

## AGENDA

### APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, JULY 25, 2024 – 10 A.M.  
STEARNS COUNTY HIGHWAY DEPARTMENT  
455-28<sup>TH</sup> AVE. S, WAITE PARK  
**MS TEAMS OPTION AVAILABLE BY REQUEST**

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-D*)
  - a. Approve minutes of the June 27, 2024, TAC meeting (Attachment A)
  - b. Receive staff report of the June 20, 2024, Central Minnesota Area Transportation Partnership (ATP-3) Meeting (Attachment B)
  - c. Receive staff report of July 11, 2024, Policy Board meeting (Attachment C)
  - d. Receive information on Unified Planning Work Program (UPWP) modification (Attachment D)
4. Future Regional Arterials and Collectors Project Management Team (PMT) Coordination discussion (Attachment E1-E4), *Angie Stenson, Senior Transportation Planner; and Robin Cauffman, Senior Community Planner with Bolton & Menk*
  - a. **Suggested Action: None, discussion.**
5. District State Aid Project Coordination discussion (Attachment F), *Angie Tomovic, MnDOT District 3 State Aid Engineer*
  - a. **Suggested Action: None, discussion.**
6. Urban Beltline ***FUTURE*** Project Development Process and Cost Sharing Question and Answer Session with Federal Highway Administration (Attachment G), *Brian Gibson, Executive Director; FHWA staff*
  - a. **Suggested Action: Provide recommendations to the Policy Board regarding how future beltline projects will be handled.**
7. Consideration of the 2024-2027 Transportation Improvement Program Amendments, (Attachments H1-H2), *Vicki Johnson, Senior Transportation Planner*
  - a. **Suggested Action: Recommend Policy Board approval.**

8. Carbon Reduction Program (CRP) regional priorities discussion (Attachment I), *Alex McKenzie, Associate Transportation Planner*

**a. Suggested Action: None, discussion.**

9. Consideration of the 2025 Saint Cloud APO Regional Transportation Priorities List (Attachment J), *Brian Gibson, Executive Director*

**a. Suggested Action: Provide recommendation to Policy Board on 2025 Regional Transportation Priorities to be included in Congressional Briefing Booklet.**

10. Other Business & Announcements

11. Adjournment

### English

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

### Somali

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

### Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE (TAC) MEETING**

Thursday, June 27 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10:00 a.m. Thursday, June 27, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Chris Byrd	Benton County
Jodi Teich	Stearns County
David Roedel	Sherburne County
Kari Haakonson	City of Sartell
Steve Voss	MnDOT District 3

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Trina Ness	APO, Administrative Specialist
Robin Kaufman	Bolton & Menk

Online Attendees:

Jeff Lenz	MnDOT District 3
Ian Jacobson	Bolton & Menk
James Stapfer	APO, Planning Technician
Aaron Bartling	Bolton & Menk
Matt Pacyna	TC^2
Josh Pearson	FHWA
Kristi Sebastian	FHWA
Colin Korst	FTA

Introductions were made.

**PUBLIC COMMENT PERIOD**

No members of the public were present.

**CONSIDERATION OF CONSENT AGENDA**

- a. Approve minutes of the May 30, 2024, TAC meeting.
- b. Receive staff report of June 13, 2024, Policy Board meeting.

*Mr. Byrd made a motion to approve the Consent Agenda Items. Mr. Glaesman seconded the motion. Motion carried.*

## FUTURE REGIONAL ARTERIALS AND COLLECTORS PROJECT MANAGEMENT TEAM COORDINATION DISCUSSION.

Ms. Caufman presented a project update regarding the Future Regional Arterials and Collectors Project.

Event or Deliverable	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Task 1: Project Management: Check-ins</b>									
Monthly Checkin with PMT									
<b>Task 2: Community Engagement</b>									
Subtask 2.1: TAC meetings (6), focus groups (2), agency project updates (3 virtual)	Kickoff								
Subtask 2.2: Website, social media (3), articles (3)	Go Live				Update		Update		
Subtask 2.3: Community engagement, survey, public meetings							Open House		
Subtask 2.4: Visualizations									
<b>Task 3: Functional Classification Inventory and Analysis</b>									
Subtask 3.1: Existing Functional Classification Analysis		Drafted							
Subtask 3.2: Adopted Future Functional Classification Inventory		Drafted							
<b>Task 4: Develop Policy Guidance</b>									
Subtask 4.1: Access Spacing Guidance		Drafted							
Subtask 4.2: Right of Way Preservation Guidance		Drafted							
<b>Task 5: Roadway Segment Existing Conditions Analysis</b>									
Subtask 5.1: Develop Roadway Segment Existing Condition Data Profiles			Drafted						
Subtask 5.2: Identify Future Condition Change Rating									
Subtask 5.3: Determine Corridors for Further Analysis									
<b>Task 6: Future Functional Classification Corridor Analysis</b>									
Subtask 6.1: Future Functional Classification TDM Scenario									
Subtask 6.2: Analyze and Evaluate Corridors									
Subtask 6.3 Intersection Improvement Need Identification									
<b>Task 7: Develop and Recommend Future Functional Classification Map</b>									
Subtask 7.1: Future Functional Classification Recommendations									
<b>Task 8: Final Documentation and Study Findings</b>									
Subtask 8.1: Final Report									
Present to APO TAC and Policy Board for Adoption									

Ms. Caufman asked for assistance from the TAC with hopes of responses being received no later than July 3, 2024. Please:

- Review draft segmentation of existing federal aid system network <https://bmi.maps.arcgis.com/apps/instant/sidebar/index.html?appid=3084604d40fe4895b2c533f7a393c71a>
- Take a screenshot of the area with changes, mark it up where new segments should be added or broken up differently, and email screenshot back to Angie and Robin.
- Review draft segmentation of existing federal aid system network
- Identify designation of new alignment collector/arterial segments
- Email list of existing local roads that agency sees as a future collector or arterial
- Send line work of requested new alignment additions from transportation or comprehensive plans
- Include new alignments and/or local road alignments that would be upgraded to collector/arterial

Ms. Caufman also reviewed the upcoming tasks regarding the project:

### TAC # 4 July 25:

- Answer any questions regarding guidance memos
- Determine corridors for further study
- Assign a test future functional class for the model run

### TAC #5 August 29:

- Review analysis and evaluation of corridors based on TDM outputs and evaluation matrix, discuss future functional classification adjustments

**TAC #6 September 26:**

- Discuss intersection improvement needs, recommend future functional classification for public review

**TAC #7 October 31:**

- Review final TDM run outputs, present what we heard from the public and adjustment study findings and final report

**Possible TAC #8 November****SAFE STREETS AND ROADS FOR ALL (SS4A) PROJECT MANAGEMENT TEAM COORDINATION DISCUSSION**

Ms. Caufman reviewed the topics for discussion as well as the team working to meet the goals. After introductions, Ms. Caufman discussed the purpose of this project, which is to conduct a top-level comprehensive safety action planning process that will lead to sustained change and progress towards transportation safety goals and fulfill USDOT SS4A Plan requirements. She then went on to discuss the guiding principles, which are:

1. Conduct a thorough and innovative safety analysis to feed and develop a comprehensive safety action plan with holistic and well-defined strategies to prevent roadway fatalities and serious injuries.
2. Work will result in a community-centered, implementation-focused plan. Agency and community engagement are central to our approach.
3. Implementation focused approach to turn plans into real projects and preparation for agencies to apply to the 2025 round of SS4A implementation grant funding.

Ms. Caufman presented the proposed schedule, engagement plan overview, communications, engagement strategies, and ended with the project's next steps which are:

1. Finalize the public engagement plan and begin engagement
2. Begin policy review and development
3. Begin data collection and review
4. Equity analysis

Ms. Caufman stated the next update will be provided at the August TAC meeting.

**CONSIDERATION OF THE DRAFT METROPOLITAN TRANSPORTATION PLAN (MTP) LOOKING AHEAD 2050**

Ms. Johnson presented an overview of the Draft Metropolitan Transportation Plan (MTP) Looking Ahead 2050. The deadline to approve the MTP is October 30, 2024. Currently we have completed the Existing Conditions, Environmental Conditions, 2050 Regional Vision, Travel Demand Modeling, Transportation Funding, Transportation Infrastructure Investments, Urban Beltline Corridor, and Plan Appendices A-Q sections of the MTP. The APO has completed an internal review of the Transportation and Technology section, the Introduction, the Resolution and Glossary/Acronyms Section, and we've started work on the Implementation Section. We will begin working on the Plain Language Summary (Executive Summary) within the next week.

Ms. Johnson reviewed what each section consists of and went on to explain what is left and what the next steps are. Ultimately, the TAC needs to conduct the final review and public comments document must be completed in September for Policy Board approval by October 10, 2024, at the latest.

*Ms. Teich motioned to recommend Policy Board approval to release the draft Looking Ahead 2050 Metropolitan Transportation Plan for 30 days of public comment no later than August 7, 2024. Mr. Glaesman seconded the motion. Motion carried.*

## **CONSIDERATION OF URBAN BELTLINE FUTURE PROJECT DEVELOPMENT PROCESS AND COST SHARING**

Mr. Gibson presented the topic of developing an Urban Beltline Future Development Process. The Policy Board asked for recommendations from the TAC regarding future beltline Planning and Funding. He explained that the Policy Board wants an agreement that will live on even if board members change. By developing this process, it will create stability, predictability, and the certainty that beltline development will continue. Mr. Gibson emphasized that this discussion does **NOT** affect the 33<sup>rd</sup> Street S corridor process and is intended specifically for future Beltline Projects **ONLY**.

The Policy Board asked for recommendations from the TAC as to which steps in the process should be regional versus individual.

- Planning
- Environmental
- Final Design
- Right-of-Way
- Construction

The Policy Board then asked how costs should be split regarding the regionalized steps.

APO staff is asking the TAC to provide recommendations to the Policy Board regarding how future beltline projects will be handled.

The following are the clarification questions that the TAC is seeking from FHWA regarding the Beltline:

- Clarity on what FHWA rules are and what other requirements may or may not be tied to the \$800,000.
- Does FHWA still have the policy that if you're pursuing monies, you must have funding for the next step before you seek the finances.
- If the line is drawn at environmental, does there need to be money set aside for the next step.
- What are the FHWA requirements on payback?
- What are the circumstances/limits for CDS Funding? Clarity on if CDS funding is the same as FHWA regarding requirements.
- If you federalize the environmental study, do you have so many years to complete the project/or the monies need to be paid back.
- The definition of "Environmental."

They are also looking for a cost-sharing breakdown of what the formula was, and what formula is being proposed now.

The topic has been tabled until a future meeting.

#### **OTHER BUSINESS AND ANNOUNCEMENTS**

- November 2024 TAC meeting Doodle Poll. There will be a November TAC meeting. It will be on Wednesday, November 20, 2024, 10am-11:30am.
- Please notify Ms. Johnson of any calendar conflicts, such as conferences or meetings set for 2025 as she will be putting that schedule together.

#### **ADJOURNMENT**

The meeting adjourned at 11:55 a.m.



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**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** Staff report of the Central Minnesota Area Transportation Partnership (ATP-3) meeting  
**DATE:** June 28, 2024

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, June 20, 2024. At that meeting the following items were discussed.

**1. FY 2024-2027 Local Federal Projects Update.**

- a. MnDOT District 3 State Aid Engineer Angie Tomovic provided an update on the local projects programmed into the State Transportation Improvement Program (STIP) for FY 2024 construction. While most projects are good to go, six projects across the ATP are denoted as not able to meet the deadline to be approved this construction season. This includes the Stearns County CSAH 133 capacity expansion project. Ms. Tomovic said she is working closely with the local agencies to resolve the various issues that are delaying the approval of these projects. However, it was stated that several of these projects are waiting on the federal review process in order to proceed. County engineers present at the meeting stated the regulatory review process has been taking longer than usual to complete which has led to many projects being held up.

**2. FY 2025-2028 Draft ATP-3 Area Transportation Improvement Program (ATIP) Update.**

- a. MnDOT District 3 Planning Director Steve Voss provided an update on the draft ATIP. He stated MnDOT's Office of Transportation System Management (OTSM) has reviewed the draft ATIP that District 3 staff sent down in April. Mr. Voss noted that several projects not reflected in the April draft due to ongoing solicitations for the Carbon Reduction Program (CRP), the Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT), as well as the Local Partnership Program (LPP). Those projects, along with projects from the Minnesota Highway Freight Program (Sherburne County's CR 4 interchange in Zimmerman and the MN 24 interchange in Clearwater); and rest stop improvements at two rest areas (both outside of the APO's planning area) will need to be added to the ATIP prior to it being incorporated into the STIP. Additionally, four projects within the ATP were also awarded funding through the Rural High Risk Roadway (RHRR) program. Two MnDOT projects (a roundabout at MN 25 and County Road 113 between Buffalo and Monticello and the purchase of 34 dynamic speed signs) as well as a Wright County roundabout at the intersection of MN 12 and CSAH 14 east of Montrose and a roundabout at the intersection of US 10 and County Road 54 in Wadena County will also need to be added to the draft ATIP prior to it being included in the 2025-2028 STIP.

Mr. Voss indicated the local portion of the draft ATIP is in good shape, however, due to some additional requirements from the OTSM regarding MnDOT fiscal constraint, additional changes may be needed on the MnDOT side to be fiscally constrained. Mr. Voss indicated OTSM staff are requiring MnDOT District 3's overall program (which is pretty well balanced) to be more accurate in programming allocated funds (state and federal) appropriately. As of right now, the district is over-programmed with state funds and under-programmed with federal funds. A lot of this is tied up in various set asides (placeholder type allocations for items such as consultant studies, right-of-way acquisition, project development, landscaping, etc.). This issue will result in MnDOT District 3 staff needing to adjust the funding levels and sources on various set asides/projects in order to accurately balance the program's federal and state funding allocations.

### **3. District 3 FY 2025-2028 Local Partnership Program (LPP) Candidate Project Recommendations.**

- a. Ms. Tomovic presented the projects submitted to ATP as part of the 2028 LPP solicitation. Per the recommendation of the ATIP Development Committee, Ms. Tomovic and other MnDOT staffers further vetted the seven applications that were received during the solicitation period to determine project readiness and funding needs. As a result, Ms. Tomovic presented the following recommendations from the ATIP Development Committee:
  - i. Wright County: Roundabout at the intersection of MN 25 and County Road 113 in Buffalo Township. This project would receive \$500,000 in LPP funds in FY 2026.
  - ii. Wright County: East and westbound on/off ramps to I-94 at CR 137. This project would receive \$1 million in LPP funds in FY 2025.
  - iii. City of Buffalo: Construction of a right turn lane on MN 25 at 14<sup>th</sup> Street NE. This project would receive \$200,000 in LPP funds in FY 2025.
  - iv. City of Monticello: Construction of a pedestrian underpass at MN 25 (Pine Street) as part of the Mississippi River Trail. This project would receive \$100,000 in LPP funds in FY 2027.
  - v. Cass County: Construction of an underpass connection for the Shingobee Trail at MN 371. This project would receive \$600,000 in LPP funds in FY 2026.

The City of Brainerd's MN 371B/Willow Street roundabout was removed from consideration for LPP funds due to receiving adequate funding from other sources. The City of Clearwater withdrew its LPP application for improvements along the MN 24 corridor.

ATP-3 voting representatives approved the distribution of LPP funds as presented.

### **4. City of Monticello's Bertram Connection Phase 1 (SP 222-090-003) – Change in Project Scope.**

- a. Monticello City Engineer Matt Leonard has requested the ATP approve a scope change to a project programmed in FY 2025. The City of Monticello had received \$800,000 in Transportation Alternatives (TA) funding to complete a shared use path along CSAH 39 from Chelsea Road to Elm Street. A portion of this project would involve being constructed on the MnDOT bridge 86802 over I-94. However, upon further inspection of the bridge condition, it was determined that the path could be constructed on the bridge, but the City would need to make several bridge improvements

to accommodate the change in the load rating as well as bring the facility up to standard. With that not being financially feasible for the City, Monticello is requesting to reduce the trail length from Elm Street to Seventh Street and not include the portion of CSAH 39 which crosses I-94 and that would ultimately connect to facilities on Chelsea Road. ATP-3 voting representatives approved the scope change.

#### 5. ATIP Development Committee Draft FY 2025-2028 Area Transportation Improvement Program (ATIP) Recommendations.

- a. MnDOT District 3 Senior Engineering Specialist and Program Coordinator Jeff Lenz presented the candidate projects the ATP received during the FY 2025-2026 CRP solicitation as well as the FY 2026 PROTECT solicitation.
- b. The ATP received five applications for the FY 2025-2026 CRP solicitation for projects outside of both the APO's urbanized area and the Twin Cities urbanized area (the southern portion of Sherburne County). Those projects included:
  - i. Sherburne County MN 25 shared use path connection from Big Lake to Monticello.
  - ii. Sherburne County's CSAH 4/CR 46 roundabout construction.
  - iii. Sherburne County's CSAH 4/CSAH 11 roundabout construction.
  - iv. Stearns County's CSAH 2/Minnesota Street roundabout construction in Saint Joseph. This project is within the APO's planning boundary but is OUTSIDE of the APO's urbanized area.
  - v. City of Brainerd's pedestrian bridge across MN 210 connecting to Lum Park.
- c. Mr. Lenz said the ATIP Development Committee recommended the following allocation of funding:

Agency	Description	CRP Funding Recommendation	Year of Funding	Estimated Total Project Cost
<b>Sherburne County</b>	MN 25 shared use path	<b>\$880,000</b>	2026	\$1,100,000
<b>Sherburne County</b>	CSAH 4/CR 46 roundabout	<b>\$632,000</b>	2026	\$1,540,000
<b>Sherburne County</b>	CSAH 4/CSAH 11 roundabout	<b>\$632,000</b>	2026	\$1,540,000
<b>Stearns County</b>	CSAH 2/Minnesota Street roundabout	<b>\$940,000</b>	2025	\$1,800,000
<b>City of Brainerd</b>	MN 210 pedestrian bridge	\$1,250,000 (2025) + \$86,000 (2026) <b>= \$1,336,000</b>	2025/2026	\$4,996,000

With the recommendations, the ATP will have programmed its CRP funding

allocations of \$2,190,000 in FY 2025 and \$2,230,000 in FY 2026. ATP-3 voting representatives approved the distribution of CRP funding as presented.

- d. Mr. Lenz stated four applicants applied for the ATP's 2026 PROTECT funds solicitation. The ATP was targeted \$900,000 in PROTECT funds. Mr. Lenz provided information on each of the four applications received:
  - i. City of Saint Michael's CSAH 36 stormwater improvements. The City was requesting \$575,104 in PROTECT funds.
  - ii. City of Baxter's Phase 2 Drainage improvements south of MN 371 and MN 210 intersection and Industrial Park area adjacent to College Road. The City was requesting \$600,000 in PROTECT funds.
  - iii. City of Monticello's drainage improvements of Wright County Ditch 33 east of the city. The City was requesting \$500,000 in PROTECT funds.
  - iv. City of Cambridge's drainage improvements in downtown along MN 95. The City was requesting \$384,000 in PROTECT funds.
- e. Mr. Lenz stated the ATIP Development Committee recommended funding the City of Saint Michael at \$575,104 with the remaining funds going to the City of Baxter (\$324,896). The ATP-3 voting representatives approved the distribution of PROTECT funding as presented.

## **6. FY 2026-2029 STIP Development Timeline.**

- a. Mr. Voss presented on the District's proposed draft schedule for the development of the FY 2026-2029 STIP. During his presentation he reviewed critical dates for the opening and closing of solicitations, as well as tentatively solidified the October 2024, January 2025, April 2025, and June 2025 ATP meetings. A modification was made to the June ATP meeting date as it was slated to occur on Juneteenth. As part of this presentation, ATP-3 voting reps discussed the possibility of conducting a CRP/PROTECT workshop during the annual TA workshops in October. There was also the possibility of having all solicitations (Surface Transportation Block Grant Program, TA, CRP, and PROTECT) be due on the same day – Jan. 10, 2025. ATP-3 voting representatives approved the STIP Development Timeline with the modification in the June date as well as incorporating the CRP/PROTECT program workshops into the TA workshops.

## **7. ATP-3 Process and Policy Improvements.**

- a. Mr. Voss had brought forth proposed changes to the ATP-3's Operations and Policy manual for informational purposes. Mr. Voss is proposing the ATP consider the following changes to the document:
  - i. Adding information to outline the policy regarding ATP-3 meetings. This section would include information on meeting frequency, schedule, and announcement; the intent to comply with the spirit of the state's Open Meeting Law (despite the ATP-3 not being subject to the Open Meeting Law); posting and publication of meeting agendas/materials; and meeting quorum and attendance.
  - ii. Adding information to the Transportation Alternatives Program section pertaining to the calculation and tracking of financial equity used to determine and award regional equity points during the scoring of TA projects. This recommendation would allow for updates to be made to the equity point calculation based on the most current Census data.

- iii. Adding information regarding an update to the ATP's process for considering and approving changes to local projects scopes and costs. This would essentially require changes in projects funded through TA, PROTECT, CRP (within the ATP-3 rural sphere of influence), and HSIP funds to receive approval to change scope and costs through either the ATP (TA, PROTECT, CRP) or Office of Traffic Engineering (HSIP).
- b. These recommendations will be taken up by the ATIP Development Committee at a meeting in July/August and brought back to the ATP for consideration at a future meeting.

#### **8. ATP-3 Project Funding Application Updates.**

- a. Mr. Lenz indicated the ATIP Development Committee will be asked to consider changes to the TA application. In particular, it was recommended by Ms. Tomovic to include language about right-of-way approvals, especially in MnDOT ROW, are acknowledged and addressed prior to funds being awarded.
- b. Mr. Lenz also stated District staff was considering developing a project review committee for both the CRP and PROTECT programs. Currently, Mr. Lenz and a few other district staffers are reviewing and recommending scoring to the ATIP Development Committee. He said it would be best if additional individuals were also part of that process. He also stated there might be some consideration regarding a funding cap on either one of these programs to allow additional projects to be funded (i.e., one project would not be able to take all of the available funding).
- c. Mr. Lenz said the ATIP Development Committee will meet in July/August to discuss this and will bring this back to the ATP for consideration at a future meeting.

#### **9. 2024 End of Session Legislative Update.**

- a. MnDOT Policy Analyst with the Office of Government Affairs Jennifer Witt provided an overview of the 2024 State Legislative session. This year was not a bonding year, so no bonding bill was enacted. Ms. Witt stated that included in the Omnibus bill the following were addressed:

##### **i. Policies:**

1. A correction to the trunk highway bonds to change wording to allow MnDOT to distribute funding.
2. Granting authority for the state to engage in marketing passenger rail services.
3. Increasing the Disadvantaged Business Enterprise (DBE) contract preference percentage from 6% to 12%.
4. Updating language in the performance, resiliency, and sustainability report.
5. Authorizing the use of roadable aircrafts.
6. Allowing for the placement of utility lines and markings with trunk highway right of way.

##### **ii. Finance:**

1. Modifications to the greenhouse gas emissions/vehicle miles traveled requirements. This change has allocated \$3.8 million to assist in travel demand modeling updates.
2. High voltage transmission lines in MnDOT right-of-way. This

will require MnDOT to work in coordination with utility companies and prepare a constructability report and reimbursement.

3. MnDOT will now be providing oversight of light rail projects and will be required to report on project status to the legislature.
4. Deploying red light cameras in Minneapolis and Mendota Heights along with providing MnDOT with work zone speed cameras.
5. The development of an Advisory Council on Infrastructure. This will require 30 appointees to serve on this council.
6. Local governments are now able to use new revenues for debt services.
7. Cities are now able to establish pedestrian malls.
8. Funding Provisions:
  - a. \$8.9 million to major trunk highway bridges.
  - b. \$15 million in trunk highway bonds for state road construction.
  - c. \$15 million in trunk highway bonds for Corridors of Commerce.
  - d. \$12.5 million+ in truck parking investments.
  - e. \$20.1 million in MnDOT building investments.
  - f. \$1 million for ongoing community landscaping partnerships.
  - g. \$11.35 million in additional funds for cities with populations under 5,000.
  - h. The cancelation of \$11 million in Infrastructure Investment and Jobs Act (IIJA) fund appropriation.

- b. Ms. Witt also stated the Omnibus bill also created several rail provisions as well as additional reporting provisions for MnDOT to complete. Some of these reporting provisions include conducting joint studies with the Department of Public Safety on the commercial driver shortage as well as on e-bikes.

10. MnDOT District 3 Draft 10-Year Capital Highway Investment Plan, FY 2029-2034.

- a. Mr. Voss presented the draft Capital Highway Investment Plan. This presentation focused on the projects to be constructed outside of the STIP (2025-2028). Within the APO's planning area, MnDOT is proposing the following projects:
  - i. 2029
    1. Overlay of bridges 73855 and 73856 on I-94 over MN 15 in Saint Cloud.
    2. Resurface of MN 23 from MN 15 to railroad bridge near US 10 and ADA in Saint Cloud for both eastbound and westbound lanes.
    3. Resurface of MN 95 from junction at MN 23 east of Saint Cloud to Benton/Mille Lacs County line.

ii. 2030

1. Re-overly bridges 73869 and 73870 on I-94 over Stearns CSAH 2.
2. Re-overlay eastbound bridge 73873 over MN 15.

iii. 2031

1. Resurfacing of MN 23 from west of Richmond to 0.5 miles east of 93<sup>rd</sup> Avenue eastbound and westbound lanes.

iv. 2033

1. Resurface MN 15 from Stearns CSAH 47 in Saint Augusta to Benton CSAH 33 entrance ramp in Sauk Rapids.
2. Resurface US 10 from 1.2 miles east of MN 23 in Saint Cloud to 0.15 miles west of MN 24 in Clear Lake (eastbound lanes only).
3. Resurface US 10 from Halfway Crossing County Road 40 to Watab Road (Benton County Road 4).

v. 2034

1. Resurface I-94 from east end of bridges 73865 and 73866 1.5 miles west of MN 23 to west end bridges 73853 and 73854 over CSAH 75 (eastbound and westbound).

b. Mr. Voss indicated this was for informational purposes.

11. Special Solicitations.

- a. Mr. Voss announced the need to conduct another solicitation for FY 2025 and 2026 CRP funds for the portion of the district within the Twin Cities urbanized area due to no applicants applying.
- b. Mr. Voss also said the state's Transportation and Economic Development (TED) program is open for solicitation. The TED program is designed to fund infrastructure projects on state highways that support economic development. Expressions of interest are due by July 8, 2024.

**Suggested Action:** None, informational.



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

*T. 320.252.7568 F. 320.252.6557*

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Brian Gibson, Executive Director  
**RE:** Staff Report on Policy Board Meeting  
**DATE:** July 12, 2024

A Policy Board meeting was held on Thursday, July 11, 2024. The Board took the following actions:

1. The Board approved releasing the draft 2050 Metropolitan Transportation Plan (MTP) for public review and comment.
2. The Board heard a presentation on the Sauk Rapids Safe Routes to School Plan and received the final document.

**Suggested Action:** None, informational.



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud APO Technical Advisory Committee  
**FROM:** Brian Gibson, Executive Director  
**RE:** Modification to 2025 UPWP  
**DATE:** July 15, 2024

In May, the TAC recommended approval of the APO's 2025 Unified Planning Work Program (UPWP).

However, since that time, there has been one change to a project that needs to be reflected in the UPWP.

The draft UPWP that you saw in May showed the City of St. Cloud providing \$100,000 in local match in 2025 for the 33<sup>rd</sup> Street South Bridge Corridor Environmental Review, and the APO paying \$100,000 in local match from our financial reserves.

The City of St. Cloud has since notified the APO that they would prefer to pay \$50,000 in 2025 and \$50,000 in 2026 since the process of the environmental review is likely to take several years to complete.

At their June meeting, the Policy Board tabled the 2025 UPWP until the jurisdictions could complete their budgeting processes.

I will take the draft UPWP back to them in August. That document will be updated to reflect the City of St. Cloud paying only \$50,000 in 2025.

This will not affect the timeline or budget for the project as the APO will be responsible for all of the local match and will be paid back by the City of St. Cloud for their portion of the local match – half in 2025 and half in 2026.

***Suggested Action:*** None. Informational only.



## Future Regional Arterials and Collectors Study TAC Meeting #4

St. Cloud Area Planning Organization Technical Advisory Committee

July 25, 2024

### Agenda

1. Project Update
  - a. *Meeting goal:* Review schedule and status of tasks
2. Task 5.1: Roadway Segment Existing Condition Data Profiles and Analysis
  - a. *Meeting goal:* Review results of the existing condition segment data profiles
    - i. Criteria and methodology overview
    - ii. Summary of results
  - b. *TAC Input:* Provide feedback on the existing segments selected for further study
3. Task 5.2: Analysis of New Alignment Segments and Future Conditions
  - a. *Meeting goal:* Review methodology for analysis of new alignment segments and future conditions for further study
    - i. Methodology overview
  - b. *TAC Input:* Provide feedback on methodology for analysis of new alignment segments and future conditions for further study
4. Next Steps
  - a. *Meeting goal:* Discuss next steps
    - i. Task 5.3: Determine Corridors for Further Analysis
      1. Combine feedback on existing segments, new and future segments, and local agency selected segments
    - ii. Task 6.1: Assign a test future functional classification for the TDM
    - iii. Task 6.2: Analyze and evaluate selected corridors

Date: July 15, 2024  
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## TECHNICAL MEMORANDUM

Date: July 15, 2024  
To: St. Cloud Area Planning Organization Technical Advisory Committee  
From: Bolton & Menk Future Regional Arterials and Collectors Study Team  
Subject: Existing Conditions Screening Methodology Memo

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### I. Introduction

This memorandum is intended to provide an overview of the methodology used to evaluate the existing functional classification and potential future functional classification of roadway segments within the APO. This evaluation was used to identify roadway segments that have physical or operating characteristics outside of typical ranges for the functional classification they are currently assigned.

### II. Methodology Overview

For all criteria considered, a typical range for each functional classification was identified. In some cases, different typical ranges were identified for different area types (urban vs. rural, etc.). In general, range values were based on guidance from the Federal Highway Administration (FHWA) or from the Minnesota Department of Transportation (MnDOT). All FHWA guidance is sourced from the document *Highway Functional Classification Concepts, Criteria and Procedures, 2023 Edition*. The sections below describe each criterion and provide the value ranges and sources used for each.

Each segment was evaluated against each criterion and assigned a rating.

- The segment was assigned a rating of “Within” if the value for the segment was found to be within the typical range for segments with the segment’s current or proposed functional classification and area type.
- The segment was assigned a rating of “Above” if the segment’s value suggested a functional classification above its current or proposed rating (“Above” meaning more regional/mobility-focused in nature, i.e. a Principal Arterial – Interstate is the “highest” functional classification in this system).
- Segments were assigned a rating of “Below” the segment’s value suggested a functional classification lower than its current or proposed rating (“Below” meaning more local/access-focused in nature, i.e. a Local roadway is the “lowest” functional classification in this system).

The table and map attached shows each segment’s total number of ratings that are either “Above” or “Below”, as well as a sum of the two. Segments with the highest number of these ratings will be considered most strongly for future, more detailed study.

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### III. Criteria Ranges

#### Average Annual Daily Traffic (AADT)

This criterion compares a roadway's daily traffic volume to ranges identified by FHWA. Existing AADTs were taken from MnDOT's Online Traffic Volume Mapping tool. Due to the importance of this criterion, *results were given double weighting.*

##### Rural Areas:

- Principal Arterial – Other: 2,000-8,500 vehicles per day (vpd)
- Minor Arterial: 1,500-8,500 vpd
- Major Collector: 300-2,600 vpd
- Minor Collector: 150-1,100 vpd

##### Urban Areas:

- Principal Arterial – Other: 7,000-27,000 vpd
- Minor Arterial: 3,000-14,000 vpd
- Major Collector: 1,100-6,300 vpd
- Minor Collector: 1,100-6,300 vpd

#### Speed Limit

Typical speed limit ranges for each functional classification were also taken from FHWA guidance. The ranges used in this evaluation are as follows:

- Principal Arterial – Other: 30-55 MPH
- Minor Arterial: 25-55 MPH
- Major Collector: 25-55 MPH
- Minor Collector: 25-35 MPH

#### Median Condition

Median condition was also taken from FHWA guidance. The presence or absence of a median was used in the evaluation as follows:

- Principal Arterial – Other: Either Divided or Undivided (All segments assigned "Within")
- All Others: Undivided (All Divided Segments assigned "Above")

#### Trip Length

Streetlight data was used to collect information about the types of trips being made on each roadway. For this metric, average trip length was collected for an average day (including all days of the year). Cutoff values were based off of FHWA guidance.

- Principal Arterial – Other: 15-35 miles
- Minor Arterial: 7-25 miles
- Major Collector: 5-10 miles
- Minor Collector: Less than 7 miles (no segments assigned "Below")

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**Access Spacing**

MnDOT gives access spacing guidance in two pieces: primary intersection spacing and secondary intersection spacing. **Tables 1 and 2** below show MnDOT's recommended value for each, and the cutoff values used in this evaluation. *Each of these was given half the weight of other metrics (i.e., total access spacing is equal to other metrics, except for AADT).*

**Table 1** Primary Intersection Recommended Spacing and Cutoff Values

Area Type	Functional Classification	MnDOT Recommended (access per mile)	Cutoff Range (access per mile)
Rural	Principal Arterials, Major Arterial	1	0.5-2.0
	Minor Arterials, Major Collectors, and Minor Collectors	2	1.5-2.5
Urban/Urbanizing	Principal Arterials, Major Arterial	2	1.5-2.5
	Minor Arterials, Major Collectors, and Minor Collectors	8	6-10
Urban Core	Principal Arterials, Major Arterial	8-16	6-16
	Minor Arterials, Major Collectors, and Minor Collectors	8-16	6-16

**Table 2** Secondary Intersection Recommended Spacing and Cutoff Values

Area Type	Functional Classification	MnDOT Recommended (access per mile)	Cutoff Range (access per mile)
Rural	Principal Arterials, Major Arterial	2	1.5-2.5
	Minor Arterials, Major Collectors, and Minor Collectors	4	3-5
Urban/Urbanizing	Principal Arterials, Major Arterial	4	3-5
	Minor Arterials, Major Collectors, and Minor Collectors	8	6-10
Urban Core	Principal Arterials, Major Arterial	8-16	6-16
	Minor Arterials, Major Collectors, and Minor Collectors	8-16	6-16

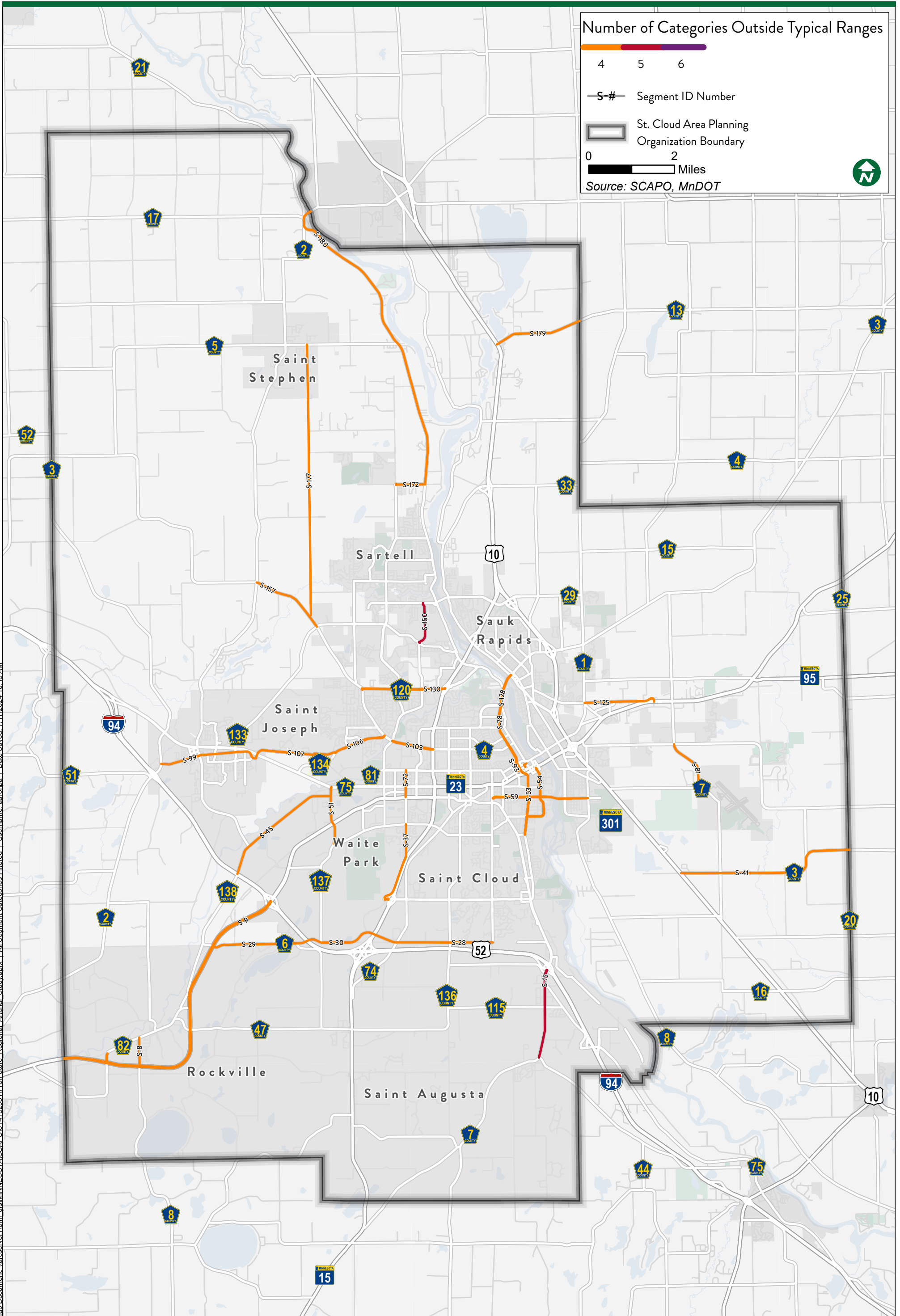
Segment Information			Ratings						
Seg. ID	Name	Current Functional Classification	Primary Access Spacing (half point)	Secondary Access Spacing (half point)	AADT (two points)	Speed Limit	Trip Length	Median	Total Flags
S-15	County Road 7 From County Road 44 to I-94	Major Collector	Above	Above	Above	Within	Above	Above	5
S-150	Heritage Drive / 4th Avenue S From Heritage Drive to 2nd Street S	Minor Collector	Above	Above	Above	Above	Within	Above	5
S-10	Broadway Street W From Highway 23 to 235th Steet	Minor Collector	Above	Below	Above	Above	Within	Within	4
S-103	8th Street N From 54th Avenue N / 50th Avenue N to State Highway 15	Minor Arterial	Above	Above	Above	Within	Within	Above	4
S-107	Ridgewood Road From County Road 75 to County Road 134	Minor Collector	Above	Above	Above	Above	Within	Within	4
S-125	10th Street NE From Mayhew Lake Road NE to Highway 23	Major Collector	Above	Above	Below	Within	Above	Within	4
S-128	9th Avenue N From Northway Drive / 6th Avenue N to N Benton Drive	Minor Arterial	Above	Above	Above	Within	Within	Above	4
S-130	County Road 120 From County Road 4 to State Highway 15	Minor Arterial	Above	Above	Above	Within	Within	Above	4
S-157	County Road 4 From County Road 2 to County Road 133 / 6th Street S	Major Collector	Above	Above	Above	Within	Above	Within	4
S-177	30th Avenue N From County Road 4 to Main Street	Minor Collector	Above	Above	Below	Above	Within	Within	4
S-179	Little Rock Road NE From Highway 10 to 15th Avenue NE	Major Collector	Above	Above	Below	Within	Above	Within	4
S-180	125th St NW / County Road 1 / Great River Road From 27th Street N to County Boundary	Minor Arterial	Above	Above	Below	Within	Above	Within	4
S-28	40th Street S From County Road 74 to Cooper Avenue S	Major Collector	Above	Above	Below	Within	Above	Within	4
S-29	County Road 6 From State Highway 23 to I-94	Minor Collector	Above	Above	Above	Above	Within	Within	4
S-30	County Road 6 From I-94 to County Road 74	Minor Collector	Above	Above	Above	Above	Within	Within	4
S-37	Granite View Road / 2nd Avenue S From 33rd Street S to 7th Street S	Minor Collector	Above	Above	Below	Above	Within	Within	4
S-41	32nd Street SE / 27th Street SE From Highway 10 to 75th Avenue SE	Minor Collector	Above	Above	Below	Above	Within	Within	4
S-45	County Road 138 From I-94 to 28th Avenue S	Minor Collector	Above	Above	Above	Above	Within	Within	4
S-51	28th Avenue S From County Road 137 to Division Street	Major Collector	Above	Above	Above	Within	Above	Within	4
S-53	Clearwater Road / 9th Avenue S From 22nd Street S to 2nd Street S	Minor Arterial	Above	Below	Above	Within	Within	Above	4
S-54	16th Street S From 9th Avenue S to 2nd Street S	Major Collector	Above	Below	Above	Within	Above	Within	4
S-59	University Drive S From Cooper Avenue S to 15th Avenue Se	Minor Arterial	Above	Below	Above	Within	Within	Above	4
S-8	County Road 8 From Highway 23 to Broadway Street	Minor Collector	Above	Below	Below	Above	Within	Within	4
S-81	10th Avenue SE From 12th Street SE to 2nd Street SE	Minor Collector	Above	Above	Below	Above	Within	Within	4
S-9	State Highway 23 From APO Boundary to I-94	Principal Arterial - Other	Above	Above	Above	Within	Above	Within	4
S-93	11th Avenue N From W Saint Germain Street to 2nd Street N	Major Collector	Above	Below	Below	Within	Above	Within	4
S-106	Ridgewood Road From County Road 134 to County Road 4	Major Collector	Above	Within	Above	Within	Above	Within	3.5
S-172	27th Street N From Pine Cone Road to Riverside Avenue N	Major Collector	Above	Within	Below	Within	Above	Within	3.5
S-72	2nd Avenue S From 2nd Street S to 3rd Street N	Major Collector	Within	Below	Above	Within	Above	Within	3.5
S-78	9th Avenue N / 10th Avenue S From 2nd Street S to Northway Drive / 6th Avenue N	Minor Arterial	Above	Within	Above	Within	Within	Above	3.5
S-94	8th Avenue N / Courthouse Square From W Saint Germain Street to 7th Avenue N	Major Collector	Within	Below	Below	Within	Above	Within	3.5
S-99	Minnesota Street From County Road 2 to County Road 75	Minor Collector	Above	Within	Below	Above	Within	Within	3.5
S-1	State Highway 15 From APO Boundary to I-94	Principal Arterial - Other	Above	Above	Within	Above	Above	Within	3
S-105	10th Avenue N / 54th Avenue N / County Road 134 From 3rd Street N to Pine Cone Road	Minor Arterial	Above	Above	Above	Within	Within	Within	3
S-109	8th Avenue NE From Minnesota Street to County Road 75	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-110	2nd Avenue NW From Minnesota Street to County Road 75	Minor Collector	Above	Below	Above	Within	Within	Within	3
S-112	Centennial Street From 33rd Avenue N to 9th Avenue N	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-119	15th Street N From 9th Avenue N to 6th Avenue N	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-133	Highway 95 NE From Highway 23 to 75th Avenue NE	Minor Arterial	Above	Above	Within	Above	Above	Within	3
S-137	1st Street S From benton Drive to Summit Ave S	Minor Collector	Above	Below	Above	Within	Within	Within	3
S-142	Roberts Road From Pine Cone Road S to Heritage Drive	Minor Collector	Above	Above	Above	Within	Within	Within	3

Segment Information			Ratings						
Seg. ID	Name	Current Functional Classification	Primary Access Spacing (half point)	Secondary Access Spacing (half point)	AADT (two points)	Speed Limit	Trip Length	Median	Total Flags
S-143	8th Street N From Benton Drive to 6th Avenue N	Minor Collector	Above	Below	Above	Within	Within	Within	3
S-147	Mayhew Lake Road NE From Golden Spike Road NE to 15th Avenue NE	Minor Arterial	Above	Above	Above	Within	Within	Within	3
S-151	4th Avenue N From 8th Street N to 11th Street N	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-164	2 1/2 Street / 2nd Street From Pine Cone Road to 2nd Avenue	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-186	27th Avenue S / Roosevelt Road / W Saint Germain Street From Division Street to 1st Street S	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-200	Cypress Road / Rolling Ridge Road From Ridgewood Road to County Road 4	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-63	29th Avenue N From 2nd Street S to 3rd Street N	Minor Collector	Above	Below	Above	Within	Within	Within	3
S-66	State Highway 15 From 2nd Street S to County Road 120	Principal Arterial - Other	Above	Above	Above	Within	Within	Within	3
S-83	Killian Boulevard SE From University Drive SE to 7th Street SE	Major Collector	Above	Below	Within	Within	Above	Above	3
S-86	8th Avenue S From 2nd Street S to W Saint Germain Street	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-89	1st Street S From 8th Avenue S to 7th Avenue S	Minor Collector	Above	Below	Above	Within	Within	Within	3
S-90	12th Avenue N From W Saint Germain Street to 2nd Street N	Minor Collector	Above	Below	Below	Within	Within	Within	3
S-114	Westwood Parkway APO Boundary to Ridgewood Road	Minor Collector	Above	Within	Above	Within	Within	Within	2.5
S-168	12th Street From Pine Cone Road to Riverside Avenue N	Minor Collector	Above	Within	Below	Within	Within	Within	2.5
S-102	Highway 23 From Highway 10 to 75th Avenue NE	Principal Arterial - Other	Above	Above	Within	Within	Above	Within	2
S-104	Highway 10 From 3rd Street NE to State Highway 15	Principal Arterial - Other	Above	Above	Within	Within	Above	Within	2
S-11	County Road 75 From I-94 to County Road 7	Major Collector	Above	Above	Within	Within	Above	Within	2
S-111	County Road 4 From 54th Avenue N / 50th Avenue N to County Road 4	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-115	13th Street N From 13th Street N / Northway Drive to 7th Avenue N	Major Collector	Above	Below	Within	Within	Above	Within	2
S-117	E Saint Germain Street / 14th Ave NE From Highway 10 to Mayhew Lake Road NE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-12	Broadway Street W From 235th Street to State Highway 23	Major Collector	Above	Above	Within	Within	Above	Within	2
S-120	15th Street N From Northway Drive to 9th Avenue N	Major Collector	Above	Below	Within	Within	Above	Within	2
S-124	35th Avenue NE From 2nd Street SE to 15th Street NE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-13	County Road 47 From State Highway 23 to State Highway 15	Major Collector	Above	Above	Within	Within	Above	Within	2
S-131	County Road 120 From State Highway 15 to County Road 1	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-134	15th Street NE From Mayhew Lake Road NE to Highway 23 NE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-135	50th Avenue N From County Road 120 to Roberts Road / Heritage Drive	Major Collector	Above	Above	Within	Within	Above	Within	2
S-138	6th Avenue N From 1st Street S to 11th Street N	Major Collector	Above	Below	Within	Within	Above	Within	2
S-139	2nd Street N From Benton Drive to Highway 10	Minor Arterial	Above	Below	Within	Within	Within	Above	2
S-141	Pine Cone Road S From County Road 120 to 2nd Street S	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-146	Heritage Drive From Pine Cone Road to Great River Road	Major Collector	Above	Above	Within	Within	Above	Within	2
S-148	Golden Spike Road NE From Mayhew Lake Road NE to APO Boundary	Major Collector	Above	Above	Within	Within	Above	Within	2
S-152	Benton Drive From State Highway 15 to 1st Street NE	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-153	19th Avenue N From County Road 4 to 2 1/2 Street N	Major Collector	Above	Above	Within	Within	Above	Within	2
S-158	2nd Street S / 1st Street NE From Riverside Avenue S to State Highway 15	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-159	2nd Street From Riverside Avenue S to 2nd Street	Minor Arterial	Below	Above	Within	Below	Within	Within	2
S-16	County Road 136 From State Highway 15 to I-94	Major Collector	Above	Above	Within	Within	Above	Within	2
S-161	35th Street NE From Highway 10 to Mayhew Lake Road NE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-162	1st Avenue NE / N Benton Drive From 1st Street NE to Highway 10	Major Collector	Above	Above	Within	Within	Above	Within	2
S-163	Pine Cone Road From 2nd Street to 27th Street	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-169	75th Avenue NE From Highway 23 to 55th Street NE	Minor Collector	Above	Above	Within	Above	Within	Within	2

Segment Information			Ratings						
Seg. ID	Name	Current Functional Classification	Primary Access Spacing (half point)	Secondary Access Spacing (half point)	AADT (two points)	Speed Limit	Trip Length	Median	Total Flags
S-17	County Road 115 From County Road 136 to County Road 7	Major Collector	Above	Above	Within	Within	Above	Within	2
S-170	Highway 10 From State Highway 15 to APO Boundary	Principal Arterial - Other	Above	Above	Within	Within	Above	Within	2
S-171	60th Street NW From Highway 10 to Mayhew Lake Road NE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-173	County Road 3 From County Road 75 to County Road 4	Major Collector	Above	Above	Within	Within	Above	Within	2
S-174	County Road 4 From County Road 3 to County Road 2	Major Collector	Above	Above	Within	Within	Above	Within	2
S-175	15th Avenue NE From Hayhew Lake Road NE to APO Boundary	Major Collector	Above	Above	Within	Within	Above	Within	2
S-176	75th Street NW From Highway 10 to 15th Avenue NE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-178	County Road 3 From County Road 4 to County Road 17	Major Collector	Above	Above	Within	Within	Above	Within	2
S-18	Highway 10 From APO Boundary to 3rd Street NE	Principal Arterial - Other	Above	Above	Within	Within	Above	Within	2
S-181	Main Street E / County Road 5 From Central Avenue to County Road 1	Major Collector	Above	Above	Within	Within	Above	Within	2
S-182	County Road 2 From County Road 4 to Main Street	Minor Arterial	Above	Above	Within	Within	Above	Within	2
S-183	County Road 5 From County Road 3 to Central Avenue	Minor Collector	Above	Above	Within	Above	Within	Within	2
S-184	County Road 2 From Main Street to County Road 1	Minor Arterial	Above	Above	Within	Within	Above	Within	2
S-185	County Road 1 From 125th Street NW to 450th St/County Boundary	Major Collector	Above	Above	Within	Within	Above	Within	2
S-19	57th Street SE / 45th Avenue SE / 60th Street SE From County Road 8 SE to 75th Avenue SE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-2	County Road 141 From Rausch Lake Road to State Highway 15	Minor Collector	Above	Above	Within	Above	Within	Within	2
S-20	75th Avenue SE From APO Boundary to 17th Street SE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-201	County Road 17 From County Road 3 to 125th St NW	Major Collector	Above	Above	Within	Within	Above	Within	2
S-23	I-94 From County Road 75 / Roosevelt Road to State Highway 15	Principal Arterial - Interstate	Above	Above	Within	Within	Above	Within	2
S-24	I-94 From State Highway 23 to State Highway 15	Principal Arterial - Interstate	Above	Above	Within	Within	Above	Within	2
S-25	County Road 74 From State Highway 15 to 33rd Street S	Major Collector	Above	Above	Within	Within	Above	Within	2
S-26	State Highway 15 From I-94 to 2nd Street S	Principal Arterial - Other	Above	Above	Within	Within	Above	Within	2
S-27	County Road 136 From I-94 to 22nd Street S	Major Collector	Above	Above	Within	Within	Above	Within	2
S-3	I-94 From APO Boundary to County Road 75 / Roosevelt Road	Principal Arterial - Interstate	Above	Above	Within	Within	Above	Within	2
S-31	42nd Street SE / 45th Avenue SE / 12th Street SE From Highway 10 to Highway 10	Major Collector	Above	Above	Within	Within	Above	Within	2
S-33	33rd Street S From State Highway 15 to Roosevelt Road	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-38	I-94 From State Highway 23 to APO Boundary	Principal Arterial - Interstate	Above	Above	Within	Within	Above	Within	2
S-39	County Road 74 From 33rd Street S to 22nd Street S	Major Collector	Above	Above	Within	Within	Above	Within	2
S-4	Opportunity Drive / County Road 75 From APO Boundary to I-94	Major Collector	Above	Above	Within	Within	Above	Within	2
S-42	County Road 122 / County Road 138 From State Highway 23 to I-94	Minor Collector	Above	Above	Within	Above	Within	Within	2
S-43	County Road 2 From 133rd Avenue to I-94	Minor Arterial	Above	Above	Within	Within	Above	Within	2
S-44	County Road 160 From APO Boundary to County Road 2	Minor Collector	Above	Above	Within	Above	Within	Within	2
S-46	County Road 137 From County Road 6 to 28th Avenue S	Major Collector	Above	Above	Within	Within	Above	Within	2
S-47	22nd Street S From State Highway 15 to Cooper Avenue S	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-49	County Road 137 / 7th Street S From County Road 137 / 28th Avenue S to 10th Avenue S	Major Collector	Above	Above	Within	Within	Above	Within	2
S-5	County Road 7 From 200th Street to County Road 44	Major Collector	Above	Above	Within	Within	Above	Within	2
S-50	Minnesota Boulevard From 15th Avenue SE to Highway 10	Minor Arterial	Above	Above	Within	Within	Within	Above	2
S-52	Traverse Road From Cooper Avenue S to Roosevelt Road	Major Collector	Above	Below	Within	Within	Above	Within	2
S-6	County Road 44 From County Road 7 to APO Boundary	Major Collector	Above	Above	Within	Within	Above	Within	2
S-61	W Saint Germain Street From W Saint Germain Street / 33rd Avenue S to 2nd Street S	Major Collector	Above	Above	Within	Within	Above	Within	2
S-7	County Road 8 From Grand Lake Road to Highway 23	Major Collector	Above	Above	Within	Within	Above	Within	2

Segment Information			Ratings						
Seg. ID	Name	Current Functional Classification	Primary Access Spacing (half point)	Secondary Access Spacing (half point)	AADT (two points)	Speed Limit	Trip Length	Median	Total Flags
S-70	1st Street S / 2nd Street S From State Highway 15 to Highway 10	Principal Arterial - Other	Within	Within	Above	Within	Within	Within	2
S-77	75th Avenue SE From 17th Street SE to Highway 23 NE	Minor Collector	Above	Above	Within	Above	Within	Within	2
S-79	2nd Street SE / 55th Avenue SE / 17th Street SE From Highway 23 E to 75th Avenue SE	Major Collector	Above	Above	Within	Within	Above	Within	2
S-80	7th Avenue S / 6th Avenue N From 2nd Street S to 9th Avenue N	Major Collector	Above	Below	Within	Within	Above	Within	2
S-84	Wilson Avenue SE / 7th Street SE From 3rd Street SE to Lincoln Avenue SE	Major Collector	Above	Below	Within	Within	Above	Within	2
S-91	County Road 134 From County Road 75 to Ridgewood Road	Major Collector	Above	Above	Within	Within	Above	Within	2
S-92	1st Street S From 7th Avenue S to 5th Avenue S	Major Collector	Above	Below	Within	Within	Above	Within	2
S-95	County Road 2 From I-94 to County Road 75	Minor Arterial	Above	Above	Within	Within	Above	Within	2
S-97	County Road 51 From APO Boundary to County Road 2	Major Collector	Above	Above	Within	Within	Above	Within	2
S-98	Wilson Avenue SE / 2nd Avenue S From 3rd Street SE to Benton Drive	Major Collector	Above	Below	Within	Within	Within	Above	2
S-113	County Road 2 From County Road 75 to County Road 4	Minor Arterial	Above	Within	Within	Within	Above	Within	1.5
S-121	Benton Drive From Highway 10 to State Highway 15	Minor Arterial	Above	Within	Within	Within	Within	Above	1.5
S-123	County Road 134 From Pine Cone Road to County Road 120	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-126	5th Street S / 10th Street NE From Summit Avenue S to Mayhew Lake Road NE	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-144	18th Street N / Summit Avenue N From State Highway 15 to 2nd Street N	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-149	1st Avenue N / 11th Street N / Stearns Drive From Benton Drive to 2nd Street N	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-156	4th Avenue N From 11th Street N to 35th Street NE	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-160	2nd Street S From Pine Cone Road to Riverside Avenue S	Minor Arterial	Above	Within	Within	Within	Within	Above	1.5
S-165	2 1/2 Street N From 19th Avenue to Pine Cone Road	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-32	Cooper Avenue S From 40th Street S to 33rd Street S	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-35	Cooper Avenue S From 33rd Street S to Cooper Avenue S	Minor Arterial	Above	Within	Within	Within	Within	Above	1.5
S-56	Washington Memorial Drive From Roosevelt Road to 1st Street S	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-62	25th Avenue N From Roosevelt Road to 12th Street to 13th Street N	Minor Arterial	Above	Within	Within	Within	Within	Above	1.5
S-64	Cooper Avenue From University Drive S to 3rd Street N	Minor Arterial	Above	Within	Within	Within	Within	Above	1.5
S-73	Washington Memorial Drive / W Saint Germain Street From 1st Street S to 8th Avenue S	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-75	W Lake Boulevard / 12th Avenue S From 7th Street S to W Saint Germain Street	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-76	College Avenue / County Road 121 From County Road 138 to County Road 75	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-85	7th Street SE / Highway 10 S Frontage / 15th Avenue SE From Highway 10 to 2nd Street SE	Major Collector	Above	Within	Within	Within	Above	Within	1.5
S-101	8th Street N From State Highway 15 to 9th Avenue N	Minor Arterial	Above	Below	Within	Within	Within	Within	1
S-108	County Road 133 From County Road 75 to County Road 4	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-116	12th Street N / 13th Street N / Northway Drive From State Highway 15 to 9th Avenue N	Minor Arterial	Above	Below	Within	Within	Within	Within	1
S-118	Mayhew Lake Road NE From Highway 23 to Golden Spike Road NE	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-129	County Road 4 / County Road 1 From State Highway 15 to 9th Avenue N	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-132	State Highway 15 From County Road 120 to Highway 10	Principal Arterial - Other	Above	Above	Within	Within	Within	Within	1
S-136	County Road 4 From County Road 120 to County Road 133	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-14	County Road 47 From Broadway Street E to State Highway 23	Minor Collector	Within	Within	Within	Above	Within	Within	1
S-140	Riverside Avenue S From State Highway 15 to 2nd Street S	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-145	Golden Spike Road NE From Highway 10 NW to Mayhew Lake Road NE	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-155	6th Street S / County Road 133 From County Road 4 to Pine Cone Road S	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-21	County Road 8 SE From APO Boundary to Minnesota Boulevard	Minor Arterial	Above	Above	Within	Within	Within	Within	1
S-22	Roosevelt Road From I-94 to Cooper Avenue S / University Drive S	Principal Arterial - Other	Above	Above	Within	Within	Within	Within	1

Segment Information			Ratings						
Seg. ID	Name	Current Functional Classification	Primary Access Spacing (half point)	Secondary Access Spacing (half point)	AADT (two points)	Speed Limit	Trip Length	Median	Total Flags
S-36	Granite View Road From County Road 6 to 33rd Street S	Minor Collector	Above	Above	Within	Within	Within	Within	<b>1</b>
S-40	State Highway 23 From I-94 to State Highway 15	Principal Arterial - Other	Above	Above	Within	Within	Within	Within	<b>1</b>
S-68	Walte Avenue S / 44th Avenue N From 2nd Street S to State Highway 15	Minor Arterial	Above	Above	Within	Within	Within	Within	<b>1</b>
S-69	7th Street S From Washington Memorial Drive to 5th Avenue S	Major Collector	Above	Below	Within	Within	Within	Within	<b>1</b>
S-71	County Road 75 / Division Street From I-94 to State Highway 15	Principal Arterial - Other	Above	Above	Within	Within	Within	Within	<b>1</b>
S-82	Lincoln Avenue SE From 15th Avenue SE to 3rd Street NE	Minor Arterial	Above	Above	Within	Within	Within	Within	<b>1</b>
S-87	3rd Street N / 16th Avenue N / 2nd Street N From State Highway 15 to 10th Avenue N	Minor Arterial	Above	Below	Within	Within	Within	Within	<b>1</b>
S-100	Lincoln Avenue SE From 3rd Street SE to S Benton Drive	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-122	Pine Cone Road From County Road 134 to County Road 120	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-127	Summit Avenue S From Benton Drive to 2nd Street N	Major Collector	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-166	Riverside Ave From 2nd Street to 27th Street	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-167	7th Street N From Pine Cone Road to Riverside Avenue N	Major Collector	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-34	Clearwater Road From Roosevelt Road to Roosevelt Road	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-48	7th Street S / 18th Street S From 10th Avenue S to State Highway 15	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-55	W Saint Germain Street / 33rd Avenue N From 22nd Street S to 12th Street N	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-57	2nd Street S / Roosevelt Road From State Highway 15 to Cooper Avenue S	Principal Arterial - Other	Within	Above	Within	Within	Within	Within	<b>0.5</b>
S-58	15th Avenue SE From Minnesota Boulevard to Highway 10	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-60	Oak Grove Road SW / Maine Prairie Road From 22nd Street S to Roosevelt Road	Major Collector	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-65	10th Avenue N From 7th Street S to 3rd Street N	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-67	2nd Avenue South From 7th Street S to 2nd Street S	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-74	15th Avenue N / 3rd Street N From Division Street to State Highway 15	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-96	2nd Street N / 1st Street N From 10th Avenue N to Highway 10	Minor Arterial	Above	Within	Within	Within	Within	Within	<b>0.5</b>
S-88	5th Avenue S From 2nd Street S to 1st Street N	Minor Arterial	Within	Within	Within	Within	Within	Within	<b>0</b>



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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 Transportation Planner  
**RE:** Minnesota Department of Transportation District State Aid Engineering  
Project Coordination Discussion  
**DATE:** July 17, 2024

Minnesota Department of Transportation (MnDOT) District 3 State Aid Engineer Angie Tomovic will discuss coordination efforts between MnDOT and local jurisdictions/agencies to effectively deliver projects on time. Highlights of this discussion include coordination efforts for projects within state trunk highway right-of-way (especially during the pre-application stage) as well as the continued coordination between District State Aid and locals throughout the project delivery process.

**Suggested Action:** None, informational.



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud APO Technical Advisory Committee  
**FROM:** Brian Gibson, Executive Director  
**RE:** Answering Your Questions  
**DATE:** July 18, 2024

Last month, during our discussion about future beltline projects, the TAC posed a number of questions which they felt needed to be answered before they could recommend a path forward about how those future beltline projects should be handled by the APO.

Among those questions were:

- What are FHWA rules regarding Congressionally Directed Spending funds?
  - How are the rules similar or different from normal FHWA funds?
- Does FHWA still have a policy that if a jurisdiction is pursuing funds for one step in the project development process, they must have funding for the next step in the process?
- If a jurisdiction federalizes the “Environmental Review” step, do they have a limited number of years to complete the project before the money needs to be paid back?
- How does FHWA define the “Environmental Review” step in the project development process? Where does it begin? Where does it end?
- If we regionalize the “Environmental Review” process, but the constructing jurisdiction fails to move forward with the project, will all jurisdictions be “on the hook” to repay the cost of the “Environmental Review”?

Staff from FHWA will be in attendance at the July 25<sup>th</sup> meeting to help answer all of your questions.

APO staff expects that this will largely be a discussion/informational agenda item, but we do hope to also advance the discussion regarding the beltline and how future projects should be handled.

***Suggested Action:*** Make recommendation(s) to the Policy Board regarding how future beltline projects should be handled.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** FY 2024-2027 Transportation Improvement Program Amendments and Administrative Modification  
**DATE:** July 15, 2024

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

The City of Sartell, Sherburne County, and the Minnesota Department of Transportation (MnDOT) are requesting the following changes to the 2024-2027 TIP.

#### City of Sartell

- 2025
  - **220-080-007. \*\*AC\*\*CRP\*\*ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK IN 2026).** This project was awarded Carbon Reduction Program (CRP) funds from the Saint Cloud APO during the spring CRP solicitation. Due to the City wanting to initiate a purchase order during fall 2024, this project will need to be amended in the 2024-2027 TIP. Route System: N/A. Program Type: MA. Proposed Funds: CRP. Funding breakdown as follows: STIP Total: \$51,447; Total AC: \$165,333; Other/Local: \$51,447; Project Total: \$216,780.
- 2026
  - **220-080-007AC. \*\*AC\*\*CRP\*\*ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK 1 OF 1).** This project was awarded Carbon Reduction Program (CRP) funds from the Saint Cloud APO during the spring CRP solicitation. Due to the City wanting to initiate a purchase order during fall 2024, this project will need to be amended in the 2024-2027 TIP. Route System: N/A. Program Type: MA. Proposed Funds: CRP. Funding breakdown as follows: STIP Total: \$165,333; Target AC Payback: \$165,333; Total AC Payback: \$165,333.

#### Sherburne County

- 2025
  - **7103-67. US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED SP 071-596-013).** Project to be added to the TIP to ensure project can be completed prior to the sunseting of the Chapter 5 funding on June 30, 2025. Route System: HIGHWAY US 10. Mile: 0.4. Program: MA. Work Type: NEW PAVEMENT – BIT. Proposed Funds: STBGP<5K. Funding breakdown as follows: STIP Total: \$600,000; Target FHWA: \$600,000; Total FHWA: \$600,000; Project Total: \$600,000.
- 2025

- **071-596.013.** \*\*CHAP 5\*\* US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED SP 071-596-013). Project to be added to the TIP to ensure project can be completed prior to the sunseting of the Chapter 5 funding on June 30, 2025. Route System: HIGHWAY US 10. Mile: 0.4. Program: MA. Work Type: NEW PAVEMENT – BIT. Proposed Funds: DEMO. Funding breakdown as follows: STIP Total: \$1,000,000; Other/Local: \$1,000,000; Project Total: \$1,000,000.

Minnesota Department of Transportation

- 2025
  - **8823-375.** \*\*ITS\*\*I-94, DMS, CAMERAS AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER. Per MnDOT District 3's Traffic Engineering staff, the project scope has changed. The I-94 portion of this project will occur from US 71 and end at MN 15 in Saint Cloud. This project will also no longer include the MN 24 portion from I-94 to Stearns CSAH 75 in Clearwater. No change in project cost is anticipated. Updated Route System: HIGHWAY I 94. Updated Project Description: \*\*ITS\*\*I-94, DMS, CAMERAS AND FIBER AT MULTIPLE LOCATIONS FROM US 71 IN SAUK CENTRE TO MN 15 IN ST CLOUD. Updated Mileage: 40.5.

Fiscal constraint has been maintained.

The 30-day public comment period on these changes will conclude on Friday, Aug. 2.

As of the drafting of this memo, APO staff have received 11 completed online surveys and no one attended the in-person open house on July 15. Those comments can be found in Attachment G2. Any additional comments received prior to the July 25 TAC meeting will be provided to TAC representatives at the meeting.

**Suggested Action:** Recommend Policy Board approval of the FY 2024-2027 TIP amendments.



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

T. 320.252.7568 F. 320.252.6557

## FY 2024-2027 Transportation Improvement Program Amendments

### Public Comments July-August 2024

Three requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2024-2027 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. Public comment on these changes began on July 3, 2024, and will conclude on Aug. 2, 2024. As of July 15, APO staff have received the following comments. If additional comments are received between the drafting of this memo and the upcoming meeting of the APO's Technical Advisory Committee (TAC) meeting on July 25, they will be provided to TAC representatives at the meeting.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
City of Sartell	220-080-007 and 220-080-007AC (electric vehicles)	Strongly agree (1) Agree (2) Neither agree nor disagree (4) Strongly disagree (2)	07/15/2024
City of Sartell	220-080-007 and 220-080-007AC (electric vehicles)	"I read that this was already a done deal with the city getting two Chevys and two Fords. Or, is that something different?"	07/05/2024
City of Sartell	220-080-007 and 220-080-007AC (electric vehicles)	"Waste of energy and taxpayers' monies."	07/02/2024
Sherburne County	7103-67 and 071-596-013 (CR 61 intersection)	Agree (7) Neither agree nor disagree (2) Disagree (1)	07/15/2024
Sherburne County	7103-67 and 071-596-013 (CR 61 intersection)	"Will this be aligned with the 33 <sup>rd</sup> St S. eastward expansion? It would only make sense if it would."	07/05/2024
MnDOT	8823-375	Strongly agree (1) Agree (4) Neither agree nor disagree (4)	07/15/2024

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		Strongly disagree (2)	



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:** Alex McKenzie, Associate Transportation Planner  
**RE:** Carbon Reduction Program Scoring Rubric  
**DATE:** July 15, 2024

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

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

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

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

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

The APO has been using MnDOT scoring criteria for the last two solicitations but can adjust the rubric. After discussing this program with Anna Pierce, the Carbon Reduction Program Coordinator at MnDOT, the APO proposes the following recommendations to the scoring rubric.

## Project Eligibility

As part of the program, MPOs are allowed to modify CRP project eligibility. Guided by the Minnesota Carbon Reduction Strategy (CRS) and the MnDOT Carbon Reduction Plan (CRP), the APO can refine the list of eligible project types, making it smaller but not larger.

One benefit of having a smaller list of eligible projects is that we could fund initiatives that do not have other eligible funding sources through the APO. For example, while multiple funding sources like Transportation Alternatives and Active Transportation Infrastructure Grants exist for constructing bicycle and pedestrian networks, there are fewer options for funding electric charging stations. However, our concern is that by making specific projects ineligible, we might end up with a situation where no eligible projects are proposed. Given that for FY 2027 and FY 2028, we anticipate having \$270,000 in federal CRP funding allocated each year. APO staff proposes leaving all projects eligible to ensure a broad range of proposals and maximize the use of available funds.

## Cost-Effectiveness

The primary metric for project selection is cost-effectiveness in carbon reduction. Applicants must use the Carbon Emissions Tool (CET) to calculate a project's carbon reduction and cost-effectiveness. The minimum weight for cost-effectiveness is 50%, with a maximum of 90%, and the current default weight is set at 50%. Based on past feedback from the TAC, populating and using the CET is the most time-consuming element of the application process.

Prioritizing cost-effectiveness ensures that funded projects achieve the highest amount of carbon reduction per dollar spent, directly aligning with the primary goal of the Carbon Reduction Program. Emphasizing cost-effectiveness also helps ensure that limited funds are used in the most efficient manner, potentially enabling a greater number of projects to be funded or achieving more significant carbon reductions within the available solicitation.

However, placing a heavy emphasis on cost-effectiveness may result in other important factors, such as equity, safety, access, and health, being undervalued. Projects that provide significant co-benefits but are slightly less cost-effective in terms of carbon reduction might be overlooked.

Given these considerations, APO staff propose increasing the cost-effectiveness percentage to 75% of the total project score. This adjustment aims to maximize carbon reduction benefits while still considering essential co-benefits.

## Co-Benefits

There are four primary co-benefit categories, equity, safety, access, and health, each assessed on a five-point scale, with a maximum score of 20 points. The APO has the flexibility to adjust the weighting of these co-benefits or introduce new ones, with a limit of 50% of the project score. Given the diversity of project types, not all categories may be equally applicable. Introducing a new co-benefit enables the program to address specific community needs or emerging priorities that current criteria may not adequately cover. However, adding additional co-benefits would reduce the weight given to existing ones. APO staff proposes tailoring the descriptions of these co-benefits to better align with our organizational goals instead of adding additional co-benefits.

In addition, APO staff propose reducing the co-benefit score to 25% of the total project score. This adjustment aims to prioritize the primary goal of carbon reduction, ensuring that projects with the greatest potential to reduce emissions are given precedence. Nonetheless, this shift may diminish the focus on equity, safety, access, and health, essential elements for achieving inclusive and sustainable project outcomes. Projects that provide substantial community benefits beyond carbon reduction might not receive adequate recognition as a result.

**Suggested Action:** Discussion only



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud APO Technical Advisory Committee  
**FROM:** Brian Gibson, Executive Director  
**RE:** Regional Transportation Priorities for 2025  
**DATE:** July 18, 2024

Each year the APO Board Chair and Executive Director travel to Washington DC to meet with members of Congress (or their senior staff) to present our regional transportation priorities. Last year, for example, we assisted Benton County in getting Congressionally Directed Spending to complete the extension of CSAH 29.

The priorities we shared last year were:

- US-10 Improvements per the MnDOT Study
- Benton County CSAH 29 Extension (*funded*)
- MN-15/MN-23 Improvements

What are the regional priorities we should emphasize for 2025?

Ideally, they want:

- Major, regional-level projects.
- Projects for which there is broad regional consensus.
- Projects which cannot be funded through "normal" means, such as formula programs.
- A list of the very top 2-4 projects, not a list of 20. They want to know what our *very highest* priorities are.

***Suggested Action:*** Recommend a slate of 2-4 regional transportation priorities for 2025 to the Policy Board.