

AGENDA

APO POLICY BOARD MEETING

THURSDAY, AUG 11, 2022 - 4:30 P.M.

**GREAT RIVER REGIONAL LIBRARY, BREMER ROOM
1300 W ST GERMAIN ST, ST CLOUD, MN 56301**

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Consideration of Consent Agenda Items (*Attachments A – D*)
 - a. Approve Minutes of June 9, 2022 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists for June, July, August, and September (*Attachments B1 – B3*)
 - c. Receive Staff Report of July 28th Meeting of the Technical Advisory Committee (*Attachment C*)
 - d. Receive staff report of the Area Transportation Partnership Meeting (*Attachment D*)
6. Presentation on Minnesota State Highway Investment Plan (*Attachment E*) *Philip Schaffner – MnDOT Program Director, Statewide Planning*
 - a. **Suggested Action: None, information only**
7. Presentation on Promoting Transportation Options (*Attachment F*) *Chris Berrens, MnDOT Planning Director*
 - a. **Suggested Action: None, information only**
8. Consider 2023-2024 Unified Planning Work Program (*Attachment G1 & G2*), *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approval 2023-2024 UPWP and Corresponding Payscales**
9. Consider Regional Transportation Priorities for 2023 (*Attachment H*), *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve Regional Transportation Priorities for 2023**
10. Other Business & Announcements
11. 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 POLICY BOARD
Thursday, June 9, 2022 – 4:30 p.m.

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, June 9 at 4:30 p.m. APO Chair Joe Perske presided with the following members:

Raeanne Danielowski	Sherburne County
Dottie Seamans	City of Sauk Rapids
Ryan Daniel	Metro Bus
Mike Conway	City of Saint Cloud
Jared Gapinski	Benton County
Paul Brandmire	City of Saint Cloud
Tim Elness	City of Sartell

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
James Stapfer	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Amber Blattner	Saint Cloud APO
Dave Green	Metro Bus
Sunny Husse	Metro Bus

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Ms. Seamans motioned to approve the agenda, and Mr. Westerlund seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were in attendance. Mr. Gapinski noted that he and commissioner Heinen will be meeting June 17 to discuss the Benton County's portion of the beltline. Mr. Perske would be interested in attending that meeting. Mr. Perske noted they don't have a transportation planner and he plans to contact local legislatures regarding that issue. The transportation funding bill did not pass. Ms. Danielowski suggested something be sent from the APO focusing on the transportation issue to get more funding. Without the 20% match 80% of federal funding is left on the table. Mr. Gibson said staff could draft a letter and Mr. Perske could sign it. Regarding public comment, Ms. Johnson read an email she received stating concerns about heavy traffic on 322nd street and that APO should take a closer look at the roadway. Ms. Johnson did reply to the email letting them know that the project is part of the long-range transportation plan. Mr. Westerlund said LeSauk township owns the North part of 322nd street, the South part is owned by St. Cloud, and it is a heavily traveled roadway that needs work. The road striping will be repainted this summer, but the road needs a lot more improvements. Mr. Gibson said he has a meeting next week with the judge Kundrant to discuss his concerns regarding 322nd street.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of April 14, 2022 Policy Board Meeting (Attachment A)
- b. Approve Bills Lists for May and June (Attachments B1 & B2)
- c. Approve FY 2022-2025 Transportation Improvement Program Modifications (Attachments C)
- d. Receive Staff Report of May 26th Meeting of the Technical Advisory Committee (Attachment D)

Mr. Gapinski motioned to approve the consent agenda items replacing April minutes with May minutes, and Mr. Brandmire seconded the motion.

Motion carried. Mr. Brandmire noted a change to the April minutes changing 'hwy 23 collision' to 'hwy 23 coalition'

MetroBus Presentation

Mr. Daniel provided a summary of Metro Bus reviewing their mission and history. Metro Bus has roughly 150 employees and 80 buses, 75% powered by clean burning compressed natural gas. Metro Bus participates in community engagement to encourage people to ride the bus. Mr. Green summarized the Metro Bus services including 16 year-round routes, seven days a week, 359 days a year. Dial-A-Ride service is available within $\frac{3}{4}$ of a mile of all fixed Routes. Connex service is a trial on demand service available only in Sartell. Ms. Danielowski asked if the \$2.50 is for one way and Mr. Green confirmed that it is. Mr. Gibson asked if it is still a pilot project. Mr. Green said Metro Bus still considers it a pilot project. Ms. Danielowski asked how this is different than TriCAP. Mr. Green said TriCAP covers areas outside of the city in which Metro Bus does not operate. Mr. Green summarized the Northstar link service. Ms. Danielowski asked if gas prices affect bringing back full service for Northstar. Mr. Green said MetroBus is feeling the staff shortages. Mr. Gibson asked if the train goes away would MetroBus consider driving Northstar link buses to the Twin Cities. Mr. Green said they have discussed the possibility. Mr. Green noted three large buses and eight small buses are on order. Mr. Brandmire asked what obstacles there are getting buses. Mr. Green said buses are having trouble getting chips. Sunny summarized staffing statistics. Fixed route operator vacancies have been in double digits since the pandemic began. Regular service will not resume soon. Sunny summarized Metro Bus recruitment initiatives. Mr. Brandmire asked if the age was 18 plus. Sunny said drivers are required to have three years driving experience, so age is typically 19 years old.

Consider Public Release of FY 2023-2026 Transportation Improvement Program (TIP) for Review and Comment

Ms. Johnson summarized the Transportation Improvement Program (TIP). The TIP spans four fiscal years, is updated on an annual basis, and lists all the projects receiving funding. APO staff are now in the final stages of preparing the FY 2023-2026 for final approval and incorporation into the Minnesota State Transportation Improvement Program (STIP). Final approval of the document is anticipated in September 2022. Mr. Brandmire asked if County Road 74 is in the TIP. Ms. Johnson said it is not but it is in the long-range transportation plan. Ms. Johnson said if CSAH 74 is a project priority it can be submitted for project funding in the Fall. If the City of Saint Cloud wanted to start a project, they could begin and get

reimbursed later. Solicitation opens in September. Ms. Johnson is meeting tomorrow to discuss grant projects with the City of St. Cloud.

Mr. Brandmire motioned to approve releasing the FY 2023-2026 Transportation Improvement Program for public comment. Mr. Conway seconded the motion. Motion carried.

Consider Public Release of Draft Active Transportation Plan for Review and Comment

Mr. McKenzie summarized the Regional Active Transportation Plan (ATP). It aims to provide a long-range planning framework to support non-motorized forms of transportation in the Saint Cloud Metropolitan Planning Area (MPA). Mr. Gibson said because APO looks at the entire region the intent for the plan is to identify priority areas for investment at a high level, and not to identify every possible project. Mr. Brandmire asked if the APO has done this plan before. Mr. McKenzie said this is the first time the APO has looked at this. Mr. Brandmire noted they have had a lot of negative feedback about sidewalks being put in St. Cloud because people don't want to maintain them. Mr. McKenzie said the public comment will run from June 15, 2022 to July 15, 2022.

Mr. Gapinski motioned to approve releasing the Active Transportation Plan for public comment and Mr. Brandmire seconded the motion. Motion carried.

Consider Highway Safety Improvement Program (HSIP) Prioritization Criteria

Ms. Johnson summarized the HSIP program prioritization process. MnDOT's Office of Traffic Engineering (OTE) altered the HSIP solicitation process to involve MPOs in project solicitation. This involvement asked MPOs to rank/prioritize projects. Ms. Johnson summarized the OTE scoring process. TAC recommended to separate the proactive/data driven projects from the reactive projects. Projects would have equal ranking and there would be a discussion-based ranking on equal projects. Mr. Brandmire asked if regarding the funding you get a certain amount of funding to distribute or if it is on a per project basis. Ms. Johnson said projects are done on a district level and funding is on a per project basis. It is unclear on how much weight the APOs prioritization process will hold during the scoring process conducted by Office of Traffic Engineering. Ms. Johnson request approval of the HSIP Prioritization process.

Mr. Brandmire motioned to approve the HSIP prioritization methodology. Mr Gapinski seconded the motion. Motion carried.

Presentation on FY 2020 Transportation Performance Monitor Report

Mr. Stapfer summarized the 2020 Transportation Performance Monitoring Report (TPMR). The report serves as an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving towards achieving the goals stated in the MTP. Mr. Gibson noted that there was less driving in 2020 but more crashes/deaths.

OTHER BUSINESS & ANNOUNCEMENTS:

Mr. Gibson said there are no items on the agenda for July and there will probably not be a meeting.

ADJOURNMENT:

The meeting was adjourned at 6:18 p.m.

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor-Actual Disbursements&Bank Deposits

June 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
AASHTO				
06/03/2022	Bill Payment (Credit Card)		Professional Development	225.00
Adobe Creative Cloud				
06/14/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
06/15/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
06/21/2022	Bill Payment (Credit Card)		IT Support & Services	16.13
AFLAC				
06/10/2022	Bill Payment (Check)		Employee Health Dental & Other	735.38
Alex Mckenzie				
06/08/2022	Bill Payment (Check)		Mary 2022 mileage reimbursement	126.36
BCBS of MN				
06/20/2022	Bill Payment (Check)		Employee Health Dental & Other	3,613.78
Best Buy				
06/01/2022	Bill Payment (Credit Card)		Office Supplies	110.83
Cloudnet				
06/08/2022	Bill Payment (Check)		IT Support	10.00
Delta Dental				
06/06/2022	Bill Payment (Check)		Employee Health Dental & Other	236.65
Loffler Companies				
06/13/2022	Bill Payment (Check)		Copier useage fees	90.26
Postmaster				
06/01/2022	Bill Payment (Credit Card)		Postage	21.10
Secura Insurance Companies				
06/08/2022	Bill Payment (Check)		Business Liability	250.00
Spectrum Business (Charter)				
06/08/2022	Bill Payment (Check)		Communications - telephone/internet	419.94
SRF Consulting Group, Inc.				
06/13/2022	Bill Payment (Check)		Travel Demand Model Updates	8,474.65

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor-Actual Disbursements&Bank Deposits

June 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
Stearns Electric Association				
06/27/2022	Bill Payment (Check)		Utilities - electric	146.71
Transportation Collaborative & Consultants LLC				
06/08/2022	Bill Payment (Check)		Opportunity Drive Project	4,152.50
Traut Companies				
06/08/2022	Bill Payment (Check)		Maintenance - test sprinkler system	95.00
West Central Sanitation, Inc				
06/13/2022	Bill Payment (Check)		Utilities - garbage	52.29
WSB & Associates				
06/08/2022	Bill Payment (Check)		Mayhew Lake Road Corridor	8,012.77
Xcel Energy				
06/06/2022	Bill Payment (Check)		Utilities - heat - gas	192.09
Your CFO Inc				
06/01/2022	Bill Payment (Check)	2BACRM14	Accounting services - June 2022	1,549.00
				\$ 28,636.42

LIBERTY BANK DEPOSITS

	Deposit Date	Amount
SFM - work premium refund	6/23/2022	77.00
Sherbourne County - 2nd half	6/24/2022	1,207.00
Waite Park - 2nd half	6/27/2022	4,083.00
Stearns County - 2nd half	6/29/2022	10,776.00
City of St Cloud - 2nd half	6/30/2022	53,574.50
St Joseph - 2nd half	6/30/2022	3,574.50
Sauk Rapids - 2nd half	6/30/2022	6,941.50
Bank interest earned	06/30/22	5.46
		80,238.96

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor - Actual Disbursements

July 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
Adobe Creative Cloud				
07/08/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
07/20/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
07/22/2022	Bill Payment (Credit Card)		IT Support & Services	16.13
AFLAC				
07/13/2022	Bill Payment (Check)		Employee Health Dental & Other	735.38
Alex McKenzie				
07/06/2022	Bill Payment (Check)		June 2022 mileage reimbursement	196.56
American Planning Association				
07/18/2022	Bill Payment (Credit Card)		membership - Alex McKenzie	341.00
AMPO - Assoc of Metropol Planning Org				
07/05/2022	Bill Payment (Credit Card)		membership - Brian Gibson	772.50
Bitly Europe GmbH				
07/13/2022	Bill Payment (Credit Card)		IT Support & Software	191.88
City of St. Cloud - Water/Sewer				
07/15/2022	Bill Payment (Check)		City - Water & Sewer	147.74
Cloudnet				
07/06/2022	Bill Payment (Check)		IT Support & Software	10.00
David Turch & Associates				
07/22/2022	Bill Payment (Check)		May / June Lobbying	8,000.00
Delta Dental				
07/04/2022	Bill Payment (Check)		Employee Health Dental & Other	236.65
Emerald Companies Inc				
07/05/2022	Bill Payment (Credit Card)		Lawn care services	404.49
Loffler Companies				
07/15/2022	Bill Payment (Check)		excess copier copies	262.30
Mailchimp.com				
07/11/2022	Bill Payment (Credit Card)		Printing & Publications	17.00
Metro Sales Inc				

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor - Actual Disbursements

July 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
07/15/2022	Bill Payment (Check)		IT Support & Software	1,078.15
		Net V Pro		
07/04/2022	Bill Payment (Check)		IT Support & Software	321.00
07/22/2022	Bill Payment (Check)		IT Support & Software	321.00
		Premium Waters, Inc.		
07/04/2022	Bill Payment (Credit Card)		Office Supplies - frinkning water	31.60
07/22/2022	Bill Payment (Credit Card)		Office Supplies - frinkning water	44.60
		Principal Mutual Life Insurance		
07/04/2022	Bill Payment (Check)		Employee Health Insurance	260.88
07/06/2022	Bill Payment (Check)		Employee Health Insurance	260.88
07/15/2022	Bill Payment (Check)		Employee Health Insurance	260.88
		SC Times		
07/12/2022	Bill Payment (Credit Card)		Printing & Publications	191.41
		Shutterstock.com		
07/08/2022	Bill Payment (Credit Card)		Printing & Publications	29.00
		Spectrum Business (Charter)		
07/06/2022	Bill Payment (Check)		Communications - telephone/internet	419.94
		SRF Consulting Group, Inc.		
07/15/2022	Bill Payment (Check)		Travel Demand Model Update	14,245.20
		St Cld Human Services Council		
07/22/2022	Bill Payment (Credit Card)		membership	35.00
		Stearns Electric Association		
07/25/2022	Bill Payment (Check)		utilities - electric	167.58
		Summit Fire Protection		
07/04/2022	Bill Payment (Check)		fire extinguisher maintenance	165.72
		Transportation Collaborative & Consultants LLC		
07/07/2022	Bill Payment (Check)		Opportunity Drive Study	17,717.00
		Weisman Cleaning Inc		
07/04/2022	Bill Payment (Check)		Office cleaining services	140.00

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor - Actual Disbursements

July 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
West Central Sanitation, Inc				
07/15/2022	Bill Payment (Check)		garbage services	52.46
WSB & Associates				
07/18/2022	Bill Payment (Check)		Mayhew Lake Road Corridor Study	12,684.36
Xcel Energy				
07/05/2022	Bill Payment (Check)		Utilities - heating gas	97.15
Your CFO Inc				
07/01/2022	Bill Payment (Check)	SBRCTMUQ	Accounting services - july 22	1,580.00
				<u><u>\$ 61,541.42</u></u>

LIBERTY BANK DEPOSITS

	Deposit Date	Amount
Metro Bus - 2nd Half Assessment	07/05/22	4,150.00
LeSauk - 2nd Half Assessment	07/01/22	692.50
Benton County - 2nd Half Assessment	07/01/22	3,674.00
Benton County - 2nd Half Assessment	07/01/22	10,000.00
Sartell - 2nd Half Assessment	07/08/22	9,487.00
Bank interest earned	07/31/22	6.94
		<u><u>28,010.44</u></u>

PROPOSED August 2022 and September 2022 DISBURSEMENTS
prepared 8/1/2022

Agenda Item 5b
ATTACHMENT B3

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Direct Dep.	Net Payroll (including insurance reimbursement)	8/5/2022 Payroll Paid	Payroll	\$ 9,437.48
Electronic	Expense Reimbursemt - Employee mileage	8/5/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	8/5/2022 Payroll Paid	Payroll	\$ 2,687.12
Electronic	MN Department of Revenue-Withholding PAID	8/5/2022 Payroll Paid	Payroll	\$ 699.00
Electronic	PERA	8/5/2022 Payroll Paid	Payroll	\$ 1,903.56
Electronic	Great West Annuity	8/5/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	8/5/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	8/5/2022 Payroll Paid	Payroll	\$ 418.22
Direct Dep.	Net Payroll (including insurance reimbursement)	8/19/2022 Payroll Paid	Payroll	\$ 8,836.48
Electronic	Expense Reimbursemt - Employee mileage	8/19/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	8/19/2022 Payroll Paid	Payroll	\$ 2,687.12
Electronic	MN Department of Revenue-Withholding PAID	8/19/2022 Payroll Paid	Payroll	\$ 699.00
Electronic	PERA	8/19/2022 Payroll Paid	Payroll	\$ 1,903.56
Electronic	Great West Annuity	8/19/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	8/19/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	8/19/2022 Payroll Paid	Payroll	\$ 418.22
Direct Dep.	Net Payroll (including insurance reimbursement)	9/2/2022 Payroll Paid	Payroll	\$ 8,836.48
Electronic	Expense Reimbursemt - Employee mileage	9/2/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	9/2/2022 Payroll Paid	Payroll	\$ 2,687.12
Electronic	MN Department of Revenue-Withholding PAID	9/2/2022 Payroll Paid	Payroll	\$ 699.00
Electronic	PERA	9/2/2022 Payroll Paid	Payroll	\$ 1,903.56
Electronic	Great West Annuity	9/2/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	9/2/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	9/2/2022 Payroll Paid	Payroll	\$ 418.22
Direct Dep.	Net Payroll (including insurance reimbursement)	9/20/2022 Payroll Paid	Payroll	\$ 8,836.48
Electronic	Expense Reimbursemt - TRB conference	9/20/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	9/20/2022 Payroll Paid	Payroll	\$ 2,687.12
Electronic	MN Department of Revenue-Withholding PAID	9/20/2022 Payroll Paid	Payroll	\$ 699.00
Electronic	PERA	9/20/2022 Payroll Paid	Payroll	\$ 1,903.56
Electronic	Great West Annuity	9/20/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	9/20/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	9/20/2022 Payroll Paid	Payroll	\$ 418.22
Credit Card	Adobe Creative Cloud - August 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Credit Card	Adobe Creative Cloud - September 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Check	Alex McKenzie	June 2022 mileage	Travel	\$ 196.56
Credit Card	America Planning Association	Membership - Alex McKenzie	Dues and Subscriptions	\$ 341.00
Credit Card	Association of Metropolitan Planning Org	Membership - Brian Gibson	Dues and Subscriptions	\$ 772.50
Check	AFLAC - August 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Check	AFLAC - September 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Electronic	BCBS of MN - August 2022	Employee Health Insurance	Payroll	\$ 3,613.78
Electronic	BCBS of MN - September 2022	Employee Health Insurance	Payroll	\$ 3,613.78
Credit Card	Bitly Europe GmbH		IT Support & Software	\$ 191.88
Check	City of St Cloud - Water/Sewer - August 2022	Utilities - water / sewer	Utilities	\$ 50.00
Check	City of St Cloud - Water/Sewer - September 2022	Utilities - water / sewer	Utilities	\$ 50.00
Check	Cloudnet - August 2022	Internet Service	Utilities	\$ 10.00
Check	Cloudnet - September 2022	Internet Service	Utilities	\$ 10.00
Check	David Turch & Associates- August 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	David Turch & Associates- September 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	Delta Dental - August 2022	Employee dental insurance	Payroll	\$ 236.65
Check	Delta Dental - September 2022	Employee dental insurance	Payroll	\$ 236.65
Credit Card	Google Inc - estimate - August 2022	G Suite Basic - Commitment	Utilities	\$ 48.00
Credit Card	Google Inc - estimate - September 2022	G Suite Basic - Commitment	Utilities	\$ 48.00
Check	Saint Cloud APO Policy Board Meeting	Copier Supplies	Copy Machine	\$ 400.00

August 11, 2022

PROPOSED August 2022 and September 2022 DISBURSEMENTS
prepared 8/1/2022

Agenda Item 5b
ATTACHMENT B3

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Check	Loffler Companies - estimate - September 2022	Copier Supplies	Copy Machine	\$ 150.00
Credit Card	Mailchimp.com - estimate - August 2022	Monthly IT Support	IT Support & Software	\$ 17.00
Credit Card	Mailchimp.com - estimate - September 2022	Monthly IT Support	IT Support & Software	\$ 17.00
Credit Card	Neopost USA, Inc.	Postage Meter	Meter Lease	\$ 59.25
Credit Card	Neopost USA, Inc.	Postage Meter	Postage	\$ 200.00
Check	Metro Sales Inc - August 2022	Monthly IT Support	IT Support & Software	\$ 400.00
Check	Metro Sales Inc - September 2022	Monthly IT Support	IT Support & Software	\$ 400.00
Check	Premium Water Inc - estimate - August 2022	office drinking water	Utilities	\$ 40.00
Check	Premium Water Inc - estimate - September 2022	office drinking water	Utilities	\$ 40.00
Check	Principal Financial - August 2022	Employee disability insurance	Payroll	\$ 261.00
Check	Principal Financial - September 2022	Employee disability insurance	Payroll	\$ 261.00
Credit Card	Quill.com - estimate - August 2022	Office Supplies	office Supplies	\$ 100.00
Credit Card	Quill.com - estimate - September 2022	Office Supplies	office Supplies	\$ 100.00
Check	Spectrum Business (Charter) - August 2022	Internet Service	Utilities	\$ 414.94
Check	Spectrum Business (Charter) - September 2022	Internet Service	Utilities	\$ 414.94
Electronic	Stearns Electric Association - August 2022	Utilities - electric	Utilities	\$ 200.00
Electronic	Stearns Electric Association - September 2022	Utilities - electric	Utilities	\$ 200.00
Check	SC Times - estimate - estimate - August 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	SC Times - estimate - estimate - September 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	Shutterstock.com		Printing/Publishing	\$ 29.00
Check	SRF Consulting Group Inc	Travel Demand Model Update - through 6/30	Travel Demand Model Update	\$ 14,264.20
Credit Card	St Cloud Human Services Council	membership	Dues and Subscriptions	\$ 35.00
Check	Transportation Collaborative & Consultants LLC	Opportunity Drive Study - through 6/30	Opportunity Drive Study - through 6/30	\$ 17,717.00
Check	Vicki Johnson	July 2022 mileage	Travel	\$ 135.49
Check	Weisman Cleaning Inc - estimate - August 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	Weisman Cleaning Inc - estimate - September 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	West Central Sanitation Inc - estimate - August 2022	Utility - garbage	Utilities	\$ 55.00
Check	West Central Sanitation Inc - estimate - September 2022	Utility - garbage	Utilities	\$ 55.00
Check	WSB & Associates	Mayhew Lake Road Corridor Study	Mayhew Lake Road Corridor Study	\$ 12,684.36
Electronic	Xcel Energy - estimate - August 2022	Utilities - gas	Utilities	\$ 100.00
Electronic	Xcel Energy - estimate - September 2022	Utilities - gas	Utilities	\$ 100.00
Check	Your CFO Inc	2021 accounting services - August 2022	Accounting Services	\$ 1,580.00
Check	Your CFO Inc	2021 accounting services - September 2022	Accounting Services	\$ 1,580.00
TOTAL				<u>\$ 130,973.38</u>



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on July 28, 2022, Technical Advisory Committee meeting
DATE: Aug. 1, 2022

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, July 28, 2022. At that meeting, the following topics were discussed:

1. Presentation of the Minnesota State Highway Investment Plan (MnSHIP) 2023-2042
 - a. Minnesota Department of Transportation (MnDOT) Statewide Planning Program Director Philip Schaffner presented on the 20 year state highway investment plan. Mr. Schaffner provided an overview of the plan development and solicited feedback from TAC representatives as part of the first round of public engagement on the plan.
2. Consideration of the 2023-2024 Unified Planning Work Program (UPWP)
 - a. APO Executive Director Brian Gibson provided an overview of the proposed APO budget for 2023. Major work activities include the development of a draft Metropolitan Transportation Plan (MTP) and a corridor study for Stearns County CSAH 1 from CR 120 to Ninth Avenue N. TAC representatives voted to recommend Policy Board approval of the UPWP.
3. Consideration of the 2023 Regional Transportation Priorities
 - a. Mr. Gibson asked TAC representatives to weigh in on the development of the APO's list of regional transportation priorities. Mr. Gibson presented three possible projects – environmental review of the Mississippi River Bridge at 33rd Street S; environmental review of MN 15 between Second Street S and 12th Street N; and construction of the Benton CSAH 29 extension from Mayhew Lake Road to the intersection of Golden Spike Road and CR 80. TAC representatives voted to recommend Policy Board approval of these three regional priorities.

Suggested Action: None, informational only.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on June 16, 2022, Central Minnesota Area Transportation Partnership meeting
DATE: June 23, 2022

The Central Minnesota Area Transportation Partnership (ATP-3) met via Teams on Thursday, June 16, 2022. At that meeting, the following occurred:

1. Local Federal Project Update

- a. MnDOT District 3 State Aid Engineer Angie Tomovic provided updates on the FY 2022 Federal projects. Within the APO's planning area, these included the following:
 - i. City of Saint Cloud's Beaver Island Trail Phase 8 construction.
 - ii. City of Saint Cloud's Cooper Avenue reconstruction.
 - iii. City of Sartell's 19th Avenue S reconstruction.
 - iv. City of Sartell's trail and sidewalk gap project.
 - v. Stearns County's ROCORI Trail Phase 3 construction.
 - vi. Stearns County's chevron curve signing project.
 - vii. Stearns County's rural intersection lighting project.
 - viii. Sherburne County's mumble strips and intersection sign enhancement project.

Ms. Tomovic said these projects are all ready to go for construction. One project – Sherburne County's rural intersection lighting project – was supposed to be constructed in 2022, however, it was moved to FY 2023 construction.

2. FY 2023-2026 STIP Update

- a. MnDOT District 3 Engineering Specialist/Program Coordinator Jeff Lenz provided an update on the FY 2023-2026 STIP development. Mr. Lenz said he had informed all engineers, project managers, and regional planners that the deadline to change any of the projects within this draft is July 8. After that, the APO will begin public comment on their draft TIP.

3. City of Mora, MN Highway 65/9th Street Left Turn Lane Local Partnership Program Request

- a. Ms. Tomovic reviewed an LPP application brought forth by the City of Mora for the construction of a northbound left-turn lane on MN 65 to improve the intersection of MN 65 and Ninth Street N. The City is requesting \$150,000 to complete this project – the remaining cost of \$35,000 will be the local share. ATP-3 representatives voted to approve this request.

4. Corridors of Commerce Program Legislative Changes Update

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

- a. MnDOT Director of Capital Planning and Programming Patrick Weidemann briefed members of the ATP on the Corridors of Commerce (CoC) program. Mr. Weidemann said the state legislature did not pass several main bills including the state transportation bill. As a result, changes to the CoC process were never addressed. If a special session were to be called, Mr. Weidemann said it is unlikely CoC will be discussed. Mr. Weidemann said one of the sticking points in the legislature was the geographic distribution of funding. MnDOT is currently working within the constraints of the existing legislative direction to minimize the number of projects it receives when the solicitation process begins at the beginning of August. It is anticipated that the \$200 million CoC funding will be awarded in May 2023.

5. Draft 2022 Statewide Multimodal Transportation Plan Update

- a. MnDOT Regional Development Organizations Coordinator Danielle Walchuk provided an updated on the SMTP. Ms. Walchuk said the SMTP is the highest level of policy document for MnDOT and spans a 20-year planning horizon. The plan was last updated in 2017 and is due by the end of the year. Ms. Walchuk reviewed the six objectives contained within the draft:
 - i. Open Decision Making: Focuses on processes that are inclusive, engaging, and supported by data and analysis.
 - ii. Transportation Safety: Fostering a culture of transportation safety for users and the communities the system travels through.
 - iii. System Stewardship: Strategically build, maintain, operate, and adapt all transportation assets.
 - iv. Climate Action: Focuses on a sustainable and resilient transportation system, uses technology and adaptation to address our changing climate.
 - v. Critical Connections: MnDOT and transportation partners maintain and improve critical connections for Minnesotans' prosperity and quality of life.
 - vi. Healthy Equitable Communities: Creating vibrant places that reduce disparities and promote healthy outcomes.

Ms. Walchuk discussed the next steps in the plan development which will include public engagement. The final steps after approval will be to begin implementation and update the modal plans.

6. Infrastructure Investment and Jobs Act (IIJA) Update and Minnesota's Response

- a. MnDOT District 3 Planning Director Steve Voss said it is estimated that Minnesota will receive an additional \$4.5 billion in transportation funding through the passage of the IIJA. In addition, the state is poised to receive \$300 million in bridge formula funding. The IIJA created several new funding programs including a Carbon Reduction Program, the Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) program, the National Electric Vehicle Infrastructure (NEVI) program. In order to determine how to deal with this influx of funding, Mr. Voss said MnDOT rebooted its Program Update Workgroup (PUW) and also created a Climate and Resiliency Workgroup. Mr. Voss said the PUW has been working on how to deal with the FFY 2022 appropriation of \$135 million. Since the appropriation must be spent on new obligations, it was strongly recommended by the PUW that MnDOT will use the 2022 funding and adjust the ATP and District targets in years 2023 through 2026. Mr. Voss said there is also a discussion at the PUW level about doing this same thing for FFY 2023. Mr. Voss said there are also new changes as a result in the Census as to how ATPs and Districts will be given funding allocations. Mr. Voss said

there is a continued discussion on how to handle this situation. Options include:

- i. Maintaining the current funding targets for the next three years.
- ii. Applying a hold harmless provision (no ATP/District will receive less than what they currently do regardless of how the funding formula shakes out).
- iii. Adjusting the targets (which could result in some ATPs/Districts losing funding).

Further discussions will be needed to finalize any action.

7. 2022 Greater Minnesota Transportation Economic Development (TED) Solicitation

- a. Mr. Voss said the TED grant solicitation is currently accepting expressions of interests. Deadline is July 1.

8. ATP Transportation Alternatives Program Application/Scoring Update

- a. Mr. Voss suggested the ATP consider refreshing the scoring criteria for the Transportation Alternatives (TA) program. He asked the ATP if it would be alright if a subcommittee of regional planners begin work at revising the current scoring system ahead of the 2027 solicitation process opening in October.

9. ATP-3 Membership Review

- a. Mr. Voss asked the ATP-3 members to check with their respective organizations to reaffirm membership at the ATP-3 level.

Suggested Action: None, informational only.

20-Year State Highway Investment Plan



MINNESOTA GO

St Cloud Area Planning Organization Policy Board

August 11, 2022

Thanks for having us! Why are we here?

- MnDOT is planning for the future of your state highway system!
- MnDOT needs your input in determining which investments are most important to Minnesotans



What are we planning for? What is MnSHIP?

20-YEAR STATE HIGHWAY INVESTMENT PLAN



Identifying priorities for investing in state highways to maintain and improve the system over the next 20 years.

What is MnSHIP?



Directs capital funding on the 11,703 miles of state highways



Budgets for estimated funding over 20 years



Identifies investments by categories but is not project specific



Part of the Minnesota GO Family of Plans



Why MnSHIP matters?

MnSHIP investment direction guides the planning of projects and improvements on the state highway system

MINNESOTA GO 50-YEAR VISION

Agenda Item 6
Attachment E

Statewide Multimodal Transportation Plan



20-Year State Highway Investment Plan



10-YEAR CAPITAL HIGHWAY INVESTMENT PLAN (CHIP)

Project planning and development
Updated annually

4-YEAR STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

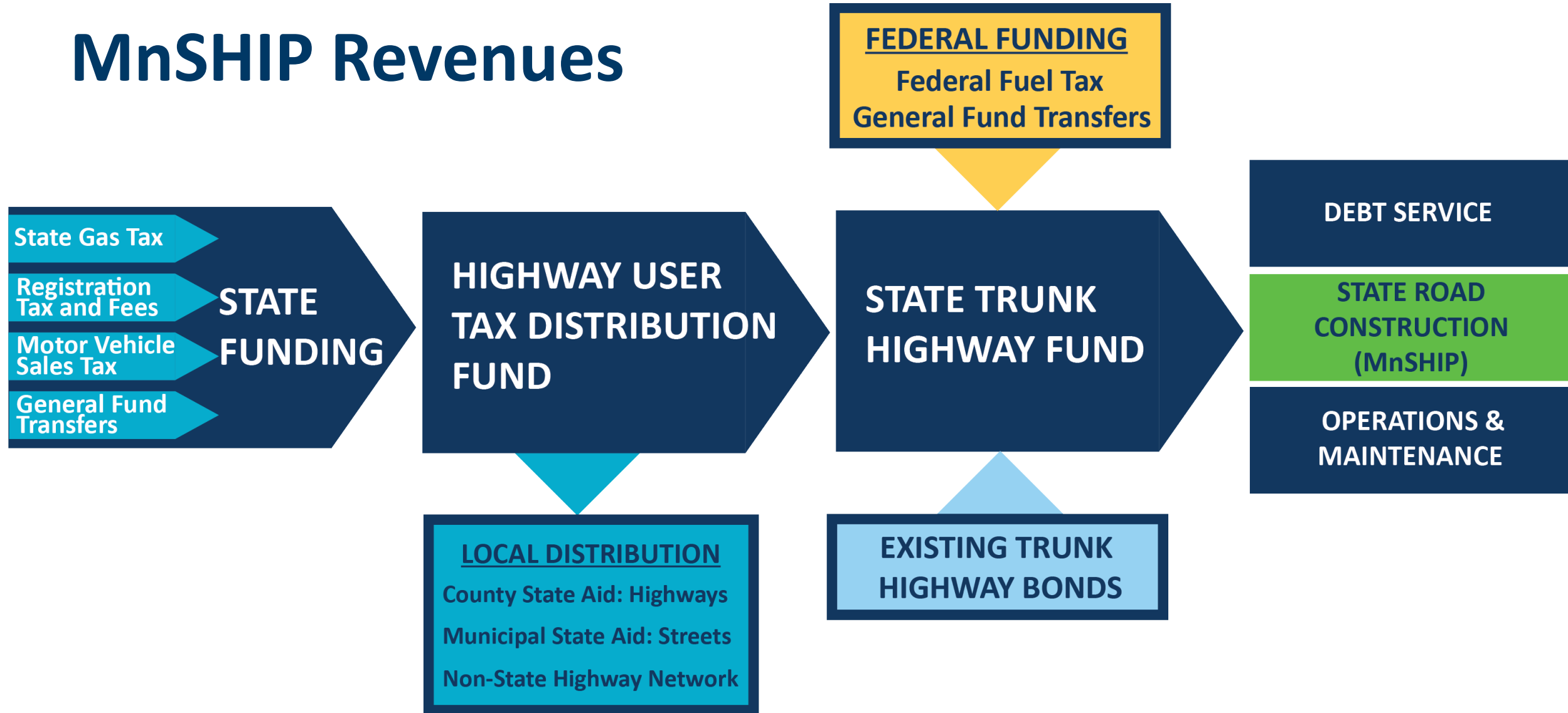
Project design and its program

CONSTRUCTION

100 Years of Highways

- Minnesota's state highway system recently turned 100!
- History of system is complex
- State highways improved access between cities and towns throughout the state – supporting economic growth and vitality
- Construction of state highways also divided, disconnected and destroyed some communities
- Vehicle emissions contribute to climate change
- Much has changed in 100 years and more will change in the future. We need to ensure the benefits and burdens of future transportation decisions are equitable and work towards reducing existing inequities.

MnSHIP Revenues



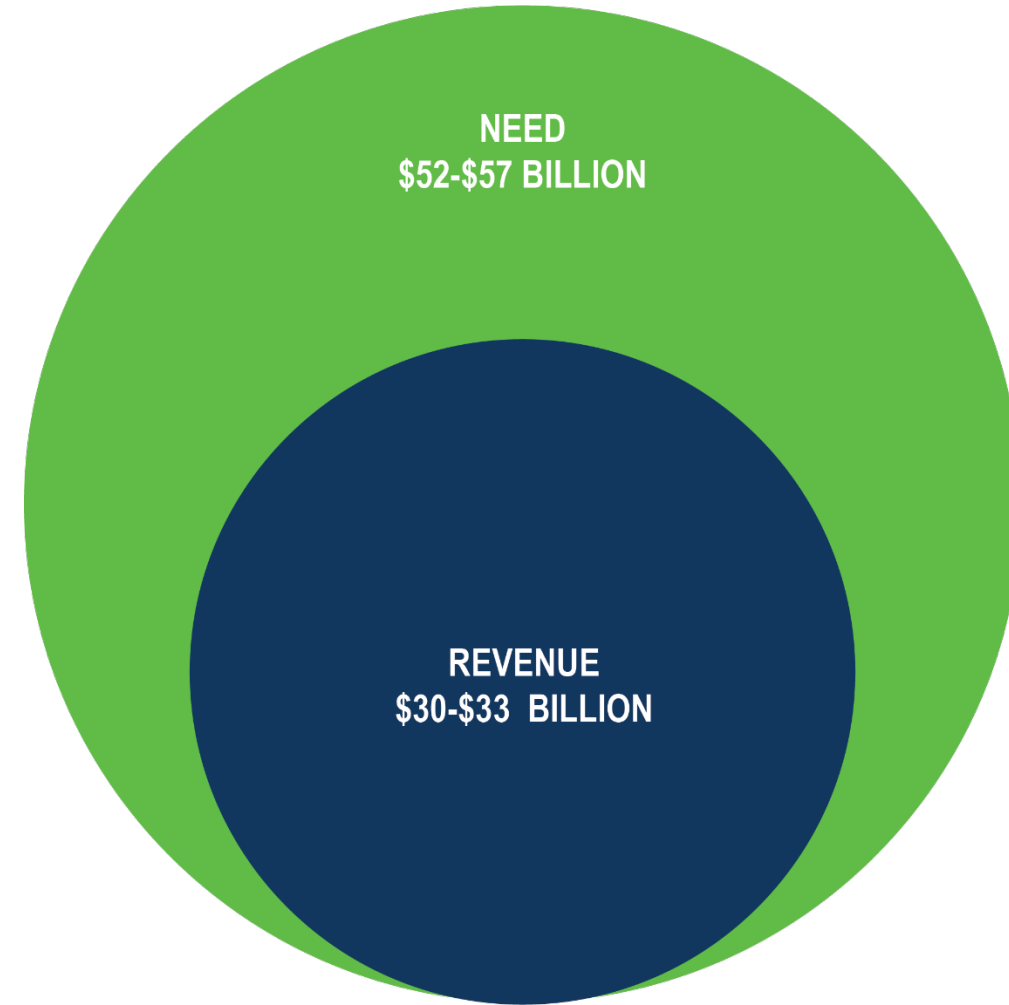


**How much revenue
is estimated?**

\$30-33 Billion
(2023-2042)

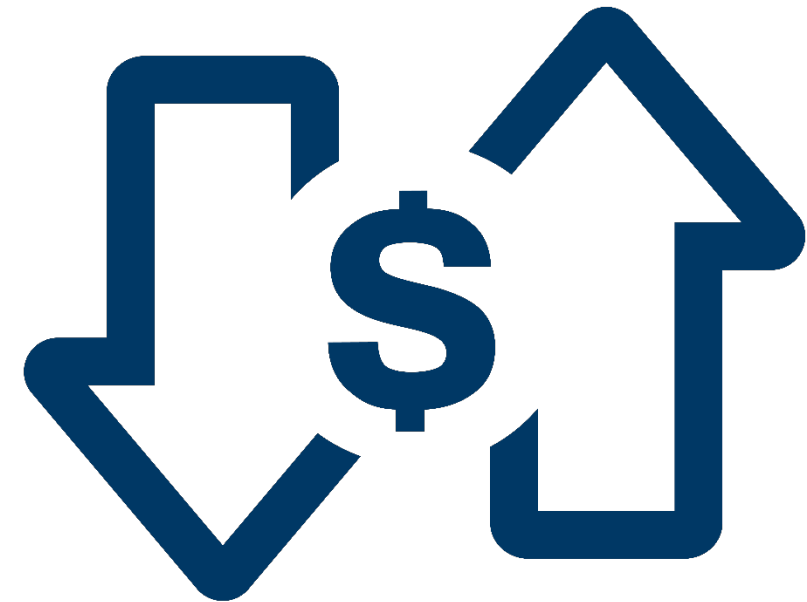
Revenue vs. Need

- **MnDOT is projecting a funding gap of between \$19 – \$27 billion**
- Increase due to several factors
 - Projected costs of inflation
 - Refined and more thorough planning processes
 - New state goals in areas such as pedestrian and bicycle facilities and freight
- Low end of estimated need reflects Minnesota successfully achieving preliminary goals of reducing per capita Vehicle Miles Traveled (VMT)
- In addition to the needs identified by MnDOT, cities and counties have identified \$5-6 billion in priority investments on the state highway system



Discussion of Priorities and Trade-Offs

- Estimated \$30-\$33 billion in available funding for the state highway system over the next 20 years
- A minimum of \$23.5 billion is needed to manage highest risks and meet obligations and requirements in each category
- An estimated \$7-\$9 billion of remaining funding is available for additional improvements or outcomes



We need your input!

Go to:

www.minnesotago.org/investment/

Highway Budget Tool

Agenda Item 6
Attachment E

mn HIGHWAY BUDGET TOOL

MnDOT

Highway Budget Tool



How do we come up with our budget?

Like you, MnDOT has a budget for its expenses. We all make responsible decisions to spend money on our basic needs—shelter, food, clothing. MnDOT makes responsible decisions to spend money to maintain the state highway system to a basic level of performance. We have to make tough decisions on how to spend resources in the most efficient and effective ways. Planning activities like the [Minnesota State Highway Investment Plan](#) help guide these decisions.



Tell us about yourself!

Our goal is to get input from a wide range of people. We are collecting demographic information to identify who we're hearing from. Providing data is optional, however, by answering you will be helping MnDOT understand the needs and preferences of the diverse communities that MnDOT serves. Your responses will not be associated with you, personally.

Age

Are you of Hispanic descent?

What describes your racial/ethnic background?

What best describes how you think of yourself?

Zip Code

Get started →

Highway Budget Tool – How to start?

Agenda Item 6
Attachment E

mn HIGHWAY BUDGET TOOL

Comment

Instructions

[← Back](#)

Choose how you want to start

Select a starter scenario



Take approximately 3 minutes to adjust the allocations for an established scenario



Prioritize Pavement / Current Approach



Prioritize Bridges



Adapt to Changing Technology and Climate



Prioritize Highway Capacity Expansion



Improve Mobility for All Highway Users



Focus on Safe and Equitable Communities

[Start with the minimum investment](#)



Take approximately 10 minutes to create a custom investment scenario from scratch

Add investments to see your baseline budget scenario.



AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$23.5B
MINIMUM
INVESTMENT

\$23.5B

\$0

Start from the minimum levels...

Agenda Item 6
Attachment E

Set your baseline budget

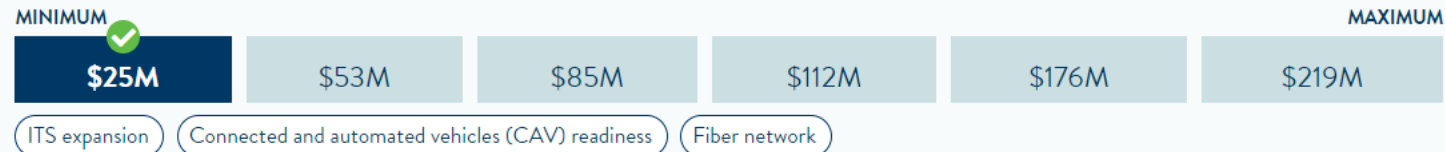
Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Add investments to see your baseline budget scenario.



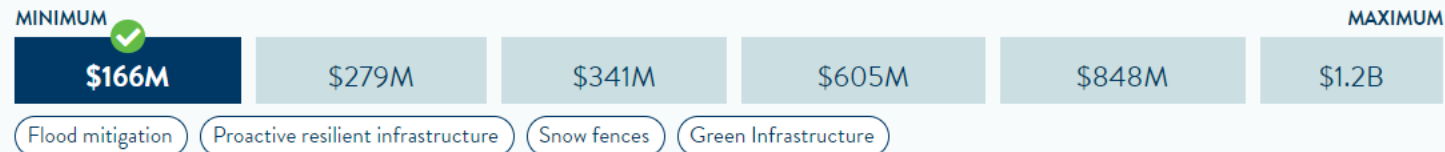

Advancing Technology
[Learn more](#)



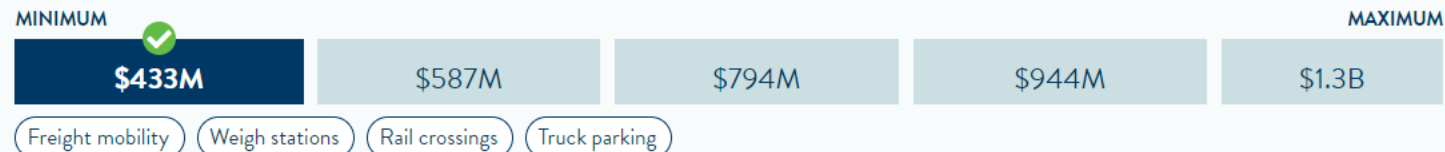

Bridge Condition
[Learn more](#)




Climate Resilience
[Learn more](#)




Freight
[Learn more](#)



AVAILABLE BUDGET
\$30 - 33B

Available Budget

\$23.5B
MINIMUM INVESTMENT

\$23.5B

\$0

...or start from an approach

Agenda Item 6
Attachment E

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Your baseline budget scenario:

Prioritize Pavement / Current Approach



[Learn more](#)

[Continue](#)

AVAILABLE BUDGET

\$30 - 33B

Available Budget

\$31.2B

\$23.5B
MINIMUM
INVESTMENT

\$0


**Advancing
Technology**
[Learn more](#)

MINIMUM



\$25M

\$53M

\$85M

\$112M

\$176M

\$219M

MAXIMUM

ITS expansion

Connected and automated vehicles (CAV) readiness

Fiber network


Bridge Condition
[Learn more](#)

MINIMUM

\$2.8B

\$4.4B

\$4.8B

\$5.3B

\$6.2B

\$6.7B

MAXIMUM

On major highways **Level 1**

All other roadways **Level 1.5**

Bridge culverts **Level 1**


**Climate
Resilience**
[Learn more](#)

MINIMUM



\$166M

\$279M

\$341M

\$605M

\$848M

\$1.2B

MAXIMUM

Flood mitigation

Proactive resilient infrastructure

Snow fences

Green Infrastructure


Freight
[Learn more](#)

MINIMUM

\$433M

\$587M

\$794M

\$944M

\$1.3B

MAXIMUM

Freight mobility **Level 1**

Weigh stations **Level 1**

Rail crossings

Truck parking

MINIMUM

MAXIMUM



Looking more details?

Set your baseline budget

Pick and choose spending levels for different categories below. You can spend up to \$30-33 billion. This total is MnDOT's actual projected funding for the state highway system over the next 20 years.

[Choose another scenario](#) or [Start with the minimum investment](#)

Your baseline budget scenario:

Custom



[Continue](#)

AVAILABLE BUDGET
\$30 - 33B

Available Budget **\$32.2B**

\$23.5B
MINIMUM INVESTMENT

\$0


Advancing Technology
[Learn more](#)

Advancing Technology focuses on implementing new technologies on the state highway system. Investments help prepare for transformative technology advancements such as connected and autonomous vehicles, traffic signal management, or advanced work zone safety. Improvements focus on expanding the MnDOT's fiber network along highways and ensure the state's intelligent transportation system infrastructure is maintained and expanded.

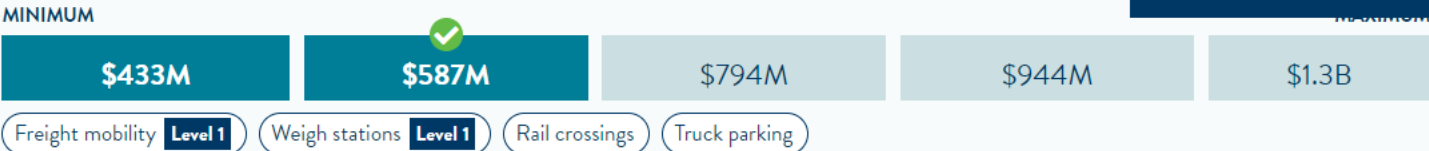

Bridge Condition
[Learn more](#)




Climate Resilience
[Learn more](#)

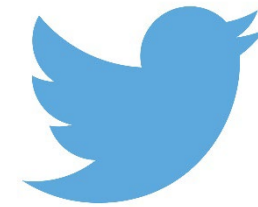



Freight
[Learn more](#)



Help us spread the word!

- Share the link to the online investment budgeting tool
- Follow MnDOT on social media and share MnSHIP posts
- Sign up for e-mail updates
- Request a presentation for your organization
- We're also traveling around the state attending community events

A screenshot of the MnDOT Highway Budget Tool website. The page has a blue header with the MnDOT logo and the title 'Highway Budget Tool'. The main content area is divided into two columns. The left column features a large, stylized calculator with the word 'BUDGET' on its screen, surrounded by various icons like a dollar sign, a pie chart, and a bar graph. The right column contains a form titled 'How do we come up with our budget?' with a paragraph of text explaining the tool's purpose. Below this is a section titled 'Tell us about yourself!' with several dropdown menus for 'Age', 'Are you of Hispanic descent?', 'What describes your racial/ethnic background?', and 'What best describes how you think of yourself?'. There is also a text input field for 'Zip Code' and a 'Get started' button. At the bottom of the page, there is a 'MINNESOTA GO' logo and a 'Translate This Site' link.

Timeline

- **Now to end of September** – 1st public engagement period
- **Fall 2022** – Compile a draft investment direction
- **Winter 2023** – 2nd public engagement period
 - Present and gather feedback on draft investment direction
 - Identify priorities for +\$2 B and +\$6 B increasing revenue investment directions
- **Spring/Summer 2023** – Compile draft plan and seek public comment
- **Late Summer 2023** – Adopt final plan

Questions?

Thank you again!

Philip Schaffner

Director of Statewide Planning

Philip.Schaffner@state.mn.us



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, PTP, Executive Director
RE: Chris Berrens
DATE: August 1, 2022

At a recent Region 7W meeting, Chris Berrens from MnDOT gave a presentation on Promoting Transportation Options and Measuring with a Vehicle Mile Traveled Target.

The APO Board Chair was in attendance, saw the presentation, and requested the Mr. Berrens give the same presentation to the APO Board.

Mr. Berrens will be in attendance to do just that.

Requested Action: None, informational only



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: 2023-2024 Unified Planning Work Program
DATE: July 28, 2022

Pursuant to Federal regulations, APO staff annually develops a Unified Planning Work Program (UPWP), which is both a budget for the APO and a document that identifies regional transportation planning activities for the budget year. The table below on the following page summarizes the proposed budget and activities for 2023.

Anticipated 2023 major work activities include:

- Development of a draft Metropolitan Transportation Plan, complete with a fiscally constrained project list for each jurisdiction
- Completion of safe-routes-to-school plans for Lincoln and Westwood elementary schools
- A corridor study for Stearns County CSAH 1 from CR 120 to 9th Avenue North
- Upon receipt of final Census data, a re-evaluation of the metropolitan planning area and functional classification of roadways

Local assessments would be:

Jurisdiction	2018	2019	2020	2021	2022	2023
St. Cloud	\$43,100	\$45,794	\$46,165	\$46,165	\$51,393	\$51,903
St. Joseph	\$4,313	\$4,583	\$4,829	\$4,829	\$5,507	\$5,399
Sartell	\$11,252	\$11,956	\$12,326	\$12,326	\$14,330	\$14,739
Sauk Rapids	\$8,724	\$9,269	\$9,441	\$9,441	\$10,683	\$10,366
Waite Park	\$4,889	\$5,195	\$5,216	\$5,216	\$5,851	\$6,318
LeSauk Township	\$1,156	\$1,228	\$1,237	\$1,237	\$1,385	\$1,133
Benton County	\$3,508	\$3,728	\$3,717	\$3,717	\$4,184	\$4,097
Sherburne County	\$1,311	\$1,393	\$1,397	\$1,397	\$1,550	\$1,986
Stearns County	\$8,356	\$8,878	\$8,993	\$8,993	\$9,936	\$10,240
Metro Bus	\$2,000	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500
Total	\$88,609	\$94,524	\$96,821	\$96,821	\$108,319	\$109,681

In addition to the assessments shown in the previous table, Stearns County will be providing \$50,000 match for the CSAH 1 corridor study.

Work Activity Category	Federal Funding (CPG)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$201,009	\$20,954	\$5,239	\$29,298	\$256,500
200 Budget & UPWP	\$10,383	\$1,083	\$271	\$1,513	\$13,250
300 Transportation Improvement Program (TIP)	\$36,832	\$3,840	\$960	\$5,368	\$47,000
400 Transportation System Performance Monitoring (TSPM)	\$27,036	\$2,819	\$705	\$3,940	\$34,500
500 Planning Project Development	\$27,428	\$2,860	\$715	\$3,997	\$35,000
600 Metropolitan Transportation Plan (MTP)	\$68,766	\$7,169	\$1,792	\$10,023	\$87,750
610 MTP – Active Transportation Planning	\$20,963	\$2,186	\$546	\$3,055	\$26,750
620 MTP - Transit Planning	\$7,641	\$797	\$199	\$1,113	\$9,750
630 MTP - Freight Planning, Economic Vitality & Tourism	\$2,547	\$266	\$66	\$371	\$3,250
640 MTP - Safety, Security & Environmental Planning	\$6,465	\$674	\$169	\$942	\$8,250
700 Transportation Planning Coordination & Public Outreach	\$70,333	\$7,333	\$1,833	\$10,251	\$89,750
800 Transportation Modeling, Mapping & Technical Support	\$15,673	\$1,634	\$409	\$2,284	\$20,000
900 Locally Funded Activities	\$0	\$11,200	\$2,800	\$11,000	\$25,000
Sub-Total for APO Staff and Operations	\$495,076	\$62,815	\$15,704	\$83,155	\$656,750
Contract Services: David Turch & Associates	\$0	\$0	\$0	\$48,000	\$48,000
Contract Services: Stearns County CSAH 1 Corridor Study	\$150,000	\$0	\$0	\$50,000	\$200,000
Contract Services: Community Liaisons for Hard-to-Reach Populations	\$4,000	\$0	\$0	\$1,000	\$5,000
Contract Services: MTP Support	\$46,800	\$0	\$0	\$11,700	\$58,500
Grand Total Expenses	\$695,876	\$62,815	\$15,704	\$193,855	\$968,250

As always, the cost for the David Turch contract will also be distributed among the member jurisdictions per the agreed upon formula.

Many more details are provided in the attached draft UPWP.

As I developed this work plan, I spent time reviewing job postings for positions similar to the APO staff. I limited my search by excluding both the east and west coasts where the cost of living is significantly higher than here, and by excluding large urban areas except for the Twin Cities. There has been upward pressure on

salaries for a couple of years and so, unsurprisingly, our currently salary ranges appear to be behind the market. As part of this budget, I am also recommending changing staff salary ranges as shown below:

Proposed Change in Salary Ranges by Step										
	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
Executive Director	-\$1,940	-\$1,092	-\$244	\$604	\$1,452	\$2,300	\$3,148	\$3,996	\$4,844	\$5,692
Planner III - Senior Trans Planner	\$5,960	\$6,722	\$7,484	\$8,246	\$9,008	\$9,770	\$10,532	\$11,294	\$12,056	\$12,818
Planner II - Associate Planner	\$8,554	\$9,460	\$10,366	\$11,272	\$12,178	\$13,084	\$13,990	\$14,896	\$15,802	\$16,708
Planner I - Transportation Planner	\$4,050	\$4,980	\$5,910	\$6,840	\$7,770	\$8,700	\$9,630	\$10,560	\$11,490	\$12,420
Planning Technician	\$5,708	\$6,900	\$8,092	\$9,284	\$10,476	\$11,668	\$12,860	\$14,052	\$15,244	\$16,436
Admin Assistant (Hourly)	-\$0.71	-\$0.16	\$0.39	\$0.94	\$1.49	\$2.04	\$2.59	\$3.14	\$3.69	\$4.24

Proposed APO 2023 Salary Ranges & Steps										
	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7	Step 8	Step 9	Step 10
Director	\$81,000	\$85,800	\$90,600	\$95,400	\$100,200	\$105,000	\$109,800	\$114,600	\$119,400	\$124,200
Planner III - Senior Trans Planner	\$62,640	\$66,600	\$70,560	\$74,520	\$78,480	\$82,440	\$86,400	\$90,360	\$94,320	\$98,280
Planner II - Associate Planner	\$54,600	\$58,080	\$61,560	\$65,040	\$68,520	\$72,000	\$75,480	\$78,960	\$82,440	\$85,920
Planner I - Transportation Planner	\$45,000	\$47,880	\$50,760	\$53,640	\$56,520	\$59,400	\$62,280	\$65,160	\$68,040	\$70,920
Technician	\$53,808	\$57,288	\$60,768	\$64,248	\$67,728	\$71,208	\$74,688	\$78,168	\$81,648	\$85,128
Admin Assistant (Hourly)	\$15.10	\$16.60	\$18.10	\$19.60	\$21.10	\$22.60	\$24.10	\$25.60	\$27.10	\$28.60

We have a great staff and I do not want to start losing staff members because our salaries are not keeping up with the market. A lot of knowledge and experience would be lost.

If approved, the changes in salary ranges would become effective January 1, 2023. Importantly, not changing salary ranges would not result in a reduction of local match requirements. It would simply result in about \$50,000 more being available for consultant contracts.

At their July 28th meeting, the Technical Advisory Committee did unanimously recommend approval of the UPWP as presented.

Suggested Action: Approve the 2023-2024 UPWP and the Associated Changes in Salary Ranges.

Saint Cloud Area Planning Organization 2023-2024

Unified Planning Work Program And Budget



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

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

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

DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Saint Cloud Area Planning Organization: Benton County, Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, City of Saint Cloud, City of Saint Joseph, City of Waite Park, LeSauk Township, and Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus). The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the State of Minnesota, and the Saint Cloud Area Planning Organization does not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.

TITLE VI ASSURANCE

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT or the U.S. DOT. Any such complaint must be in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see the [Saint Cloud APO Website](http://www.stcloudapo.org) (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

CIWAANKA VI EE XAQIIJINTA

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Amarka Fulinta 12898 ee ku saabsan Cadaaladda Deegaanka, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid

qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taarikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee '[Cloud Cloud APO](http://www.stcloudapo.org)' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO VI

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

TITLE II ASSURANCE

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Rehabilitation Act) and related statutes and regulations in all programs and activities. Title II of the Americans with Disabilities Act (ADA) requires all state and local government agencies to take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available as a reasonable modification for persons with disabilities upon request. Complaints should be submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged discriminatory occurrence and should be filed with the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the [Saint Cloud APO](http://www.stcloudapo.org)

[website](http://www.stcloudapo.org) (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

CIWAANKA II EE XAQIIJINTA

Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriiira Dhammaan barnaamijyada iyo nashaadaadka. Qodobka II ee Sharciga Naafada Mareykanka (ADA) wuxuu u baahan yahay dhammaan hay'adaha gobolka iyo kuwa maxalliga ah inay qaadaan tillaabooyinka ku habboon si loo hubiyo in xiriirka lala yeesho codsabayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaataada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan ee suurtoogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee '[Cloud Cloud APO](http://www.stcloudapo.org)' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO II

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser

presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.

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ABBREVIATIONS AND GLOSSARY OF TERMS

3-C – Continuing, Cooperative, and Comprehensive: A Federal mandate in accordance with the Federal-Aid Highway Act of 1962 that requires transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive urban transportation planning process undertaken cooperatively by the states and local governments.

APO – Saint Cloud Area Planning Organization: The organization designated by agreement between the Governor, member units of local government, and relevant agencies as being responsible for carrying out the terms of 23 USC Sec. 134. The APO is the MPO for the Saint Cloud urban area.

ATAC – Active Transportation Advisory Committee: A sub-committee of the TAC which focuses on the identifying and addressing the needs of active transportation modes such as bicycling and walking.

ATP – Area Transportation Partnership: These committees of local governments, relevant agencies, and MnDOT staff were created by MnDOT to enhance regional intergovernmental planning and increase cooperative development of the four-year State Transportation Improvement Program (STIP). The APO is a member of the Central Minnesota ATP-3.

CPG – Consolidated Planning Grant: A combination of planning grant funds from the Federal Highway Administration and the Federal Transit Administration.

Equity – The consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American person, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality.

FHWA – Federal Highway Administration: The Federal administration responsible for monitoring and facilitating the construction and maintenance of the National Highway System. The APO is a recipient of an annual planning grant from FHWA.

FTA – Federal Transit Administration: The Federal administration responsible for monitoring and facilitating the operations and capital improvement of public transit providers. The APO is a recipient of an annual planning grant from FTA.

GIS – Geographic Information Systems: A framework for gathering, managing, and analyzing spatially-related data. For example, GIS can be used to map crash reports to determine which roadway intersections are experiencing the highest crash rates.

IIJA – Infrastructure Investment and Jobs Act: The Federal surface transportation act approved by Congress and signed into law by President Biden on November 15, 2021. The act establishes national surface transportation policy and authorizes Federal spending limits for surface transportation for the years 2022 through 2026. The law is sometimes also referred to as BIL, or the Bipartisan Infrastructure Law.

MnDOT – Minnesota Department of Transportation: The State department the APO coordinates with on transportation issues and which has oversight responsibilities for ensuring the APO complies with applicable Federal and State requirements.

MPA – Metropolitan Planning Area: The geographic area in which an MPO carries out its planning activities. The MPA must include at least the US Census-defined urban area, but may also include any additional urban or urbanizing areas and/or commuter travel-sheds as deemed appropriate by the member jurisdictions of an MPO.

MPCA – Minnesota Pollution Control Agency: The State agency responsible for monitoring environmental quality and enforcing environmental regulations in Minnesota.

MPO – Metropolitan Planning Organization: An organization designated by agreement between the Governor of a state, units of local governments of an urban area, and relevant agencies as being responsible for carrying out the terms of 23 USC Sec. 134. Any urban area of more than 50,000 people must have an MPO. The Saint Cloud APO is the MPO for the Saint Cloud urban area.

MTP – Metropolitan Transportation Plan: The regional transportation plan with at least a 20-year planning horizon, developed cooperatively between the units of government and relevant agencies which are members of any MPO, including the Saint Cloud APO.

PEL – Planning and Environment Linkages: A collaborative and integrated approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process.

RIIP – Regional Improvement Investment Plan: An APO document assembled from approved transportation infrastructure capital improvement plans (CIPs) from APO member jurisdictions that identifies non-transit transportation improvement projects programmed throughout the MPA regardless of funding source and including projects that have been programmed in the APO's Transportation Improvement Program (TIP). The RIIP includes projects programmed to occur over the next five years.

SEP – Stakeholder Engagement Plan: The public participation plan of the Saint Cloud Area Planning Organization. Public participation plans are required by 23 CFR §450.316. The SEP is intended to fulfill the Saint Cloud APO's requirement for such a plan. In addition, the SEP also includes the APO's Title VI and Limited English Proficiency (LEP) plans – both of which are also federally required.

STRAHNET – Strategic Highway Network: A 62,791-mile system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations.

TAC – Technical Advisory Committee: The TAC is a committee of planners and engineers representing the local member governments and relevant agencies and which is responsible for providing technical advice and guidance to the Policy Board.

TAZ – Traffic Analysis Zone: A geographic area used in the Travel Demand Model (TDM). TAZs are assigned socio-economic attributes such as population, number of households, square feet of commercial space, and other data relevant to trip production or attraction.

TDM – Travel Demand Model: A computer model used to forecast traffic and traffic congestion under a variety of land-use and roadway network conditions.

TIP – Transportation Improvement Program: The document that programs Federal and State funding for surface transportation projects within the MPA.

TSPM – Transportation System Performance Monitoring: This is a program of the APO in which staff collects and analyzes transportation performance data to discover problem areas and to help in the prioritization and programming of transportation improvement projects.

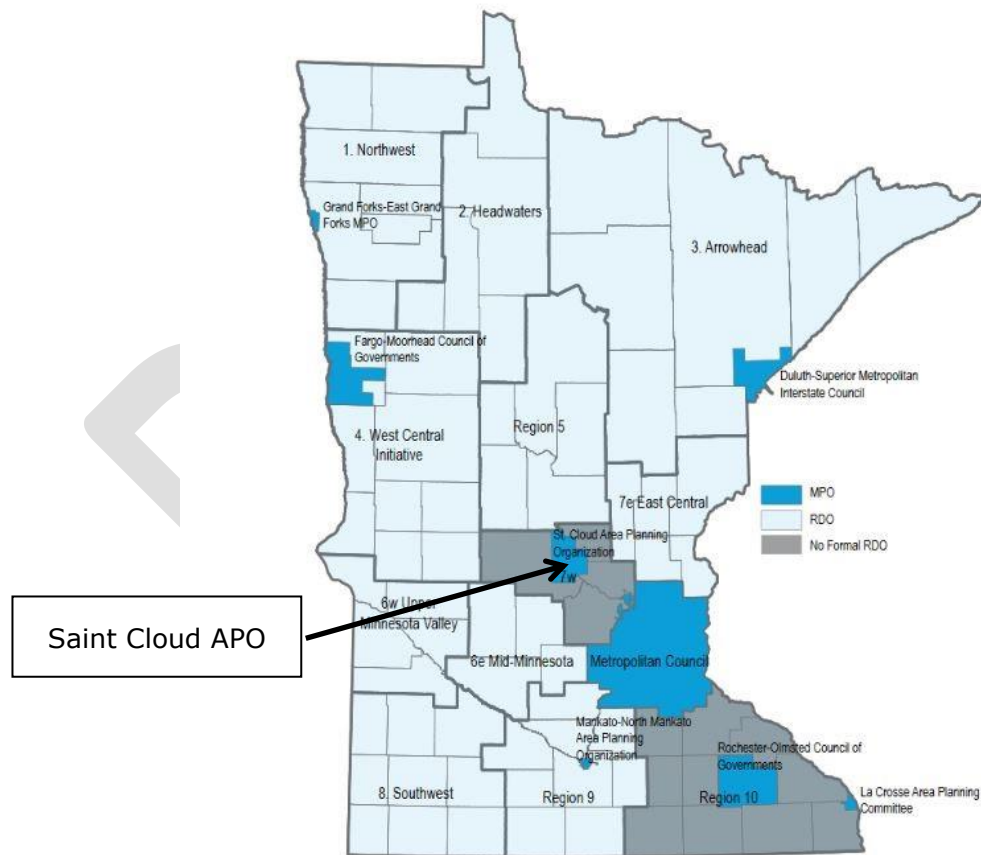
UPWP – Unified Planning Work Program: A Federally-required statement of work identifying the planning priorities and activities to be carried out by the staff of an MPO. It is also the MPO's annual budget, and it identifies any special studies and consultant contracts for the fiscal year.

VPI – Virtual Public Involvement: Using internet tools to broaden the reach of information to the public and make public participation in the planning process more convenient and affordable to greater numbers of people.

APO BACKGROUND

The Saint Cloud Area Planning Organization (APO) is one of eight Metropolitan Planning Organizations (MPOs) within the State of Minnesota. Since its formal organization as a joint-powers entity in 1966, the APO has been responsible for facilitating a Continuing, Cooperative, and Comprehensive (3-C) planning process in accordance with Federal regulations¹. The primary outcomes of the 3-C planning process are developing and updating every five years a multimodal metropolitan transportation plan (MTP) which has a minimum 20-year planning horizon but which is updated every five years, annually preparing and maintaining a four-year Transportation Improvement Program (TIP), and annually preparing this rolling two-year Unified Planning Work Program (UPWP).

Other key aspects of the APO's planning process include monitoring and reporting on transportation system performance; collecting and analyzing economic, demographic, and population data; developing and maintaining a Geographic Information System (GIS); preparing corridor studies necessary to preserve rights-of-way and prepare transportation projects identified in the MTP for construction; assisting the Metropolitan Transit Commission (aka Metro Bus) with transit planning; preparing active transportation plans for walking, bicycling, and other non-motorized forms of transportation; and other miscellaneous planning and coordination efforts that benefit the entire Saint Cloud Metropolitan Planning Area (MPA).

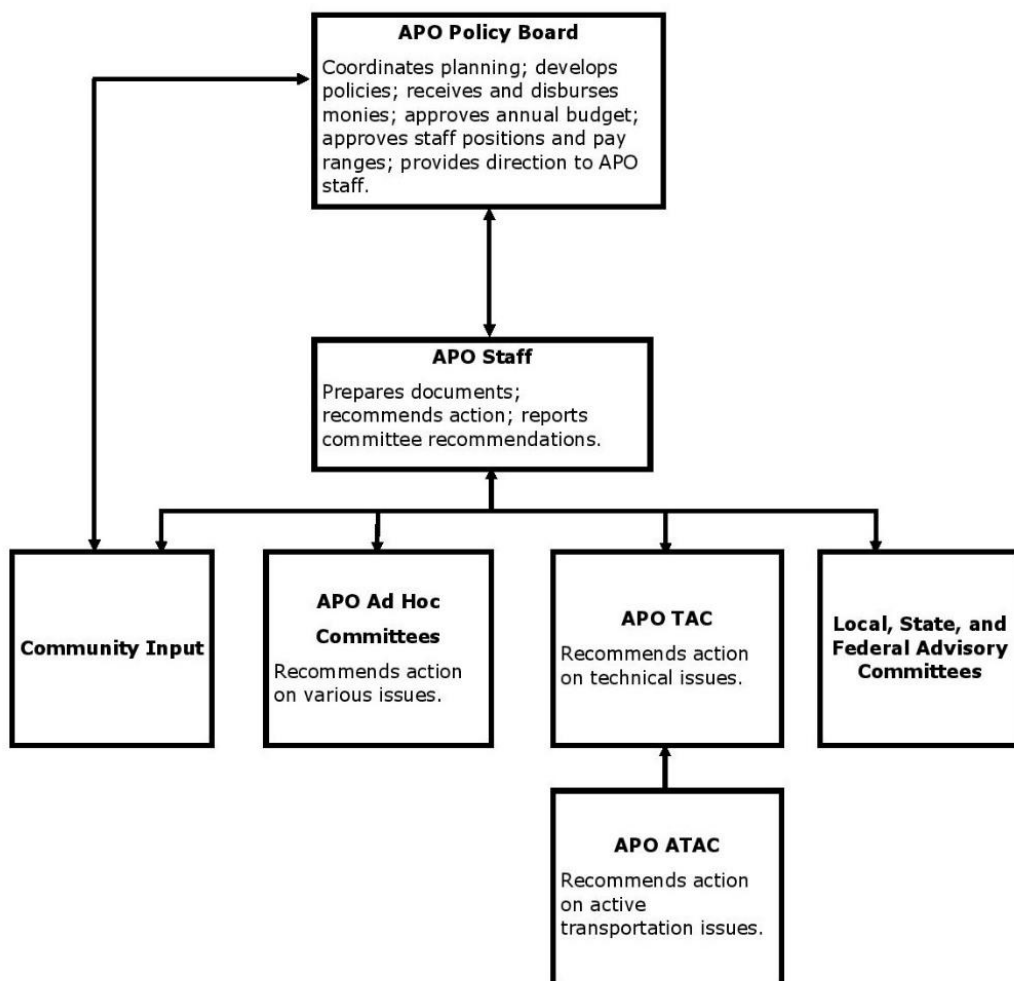


¹ See 23 CFR Part 450 Subpart C

The APO does all this work in cooperation with its key planning partners which include the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Metro Bus, individual APO member jurisdictions, and the general public.

The geographic extent of the APO's 350-square-mile MPA is shown below. The MPA encompasses portions of Benton, Sherburne, and Stearns counties. Within this MPA, nine jurisdictions are dues-paying members of the APO and directly participate, along with Metro Bus, in planning and programming decisions. Members of the APO include: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, LeSauk Township (in Stearns County), and Metro Bus.

APO ORGANIZATIONAL STRUCTURE



Each APO member has one elected representative on a 12 member APO Policy Board, with the exception of the City of Saint Cloud, which has three elected representatives. Eleven of the APO Policy Board members are elected officials. Metro Bus's designated voting representative must be a senior level manager. Policy Board meetings are normally held on the second Thursday of

each month at 4:30 pm. Meeting agendas are published 10 days in advance of each meeting and posted on the [APO website](http://www.stcloudapo.org/boards-committees/policy-board/) (www.stcloudapo.org/boards-committees/policy-board/).

The APO Policy Board is the decision-making body for the APO. The Board receives advice and recommendations from APO staff, the APO Technical Advisory Committee (TAC), and the general public. TAC meetings are normally held on the last Thursday of each month at 10 am. Meeting agendas are published 10 days in advance of each meeting and posted to the [APO website](http://www.stcloudapo.org/boards-committees/tac/) (www.stcloudapo.org/boards-committees/tac/).

Meetings are subject to cancellation if there are no agenda items that month. Additional or special meetings are rare, but can occur.

In addition, the Active Transportation Advisory Committee (ATAC), which is a sub-committee of the TAC, meets on an ad-hoc basis approximately two to three times per year. The ATAC does not have formal membership. Instead, it is open to anyone who has an interest in planning and programming funding for active transportation facilities within the APO's planning area. Agendas for ATAC meetings are published on the [APO's website](http://www.stcloudapo.org/boards-committees/atac/) at least 10 days in advance of the meeting (www.stcloudapo.org/boards-committees/atac/).

The stated mission of the APO is as follows:

"The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud Metropolitan Planning Area. This mission is accomplished through professional planning initiatives, the provision of objective information, and building collaborative partnerships that foster consensus."

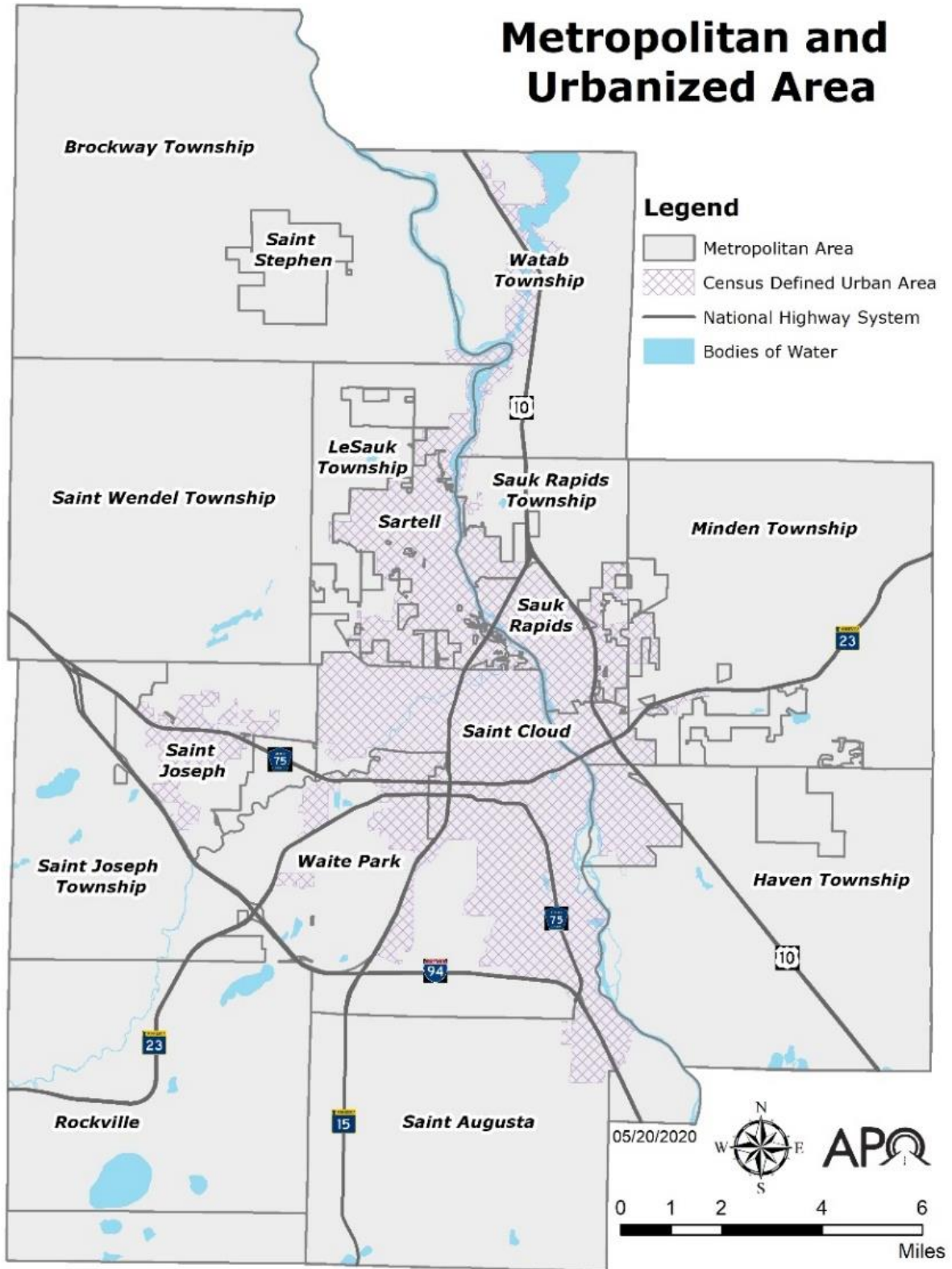
The APO strives to be:

- Public service oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.
- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with our partners.
- Continuous learners who constantly seek new information, knowledge, and skills to better serve the Saint Cloud Metropolitan Planning Area.

There are a total of six approved APO staff positions responsible for carrying out the UPWP. These staff positions include:

- Executive Director – currently filled by Brian Gibson.
- Senior Transportation Planner (Planner III) – currently filled by Vicki Johnson.
- Associate Transportation Planner (Planner II) – currently filled by Alex McKenzie.
- Transportation Planner (Planner I) – currently vacant.
- Transportation Planning Technician – currently filled by James Stapfer.
- Administrative Assistant (part-time) – currently filled by Amber Blattner.

Currently, the Transportation Planner position is vacant and staff intends to keep the position vacant until/unless there is a time when filling the position becomes necessary or advantageous.



UPWP BACKGROUND

UPWP OBJECTIVE

The overall objectives of the UPWP are 1) to help implement the MTP by conducting the planning work necessary for achievement of the goals, objectives, and projects within it; 2) to coordinate planning work among and between the agency and jurisdictional members of the APO; and 3) to facilitate the management and financial transparency of the APO.

The UPWP is organized according to nine major categories of work: 100 - Administration & Overhead; 200 - Budget & UPWP; 300 - Transportation Improvement Program (TIP); 400 - Transportation System Performance Monitoring (TSPM); 500 - Planning Project Development; 600 - Metropolitan Transportation Plan (MTP); 700 - Transportation Planning Coordination & Public Outreach; 800 - Transportation Modeling, Mapping, & Technical Support; and 900 - Locally Funded Activities. Within each category are sub-categories that describe specific work tasks to be undertaken.

Each UPWP covers a two-year period, however, the UPWP is developed and approved annually. The second year of the two-year period covered by the UPWP is provisional only and is used to help the APO and its members understand upcoming projects and budgetary needs. Tables showing the second-year budgets are included in the Exhibits attached to the end of this document.

PUBLIC INPUT

Consistent with the APO's [Stakeholder Engagement Plan](http://www.stcloudapo.org/current-plans/current-sep-title-vi-doc/) (www.stcloudapo.org/current-plans/current-sep-title-vi-doc/), there is no formal public input phase in the development of the UPWP. This is due in part to the fact that the general public probably could not provide meaningful input on the development of the agency's budget.

However, all TAC and Policy Board meetings are open to the public and time for public comments is provided for on every agenda. Members of the general public are welcome to attend any meeting and provide any comments on the agency's planning priorities or any transportation needs or priorities that the individual sees within the region.

UPWP PRODUCTS

The APO places emphasis on the timely delivery of quality products identified in the UPWP. Accordingly, developed products fall under various activities according to the following categories:

REPORTS

- Formally adopted by the APO Board.
- Distributed to participating agencies.
- Reflect APO policy.
- Recommended by TAC.

TECHNICAL REPORTS

- May or may not be adopted by the APO Board.
- Distributed to APO and/or affected agencies.
- Involve analysis, conclusions, and recommendations.

MEMORANDUMS

- Usually not adopted by the APO Board.

- Involve a specific subject matter.

STATUS REPORTS

- For information only.
- Presented orally to APO Board.

UPWP FUNDING SOURCES

MnDOT, Metro Bus, and the APO have executed a Memorandum of Understanding (MOU) to cooperatively carry out the requirements for transportation planning and programming contained in the Infrastructure Investment and Jobs Act (IIJA)². These agencies jointly provide the matching funds for transportation planning grants from the FAST Act.

The following table identifies State and Federal funding sources and local matching funds for the 2023 - 2024 UPWP.

2023 – 2024 LINE-ITEM REVENUE REPORT

Revenue Sources	2023 Revenue	2024 Revenue (Provisional)
Local		
APO Member Assessments	\$109,681	\$141,455
Local Match for Members' Consultant Projects	\$50,000	\$0
Lobbyist Fees	\$48,000	\$48,000
Total Local	\$207,681	\$189,455
Federal		
Annual Federal CPG	\$695,881	\$662,674
Carry Forward CPG from Prior Years	\$0	\$0
Other Federal Funds	\$0	\$0
Total Federal	\$695,881	\$662,674
Other		
State of Minnesota Planning Grant	\$62,815	\$62,815
Miscellaneous & Interest Income	\$2,000	\$4,000
Total Other	\$64,815	\$64,815
Total Revenue	\$968,377	\$916,944

BUDGETING OF OVERHEAD AND INDIRECT COSTS

Under Federal rules, the APO could use an indirect overhead cost rate to pay for overhead expenses like telephones, utilities, property insurance, office supplies, etc. But the APO has chosen instead to directly budget for all overhead and indirect costs. Direct budgeting improves

² IIJA (Public Law 117–58) signed into law Nov. 15, 2021.

transparency and tracking of costs. Section 100 includes direct budgeting for holidays, vacation, sick leave, and overhead expenses. Staff salaries, where shown, are fully-loaded costs that include the APO's share of health insurance, pension, Social Security, Medicare, and other benefits and payroll costs. Other overhead costs such as office supplies, telephone, postage, etc. are directly budgeted in work-element 107.

COST ALLOWABILITY

In accordance with 2 CFR §200 Subpart E, this UPWP includes descriptions sufficient to determine the cost-allowability of Federal Consolidated Planning Grant (CPG) participation in work activities.

The APO uses the following general methodology when estimating the costs of individual work activities within the UPWP:

1. Total direct salaries, including the costs of payroll and benefits, are calculated for staff members.
2. Activities are developed with specific objectives in mind. Proposed tasks and products are itemized. Staff members are assigned and work hours are budgeted.
3. All federal funds are allocated with at least a 20% local match from a combination of APO and MnDOT funds.

AUDIT

Federal regulations state that if the APO expends less than \$750,000 in Federal funds during the fiscal year, it is exempt from Federal audit requirements for that year³. However, the State of Minnesota still requires an annual audit of financial records regardless of the size of the Federal award. If the APO expends less than \$750,000 in Federal funds during the fiscal year, the costs of conducting an audit are not allowable under the terms of our Federal grant⁴. Therefore, the APO budgets only State and local funds for the required financial and compliance audit, which will then be given to the State. The budget for the Audit is shown in Section 900 – Locally Funded Activities.

PREVIOUS PLANNING ACTIVITIES & ACCOMPLISHMENTS

A full report on the APO's work and accomplishments in 2021 is available [on our website](https://stcloudapo.org/wp-content/uploads/2022/07/2021-Performance-Report.pdf) at: <https://stcloudapo.org/wp-content/uploads/2022/07/2021-Performance-Report.pdf>.

METROPOLITAN TRANSPORTATION PLANNING FACTORS

The IIJA defines the following scope of the transportation planning process:

1. **ECONOMIC VITALITY:** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. **SAFETY:** Increase the safety of the transportation system for motorized and non-motorized users.
3. **SECURITY:** Increase the security of the transportation system for motorized and non-motorized users.

³ 2 CFR §200.501(d)

⁴ 2 CFR §200.425(a)(2)

4. **ACCESSIBILITY & MOBILITY:** Increase the accessibility and mobility of people and for freight.
5. **ENVIRONMENT & ECONOMIC DEVELOPMENT:** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth, housing, and economic development patterns.
6. **INTEGRATION & CONNECTIVITY OF MODES:** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. **MANAGEMENT & OPERATIONS:** Promote efficient system management and operation.
8. **SYSTEM PRESERVATION:** Emphasize the preservation of the existing transportation system.
9. **RESILIENCY, RELIABILITY & STORMWATER:** Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. **TOURISM:** Enhance travel and tourism.

Each of the work activity summaries includes a brief explanation regarding how the programmed work is related to these planning factors.

IIJA PLANNING EMPHASIS AREAS

On December 30, 2021, the FTA and FHWA jointly issued Planning Emphasis Areas (PEAs), which USDOT field offices should emphasize when meeting with MPOs, State Departments of Transportation, and Public Transportation Agencies. PEAs are not binding and do not have the force or effect of law, but rather are issued to provide clarity as to USDOT's short-term goals and desires in the area of transportation planning. The PEAs (in no particular order) are:

- **TACKLING THE CLIMATE CRISIS – TRANSITION TO A CLEAN ENERGY, RESILIENT FUTURE:** Ensure that transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters.
- **EQUITY AND JUSTICE⁴⁰ IN TRANSPORTATION PLANNING:** Advance racial equity and support for underserved and disadvantaged communities. The public involvement and planning processes should reflect various perspectives, concerns, and priorities from impacted areas.
- **COMPLETE STREETS:** Review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside the automobile.
- **PUBLIC INVOLVEMENT:** Increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continue public participation by individuals without access to computers and mobile devices.

⁵ For more info see: <https://www.whitehouse.gov/environmentaljustice/justice40>

- **STRATEGIC HIGHWAY NETWORK (STRAHNET)/DEPARTMENT OF DEFENSE COORDINATION (DOD):** Coordinate with representatives from the DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities.
- **FEDERAL LAND MANAGEMENT AGENCY (FLMA) COORDINATION:** Coordinate with FLMA's in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands.
- **PLANNING AND ENVIRONMENTAL LINKAGES (PEL):** Implement PEL as part of the transportation planning and environmental review processes.
- **DATA IN TRANSPORTATION PLANNING:** Incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs.

Each of the work activity summaries includes a brief explanation regarding how the programmed work is related to these planning emphasis areas.

2023 UPWP

100 – ADMINISTRATION

Objective: To conduct the administrative work necessary for the APO to function as an autonomous, multi-jurisdictional, joint-powers planning agency.

Purpose: This work element covers general administrative tasks necessary for the functioning of a small office. The work tasks are principally the responsibility of the Executive Director and Administrative Assistant, but staff time for holiday, vacation time, and sick leave for all staff members are also budgeted here. Specific examples of tasks include, but are not limited to, the following: review and processing of invoices; filing of paperwork and documents; review and preparation of monthly financial reports and statements; review and preparation of progress reports and State/Federal work invoices; coordination and oversight of employee benefits; oversight and implementation of APO personnel policies; human resource work items, employee hiring and paperwork, responding to requests for administrative information from outside sources, and other miscellaneous office operation matters required for the APO to function.

Schedule: This work is on-going throughout the calendar year.

100 – ADMINISTRATION

Element	2023 Budgeted Hours	2023 Budgeted Funding
101 – General Administration	1,219	\$56,500
102 – Human Resources & Personnel	153	\$11,250
103 – Building Management & Maintenance	12	\$750
104 – Staff Development & Training	164	\$9,250
105 – Holiday	480	\$24,750
106 – Vacation	376	\$22,250
107 – Sick Leave	206	\$12,000
108 – Overhead (See details below)		\$119,750
Total	2,610	\$256,500

108 – OVERHEAD (DETAIL)

Line-Item Expense	2023 Budgeted Funding	Line-Item Expense	2023 Budgeted Funding
Liability Insurance & Workers Comp	\$5,750	Office Building Maintenance & Utilities	\$13,000
Office Supplies	\$1,500	Legal Services	\$1,500
Accounting Services	\$38,000	Multifunction Copier	\$2,000
Communications (Telephone, Postage, and Internet)	\$7,000	APO Dues and Subscriptions	\$4,000
Travel (Including lodging & meals)	\$3,500	IT Support & Software	\$29,500
Professional Development (Registration Fees, etc.)	\$1,500	Equipment & Hardware	\$3,000
Printing/Publishing/Advertising	\$2,000	Miscellaneous	\$7,500
		GRAND TOTAL	\$119,750

200 – BUDGET AND UPWP

Objective: To prepare an annual budget and work program for the APO.

Purpose: The Unified Planning Work Program (UPWP) identifies the work tasks to be undertaken by APO staff. The process begins with the APO Executive Director developing documentation for accomplishments from the previous fiscal year. Using that document as budget guidance, the Executive Director then formulates a draft UPWP document in June or July, which includes both proposed work activities for APO staff members and consultant-led studies and deliverables. The final UPWP must be approved by the APO Policy Board no later than September 1st. All APO meetings pertaining to the budget and UPWP process are open to the public for comment. After the UPWP is approved by the APO Policy Board, the document is sent to FHWA and MnDOT for their concurrence and incorporation into annual Federal and State operating grants.

Schedule: Development of the UPWP occurs between March and August each year. Amendments to the UPWP – though infrequent - can occur at any time.

Relation to Planning Factors: This work addresses all Federal planning factors and Federal highway program national goals to varying degrees by establishing staff work plans to develop and advance the Federal planning and programming process.

Relation to IIJA Planning Emphasis Areas: It is through the development of the work plan that the APO budgets resources for tasks such as soliciting and documenting public input, coordinating with other Federal and State stakeholder departments and agencies, and collects and analyzes data to be used in the transportation investment decision-making process.

201 – Prepare Budget and UPWP: This work is completed by Sept. 1 of each year, though UPWP amendments may need to be processed at any time.

200 – BUDGET AND UPWP

Element	2023 Budgeted Hours	2023 Budgeted Funding
201 – Annual Budget and UPWP	171	\$13,250
Total	171	\$13,250

300 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objective: To prepare and maintain a document which programs Federal and State funding for surface transportation projects which are consistent with the current MTP.

Purpose: The Metropolitan Transportation Plan (MTP) identifies a list of prioritized projects to help achieve specific transportation goals for the future. The TIP programs those projects for funding in specific fiscal years. The TIP is a four-year program of projects that is updated annually. APO staff coordinates closely with member jurisdictions to identify projects and to help ensure funding is available to complete the projects. The APO coordinates with Metro Bus for transit capital and operating assistance, and with MnDOT District 3 for State facilities. The APO coordinates Federal project programming with MnDOT Central Minnesota Area Transportation Partnership (ATP-3). Approximately \$7 - \$7.5 million in Federal formula dollars are programmed by the APO every year for projects and public transit.

Relation to Planning Factors: This work addresses all Federal planning factors to varying degrees by acting as the funding conduit for implementing a variety of transportation projects.

Relation to IIJA Planning Emphasis Areas: In the development of the TIP, APO staff conduct an equity analysis to determine the potential impacts of projects on underserved and disadvantaged communities. We also conduct a public input process geared toward hearing, documenting, and considering input from various perspectives.

301 – ATP Meetings & Subcommittees: The APO coordinates the TIP project list with the projects identified by MnDOT and other areas of the District 3 ATP. This work includes preparation of materials, review of materials, and attendance at ATP meetings. The APO participates in the solicitation of Transportation Alternatives (TA) projects and ATP meetings related to TA project scoring prioritization. This work is on-going throughout the calendar year.

302 – Annual TIP Development: APO staff solicits all agency and jurisdictional members to identify projects for possible inclusion in the TIP, verifies the eligibility of those projects for Federal funding, develops financial plans and fiscal constraint analyses, and compiles all information into the TIP document along with the APO's annual self-certifications. The TIP is usually completed by Sept. 1 each year.

303 – TIP Maintenance & Amendments: There are many reasons why the TIP can change – projects fall behind schedule, money is shifted from one project to another, and less or more money than originally programmed may be available. As conditions on the ground change, APO staff must modify or amend the TIP to keep pace, which serves to ensure the flow of funds remains uninterrupted. The APO schedules four periods throughout the year when proposed TIP changes are solicited from the member jurisdictions. However, TIP changes may be processed at any time as needed to accommodate project development schedules.

304 – TIP Project Status Monitoring & Annual Listing of Projects: By Federal regulation, the APO must track and report on the implementation of projects funded in previous years' TIPs. This report also helps inform the development of the next TIP and the MTP. The annual listing of TIP projects is incorporated into the TIP document, which is usually completed by Sept. 1 each year.

305 – Regional Infrastructure Investment Plan (RIIP): Because the TIP includes only those surface transportation projects that receive Federal or State funding, it offers an important but incomplete picture of transportation development in the region. The RIIP includes all projects scheduled for completion within the APO's planning area regardless of funding source(s). Therefore, it provides a more complete, wholistic picture of upcoming transportation improvement projects and allows for better coordination of projects between jurisdictions. The RIIP is usually completed between January and March each year.

300 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Element	2023 Budgeted Hours	2023 Budgeted Funding
301 – ATP Meetings & Subcommittees	68	\$4,250
302 – Annual TIP Development	351	\$21,250
303 – TIP Maintenance & Amendments	104	\$6,500
304 – TIP Project Status Monitoring & Annual Listing of Projects	103	\$6,500
305 – Regional Infrastructure Investment Plan Development	152	\$8,500
Total	778	\$47,000

400 – TRANSPORTATION PERFORMANCE MONITORING (TPM)

Objective: To monitor the performance of transportation systems and networks, determine if they are meeting regional performance targets, and assess where additional investment may be most beneficial.

Purpose: An annual Transportation Performance Monitoring Report (TPMR) report is prepared by APO staff. The report documents the performance of the transportation systems and networks based on regional performance measures and targets. The performance is reported to the APO TAC and Policy Board so that it can be considered in the selection and programming of projects in the TIP. It is also used to re-evaluate and adjust (if necessary) regional performance targets. The TSPM is also made available to the general public on the APO's website.

Relation to Planning Factors: This work actively addresses the performance-based planning and programming requirements of the IIJA.

Relation to IIJA Planning Emphasis Areas: This work element is designed to collect, analyze, and share transportation data.

401 – Performance Measures, Data Collection, Analysis, and Target Setting: APO staff collects performance data relevant to the performance measures adopted by the APO Board. This data may be requested from other agencies or departments, or it may be collected first-hand by APO staff. Staff maintains a database of relevant data and evaluates it for trends and other insights relative to the regional performance targets. This activity occurs throughout the year. Potential new performance measures and/or data sources may also be explored.

402 – Annual System Performance and Target Achievement Report: APO staff develops an annual report showing the latest performance data and targets and provides it to the State (MnDOT), as well as making the report available to the general public on the APO website⁶. The APO's TAC reviews the report before it is accepted by the APO Board. The TPMR is completed by October of each year.

400 – TRANSPORTATION PERFORMANCE MONITORING (TPM)

Element	2023 Budgeted Hours	2023 Budgeted Funding
401 – Performance Measures, Data Collection, Analysis, and Target Setting	606	\$25,000
402 – Annual Transportation System Performance & Target Achievement Report	235	\$9,500
Total	841	\$34,500

500 – PLANNING PROJECT DEVELOPMENT

Objective: To support the development of planning studies which reflect regional transportation investment priorities.

Purpose: In addition to the work completed by APO staff shown in other sections of this document, the APO also supports planning projects by either 1) providing technical support for

⁶ <http://stcloudapo.org/wp-content/uploads/2022/06/2020-TPMR-Final-compressed.pdf>

planning projects completed by the member jurisdictions; or 2) hiring consultants to complete planning studies if APO staff does not have the time and/or expertise to complete them⁷.

Relation to Planning Factors: The successful completion of planning studies leading to construction or implementation of a variety of different transportation projects will result in all Federal planning factors being addressed to varying degrees, depending upon the project.

Relation to IIA Planning Emphasis Areas: Planning studies completed by the APO will include robust public involvement processes – both in-person and virtual opportunities. Additionally, planning studies will collect, analyze, and share transportation data, and examine – at a planning level – any potential environmental impacts. All modes of transportation shall be considered, with an emphasis on safety for non-motorized modes.

501 – Planning Assistance for Members: APO staff supports the member jurisdictions and implementing agencies, on demand, through technical assistance for the development of a variety of planning documents. Tasks under this activity may include such things as participating in public meetings, collecting turning movement counts, traffic counts, traffic forecasting, GIS mapping of data, or other planning-level technical information. In 2023, it includes APO staff participation in MnDOT’s US-10 safety study within the APO planning area, and participation in Metro Bus’s operations planning process. This work will be on-going throughout the entire year. It also includes time to work with MnDOT on an update the region’s roadway functional classification and re-evaluating the region’s planning boundaries based on the results of the 2020 Census.

502 – Procurement & Contracting: APO staff follow all applicable Federal and State procurement regulations when contracting with consulting firms. Staff activities include developing requests for proposals; evaluating and scoring of proposals; consultant communication; contract development; and preparation and submittal of required procurement documentation and forms. This work is generally completed no later than April 30 of each year.

503 – Consultant Study Coordination: Once a consultant is under contract, APO staff will monitor their progress and activities and will usually serve as part of the study management team. Activities include attending project meetings, consultant communication, progress report tracking, and invoice processing. This activity follows the procurement and contracting phase, and generally occurs between May 1 and Dec. 31 of each year, or until the study is completed.

504 – Grant Writing & Grant Assistance for Member Jurisdictions: Increasingly transportation projects are being funded through competitive grants, such as the Bridge Investment Program, Promoting Resilient Operations for Transformative, Efficient, and Cost-Savings Transportation Projects (PROTECT), and Healthy Streets, or – at the State level – Corridors of Commerce and State Aid for Local Transportation grants. Member jurisdictions – especially smaller jurisdictions – sometimes need grant writing or grant research assistance to help them compete for these important sources of funds. APO staff can provide some limited support upon request. This support occurs throughout the year on an ad hoc basis and is dependent upon the grant solicitation schedules for each program.

⁷ See also the section on *Special Studies & Contracts*, beginning on page 29.

500 – PLANNING PROJECT DEVELOPMENT

Element	2023 Budgeted Hours	2023 Budgeted Funding
501 – Planning Assistance for Members	148	\$8,250
502 – Consultant/Professional Services Procurement & Contracting	116	\$8,750
503 – Consultant Study Coordination	230	\$15,750
504 – Grant Writing & Grant Support for Members	42	\$2,250
Total	536	\$35,000

600 – METROPOLITAN TRANSPORTATION PLAN (MTP)

Objective: To develop a regional multimodal transportation plan, refine it as necessary to maintain its validity, and promote its implementation.

Purpose: The APO is mandated by Federal law⁸ to develop and maintain a regional, multimodal, multi-jurisdictional transportation plan with at least a 20-year planning horizon. The plan must be updated at least every five years. Some components of the plan are assigned hours under other headings in this section (see 610, 620, 630, and 640 below). Given the complexity of the required planning effort, the MTP is almost always in some phase of being updated. Additionally, between plan updates, time is assigned to various plan components to help member jurisdictions implement the MTP's recommendations. Time is also spent collecting and maintaining plan data and researching best practices from other MPOs. The APO's next MTP update is due October 2024.⁹

Relation to Planning Factors: This work activity addresses all planning factors to varying degrees through development and ongoing maintenance of the Federally required multimodal elements of the MTP.

Relation to IIJA Planning Emphasis Areas: Development of the MTP shall include an examination/analysis of green-house gas emissions in 2050 as well as general advice for making infrastructure more resilient to extreme weather events. Additionally, it will include and equity analysis for underserved and disadvantaged populations, and meaningful public involvement opportunities. Any potential projects on the STRAHNET will be coordinated with representatives of the DOD. The MTP will include a high-level environmental review to identify potential impacts, and the entire planning process will utilize data and data analysis as a basis for decision-making.

601 – MTP Development & Maintenance: Examples of typical activities include developing and executing a public input plan, collecting data on existing conditions, reviewing relevant plans of the individual jurisdictions in order to know their local priorities and anticipated growth patterns, developing goals and objectives for the future transportation network, identifying current and future transportation needs, developing financial plans, fiscal constraint analysis, and other generally required elements of the MTP.¹⁰ This element also accounts for the time necessary to write the plan, produce maps and graphics, layout, formatting, etc. This work is

⁸ 23 USC §134(i).

⁹ See a schedule for completion of the next MTP on page 34

¹⁰ See 23 CFR §450.322 for more details on MTP requirements.

on-going throughout the year. For 2023, specific goals include developing a draft list of projects for potential inclusion in the plan, analysis and assessment of those potential projects including the development of planning-level cost estimates, development of financial forecasts for each jurisdiction, and fiscal constraint of the final MTP project list. For more details, see the MTP development timeline on page 31.

600 – METROPOLITAN TRANSPORTATION PLAN

Element	2023 Budgeted Hours	2023 Budgeted Funding
601 – MTP Development & Maintenance	1,465	\$87,750
Total	1,465	\$87,750

610 – ACTIVE TRANSPORTATION PLANNING

Objective: To develop the components of the MTP related to bicycle, pedestrian, and other non-motorized forms of transportation and to help implement the active transportation goals, objectives, projects, and policies identified in the previous MTP.

Purpose: A complete and robust transportation system allows individuals to choose the mode of transportation that is best for each trip. Walking, biking, and other non-motorized forms of transportation are legitimate mode choices for some trips, but certain infrastructure and policies must be in place to facilitate that decision and to help make it a safe choice. Activities within this work element are also intended to satisfy Safe & Accessible Transportation Options, as required by the IIJA.

Relation to Planning Factors: This activity focuses on the planning factors of Economic Vitality; Environment and Economic Development; Accessibility and Mobility; and Integration and Connectivity of Modes. These focus areas are addressed by planning for and developing various improvements for non-motorized forms of transportation that promote economic development and alternatives to the single-occupancy automobile.

Relation to IIJA Planning Emphasis Areas: By planning for safe and accessible active transportation modes, the APO will be helping to advance “Tackling the Climate Crisis”, “Equity”, and “Complete Streets”, while using meaningful public involvement and data in transportation planning.

611 – Safe Routes to School and General Active Transportation Planning Coordination and Technical Assistance: This work activity is used to help implement the active transportation related policies, goals, objectives, and projects from the current MTP; and to help develop those components for the next MTP. Smaller active transportation specific planning studies, including Safe Routes to Schools studies, will also be completed under this work element. APO staff will also coordinate with and support the active transportation planning activities of the member jurisdictions, which may include providing data, analyses, maps, bicycle and pedestrian counts, or other technical support, as needed. This work is on-going throughout the year.

612 – APO Active Transportation Advisory Committee Coordination: In summer 2007, the APO established a Bicycle and Pedestrian Advisory Committee (BPAC) comprised of a cross-section of citizen representatives and city and county staff within the APO planning area. This committee, now known as the Active Transportation Advisory Committee (ATAC), meets as needed and provides recommendations to the APO’s TAC. The ATAC provides input to APO staff and the TAC on various planning and programming matters as they relate to the non-motorized

transportation environment within the planning area. They also implement and support various non-motorized transportation public awareness projects and provide the area with a forum for discussing non-motorized transportation topics. Work activity involves staff developing agenda items, assembling meeting materials and presentations, and chairing the ATAC meetings as well as staff support for maps or development on specific topics. Examples of this committee's work includes assisting the APO with review and updating of its Active Transportation Plan and/or related components of the MTP, reviewing various programmed roadway projects relative to non-motorized transportation accommodations and complete streets design treatments, supporting efforts to complete multimodal trail segments and coordinating with other relevant advocacy groups. This group focuses on education, coordination, and public input for regional active transportation initiatives. This group usually meets three or four times throughout the calendar year.

613 – Regional Active Transportation Plan Development and Maintenance: APO staff develops and maintains a regional Active Transportation Plan to help identify needs, establish goals, analyze alternatives, and prioritize project concepts related to non-motorized transportation facilities and policies within the MPA. Staff shall coordinate this effort with any statewide non-motorized mode planning from MnDOT. APO staff will have completed the regional active transportation plan in 2022. For 2023, hours are budgeted to help maintain and/or amend the plan as needed.

610 – ACTIVE TRANSPORTATION PLANNING

Element	2023 Budgeted Hours	2023 Budgeted Funding
611 – Safe Routes to School, Active Transportation Planning Coordination & Technical Assistance	368	\$19,000
612 – Active Transportation Advisory Committee Coordination	92	\$5,000
613 – Regional Active Transportation Plan Development & Maintenance	50	\$2,750
Total	514	\$26,750

620 - TRANSIT PLANNING

Objective: To develop the public transit components of the MTP and to help implement the transit goals, objectives, projects, and policies identified in the previous MTP.

Purpose: In any metropolitan area, automobile transportation is not an option for some residents. Public transit is an important ingredient to allowing these residents to work; shop; and live a quality, independent lifestyle. Additionally, public transit can be an important supplemental transportation mode even for those residents who have an automobile. It can be a form of "back up" transportation if their car needs repairs or if they are a one-car family. Easy access to transit has been shown to boost real estate values for businesses and homes. And public transit can play a critical support role during an emergency or disaster, such as assisting with evacuations.

Metro Bus provides fixed route and Dial-a-Ride transit service within the Saint Cloud urbanized area, including the cities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park. Tri-CAP is the rural transit provider that provides curb-to-curb service within the APO planning area and adjacent rural areas. The Northstar train currently provides early morning, late afternoon,

limited weekend, and special event trains from the City of Big Lake to the City of Minneapolis's Target Field Station. Northstar train service connects to the APO planning area by way of the Northstar Link bus service, which is operated by Metro Bus via contract with the Northstar Corridor Development Authority (NCDA). It remains a goal of the APO to extend Northstar train service to Saint Cloud.

Relation to Planning Factors: This activity focuses primarily on the planning factors of Economic Vitality; Environment and Economic Development; Accessibility and Mobility; and Integration of Modes by planning for and implementing alternative modes to the single occupancy vehicle.

Relation to IJIA Planning Emphasis Areas: By planning for safe and accessible public transit, the APO will be helping to advance "Tackling the Climate Crisis", "Equity", while using meaningful public involvement and data in transportation planning.

621 – Transit Planning, Coordination & Technical Assistance: APO staff supports initiatives and projects undertaken by the transit operators that provide service to the APO planning area. Tasks include supporting the Metro Bus urban transit system planning efforts, data collection, analysis, mapping, and other technical support. Also, staff coordinates with Tri-CAP to incorporate plans and transit service information into planning and programming activities. This work activity also involves ongoing efforts to implement aspects of the Region 7W/APO Transit Human Services Plan. This work is on-going throughout the year.

622 – Northstar Rail Coordination: Extension of Northstar rail service to Saint Cloud continues to be a priority for communities in the region. In 2020 MnDOT completed a planning update for extending rail service to the St. Cloud region. APO staff anticipates providing occasional technical support to help implement completion of the extension, as opportunities to do so present themselves. In 2022, the Met Council undertook a planning study regarding potential new operating models for Northstar service in light of the decline in office workers commuting into work every day. Work activities may include a variety of general technical support and committee participation in a variety of efforts related directly or indirectly to the development of the Northstar rail line from Big Lake to Saint Cloud. This work is expected to occur sporadically throughout the calendar year.

620 – TRANSIT PLANNING

Element	2023 Budgeted Hours	2023 Budgeted Funding
621 - Transit Planning, Coordination, & Technical Assistance	202	\$9,000
622 – Northstar Coordination	10	\$750
Total	130	\$9,750

630 – FREIGHT PLANNING, ECONOMIC VITALITY & TOURISM

Objective: To help ensure that the transportation network is supporting the regional economy and to better understand the role and impact transportation has on economic development decisions.

Purpose: Throughout history, roads -- originally built as ways to support military efforts -- were discovered to have lasting impacts on the towns and villages through which they passed. Connecting people to goods and services, along with providing easier ways for travel among

towns led to the growth of local economies. Not much has changed in the last 2,300 years. Transportation still serves all these functions, but it has grown more complex. Decision-makers always face multiple options. Should they build a road here or over there? Should they build a parking ramp or invest in more public transit? Should they support shipping freight by truck, by rail, or by pipeline? Understanding the impacts these choices can have on the economy can help inform the decision-making process.

Relation to Planning Factors: This activity focuses on understanding the economic development environment; understanding the role transportation plays in the competitiveness and efficiency of regional businesses; promoting consistency between economic development patterns and transportation improvements; and enhancing travel and tourism.

Relation to IIA Planning Emphasis Areas: This effort will be based on data in transportation planning.

631 – Freight Planning, Coordination & Technical Assistance: APO staff will support implementation of the APO’s Regional Freight Framework (2017) and the freight components of the current and next MTP. Specific activities will include data collection, analysis, and (if possible) meeting with significant regional freight stakeholders to better understand their needs, operations, and any transportation constraints they may be facing. This work will occur sporadically throughout the year.

632 – Transportation-Related Economic Development Planning, Coordination & Technical Assistance: Economic vitality is more than just moving freight. It is also – among other things – moving employees safely, reliably, and efficiently from their home to their place of work; moving tourists to and sometimes through a destination and back home again; and moving shoppers and customers to their choice of market. Quality-of-life factors also play a role in economic development – factors such as access to religious services, entertainment, family gatherings, outdoors activities, and educational options. APO staff will work to better understand the role that transportation plays on the regional economy and help to quantify the economic impacts of specific transportation infrastructure and future alternatives. They will also coordinate their planning activities with economic development entities such as the Greater Saint Cloud Development Corp. (GSDC) and the area Chambers of Commerce. This work will occur sporadically throughout the year.

630 – FREIGHT PLANNING, ECONOMIC VITALITY & TOURISM

Element	2023 Budgeted Hours	2023 Budgeted Funding
631 - Freight Planning, Coordination & Technical Assistance	16	\$1,000
632 – Transportation-Related Economic Development Planning, Coordination & Technical Assistance	32	\$2,250
Total	48	\$3,250

640 – SAFETY, SECURITY & ENVIRONMENTAL PLANNING

Objective: To develop a transportation network that is as safe as practical, reliable even in times of emergency or disaster, resilient to climate change, and which minimizes its impact on the natural environment.

Purpose: On Aug. 17, 1896, 44-year-old Bridget Driscoll became the first person to die in an automobile crash when she was struck and killed by a car as she crossed the grounds of the Crystal Palace in London. Planners and engineers have been trying to make vehicle travel safer ever since. While in-vehicle technologies like seat belts and airbags have certainly played a big part in making travel safer, the way that roadways are planned and designed also plays a part. Planners analyze crash data to determine if specific locations have higher-than-normal crash rates which could be an indication of a site-specific problem. Additionally, the security of transportation assets became a major concern following the terrorist attacks of Sept. 11, 2001. While a “secure” bus or train can have specific features such as cameras and security personnel, a “secure” roadway or bridge is less well defined. Most recently, transportation security has largely been defined in terms of resiliency. For instance, a transportation network that still functions reasonably efficiently when an important link in that network is removed – whether by human action or by nature – is often thought of as being “secure” in the sense that it still works.

Relation to Planning Factors: This activity focuses on the safety and security of the transportation network and on the environmental impacts of transportation.

Relation to IIJA Planning Emphasis Areas: Targeting a decrease in greenhouse gas emissions will be the primary goal of the environmental component of this work element. Both safety and environmental planning will be based on data.

641 – Safety & Security Planning, Coordination & Technical Assistance: APO staff will continue monitoring crash data and analyzing that data for potential insights into the causes of crashes or geographic locations that show a higher-than-expected propensity for crashes. Safety work will include all modes of travel. Staff will also continue coordinating with other outside organizations and entities that seek improved transportation safety, such as the Stearns-Benton Toward Zero Deaths committee and Feeling Good Minnesota, an initiative to improve public health. This work is expected to occur throughout the year.

642 – Transportation Resiliency, Energy Conservation, Environmental Impacts & Mitigation Analysis: Activities in this area will focus specifically on how transportation impacts and is impacted by the natural environment, including any potential impacts of climate change and severe weather. APO staff will seek to establish and nurture relationships with environmental stakeholders to help ensure their continued participation in our planning processes. Staff will focus attention on transportation solutions that appear to minimize any net negative environmental impacts. APO staff will also complete the required¹¹ environmental mitigation discussion that is part of the MTP. This work will occur throughout the year.

¹¹ 23 CFR §450.322(f)(7)

640 – SAFETY, SECURITY & ENVIRONMENTAL PLANNING

Element	2023 Budgeted Hours	2023 Budgeted Funding
641 – Safety & Security Planning, Coordination & Technical Assistance	85	\$5,500
642 – Transportation Resiliency, Energy Conservation, Environmental Impacts & Mitigation Analysis	50	\$2,750
Total	135	\$8,250

700 – TRANSPORTATION PLANNING COORDINATION & PUBLIC OUTREACH

Objective: General coordination of all aspects of APO transportation plans and program with local member agencies, jurisdictions, State agencies, Federal agencies, and the public.

Purpose: The very nature of the APO requires significant coordination with the member agencies and jurisdictions, MnDOT, and the US DOT to help ensure that projects, goals, objectives, and priorities can be achieved. It also requires continuous public engagement to help ensure that their voices are heard in the planning and decision-making process. This activity involves the preparation of meeting materials and attendance at all APO committee and board meetings. It also includes coordination with local, State, and Federal agencies, and public engagement for all APO planning activities. Staff time for developing and maintaining both the Stakeholder Engagement Plan and the Title VI Compliance Plan are also accounted for here.

Relation to Planning Factors: This work activity addresses all Federal planning factors and Federal highway program national goals to varying degrees by dealing with a wide array of transportation planning and programming matters.

Relation to IIJA Planning Emphasis Areas: Obviously, one of the primary goals of this work element is meaningful public involvement. The APO will proceed with both in-person and virtual public input opportunities for all planning efforts. We will also strive for public involvement from as many different perspectives, concerns, and priorities as we can get, with an eye toward advancing equity for underserved and disadvantaged communities.

701 – General Meeting Coordination and Attendance: This work activity includes the coordination of any relevant transportation planning meetings and/or activities with local, State, and Federal planning partners. It also covers internal staff coordination meetings within the APO. This work is ongoing throughout the year.

702 – APO Committee & Board Meetings: Meeting minutes, agendas, and general staff support of APO committees and boards is conducted, including the APO TAC and the APO Policy Board. Staff hours for APO meeting preparation and attendance are included in this category. This work is ongoing and will occur throughout the year.

703 – Public Outreach, Engagement, Website, & Social Media: This work activity includes APO staff time to coordinate, prepare for, and attend any public input meeting related to an APO planning activity. It also accounts for APO staff time to maintain and update the APO website – arguably its most public face – and social media posts to inform the general public of transportation-related events and opportunities. This work will be ongoing throughout the calendar year.

704 – Evaluation and Coordination of Plans and Programs from Member Jurisdictions: This work activity involves participating in meetings and coordinating with other agencies and jurisdictions on plans, studies, and programs, such as statewide multimodal plans, the

Minnesota State Highway Investment Plan (MNSHIP), MnDOT District level planning endeavors, and local transportation, safety, and comprehensive plans. This work will occur as necessary throughout the calendar year.

705 – Develop and Maintain the Stakeholder Engagement Plan & Title VI Compliance

Plan: APO staff develops a framework for when and how the APO will seek public input, and what we will do with that input. We call the document the Stakeholder Engagement Plan (SEP). The document is updated about every five years, but may also require occasional tweaking or amending between major updates. We combine our public input plan with our Title VI Compliance Plan, which defines how we will reach out to and engage those traditionally underserved, such as low-income households, the elderly, people-of-color, and those for whom English is a second language. The Title VI plan must be updated every three years. Our current combined SEP & Title VI Compliance Plan was most recently approved in 2022 following a major review by MnDOT. This work is on-going throughout the year.

706 – Annual Report for SEP and Title VI Compliance/Effectiveness: As a way of monitoring the APO’s success in engaging the public and Title VI populations, we track how many people attend our public meetings, view our website, engage with us on social media, etc. We also perform an annual survey of stakeholders who engaged with us to determine if they were satisfied with their experience. We report this public-input data annually to the APO Board and MnDOT. Based on this public-input performance data, adjustments to our SEP and/or Title VI Plan may be developed. This work is ongoing throughout the year.

700 – TRANSPORTATION PLANNING COORDINATION AND PUBLIC OUTREACH

Element	2023 Budgeted Hours	2023 Budgeted Funding
701 – General Meeting Coordination & Attendance	405	\$24,750
702 – APO Committee & Board Meetings	541	\$25,250
703 – Public Outreach, Engagement, Website & Social Media	362	\$16,500
704 – Evaluation and Coordination of Plans from Member Jurisdictions	156	\$8,500
705 – Develop and Maintain Stakeholder Engagement Plan & Title VI Compliance Plan	44	\$2,500
706 – Annual Report for SEP and Title VI Compliance/Effectiveness	232	\$12,250
Total	1,740	\$89,750

800 – TRANSPORTATION MODELING, MAPPING & TECHNICAL SUPPORT

Objective: To maintain and further develop the regional travel demand model in support of long-range planning efforts, and to develop maps that help inform the decision-making process.

Purpose: The APO has a regional travel demand model to forecast future traffic conditions under a variety of scenarios. The model is critical to allowing the APO’s MTP to meet its requirement to include “the projected transportation demand of persons and goods in the

metropolitan planning area over the period of the transportation plan”¹². Additionally, mapping of various transportation-related data is an important part of visualizing existing or proposed transportation assets and understanding spatial relationships.

Relation to Planning Factors: This work activity addresses all federal planning factors to varying degrees by providing supportive analysis necessary to advance transportation investment decisions identified in the MTP and the TIP.

Relation to IIA Planning Emphasis Areas: Most of this work element is designed specifically to collect or gather transportation data, analyze it, and use it in the transportation planning process.

801 – Network and TAZ Data Collection & Analysis: This work activity involves collecting and analyzing various transportation data sets for use in the regional travel demand model, including socio-economic data assigned to Traffic Analysis Zones (TAZs) (e.g., population, households, jobs, parks, schools, etc.) and network data such as traffic counts, corridor cross-sections, posted speed limits, location of signalized intersections, etc. This activity may include field work to collect or verify applicable roadway attributes or socio-economic data. This work will be ongoing throughout the calendar year.

802 – CUBE Travel Demand Model Development & Operations: The APO’s regional travel demand model (TDM) is created and operates in CUBE software from Citilabs. This work activity involves developing various scenarios for the TDM, operating the model, and analyzing the results. Staff time for various maintenance activities necessary for smooth and efficient model operation are also included here. This work will be ongoing throughout the calendar year.

803 – GIS Database Development & Mapping: This work activity involves ongoing mapping support for APO transportation planning activities including corridor studies, transportation plans, and the TIP. Various existing transportation, social, economic, and environmental features are represented on these maps. This category includes work hours for the maintenance and editing of map files and development of new map files as applicable to ongoing studies. This work will be ongoing throughout the calendar year.

800 – TRANSPORTATION MODELING, MAPPING & SUPPORT

Element	2023 Budgeted Hours	2023 Budgeted Funding
801 – Network & TAZ Data Collection & Analysis	44	\$2,000
802 – CUBE Travel Demand Model Development & Operations	48	\$2,000
803 – GIS Database Development & Mapping	394	\$16,000
Total	486	\$20,000

¹² 23 CFR §450.322(f)(1).

900 – LOCALLY FUNDED ACTIVITIES

Objective: To provide funding for activities or equipment/supplies that are not eligible for reimbursement through the APO’s Federal CPG.

Purpose: The APO’s CPG can only be used to reimburse a portion of the costs (usually 80%) for eligible activities¹³. APO staff may be able to participate in non-reimbursable activities, but must use non-federal funding sources to do so. Activities in this category are 100% funded with non-federal dollars.

Relation to Planning Factors: This work activity addresses all Federal planning factors to varying degrees by communicating the APO MTP and project needs to State and Federal elected officials. It also funds the organization’s annual financial audit.

Relation to IJJA Planning Emphasis Areas: These locally funded activities do not directly address the planning emphasis areas.

901 – Legislative Communications: Efforts are made to inform and maintain relationships with State and Federal legislators who make decisions affecting transportation policy, funding, and projects. Relationships with transportation advocacy groups such as the Minnesota Transportation Alliance (MTA) are also maintained. Hours are assigned for preparation of materials and presentation of information to State and Federal legislators as well as responses to legislative inquiries. Staff also coordinates with David Turch & Associates for Federal lobbying activities. This work will occur as necessary throughout the calendar year.

902 – Travel for Legislative Communications: This element budgets non-salary funds to cover the cost of traveling for the purpose of communicating with State or Federal legislators. The APO Board Chair and Executive Director normally make a trip to Washington, D.C. in April or May each year, but smaller trips may also occur throughout the year.

903 – Audit: If the APO does not expend more than \$750,000 per year in Federal funds, a Federal single-audit is not required. However, MnDOT still requires an annual audit because the APO expends State funds. The APO’s State grant may be used to help pay for this audit. The audit is performed by an independent auditor and is usually completed by June 1 each year.

900 – LOCALLY FUNDED ACTIVITIES

Element	2023 Budgeted Hours	2023 Budgeted Funding
901 – Legislative Communications	75	\$6,000
902 – Travel for Legislative Communications		\$5,000
903 - Audit		\$14,000
Total	75	\$25,000

¹³ For more details, see 2 CFR Part 200, et al.

SPECIAL STUDIES & CONTRACTS:

When the APO or one of its member agencies or jurisdictions needs planning expertise or resources not found within the APO, funding for a consultant-led study can be budgeted. Normally, the APO does not need all of its CPG funds for staff and operations and the remainder of the CPG funds are made available for consultant-led studies. In the event that demand for these funds exceeds available CPG funds, the following evaluation is used to rank and prioritize proposed planning projects for possible inclusion in the UPWP:

MINIMUM THRESHOLD REQUIREMENTS:

Criteria:		
Is the proposed planning project eligible for CPG reimbursement?	Yes	No
Has the requesting jurisdiction committed at least 20% local match?	Yes	No

Any proposed planning project must meet the threshold criteria above. A "No" score will disqualify it from further evaluation. Proposed planning projects that meet the threshold criteria above are further scored according to the evaluation factors below:

PROPOSED PLANNING PROJECT EVALUATION FACTORS:

Either/Or Evaluation Factors:	Either	Or
If the proposed planning project fulfills a requirement under 23 CFR 450 Subpart C, it is awarded 100 points.	100	0
If the proposed planning project fulfills a Federal or State requirement other than those in 23 CFR 450 Subpart C, it is awarded 80 points.	80	0
If the proposed planning project directly addresses a transportation project, strategy, or performance measure in the current Metropolitan Transportation Plan, it is awarded 25 points.	25	0
If the proposed planning project directly addresses a transportation project in a comprehensive plan or other approved planning document of the requesting agency or jurisdiction, it is awarded 15 points.	15	0
If the proposed planning project directly addresses a location with a crash rate higher than the critical crash rate for that location, it is awarded 10 points.	10	0
If the proposed planning project directly addresses a roadway corridor, a bridge, a bike path, or transit asset(s) with a "poor" condition rating, it is awarded 9 points.	9	0
If the proposed planning project directly addresses a corridor with a Travel Time Reliability score of 1.5 or higher, it is awarded 8 points.	8	0

Either/Or Evaluation Factors:	Either	Or
If the requesting jurisdiction has not been awarded CPG funds in the last three fiscal years, the proposed planning project is awarded 7 points.	7	0
If the proposed planning project directly addresses an arterial corridor, it is awarded 6 points.	6	0
If the proposed planning project directly impacts a corridor identified as being part of the Regional Freight Network, it is awarded 5 points.	5	0
If the proposed planning project directly addresses improving operations on <u>existing</u> roadways, bike paths, or transit routes, it is awarded 4 points.	4	0
If the proposed planning project includes a task to evaluate probable environmental impacts and explore mitigation strategies, it is awarded 3 points.	3	0
If the proposed planning project integrates multiple modes of surface transportation, it is awarded 2 points.	2	0
If the proposed planning project directly impacts an area of low-income or people-of-color residents, it is awarded 1 point.	1	0
Range Factor:	Highest Possible Score	Lowest Possible Score
For every 2% overmatch committed to the proposed planning project, it is awarded 1 point up to a maximum of 25 points.	25	0

In the unlikely event there is a tie between two or more proposed planning projects and there are insufficient CPG funds for all the projects, the TAC will select which project(s) is/are funded.

Planning project awards to member agencies and jurisdictions will be procured and managed by APO staff to help ensure Federal cost allowability and compliance with applicable Federal procurement requirements. The APO will pay consultants based on invoices and will submit the invoices to the requesting jurisdiction for 20% reimbursement of the local match. Therefore, the APO is the responsible party for all Special Studies & Contracts.

2023 SPECIAL STUDIES AND CONTRACTS

2023 – STEARNS COUNTY CSAH 1 CORRIDOR STUDY

Objective and Product: The segment of CSAH 1 (aka, River Avenue North) between the Sauk Rapids Bridge (9th Avenue) and CR 120 has quickly become one of the top five Stearns County roads for congestion, particularly during the morning and afternoon peak travel periods. This route connects Sartell, northern Stearns County, and a large medical services area to the Saint Cloud Hospital and downtown Saint Cloud. It is a vital commuter route for the region and a critical link for the movement of people and goods. The planning area for this study is mostly a two-lane minor arterial roadway, with short four-lane segments at either end of the corridor. The purpose of this study is to determine the need for and feasibility of widening the two-lane section of CSAH 1 to four lanes, perform a planning-level social, environmental, and economic (SEE) scan and provide planning level cost estimates.

Relationship to IIJA and Regional Significance of the Study: This corridor is identified in the Metropolitan Transportation Plan for widening in the short-term timeframe. This planning study is necessary to determine the need, feasibility, and potential impacts for such a project.

2023 – STEARNS COUNTY CSAH 1 CORRIDOR STUDY

Element	2023 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
CSAH 1 (River Ave N) Corridor Study	\$200,000	\$150,000	\$0	\$0	\$50,000
Total	\$200,000	\$150,000	\$0	\$0	\$50,000
Funding Percentages	100%	75%	0%	0%	25%

2023 – COMMUNITY LIAISONS FOR HARD-TO-REACH POPULATIONS

Objective and Product: APO staff annually evaluate its public input campaigns of the previous year to determine their effectiveness. Recent evaluations have consistently indicated that the population of people that are responding to invitations for review and comment of the agency’s plans have included very few persons who are members of demographic groups that have been traditionally underserved, such as persons-of-color, persons with low income, persons with disabilities, etc. In response, APO staff held a dialogue with community organizations that serve these under-represented populations to identify strategies or tools that could be used to ensure that they are aware of the opportunity and importance of the APO’s plans to impact the decision-making process. One of the identified strategies was to hire persons from within the various communities to carry the message to their friends and neighbors because outsiders and persons from government organizations can often be distrusted.

Relationship to IIJA and Regional Significance of Study: Federal regulations¹⁴ establish public input as foundational to the APO’s planning process. Title VI, Title II, and Environmental Justice requirements compel the APO to ensure that populations that have been traditionally underserved are provided at least equal access to the APO’s planning process. By including hard-to-reach populations in the planning process, the planning products of the APO and subsequent transportation projects will better reflect the vision, goals, and values of the entire region.

2023 – COMMUNITY LIAISONS FOR HARD-TO-REACH POPULATIONS

Element	2023 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
Community Liaisons for Hard-to-Reach Populations	\$5,000	\$4,000	\$0	\$0	\$1,000
Total	\$5,000	\$4,000	\$0	\$0	\$1,000
Funding Percentages	100%	80%	0%	0%	20%

¹⁴ See 23 CFR §450.316, among others.

2023 – SUPPORT FOR METROPOLITAN TRANSPORTATION PLAN

Objective and Product: APO staff are writing the Metropolitan Transportation Plan but need consultant assistance for specific tasks for which they do not have the required expertise. This contract will include the following components:

1. Developing planning-level cost estimates for an initial draft list of surface transportation projects selected for potential inclusion in the MTP. The cost estimates will be used to fiscally constrain the MTP.
2. Specifying, running, and analyzing the results of the regional travel demand model for the following scenarios:
 - a. 2050 MTP initial scenario vs. 2050 no-build scenario (completed under a previous contract).
 - i. The APO's Technical Advisory Committee will review the initial scenario results and comparison to the 2050 no-build scenario to assess the impacts of the included projects and potentially respecify them or add or delete projects. After revision, the consultant will change the model inputs as needed and complete the 2050 MTP refined scenario.
 - b. 2050 MTP refined scenario vs. 2050 no-Build (completed under a previous contract).
 - c. 2050 MTP refined + Beltline scenario vs. 2050 no-build scenario
 - d. 2050 MTP refined scenario vs. 2050 MTP + Beltline scenario
3. Estimation of potential 2050 greenhouse gas (GHG) emissions at a regional level – and compare to GHG emissions relative to 2021 - pursuant to Federal goals and possible rulemaking.
4. Developing and executing a one-day on-site workshop to train APO staff in the use of the regional travel demand model.

Relationship to the IIJA and Regional Significance of the Study: Federal regulation requires MTPs to consider future traffic patterns in its decision-making process. The APO's regional travel demand model is how we comply with this requirement. Modeling potential future projects and comparing their impact with the 2050 no-build scenario will allow decision-makers to select the most optimal list of fiscally-constrained projects for inclusion in the final MTP. Additionally, the GHG emission estimates for the future transportation network will help demonstrate the extent to which the region is helping to address the climate crisis.

2023 – SUPPORT FOR METROPOLITAN TRANSPORTATION PLAN

Element	2023 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
Support for Metropolitan Transportation Plan	\$58,500	\$46,800	\$0	\$0	\$11,700
Total	\$58,500	\$46,800	\$0	\$0	\$11,700
Funding Percentages	100%	80%	0%	0%	20%

PROVISIONAL 2024 SPECIAL STUDIES & CONTRACTS

2024 – EVALUATION OF HIGH-CRASH INTERSECTIONS

Objective and Product: The consultant will be asked to analyze crash data and identify the intersections with the highest critical crash rates. Then for a select number of intersections (e.g., top 10 or top 15, etc.) the consultant will be asked to dig deeper into the crash data to try to identify why a higher-than-average number of crashes are occurring and suggest remedies.

Relationship to IIJA & Regional Significance of the Study: Transportation safety is both a Federal and local transportation priority.

2024 – EVALUATION OF HIGH CRASH INTERSECTIONS

Element	2024 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
Evaluation of High-Crash Intersections	\$80,000	\$64,000	\$0	\$0	\$14,000
Total	\$80,000	\$64,000	\$0	\$0	\$14,000
Funding Percentages	100%	80%	0%	0%	20%

2024 – PAVEMENT QUALITY MEASUREMENTS

Objective and Product: MnDOT measures pavement quality once every three years on all NHS roadways in the State. Counties can also request that MnDOT measure pavement quality on county roads and State-Aid Highways within their individual jurisdiction. However, many urban minor arterials and major collectors do not fall into either of these categories. In order to get a better picture of pavement quality and where improvements may be needed, the APO desires the measurement of pavement quality on additional important roadways within its planning area.

Relationship to the IIJA & Regional Significance of the Study: System preservation and the timely investment of maintenance funds is an important Federal and local-regional goal.

2024 – PAVEMENT QUALITY MEASUREMENTS

Element	2024 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
Pavement Quality Measurements	\$92,750	\$74,200	\$0	\$0	\$18,550
Total	\$92,750	\$74,200	\$0	\$0	\$18,550
Funding Percentages	100%	80%	0%	0%	20%

[illegible]

**To see a more detailed version of this chart, please visit: <https://stcloudapo.org/wp-content/uploads/2020/03/2050-MTP-Development-Timeline.pdf>*

EXHIBIT 1 – PROJECTED REVENUE AND EXPENSES

REVENUE REPORT

Revenue Sources	2023 Revenue	2024 Revenue
Local		
APO Member Assessments	\$109,681	\$141,455
Local Match for Members' Consultant Projects	\$50,000	\$0
Lobbyist Fees	\$48,000	\$48,000
Total Local	\$207,681	\$189,455
Federal		
Annual Federal CPG	\$695,881	\$662,674
Carry Forward Federal CPG from Prior Years	\$0	\$0
Total Federal	\$695,881	\$662,674
Other		
State of Minnesota Planning Grant	\$62,815	\$62,815
Miscellaneous & Interest Income	\$2,000	\$2,000
Total Other	\$64,815	\$64,815
Total Revenue	\$968,377	\$916,944

EXPENSE REPORT

Expenses	2023 Expenses	2024 Expenses
Local		
APO Member Assessments	\$109,558	\$141,429
Local Match for Members' Consultant Projects	\$50,000	\$0
Lobbyist Fees	\$48,000	\$48,000
Total Local	\$207,558	\$189,429
Federal		
Annual Federal CPG	\$695,876	\$662,661
Carry Forward Federal CPG from Prior Years	\$0	\$0
Total Federal	\$695,876	\$662,661
Other		
State of Minnesota Planning Grant	\$62,815	\$62,815
Miscellaneous & Interest Income	\$2,000	\$2,000
Total Other	\$64,815	\$64,815
Total Expenses	\$968,249	\$916,905

DIFFERENCE BETWEEN REVENUE AND EXPENSES

Revenue Less Expenses	2023 Difference	2024 Difference
Local		
APO Member Assessments <i>(negative numbers represent spending down savings or other financial reserves)</i>	\$123	\$26
Local Match for Members' Consultant Projects	\$0	\$0
Lobbyist Fees	\$0	\$0
Total Local	\$123	\$26
Federal		
Annual Federal CPG	\$5	\$13
Balance of Carry Forward Federal CPG from Prior Years	\$0	\$0
Total Federal	\$5	\$13
Other		
State of Minnesota Planning Grant	\$0	\$0
Miscellaneous & Prior Year Interest Income	\$0	\$0
Total Other	\$0	\$0
Total Difference Between Revenue & Expenses	\$128	\$39

EXHIBIT 2 – 2023 WORK ACTIVITY BY REVENUE SOURCE

Work Activity Category	Federal Funding (CPG)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$201,009	\$20,954	\$5,239	\$29,298	\$256,500
200 Budget & UPWP	\$10,383	\$1,083	\$271	\$1,513	\$13,250
300 Transportation Improvement Program (TIP)	\$36,832	\$3,840	\$960	\$5,368	\$47,000
400 Transportation System Performance Monitoring (TSPM)	\$27,036	\$2,819	\$705	\$3,940	\$34,500
500 Planning Project Development	\$27,428	\$2,860	\$715	\$3,997	\$35,000
600 Metropolitan Transportation Plan (MTP)	\$68,766	\$7,169	\$1,792	\$10,023	\$87,750
610 MTP – Active Transportation Planning	\$20,963	\$2,186	\$546	\$3,055	\$26,750
620 MTP - Transit Planning	\$7,641	\$797	\$199	\$1,113	\$9,750
630 MTP - Freight Planning, Economic Vitality & Tourism	\$2,547	\$266	\$66	\$371	\$3,250
640 MTP - Safety, Security & Environmental Planning	\$6,465	\$674	\$169	\$942	\$8,250
700 Transportation Planning Coordination & Public Outreach	\$70,333	\$7,333	\$1,833	\$10,251	\$89,750
800 Transportation Modeling, Mapping & Technical Support	\$15,673	\$1,634	\$409	\$2,284	\$20,000
900 Locally Funded Activities	\$0	\$11,200	\$2,800	\$11,000	\$25,000
Sub-Total for APO Staff and Operations	\$495,076	\$62,815	\$15,704	\$83,155	\$656,750
Contract Services: David Turch & Associates	\$0	\$0	\$0	\$48,000	\$48,000
Contract Services: Stearns County CSAH 1 Corridor Study	\$150,000	\$0	\$0	\$50,000	\$200,000
Contract Services: Community Liaisons for Hard-to-Reach Populations	\$4,000	\$0	\$0	\$1,000	\$5,000
Contract Services: MTP Support	\$46,800	\$0	\$0	\$11,700	\$58,500
Grand Total Expenses	\$695,876	\$62,815	\$15,704	\$193,855	\$968,250

Source of Local Funds: City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, LeSauk Township, Stearns County, Benton County, Sherburne County, Saint Cloud Metro Bus, and interest and miscellaneous income for Saint Cloud APO. See Exhibit 4 for more details.

EXHIBIT 3 – OVERHEAD DETAIL

Line Item	2023 Budget	2024 Budget
Liability Insurance/Workers Comp	\$5,750	\$6,038
Office Supplies	\$1,500	\$1,575
Accounting Services	\$38,000	\$58,000
Communications (<i>Telephone, Postage, and Internet</i>)	\$7,000	\$7,350
Travel (<i>Includes Lodging & Meals</i>)	\$3,500	\$3,675
Professional Development (<i>Registration Fees, etc.</i>)	\$1,500	\$1,575
Printing, Publishing & Advertising	\$2,000	\$2,100
Building Maintenance and Utilities	\$13,000	\$13,650
Legal Services	\$1,500	\$1,575
Multifunction Copier	\$2,000	\$2,100
APO Dues and Subscriptions	\$4,000	\$4,200
IT Support & Software (<i>includes website hosting</i>)	\$29,500	\$30,975
Hardware & Equipment	\$3,000	\$3,150
Miscellaneous	\$7,500	\$7,875
Total	\$119,750	\$143,838

EXHIBIT 4 – 2023 JURISDICTIONAL ASSESSMENTS

Member	2021 Population Estimates*	2023 Local Assessment (\$0.755 per cap.)	2023 Lobbyist Assessment	Total 2023 Local + Lobbyist Assessment
St. Cloud	68,746	\$51,903	\$15,784	\$67,687
St. Joseph	7,151	\$5,399	\$1,612	\$7,011
Sartell	19,522	\$14,739	\$4,707	\$19,446
Sauk Rapids	13,730	\$10,366	\$3,119	\$13,485
Waite Park	8,368	\$6,318	\$2,402	\$8,720
LeSauk TWP	1,501	\$1,133	\$0	\$1,133
Benton County	5,426	\$4,097	\$3,140	\$7,237
Sherburne County	2,630	\$1,986	\$950	\$2,936
Stearns County	13,563	\$10,240	\$11,486	\$21,726
Metro Bus	N/A	\$3,500	\$4,800	\$8,300
Total	140,637	\$109,681	\$48,000	\$157,681

*Population estimates courtesy of Minnesota State Demographer.

EXHIBIT 5 – 2023 MATCHING FUNDS CHECK

Required Match Calculation:	
Total CPG Budgeted:	\$695,876
20% Local Match Required:	\$173,969
Budgeted Funds:	
State Planning Grant Used for CPG Match:	\$51,615
Local Assessments Used for Eligible APO Internal Operations (not Category 900):	\$72,155
Local Assessments Used for Contract Services	\$62,700
Total Budgeted Local Match for CPG:	\$186,470

EXHIBIT 6 – 2023 FUNDING PERCENTAGES BY REVENUE SOURCE

Work Activity Category	Federal Funding (CPG)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$201,009	\$20,954	\$5,239	\$29,298	\$256,500
200 Budget & UPWP	\$10,383	\$1,083	\$271	\$1,513	\$13,250
300 Transportation Improvement Program (TIP)	\$36,832	\$3,840	\$960	\$5,368	\$47,000
400 Transportation System Performance Monitoring (TSPM)	\$27,036	\$2,819	\$705	\$3,940	\$34,500
500 Planning Project Development	\$27,428	\$2,860	\$715	\$3,997	\$35,000
600 Metropolitan Transportation Plan (MTP)	\$68,766	\$7,169	\$1,792	\$10,023	\$87,750
610 MTP – Active Transportation Planning	\$20,963	\$2,186	\$546	\$3,055	\$26,750
620 MTP - Transit Planning	\$7,641	\$797	\$199	\$1,113	\$9,750
630 MTP - Freight Planning, Economic Vitality & Tourism	\$2,547	\$266	\$66	\$371	\$3,250
640 MTP - Safety, Security & Environmental Planning	\$6,465	\$674	\$169	\$942	\$8,250
700 Transportation Planning Coordination & Public Outreach	\$70,333	\$7,333	\$1,833	\$10,251	\$89,750
800 Transportation Modeling, Mapping & Technical Support	\$15,673	\$1,634	\$409	\$2,284	\$20,000
Totals	\$495,076	\$51,615	\$12,904	\$72,155	\$631,750
Percentage by Revenue Source	78.37%	8.17%	2.04%	11.42%	100.00%

EXHIBIT 7 – 2024 PROVISIONAL BUDGET BY REVENUE SOURCE

This estimated budget for 2024 is subject to change during the development of the 2024-2025 UPWP, but it is provided here as an early estimate for budgeting purposes.

Work Activity Category	Federal Funding	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
<i>Sub-Total for APO Staff and Operations</i>	\$524,461	\$62,815	\$15,704	\$93,176	\$696,156
Contract Services: David Turch & Associates	\$0	\$0	\$0	\$48,000	\$48,000
Contract Services: Evaluation of High Crash Intersections	\$64,000	\$0	\$0	\$16,000	\$80,000
Contract Services: Pavement Quality Measurements	\$74,200	\$0	\$0	\$18,550	\$92,750
Grand Total Expenses	\$662,661	\$62,815	\$15,704	\$175,726	\$916,906

EXHIBIT 8 – LIST OF CURRENTLY UNFUNDED SPECIAL STUDIES

This list is maintained in order to document identified planning needs for consideration in future UPWPs. The presence of a particular study on this list does not guarantee that the study will be funded.

Priority	Special Study or Contract	Description
1	<i>Estimating the Net Environmental Impacts of Transportation Options</i>	More roadway capacity may improve traffic flow and reduce air pollution, but more impermeable surfaces may negatively impact water quality. Increasing land-use densities and mixing compatible uses may shorten trip lengths and fuel use, but may also increase congestion and travel times which increases fuel use. This study would seek to better understand such trade-offs and seek insight on the options or combination of options that minimizes the overall net environmental impact of transportation.
2	<i>Study Critical Crash Rate Intersections</i>	MnDOT has developed a method by which the crash rate of an intersection can be compared against the crash rates of other similar-type intersections. If an intersection has a higher crash rate than is “typical” it may be a signal that the intersection needs some planning and engineering attention to help mitigate the crashes. This study would bundle the highest critical crash rate intersections within the metro area together for a safety review and identification of potential mitigation measures. <i>(Anticipated to be programmed for 2024)</i>

Priority	Special Study or Contract	Description
3	<i>Planning Study for TH-23</i>	Along with TH-15, TH-23 through the urban area is one of the worst performing corridors for travel time reliability. It is also a major freight corridor and there are some safety issues to consider. This planning study would investigate the nature of the issues and recommend mitigation/improvement measures. <i>(MnDOT is considering a planning study in which the APO would participate.)</i>
4	<i>Better Understand Relationship Between Transportation and Economic Development</i>	Previous work has led the APO to conclude that the development of a return-on-investment (ROI) tool will help explain and describe the relationship between transportation and economic development and give decision-makers important information as they consider multiple competing projects for funding. But additional resources are needed to further develop and test the ROI tool.
5	<i>Choosing to Commute: Estimating the Transportation Impacts of Long-Distance Commuters & Understanding the Economics of Their Choice</i>	There are more jobs in the Saint Cloud metropolitan area than there are workers to fill those jobs. Many local businesses actively recruit workers from nearby communities, which puts more cars onto area roads, but the workers pay property taxes in other communities. Why don't they live here? Is it better to provide transportation capacity for those workers, or would it be more cost effective to entice them to move to the Saint Cloud metro area? What are the challenges and opportunities?
6	<i>Identification of Viable Cost-Assisted Transportation Options</i>	We know from the data and from public comments that many area families are financially stressed. This study would seek to identify viable options for providing low-cost or cost-assisted transportation options to help reduce the financial stress caused by transportation. For example, a buyers' assistance program for vehicle purchases, or subsidized vehicle maintenance program may be options to explore.

EXHIBIT 9 – BUDGETARY TRENDS

In order to better provide context for this work plan, the following historical information is presented:

JURISDICTIONAL ASSESSMENTS HISTORY 2018 – 2023

Jurisdiction	2018	2019	2020	2021	2022	2023
St. Cloud	\$43,100	\$45,794	\$46,165	\$46,165	\$51,393	\$51,903
St. Joseph	\$4,313	\$4,583	\$4,829	\$4,829	\$5,507	\$5,399
Sartell	\$11,252	\$11,956	\$12,326	\$12,326	\$14,330	\$14,739
Sauk Rapids	\$8,724	\$9,269	\$9,441	\$9,441	\$10,683	\$10,366
Waite Park	\$4,889	\$5,195	\$5,216	\$5,216	\$5,851	\$6,318
LeSauk Township	\$1,156	\$1,228	\$1,237	\$1,237	\$1,385	\$1,133
Benton County	\$3,508	\$3,728	\$3,717	\$3,717	\$4,184	\$4,097
Sherburne County	\$1,311	\$1,393	\$1,397	\$1,397	\$1,550	\$1,986
Stearns County	\$8,356	\$8,878	\$8,993	\$8,993	\$9,936	\$10,240
Metro Bus	\$2,000	\$3,500	\$3,500	\$3,500	\$3,500	\$3,500
Total	\$88,609	\$94,524	\$96,821	\$96,821	\$108,319	\$109,681
% Change Year Over Year		+6.68%	+2.43%	N/C	+11.88%	+1.26%

**This table does not include local match requirements for jurisdiction-specific studies*

APO BUDGET HISTORY 2018 – 2023

Line Item	2018	2019	2020	2021	2022	2023
Staff Salaries and Benefits	\$458,175	\$428,075	\$436,500	\$463,289	\$470,500	\$512,000
Overhead	\$96,200	\$94,200	\$88,850	\$96,821	\$92,000	\$119,750
Consultant Studies	\$28,184	\$162,000	\$509,000	\$445,000	\$325,000	\$263,500
Sub-Total for CPG Eligible Expenses	\$582,559	\$684,275	\$1,034,350	\$1,005,110	\$887,500	\$895,250
Turch & Associates	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Staff Time for Legislative Communications	\$7,375	\$7,200	\$6,700	\$4,250	\$4,500	\$6,000
Audit	\$7,500	\$7,750	\$8,000	\$8,250	\$8,500	\$14,000
Legislative Comm. Travel	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
Sub-Total for Other	\$67,875	\$67,950	\$67,700	\$65,500	\$66,000	\$73,000
Grand Total	\$650,434	\$752,225	\$1,102,050	\$1,070,610	\$953,500	\$968,250

EXHIBIT 10 – FEDERAL GRANT RESOLUTION



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

T. 320.252.7568 F. 320.252.6557

**SAINT CLOUD AREA PLANNING ORGANIZATION
2023 FEDERAL CONSOLIDATED PLANNING GRANT AUTHORIZATION
RESOLUTION 2022-05**

**Authorizing filing of a Federal Consolidated Planning Grant (CPG) Agreement for
the Calendar Year 2023 Unified Planning Work Program.**

BE IT RESOLVED that the Saint Cloud Area Planning Organization commits to providing a minimum 20% local match to support the 2023 Unified Planning Work Program; and

BE IT FURTHER RESOLVED that the Saint Cloud Area Planning Organization hereby authorizes filing and entering into an agreement for distribution of 2023 federal CPG funds with the State of Minnesota, Department of Transportation.

BE IT FURTHER RESOLVED that the Chairperson and Executive Director of the Saint Cloud Area Planning Organization are hereby authorized to execute such Agreement and amendments.

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the Resolution presented to and adopted by the Saint Cloud Area Planning Organization at a duly authorized meeting thereof, held on the 11th day of August 2022, as shown by the minutes of said meeting in my possession.

ATTEST:

Joe Perske,
Chair

Brian Gibson,
Executive Director

Date

Date

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

EXHIBIT 11 – STATE GRANT RESOLUTION



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

T. 320.252.7568 F. 320.252.6557

**SAINT CLOUD AREA PLANNING ORGANIZATION
2021 STATE PLANNING GRANT AUTHORIZATION
RESOLUTION 2022-06**

**Authorizing filing of a grant agreement with the Minnesota Department of
Transportation for the Calendar Year 2023 Unified Planning Work Program.**

BE IT RESOLVED that the Saint Cloud Area Planning Organization commits to providing a minimum 20% local match to support the 2021 Unified Planning Work Program; and

BE IT FURTHER RESOLVED that the Saint Cloud Area Planning Organization authorizes filing and entering into an Agreement for Distribution of State Planning Funds for Calendar Year 2023 with the State of Minnesota, Department of Transportation; and

BE IT FURTHER RESOLVED that the Chairperson and Executive Director of the Saint Cloud Area Planning Organization are hereby authorized to execute such Agreement and amendments.

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the Resolution presented to and adopted by the Saint Cloud Area Planning Organization at a duly authorized meeting thereof, held on the 11th day of August 2022, as shown by the minutes of said meeting in my possession.

ATTEST:

Joe Perske,
Chair

Brian Gibson,
Executive Director

Date

Date

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

EXHIBIT 12 – PROCUREMENT SELF-CERTIFICATION



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

T. 320.252.7568 F. 320.252.6557

SAINT CLOUD AREA PLANNING ORGANIZATION

PROCUREMENT PROCESS SELF-CERTIFICATION

RESOLUTION 2022-07

Certifying compliance of the Saint Cloud Area Planning Organization's procurement procedures with all administrative requirements, cost principles, and audit requirements for Federal awards.

BE IT RESOLVED that the Saint Cloud Area Planning Organization shall use documented procurement and contracting procedures that meet or exceed all Federal regulations as recorded in 2 CFR Part 200, including, but not limited to: 1) free and open competition in all procurements, 2) the prevention of waste, fraud, abuse, and conflicts of interest in its procurement process, and 3) the fair and equal treatment of all potential vendors and contractors; and

BE IT FURTHER RESOLVED that the Saint Cloud Area Planning Organization shall periodically review and update those documented procedures to maintain the aforementioned standard; and

BE IT FURTHER RESOLVED that the Executive Director of the Saint Cloud Area Planning Organization is hereby authorized to execute procurements as necessary and in accordance with the adopted 2023 Unified Planning Work Program and the procurement procedures as approved by the Policy Board of the Saint Cloud Area Planning Organization.

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the Resolution presented to and adopted by the Saint Cloud Area Planning Organization at a duly authorized meeting thereof, held on the 11th day of August 2022, as shown by the minutes of said meeting in my possession.

ATTEST:

Joe Perske, Chair

Brian Gibson, Executive Director

Date

Date

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

EXHIBIT 13 – SELF-CERTIFICATION



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

T. 320.252.7568 F. 320.252.6557

SAINT CLOUD AREA PLANNING ORGANIZATION ANNUAL SELF-CERTIFICATION RESOLUTION 2022-08

Certifying that the APO's Planning Process is addressing the major issues facing the area and is being conducted in accordance with applicable federal requirements

BE IT RESOLVED that the Saint Cloud Area Planning Organization does hereby self-certify that it conducts its planning process in accordance with applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance,
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C.

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794) and 49 CFR part 27 regarding discrimination against individuals with disabilities. FHWA and FTA must jointly find that the TIP is based on a 3-C planning process between MnDOT, the APO, and Saint Cloud Metro Bus.

CERTIFICATION

I hereby certify that the foregoing Resolution is a true and correct copy of the Resolution presented to and adopted by the Saint Cloud Area Planning Organization at a duly authorized meeting thereof, held on the 11th day of August 2022, as shown by the minutes of said meeting in my possession.

ATTEST:

Joe Perske,
Chair

Brian Gibson,
Executive Director

Date

Date

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



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: Transportation Priorities for 2023
DATE: July 28, 2022

Each year, the APO Board approves a list of regional transportation priorities. We use this priority list when we communicate with legislators at the Federal and State level to give them a sense of our most important surface transportation needs and which projects we are pursuing in earnest.

Last year, the APO Board restated their commitment to constructing the beltline corridor, and so our priority list reflected that commitment.

At the July 28th meeting of the Technical Advisory Committee, we had a discussion about regional priorities for 2023, and they unanimously recommended approval of the following projects:

1. Mississippi River Bridge at 33rd Street South in Saint Cloud - \$1.25 million for environmental review
2. MN-15 between 2nd Street South and 12th Avenue North - \$1 million for environmental review
3. Benton CSAH 29 extension from Mayhew Lake Road to intersection of Golden Spike Road and CR 80 - \$5 for construction

In general, it seems that having fewer projects on the list is better than a list of all possible projects, which is often interpreted as us not knowing our priorities.

Suggested Action: Approve the Regional Transportation Priorities as Recommended by the TAC.