

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, MARCH 31, 2022 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK

ZOOM OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-B*)
 - a. Approve minutes of Feb. 24, 2022, TAC meeting (Attachment A)
 - b. Receive staff report of March 10, 2022, Policy Board meeting (Attachment B)
4. Consider FY 2022-2025 Transportation Improvement Program Amendments and Modifications (*Attachments C1-C2*): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval**
5. Discussion on Looking Ahead 2050 Visioning Themes (Attachment D): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None, information only**
6. Debrief on FY 2026 Surface Transportation Block Grant Program Solicitation Process (*Attachment E1-E2*): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None, information only**
7. Highway Safety Improvement Program prioritization criteria (Attachment F): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None, discussion only**
8. Other Business & Announcements
9. Adjournment

English

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Somali

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

Spanish

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

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

Thursday, February 24, 2022 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, Feb. 24, 2022.

Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

In-Person TAC Members:

Tom Cruikshank	MnDOT District 3 (Alternate for Steve Voss)
Michael Kedrowski	Saint Cloud Metro Bus
Jon Norenberg	City of Waite Park
Matt Glaesman	City of St. Cloud
Mike Decker	Stearns County
Steve Foss	City of St. Cloud
April Ryan	City of Sartell (Alternate for Scott Saehr)

Non-Member In-Person Attendees:

Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Associate Planner

Zoom Attendees:

Bobbi Retzlaff	Federal Highway Administration
Kari Theisen	City of Sartell
Steve Voss	MnDOT District 3
Jeff Lenz	MnDOT District 3
James Stapfer	APO, Planning Technician

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

Ms. Johnson listed the contents of the consent agenda, including:

- A. Approve minutes of Feb. 3, 2022, TAC meeting (Attachment A)
- B. Receive staff report of Feb. 10, 2022, Policy Board meeting (Attachment B)

Mr. Cruikshank made a motion to approve Consent Agenda Items. Mr. Norenberg seconded the motion. Motion carried.

CONSIDER 2022-2026 REGIONAL INFRASTRUCTURE INVESTMENT PLAN (RIIP)

Ms. Johnson summarized the purpose of the RIIP is to meet the transparency intent of the Federal regulations surrounding regionally significant transportation projects and better facilitate interjurisdictional coordination of project development and construction. The RIIP, in contrast to the TIP, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) regardless of funding source and includes projects that have been programmed in the TIP. Ms. Johnson summarized the 2022-2026 RIIP including projects that have been completed within the past 12 months and upcoming projects. Ms. Johnson is seeking recommendation for Policy Board approval to publish. Ms. Johnson noted some Stearns County projects will be revised. Ms. Ryan noted Sartell will also have revisions.

Mr. Norenberg made the motion to approve the RIIP and addition of Stearns County and Sartell revisions. Mr. Glaesman seconded approval. Motion carried.

Mr. Voss noted some district 3 projects may have adjustments. Ms. Johnson requested an estimate be sent to her by March 4 to prepare documents for the next Policy Board meeting that is on March 10.

CONSIDER THE DRAFT REGIONAL ACTIVE TRANSPORTATION PLAN PROJECTS

Mr. McKenzie gave an overview of the Active Transportation Plan (ATP). This plan conducts a thorough analysis of the region's active transportation network, identified existing gaps, and prioritized investment areas across jurisdictions. It is the hope that this plan will serve two primary functions. The first is to inform the development of the APO's next MTP. The second is to assist member jurisdictions in prioritizing active transportation projects both within their municipal boundaries and on an interjurisdictional level. Mr. Gibson noted this plan is not intended to list all areas in need of active transportation facilities. Rather, it is to be used as a source to identify areas most in need of improvement. Mr. McKenzie summarized the city profiles for Sauk Rapids, Sartell, Saint Joseph, Waite Park, and Saint Cloud.

PRESENTATION ON 2021 HOUSEHOLD TRAVEL SURVEY RESULTS

Mr. Gibson summarized the Household Travel Survey results. The intent was to be statistically valid and get a sample of random households to participate. This local data will help feed the travel demand model. The 2019 MTP showed APO that there were gaps in receiving information from groups such as: students, low-income, elderly, BIPOC, Immigrants. The survey was available in English, Spanish, and Somali. The survey took place between Oct. 6 and Nov. 24, 2021. There were 856 households that completed the survey. Mr. Voss asked if people kept a common identity of who they were during the survey in relation to COVID and if people could be listed as a telecommuter. Mr. Gibson said Mr. Stapfer is taking this data and

putting together individual profiles and it should be possible to look at people that telework and dig into their data.

OTHER BUSINESS AND ANNOUNCEMENTS

Ms. Johnson noted the APO Policy Board did not meet quorum at the February meeting therefore approvals will be pushed back to March.

ADJOURNMENT

The meeting adjourned at 11:16 a.m.



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: March 14, 2022

A Policy Board meeting was held on Thursday, March 10, 2022. The following is a summary of the actions take:

1. The Board approved the amendments and modifications to the 2022-2025 Transportation Improvement Program, as recommended by the TAC
2. The Board awarded 10 regional priority points to Waite Park's Transportation Alternatives application, as recommended by the TAC
3. The Board approved a contract with WSB & Associates for the Mayhew Lake Road Corridor Study
4. The Board approved a contract with Transportation Collaborative & Consultants for the Opportunity Drive Area Transportation Study
5. The Board approved publishing the 2022-2026 Regional Infrastructure Investment Plan, as recommended by the TAC
6. The Board approved providing \$2,135,120 in Federal funding to Stearns County to replace the CSAH 75 bridge over the Sauk River, as recommended by the TAC
7. The Board heard a presentation on the potential funding impacts of the Infrastructure Investment & Jobs Act (IIJA)

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: Vicki Johnson, Senior Transportation Planner
RE: FY 2022-2025 Transportation Improvement Program Amendments
DATE: March 18, 2022

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.

Two amendments have been proposed to the APO's FY 2022-2025 TIP by the Minnesota Department of Transportation (MnDOT).

MnDOT:

- 2022:
 - 7109-08. **PRS** MN 301, RECLAIM AND REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL. Project cost has increased from \$1,900,000 to \$3,457,733.
 - 8823-403. I-94, DYNAMIC MESSAGE SIGN REPLACEMENT AT 5 LOCATIONS IN STEARNS AND WRIGHT COUNTIES. This project is being added to the TIP per MnDOT District 3 Traffic Engineering. Project total is \$140,000 funded with state funds.

The 30-day public comment period on these changes concludes on Friday, March 25, 2022.

As of March 18, 2022, APO staff have received nine completed online surveys and one comment received at the in-person public engagement event on March 17. Those comments can be found in Attachment C2. A final compilation of comments – if more are received – will be emailed to TAC representatives prior to the March 31, 2022, TAC meeting.

In addition to these proposed amendments, APO staff received several requests for administrative modifications to the FY 2022-2025 TIP from the following jurisdictions/agencies: WACOSA, ConnectAbility of Minnesota, Inc., and Sherburne County. Per the APO's Stakeholder Engagement Plan (SEP), given the nature of these changes, a specific public comment period is not warranted for these changes.

WACOSA

- 2022:
 - TRF-9503-23. SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS. Project is being moved from FY 2022 to FY 2023 per MnDOT's 5310 Program Coordinator. In addition, the cost of this project is increasing from \$96,000 to \$98,000. New funding breakdown is as follows: STIP Total: \$98,000; FTA: \$78,400; Other: \$19,600; Project Total: \$98,000.

ConnectAbility of MN, Inc.

- 2023:
 - TRF-9504-23. SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/23 – 6/30/24. Project cost has increased from \$45,210 to \$49,104 per MnDOT's 5310 Program Coordinator. New funding breakdown is as follows: STIP Total: \$49,104; FTA: \$39,284; Other: \$9,820; Project Total: \$49,104.

Sherburne County

- 2023:
 - 071-070-043. INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS. Project is being advanced constructed to FY 2022. Federal funding will remain in FY 2023.
- 2023:
 - 071-070-042. **AC** INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS (PAYBACK IN 2024). Project is being advanced constructed in FY 2022 instead of FY 2023. Federal funding will remain in FY 2024.

MnDOT

- 2023:
 - 0503-91: **PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR #9021 WITH BR #05019 AND BR# 9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10 (PAYBACK IN 2024). Project cost has decreased for this project from \$33,666,000 to \$33,565,400. In addition, project payback is now over two years instead of the one year. Project description will now include (PAYBACK IN 2024 & 2025) New funding breakdown is as follows: STIP Total: \$9,613,200; Total AC: \$23,952,200; State TH: \$6,013,200; Total TH: \$6,013,200; Other: \$3,600,000; Project Total: \$33,565,400.
 - 0503-91S: **PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR #9021 WITH BR #05019 AND BR# 9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10 (PAYBACK IN 2024). Project description to change to include (PAYBACK IN 2024 & 2025) to stay consistent with 0503-91. Note, there is no payback associated with this project.

- 0503-91GMNR: **PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR #9021 WITH BR #05019 AND BR# 9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10 (PAYBACK IN 2024). Project description to change to include (PAYBACK IN 2024 & 2025) to stay consistent with 0503-91. Note, there is no payback associated with this project.
- 2024:
 - 0503-91AC: **PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR #9021 WITH BR #05019 AND BR# 9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10 (PAYBACK 1 OF 1). Project cost has decreased for this project from \$33,666,000 to \$33,565,400. In addition, project payback is now over two years instead of the one year. Project description will now include (PAYBACK 1 OF 2). New funding breakdown is as follows: STIP Total: \$20,352,800; Target AC Payback: \$20,352,800; Total AC Payback: \$20,352,800.
- 2025:
 - 0503-91AC1: **PRS**AC**ELLE**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR #9021 WITH BR #05019 AND BR# 9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10 (PAYBACK 1 OF 1). Project cost has decreased for this project from \$33,666,000 to \$33,565,400. In addition, project payback is now over two years instead of the one year. Project description will now include (PAYBACK 2 OF 2). New funding breakdown is as follow: STIP Total: \$3,700,000; Target AC Payback: \$3,700,000; Total AC Payback: \$3,700,000.

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

Suggested Action: Recommend Policy Board approval.



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

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FY 2021-2024 Transportation Improvement Program Amendments

Public Comments February-March 2022

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2021-2024 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 30, 2020 – Jan. 29, 2021) the APO has received the following comments (current through Jan. 22, 2021). Please note that a more complete list will be provided at the APO TAC meeting should additional comments be added.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
MnDOT	7109-08 (MN 301)	Strongly approve (1) Approve (2) Neither approve nor disapprove (5) Strongly disapprove (1) "Why exactly is it doubling in cost? Shouldn't the department of corrections have to chip in since they are the reason this is a high traffic road?"	03/18/2022
MnDOT	8823-403 (I-94 DMS)	Strongly approve (1) Approve (2) Neither approve nor disapprove (2) Disapprove (4)	03/18/2022

Facebook Live Open House:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Agency/Jurisdiction	Proposed Project Number	Comments	Date
Other	N/A	<p>Benton CSAH 3: Residents in that area expressed frustration that Benton CSAH 3 did not receive any Federal funding during this last solicitation cycle. Residents were concerned about the gravel shoulder and stressed the importance of having a paved shoulder for walking/biking.</p> <p>MN 23/US 10 Interchange: Concern was expressed about the work to be done on US 10. This individual had expressed disappointment that signals at East St. Germain Street and 15th Avenue SE were not being removed in order to allow US 10 to function as an expressway through Saint Cloud. Concern was also expressed that the Fourth Street bridge would only serve pedestrians.</p> <p>Signal timing: Comments centered around the signals not being coordinated which causes a lot of traffic back up and travel delays (it takes a long time to travel through town).</p> <p>Urban Beltline: Comments received include the following: Traffic especially on MN 23 needs to be fully diverted around the metro. Having this an other major arterial roadways pass through the city is leading to congestion and is unattractive for drivers who do not want to travel into Saint Cloud. The proposed alignment still brings people through the metro. In particular, the CSAH 29 corridor which runs through Sartell is not ideal for people wanting to avoid the metro altogether. A proposed alignment should look at following CSAH 29 heading east, use US 10 to head north up until approximately the</p>	03/17/2022

Agency/Jurisdiction	Proposed Project Number	Comments	Date
		<p>Sartell High School location, construct a new Mississippi River crossing, and continue to swing back down until it directly intersects with the I-94/CSAH 75 interchange in St. Joe. From there, the alignment should follow I-94 south to the CSAH 75 interchange at McStop (St. Augusta), have traffic head north on CSAH 75 to utilize the 33rd Street S river crossing where it would ultimately align with the existing roadways near the airport. MN 23 traffic from the intersection of 94 near Rockville will then be diverted to using I-94 (once that roadway is expanded to three lanes in each direction) until McStop, where it will follow the commenter's proposed beltline alignment to ultimately be connected near Rollie's. In addition this beltline would be a four-lane, divided highway with 65 mph speeds.</p>	



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: Looking Ahead 2050 Visioning Themes
DATE: March 18, 2022

A Metropolitan Transportation Plan (MTP) is a long-range, multimodal, regional surface transportation plan that identifies a regional vision for transportation and the steps toward achieving that vision.

MTPs are a joint product of all individual jurisdictions within a metropolitan planning area (MPA) and represent a singular, agreed upon vision for the future of transportation within that region.

By Federal regulation, MTPs must have a planning horizon of at least 20 years and must be updated no less than every five years (or every four years if the region does not meet certain air quality standards).

Contained within the MTP are regional goals, objectives, and implementing strategies which assist MPA planners, engineers, and elected officials in achieving the region's vision.

Developing, maintaining, and updating a region's MTP is the primary responsibility of a Metropolitan Planning Organization (MPO). The Saint Cloud Area Planning Organization (APO) serves as the MPO for the urbanized area of Saint Cloud, Minnesota.

The APO's last MTP – [Metropolitan Planning and Programming: An Innovative Network Guide for 2045 \(MAPPING 2045\)](https://bit.ly/3DPUckt) (https://bit.ly/3DPUckt) – was adopted by the APO's Policy Board in October 2019.

Following the conclusion of that planning process, APO staff conducted an internal Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis to debrief the plan development process and the overall document.

During this internal meeting in December 2019, the APO's Executive Director noted one of the main weaknesses found within MAPPING 2045 was the lack of a cohesive vision for the region's transportation network. While MAPPING 2045 identified goals, objectives, and strategies for implementation – including infrastructure recommendations – the plan did not include an overarching transportation vision the Saint Cloud MPA wanted to achieve by planning horizon 2045.

To address this deficiency, APO staff sought to facilitate a community-wide visioning process as work began on the next update to the MPA's MTP. It was the intent of this process to understand the issues and priorities residents of the Saint Cloud MPA have regarding the regional transportation network.

Through the course of approximately two years, APO staff researched, developed, and conducted a visioning process. During this time, APO staff documented nearly 2,000 responses through a variety of means including both in-person and online engagement strategies. Each of these responses were recorded and categorized into six themes in which the public believes the region should be heading by planning horizon 2050.

The following is a list of those themes:

- System and Environmental Stewardship: Protecting and preserving our existing infrastructure and environmental assets.
- Multimodal Connections: Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.
- Congestion Management: Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.
- Transportation Safety: Reducing fatalities and serious injuries by planning, designing, and building safe infrastructure and improving driving behavior.
- Interregional Connections: Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
- Technological Advancements: Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region's existing transportation network.

Each theme was constructed as a broad brushstroke. Details on how to go about accomplishing each visionary theme are designed to be addressed through the identification of goals, objectives, strategies, and performance measures.

Once work has been substantially completed on the draft existing conditions section, APO staff intend to bring forth these visioning themes again to TAC representatives prior to seeking approval from the APO's Policy Board.

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: Vicki Johnson, Senior Transportation Planner
RE: Debrief of the FY 2025 Surface Transportation Block Grant Program (STBGP Solicitation
DATE: March 18, 2022

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

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

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

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

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

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

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

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. That initial ranking is then presented at to the TAC for consideration. TAC

representatives subsequently review the applications and preliminary rankings provided by APO staff and ultimately make a funding recommendation which is presented for consideration by the APO Policy Board.

After doing this process for the last three years (2020 for the FY 2024 solicitation, 2021 for the FY 2025 solicitation, and 2022 for the FY 2026 solicitation) APO staff are seeking input as to how this process can be modified and/or improved for subsequent solicitations.

Some questions to consider:

1. Does that TAC feel APO planning staff should continue to do the initial technical scoring/preliminary ranking of projects? If not, is there another way that this can be achieved?
2. Do total points allocated to certain categories need to be adjusted?
3. Do certain descriptions/criteria for consideration need to be adjusted for any (or all) categories?
4. Would applicants like an individual debrief by APO staff as to how applications could be improved for next year or be provided with a general understanding of what APO staff are looking for in applications (provided APO staff continue to do the initial scoring/preliminary ranking)?

At this point, APO staff are just seeking suggestions. If TAC representatives feel changes are warranted, APO staff will begin the process of working with the TAC to revisit the scoring criteria/rubric that was adopted in 2019 with the intent of making those necessary changes prior to the FY 2027 solicitation slated to begin in October.

Suggested Action: None, informational.



SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

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

Application requirements

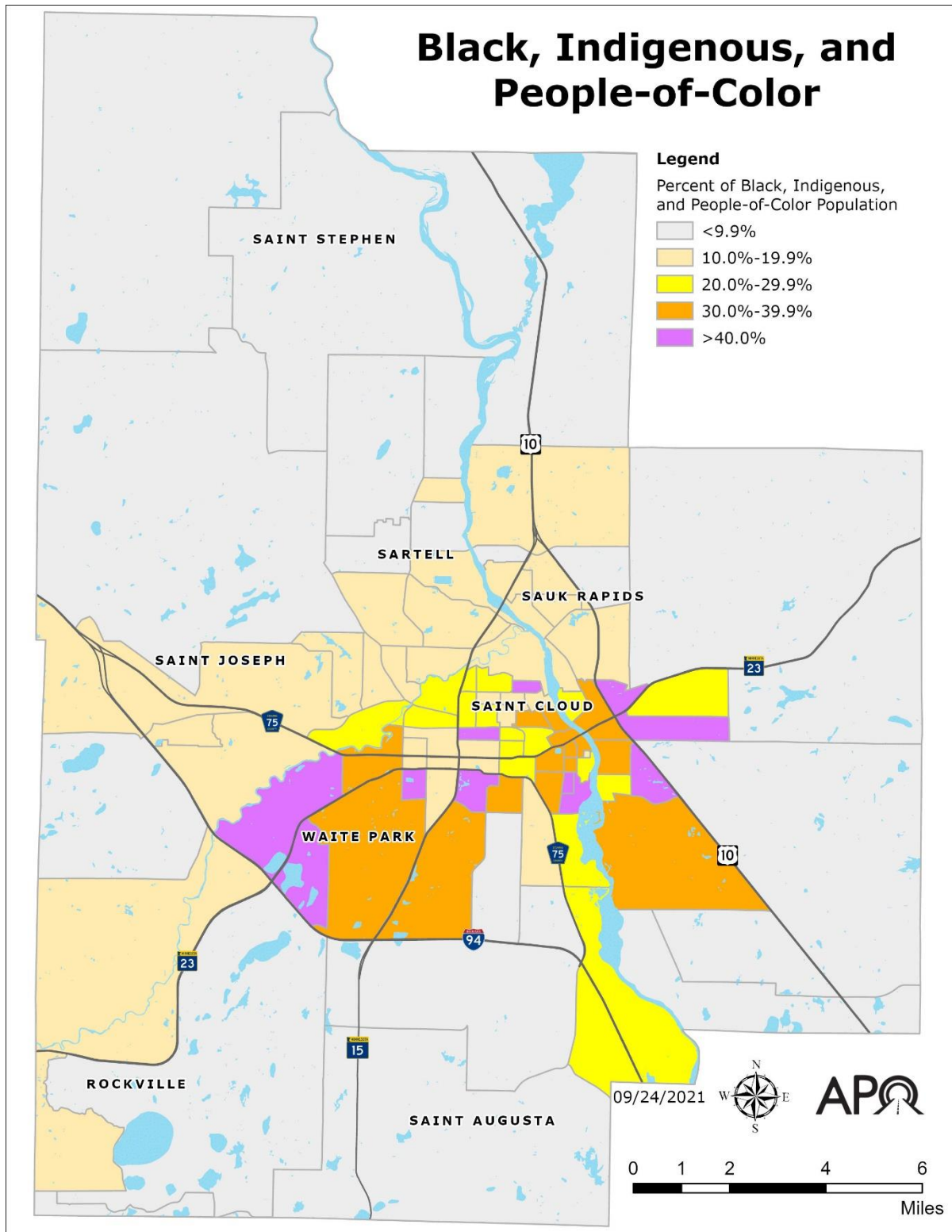
All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This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

Project Qualifications

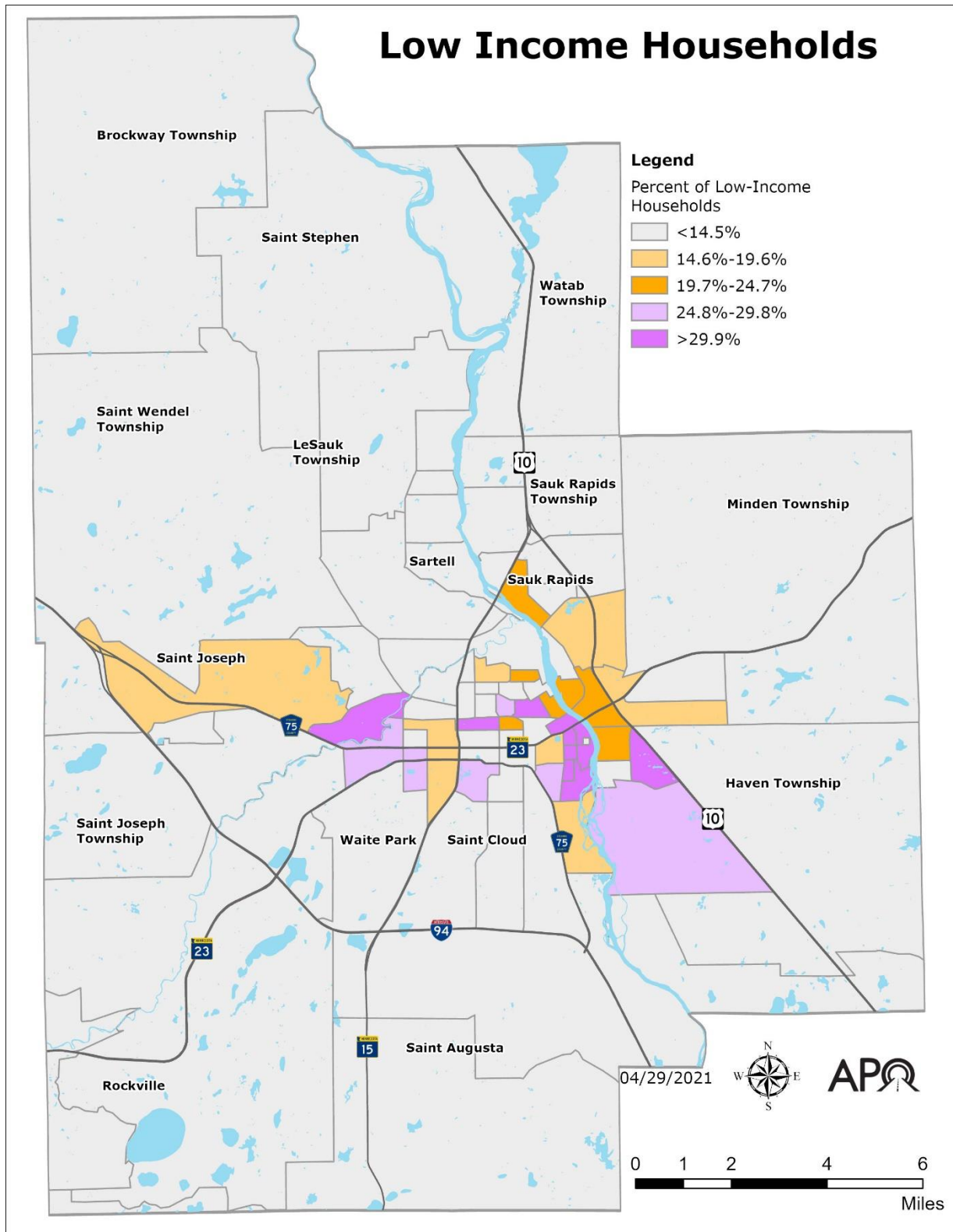
A. Access and Mobility

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

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



Data source: U.S. Census Bureau, 2020 Census.



Data source: U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates.



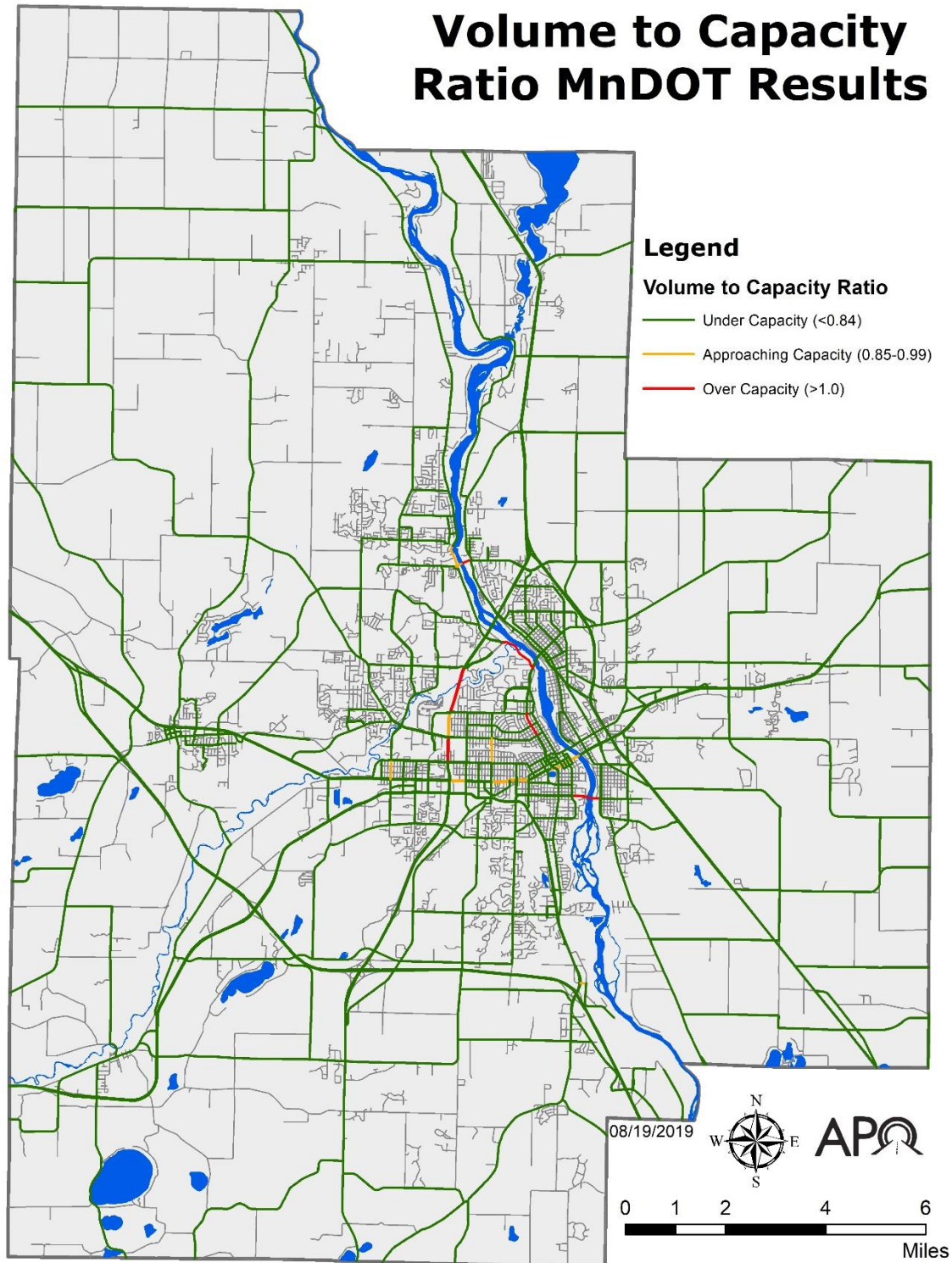
- Travel time reliability/LOS
 - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
 - V/C ratio is:
 - >1.00.
 - 0.85 to 0.99.
 - <0.84.

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

Data Source: SRF Consulting, Inc. 2019.



Volume to Capacity Ratio MnDOT Results



Data source: MnDOT 2017 Traffic Mapping Application.



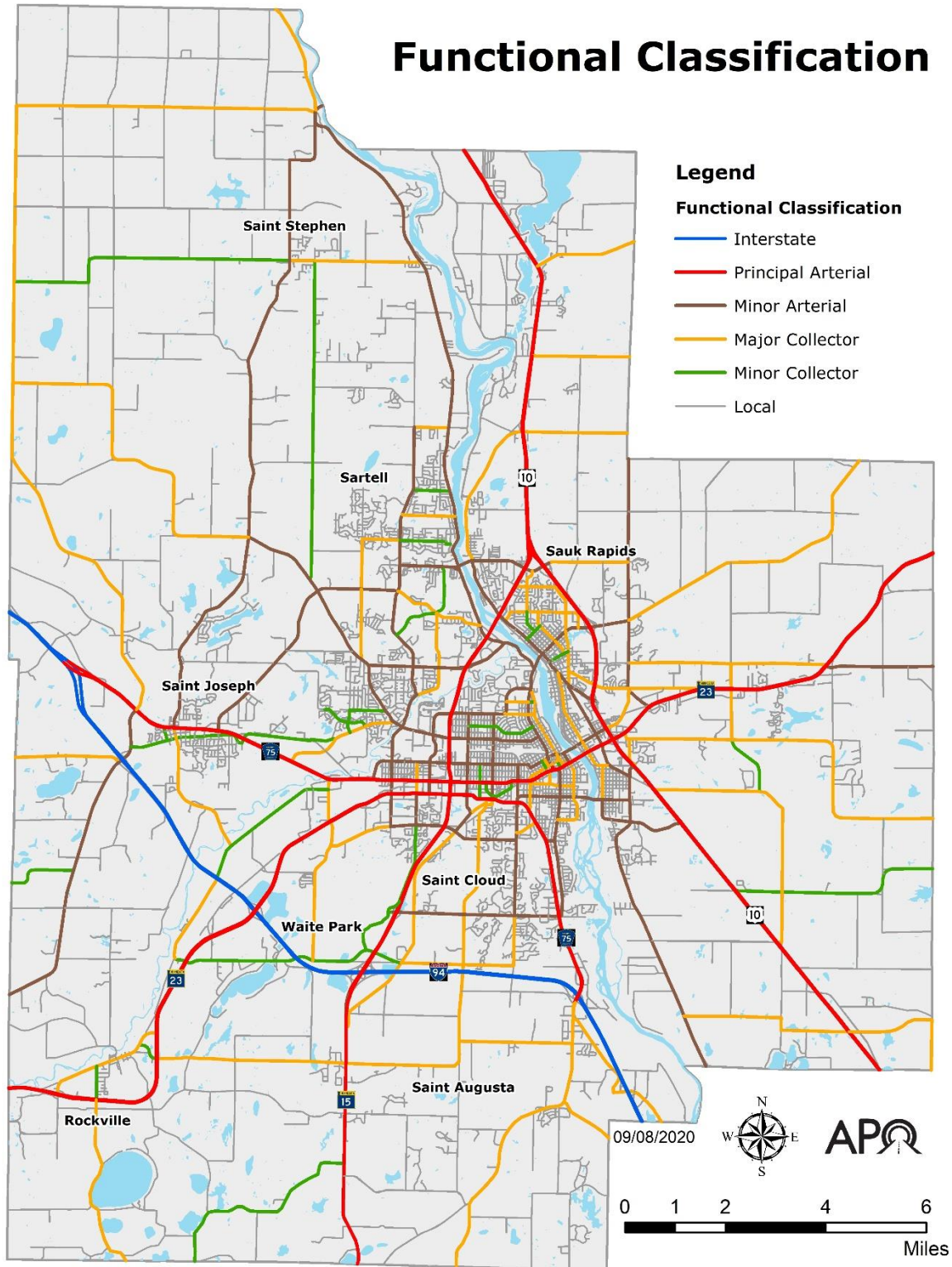
B. System Connectivity

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

- Criteria to consider
 - Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
 - Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project occurs on or constructs a new roadway with the following functional classification:
 - Interstate 94.
 - NHS system (MN 23, MN 15, US 10, CSAH 75).
 - Principal or minor arterial.
 - Principal or minor collector.
 - More information can be found: <http://mndot.maps.arcgis.com/apps/View/index.html?appid=d64dc550380547b1a93e1071d0eaf8e0>
 - Furthers or completes connections (fills a gap).
 - Project is interjurisdictional.
 - Project completes a connection.



Functional Classification



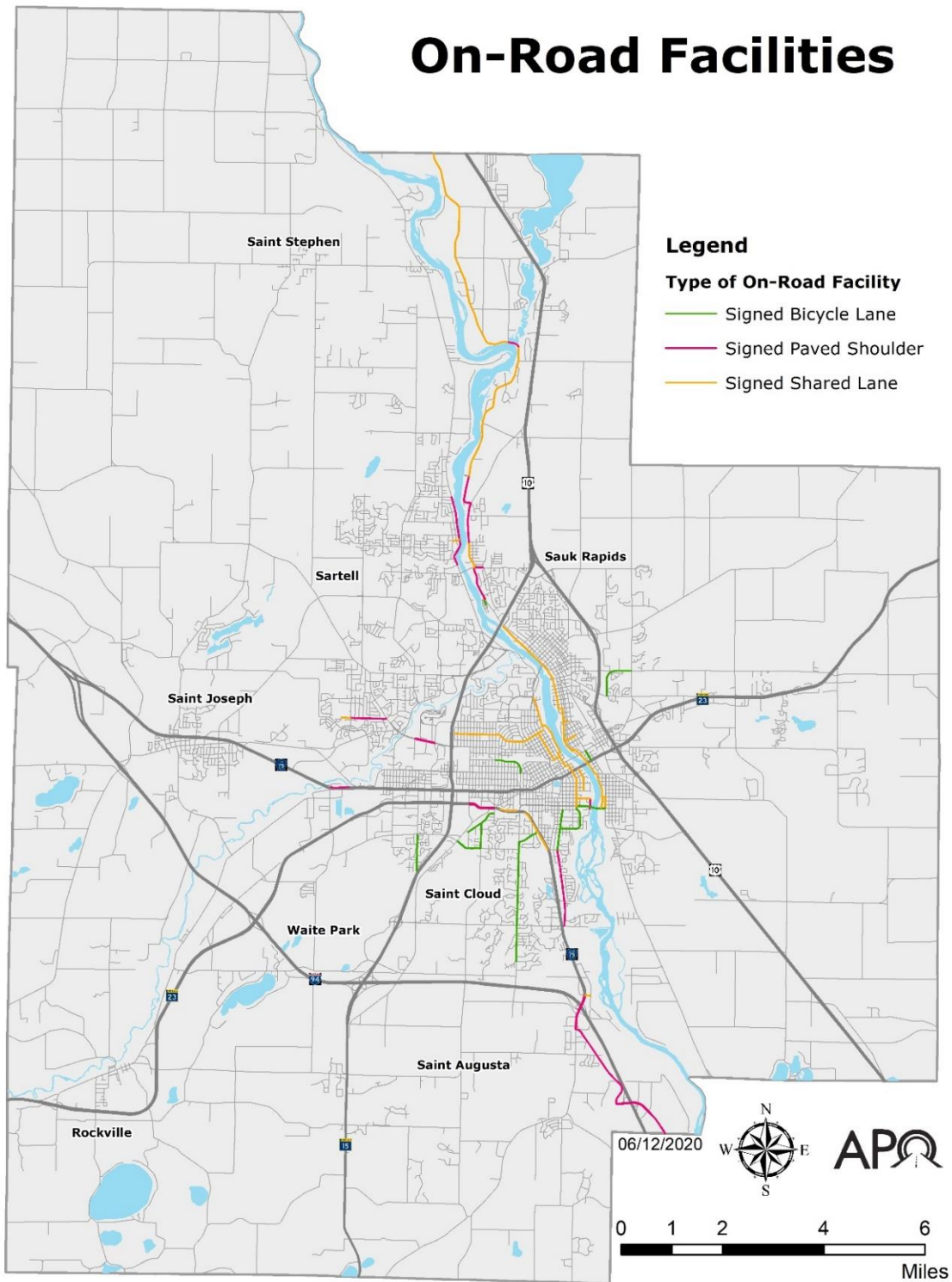
Data source: MnDOT Functional Classifications, 2019. <https://bit.ly/3mkjONP>



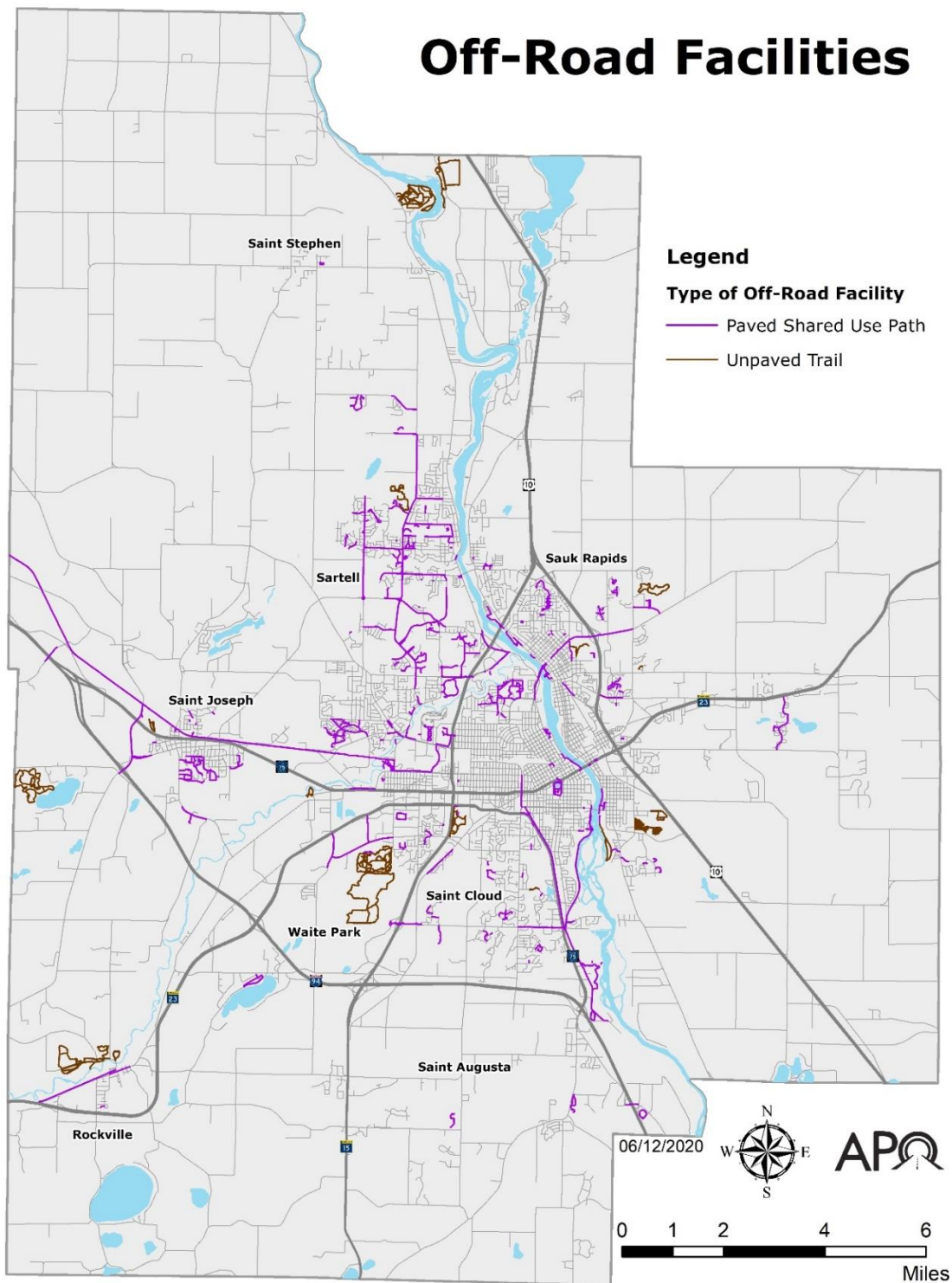
C. Multimodal

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

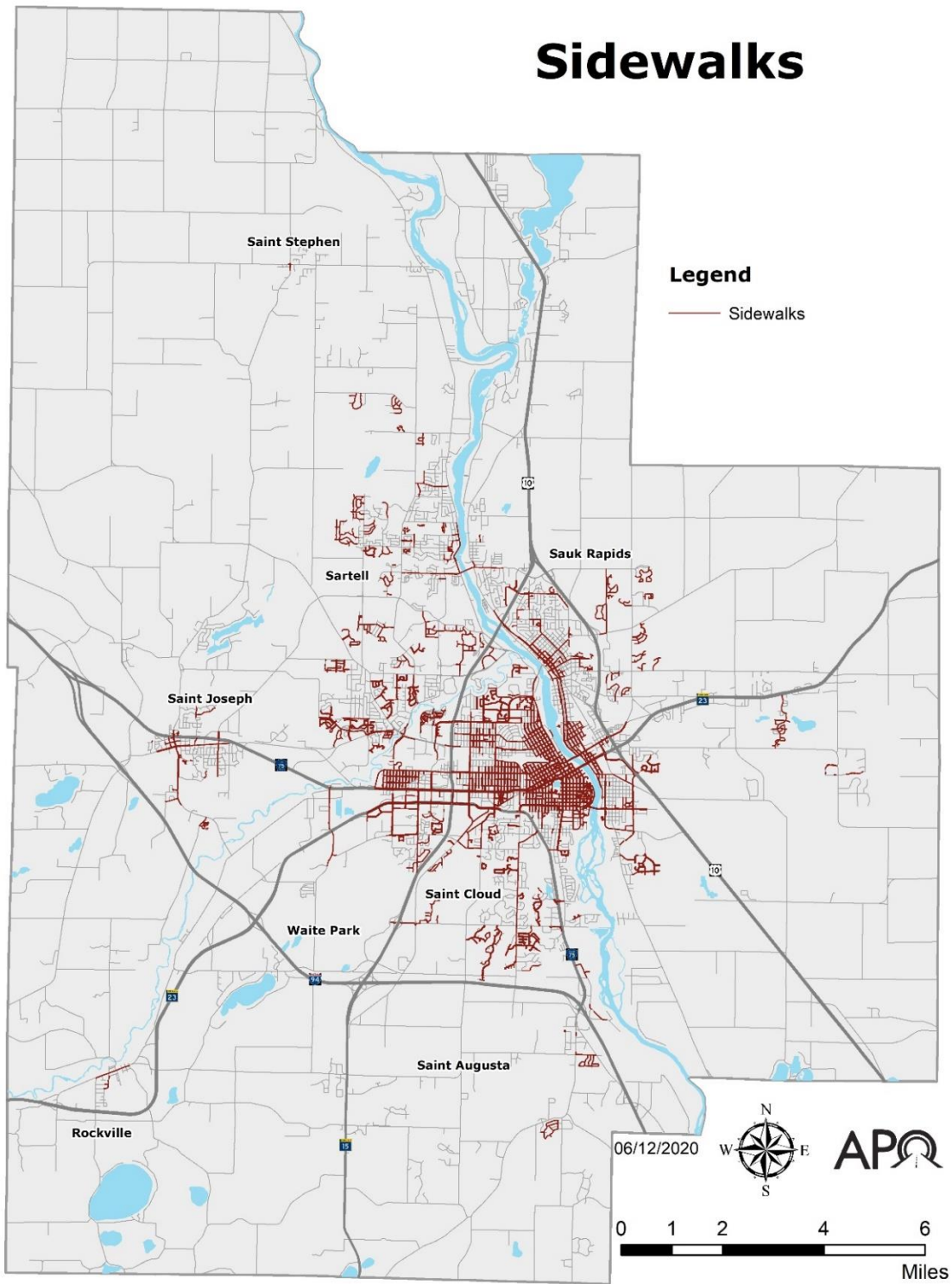
- Criterion to consider
 - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project contains the following:
 - Multi-use paths.
 - On-road bicycle lanes.
 - Sidewalks.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



Data courtesy of Saint Cloud APO.



Data courtesy of Saint Cloud APO.



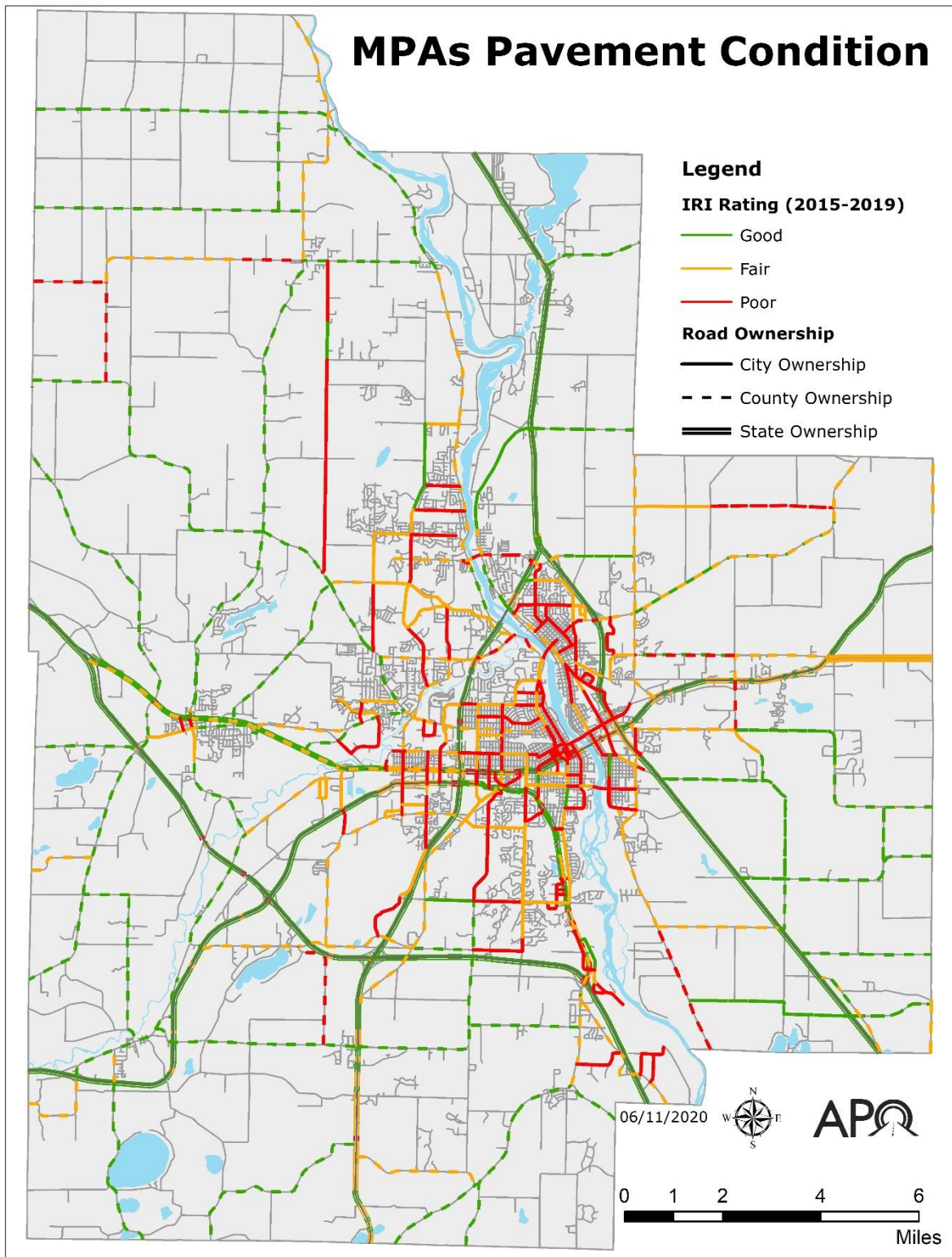
Data courtesy of Saint Cloud APO.



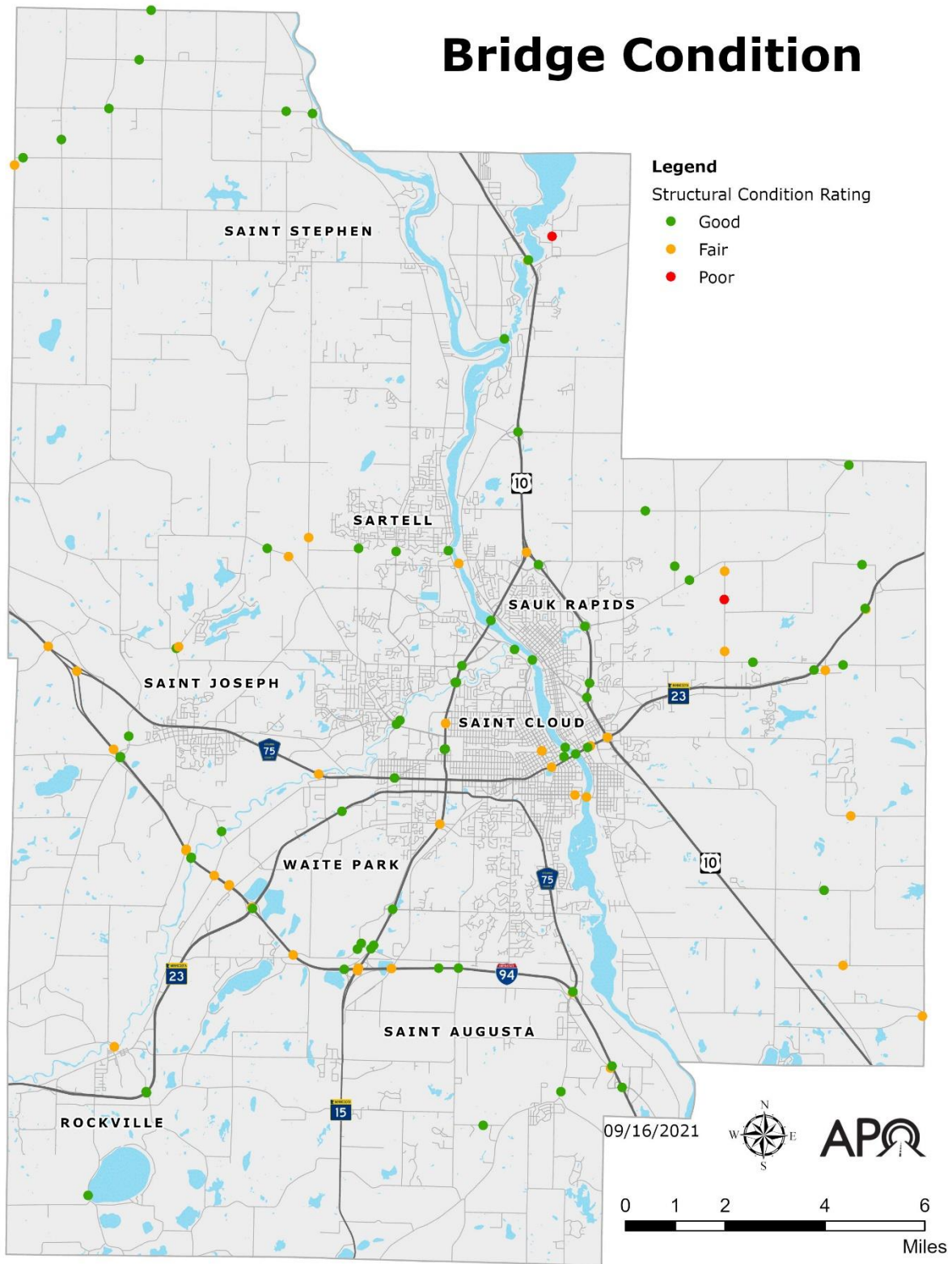
D. System Condition

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

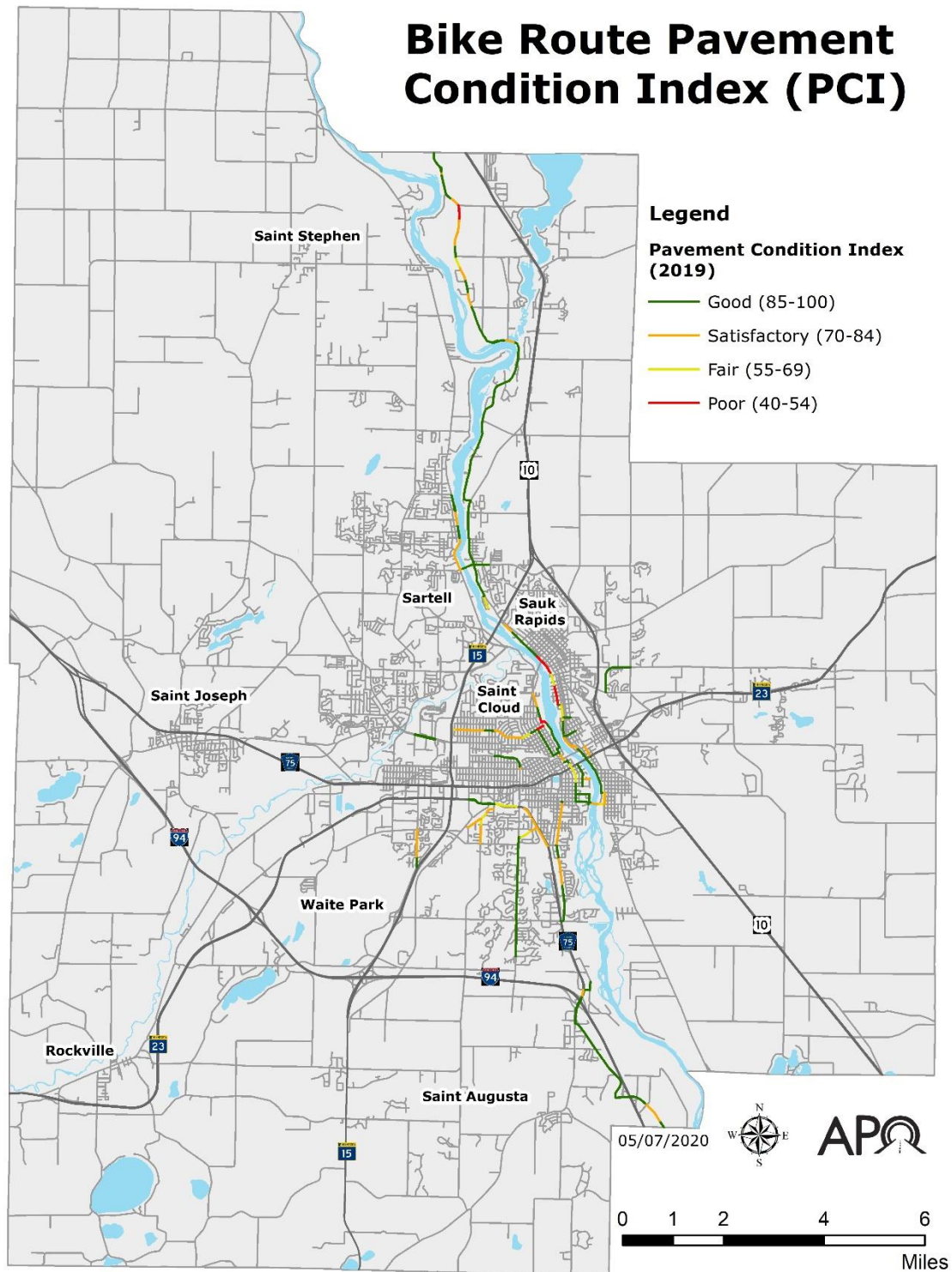
- Criterion to consider
 - Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.
- Evaluation 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: MnDOT (2015, 2017, and 2018) and GoodPointe Technology (2019)



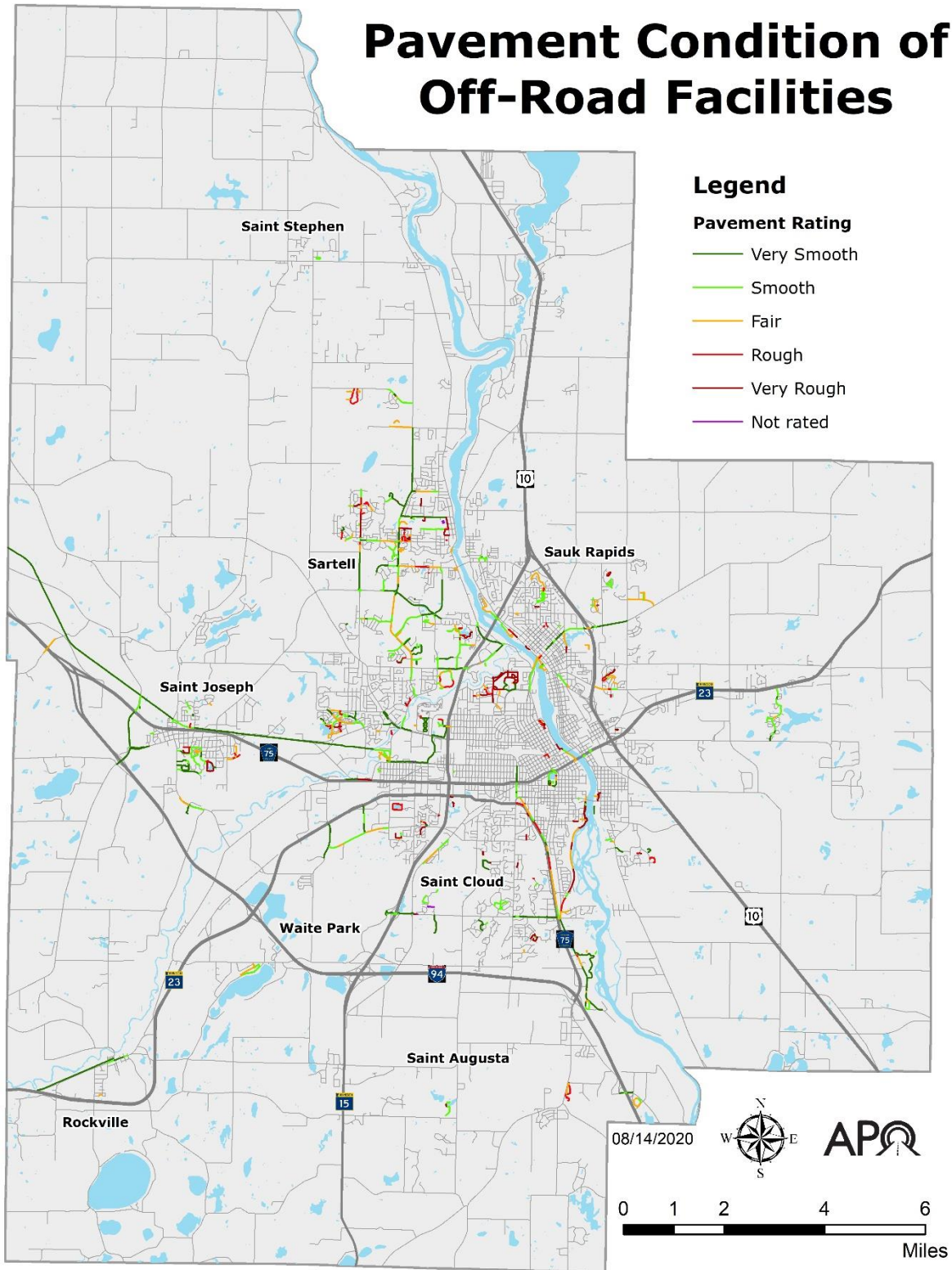
Data source: MnDOT, 2020.



Data courtesy of GoodPointe Technology, 2019.



Pavement Condition of Off-Road Facilities



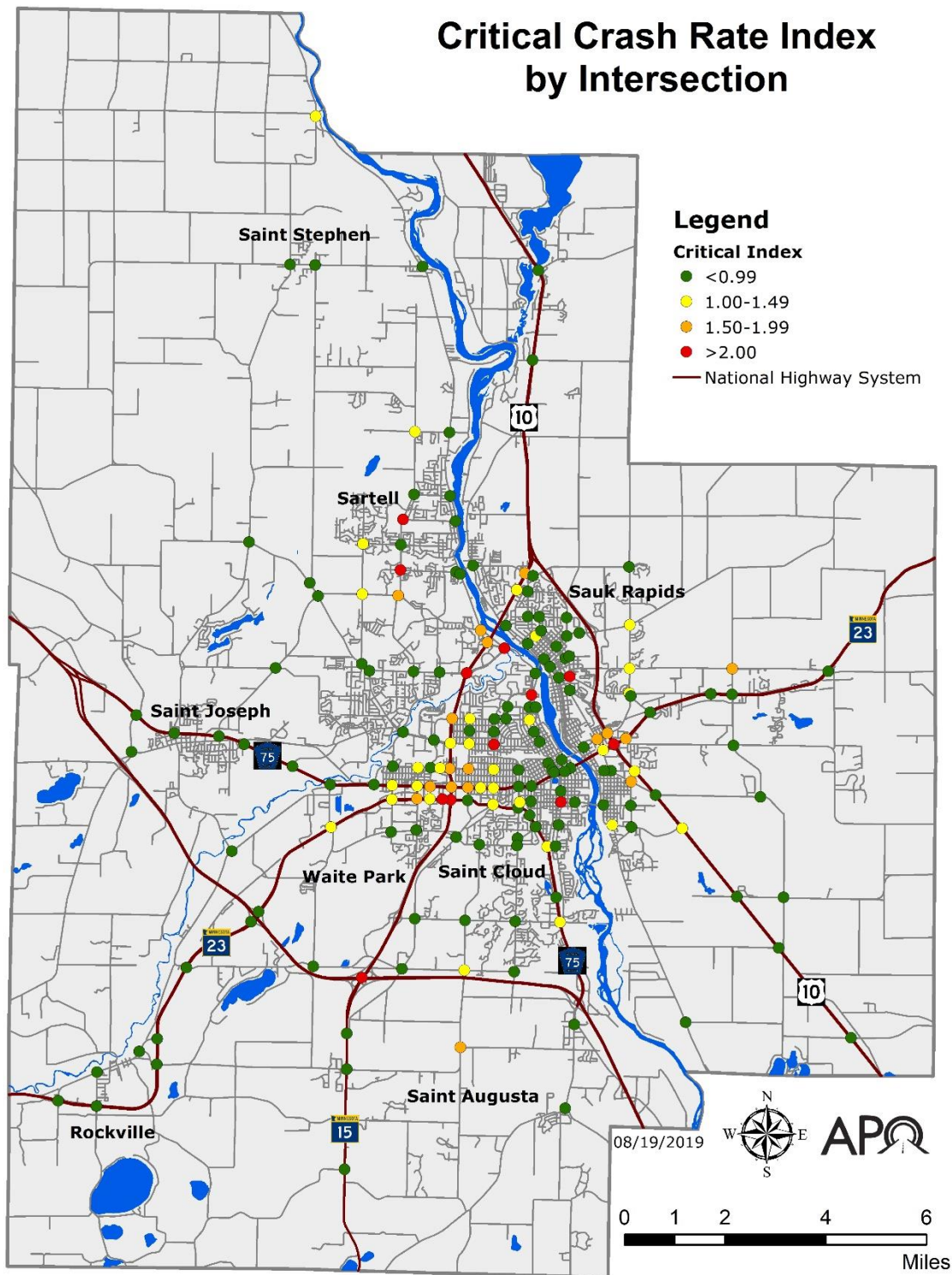
Data courtesy of Parks & Trails Council of Minnesota, 2020.



E. Safety

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

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



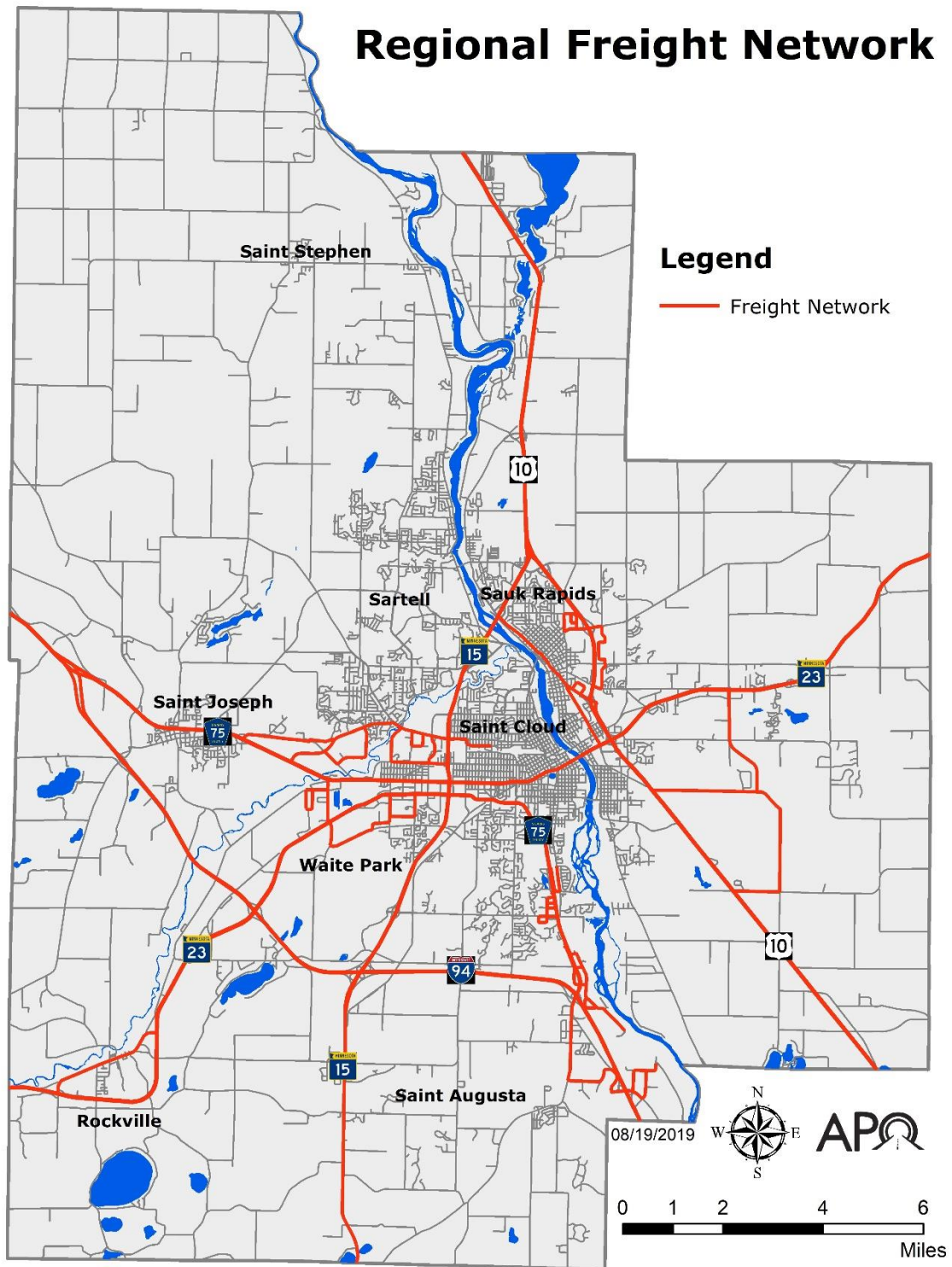
Data source: 2011-2015 MnDOT Intersection Green Sheets Minnesota Crash Mapping Analysis Tool (MnCMAT)



F. Economic Vitality

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

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



Data source: 2018, SRF Consulting, Inc.



G. Energy and Environmental Conservation

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

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

H. Public Engagement, Plan Identification, Project Readiness

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(10 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.



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: Highway Safety Improvement Program prioritization
DATE: March 3, 2022

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 Highway Safety Improvement Program (HSIP). The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match (though some qualifying projects may not require any match) with a maximum cap for a project being \$500,000 per location.

In 2021, MnDOT's Office of Traffic Engineering (OTE) altered the solicitation process to further involve Metropolitan Planning Organizations (MPOs) in project selection. This change required MPOs to review and prioritize HSIP applications within their planning area. Those priorities – which would ultimately include a ranking – would be submitted to OTE for their incorporation into the selection process.

Last year, without an understanding of the OTE selection process, the APO opted to rank all projects equally.

As a result, APO staff committed to further research/clarify the HSIP scoring process utilized by MnDOT's Central Office to help inform the local prioritization discussion at the APO in the future.

In November, APO staff reached out to MnDOT Traffic Safety Engineer Derek Leuer and MnDOT Research Analyst Specialist Eric DeVoe to learn more about their scoring criteria. APO staff also participated in an HSIP presentation at the February MPO Director's meeting. It was determined that MnDOT employs the following process when evaluating HSIP

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

projects:

1. Projects are separated into proactive versus reactive project categories for initial scoring. Weighting is then factored in so that all projects (regardless of type) can be ranked and ultimately selected for funding.
 - a. Proactive/Data Driven projects (which make up approximately 70% of all funded HSIP projects):
 - i. Based on crash data for fatalities and serious injuries.
 - ii. Deployed system wide (or across much of the system).
 - iii. Typically rural in location.
 - iv. Typically lower in cost.
 - v. Focused on prevention.
 - b. Reactive projects
 - i. Needs to be based on crash data (across all crash severities) and must have a fatal or severe crash with a need for a fatal and severe crash history.
 - ii. Typically higher volume intersections.
 - iii. Deployed at a single location.
 - iv. Typically higher in cost with a benefit-to-cost ratio greater than 1.00.
2. OTE utilizes five factors in its scoring process.

Factor	Criteria Considered
Screening Criteria	Site has a sustained fatal and serious injury crash history OR has a systemic risk of fatal and serious injury crashes.
Coverage	Wide deployment, partnerships with other agencies.
Expected Impact	Cost effective, i.e., benefit cost > 1.00 (for crashes ONLY)
Planning	Site identified in a safety plan (e.g., District or County Safety Plan, Road Safety Audit, other safety plan)
Alignment with HSIP Goals	Other considerations including project readiness, local support, effectiveness of strategy, etc. This can also include unique project factors.

During this last solicitation cycle, MPOs from across the state opted to assign equal ranking for their projects. Per discussions held at the February MPO Director's meeting, OTE is still in the process of determining exactly how MPO rankings will factor into the final scoring process. It is believed at this time that rankings from MPOs will serve more as a tiebreaker or a "tipping point" in comparing two very similar project (similar in nature and technical scoring).

With this information, APO staff are recommending the APO explore the following possibility when prioritizing future HSIP projects.

Given the stark differences between reactive and proactive/data driven projects, APO staff would recommend separating and prioritizing projects separately regardless of which fiscal year the applicant would be requesting funding. This would result in two separate prioritization lists being considered by OTE. However, given the nature of these two types of projects and limited understanding of OTE's weighting process, this would ensure that

both high crash areas and systemic risks areas are being appropriately considered for funding.

In addition, rather than developing a scoring criteria – especially given the limited input this would have on the final decision – APO staff are recommending the APO approach HSIP much like the current approach to assigning the regional significant points for the Transportation Alternatives program. This would not be a formal ranking process, but rather brief presentations from project sponsors with a flexible “discussion based” ranking to reflect the most pressing local needs.

With input, APO staff hope to bring this up to the TAC for recommending action within the next few months before action can be taken at the Policy Board level.

Suggested Action: None, discussion only.