Signature)*
_____	_____
(Title)	*(Title)*
_____	_____
(Date)	*(Date)*

Resolution Agreeing to Maintain Facility

Notes:

- A Resolution agreeing to maintain the facility for its useful life is also required for each project. The resolution must be approved by an eligible sponsoring agency. Please attach an original signed copy of the resolution. An example of sample language which can be used by a sponsoring agency is listed below.

Sample Resolution Language

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: [city county or agency name] is the sponsoring agency for the transportation alternatives project identified as [project name].

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

Certification

I hereby certify that the foregoing resolution is a true and correct copy of a resolution adopted by [city, county or agency name] on this [date] day of [month], [year].

SIGNED:

_____
(Signature)

_____
(Title)

_____
(Date)

WITNESSED:

_____
(Signature)

_____
(Title)

_____
(Date)

Application Checklist

This section is required for all applicants.

☒ Letter of intent was reviewed and Regional Planner approved the applicant complete the full application.

☒ Applicant and sponsoring agency have read and are fully aware of the requirements described in the *TA Solicitation Guidebook.*

☒ General Information section completed. (All Applicants)

☒ Project Budget section completed. TA Program applicants in ATP-3 have a minimum eligible project cost of $100,000 and a maximum request of $800,000. (Applicants requesting TA Program funds)

☒ ATP Project Evaluation section completed (if applicable).

☒ Sponsoring Agency Resolution completed. (All Applicants) **See Attachment # 5**

☒ Resolution Agreeing to Maintain Facility completed. (All Applicants) **See Attachment # 6**

☒ Required Signatures have been obtained. (All Applicants)

Required attachments for Applicants requesting TA Program funds

☒ Legible project location map showing project termini and featured locations described in the narrative portion of the application. **See Attachment # 2**

Other enclosures for Applicants requesting TA Program funds

☒ Documentation of financial support (letters, agreements, etc.).

☒ Documentation of plans and public participation. **See Attachment # 7**

☒ Project schedule. **See Attachment # 8**

☒ Maps, graphics, photos, typical sections. **See Attachment # 9**

Application Submittal

☒ Applicant is seeking TA Program funds and submitted, **by January 3, 2020**, 17 hard copies and 1 electronic version of the application to:

Jeff Lenz
MN Department of Transportation
District 3- Baxter
7694 Industrial Park Road
Baxter, MN 56425

Email: Jeff.Lenz@state.mn.us

Signatures

Notes: Signatures are required from the following – project applicant; sponsoring agency engineer, if different than the project applicant; a representative of the local unit of government in which the project is located; and the MPO Executive Director, if the project is located in a MPO area.

12-19-19

(Applicant Signature) *(Date)*

12-23-2019

(Sponsoring Agency Engineer Signature) *(Date)*

(Local Unit of Government Signature) *(Date)*

12-23-19

(If in MPO area, signature of MPO Executive Director) *(Date)*

SEH

2020 CSAH 1 TRAIL IMPROVEMENTS
SAUK RAPIDS, MN
SEH NO. SAUKR 150932

08/02/19

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASUREMENT	APPROXIMATE QUANTITY	UNIT PRICE	TOTAL
REMOVALS					
1	MOBILIZATION	LUMP SUM	1.00	$25,300.00	$25,300.00
2	CLEARING AND GRUBBING	ACRE	0.40	$10,120.00	$4,048.00
3	CLEARING AND GRUBBING	TREE	25.00	$455.00	$11,375.00
4	SAWING BITUMINOUS PAVEMENT	LIN FT	150.00	$6.33	$949.50
5	REMOVE BITUMINOUS PAVEMENT	SQ YD	17.00	$18.98	$322.66
6	REMOVE CONCRETE CURB AND GUTTER	LIN FT	9.00	$11.50	$103.50
7	REMOVE RC CULVERT APRON	EACH	1.00	$152.00	$152.00
8	SALVAGE & INSTALL RC CULVERT APRON	EACH	2.00	$380.00	$760.00
9	SALVAGE & INSTALL SIGN	EACH	5.00	$126.00	$630.00
10	RELOCATE UTILITY POLE	EACH	1.00	$633.00	$633.00
TRAIL AND STREET					
11	COMMON EXCAVATION (P)	CU YD	1,757.00	$17.70	$31,098.90
12	SUBGRADE EXCAVATION	CU YD	340.00	$11.40	$3,876.00
13	MUCK EXCAVATION	CU YD	1,662.00	$25.30	$42,048.60
14	SELECT GRANULAR BORROW (LV)	CU YD	5,170.00	$15.20	$78,584.00
15	AGGREGATE BASE CLASS 5 (CV) (P)	CU YD	970.00	$38.00	$36,860.00
16	BITUMINOUS DRAINAGE FLUME	SQ YD	40.00	$31.00	$1,240.00
17	BITUMINOUS STREET RESTORATION	SQ YD	52.00	$44.00	$2,288.00
18	GRAVEL DRIVEWAY RESTORATION	SQ YD	20.00	$19.00	$380.00
19	STREET SWEEPING TYPE WET PICKUP	HOUR	5.00	$190.00	$950.00
20	BITUMINOUS MATERIAL FOR TACK COAT	GAL	125.00	$3.80	$475.00
21	TYPE SP 9.5 WEAR COURSE MIX (3,C)	TON	221.00	$114.00	$25,194.00
22	TYPE SP 12.5 WEAR COURSE MIX (3,C)	TON	221.00	$111.00	$24,531.00
23	GEOTEXTILE FABRIC, TYPE 5	SQ YD	3,900.00	$3.80	$14,820.00
24	6" V CURB	LIN FT	24.00	$51.00	$1,224.00
25	B618 CONCRETE CURB AND GUTTER	LIN FT	38.00	$63.00	$2,394.00
26	6" CONCRETE WALK W/ 4" GRANULAR BEDDING	SQ FT	310.00	$19.00	$5,890.00
27	TRUNCATED DOMES	SQ FT	60.00	$63.00	$3,780.00
28	TRAFFIC CONTROL	LUMP SUM	1.00	$6,325.00	$6,325.00
29	ZEBRA CROSSWALK WHITE - EPOXY	SQ FT	270.00	$12.65	$3,415.50

ATTACHMENT #1 1 OF 2

SEH

2020 CSAH 1 TRAIL IMPROVEMENTS
SAUK RAPIDS, MN
SEH NO. SAUKR 150932

08/02/19

ITEM NO.	ITEM DESCRIPTION	UNIT OF MEASUREMENT	APPROXIMATE QUANTITY	UNIT PRICE	TOTAL
STORM SEWER					
30	CONNECT TO EXISTING CULVERT	EACH	3.00	$1,265.00	$3,795.00
31	12" RC SAFETY APRON & GRATE DES 3128	EACH	1.00	$1,900.00	$1,900.00
32	24" RC SAFETY APRON & GRATE DES 3128	EACH	1.00	$2,530.00	$2,530.00
33	51" SPAN RC PIPE-ARCH APRON	EACH	1.00	$2,910.00	$2,910.00
34	18" RC PIPE CULVERT DES 3006 CL V	LIN FT	32.00	$82.00	$2,624.00
35	12" RC PIPE SEWER DES 3006 CL V	LIN FT	21.00	$70.00	$1,470.00
36	24" RC PIPE SEWER DES 3006 CL V	LIN FT	16.00	$101.00	$1,616.00
37	51" SPAN RC PIPE-ARCH SEWER CL IIA	LIN FT	30.00	$278.00	$8,340.00
38	CONSTRUCT DRAINAGE STRUCTURE DES 96-4020	EACH	1.00	$8,850.00	$8,850.00
39	RIPRAP, CLASS III	LIN FT	25.00	$114.00	$2,850.00
EROSION, SEDIMENT CONTROL, AND TURF ESTABLISHMENT					
40	STABILIZED CONSTRUCTION EXIT	EACH	2.00	$1,265.00	$2,530.00
41	SILT FENCE TYPE MS	LIN FT	2,000.00	$3.20	$6,400.00
42	CULVERT PROTECTION	EACH	9.00	$250.00	$2,250.00
43	SEDIMENT CONTROL LOG TYPE WOOD FIBER	LIN FT	200.00	$6.50	$1,300.00
44	TEMPORARY SEEDING - INCLUDES SEED AND HYDRAULIC MULCH MATRIX	ACRE	1.00	$1,300.00	$1,300.00
45	PERMANENT LAWN SEEDING - INCLUDES SEED, FERTILIZER, AND HYDRAULIC BONDED FIBER MATRIX	ACRE	0.25	$12,700.00	$3,175.00
46	PERMANENT GENERAL ROADSIDE SEEDING - INCLUDES SEED, FERTILIZER, AND HYDRAULIC BONDED FIBER MATRIX	ACRE	0.75	$12,700.00	$9,525.00
				SUBTOTAL - CONSTRUCTION	**$393,012.66**
				ENGINEERING	$78,603.00
				ADMIN	$3,930.00
				RIGHT OF WAY	$50,000.00
				WETLAND CREDITS	$57,000.00
				TOTAL	**$582,545.66**

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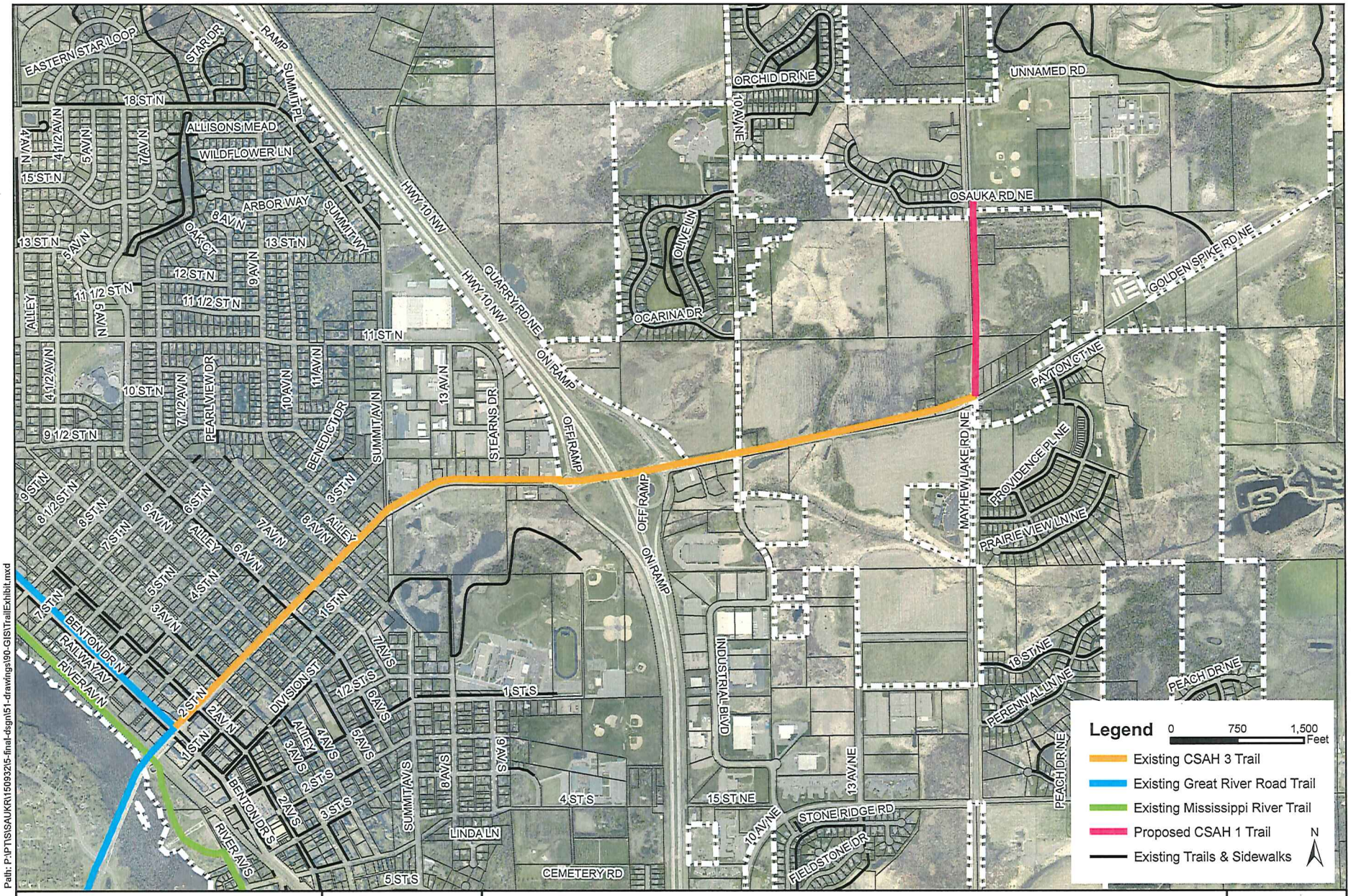
ATTACHMENT #1 2 OF 2



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SEH

1200 25th Avenue South
P.O. Box 1717
St. Cloud, MN 56302-1717
(320) 229-4300
www.sehinc.com

SAUKR150932

12/20/2019

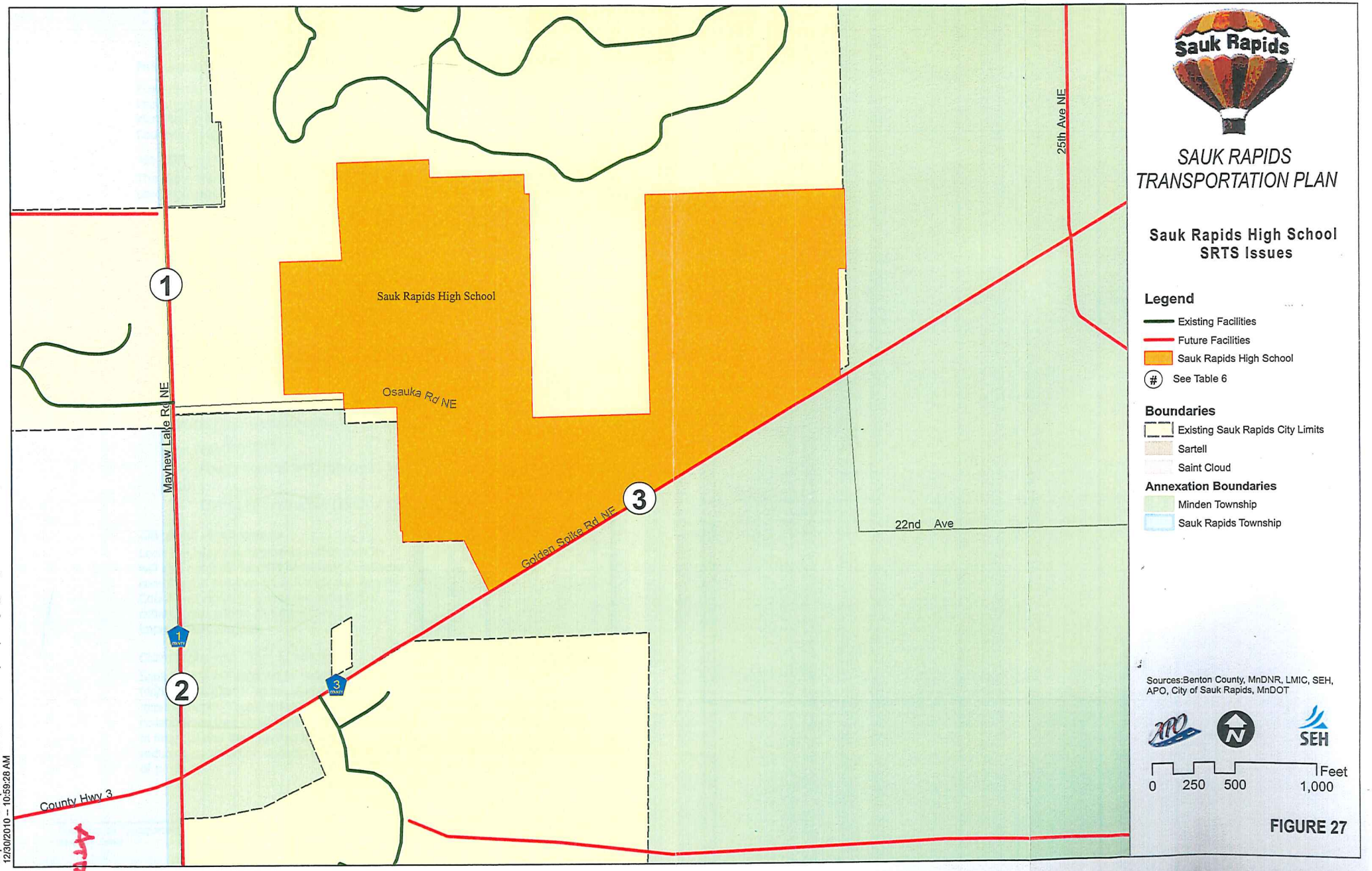
PROJECT LOCATION

CSAH 1 TRAIL IMPROVEMENTS
Sauk Rapids, Minnesota

Attachment 2

This map is neither a legally recorded map nor a survey map and is not intended to be used as one. This map is a compilation of records, information, and data gathered from various sources listed on this map and is to be used for reference purposes only. SEH does not warrant that the Geographic Information System (GIS) Data used to prepare this map are error free, and SEH does not represent that the GIS Data can be used for navigational, tracking, or any other purpose requiring exacting measurement of distance or direction or precision in the depiction of geographic features. The user of this map acknowledges that SEH shall not be liable for any damages which arise out of the user's access or use of data provided.

Attachment F3



Sauk Rapids

SAUK RAPIDS TRANSPORTATION PLAN

Sauk Rapids High School SRTS Issues

Legend

- Existing Facilities
- Future Facilities
- Sauk Rapids High School
- (#) See Table 6

Boundaries

- Existing Sauk Rapids City Limits
- Sartell
- Saint Cloud

Annexation Boundaries

- Minden Township
- Sauk Rapids Township

Sources:Benton County, MnDNR, LMIC, SEH, APO, City of Sauk Rapids, MnDOT

SEH

0 250 500 1,000 Feet

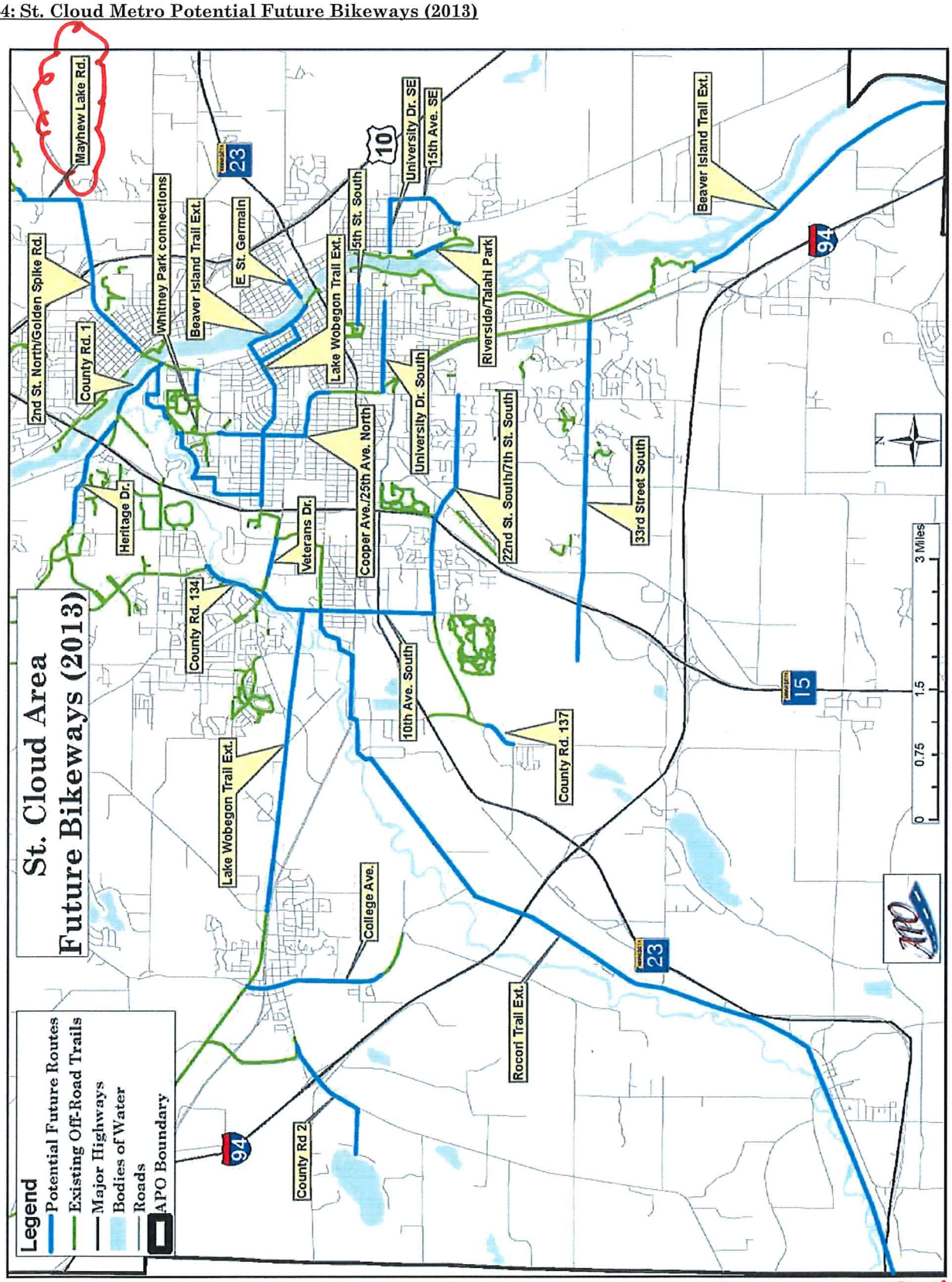
FIGURE 27

Map Document: (P:\PTS\Sauk\r\10592\GIS\Maps\Report\Fig27_SRHighSchool SRTS.mxd)
12/30/2010 – 10:59:28 AM

Attachment #3

Attachment F3

Map 9-4: St. Cloud Metro Potential Future Bikeways (2013)



ATTACHMENT # 4

RESOLUTION NO. 2019-46

A RESOLUTION OF SUPPORT FOR THE CSAH 1 TRAIL IMPROVEMENT PROJECT

WHEREAS: the City of Sauk Rapids plans for construction of the CSAH 1 Trail Improvements from CSAH 3 to Osauka Road.

NOW THEREFORE, BE IT RESOLVED THAT:

1. The City agrees to act as sponsoring agency for the project identified as the CSAH 1 Trail Improvements seeking Transportation Alternative Project (TAP) Funding and has reviewed and approved the project as proposed. Sponsorship includes a willingness to secure and guarantee the local share of costs associated with this project and responsibility for seeing this project through to its completion, with compliance of all applicable laws, rules and regulations.

2. The City agrees that City Administrator, Ross Olson is hereby authorized to act as agent on behalf of the City of Sauk Rapids.

I hereby certify that the foregoing resolution is a true and correct copy of the resolution adopted by the Sauk Rapids City Council this 9th day of December, 2019.

Kurt Hunstiger, Mayor

Ross Olson, City Administrator

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ATTACHMENT # 5

RESOLUTION NO. 2019-47

A RESOLUTION AGREEING TO MAINTAIN THE CSAH 1 TRAIL IMPROVEMENTS

WHEREAS: The Federal Highway Administration (FHWA) requires that states agree to operate and maintain facilities constructed with federal transportation funds for the useful life of the improvement and not change the use of right of way or property ownership acquired without prior approval from the FHWA; and

WHEREAS: Transportation Alternatives projects receive federal funding; and

WHEREAS: the Minnesota Department of Transportation (MnDOT) has determined that for projects implemented with alternative funds, this requirement should be applied to the project proposer; and

WHEREAS: the City of Sauk Rapids is the sponsoring agency for the transportation alternatives project identified as the CSAH 1 Trail Improvements.

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

I hereby certify that the foregoing resolution is a true and correct copy of the resolution adopted by the council this 9th day of December, 2019.

Kurt Hunstiger, Mayor

Ross Olson, City Administrator

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ATTACHMENT #6

- Objective: Identify transportation improvements that are consistent with other local and regional studies, plans, and programs.
- Objective: Prioritize improvements to create a useful implementation schedule/plan that is fiscally reasonable.
- Objective: Recognize constraints and the need to protect environmentally sensitive features (e.g. wetlands, floodplain areas, other natural resources).

1.4 Public Involvement and Stakeholder Committees

The City of Sauk Rapids is committed to public involvement/outreach at all levels in decision-making. The City engaged city residents, business owners, community organizations, and other local agencies. Transportation related input (issues and needs) in the Sauk Rapids area were compiled from the following:

- Public Open House Meetings
  - May 20, 2010
  - August 5, 2010
  - January 3, 2011
- Transportation Stakeholder Committee Meetings
  - June 22, 2010
  - October 19, 2010
- Non-Motorized Stakeholder Committee Meetings
  - July 13, 2010
  - October 28, 2010

1.4.1 Public Open House Meetings

The City hosted three Public Open House Meetings. The intent of the public open house meetings was to introduce the public to the process, to solicit input on transportation issues, and to review the conceptual future roadway system plan and results of the technical analyses.

Furthermore, the Transportation Plan Report and a summary of the findings were presented to the Planning Commission and City Council on January 3, 2011, and January 10, 2011, respectively.

1.4.2 Transportation Stakeholder Committee Meetings

Two Transportation Stakeholder Group meetings were conducted throughout the plan development process. The Transportation Stakeholder Committee was comprised of representatives from Benton County, Sauk Rapids Township, Minden Township, the City of Sauk Rapids, St. Cloud Area Planning Organization, and the City's consultant (SEH Inc.). The Stakeholder Group helped identify existing and future transportation issues and was instrumental in developing the recommended transportation conceptual future roadway system plan.

ATTACHMENT # 7 1 OF 6

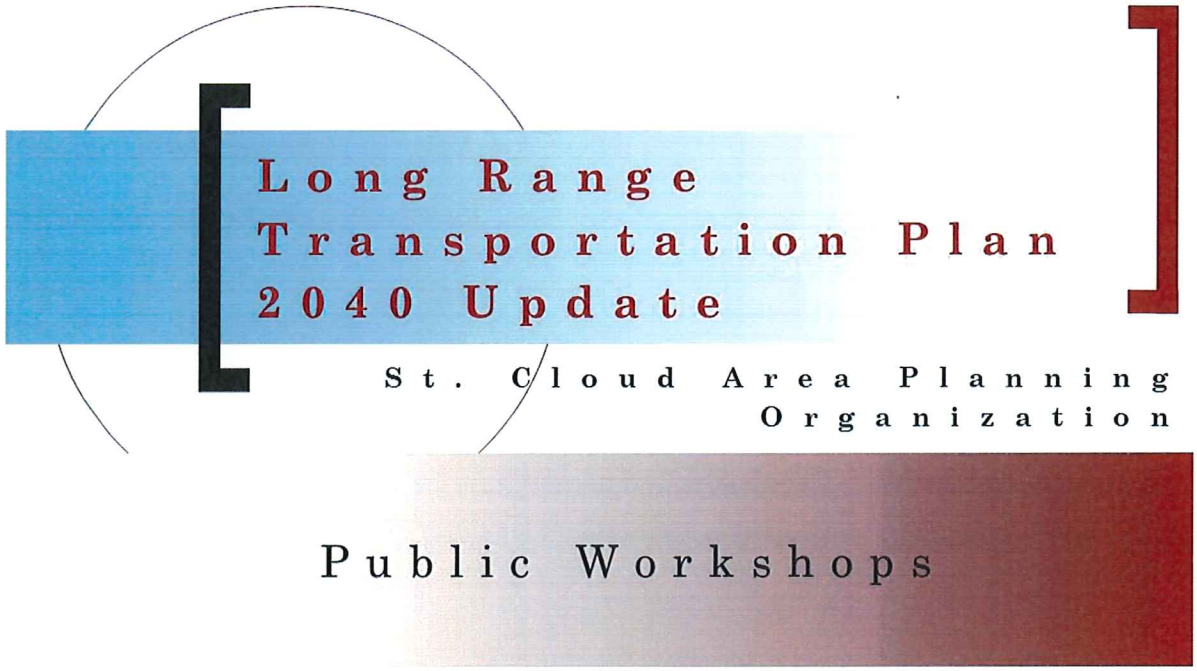
- April 9, 2014: Technical Advisory Committee Meeting
- April 10, 2014: APO Executive Board Meeting
- April 18, 2014: WJON Mayor's Radio show call-in and discussion about Plan
- April 21, 2014: Public Input Request letter sent to Public Participation Mailing List with letter request and May 15th meeting notification. Approximately 130 hard copy letters were sent plus emails to APO list-serves, board members, and meeting participants.
- May 8, 2014: Technical Advisory Committee Meeting
- May 15, 2014: Public Open House for Plan at City of St. Cloud Council Chambers
- May 22, 2014: Presentation on Plan at APO Policy Board; approval of several Plan items by APO Policy Board
- May 27. 2014: Bicycle and Pedestrian Advisory Committee Meeting
- June 5, 2014: Technical Advisory Committee Meeting
- June 11, 2014: Meeting with Bill Towle, St. Cloud Regional Airport Director
- June 12, 2014: APO Executive Board Meeting
- June 26, 2014: Technical Advisory Committee Meeting
- July 10, 2014: APO Executive Board Meeting
- July 24, 2014: Presentation on Plan at APO Policy Board; approval of Draft Plan
- 30-day Public Review Period Public Notice Posted
- October 2, 2014: Technical Advisory Committee Meeting
- October 9, 2014: APO Executive Board Meeting
- October 23, 2014: APO Policy Board meeting

A.3 Public Workshop and Open House Flyers

The APO conducted four (4) public workshops and open houses in an attempt to obtain public input and support for the Plan. The first two public workshops were held early in the Plan development process in the Spring of 2013 (February 28th and March 5th). The next public input opportunity occurred on November 12, 2013 at the St. Cloud Library. The final open house was conducted on May 15, 2014 in the St. Cloud Council Chambers. As part of advertising these meetings the APO placed notifications on both its webpage and Facebook. In addition, typical flyers and posters were produced and dispersed around the Metropolitan area. All of the flyers are displayed here for the reader's review (Figures A-1 through A-3).

ATTACHMENT #7 2 OF 6

Figure A-1: Spring 2013 Public Workshop



Mark your calendars! Come let us know about your transportation priorities for the region.

Learn about transportation planning and how we address mobility issues, preservation of the current system, safety issues, transit services, bicycle and pedestrian facilities, freight and aviation, and much more!

Date: Thursday, February 28, 2013
Place: St. Cloud Library, Bremer Room, 1300 W St. Germain St., St. Cloud
Time: 6:00 PM

Date: Tuesday, March 5, 2013
Place: Sauk Rapids Government Center, Community Room, 250 Summit Avenue North, Sauk Rapids
Time: 6:00 PM

What transportation projects are most important to you over the next 25 years? How will we pay for them?

Take our Transportation Survey online:

www.stcloudapo2040plan.org/survey

APO Transportation Plan BLUEPRINT-2040

St. Cloud APO

1040 County Rd. 4
St. Cloud, MN 56303

Phone: 320-252-7568
Fax: 320-252-6557
E-mail:
stenson@stcloudapo.org

ATTACHMENT #7 3OF'6

Figure A-9: Public Hearing —Affidavit

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

NOTIFICATION OF FORMAL PUBLIC HEARING: ST. CLOUD AREA PLANNING ORGANIZATION (APO) 2040 LONG RANGE TRANSPORTATION PLAN

The APO in coordination with the Public, Federal Highway Administration, Minnesota Department of Transportation, Minnesota Pollution Control Agency, St. Cloud Metro Bus, local cities, counties, and townships presents the Long Range Transportation Plan for approval and adoption at the October 23, 2014 APO Policy Board meeting. Federal legislation directs the APO to develop and update a multimodal plan for the metropolitan area with a 20-year planning horizon. The Plan depicts a focused approach for regional transportation planning and defines the course for federal transportation investment in the area. The Plan identifies investment target percentages by type of transportation project and six specific regional road and bridge projects for federal transportation funding.

The draft Plan was available for an official 30-day public comment period between Tuesday, August 5, 2014 and Friday, September 5, 2014. APO response to public comments is available online at www.stcloudapo.org and at the APO Office: 1040 County Rd. 4, St. Cloud. Official comments on the Plan can also be made during a formal public hearing during the open public meeting of the APO Policy Board on Thursday, October 23, 2014 at 7:00 PM at Waite Park City Hall, 19 – 13th Ave. N., Waite Park. Please contact the APO Office at PHONE: 320-252-7568 to request special accommodations to participate in this meeting. You may also direct feedback to Angie Stenson, AICP, Executive Director, FAX: 320-252-6557 or EMAIL: stenson@stcloudapo.org.

St. Cloud APO meeting facilities will be accessible to mobility impaired individuals. If translation or interpretative services are required, the St. Cloud APO will make a good faith effort to accommodate these requests if time and resources permit. Please contact Dorothy Sweet at the St. Cloud APO 320-252-7568 at least five days in advance of the meeting if these special accommodations are required.

ATTACHMENT #7 4 OF 6

SAUK RAPIDS-RICE
PUBLIC SCHOOLS
STORM
A path for every student.

December 6, 2019

To Whom It May Concern:

On behalf of the Sauk Rapids-Rice School District, I am writing this letter in support of the proposed trail from CSAH 3 to Osauka Road. This improvement would be a tremendous asset for our students and community. There is presently no pedestrian access to Sauk Rapids-Rice High School. This project will provide a safe route to school for students and community members. In addition, this project will make the school district's facilities more accessible to the public. The Sauk Rapids-Rice School District fully supports this project.

I would be happy to provide any further information at your discretion.

Aaron Sinclair
Superintendent
Sauk Rapids-Rice Public Schools

BENTON COUNTY

Providing excellent customer service in a fiscally responsible manner.

December 17, 2019

Ross Olson, City Administrator
250 Summit Avenue North
Sauk Rapids, MN 56379

Dear Mr. Olson,

On behalf of the Benton County Board of Commissioners I offer this letter of support to the City of Sauk Rapids for the proposed trail from CSAH 3 to Osauka Road. Currently there is not an adequate pedestrian route to the Sauk Rapids-Rice High School. The addition of a multi-use trail would be a benefit the community while providing a much safer corridor for students walking or bicycling to Sauk Rapids-Rice High School. A trail of this nature would also be beneficial to the residents in the vicinity by completing a trail route that extends to downtown Sauk Rapids.

Sincerely,

A. Jake Bauerly
Chair, Benton County Board of Commissioners

ATTEST:
Montgomery Headley
Benton County Administrator

Public Works/Highway Department

Chris Byrd, P.E.
Director/County Engineer
Mark Loidolt, P.E.
Assistant Engineer
Mark Ebnet
Highway Superintendent

7752 Hwy 25 N
P.O. Box 247
Foley, MN 56329
Benton County's Website:
www.co.benton.mn.us

(320) 968-5051 Main
(320) 968-5333 Fax

Email Address:
highway@co.benton.mn.us

Benton County is an Equal Opportunity Employer

ATTACHMENT # 7 6 OF 6

City of Sauk Rapids

CSAH 1 Trail Improvements

Project Schedule

Environmental Document Completed	February 2022
Construction Plan Prepared	June 2023
Right of Way Acquired	June 2023
Construction Start	May 2024
Estimated Project Duration	3 months

NOTE: This project is a candidate for Advance Construction in the year 2021. In this case, the schedule would be as follows:

Environmental Document Completed	September 2020
Construction Plan Prepared	December 2020
Right of Way Acquired	December 2020
Construction Start	May 2021
Estimated Project Duration	3 months

ATTACHMENT # 8

1) GENERAL NOTES:

2) THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY LEVEL D. THIS QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-.2, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA."

3) CONTRACTOR SHALL COORDINATE WITH SMALL UTILITY COMPANIES AND OTHER WORK ON AND ADJACENT TO SITE.

4) LOCATION OF EXISTING UTILITIES SHOWN ARE APPROXIMATE AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL HAVE ALL UTILITIES LOCATED IN THE FIELD BEFORE DIGGING. CONTRACTOR SHALL COORDINATE RELOCATION OF PRIVATE UTILITIES WITH UTILITY OWNERS.

5) CONTRACTOR SHALL CONTACT UTILITY COMPANIES TO RELOCATE UTILITIES AS REQUIRED.

6) ELEVATIONS SHOWN ON THE PLAN ARE REFERENCED TO THE NATIONAL GEODETIC SURVEY VERTICAL DATUM ADJUSTMENT OF 1988.

7) CONTRACTOR SHALL VERIFY ALL EXISTING CONDITIONS. NOTIFY ENGINEER IMMEDIATELY IF ANY INCONSISTENCIES ARE DISCOVERED BETWEEN ACTUAL SITE CONDITIONS AND WHAT IS SHOWN ON THE DRAWINGS, WHICH ARE SIGNIFICANT ENOUGH TO ALTER THE INTENT OF THE DRAWINGS.

8) CONSTRUCTION SHALL BE IN COMPLIANCE WITH ALL APPLICABLE CITY AND MNDOT STANDARD PLATES. WHERE DISCREPANCIES EXIST BETWEEN CITY AND MNDOT STANDARDS, THE CITY STANDARDS SHALL PREVAIL.

9) IN CASE OF A DISCREPANCY BETWEEN THE PLANS AND SPECIFICATIONS, THE PLANS SHALL GOVERN OVER THE SPECIFICATIONS.

CONSTRUCTION NOTES:

1) CONTRACTOR SHALL PERFORM CALCULATIONS TO VERIFY EARTHWORK QUANTITIES. CONTRACTORS BID SHALL BE BASED ON EARTHWORK CALCULATIONS COMPLETED BY CONTRACTOR.

2) CONTRACTOR SHALL USE EQUIPMENT AND CONSTRUCTION METHODS TO PREVENT COMPACTION UNDER VEGETATED AREAS. INCIDENTAL TO CONSTRUCTION.

3) CONTRACTOR SHALL PROVIDE AND MAINTAIN ALL EROSION CONTROL MEASURES AS SHOWN ON THESE PLANS AN SPECIFICATIONS AND IMPLEMENT ANY ADDITIONAL EROSION CONTROL MEASURES NECESSARY IN ORDER TO MEET THE PROVISIONS OF THE SWPPP AND PROTECT ADJACENT PROPERTY.

4) MINOR GRADING MAY BE NEEDED IN FLAT AREAS TO ENSURE PROPER DRAINAGE. INCIDENTAL TO CONSTRUCTION.

5) CONSTRUCTION LIMITS ARE WITHIN THE RIGHT OF WAY UNLESS NOTED OTHERWISE.

6) TOPSOIL STRIPPING WITHIN THE PROJECT LIMITS IS INCLUDED IN THE COMMON EXCAVATION BID ITEM. THE CONTRACTOR SHALL USE ALL AVAILABLE TOPSOIL STOCKPILED ON SITE THAT MEETS PROJECT SPECIFICATIONS PRIOR TO IMPORTING BORROW.

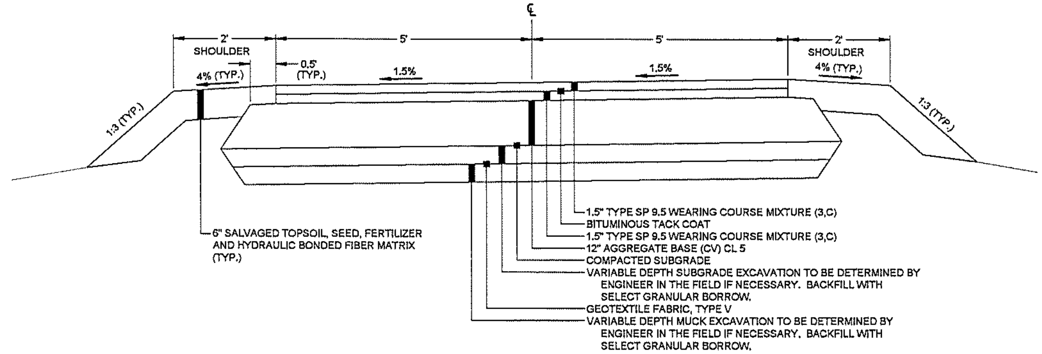
7) IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO DISPOSE OFF-SITE ALL TREES, STUMPS, BRUSH, NON-CONFORMING TOPSOIL OR OTHER DEBRIS THAT EXISTS WITHIN THE CONSTRUCTION AREA.

8) ALL TRAFFIC CONTROL DEVICES AND SIGNING SHALL CONFORM TO THE MMUTCD, INCLUDING THE "FIELD MANUAL FOR TEMPORARY TRAFFIC CONTROL ZONE LAYOUTS," DATED JANUARY 2018.

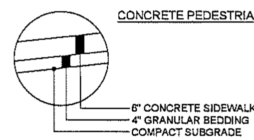
9) ALL SEWER INVERTS, ELEVATIONS, PIPE LENGTHS, AND GRADES ARE COMPUTED CENTER TO CENTER OF STRUCTURES.

10) IN THE EVENT WHERE DEWATERING IS NECESSARY, IT SHALL BE CONSIDERED INCIDENTAL TO THE MUCK EXCAVATION BID ITEM.

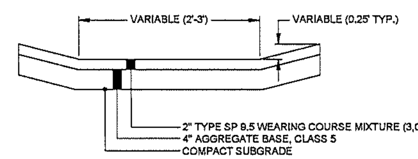
10' TRAIL TYPICAL SECTION



CONCRETE PEDESTRIAN RAMP



BITUMINOUS DRAINAGE FLUME



NOTE:
PAID BY THE SQUARE YARD, AND SHALL INCLUDE ALL MATERIALS AND LABOR REQUIRED FOR CONSTRUCTION.

DRAWN BY: BDY	NO.	BY	DATE	REVISIONS	SEH PHONE: 320.229.4300 1200 25TH AVENUE SOUTH P.O. BOX 1717 ST. CLOUD, MN 56302-1717 www.sehinc.com	I HEREBY CERTIFY THAT THIS PLAN WAS PREPARED BY ME OR UNDER MY DIRECT SUPERVISION AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MINNESOTA. PRELIMINARY TERRENCE G. WOTZKA, PE Date: XX/XX/XX Lic. No. 18566	SAUK RAPIDS, MINNESOTA	TYPICAL SECTION AND CONSTRUCTION NOTES 2020 CSAH 1 TRAIL IMPROVEMENTS	FILE NO. SAUKR150932	2 / 25
DESIGNER: BDY										
CHECKED BY: JMH										
DESIGN TEAM										

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Attachment F3

ATTACHMENT #9

Attachment G1

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Regional Transportation Priorities Briefing Booklet
DATE: Jan. 10, 2020

Each year, the APO Chair and Executive Director make a trip to Washington, D.C. to meet with Congressional members and inform them of our regional transportation priorities. The current draft of the 2020 briefing booklet (based heavily on the 2019 booklet) is attached for your reference.

Between now and March, APO staff will be working with both Board members and the Technical Advisory Committee to update the briefing booklet as desired by the member jurisdictions in anticipation of an April trip to Washington, D.C.

We respectfully ask that you review the booklet and come to the meeting prepared to discuss any changes you would like to make.

Suggested Action: If the TAC is able to achieve consensus, a recommendation of approval to the Policy Board would be appropriate.

2020 Regional Transportation Priorities

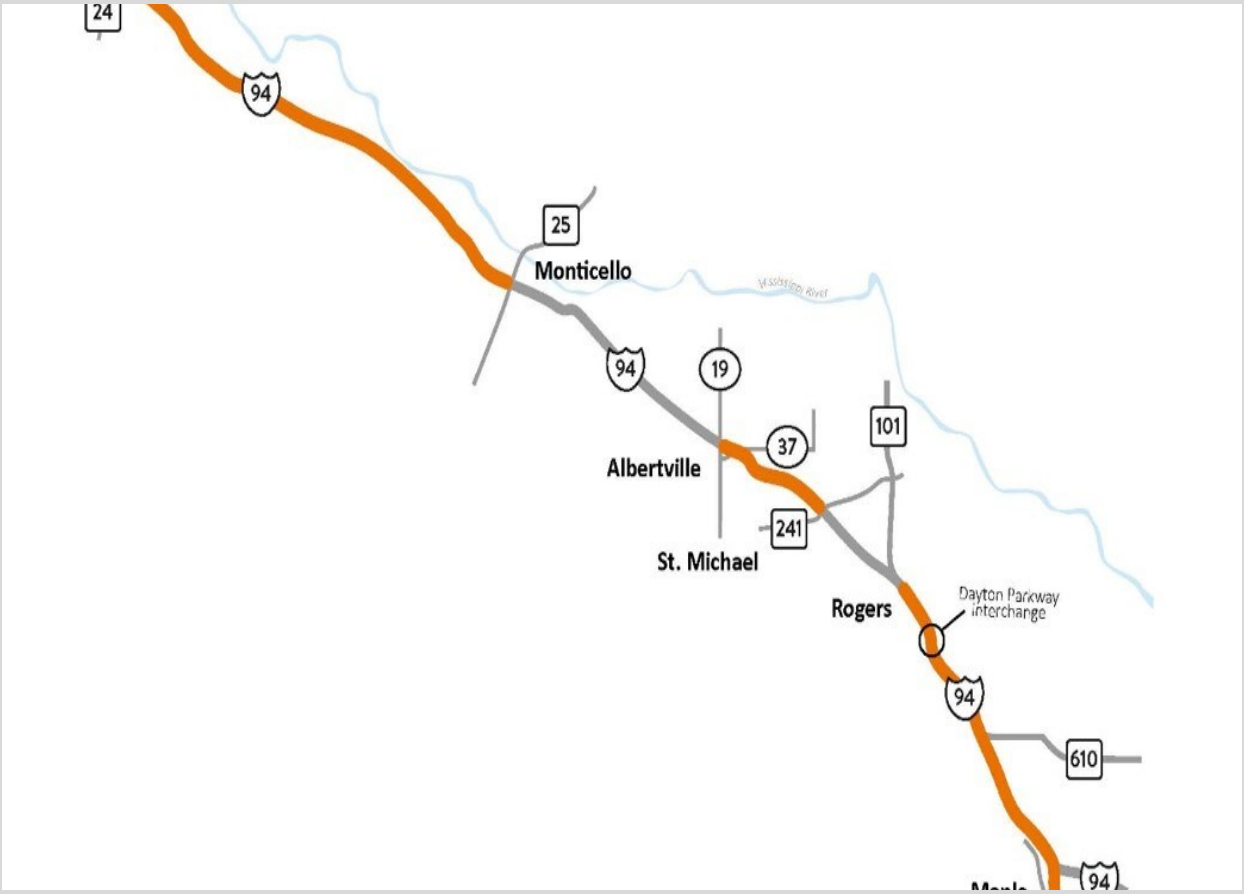
Saint Cloud Area Planning Organization
1040 County Road 4
Saint Cloud, Minnesota 56303-0643
Phone: 320-252-7568
Fax: 320-252-6557
Website: www.stcloudapo.org

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION

Connect Northstar Commuter Rail to Saint Cloud

The first phase of the commuter rail line between Big Lake and downtown Minneapolis was completed in 2009 and has consistently provided over 700,000 rides annually. The original vision included service to Saint Cloud (now called Phase 2). Currently, Saint Cloud residents can reach the train station in Big Lake by bus, but it is widely anticipated that more people would use the train if they could board it in Saint Cloud. There is strong public support for extending the rail line operations to the Saint Cloud metropolitan area. According to the American Community Survey (2015), almost 7,000 residents of the Saint Cloud metropolitan area work in Hennepin, Ramsey, Anoka, or Dakota Counties. Additionally, almost 5,000 residents of the Twin Cities region work in the Saint Cloud metropolitan area. In short, the APO feels that the Saint Cloud metro area (population 117,000) is a much stronger anchor point for Northstar trains than Big Lake (population 10,500). But extending service will require additional capital and operations funds.

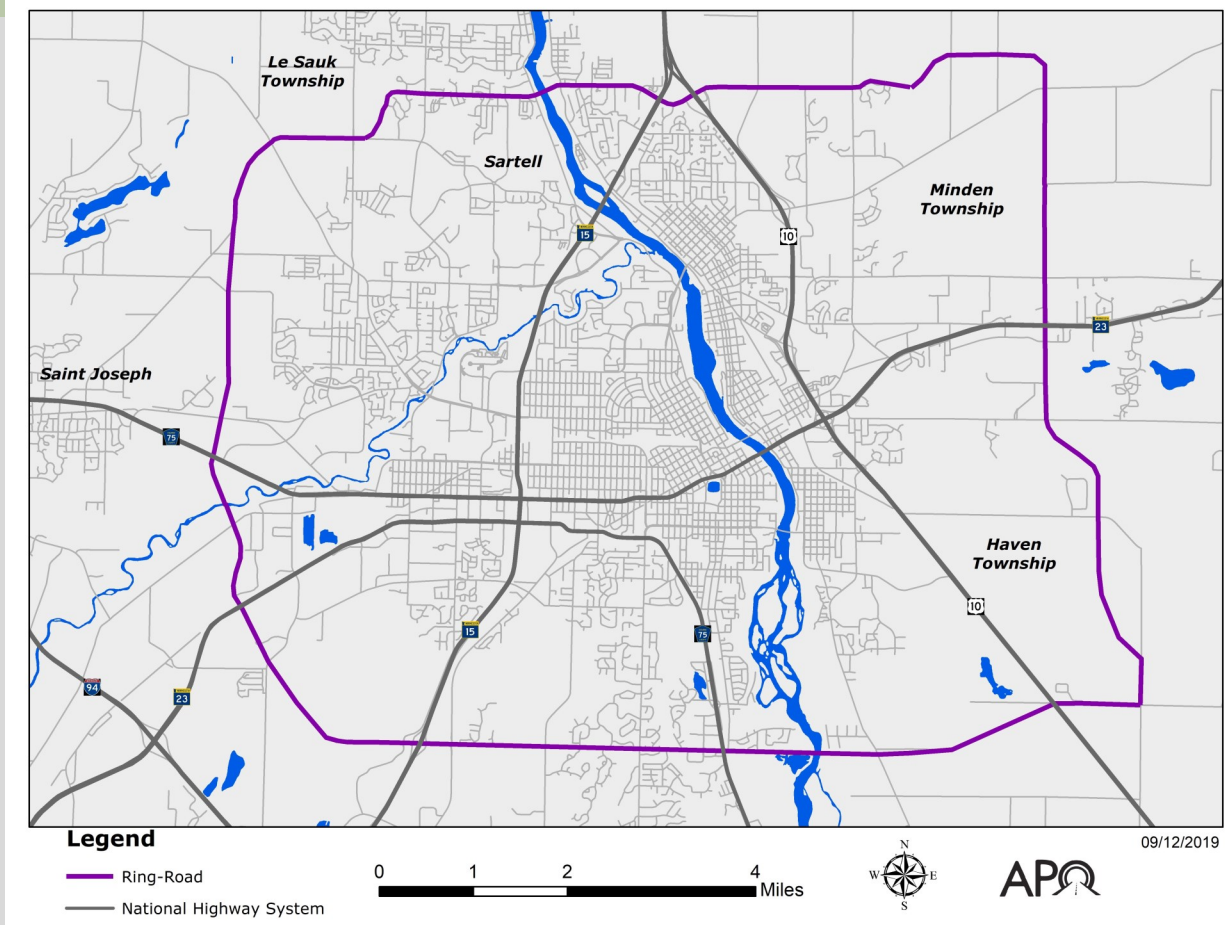
APO
SAINT CLOUD | AREA PLANNING ORGANIZATION



Widen I-94 between Albertville and Monticello

In 2019, MnDOT started a three-year process of widening I-94 to six lanes in two segments: 1.) from Saint Michael to Albertville, and 2.) from Monticello to Clearwater. This will significantly help address a long-time regional transportation need for residents of the Saint Cloud metropolitan area. However, it will also result in a bottleneck between Monticello and Albertville where the highway will remain only four lanes wide. The members of the APO strongly support addressing this bottleneck as quickly as possible to ensure a smooth continuous flow of traffic.

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION



Urban Beltline Arterial

Include???

Develop the Saint Cloud Regional Airport into a Regional Air Hub

The Saint Cloud Regional Airport (STC) is a significant asset in central Minnesota. Air transport (passenger, freight, military) remains essential to economically vibrant regional centers by providing access to the global business community. In the past 15 years, more than $75 million in local, State, and Federal tax money has been invested in improvements at STC. There have been some payoffs: Allegiant Air service from STC to Mesa, Arizona consistently enjoys high utilization, Sun Country charters to Laughlin, Nevada consistently sell out, a Minnesota National Guard Aviation Facility (along with 62 full-time state and federal jobs) was added to the airport campus, and there is no longer available hanger space for private jet aircraft. What comes next?

STC Passenger Enplanements

Year	Passen-gers	% Change
2013	15,842	
2014	30,939	+95.3%
2015	19,171	-38.0%
2016	15,615	-18.6%
2017	20,918	+34.0%
2018	22,464	+7.4%

A comprehensive, market-based study to develop a strategic plan was recently completed, and the airport is also working on other federally funded capital improvement projects. These projects include expansion of the airport's general aviation (GA) hangar area to accommodate public and private hangar development, along with a Taxiway Reconstruction Project and a Taxiway Relocation Project. These projects will enhance safety as well as allow for additional based aircraft.

STC Fuel Revenue

Year	Revenue	% Change
2013	$17,767	
2014	$38,989	120.0%
2015	$35,797	-8.2%
2016	$31,635	-11.6%
2017	$34,322	7.8%

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION

A Word About Transportation Earmarks

We understand that the current transportation authorization expires in 2020 and that negotiations for the next authorization have begun. We also understand that there may be some bi-partisan support for bringing back budgetary earmarks for specific projects. We take no position on earmarks per se, but we do wish to communicate some concerns regarding earmarks if they should come back:

Within MPO planning areas, we spend considerable time and effort identifying and prioritizing transportation needs. When funding is approved for a project that has not been previously identified during the planning process, it steals resources away from projects that have been identified and regionally vetted, and calls into question the entire planning and programming process.

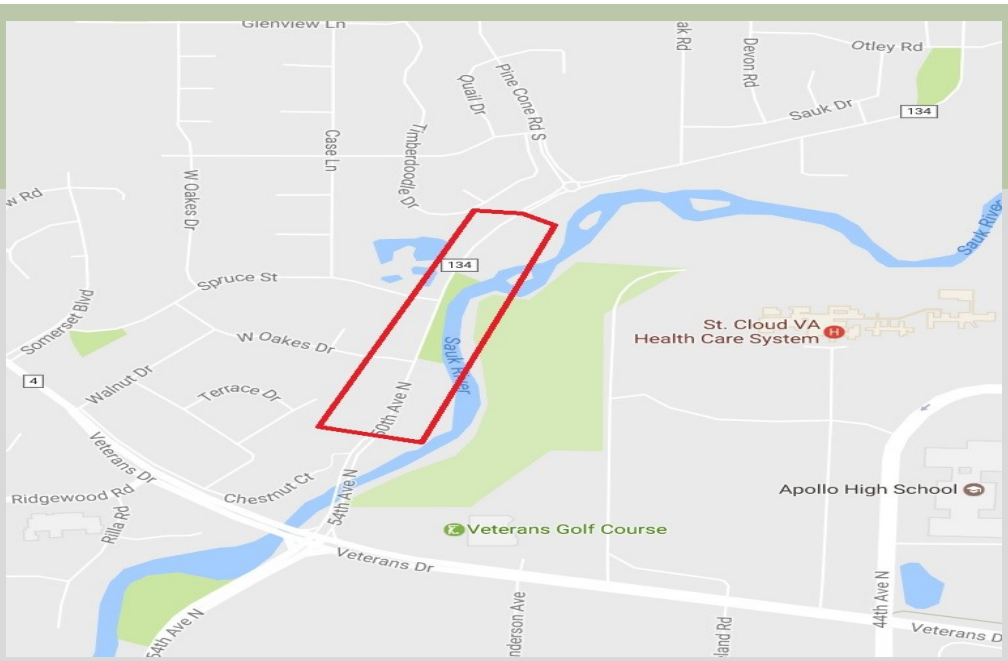
We strongly encourage that within MPO planning areas, earmarks for major projects be limited to projects that have previously been identified in the region's Metropolitan Transportation Plan (MTP), or which are listed on an illustrative list of unfunded needs within the MTP. In this way, we can help ensure that projects which receive funding are both technically feasible and publically acceptable.

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION

Other Unfunded Transportation Needs

The following pages detail additional unfunded needs in the Saint Cloud metro region for your consideration.

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION



Stearns County Road 134: Expand to Four-Lanes from Sauk River Bridge to Pinecone

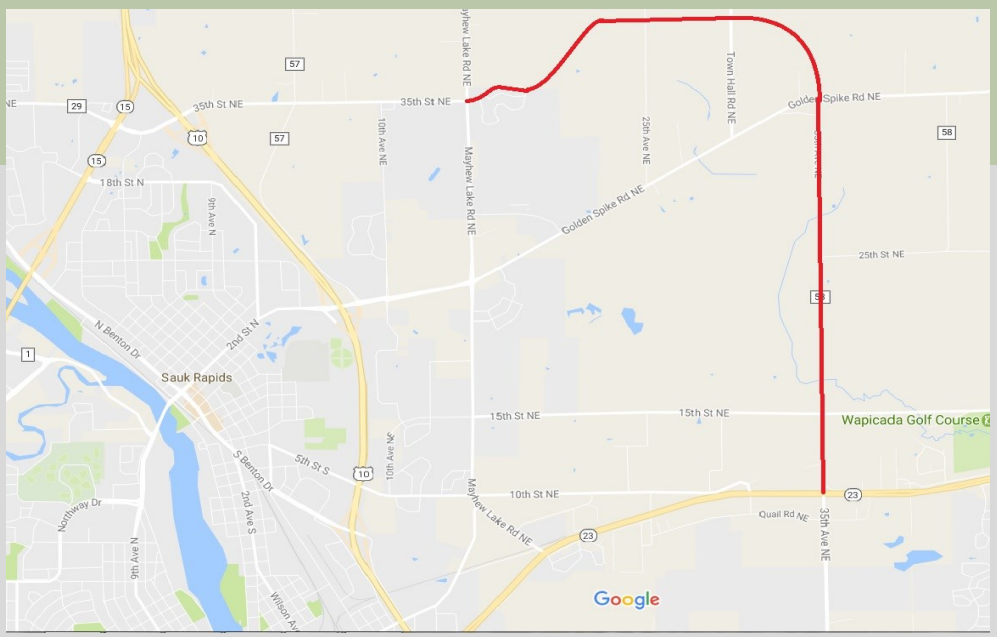
We are so fortunate and thankful to have had help from our congressional delegation to get the first phase of this project (referred to as the West Metro Corridor project) completed. It has helped immensely with congestion in the west St. Cloud area. When the new bridge was constructed along County Road 134 we matched into the existing three lane section just north of the bridge. A bottleneck has been created with motorists vying for position within a neighborhood area. Expansion of County Road 134 between the new bridge and the roundabout at Pinecone Road will provide a more logical and safe location to drop a lane of traffic, as the Pinecone Road intersection is a point where traffic volumes naturally split, especially now that we've improved the intersection of County Road 134 and CSAH 120. Estimated cost for right of way is $1.5 million; for construction $3.5 million.

Total Cost	Local Cost	Federal Request
$5,000,000	$1,000,000	$4,000,000

For more information, contact:

Jodi L. Teich, P.E.
Stearns County Engineer
455 28th Avenue South
Waite Park, MN 56387
Phone: (320) 255.6180
Fax: (320) 255.6186
jodi.teich@co.stearns.mn.us

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION



Benton County CSAH 29: Construct a New Alignment to Connect Existing Highways

This project will provide a regionally significant corridor in a rapidly developing area of the Saint Cloud APO region, linking growth centers with major residential, commercial, industrial and airport sites. The corridor will provide a crucial link between US 10 and Minnesota Trunk Highway 23 and will serve as an urban bypass route, alleviating congestion in the urban area. It will promote economic development and accommodate urban growth by providing additional access to new development opportunities. The NEPA process has been completed, with a Finding of No Significant Impact. All of the required right-of-way has been acquired. This funding request will allow for the construction of the roadway.

For more information, contact:

Chris Byrd, P.E.
Benton County Engineer
7752 Hwy 25 North
P.O. Box 247
Foley, MN 56329
Phone: (320) 968.5051
Fax: (320) 968.5333
cbyrd@co.benton.mn.us

Total Cost	Local Cost	Federal Request
$5,000,000	$1,000,000	$4,000,000

APO
SAINT CLOUD | AREA PLANNING ORGANIZATION

Build Pedestrian Crossing of CSAH 75 in Saint Joseph

Stearns County CSAH 75 in Saint Joseph is a four-lane principle arterial that carries about 20,000 vehicles each day. It also bisects the town of Saint Joseph, acting as a barrier to safe and convenient pedestrian crossing between the north and south sides of town. The City (with the assistance of the Saint Cloud APO) recently completed a planning study exploring alternatives to improve the pedestrian environment. In addition to at-grade improvements, the plan does recommend a grade-separated crossing of CSAH 75, as shown in the graphic above, because of the high-speed and volume of vehicle traffic.

For more information, contact:

Judy Weyrens
City Administrator
25 College Ave. North
P.O. Box 668
St. Joseph, MN 56374
Phone: (320) 363-7201
Fax: (320)-363-0342
jweyrens@cityofstjoseph.com

Total Cost	Local Cost	Federal Request
$3,500,000	$700,000	$2,800,000

APO
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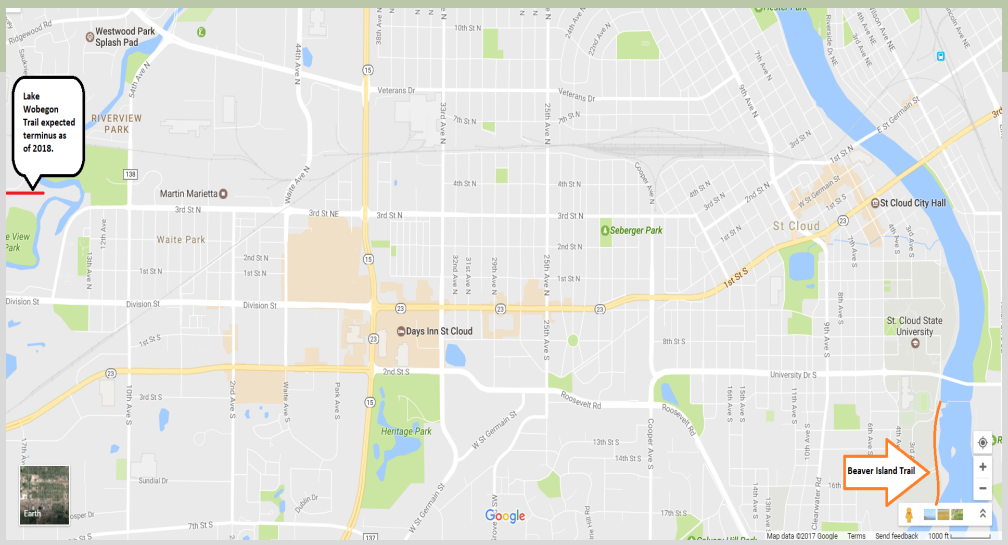

Lake Wobegon Trail and Beaver Island Trail Connection

It is anticipated that an extension of the popular Lake Wobegon Trail from Saint Joseph to Waite Park occurred in 2018, which leaves the terminus of the trail approximately five miles from the Beaver Island Trail. The Beaver Island Trail runs through Saint Cloud from the campus of Saint Cloud State University to Schwan's Home Service and The Chip Shoppe bakery on Heatherwood Road. Upcoming extensions of the Beaver Island Trail are expected to take that trail to Saint Cloud's southeastern city limits, approximately one mile south of the I-94/Opportunity Drive interchange, along CR 75. Connecting the Lake Wobegon Trail to the Beaver Island Trail via RiverWalk at Hester Park will provide a continuous trail corridor from Fergus Falls through downtown Saint Cloud and the Saint Cloud metro area—a distance of over 117 miles—and provide for the possibility of further extensions to Clearwater, Monticello, and points south-east.

Total Cost	Local Cost	Federal Request
$5,500,000	$1,100,000	$4,400,000

For more information, contact:

Scott D Zlotnik,
Park & Recreation Director
400 2nd Street South
St. Cloud, MN 56301
320.650.3170 direct
320.257.0657 fax
jhalter@sehinc.com

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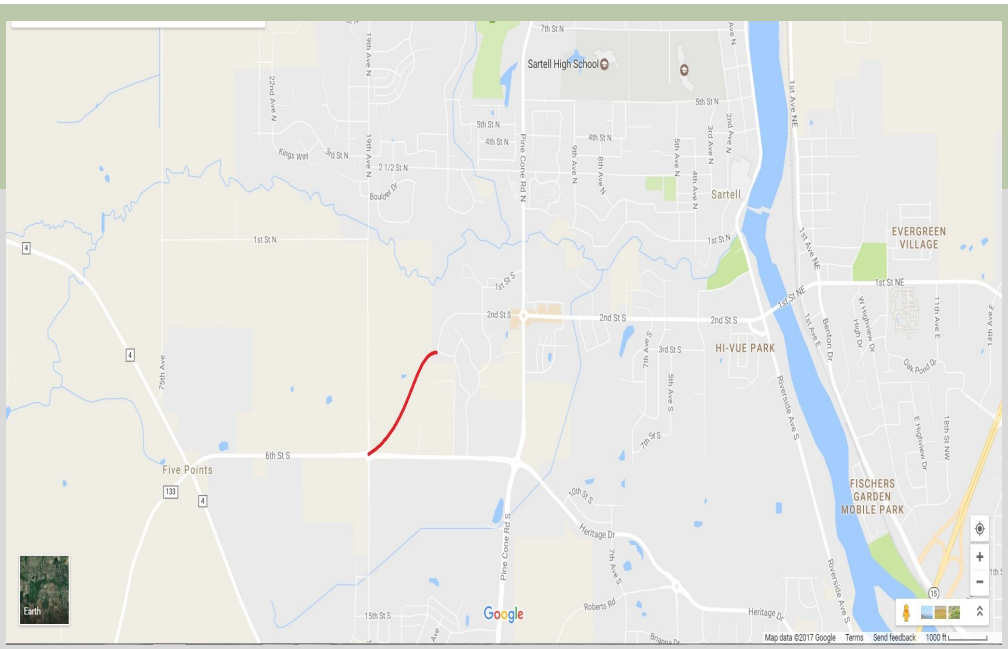

Stearns CSAH 133 Connection from Theisen Road to 19th

CSAH 133 is a minor arterial in Stearns County that provides a freight and commuter connection from Interstate 94 west of St. Joseph to US Highway 10/Trunk Highway 15 east of Sartell. A final alignment still needs to be determined but the re-alignment of CSAH 133 was started nearly 10 years ago and currently dead ends at Theisen Road. There are several property owners in the gap area that feel they are left hanging – "Should we improve our homes/sheds/barns, or should be start looking for something new – I can't sell my house because no one knows what will happen." Completing this alignment would provide relief to the intersection of Sartell's Heritage Drive/ Pinecone Road intersection, and provide a more direct route between Interstate 94 and US Highway 10 for freight and commuters. Estimated cost to complete the alignment study and associated environmental work: $75,000; right of way: $750,000; construction: $3 million.

For more information, contact:

Jodi L. Teich, P.E.
Stearns County Engineer
455 28th Avenue South
Waite Park, MN 56387
Phone: (320) 255.6180
Fax: (320) 255.6186
jodi.teich@co.stearns.mn.us

Total Cost	Local Cost	Federal Request
$3,825,000	$765,000	$3,060,000

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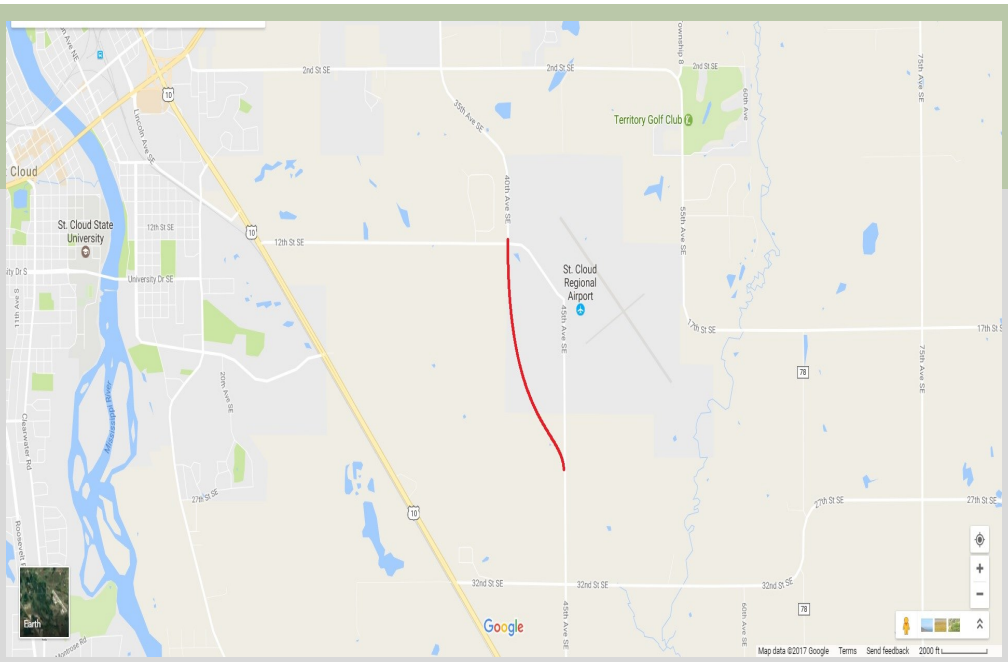

Sherburne County CSAH 7: Realign Roadway

In the future as the US 10 corridor continues to grow and develop, CSAH 7 will provide a vital reliever link as it essentially parallels US 10 to the north. But probably more importantly to the region, the realignment of CSAH 7 would allow for the extension of the East-West runway at the St. Cloud Regional Airport. So although CSAH 7 acts as the primary access to the airport, it also acts as a barrier to the E/W runway extension. With the desire of the Executive Board to continue to promote the airport as a regional hub, the realignment of CSAH 7 would provide greater flexibility and options for the airport in the future.

For more information, contact:

Andrew Witter, P.E.
Public Works Director
Sherburne County Govt Center
13880 Business Center Dr NW
Elk River, MN 55330-1692
Office: 763.765.3302
http://www.co.sherburne.mn.us/publicworks

Total Cost	Local Cost	Federal Request
$9,000,000	$1,800,000	$7,200,000

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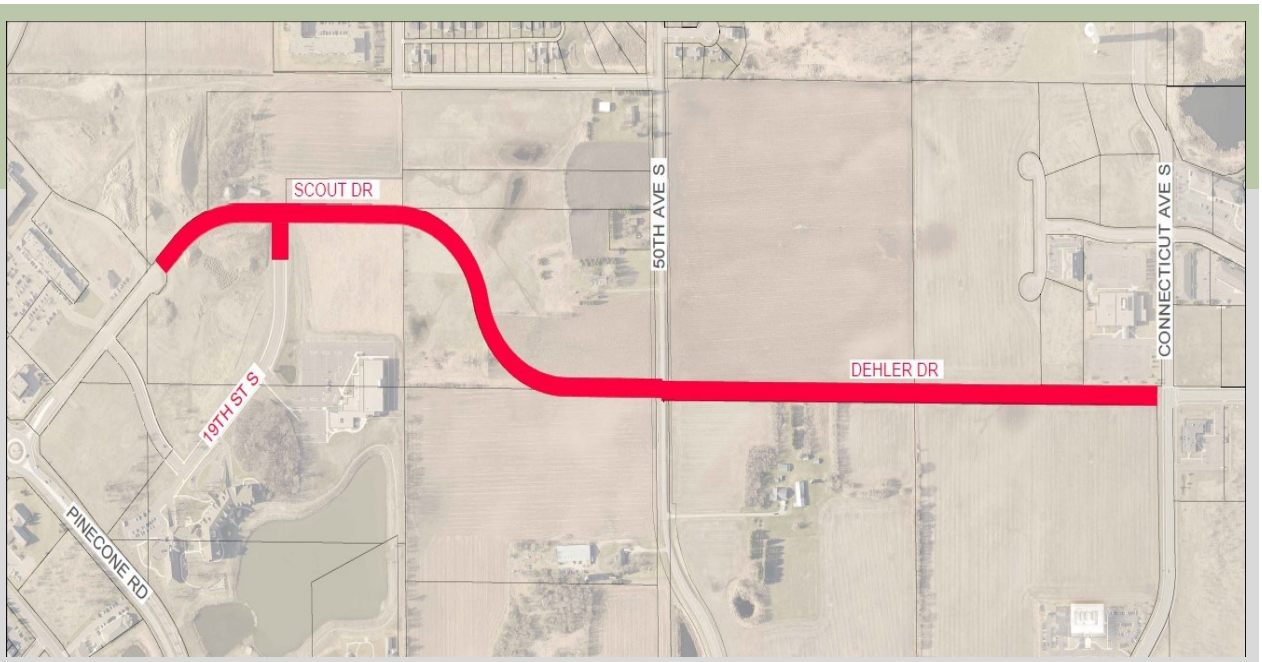

Scout/Dehler Drive Connection in Sartell

The City of Sartell is requesting funding for the construction of a collector roadway which is a critical segment of Sartell's South Regional Transportation Plan. This phase would extend Scout Drive from its current endpoint approximately 3,000 feet easterly to 50th Ave S, and provide a 2,500 foot extension of Dehler Drive between Connecticut Ave and 50th Ave S, as well as connect to the existing dead-end of 19th Street S. This critical segment of the South Regional Transportation Plan will provide a multi-model economic development driving transportation improvement that will connect Sartell's business park to the Pinecone Road mixed-use area which will:

- Provide increased access to banking, recreational, senior housing, and retail sector;
- Provide emergency services benefits by creating secondary access;
- Promote additional commercial, office, and medical business growth and development;
- Alleviate congestion on other County Roadway corridors

Total Cost	Local Cost	Federal Request
$6,000,000	$1,200,000	$4,800,000

For more information, contact:

Jon Halter, P.E.
S.E.H., Inc.
1200 25th Avenue South P.O. Box 1717
St. Cloud, MN 56302-1717
320.229.4344 direct
320.250.6084 cell
888.908.8166 fax
jhalter@sehinc.com

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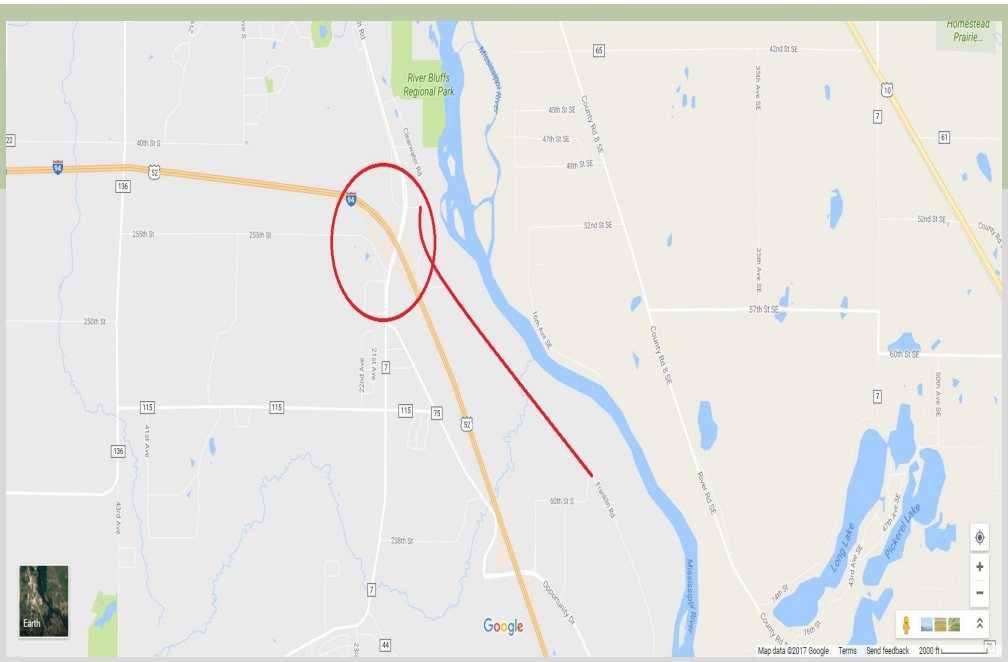

Connect Heatherwood Road to Franklin Road & Extend Beaver Island Trail

This request is for funding to complete the extension of Heatherwood Road into the Saint Cloud Business Park, thereby increasing commerce and reducing local trips on I-94. Funds will advance the preferred alternatives from environmental review into engineering, right-of-way acquisition, and construction.

Extensions of the Beaver Island Trail will occur in phases, beginning at the current terminus on Heatherwood Road. The intent is to connect the jobs in the Opportunity Drive area with the population centers of the City, and—by connecting the Beaver Island Trail to the Lake Wobegon Trail—to provide a trail corridor through the entire metropolitan area. Following the completion of the City's portion of the trail, Stearns County is committed to completed the trail corridor to Clearwater.

For more information, contact:

Matt Glaesman, AICP
Saint Cloud Community Development Director
400 2nd St. S.
St. Cloud, MN 56301
St. Cloud, MN 56302-1717
Phone: 320.255.7218
matt.glaesman@ci.stcloud.mn.us

Total Cost	Local Cost	Federal Request
$7,500,000	$1,500,000	$6,000,000

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Field Street in Saint Joseph

Field Street will be a Major Collector roadway from College Avenue (CR 121) easterly across the north-south minor arterial route planned generally in the 16th and 20th Avenue corridors. Field Street is also anticipated to eventually intersect with a future beltway corridor running north-south between Saint Joseph and Waite Park.

For more information, contact:

Kris Ambuehl
City Administrator
25 College Ave. North
P.O. Box 668
St. Joseph, MN 56374
Phone: (320) 363-7201
Fax: (320)-363-0342
kambuehl@cityofstjoseph.com

Total Cost	Local Cost	Federal Request
$5,000,000	$1,000,000	$4,000,000

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