

AGENDA

APO TECHNICAL ADVISORY COMMITTEE SPECIAL MEETING

THURSDAY, NOV. 10, 2022 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
ZOOM OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-D*)
 - a. Approve minutes of Sept. 29, 2022, TAC meeting (Attachment A)
 - b. Receive staff report of Oct. 6, 2022, Central Minnesota Area Transportation Partnership (ATP-3) Meeting (Attachment B)
 - c. Receive staff report of Oct. 13, 2022, Policy Board meeting (Attachment C)
 - d. Consideration of administrative modification to the Regional Active Transportation Plan (ATP) (Attachments D1-D2)
4. Consideration of the 2050 socio-economic forecasts and TAZ distribution (Attachment E1-E2), *Craig Vaughn and Erik Kappelman*
 - a. **Suggested Action: None, discussion only.**
5. Consideration of 2020 model and calibration results (Attachment F), *Rob Schiffer*
 - a. **Suggested Action: Recommend Policy Board approval.**
6. Consideration of preliminary FY 2023 and FY 2024-2026 ATP-3 ATP Managed Program Funding Changes (Attachment G1-G3), *Steve Voss, MnDOT District 3 Planning Director*
 - a. **Suggested Action: None, informational only.**
7. Transportation Improvement Program Amendments and Administrative Modification Procedures (Attachment H), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None.**
8. Other Business & Announcements
9. Adjournment

English

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Somali

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

Spanish

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

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

Thursday, Sept. 29, 2022 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, Sept. 29, 2022. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

In-Person TAC Members:

Michael Kedrowski	Saint Cloud Metro Bus
Tom Cruikshank	MnDOT District 3
Todd Schultz	City of Sauk Rapids
April Ryan	SEH – City of Sartell
Andrew Witter	Sherburne County
Jodi Teich	Stearns County
Matt Glaesman	City of Saint Cloud
Randy Sabart	City of Saint Joseph
Chris Byrd	Benton County
Tracy Hodel	City of Saint Cloud

Non-Member In-Person Attendees:

Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician

Zoom Attendees

Scott Saehr	City of Sartell
Justin Anibas	SEH – for City of Sartell
Chad Jorgenson	SEH – for City of Sartell
Angie Tomovic	MnDOT District 3 State Aid
Bobbi Retzlaff	FHWA
Innocent Eyoh	MPCA

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of Aug. 25, 2022, TAC meeting
- b. Receive staff report of Sept. 8, 2022, Policy Board meeting
- c. Consideration of the 2023 TAC meeting schedule

Mr. Byrd made a motion to approve the consent agenda items. Mr. Schultz seconded the motion. Motion carried.

CONSIDERATION OF THE 2021 LOCAL HUMAN SERVICES TRANSIT COORDINATION PLAN

Mr. Cruikshank presented on the Local Human Services-Public Transit Coordination Plan. The purpose of the plan is a statewide effort to evaluate existing transportation providers, identify the unmet needs and services, and establish transportation related goals for Region 7W/Saint Cloud APO area. The plan is updated every five years. As a requirement of the FAST Act, grantees under the Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities program must have projects under a "locally developed coordinated public transit-human services transportation plan" to receive federal funding. Some of the planning elements included demographic data, rider surveys, transportation resource provider surveys, focus group surveys, stakeholder planning workshops, and looking back on previous efforts from the 2017 plan. The 2021 LCP goals and strategies include expanding services within the Saint Cloud metro to outer lying areas and developing public awareness campaigns for transit. Mr. Cruikshank reviewed the plan adoption timeline. They hope to have it completed by the end of October 2022.

Ms. Teich made the motion to recommend the Policy Board approve the Local Human Services Transit Coordination Plan. Mr. Byrd seconded. Motion carried.

CONSIDERATION OF 2022 AMENDMENT TO THE APO'S STAKEHOLDER ENGAGEMENT PLAN (SEP)

The Stakeholder Engagement Plan (SEP) ensures the public is given ample opportunity to access, review, and comment on plans, studies, and other documents as they are being developed. The SEP helps members of the public and affected organizations understand how to participate effectively in the APO's planning processes. Mr. McKenzie said the most significant update to the SEP was the procedure for filing a formal Title VI complaint. The SEP now encourages those who wish to file a complaint to do so using MnDOT's online complaint form. APO staff launched public input for the SEP for a 45-day period from Aug. 3 to Sept. 16, 2022. Mr. Eyoh asked how outreach is conducted to the BIPOC communities to make sure they are involved in the process. Mr. McKenzie said that the interested stakeholders list, used to email information to, has organizations that reach out to BIPOC communities.

Mr. Glaesman made the motion to recommend the Policy Board approve the amendment to the SEP. Mr. Schultz seconded. Motion carried.

CONSIDERATION OF THE 2022 STAKEHOLDER ENGAGEMENT PLAN (SEP) ANNUAL REPORT

This document is reviewed annually and looks at the effectiveness of reviewing procedures and strategies contained in the participation plan to ensure a full and open participation process. Mr. McKenzie summarized the APOs public engagement efforts over the last year. Facebook is the APO's primary form of social media/advertising. Recommendations include hiring a community liaison for hard-to-reach populations, joining a community organization, and attempting to reach a younger audience with TikTok.

Mr. Witter made the motion to recommend the Policy Board approval of the 2022 SEP. Mr. Kedrowski seconded. Motion carried.

CONSIDERATION OF PM1, PM2, PM3 TARGETS

Mr. Stapfer summarized the performance measurement targets. These targets are federally required and included in the MTP and TIP. Targets must be maintaining or improving. If targets are not met, MnDOT must transfer funds. PM1: Transportation Safety applies to all public roads and is reviewed every year. PM2: Infrastructure refers to pavement condition and it is reviewed every four years. PM3: System Performance, includes travel time reliability.

Ms. Teich made the motion to approve PM1, PM2, PM3 targets. Ms. Hodel seconded. Motion carried.

CONSIDERATION OF 2024-2027 GREATER MINNESOTA HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) PROJECTS

HSIP projects are designed to reduce traffic fatalities and serious injuries on all public roads. This is a federal program that seeks out low cost, high benefit solutions. Funding is typically split 90/10. The 2024-2027 HSIP solicitation kicked off on Monday, Sept. 12 by the Minnesota Department of Transportation's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 23. The City of Sartell, the City of Saint Joseph, and Benton County have all applied for this solicitation. Ms. Ryan summarized the City of Sartell's proactive driven project on Pinecone Road and Seventh Street for a traffic signal installation. Mr. Sabart summarized the City of Joseph's proactive project to improve pedestrian crossing along CSAH 75 at Fourth Avenue, 12th Avenue, 16th Avenue, and 20th Avenue. Mr. Sabart believed this request will be delayed for this solicitation because some improvements have already been implemented and further discussion needs to take place. Mr. Byrd summarized the reactive project request from Benton County for a roundabout construction at CSAH 1/Mayhew Lake Road and CSAH 29/35th Street in Sauk Rapids.

Ms. Teich made the motion to recommend Policy Board ranking/prioritization for HSIP funding consideration. Mr. Glaesman seconded. Motion carried.

OTHER BUSINESS AND ANNOUNCEMENTS

Ms. Johnson announced solicitations will be opening soon for STBGP and TA and she will be sending out more information as she receives it. There will be an October TAC meeting. Mr. Eyoh said MPCA completed the Climate Action Plan which outlines a framework to reduce greenhouse gas (GHG) emissions across the state by 50% by 2030 and to be net zero by 2050.

Mr. Eyoh also announced a planning grant for residents from communities of less than 10,000 to combat things such as reducing flood risk as well as stormwater and wastewater mitigation. He will send more information out via Ms. Johnson.

Mr. Eyoh announced MPCA is looking to fill a climate energy planning position. Mr. Eyoh will email Ms. Johnson the additional information.

Ms. Teich noted that Oct. 27 would not work well for a TAC meeting due to several county engineers being out of town as well as the AMPO conference. Ms. Johnson will send out a doodle poll to see what date works best for everyone.

ADJOURNMENT

The meeting adjourned at 11:21 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on Oct. 6, 2022, Central Minnesota Area Transportation Partnership ATP-3 meeting
DATE: Oct. 11, 2022

The Central Minnesota Area Transportation Partnership (ATP-3) met in Baxter on Thursday, Oct. 6, 2022. At that meeting, the following topics were discussed:

1. Local Program Update

- a. MnDOT District 3 State Aid Engineer Angie Tomovic provided a project status update on all projects currently programmed for FY 2023. Since this is the beginning of the Federal fiscal year, limited progress has been made for these projects. There are five projects located within the APO's planning area slated for 2023 construction: Sherburne County's CR 65 and 45th Avenue realignment; Stearns County's Beaver Island Trail extension; Stearns County's CSAH 75 mill and overlay; Stearns County's CSAH 75 bridge replacement; and Sartell's Heritage Drive shared use path. Ms. Tomovic also presented on all of the Highway Safety Improvement Program (HSIP) projects slated for 2023 construction. There are two projects located within the APO's planning area: Sherburne County's rural intersection lighting and Stearns County's CSAH 4/CSAH 133 roundabout.

2. Highway Safety Improvement Program (HSIP) Primer and Solicitation Announcement

- a. MnDOT Office of Traffic Engineering's Traffic Safety Engineer Girma Feyissa provided information to ATP-3 members on the HSIP solicitation. Mr. Feyissa reviewed the HSIP program requirements and outlined the time frame of the 2024-2027 solicitation. He also provided information on proposed HSIP funding targets for ATP-3.

Year	Funding Target
2024	\$960,000
2025	\$3,050,000
2026	\$5,100,000
2027	\$5,100,000

Mr. Feyissa stated applications are due to OTE by Nov. 23, 2022. Project award notifications would be distributed by Feb. 3, 2023.

3. ATP-3 FY 2024-2027 STIP Development Schedule

- a. MnDOT District 3 Planning Director Steve Voss provided an update to the

approved 2024-2027 STIP development schedule. Changes to the schedule were made to accommodate the Transportation Alternatives (TA) Letter of Intent (LOI) deadline and the release of the full TA application.

4. Preliminary FY 2023 and FY 2024-2026 ATP-3 Managed Program Funding Changes/Discussion of Options
 - a. Mr. Voss discussed the work members of the Programming Update Workgroup (PUW) have been doing to address the additional funding allocated to the state as a result of the Federal transportation authorization act – Infrastructure Investment and Jobs Act (IIJA). Mr. Voss said IIJA allocated additional money to the state for years 2022 through 2026. Given the short time frame to address how to spend the 2022 funding, MnDOT took the lead on spending that funding with the intent to payback the locals their share of the 2022 dollars in later years. With a push from the PUW to get the money in the hands of the locals, new funding guidance for years 2023 through 2026 have been released that will impact both the Surface Transportation Block Grant Program (STBGP) and the TA program. Mr. Voss said ATP-3 has an additional \$12,940,000 to spend within each of the four years (2023-2026). MnDOT is no longer allowed to play “banker” (i.e., use funds in earlier years to allow for a larger pot of funding for locals in the outer years of the State Transportation Improvement Program (STIP)). As a result, it will be up to the local entities (Region 5, Region 7E, Region 7W, and Saint Cloud APO) to determine how to handle the increase in funding.
 - b. STBGP funding: Mr. Voss indicated district staff would like to maintain the regional share distribution currently in place. Of that \$12,940,000, the APO would be allocated 20.53% or \$2,656,582. MnDOT District 3 staff proposed the following guidance to assist in spending the additional funding allocated from IIJA:
 - i. For 2023:
 1. Regions would work with District staff to identify any authorized AC projects from 2023 or earlier that have AC payback amounts remaining and fund them.
 2. Advance projects already in the STIP to 2023 IF they can be authorized before June 30, 2023.
 3. Increase federal share up to 80% if project is overmatched locally.
 4. Increase project costs to account for inflation and/or other cost changes not resulting from scope changes; then increase federal amount up to 80%.
 5. Identify new projects in the STIP that can be authorized before June 30, 2023.
 - ii. A similar process would be undertaken for projects programmed in 2024-2026.
- Mr. Voss said he will work with each of the regions to determine projects that would first be revenue neutral (options 1 and 2). He said regional collaboration would be needed to determine how to spend the additional funding. The main concern at the moment is ensure funding allocated in FY 2023 is spent.
- c. TA funding: Because TA funding is handled on a regional level to begin with, Mr. Voss said work has already begun in determining how to spend the 2023 funding. A process similar to STBGP will be taken to determine how to spend the influx of IIJA funding.

5. New Surface Transportation Block Grant On-System Bridge Funding Category

- a. Mr. Voss provided information on the new on-system bridge program developed as a result of the IIJA. Mr. Voss said members of the PUW indicated a need by the locals for bridge funding for on-system bridges (as opposed to off-system). As a result, funding from this program **MUST** be spent on on-system bridges. MnDOT is not allowed to play “banker” with this program either. Funding targets per year are noted in the table below:

Year	Funding Target
2023	\$810,000
2024	\$820,000
2025	\$840,000
2026	\$850,000

In addition, funding guidance for this program stipulates that money can only be spent on NEW projects and not be given to projects currently programmed in the STIP. As a result, Mr. Voss said he and District staff will be working to find a project currently slated for construction on the Federal aid system that is NOT Federalized in the hopes of spending the FY 2023 funding for sure. Concern was raised by the ATP members about finding this “perfect” project not just for FY 2023 but for FY 2024 as well. In addition, it was noted that it is still undetermined how the ATP-3 wishes to handle a possible solicitation for this program.

6. FY 2027 ATP-3 Managed Program Federal Funding Project Solicitation

- a. MnDOT District 3 Engineering Specialist/Program Coordinator Jeff Lenz presented on the ATP-3 Managed Program (otherwise known as the Surface Transportation Block Grant Program). Mr. Lenz did a quick overview of the application guidance along with the application form and a sample evaluation worksheet. No new changes were proposed.

7. ATP-3 Transportation Alternatives (TA) Program Application and Scoring Changes

- a. Mr. Lenz presented on proposed changes to the TA program application and scoring guidance. A revision subcommittee (made up of regional planners and district staff) spent about three months making changes to the application. Most notable changes included splitting the original application into three different tracks: bicycle/pedestrian; historical preservation and properties; and scenic byway and environmental. The hope is to provide the latter two with an opportunity to be able to compete for TA funding.

8. FY 2027 ATP-3 Transportation Alternatives Program Project Solicitation Kick Off

- a. Mr. Lenz presented on the timeline for the FY 2027 TA program solicitation. The letter of intent process is now open and will close on Monday, Nov. 4. Applications will be distributed by regional planners by no later than Nov. 21 with applications due to Mr. Lenz by Friday, Jan. 13, 2023. Mr. Lenz mentioned there would be two TA workshops, including one hosted in Saint Cloud on Tuesday, Oct. 11.

9. ATP STIP Public Engagement and Website Changes

- a. MnDOT District 3 Public Engagement Coordinator Stephanie Castellanos presented on changes the district is working on when it comes to public engagement. MnDOT’s Office of Transportation System Management (OTSM)

has been working closely with each of the MnDOT districts to improve the transparency of the Area Transportation Improvement Program (ATIP) and STIP development process. Ms. Castellanos said this district is working to improve the public engagement process early on (during the development of the 10-year Capital Highway Investment Plan (CHIP)) as well as STIP engagement. In addition, Ms. Castellanos has proposed several revisions to the ATP-3 MnDOT website to make it more user friendly.

10. Filling of Rural Transit Representative on ATP-3

- a. Mr. Voss discussed the need to fill a current vacancy on the ATP-3. The group decided to reach out to their respective contacts to develop a slate of nominations to be discussed at the January ATP-3 meeting.

11. Election of ATP-3 Chair and Vice Chair

- a. Sherburne County Commissioner Raeanne Danielowski was reelected to serve as the ATP-3 Chair. Region 5 Development Commission representative Chuck Parins was reelected to serve as vice chair.

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 Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: October 14, 2022

A Policy Board meeting was held on Thursday, October 13, 2022. The following is a summary of the actions take:

1. The Board approved the Local Human Services Transportation Coordination Plan
2. The Board approved the amendments to the Stakeholder Engagement Plan, as recommended by the TAC
3. The Board approved the PM1, PM2, and PM3 performance targets as recommended by APO staff and the TAC
4. The Board approved the recommendations of the SEP annual review, as recommended by the TAC
5. The Board approved the Highway Safety Improvement Program projects, as recommended by the TAC
6. The Board approved APO staff submitting a Corridors of Commerce application for MN-15
7. The Board took no action on approving reimbursement of Benton County travel expenses to Washington, DC
8. The Board approved changing their regular November meeting date to the third Thursday of the month

Suggested Action: None, informational.



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

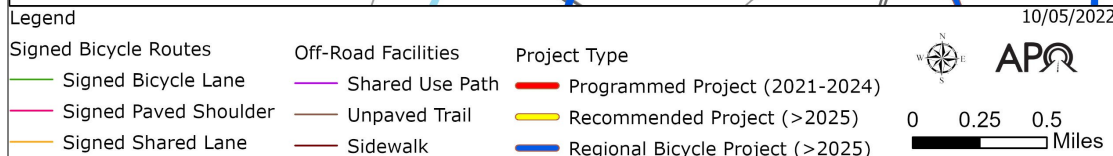
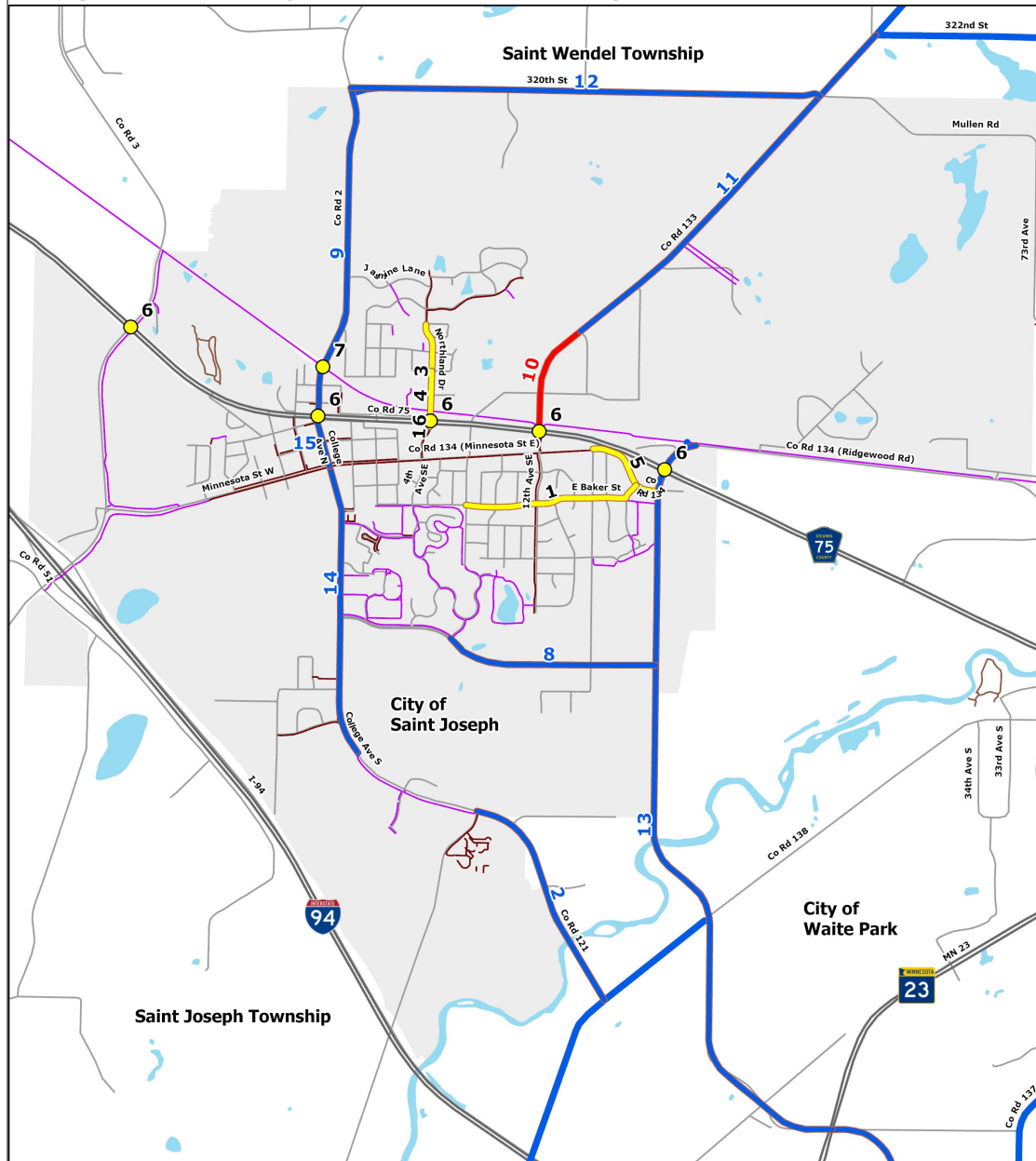
T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: Regional Active Transportation Plan – Saint Joseph profile
DATE: Oct. 26, 2022

The Regional Active Transportation Plan (ATP) was approved at the Sept. 8 Policy Board Meeting, with the exception of the Saint Joseph Profile. The City of Saint Joseph's representative requested extra time to talk about the proposed projects with the city staff and council members. The city has proposed listing projects in ranked order of priority and adding a project to install a sidewalk along Baker Street from Seventh Avenue SE to Minnesota Street. The APO felt since these were minimal changes that, another public input period was not warranted.

Suggested Action: Recommend approval of the revised Saint Joseph profile in the Regional Active Transportation Plan to the Policy Board.

City of Saint Joseph Future Active Transportation Recommendations



Map Number and Description

1	Install a sidewalk along Baker Street from Seventh Avenue SE to Minnesota Street.
2	Construct a regional shared use path along College Avenue S (Stearns County Road 121).
3	Construct a sidewalk from CSAH 75 to Hickory Drive.
4	Install a shared use path from CSAH 75 to Fifth Avenue NE.
5	Construct a sidewalk or shared use path along Stearns CSAH 134 from end Minnesota Street sidewalk to 20th Avenue SE.
6	Add a leading pedestrian interval (LPI) at signalized intersections on Stearns CSAH 75 as warranted.
7	Improve the Stearns CSAH 2 crossing of the Lake Wobegon Trail.
8	Build a regional shared use path along future Field Street that will connect to the future beltway.
9	Build a regional shared use path along Stearns CSAH 2.
10	Install sidewalks along Stearns CSAH 133 from 15th Avenue NE to Stearns CSAH 75.
11	Construct a regional shared use path along Stearns CSAH 133.
12	Construct a regional shared use path along 320th Street.
13	Build a regional shared use path along future beltway connection.
14	Construct a regional shared use path along College Avenue S (Stearns County Road 121) from Minnesota Street to southern shared use path.
15	Install bicycle facilities along College Avenue between Minnesota Street to CSAH 75.
16	Build a grade separated crossing of Stearns CSAH 75 at the Northland Drive/4th Avenue SE crossing.
* Projects are listed in ranked order of priority.	



DRAFT - Memorandum

SRF No. 15322

To: Brian Gibson, Executive Director
Saint Cloud Area Planning Organization

From: Erik Kappelman, Travel Demand Forecaster II
Alen Lau, Travel Demand Forecasting Lead

Date: October 22, 2022

Subject: Saint Cloud APO Travel Demand Model Update

Purpose

This document outlines the 2050 socio-economic forecast results for the Saint Cloud Area Planning Organization (APO) travel demand model update. This document consists of three sections: Initial Data Estimates, Stakeholder Meetings, and 2050 Forecast Data that show the quantitative and qualitative approaches used to create this forecast.

Initial Data Estimates

In general, the initial estimation approach uses existing 2015-2045 data from the Saint Cloud Metropolitan Transportation Plan (MTP) to derive growth rates. These growth rates were then applied to 2020 Census data and existing employment data to estimate 2050 data. Additionally, aggregate population growth rates are calculated from 2015 and 2045 population totals, by municipality, with MTP data.

Baseline employment data was provided by the Saint Cloud APO. Household and population data are from the 2020 Decennial US Census. After the 2050 totals are calculated, the data is distributed to TAZs based on the changes to associated land use within each TAZ in the MTP data. The initial data is displayed in the Appendix.

Stakeholder Meetings

Communities within the model area were notified of the model update project and asked to submit any comments they may have. SRF and TC2 jointly held “office hours” with representatives from the communities. These hour-long sessions were held over Zoom and consisted of going over the initial estimates with the stakeholders, noting feedback and clarifying any confusion. The communities of Saint Cloud, Sartell, Sauk Rapids, Saint Joseph, Waite Park, Haven Township, Benton County, Stearns County, and Sherburne County participated in the data review.

With feedback from stakeholders, maps created for the office hours were updated and changed to reflect the complete 2050 forecast. These maps display the base year data and forecast data distributed in the travel demand model TAZ layer. Maps show the macro level as well as at the community level. The map packet, Socio Economic Forecast Maps.pdf, is attached.

2050 Forecast Data

The final forecast data is the amalgamation of results of the mathematical algorithms that created the initial estimates and the qualitative data gained from stakeholder feedback. The 2050 forecast information will be presented to the Saint Cloud APO Technical Advisory Committee (TAC) for final review and approval.

The data itself is in spreadsheet form for use within the forecast travel demand model. The tables below summarize the forecast estimates at municipal level.

2050 Population and Household Forecast Tables

Table 1. 2050 Population Forecast

Municipality	2020 Population Model Input	2050 Population Projection	2020-2050 Change	Compound Annual Growth Rate
Saint Cloud	70,636	80,921	10,285	0.5%
Sartell	20,629	27,345	6,716	0.9%
Sauk Rapids	14,106	17,733	3,627	0.8%
Saint Joseph	7,112	9,341	2,229	0.9%
Waite Park	7,502	11,417	3,915	1.4%
Saint Augusta	2,883	3,069	186	0.2%
Other	16,899	22,084	5,185	0.9%
Total	139,767	171,775	32,008	0.7%

Source: 2020 Decennial Census, 2020–2050 Socio Economic Data Forecast, Compound Growth: $r = \left(\frac{v_1}{v_0}\right)^{\left(\frac{1}{t_1 - t_0}\right)} - 1$

Table 1 shows annual population growth rates between 0.2% and 1.4%. The annual growth rate is 0.7% for the total region. These numbers are consistent with expectations. The forecast shows that the Saint Cloud travel demand model area will grow by about 30,000 people in the next 30 years.

Table 2. 2050 Household Forecast

Municipality	2020 Households Model Input	2050 Households Forecast	2020-2050 Change	Compound Annual Growth Rate
Saint Cloud	30,582	34,397	3,815	0.4%
Sartell	7,830	10,769	2,939	1.1%
Sauk Rapids	5,906	7,461	1,555	0.8%
Saint Joseph	2,747	3,076	329	0.4%
Waite Park	2,962	4,951	1,989	1.7%
Saint Augusta	712	1,192	480	1.7%
Other	6,602	8,549	1,947	0.9%
Total	57,341	70,395	13,054	0.7%

Source: 2020 Decennial Census, 2020–2050 Socio Economic Data Forecast

Table 2 shows annual household growth rates between 0.4% and 1.7%. The annual growth rate is 0.7% for the total region. These numbers are consistent with expectations. The forecast shows that the number of households in the Saint Cloud travel demand model area will grow by about 15,000 over the next 30 years.

2050 Employment Forecast Tables

Table 3. Total Employment Forecast

Municipality	2020 Employment Model Input	2050 Employment Forecast	Compound Annual Growth Rate
Saint Cloud	42,143	50,857	0.6%
Sartell	5,911	7,821	0.9%
Sauk Rapids	4,104	6,894	1.7%
Saint Joseph	2,725	3,698	1.0%
Waite Park	7,355	9,230	0.8%
Saint Augusta	221	221	0.0%
Other	4,914	6,719	1.0%
Total	67,373	85,440	0.8%

Source: Saint Cloud APO, Saint Cloud Metropolitan Transportation Plan 2015-2045, 2020–2050 Socio Economic Data Forecast

Table 3 shows annual employment growth rates between 0.0% and 1.7%. The annual growth rate is 0.8% for the total region. These numbers are consistent with expectations. The forecast shows that the employment in the Saint Cloud travel demand model area will grow by about 85,000 jobs over the next 30 years.

Table 4. Model Sector Employment Forecast

Municipality	2020 Industrial	2050 Industrial	2020 Office	2050 Office	2020 Retail	2050 Retail
Saint Cloud	9,120	10,170	23,172	28,336	9,851	12,351
Sartell	490	640	4,199	4,909	1,222	2,272
Sauk Rapids	1,504	2,124	1,921	2,921	679	1,849
Saint Joseph	1,059	1,432	1,217	1,217	449	1,049
Waite Park	2,215	2,665	2,291	2,966	2,849	3,599
Saint Augusta	25	25	154	154	42	42
Other	3,485	3,800	902	1,562	527	1,357
Total	17,898	20,856	33,856	42,065	15,619	22,519

Source: Saint Cloud APO, Saint Cloud Metropolitan Transportation Plan 2015-2045, 2020-2050 Socio Economic Data Forecast

Table 5. Employment Data Compound Annual Growth Rates by Model Sector

Municipality	Industrial	Office	Retail	Total
Saint Cloud	0.4%	0.7%	0.8%	0.6%
Sartell	0.9%	0.5%	2.1%	0.9%
Sauk Rapids	1.2%	1.4%	3.4%	1.7%
Saint Joseph	1.0%	0.0%	2.9%	1.0%
Waite Park	0.6%	0.9%	0.8%	0.8%
Saint Augusta	0.0%	0.0%	0.0%	0.0%
Other	0.3%	1.8%	3.2%	1.0%
Total	0.5%	0.7%	1.2%	0.8%

Source: Compound growth rate

Tables 4 and 5 show the base and future year values and compound annual growth rates for each of the employment types, Industrial, Office, and Retail. The largest overall growth rate is in the Retail category at 1.2%, and the smallest growth rate at 0.5%, is in the Industrial category. The annual employment growth rate is 0.8% for the total region.

Conclusion

These forecasts show the Saint Cloud model area will grow in employment and population through the year 2050. These forecasts are the results of combining quantitative and qualitative approaches to maximize forecast quality. Attached maps show the spatial distribution of the forecast data.

APPENDIX

Initial Data Estimates

Table A. 1 Population Data Comparison

Municipality	2020 Population Model Input	2050 Population Projection	2020-2050 Change	Compound Annual Growth Rate
Saint Cloud	70,636	77,477	6,841	0.3%
Sartell	20,629	29,359	8,730	1.2%
Sauk Rapids	14,106	17,759	3,653	0.8%
Saint Joseph	7,112	7,877	765	0.3%
Waite Park	7,502	11,468	3,966	1.4%
Saint Augusta	2,883	4,706	1,823	1.6%
Other	16,899	19,627	2,728	0.5%
Total	139,767	168,273	28,506	0.6%

Source: Saint Cloud Metropolitan Transportation Plan 2015-2045, 2020–2050 Socio Economic Data Drafts

Table A. 2 Household Data Comparison

Municipality	2020 Households Model Input	2050 Households Projection	2020-2050 Change	Compound Annual Growth Rate
Saint Cloud	30,025	32,933	2,908	0.3%
Sartell	8,124	11,562	3,438	1.2%
Sauk Rapids	5,935	7,472	1,537	0.8%
Saint Joseph	2,342	2,594	252	0.3%
Waite Park	3,253	4,973	1,720	1.4%
Saint Augusta	1,120	1,828	708	1.6%
Other	6,542	7,598	1,056	0.5%
Total	57,341	68,960	11,619	0.6%

Source: Saint Cloud Metropolitan Transportation Plan 2015-2045, 2020–2050 Socio Economic Data Drafts

Table A. 3 Total Employment Data Projection

Municipality	2020 Employment Model Input	2050 Employment Model Input	Compound Annual Growth Rate
Saint Cloud	42,512	47,997	0.4%
Sartell	6,203	9,203	1.3%
Sauk Rapids	4,175	7,653	2.0%
Saint Joseph	2,642	4,346	1.7%
Waite Park	7,385	8,843	0.6%
Saint Augusta	721	921	0.8%
Other	3,735	6,677	2.0%
Total	67,373	85,640	0.8%

Source: Saint Cloud APO, Saint Cloud Metropolitan Transportation Plan 2015-2045, 2020–2050 Socio Economic Data Drafts

Table A. 4 Model Sector Employment Projections

Municipality	2020 Industrial	2050 Industrial	2020 Office	2050 Office	2020 Retail	2050 Retail
Saint Cloud	9,581	8,746	23,079	27,199	9,852	12,052
Sartell	504	504	4,482	6,582	1,217	2,117
Sauk Rapids	1,540	2,810	1,947	2,755	688	2,088
Saint Joseph	1,025	1,948	1,179	1,360	438	1,038
Waite Park	2,215	2,615	2,321	2,379	2,849	3,849
Saint Augusta	254	254	319	419	148	248
Other	2,779	4,279	529	1,571	427	827
Total	17,898	21,156	33,856	42,265	15,619	22,219

Source: Saint Cloud APO, Saint Cloud Metropolitan Transportation Plan 2015-2045, 2020–2050 Socio Economic Data Drafts

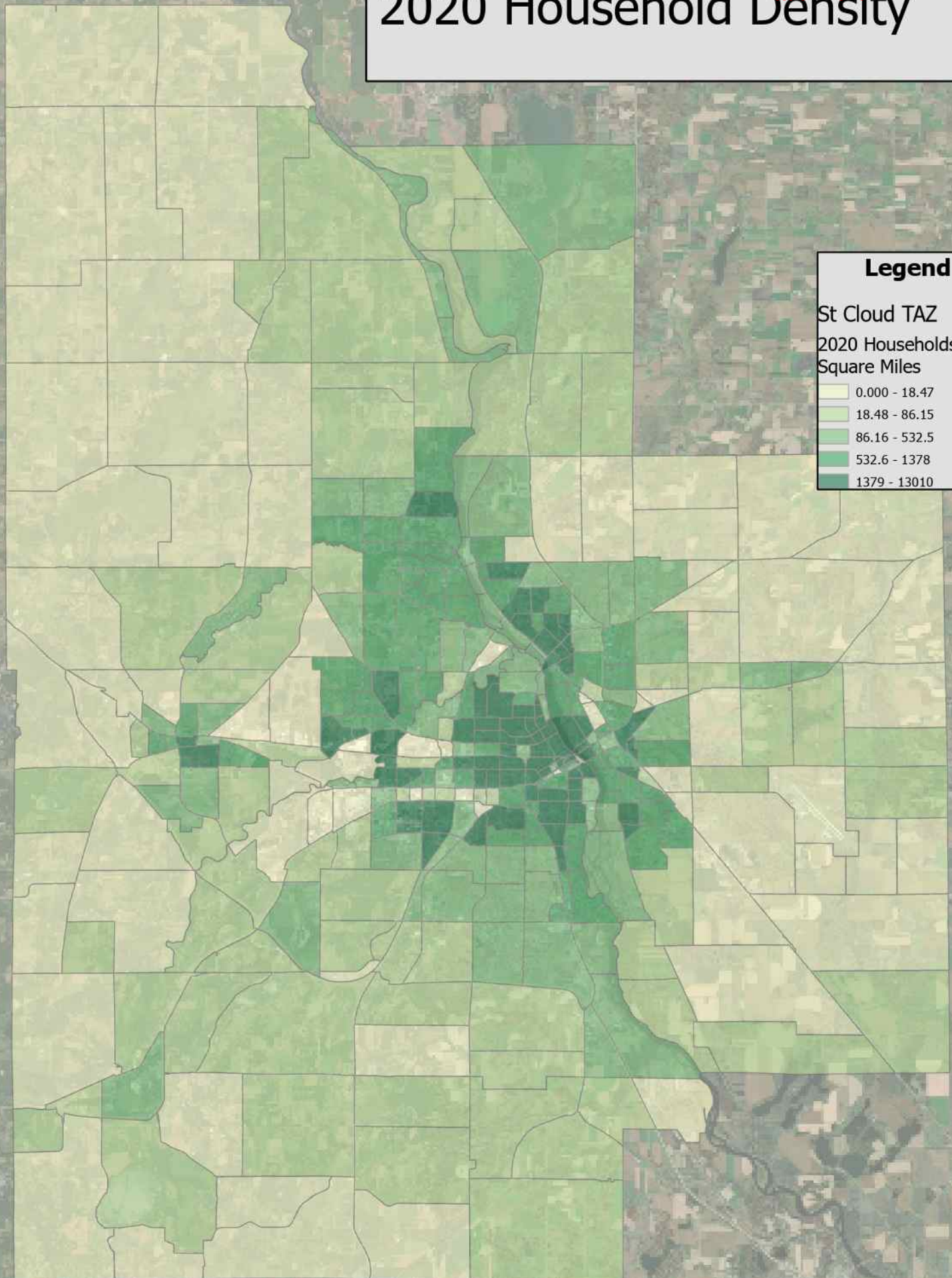
Table A. 5 Employment Data Compound Annual Growth Rates by Model Sector

Municipality	Industrial	Office	Retail	Total
Saint Cloud	-0.3%	0.5%	0.7%	0.4%
Sartell	0.0%	1.3%	1.9%	1.3%
Sauk Rapids	2.0%	1.2%	3.8%	2.0%
Saint Joseph	2.2%	0.5%	2.9%	1.7%
Waite Park	0.6%	0.1%	1.0%	0.6%
Saint Augusta	0.0%	0.9%	1.7%	0.8%
Other	1.4%	3.7%	2.2%	2.0%
Total	0.6%	0.7%	1.2%	0.8%

Source: Compound Growth Rate

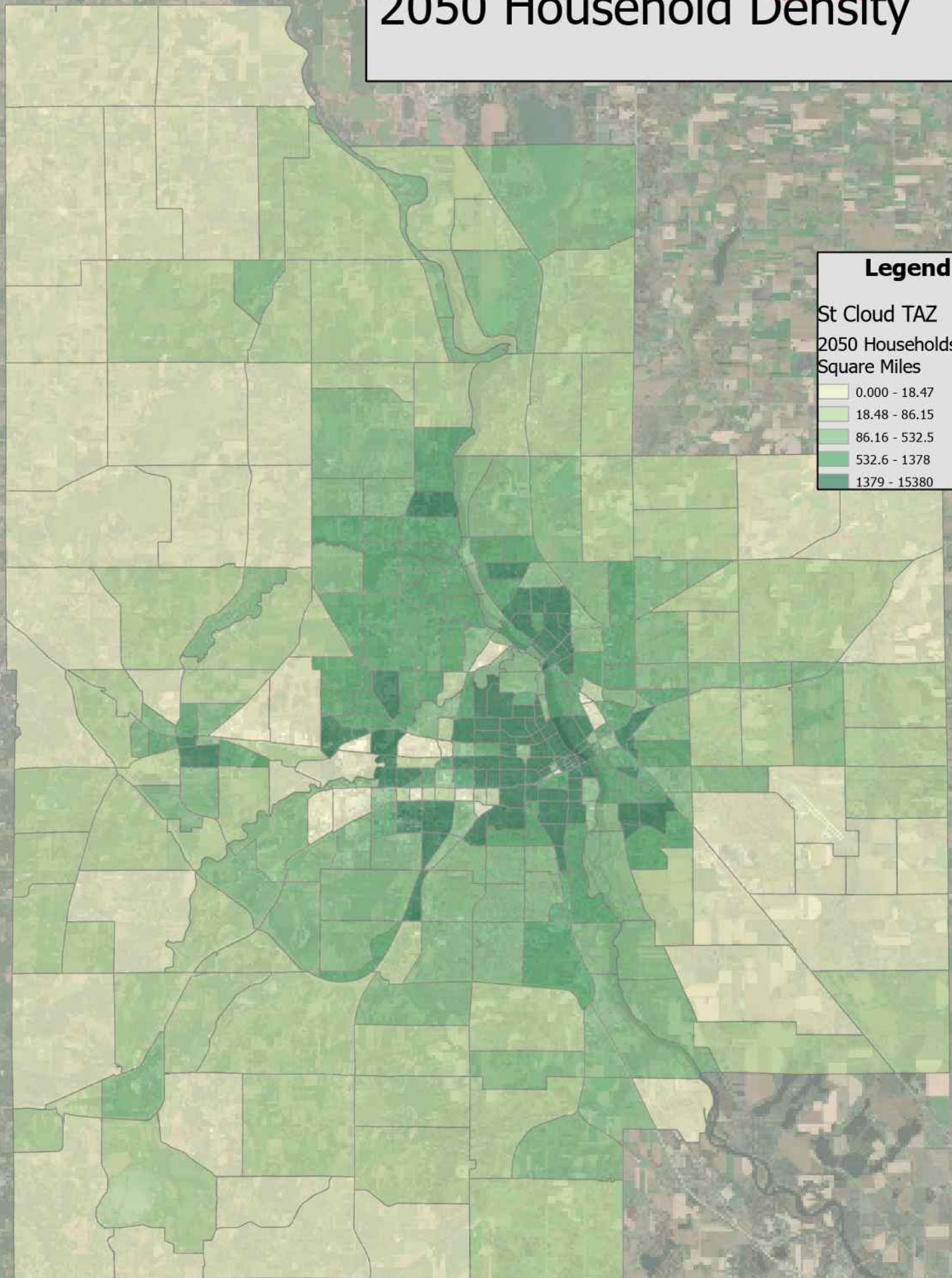
2020 Household Density

Attachment E2

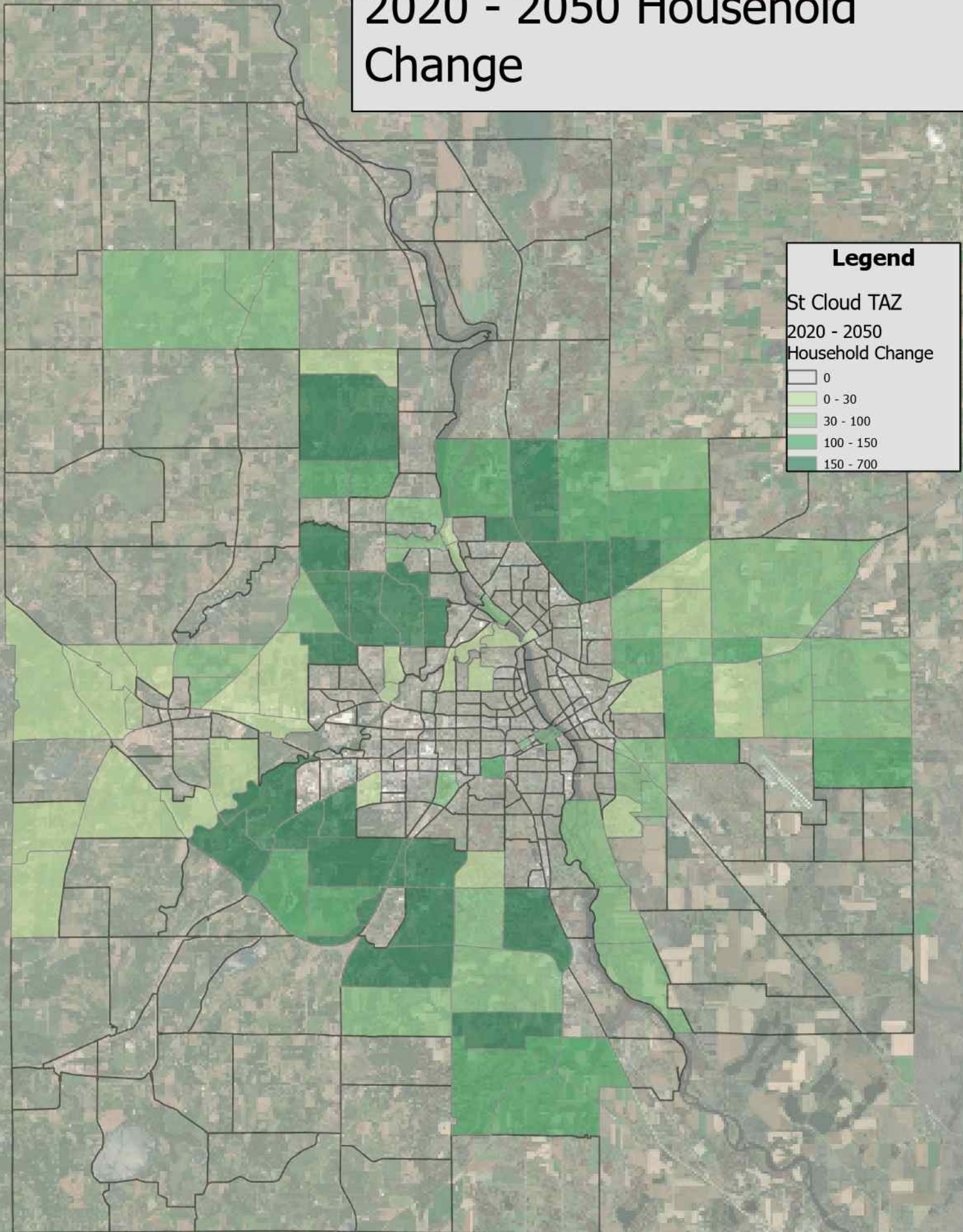


2050 Household Density

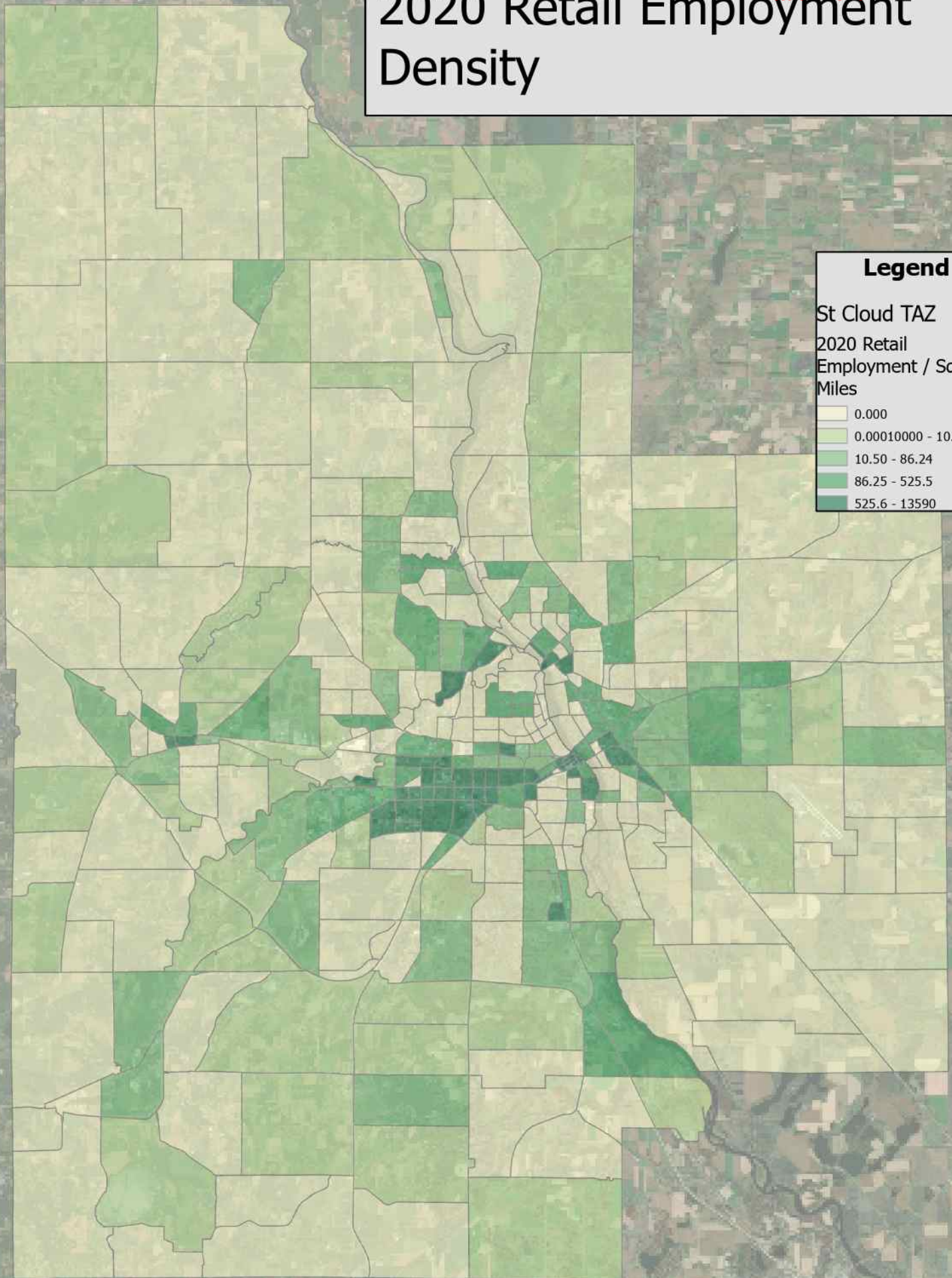
Attachment E2



2020 - 2050 Household Change

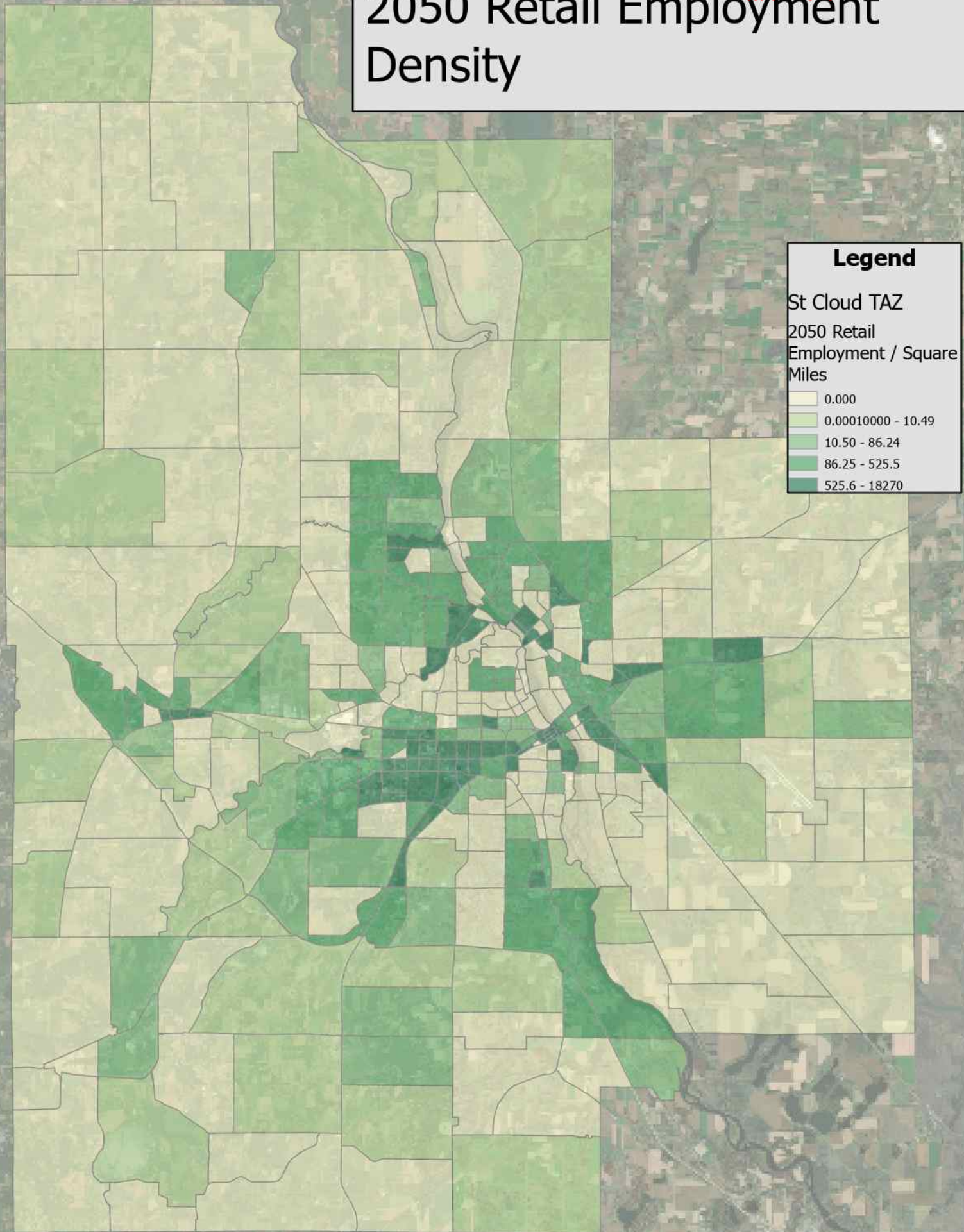


2020 Retail Employment Density

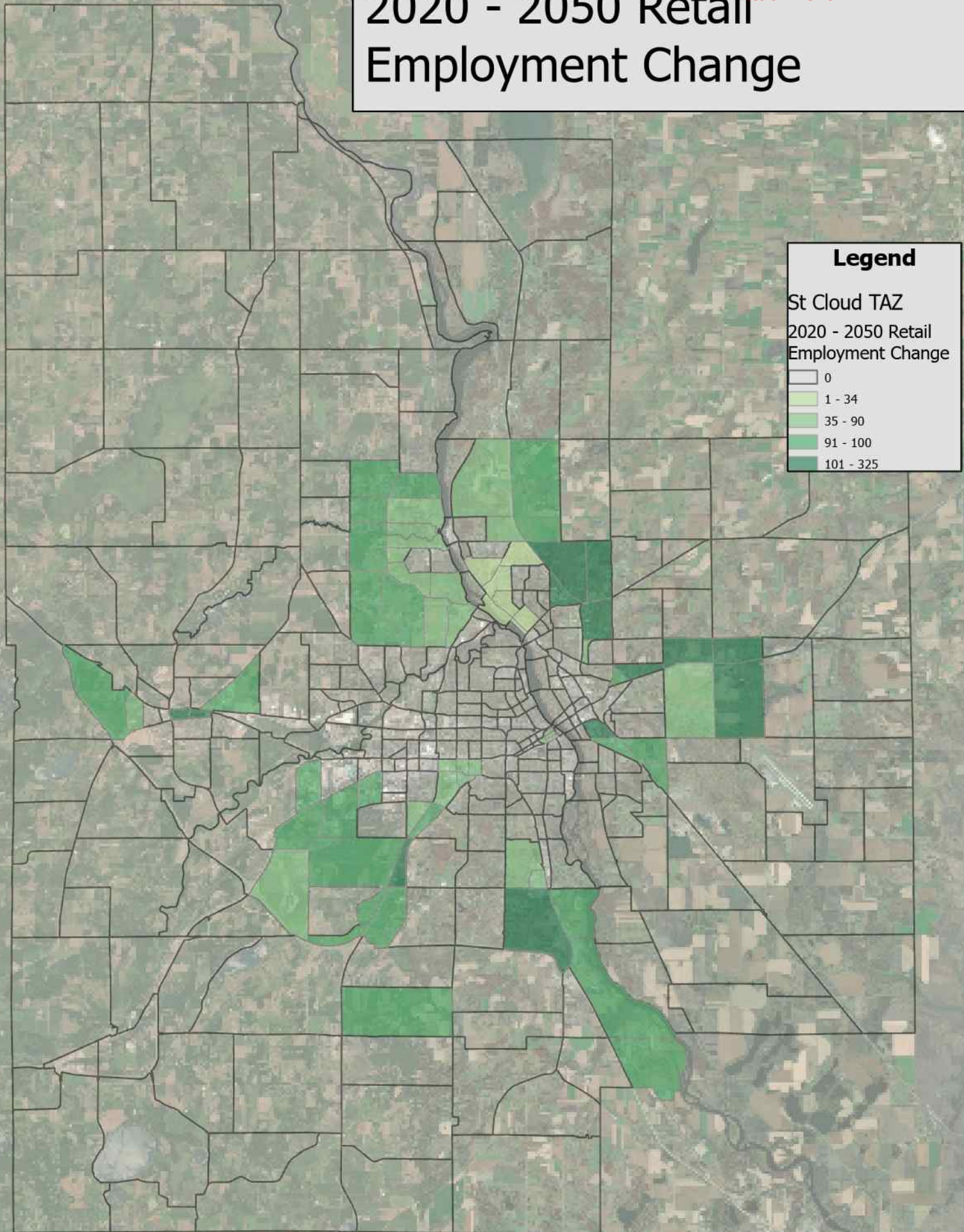


2050 Retail Employment Density

Attachment E2

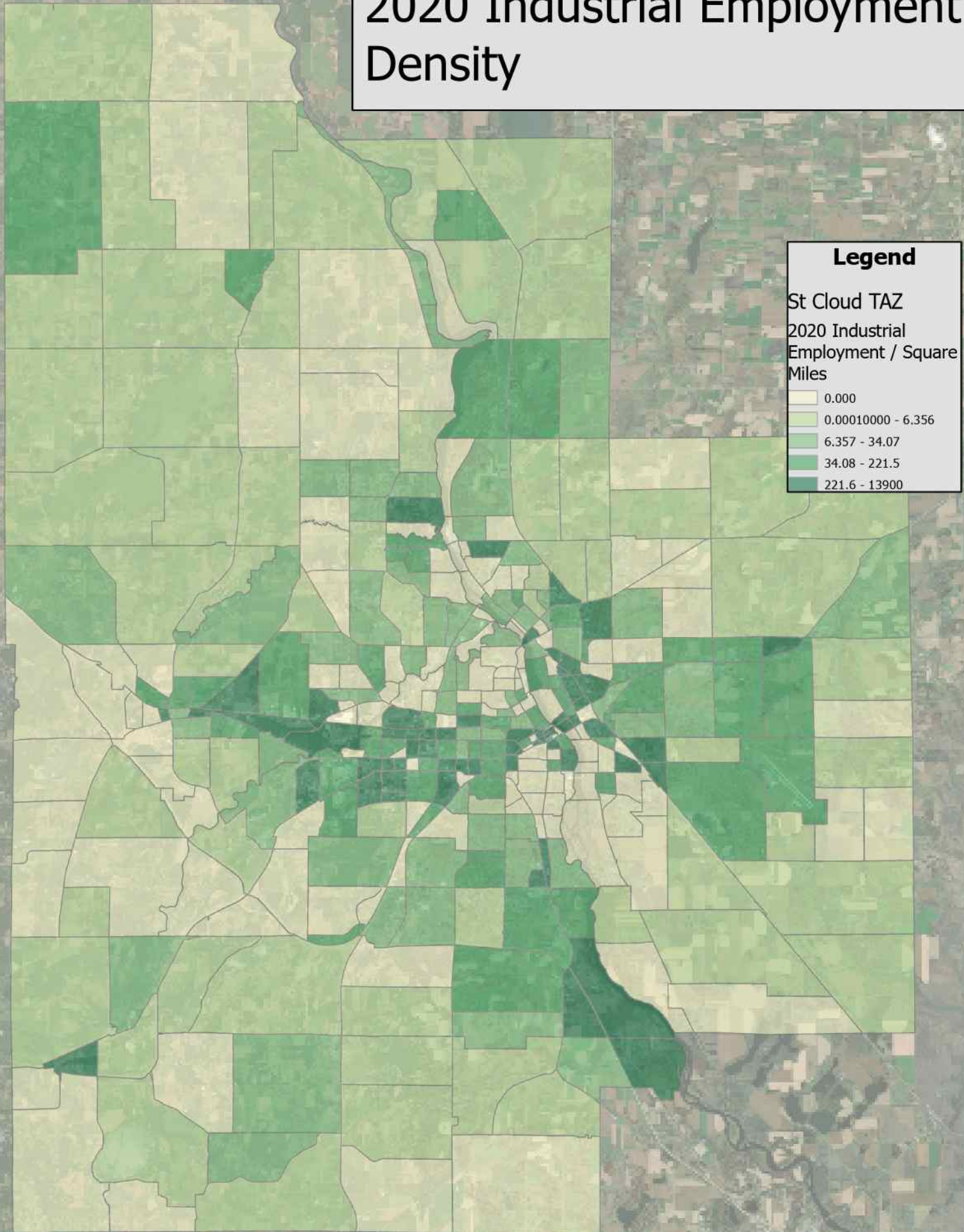


2020 - 2050 Retail Employment Change



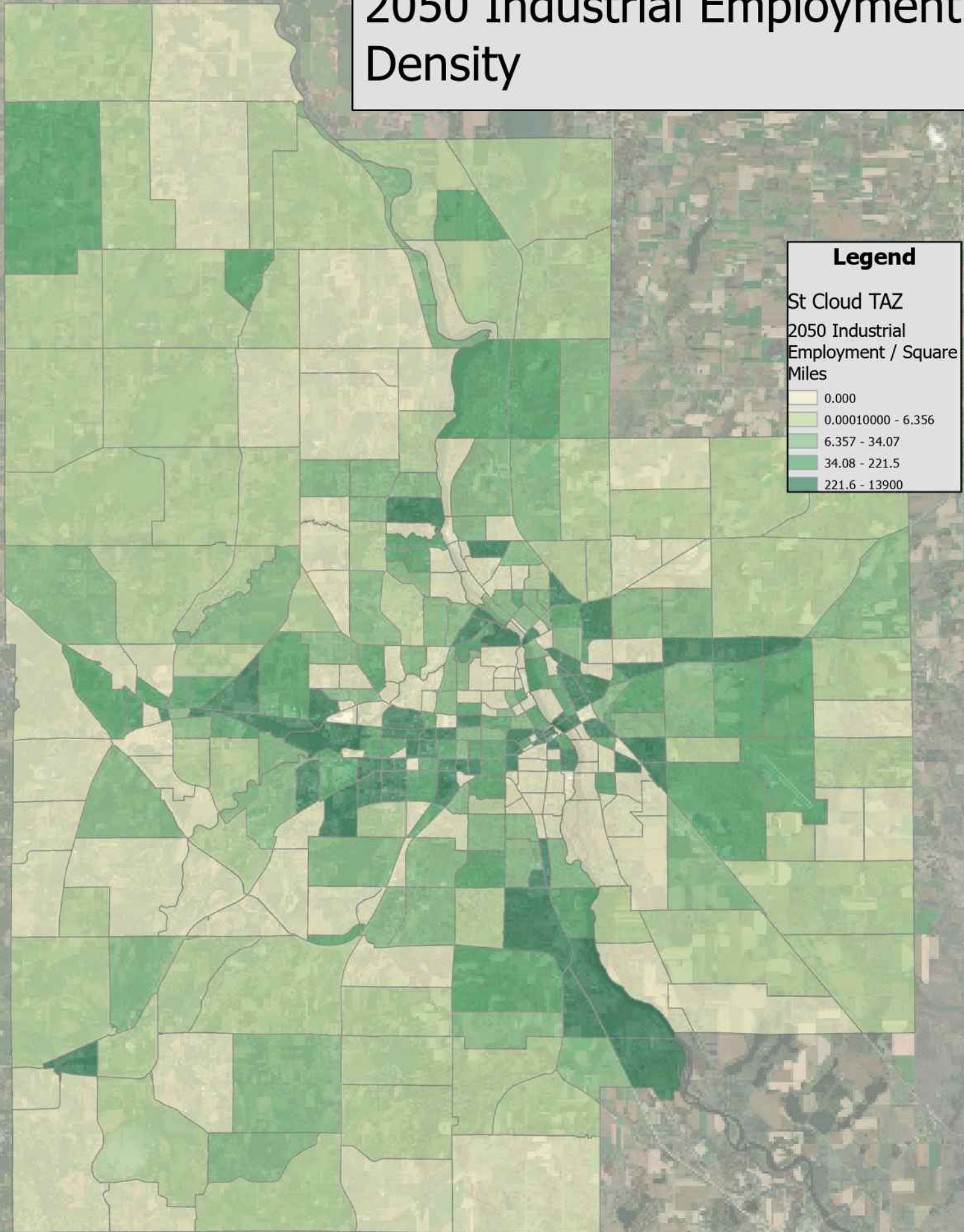
2020 Industrial Employment Density

Attachment E2

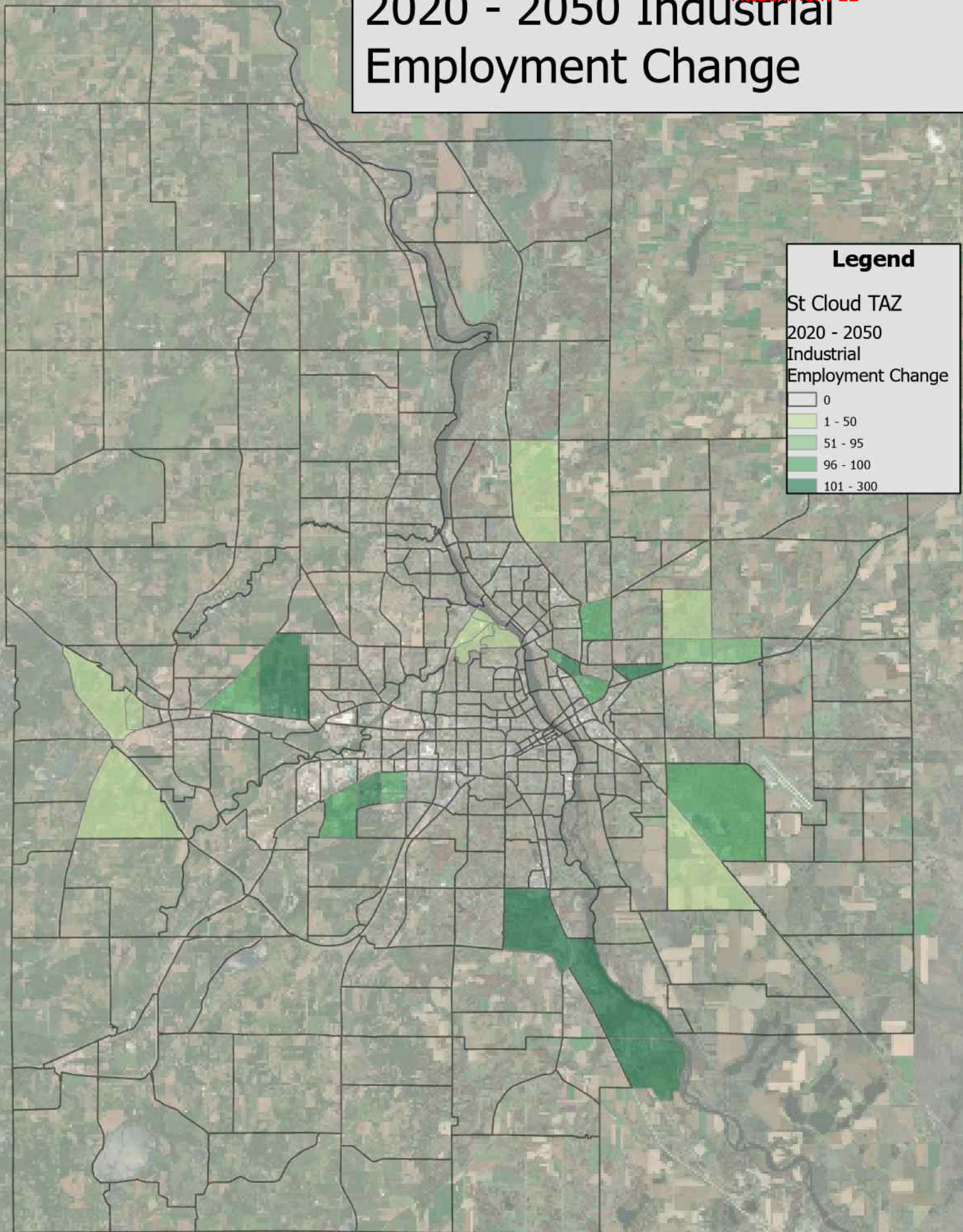


2050 Industrial Employment Density

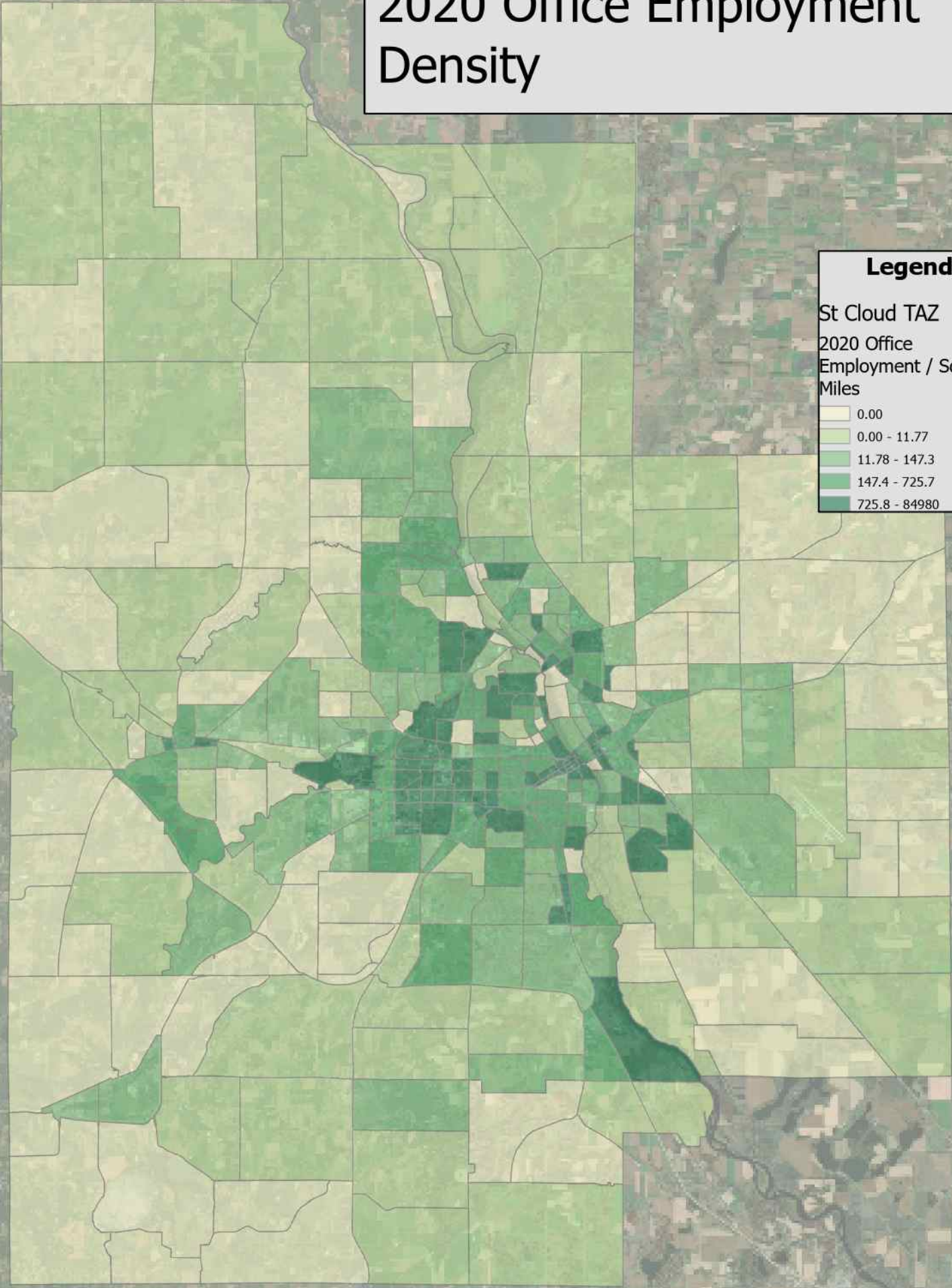
Attachment E2



2020 - 2050 Industrial Employment Change



2020 Office Employment Density

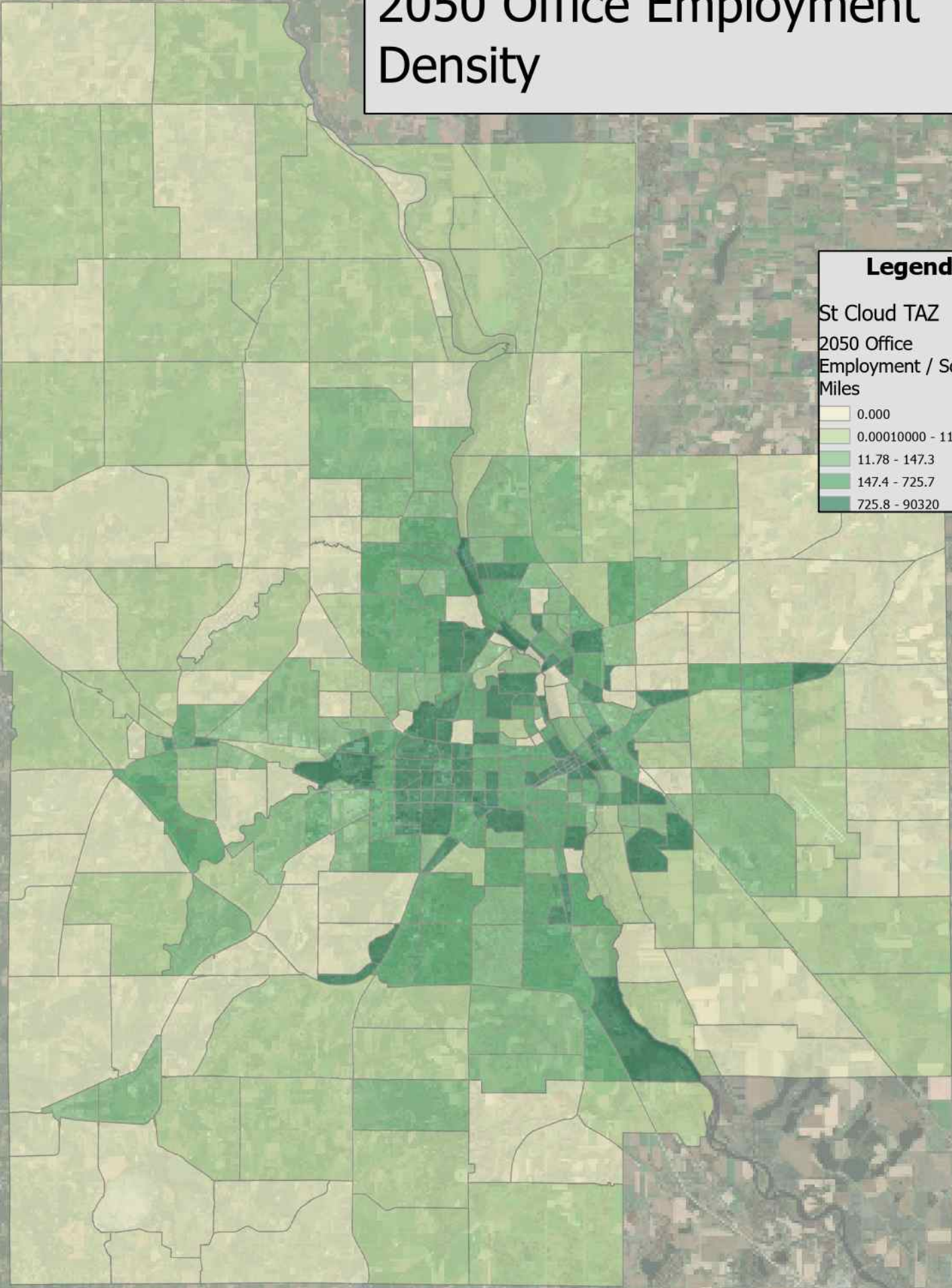


Legend

St Cloud TAZ
2020 Office
Employment / Square
Miles

0.00
0.00 - 11.77
11.78 - 147.3
147.4 - 725.7
725.8 - 84980

2050 Office Employment Density



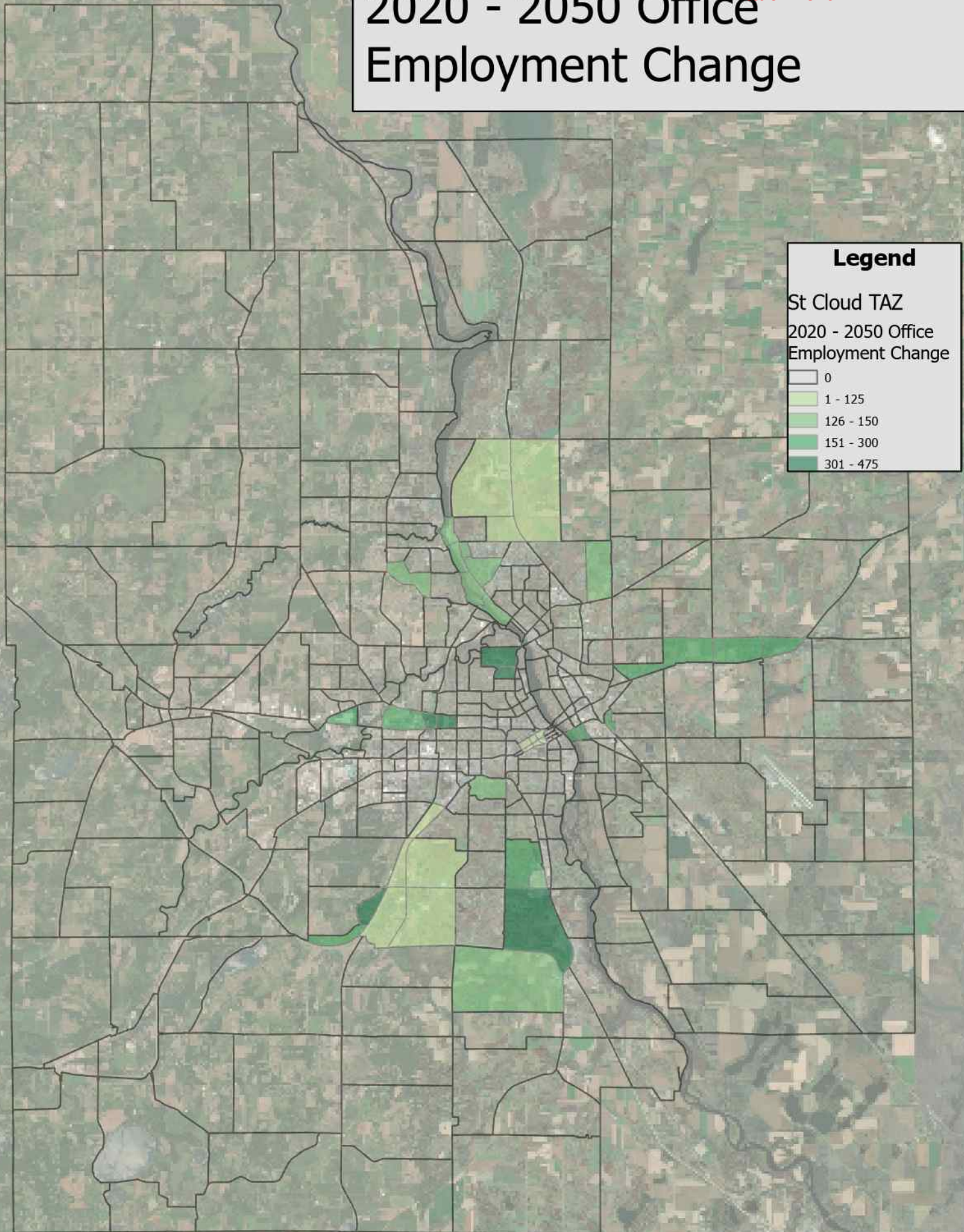
Legend

St Cloud TAZ
2050 Office
Employment / Square
Miles

0.000
0.00010000 - 11.77
11.78 - 147.3
147.4 - 725.7
725.8 - 90320

2020 - 2050 Office Employment Change

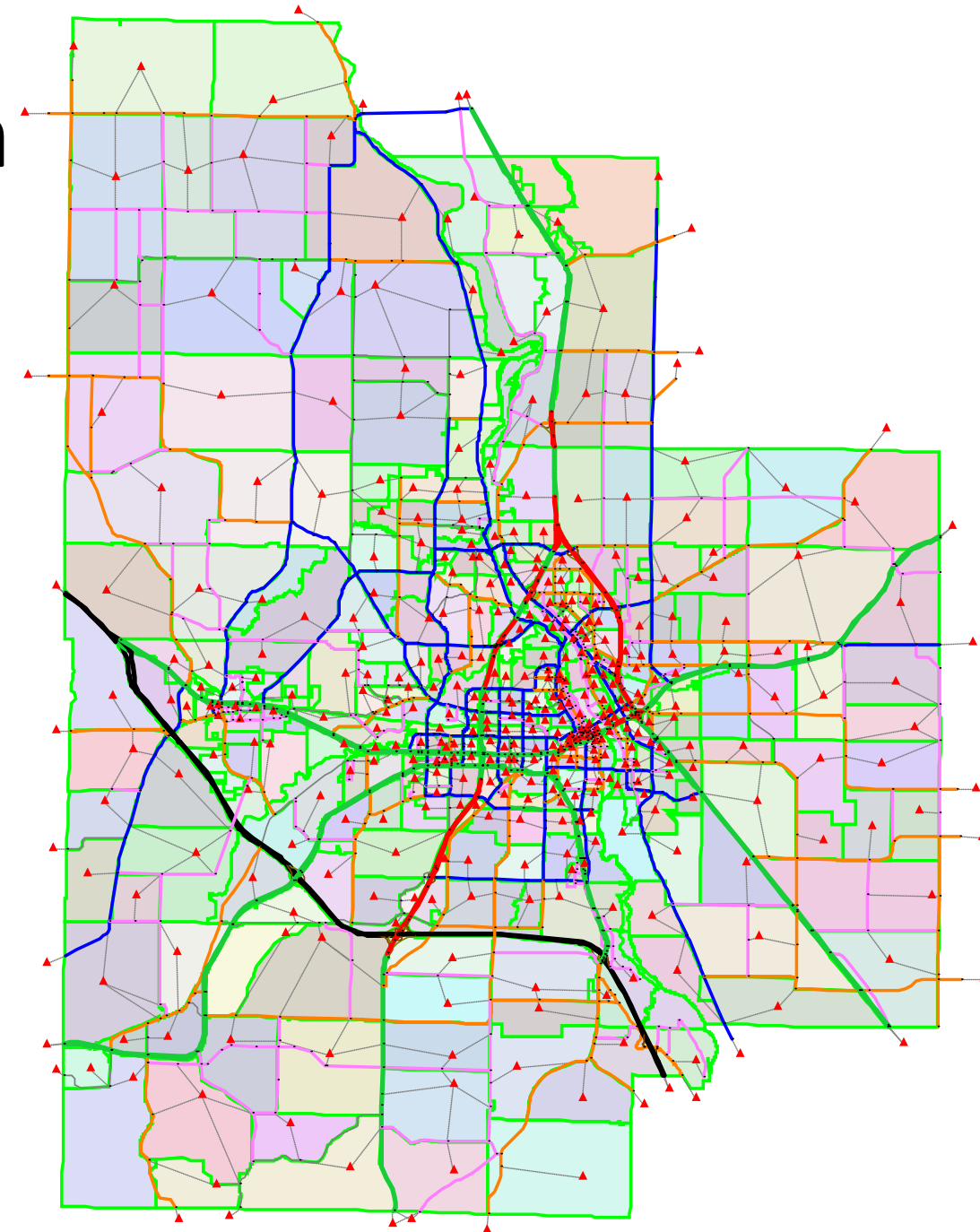
Attachment E2



St. Cloud Area Planning Organization Travel Demand Model Calibration/ Validation

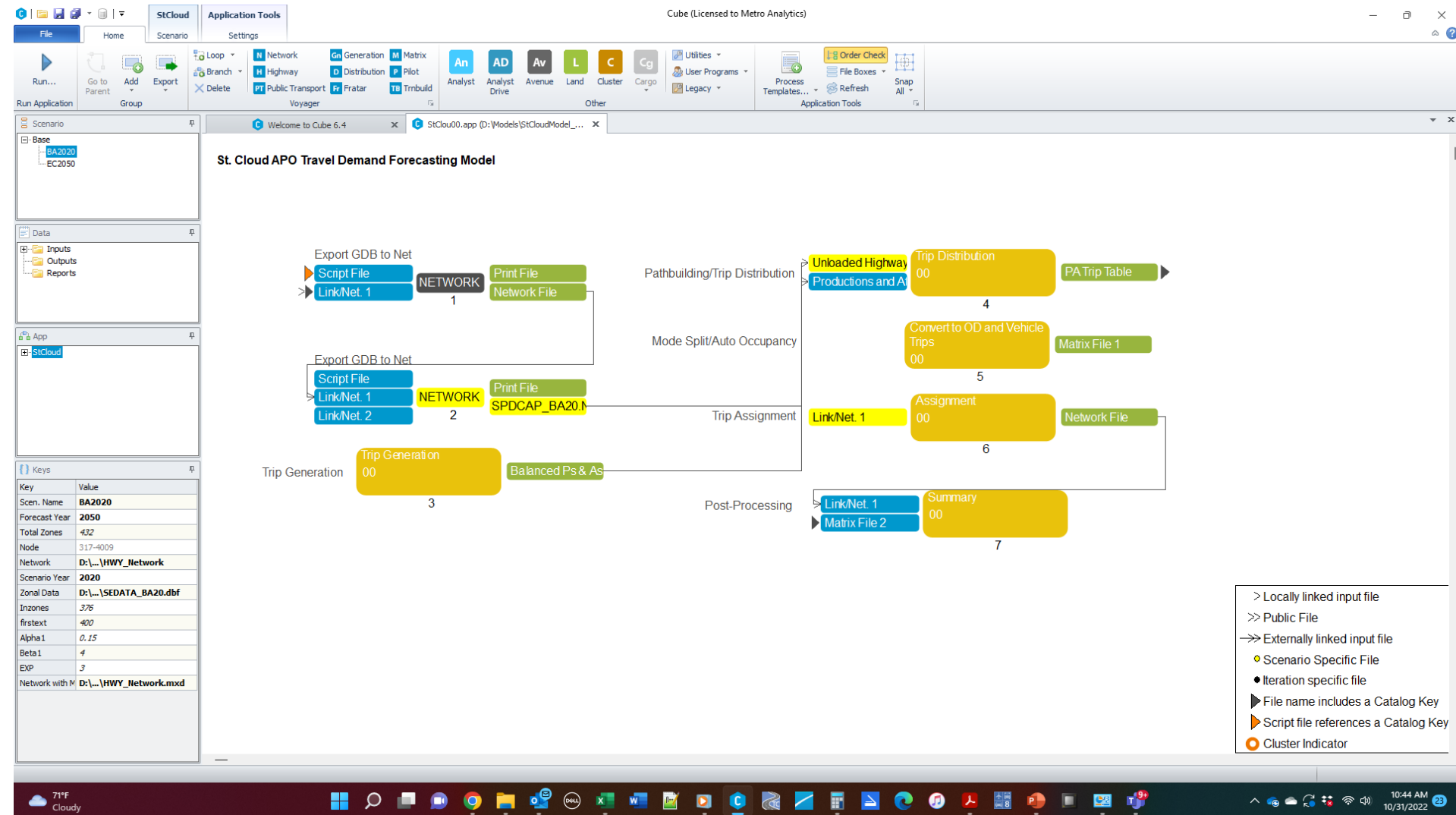


In association with



Presentation Overview

- Travel demand model
- Trip generation
- Trip distribution
- Mode choice
- Trip assignment
- Calibration/validation
- Next steps



Travel demand model

- Travel demand models are used to forecast future traffic patterns
- Prior to forecasting, models require validation to traffic counts
- Best practice also includes calibration to household travel survey data
- Year 2020 was set as “base year” for calibration & validation
- Covid required consideration of traffic counts for 2021 (same year as survey)
- Model was expanded from a 3-step to a classic 4-step model:
 - Trip generation
 - Trip distribution
 - Mode choice – *new*
 - Trip Assignment

Trip generation – *how many trips are generated?*

- Model was modified to generate person trips instead of vehicle trips
- Model was expanded from 3 to 4 primary trip purposes
- Ancillary vehicle trip purposes include trucks and external trips (those with beginning and/or ending outside APO)
- Household data from 2020 Census (Q2)
- Employment data from Q1 2020
- HH travel survey (HHTS) conducted in Q3 2021

HBW Production Rates				
Workers	Vehicles			
	0	1	2	3+
0	0.2	0.4	0.6	0.7
1	0.4	0.8	1.1	1.6
2	0.7	1.1	1.7	2.5
3+	1.0	1.6	2.5	3.8

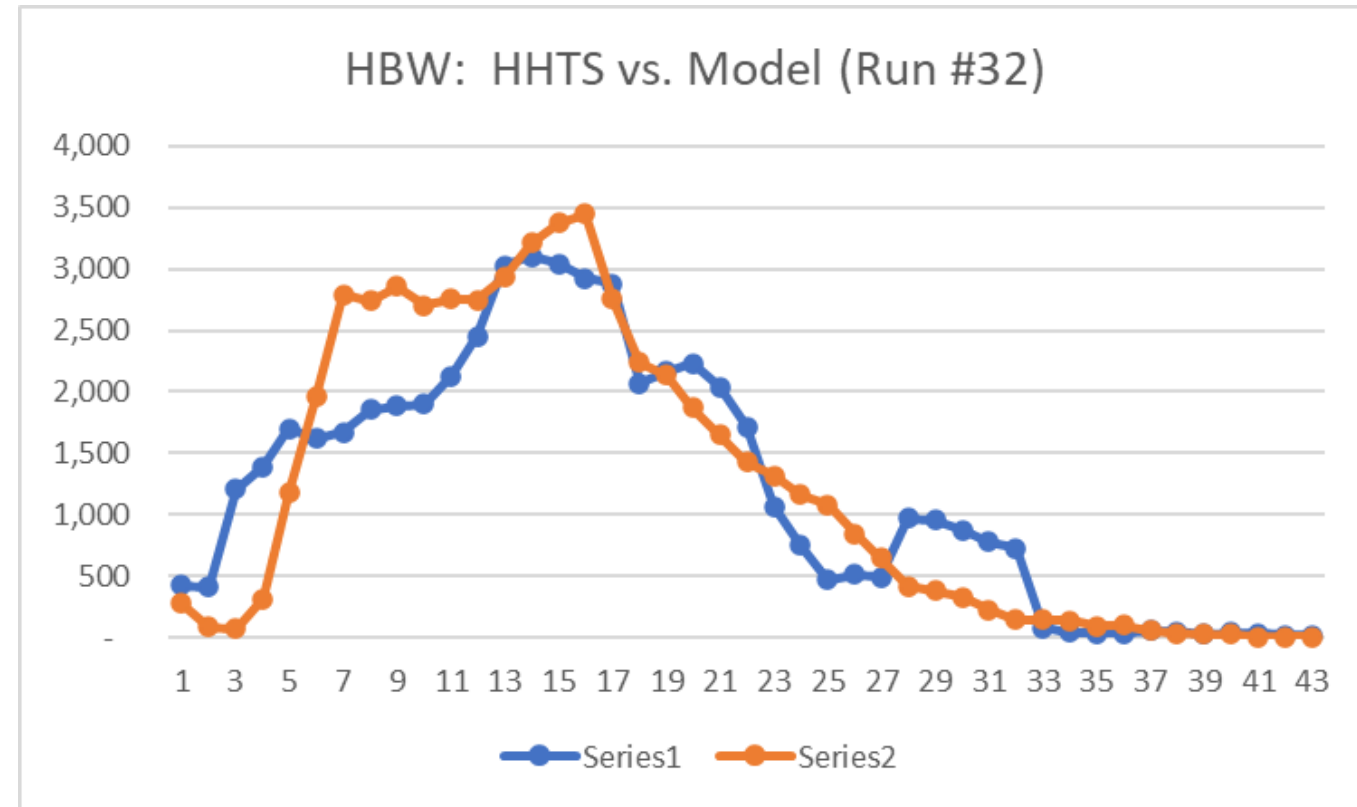
HBNW Production Rates				
HH Size	Vehicles			
	0	1	2	3+
1	2.5	2.8	3.0	3.3
2	3.6	4.1	4.6	5.3
3	4.6	5.3	6.0	7.0
4	5.7	6.6	7.6	9.1
5+	7.2	8.4	9.7	11.8

HBSC Production Rates				
HH Size	Vehicles			
	0	1	2	3+
1	0.0	0.1	0.1	0.2
2	0.0	0.3	0.5	0.8
3	0.1	0.4	0.8	1.3
4	0.1	0.6	1.2	2.0
5+	0.2	0.9	1.6	2.8

NHB Production Rates				
HH Size	Vehicles			
	0	1	2	3+
1	1.7	2.8	3.5	4.4
2	2.0	3.1	4.1	5.6
3	2.2	3.4	4.7	6.6
4	2.5	3.8	5.4	7.8
5+	2.8	4.2	6.3	9.4

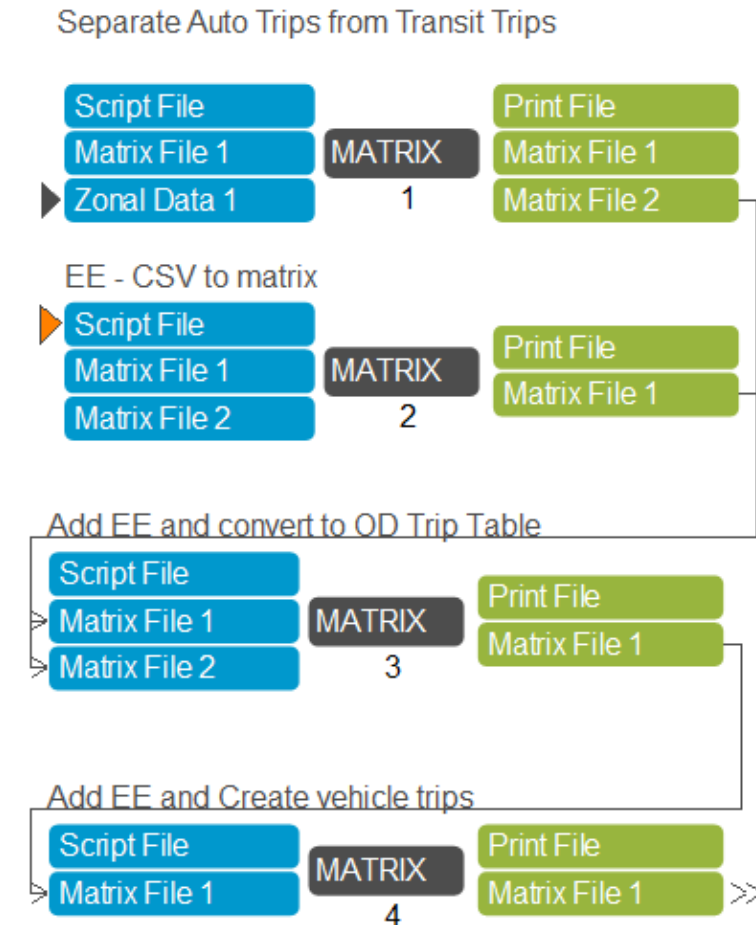
Trip distribution – *where are trips going from and to?*

- Includes same trip purposes as trip generation
- Extensive updating of base year highway network
- Estimated walk times to/from origin/destination
- Validation comparisons to other models, guidance docs
- Calibration to APO HH travel survey trip length frequency distributions (TLFD) in minutes



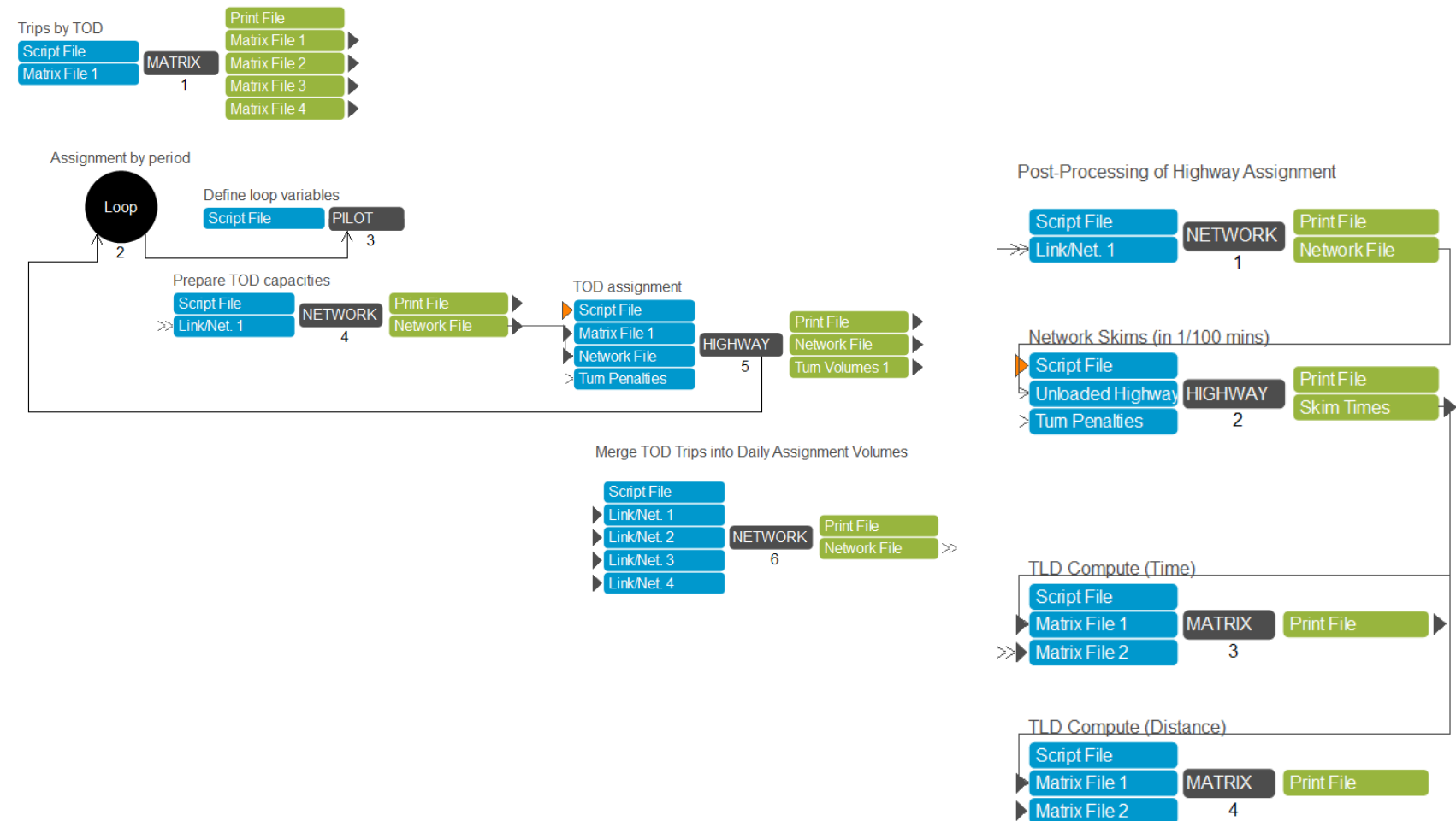
Mode choice – *how are trips allocated by transport mode?*

- New step for APO model
- Estimates transit trips based on transit access and major generator locations
- Remaining auto trips converted to vehicle trips using auto occupancy factors from HH Travel Survey
- Through trips estimated from vendor supplied “big data” (StreetLight InSight)



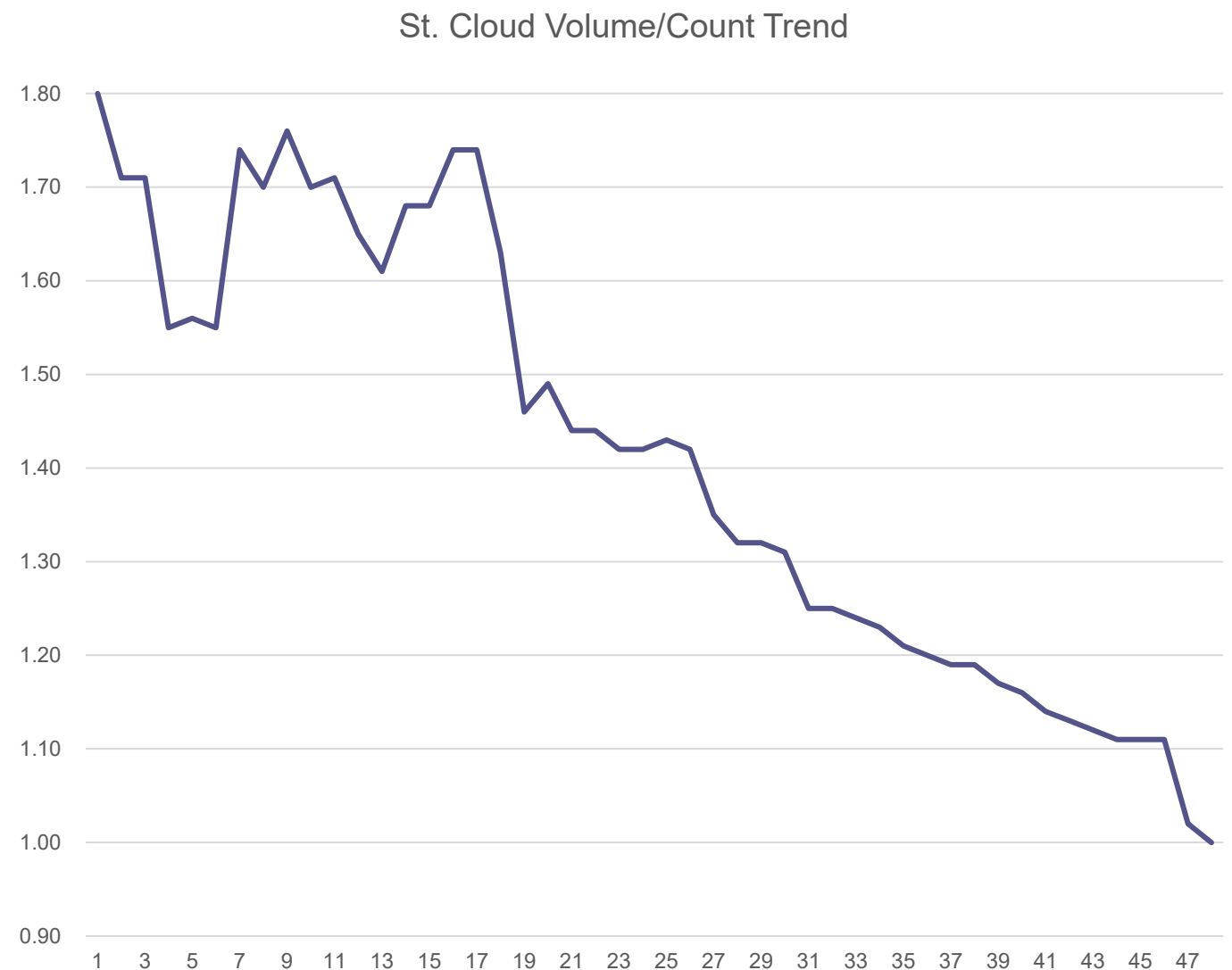
Trip Assignment – *where are trips on highway network?*

- Previous 24-hour assignment converted to time-of-day process
 - AM peak period
 - PM peak period
 - Mid-day period
 - Late night/overnight
- 4 time periods merged to represent daily travel
- Post-processing metrics added to assignment



Calibration/Validation – *match model to survey and counts*

- Trip generation – use/adjust trip HHTS production/attraction rates
- Trip distribution – adjust walk times, “friction factors” to HHTS TLFD
- Mode choice – adjust % transit by zone, HHTS auto occupancy rates
- Trip assignment – iterative network corrections, penalties and refinements
- 48 model runs conducted to date
- Achieved 1.0 volume/count ratio



Next steps

- Finalize 2050 socioeconomic data forecasts
- Conduct 2050 model run
- Potentially adjust model validation based on 2050 model results
- Document 2020/2050 data development, model refinements, calibration and validation

St. Cloud APO Model 2020 Base Year Validation														Run # 33B				2021 Regional Mobility Survey(St. Cloud)																							
Trip Generation Results																																									
Brief Description of Model Run:		Made a number of adjustments to external trip totals, EETRIPS, and traffic counts to conform to 2021 traffic counts.																I-I HBW: 52,829		HHTS I-I: 382,966																					
TRIP GENERATION - Trip Purpose Summary																																									
		Prior APO Models		2020 APO Model					Other Small MPO Models: % Trips by Purpose				2021 St. Cloud APO HHTS Person Trip % II Only	2021 St. Cloud APO HHTS Person Trip % Purpose	2017 NHTS Midwest Region Trip Purpose%	Typical MPO Model Trip Purpose%	NCHRP Urban/Rural Trip Purpose Targets																								
		2015 APO Model		Prior 2020 Model Run		Latest 2020 Model Run			Huntsville 2015	Duluth 2018	Duluth 2010	ROCOG ¹ 2018					NCHRP 716 (Urb)	NCHRP 735 (Rur)	Run #13	Run #12D																					
Person Trip Purpose		Vehicle Trips	% Vehicle Trips	Person Trips	% Person Trips	% All Trips	Person Trips Vehicle Trips	% Person Trips	% All Trips																																
HBW		211,764	17.6%	52,719	11.6%	8.4%	52,719	11.6%	8.5%	15.6%	15.4%	15.7%	24.8%	13.8%	13.3%	19.0%	12-24	15.0%	12.1%	-1.7%	-1.7%																				
HBNW				186,550	41.2%	29.6%	186,550	41.2%	30.0%	43.2%	42.4%	43.5%	0.0%	48.7%	44.8%	48.0%	5-8%	54.0%	55.2%	-3.6%	-3.6%																				
HBSC		398,323	33.0%	23,785	5.3%	3.8%	23,785	5.3%	3.8%		12.0%	15.7%	0.0%	6.0%	5.8%		14-28%			-0.5%	-0.5%																				
NHB		595,906	49.4%	189,507	41.9%	30.1%	189,507	41.9%	30.4%	27.6%	24.3%	25.0%	49.9%	31.5%	36.2%	33.0%	20-33%	31.0%	32.7%	5.7%	5.7%																				
Truck		0	0.0%	7,868	n/a	1.2%	7,868	n/a	1.3%	4.3%	n/a	n/a	25.2%			n/a	n/a	n/a	n/a																						
I-E Passenger		1	0.0%	154,860	n/a	24.6%	148,786	n/a	23.9%	9.3%	5.9%	n/a	0.0%			n/a	n/a	n/a	n/a																						
I-E Truck				14,166	n/a	2.3%	13,401	n/a	2.2%																																
Total		1,205,994	100%	629,455	100%	100%	622,616	100%	100%	100%	100%	100%	100%	100%	100%	100%	n/a	100%	100%																						
														¹ Rochester, MN																											
TRIP GENERATION - Aggregate Trip Rate Comparisons																																									
		Total HBW+HBSC+HBNW Productions			APO Demographics (2015 ³ /2020)			Total Attractions			Aggregate Trip Rates			Other Small MPO Models: Aggregate Trip Rates				2021 St. Cloud APO HHTS II Only (SRF Analysis)	2021 St. Cloud APO HHTS (SRF Analysis)	2021 St. Cloud APO HHTS (RSG PPT)	2017 NHTS Midwest Region Aggregate Trip Rates	Typical MPO Model Aggregate Trip Rates ¹	NCHRP Targets & Additional Small MPO Models																		
Validation Measure (Aggregate Rates)		2010 APO	2015 APO	Latest 2020 Model Run	Total Households 2015 /2020	Total Population 2015 /2020	Total Employees 2015 /2020	2015 APO	Prior 2020 Model Run	Latest 2020 Model Run	2015 APO	Prior 2020 Model Run	Latest 2020 Model Run	Huntsville 2015	Duluth 2018	Duluth 2010	ROCOG 2018																								
Person Trips Per Household		610,087	1,205,993	452,561	73,614						16.38	7.89	7.89	10.08	9.23	8.92	12.20	7.24	7.87	10.78	7.78	8.0-10.0	41-10.33																		
Person Trips Per Person		610,087	1,205,993	452,561	57,341	194,185					6.21	3.24	3.24	4.14	n/a	n/a	5.39	2.74	3.23	4.26	3.25	3.3-4.0	1.95-4.25																		
HBW Trips Per Employee		211,764	211,764	52,719		139,767	127,862				1.66	0.78	0.78	1.25	1.28	1.25	1.47	0.78	0.89	0.75	1.22	1.2-1.55	1.38-1.73																		
P/A Ratio: HBW		211,764	211,764	52,719			67,373	228,715	80,848	80,848	2.62	0.65	0.65	1.0	1.1		0.93							0.9-1.1																	
P/A Ratio: HBNW (part of HBO)		n/a	398,323	210,335				642,264	220,235	220,235	1.81	0.85	0.85												0.9-1.1																
P/A Ratio: HBSC (part of HBO)									27,293	27,293		0.87	0.87	0.9	1.0		0.66								0.9-1.1																
P/A Ratio: NHB		n/a	595,906	189,507				585,879	222,597	222,597	2.68	0.85	0.85	1.0	1.4		1.00	59,880	59,880						0.9-1.1																
Trips per TAZ (APO: 262/376)											6,170	1,204	1,204	3092				451,259	451,259						<15k																
¹ Rochester, MN COG model														² FSUTMS-Cube Framework Phase II Model Calibration and Validation Standards														³ Minnesota State Demographic Center by MSA (November 2016), Bureau of Labor Statistics (April 2016)... larger area than APO model.													
		IE trips decreased in order to better match 2021 external traffic counts.																																							
Comments:																																									

Questions/Comments

St. Cloud APO Model 2020 Base Year Validation

Highway Assignment Results (1 of 2)

Run # 33B

Total Traffic Validation Statistics							AVG TGT.	VMT by Functional Class							Volume/Count by No. of Lanes			
Measure	2010 APO	2015 APO	Previous Targets	Prior 2020 Model Run	Latest 2020 Model Run	Updated Targets ¹		Functional Class Group	HPMS Number ²	HPMS Percent ²	Previous Model VMT	Prior Pct	Model VMT by FC	Model Percent	No. of Lanes per Direction	Prior Run	Latest Run	
Total VMT per Person	n/a		17-33	26.33	25.82	23		Interstates	1,429,333	18%	460,394	11%	442,390	11%	310,404	1	1.06	1.05
Total VMT per Household	n/a		45-82	64.17	62.92	45-82		Other Expressways	15,764	0%	302,699	8%	296,523	8%	83,883	2	0.99	0.98
Total Modeled VMT	n/a	3,917,392		3,679,836	3,608,129	3,208,652		Principal Arterials	3,391,167	42%	1,372,491	34%	1,338,522	34%	278,614	3	n/a	n/a
Total Modeled VHT	n/a	5,815,445		94,381	92,507			Minor Arterials	1,226,880	15%	760,968	25%	760,331	25%	24,917	4	n/a	n/a
Total RMSE	n/a			50.1%	48.7%	45%		Collectors/Local	2,057,375	25%	783,284	22%	770,363	22%	23,465	Total	1.02	1.00
¹ Updated VMT per person (per capita) target provided by MnDOT/APO							² MnDOT 2020 Daily VMT estimate for tri-county region by functional class											
							2,201,734 2020 Daily VMT estimate provided by APO staff (excludes unincorporated areas)											
							3,208,652 2020 Annual VMT estimate provided by APO staff divided by 365											

ADT Validation by Functional Class and Area Type															Volume/Count by Area Type		
Functional Class Group	2010 APO			2015 APO			Prior 2020 Model Run (ALL)			Latest 2020 Model Run (ALL)			Updated Targets		Area Type	Prior Run	Latest Run
	# of Links	Percent Error	% RMSE	# of Links	Percent Error	% RMSE	# of Links	Percent Error	RMSE	# of Links	Volume/Count	RMSE	FHWA % Error Target	FHWA % RMSE Target			
1 Interstate Highways							13	0.88	37.20	13	0.84	35.60	+/- 7%	18.33	1 CBD	0.93	0.91
2 Other Freeways & Expressways							9	1.04	11.30	9	1.03	11.10	+/- 7%	36.77	2 CBD Fringe	0.82	0.81
3 Other Principal Arterials							93	1.05	22.50	93	1.03	21.30	+/- 10%	43.90	3 Residential	1.07	1.06
4 Minor Arterials							351	1.04	41.70	351	1.03	41.00	+/- 15%	77.48	4 OBD	0.98	0.96
5 Urban Collectors/Major Collectors							315	0.96	69.30	315	0.94	69.40	+/- 25%	n/a	5 Transitioning	1.05	1.02
6 Minor Collectors							192	0.93	154.30	192	0.92	152.10	+/- 25%	n/a	6 Rural	1.08	1.06
8 On-Ramps							32	1.29	88.10	32	1.24	80.40	n/a	n/a	Centroid connector count removed		
9 Off-Ramps							29	1.30	80.70	29	1.29	78.70	n/a	n/a	Total	1.02	1.00
11 Local Streets							102	0.71	75.30	102	0.70	74.80	n/a	n/a			
Overall				650	9%	37%	1,132	1.02	50.10	1,136	1.00	48.70	+/- 5%	45			
Comments:																	
Additional significant improvement... best volume/count and RMSE to-date! We're almost at the target level of RMSE accuracy.																	



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Preliminary FY 2023 and FY 2024-2026 ATP-3 ATP Managed Program Funding Changes
DATE: Oct. 28, 2022

The Infrastructure Investment and Jobs Act (IIJA) was signed into law Nov. 15, 2022. IIJA resulted in significant increases in transportation funding to Minnesota. A sizeable amount of this funding is distributed to the eight Area Transportation Partnerships (ATPs) for investment on local and tribal roadways/streets, bridges, trails, and other transportation facilities.

MnDOT's Programming Update Workgroup (PUW) was established to review and respond to changes and other requirements that may affect the distribution and use of federal funding to MnDOT and the ATPs. The PUW has met on multiple occasions since March to review and recommend actions (guidance) for MnDOT to consider in dealing with the changes in federal funding targeted to the ATPs brought about by the passage of the IIJA. These recommendations have since been approved by MnDOT for implementation by the ATPs.

In order to determine how the Central Minnesota ATP-3 will handle the expenditure of the additional FY 2023 funds (the more immediate need) and added FY 2024-2026 funding, MnDOT District 3 staff have developed a proposed strategy for balancing the current program.

This proposal, as found in attachment G2, was presented to the ATP-3 at the Oct. 6 meeting. It is the intent that MnDOT staff, along with planning staff from the APO, Region 5 Development Commission, East Central Regional Development Commission (Region 7E), and Region 7W Transportation Policy Board, will collaborate in this effort in order to ensure an equitable distribution of funds across the regions.

Suggested Action: None, informational.



Revised 2023, 2024-2026 ATP and SALT Funding Distribution

General

The Infrastructure Investment and Jobs Act (IIJA) was signed into law November 15, 2022. IIJA resulted in significant increases in transportation funding to Minnesota. A sizeable amount of this funding is distributed to the eight Area Transportation Partnerships (ATPs) for investment on local and tribal roadways/streets, bridges, trails, and other transportation facilities.

MnDOT's Programming Update Workgroup (PUW) was established to review and respond to changes and other requirements that may affect the distribution and use of federal funding to MnDOT and the ATPs. The PUW has met on multiple occasions since March to review and recommend actions (guidance) for MnDOT to consider in dealing with the changes in federal funding targeted to the ATPs brought about by the passage of the IIJA. These recommendations have since been approved by the Department for implementation by the ATPs.

The following proposal recommends a path forward to help ATP-3 manage the increases in federal IIJA funding available to Central Minnesota. Funding impacted by this recommendation includes the Surface Transportation Block Grant (STBGP) funding provided under the ATP Managed Program and the Transportation Alternatives (TA) funding.

Equitable distribution of the STBGP funding is guided by ATP-3's Regional Federal Funding Target Distribution formula. Equitable distribution of TA funding is determined by comparing each region's share of the population to the historic amount of TA funds they have received.

Guiding Principles

Respect ATP-3's role, policies, and actions in managing the STIP and increases/decreases in federal funding.

Honor roles of regional planning partners (e.g., RDCs/APO/R7W) in setting priorities and determining use of additional federal IIJA funding.

Ensure equitable distribution of STBGP funding using ATP-3's Regional Federal Funding Target Distribution formula/percentages:

- Region 5 – 32.65 percent
- Region 7E – 13.82 percent
- Region 7W – 33.00 percent
- St. Cloud APO – 20.53 percent

Recommend documenting investments decisions to ensure transparency and equitable distribution of funding between the regions and our local partners/stakeholders.

Advance projects in the program to utilize available funding in early years of the STIP first in order to free up funding and provide greater flexibility in later years to program new projects.

Programming Guidance

Increases in 2023 federal funding will need to be managed differently than the increases in funding slated for 2024-2026. Funding in year 2023 represents the first year of the current STIP and requires new obligation. Funding in years 2024-2026 can be managed with greater flexibility as part of ATP-3's regular Draft ATIP update cycle.

Projects already authorized or let are not eligible to receive additional funding.

District 3 is not allowed to play role of banker in balancing the ATIP to ensure the local use of federal funding increases through 2026. Doing so can create problems in managing MnDOT's budget authority which can only be provided by the Legislature. Budget authority for years 2024 and 2025 is calculated based on MnDOT's projected 2022 and 2023 programming.

For 2023

- For authorized Advance Construction (AC) projects in 2023 or earlier, may move up future AC Payback amounts from 2024-2026 to 2023.
- For unauthorized projects, may increase federal share up to 80 percent if project is overmatched locally.
- For unauthorized projects, may increase project cost to account for inflation and/or other cost changes not resulting from scope changes; then increase federal amount up to 80 percent.
- May advance projects already in the STIP to 2023 if they can be authorized before June 30, 2023.
- May identify new projects in the STIP if they can be authorized before June 30, 2023.

For 2024-2026

- May advance projects in the STIP to free up funding in later years for new programming/projects.
- May advance AC Payback amounts in the STIP to free up funding in the later years for new programming/projects.
- May increase federal share up to 80 percent if project is overmatched locally.
- May increase project cost to account for inflation and/or other cost changes not resulting from scope changes; then increase federal amount up to 80 percent.
- If additional funds remain, may identify new projects as part of the ATP-3's upcoming project solicitation and selection cycle.

ATP-3 Recommended Strategy for Balancing Program

For 2023

Revenue Neutral Actions

- Step 1: Identify any authorized AC projects from 2023 or earlier that have AC Payback amounts remaining and fund them.
- Step 2: Advance projects already in the STIP to 2023 if they can be authorized before June 30, 2023.

Regional Collaboration Needed

- Step 3: Increase federal share up to 80 percent if project is overmatched locally.
- Step 4: Increase project cost to account for inflation and/or other cost changes not resulting from scope changes; then increase federal amount up to 80 percent.
- Step 5: Identify new projects in the STIP that can be authorized before June 30, 2023.

For 2024-2026

Revenue Neutral Actions

- Step 6: Advance AC Payback amounts in the STIP to free up funding in later years for new programming/projects.
- Step 7: Advance projects in the STIP to free up funding in later years for new programming/projects.

Regional Collaboration Needed

- Step 8: Increase federal share up to 80 percent if project is overmatched locally.
- Step 9: Increase project cost to account for inflation and/or other cost changes not resulting from scope changes; then increase federal amount up to 80 percent.
- Step 10: If additional funding remains, identify new projects as part of the upcoming project solicitation and selection process for the development of Draft ATP-3 2024-2027 ATIP.

Contact

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Angie Tomovic, District 3 State Aid Engineer
(218) 232-8981 / andjela.tomovic@state.mn.us

Estimated Area Transportation Partnership (ATP) and SALT Distribution as approved by TP&IC

ATPs and State Aid (SALT) should use FY2023 when developing their FY2023 capital program

FY2024 through FY2027 STIP Funding Guidance will be finalized in Decemember 2022

Please contact Brian or Patrick in OTSM for any specific questions

FY2023 ATP & SALT STIP Targets	FY2023	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,390,000	5,330,000	13,200,000	6,710,000	10,910,000	7,590,000	5,970,000	71,490,000		130,590,000
	Other Adjustments								550,000		550,000
	STBG (BROS)									6,200,000	6,200,000
	STBG (On-Sys Bridge)**	570,000	330,000	810,000	410,000	670,000	460,000	360,000	4,360,000		7,970,000
	BFP (Off-System)									11,510,000	11,510,000
	Local NHS Pavement									4,200,000	4,200,000
	TBI for Met Council	-	-	-	-	-	-	-	-		-
	Local NHFP	-	-	1,250,000	-	1,100,000	-	-	-		2,350,000
	STBGP-TA Setaside	1,870,000	1,060,000	2,630,000	1,340,000	2,180,000	1,510,000	1,190,000	14,260,000	2,220,000	28,260,000
	Carbon Reduction (tbd)*	1,117,500	432,500	1,905,000	717,500	1,392,500	842,500	537,500	8,242,500		15,187,500
	PROTECT (tbd)										-
	HSIP (100% Oblig.)	2,120,000	1,010,000	4,390,000	1,720,000	2,900,000	1,780,000	1,420,000	14,310,000		29,650,000
	Section 164 Penalty								4,800,000		4,800,000
	CMAQ								31,590,000		31,590,000
	Total	15,067,500	8,162,500	24,185,000	10,897,500	19,152,500	12,182,500	9,477,500	149,602,500	24,130,000	272,857,500

* Carbon Reduction Program distribution is for information purposes. The Climate Resiliency Workgroup reccommadatons have not been presented to TP&IC at this time.

** STBG (On-Sys Bridge) request to FHWA submitted on September 9, 2022

Estimated Target (Final Targets in December 2022)	FY2024	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,530,000	5,410,000	13,410,000	6,810,000	11,080,000	7,710,000	6,060,000	72,580,000		132,590,000
	Other Adjustments										-
	STBG (BROS)									6,200,000	6,200,000
	STBG (On-Sys Bridge)	580,000	330,000	820,000	420,000	680,000	470,000	370,000	4,450,000		8,120,000
	BFP (Off-System)									11,510,000	11,510,000
	Local NHS Pavement									4,300,000	4,300,000
	TBI for Met Council	-	-	-	-	-	-	-	733,000	-	733,000
	Local NHFP	1,800,000	-	2,500,000	-	-	-	610,650	8,000,000	-	12,910,650
	STBGP-TA Setaside	1,910,000	1,080,000	2,680,000	1,360,000	2,220,000	1,540,000	1,210,000	14,530,000	2,260,000	28,790,000
	Carbon Reduction (tbd)*	1,127,500	442,500	1,955,000	727,500	1,412,500	852,500	547,500	8,342,500		15,407,500
	PROTECT (tbd)										-
	HSIP (100% Oblig.)	2,170,000	1,030,000	4,490,000	1,760,000	2,960,000	1,820,000	1,460,000	14,630,000		30,320,000
	Section 164 Penalty								5,000,000		5,000,000
	CMAQ								32,220,000		32,220,000
	Total	17,117,500	8,292,500	25,855,000	11,077,500	18,352,500	12,392,500	10,258,150	160,485,500	24,270,000	288,101,150

* Carbon Reduction Program distribution is for information purposes. The Climate Resiliency Workgroup reccommadatons have not been presented to TP&IC at this time.

Estimated Target (Final Targets in December 2022)	FY2025	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,680,000	5,500,000	13,610,000	6,920,000	11,250,000	7,830,000	6,150,000	73,700,000		134,640,000
	Other Adjustments										-
	STBG (BROS)									6,200,000	6,200,000
	STBG (On-Sys Bridge)	600,000	340,000	840,000	430,000	690,000	480,000	380,000	4,540,000		8,300,000
	BFP (Off-System)									11,510,000	11,510,000
	Local NHS Pavement									4,400,000	4,400,000
	TBI for Met Council	-	-	-	-	-	-	-	-		-
	Local NHFP	-	-	-	-	-	-	-	28,600,000		28,600,000
	STBGP-TA Setaside	1,940,000	1,100,000	2,730,000	1,390,000	2,260,000	1,570,000	1,230,000	14,790,000	2,310,000	29,320,000
	Carbon Reduction (tbd)*	1,157,500	462,500	1,985,000	737,500	1,442,500	862,500	557,500	8,532,500		15,737,500
	PROTECT (tbd)										-
	HSIP (100% Oblig.)	2,220,000	1,050,000	4,580,000	1,790,000	3,030,000	1,860,000	1,490,000	14,950,000		30,970,000
	Section 164 Penalty								5,000,000		5,000,000
	CMAQ								32,870,000		32,870,000
	Total	15,597,500	8,452,500	23,745,000	11,267,500	18,672,500	12,602,500	9,807,500	182,982,500	24,420,000	307,547,500

* Carbon Reduction Program distribution is for information purposes. The Climate Resiliency Workgroup reccommadatons have not been presented to TP&IC at this time.

Estimated Target (Final Targets in December 2022)	FY2026	ATP 1	ATP 2	ATP 3	ATP 4	ATP 6	ATP 7	ATP 8	Metro	Statewide	Total
	ATP Managed STBGP	9,830,000	5,580,000	13,820,000	7,020,000	11,420,000	7,950,000	6,240,000	74,830,000		136,690,000
	Other Adjustments										-
	STBG (BROS)									-	-
	STBG (On-Sys Bridge)	610,000	350,000	850,000	430,000	710,000	490,000	390,000	4,630,000		8,460,000
	BFP (Off-System)									11,510,000	11,510,000
	Local NHS Pavement									4,500,000	4,500,000
	TBI for Met Council	-	-	-	-	-	-	-	733,000		733,000
	Local NHFP	-	-	-	-	-	-	-	10,000,000		10,000,000
	STBGP-TA Setaside	1,980,000	1,120,000	2,780,000	1,410,000	2,300,000	1,600,000	1,260,000	15,060,000	2,350,000	29,860,000
	Carbon Reduction (tbd)*	1,167,500	472,500	2,025,000	757,500	1,462,500	892,500	567,500	8,642,500		15,987,500
	PROTECT (tbd)										-
	HSIP (100% Oblig.)	2,670,000	1,310,000	5,300,000	2,120,000	3,750,000	2,430,000	1,630,000	17,390,000		36,600,000
	Section 164 Penalty								5,000,000		5,000,000
	CMAQ								33,520,000		33,520,000
	Total	16,257,500	8,832,500	24,775,000	11,737,500	19,642,500	13,362,500	10,087,500	169,805,500	18,360,000	292,860,500

* Carbon Reduction Program distribution is for information purposes. The Climate Resiliency Workgroup reccommadatons have not been presented to TP&IC at this time.

ATP Managed STBG (FY27)*	9,000,000	5,100,000	12,700,000	6,400,000	10,500,000	7,300,000	5,700,000	68,500,000			125,200,000
* FY2027 does not include 15% of Bridge Formula Program shift from MnDOT to ATPs										BFP shift =	11,490,000



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Transportation Improvement Program Amendments and Administrative Modifications Procedures
DATE: Oct. 28, 2022

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

Throughout the course of the fiscal year, various changes to projects programmed into the document arise. These changes fall within three different categories: Technical Corrections, Administrative Modifications, and Amendments. The most significant of these changes are amendments.

How the Amendment Process Works

To be considered a TIP amendment, according to the APO's Stakeholder Engagement Plan (SEP), one of the following criteria must be met:

- Add a new project.
- Revise a project scope such as changing the major work from bridge rehabilitation to replacement, resurface to reconstruct, removing or adding additional work/bridge/lane/intersection/route; removing or adding a phase of work such as preliminary engineering/right-of-way construction.
- The change impacts financial constraint, including total cost increases or decreases meeting the Formal STIP Amendment thresholds. Of note, an increase or decrease of 20% or greater for FTA funded projects triggers a TIP/STIP amendment.

STIP (and TIP) Total Project Estimate Cost	FHWA STIP (and TIP) Amendment Required If Increase/Decrease More Than:
<\$1,000,000	No STIP/TIP Amendment is required when the STIP/TIP total project estimate cost is less than \$1 million AND the proposed total estimate cost remains less than \$1 million.
\$1,000,001 to \$3,000,000	50%
\$3,000,001 to \$10,000,000	35%

STIP (and TIP) Total Project Estimate Cost	FHWA STIP (and TIP) Amendment Required If Increase/Decrease More Than:
\$10,000,001 to \$50,000,000	20%
\$50,000,001 to \$100,000,000	15%
>\$100,000,000	10%

- Change a project limit/termini/length greater than 0.3 miles in any direction.
- Impact air quality conformity.

If one of the above factors is met, the TIP must undergo the amendment process outlined in the SEP. This process includes a 30-day public comment period in addition to seeking a recommendation from the APO's TAC for Policy Board approval.

To streamline the process of amendments to the TIP and more efficiently deliver needed changes to the TIP and subsequently the Area Transportation Improvement Program (ATIP) and STIP in a timely manner, APO staff have developed a TIP amendment schedule.

Amendment Deadline	30-Day Public Comment	TAC Review	Policy Board Approval	Submission to MnDOT	Submittal to FHWA/FTA
Friday, Dec. 23, 2022 *first changes to the 2023-2026 TIP	Dec. 28, 2022 – Jan. 27, 2023	Feb. 2, 2023	Feb. 9, 2023	Feb. 10, 2023	N/A
Friday, Jan. 13, 2023	Jan. 18 – Feb. 17, 2023	Feb. 23, 2023	March 9, 2023	March 10, 2023	N/A
Monday Feb. 13, 2023	Feb. 15 – March 17, 2023	March 30, 2023	April 13, 2023	April 14, 2023	N/A
Monday, March 13, 2023	March 15 – April 14, 2023	April 27, 2023	May 11, 2023	May 12, 2023	N/A

Since the amendment process is a lengthy one, including a 30-day period of public comment, APO staff feel that by processing several amendments at one time it would more effectively utilize resources and process changes to the document.

Any amendment received after 5 p.m. on the date of the deadline will NOT be considered for that amendment cycle. Instead, it would be processed as part of the subsequent amendment cycle. Exceptions will be limited and will need to be justified in writing to the APO's Executive Director.

The APO will work to align the schedule with the STIP amendment schedule to the best of its abilities with the understanding that the APO meeting schedules have been set.

How the APO Processes Amendments

1. APO staff will reach out TAC representatives via email two weeks prior to the TIP amendment deadline to remind them of the upcoming deadline and to review projects (especially those in the first year of the STIP/TIP) for any possible changes.
2. APO staff will again reach out to TAC representatives via email one week prior to the TIP amendment deadline.

3. APO staff will reach out one final time on the DAY OF the TIP amendment deadline.
4. Once the TIP deadline has passed, APO staff will send out confirmation emails to those who have requested changes indicating the extent of the proposed change. This email will also be sent to MnDOT District 3 State Aid and to MnDOT District 3 Program Coordinator.
5. APO staff will begin the public comment period on the proposed changes as outlined in the above table. Give the scope of changes needing to be made to the document as well as the preparation for public comment period, it is IMPARATIVE that all proposed changes be submitted ON TIME!!!
6. Once public comment concludes, APO staff will bring recommendations to the TAC and Policy Board for recommendation and approval.
7. The Policy Board chair will sign off on the approved changes. A copy of that signature form will be sent to all impacted parties AS WELL AS MnDOT District 3 staff and MnDOT Central Office staff. At that time, STIP changes will be compiled and formally submitted to FHWA and FTA on a statewide level per the state's policy. Public comments will also be distributed to TAC and Policy Board members.

THE APO MUST BE NOTIFIED OF ALL PROPOSED CHANGES TO PROJECTS PROGRAMMED IN THE TIP IN THE APO'S PLANNING AREA. *Failure to notify APO staff of proposed changes could result in project delays!!!!*

How the Administrative Modification Process Works

To be considered a TIP administrative modification, according to the APO's Stakeholder Engagement Plan (SEP), one of the following criteria must be met:

- An increase or decrease in a project's total programmed cost that falls within the ranges listed in the table below, provided there is no change in scope. Of note, no TIP administrative modification is required for cost increase or decrease under 20% on FTA projects.
- The increase or decrease in cost estimate meeting FHWA Administrative STIP Modification thresholds. Justification is required to maintain fiscal constraint.
- Changing a funding year which includes advance or deferring with no change to scope and cost (fiscal constraint justification required for advancing a project).
- The addition of a state funded project to the TIP, which is not regionally significant.
- Convert a non-federally funded project to a federally funded project with no change to cost or scope.
- Combine a new non-federally funded project to an existing federally funded project provided the cost of the administrative modification is within the ranges as listed in the table below.
- Add, remove, increase, or decrease Advance Construction (AC).
- Removing a project currently programmed in the TIP.
- Split or combine individually listed projects provided projects remain within the original planned location, no change in split/combine scope/cost, no shift in funding year, and logical termini maintained.
- Changing federal funding from FTA to FHWA funds or vice versa. Fiscal constraint justification required.

STIP (and TIP) Total Project Estimate Cost	FHWA STIP (and TIP) Administrative Modification Required If Increase/Decrease More Than:
<\$1,000,000	No Administrative STIP/TIP Modification is required when the STIP/TIP total project estimate cost is less than \$1 million AND the proposed total estimate cost remains less than \$1 million.
\$1,000,001 to \$10,000,000	20%
\$10,000,001 to \$100,000,000	10%
>\$100,000,000	Processing an Administrative STIP/TIP Modification for higher profile projects (greater than \$100 million), which the change impacts financial constraint, requires prior collaborative discussion between MnDOT and FHWA.

If one of the above factors is met, the TIP must undergo the administrative modification process outlined in the SEP. This process does not require a 30-day public comment period but MUST include seeking a recommendation from the APO's TAC for Policy Board approval.

To streamline the process of administrative modifications to the TIP and more efficiently deliver needed changes to the TIP and subsequently the Area Transportation Improvement Program (ATIP) and STIP in a timely manner, APO staff typically will process administrative modifications alongside amendments.

How the APO Processes Administrative Modifications

1. APO staff will reach out TAC representatives via email two weeks prior to the TIP amendment deadline to remind them of the upcoming deadline and to review projects (especially those in the first year of the STIP/TIP) for any possible changes.
2. APO staff will again reach out to TAC representatives via email one week prior to the TIP amendment deadline.
3. APO staff will reach out one final time on the DAY OF the TIP amendment deadline.
4. Once the TIP deadline has passed, APO staff will send out confirmation emails to those who have requested changes indicating the extent of the proposed change. This email will also be sent to MnDOT District 3 State Aid and to MnDOT District 3 Program Coordinator.
5. While administrative modifications do not need to go through 30-days of public comment, those that are received by the deadline WILL be included in the public comment period anyway.
 - a. NOTE: Administrative modifications CAN be accepted up to 10 days prior to the regularly scheduled TAC meeting (thus making it into the TAC agenda packet). However, this will be an exception to standard practice!!!
6. Once public comment concludes, APO staff will bring recommendations to the TAC and Policy Board for recommendation and approval.
7. The Policy Board chair will sign off on the approved changes. A copy of that signature form will be sent to all impacted parties AS WELL AS MnDOT District 3 staff and MnDOT Central Office staff. At that time, STIP changes will be compiled

Attachment H
and formally submitted to FHWA and FTA on a statewide level per the state's policy.

THE APO MUST BE NOTIFIED OF ALL PROPOSED CHANGES TO PROJECTS PROGRAMMED IN THE TIP IN THE APO'S PLANNING AREA. *Failure to notify APO staff of proposed changes could result in project delays!!!!*

APO staff will work to ensure projects programmed into the TIP/STIP are able to be delivered on a timely basis. By outlining this process and providing constant check-in reminders, APO staff hope to alleviate confusion surrounding amendments/modifications and assist our partners in completing their transportation projects.

Suggested Action: None, informational only.