

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, APRIL 25, 2024 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK

MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-C*)
 - a. Approve minutes of the March 28, 2024, TAC meeting (Attachment A)
 - b. Receive staff report of the April 4, 2024, Central Minnesota Area Transportation Partnership (ATP-3) meeting (Attachment B)
 - c. Receive staff report of the April 11, 2024, Policy Board meeting (Attachment C)
4. Future Regional Arterials and Collectors Project Management Team (PMT) Coordination discussion (*Attachments D1-D4*), *Angie Stenson, Senior Transportation Planner and Robin Cauffman, Senior Planner with Bolton & Menk*
 - a. **Suggested Action: None, discussion.**
5. Discussion on formula funding distribution for the ATP-3 Managed Surface Transportation Block Grant Program (STBGP) (*Attachments E1-E2*), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: None, discussion.**
6. Other Business & Announcements
7. 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

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**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, March 28 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, March 28, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jodi Teich	Stearns County
Andrew Witter	Sherburne County
Kari Theisen	City of Sartell
Randy Sabart	City of Saint Joseph
Steve Voss	MnDOT District 3
David Blommel	City of Waite Park

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Trina Ness	APO, Administrative Assistant

Online Attendees:

Erika Shepard	MnDOT MPO Coordinator
Jeff Lenz	MnDOT District 3
Chris Byrd	Benton County
James Stapfer	APO, Planning Technician

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the Feb. 29, 2024, TAC meeting.
- b. Receive staff report of the March 14, 2024, Policy Board meeting.

Ms. Teich made a motion to approve the Consent Agenda Items. Ms. Theisen seconded the motion. Motion carried.

CONSIDERATION OF 2024 – 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS

Ms. Johnson presented the 2024-2027 Transportation Improvement Program (TIP) amendments and administrative modifications. She shared that public comment was open from Feb. 14, 2024, to March 15, 2024. There were 11 online survey participants. A virtual open house was held on Feb. 23, 2024, with no response. There was an in-person open house on Feb. 27, 2024, with one person in attendance.

Ms. Johnson also stated that due to the immediacy regarding the Sauk Rapids administrative modification, MnDOT asked if the APO's Policy Board could approve the administrative modification at the March 14, 2024, meeting. Given the anticipated non-controversial issue of eliminating the AC payback, APO staff worked with MnDOT to allow this exception.

Mr. Voss made a Motion to recommend the Policy Board approval of the 2024-2027 Transportation Improvement Program (TIP) amendments and administrative modifications. Ms. Teich seconded the Motion. Motion carried.

CONSIDERATION OF THE FY 2025-2026 CARBON REDUCTION PROGRAM (CRP) SOLICITATION

Ms. Johnson presented the FY 2025-2026 Carbon Reduction Program (CRP) Solicitation. The Carbon Reduction Program was created under the Infrastructure Investment and Jobs Act (IIJA). It is a federal program designed to fund projects that reduce carbon emissions from surface transportation. To utilize CRP funding, MnDOT was required to develop a Carbon Reduction Strategy, which is a plan that outlines priorities to advance transportation investments in carbon emissions reduction. Projects in Minnesota using CRP funding must align with the policy and investment direction outlined in the CRS.

Kick off for the FY 2025-2026 APO solicitation is March 12, 2024, with applications being due by 3 p.m. on May 10, 2024. The APO needs to allocate the FY 2025 funding as soon as possible, or risk losing it. Funds for FY 2025 must be obligated no later than June 30, 2025.

Ms. Johnson presented an option for the TAC to consider regarding spending the FY 2025 dollars. That option would be to distribute the funding the Benton County's CSAH 1/CSAH 29 roundabout. This is the only project within the TIP programmed for FY 2025 that meets the CRP funding criteria as well as being underfunded with federal dollars.

The latest round of Transportation Alternatives (TA) awards will be released on April 4, 2024. Ms. Johnson encouraged those TA applicants who are unsuccessful in TA funding to apply for CRP funding stating these would be eligible.

Mr. Voss stated about the Benton County roundabout that was previously discussed, there are ways to include/utilize the CRP's Carbon Emissions Tool as the

outside portion has the bike/pedestrian element and the inside portion would meet the mobility category.

Anna Pierce, MnDOT's Carbon Reduction Program coordinator, has a video regarding the application process online and applicants can work directly with her regarding specific projects.

Ms. Teich made a Motion to recommend that the Policy Board award the APO's 2025 CRP funding of \$440,000 to Benton County's CSAH 29/CSAH 1 roundabout project. Mr. Witter seconded the Motion. Motion carried.

OTHER BUSINESS AND ANNOUNCEMENTS

- The Saint Cloud APO decided rather than setting up a project management team for the future regional arterials and collectors study, that the Technical Advisory Committee will be the project management team for Bolton & Menk. There will be six meetings between now and December with Bolton & Menk making presentations seeking guidance and requests for the project.
- Mr. Voss spoke regarding MnDOT's release of new Funding Guidance targets for funds that are provided to the Area Transportation Partnerships. MnDOT had been using the 2010 census data to set targets. They've now updated the targets using the 2020 census data.

For 2028 they want to apply the new data to the targets regarding the Surface Transportation Block Grant Program (STBGP) dollars, which are the funds distributed to the ATPs. These targets are based on 50% population and 50% state aid needs. This resulted in the reduction in the ATP's target, by \$500,000 for the Central Minnesota ATP. The ATP's STBGP allocation went from \$12.2 million to \$11.7. This resulted in the Saint Cloud APO receiving a \$102,650 reduction regarding the 2028 target.

MnDOT also used the same formula for Transportation Alternatives (TA) program which saw a \$100,000 cut in funding dropping the target from \$2.5 million to \$2.4 million.

The funding formula the Central Minnesota ATP uses to distribute the STBGP funds to each region was based on a formula from 1999. There was much discussion regarding updating the formula for the ATP. The TAC also discussed adding a hold harmless clause so other planning regions don't lose funding. Ultimately, the ATP would need to take action to approve this change. The TAC felt that the formula needs to be updated, but no formal action was taken regarding this today.

ADJOURNMENT

The meeting adjourned at 10:43 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 of the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: April 11, 2024

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, April 4, 2024. At that meeting the following items were discussed.

1. **FY 2024-2027 Local Federal Projects Update.** MnDOT District 3 State Aid Engineer Angie Tomovic provided a status update on the 2024 locally-led federal projects. As of March 25, 2024, most of the projects were not "ready to go." This included the following projects within the APO's planning area:
 - a. Sherburne County's CR 65 and 45th Avenue realignment.
 - b. Stearns County's CR 120 resurfacing and roundabout reconstruction.
 - c. Stearns County's CSAH 133 expansion in Saint Joseph.
 - d. City of Saint Cloud's EV charging station project.
 - e. City of Sartell's bikeway planning and engineering study.

Ms. Tomovic ensured ATP members that this was a snapshot in time and she anticipates the status of many of these projects to change within the next few weeks.

2. **Greater MN Highway Safety Improvement Program (HSIP) Fall 2023 Solicitation Announcements.** Ms. Tomovic provided information regarding the successful applicants for the 2025-2028 HSIP solicitation. Thirteen projects were selected from across the ATP with one project within the APO's planning area (Sherburne County's transverse rumble strips along various county roads) in FY 2026.

MnDOT District 3 Planning Director Steve Voss provided information on the MnDOT District 3 HSIP awards. The District had applied for four projects and were awarded funding for two projects – one for a J-turn at the intersection of MN 371 and CSAH 29 and the other in the APO's planning area at the intersection of MN 23 and Bel Clare Drive. Mr. Voss pointed out the MN 23 project was also the recipient of Congressionally Directed Spending funding for the exact same amount (\$1,080,000). He said it is unclear if the HSIP funding will be used for that project or if it will instead be funded using CDS dollars. The other two projects not funded within the district were located near St. Francis and Bradford.

3. **Updated FY 2025-2028 State Transportation Improvement Program Funding Guidance.** Mr. Voss stated a recent change was made to the MnDOT formula distribution used to allocate funding for the Surface Transportation Block Grant Program (STBGP) and the Transportation Alternatives (TA) program to the ATPs. The formula Central Office uses to distribute STBGP and TA dollars to the

ATPs is based on population (50%) and county/state aid needs (50%). Central Office recently updated the data used to calculate these changes – including using the 2020 Census data as opposed to the 2010 Census. This resulted in a decrease in the funding allocation for ATP-3. Based on the new formula distribution, this has resulted in ATP-3 receiving 9.7% of the state’s STBGP and TA allocations to be distributed to the ATPs. This is down from the 10.1% that was originally used. As a result, the FY 2028 STBGP target has dropped by \$500,000 (from \$12.2 million to \$11.7 million) and the FY 2028 TA target has dropped by \$100,000 (from \$2.5 million to \$2.4 million). No changes were made to the 2025-2027 program. This change also did not impact MnDOT District 3’s funding levels.

To address the shortfall, it was recommended to distribute the cut of \$500,000 to each of the regions based upon the funding distribution formula used by the ATP. This resulted in the APO’s FY 2028 STBGP allocation to be cut by \$102,650 (20.53% of \$500,000). The APO’s new funding target is \$2,402,010.

4. **ATIP Development Committee Draft FY 2025-2028 Area Transportation Improvement Program (ATIP) Recommendations.** MnDOT District 3 Senior Engineering Specialist/Program Coordinator Jeff Lenz updated the ATP on the funding awards for STBGP by region. Two APO projects were listed as receiving funding: Stearns County’s CSAH 1 reconstruction (from CSAH 17 to northern Stearns County line) and Benton County’s CSAH 3 reclamation (from CSAH 1 to CR 44). This included a discussion of the cuts made as a result of the funding formula revision. ATP-3 members approved this item as presented.

Mr. Lenz also provided an overview of the TA solicitation and the recommendations provided by the ATIP Development Committee for funding. Prior to the \$100,000 cut to the TA program, six projects were slated to receive funding including three projects within the APO’s planning area: City of Saint Cloud’s 13th Street S improvements, City of Sauk Rapids’s Second Avenue S railroad crossing, and City of Sauk Rapids’s CSAH 3 pedestrian improvements (funded at \$216,551 – less than the \$242,000 requested). Because this program received a funding cut of \$100,000, it was recommended to make the Sauk Rapids’s Second Avenue S project whole (increase the federal funding to \$590,267 – up from the \$562,834 originally requested) and then carry forward the remaining \$89,118 to the FY 2029 solicitation. This would result in five projects being funded and the City of Sauk Rapids’s CSAH 3 project not receiving funding. ATP members approved this item as presented.

Ms. Tomovic provided an update on the Local Partnership Program (LPP). At the January ATP meeting, she stated seven applications were received by the district for this program. No projects were in the APO’s planning area. The ATIP Development Committee met in March and had some additional questions that needed to be answered prior to recommending projects to be funded. Ms. Tomovic said she will be bringing this back to the ATIP Development Committee in May/June to receive their recommendation prior to the June 20 ATP meeting.

Mr. Voss presented on the MnDOT District 3 construction program for FY 2025-2028. Several new projects have been identified in the APO’s planning area including a project at US 10/Sherburne CR 61 in 2025, resurfacing of MN 23 through Waite Park in 2028, the MN 23 J-turn at Bel Clare Drive in 2028, and some ITS projects along I-94.

5. **Carbon Reduction/PROTECT Program Update.** Mr. Lenz stated the ATP’s Carbon Reduction Program solicitation for FY 2025 and FY 2026 is currently available. Applicants will need to turn in their applications by no later than 5 p.m. on Friday, May 10. Mr. Lenz also stated solicitation for the FY 2026 PROTECT funds is also open as well.

6. **2024 Minnesota Highway Freight Program Award Selections.** Mr. Voss stated several projects within MnDOT District 3 were awarded funding through the Minnesota Highway Freight Program. No projects were awarded within the APO's planning area. Projects funded included:
 - a. Truck parking expansion at the I-94 Enfield Rest Area.
 - b. Truck parking expansion at the I-94 Big Spunk Lake rest area.
 - c. Sherburne County US 169 and CR 4 rural safety and mobility project.
 - d. City of Clearwater's I-94 and MN 24 improvements.
7. **Corridors of Commerce Program Changes/Update.** MnDOT's Office of Transportation Systems Management Capital Planning Director Nicole Westadt provided an overview of changes to the CoC program. Some of the main changes include:
 - a. Eliminating the regional balance. Instead, projects are allocated in three areas: Metro Projects (within the 494/694 ring); Metro Connector Projects (counties that are adjacent to the Metro – including Sherburne County); and Regional Center Projects (Greater Minnesota).
 - b. Funding will be split between the three areas as follows
 - i. Metro: 25-27.5%
 - ii. Metro Connector: 35-37.5%
 - iii. Regional Center: 35-40%
 - c. 10% of funds for the CoC will be reserved for readiness advancement. This will help advance some projects (additional study/engineering) to ensure they will be competitive in future solicitations.
 - d. CoC projects can now occur on the National Highway System (NHS). Previously they were only allowed on the Interregional Corridor System.
 - e. Projects will be screened based on the following:
 - i. Each ATP will be able to recommend three projects.
 - ii. Metro Connector Counties (Sherburne County) will be able to recommend two projects each.
 - iii. Met Council will be able to recommend four projects.
 - f. The project readiness component to the CoC will be further developed with an anticipated solicitation to occur in November/December 2024.
8. **Election of ATP-3 Vice Chair.** APO Senior Transportation Planner Vicki Johnson was elected as the ATP-3 Vice Chair.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

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

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

1. The Board approved amendments and administrative modifications to the 2024-2027 Transportation Improvement Program (TIP), as recommended by the TAC.
2. The Board approved publication of the 2023 Stakeholder Engagement Plan Annual Report.
3. The Board heard a report on the results of the APO's 2023 financial audit by Janel Bitzan of BerganKDV.
4. The Board approved allocating \$440,000 of 2025 Carbon Reduction Program (CRP) funds for the Benton County roundabout at the intersection of CSAH 29 and Mayhew Lake Road.
5. The Board approved the publication of the 2022 Annual Transportation Performance Monitoring Report.

Suggested Action: None, informational.



Future Regional Arterial and Collector Study TAC Meeting #1

St. Cloud Area Planning Organization Technical Advisory Committee

April 25, 2024

Agenda

1. Study Overview
 - a. Purpose and goals, Key tasks, Schedule, TAC meeting objectives
 - b. *Meeting goal:* Understand study overview items, provide feedback
2. Public Engagement Plan
 - a. Overview of plan (attached)
 - b. *Meeting goal:* Discuss and provide feedback on the draft document and engagement process.
3. Existing Functional Classification Summary
 - a. Review summary table and map (attached)
 - b. *Meeting goal:* Confirm agreement with Urban System/Rural State mileage category (MnDOT/FHWA). Discuss findings and impact for future functional classification designations.
4. Adopted Future Functional Classification Designations
 - a. Stearns and Sherburne Counties have adopted future functional classification
 - i. Do any other agencies have formally recognized future functional classification on roadways under their jurisdiction?
 - ii. Do any agencies have policies related to future functional class such as setbacks or driveway spacing?
 - b. *Meeting goal:* Understand any agency policies related to future functional class. Discuss options for incorporating these designations in the study process.
5. MTP project lists
 - a. *Note:* Agencies have previously submitted project corridors as part of the MTP process for consideration as future arterials or collectors. This study will work through evaluation of the technical characteristics of existing roadway segments as well as these future corridors to recommend a future functional classification. At TAC meeting #2 we will begin to identify the roadway network system that will be analyzed. The segments previously submitted will be included in the analysis and there will be an opportunity to review and recommend additional segments.

Public Engagement Plan

FUTURE REGIONAL ARTERIAL AND COLLECTOR STUDY

April 12, 2024



Project Overview

The St. Cloud Area Planning Organization is seeking public input as part of a future regional arterial and collector planning effort. This study's goal is to assess and guide the location of future arterials and collectors within the organization's member jurisdictions and plan for future development that aligns with those needs.

The purpose of this study is to recommend arterial and collector designations for the St. Cloud APO area as the region continues to grow:

- The study will use quantitative metrics of a variety of ways to identify future functional classifications of arterials and collectors in the planning area.
- Analysis of the specific regional infrastructure and tailored guidance to meet each jurisdiction's needs.
- In-depth public engagement and stakeholder input collaboration to ensure agency buy-in to the project.
- Highlighting planned regional growth and its effects on the existing system to ensure long range plans continue meeting the St. Cloud APO's needs.

Project Engagement Goals

The goals of public engagement in this project are to:

1. Ensure that project information is made available to the public in a clear, and effective manner, especially as it relates to the technical aspects of the project as well as the recommendations produced based on the study.
2. Gather meaningful feedback from stakeholders to develop a community-supported strategy for the location of future arterials and collectors within the study area.
3. Ensure that stakeholder questions and concerns are heard and addressed.
4. Document what we heard and how that information was used in completing the study.

Stakeholder Analysis

Key Stakeholders

In addition to individual residents, key stakeholder groups will be engaged in this process, including but not limited to:

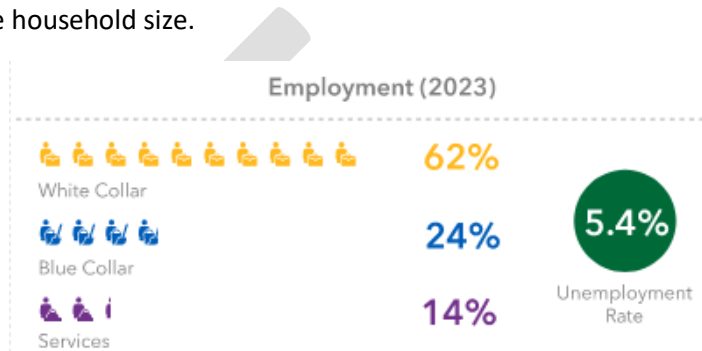
- Cities of St. Cloud, Sauk Rapids, Sartell, St. Joseph, and Waite Park
- Benton, Stearns, and Sherburne Counties
- Minnesota Department of Transportation
- FHWA
- St. Cloud Metro Bus and transit providers
- Township representatives

- School districts within the APO planning area

Community Demographic

The stakeholder analysis used to develop this engagement plan was based on the ESRI Business Analyst Community Profile Report (**Appendix A**). The St. Cloud Area Planning Organization's planning area member agencies include the Cities of St. Cloud, Sauk Rapids, Sartell, St. Joseph, and Waite Park. Compared to the Minnesota average, these Central Minnesota communities are younger and more moderate-income. Combined these communities have a population of 120,199. The median household income is \$57,671 with a 2.41-person average household size.

The workforce is split with 62 percent working in white collar jobs while the remaining 38 percent work blue collar or service jobs. In the combined communities 58.7 percent of residents own their home while 41.3 percent rent. The unemployment rate for the five cities making up the study area is 5.4 percent, compared to the state average of 3.8 percent and 15 percent of households are below the poverty level. Notably, 23 percent of households have one or more people with a disability. The cities are predominantly white.



These five jurisdictions within the St. Cloud APO planning area are home to 4,550 businesses, employing 84,544 employees. Workers in the St. Cloud APO's service area have diverse transportation needs with 7% of households not owning an automobile. While 79 percent of workers in these jurisdictions drive alone to work, 4 percent of the working population travels to work on foot with another 2 percent using public transportation.

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Engagement Strategies

Public and stakeholder engagement plays a pivotal role in any planning process, especially when it comes to understanding the diverse needs of area residents and employers. Demographic tools allow for a basic understanding of community needs based on quantifiable metrics. However, it is critical to engage the community for qualitative data to help identify issues and opportunities. The first phase of engagement will be to share information about regional demographics and their interactions with transportation infrastructure so that everyone has a shared understanding of the issue. We'll conduct in person and online engagement to seek input on issues and opportunities related to safety and efficiency of the arterials and collectors within the jurisdictions of the St. Cloud APO's members. This information will be combined with the research and data analysis to draft the report and recommendations.

After the initial study is drafted, we will engage the communities and stakeholders to share what we heard and how their voices have been heard.

The process will be guided by the Technical Advisory Committee (TAC) of the St. Cloud APO composed of members representing the municipalities within the region. We will hold six TAC meetings and share drafts with them for feedback before sharing with the broader public.

We will work with St. Cloud APO staff and member municipality leaders to engage representatives from the local businesses, organizations, and others who can provide valuable input into this regional planning effort. This collaborative approach ensures a well-rounded perspective and informed decision making.

In addition to these engagement efforts, we will provide an online presence through a project website (Story Map). This platform will serve as a project centralized hub for communication and updates, available 24/7. We will create/maintain this website and provide a direct link that can be shared on the city's or other's social media.

The following table summarizes the online and in-person engagement we will do as part of this study, including social media posts, articles, workshops and a public meeting.:

Done	Activity	Roles and Goals	Timing
✓	Public engagement plan (PEP)	Finalize at Kickoff TAC meeting.	April 25
	TAC Meetings (6)	#1 Kickoff: Study overview, existing functional class overview, engagement plan, and timeline #2: Policy guidance input, understand existing corridor conditions #3: Determine corridors for further study, assign future functional class for model run #4: Analyze and evaluate corridors, identify intersection improvement needs #5: Recommend future functional classification for public review #6: Present what we heard from the public, adjust study findings and final report	April 25 May 30 June 27 August 29 September 26 October 31
	Focus Groups (2)	Facilitated discussion to resolve differing perspectives or issues. <ol style="list-style-type: none"> 1. City and County additional focused discussion on corridors needing more discussion between the evaluation and recommendation phase or APO Policy Board meeting in October 2. Environmental resource group focused discussion on future functional class recommendations 	September before public distribution October
	Project website: Story Map (2 updates)	Purpose: Educate about future arterial and collector needs, communication how to get involved, keep people informed.	Go Live in April Updates August, November

Done	Activity	Roles and Goals	Timing
	Articles (up to 3)	Purpose: Educate about future planning for arterials and collectors, communicate how to get involved; Use copy from website updates to send out to 3 emails, articles to local paper, or St. Cloud APO newsletter. Topic areas: <ul style="list-style-type: none"> • Project info • Recommendations with QR code or link to survey • What we heard from survey; recommendations and draft study 	September October
	Social media posts (up to 3)	Purpose: Let people know how to get involved; One when survey is live, another one when draft study published.	Late summer October
	Survey	Purpose: Gather input on recommendations	Late September/ October
	Updates to Local Agencies or Policy Board Meetings (up to 3)	Purpose: Gather input, issues, ideas	As Needed
	Public Meeting	Purpose: Report out public input and how it was used. Share draft plan to the public.	October
	Visualizations	Purpose: Demonstrate physical changes recommended to existing infrastructure as part of the recommendations.	September

Public Input Summary

We will maintain an ongoing public engagement summary and comment tracker and will provide regular updates to the project team. At the end of the engagement period, a comprehensive report of the public engagement process will be prepared, including highlights of how input impacted the development of the plan, and posted electronically on the project website.

Appendix A: Community Profile

COMMUNITY PROFILE

5 Places
Geography: Place

120,199	0.71%	2.41	47.8	33.3	\$57,671	\$237,851	\$86,108	20.8%	65.0%	14.2%
Population Total	Population Growth	Average HH Size	Diversity Index	Median Age	Median HH Income	Median Home Value	Median Net Worth	Age <18	Age 18-64	Age 65+



18.3%
Services

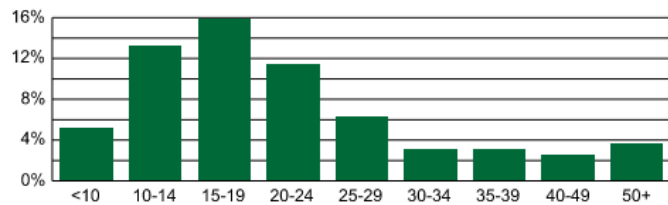


23.8%
Blue Collar



57.9%
White Collar

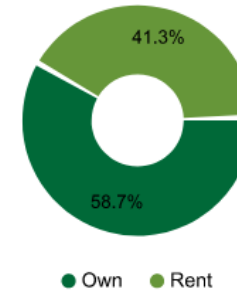
Mortgage as Percent of Salary



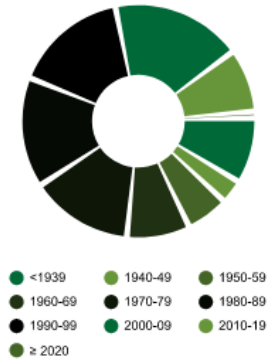
Age Profile: 5 Year Increments



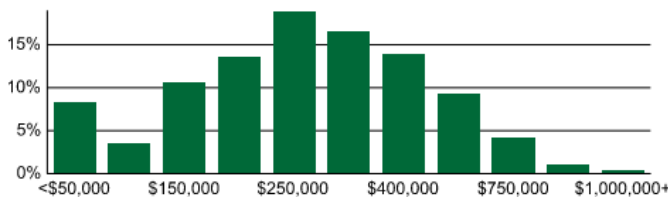
Home Ownership



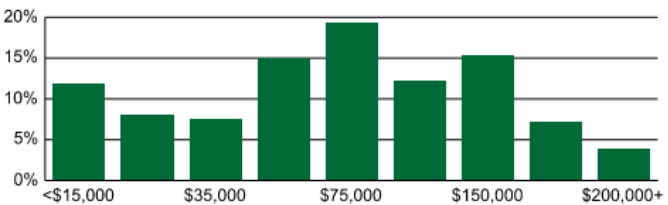
Housing: Year Built



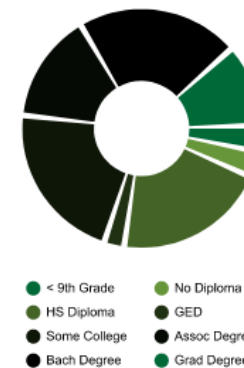
Home Value



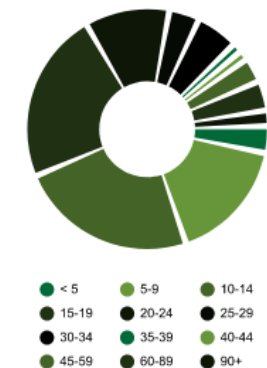
Household Income



Educational Attainment



Commute Time: Minutes



Source: Esri, ACS, Esri forecasts for 2023, 2017-2021, 2028.

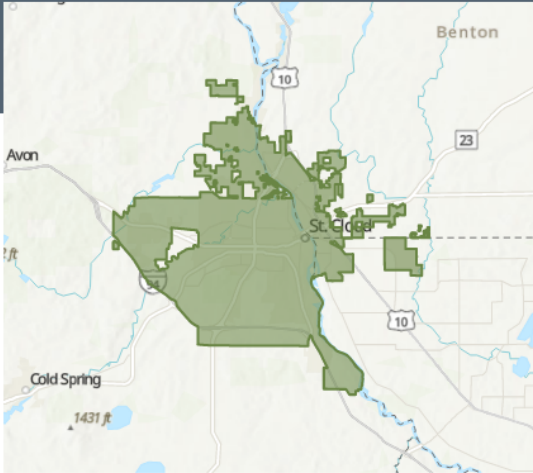


AT RISK POPULATION PROFILE



5 Places

Geography: Place



120,199

Population

47,384

Households

2.41

Avg Size Household

33.3

Median Age

\$57,671

Median Household Income

\$237,851

Median Home Value

60

Wealth Index

95

Housing Affordability

48

Diversity Index

AT RISK POPULATION



10,602

Households With Disability



17,088

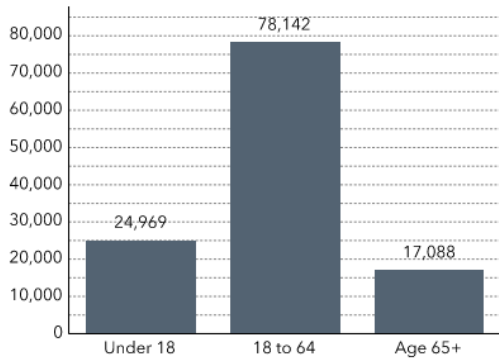
Population 65+



3,378

Households Without Vehicle

POPULATION BY AGE



POVERTY AND LANGUAGE



15%

Households Below the Poverty Level



7,094

Households Below the Poverty Level



0

Pop 65+ Speak Spanish & No English

POPULATION AND BUSINESSES



138,263

Daytime Population



4,550

Total Businesses

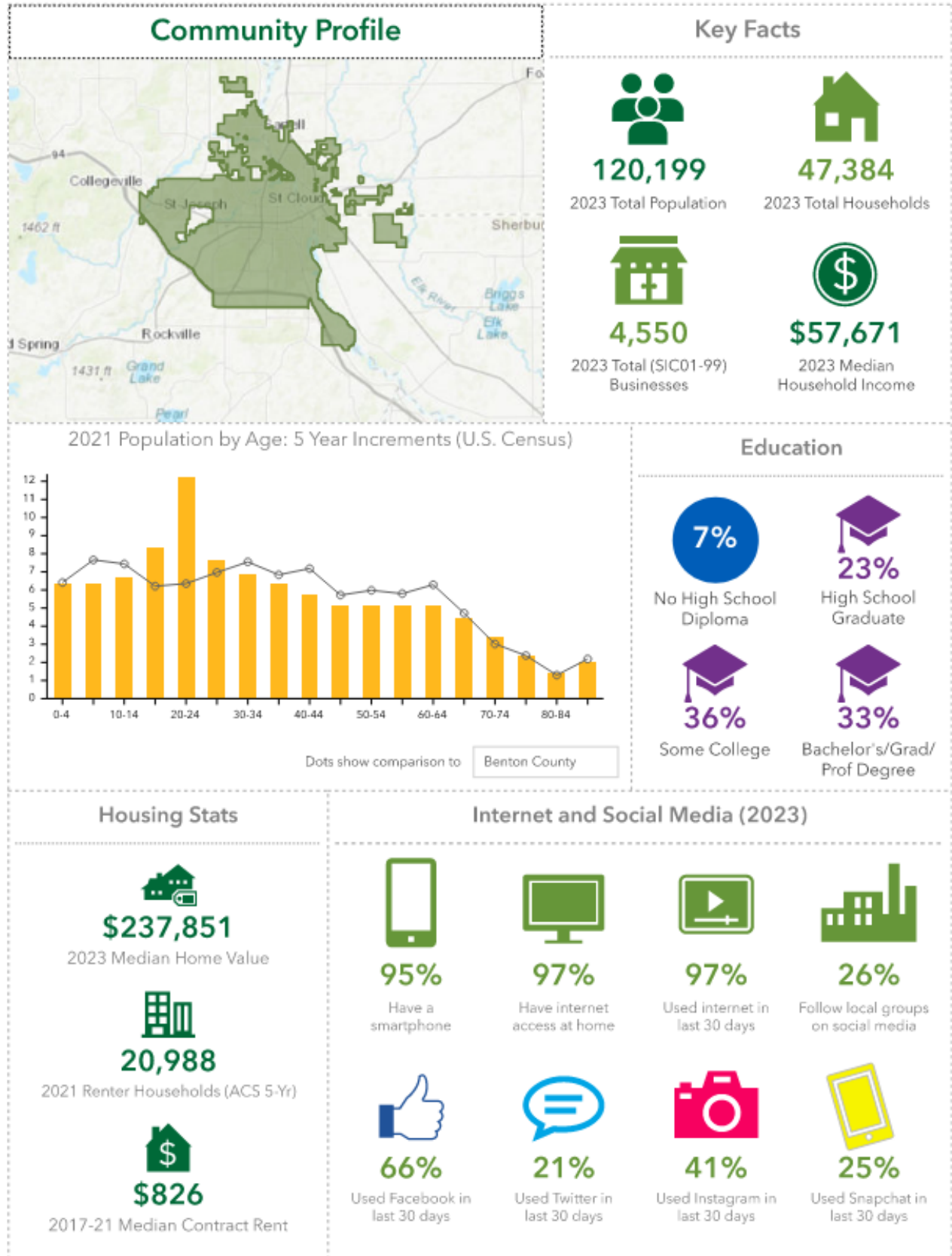


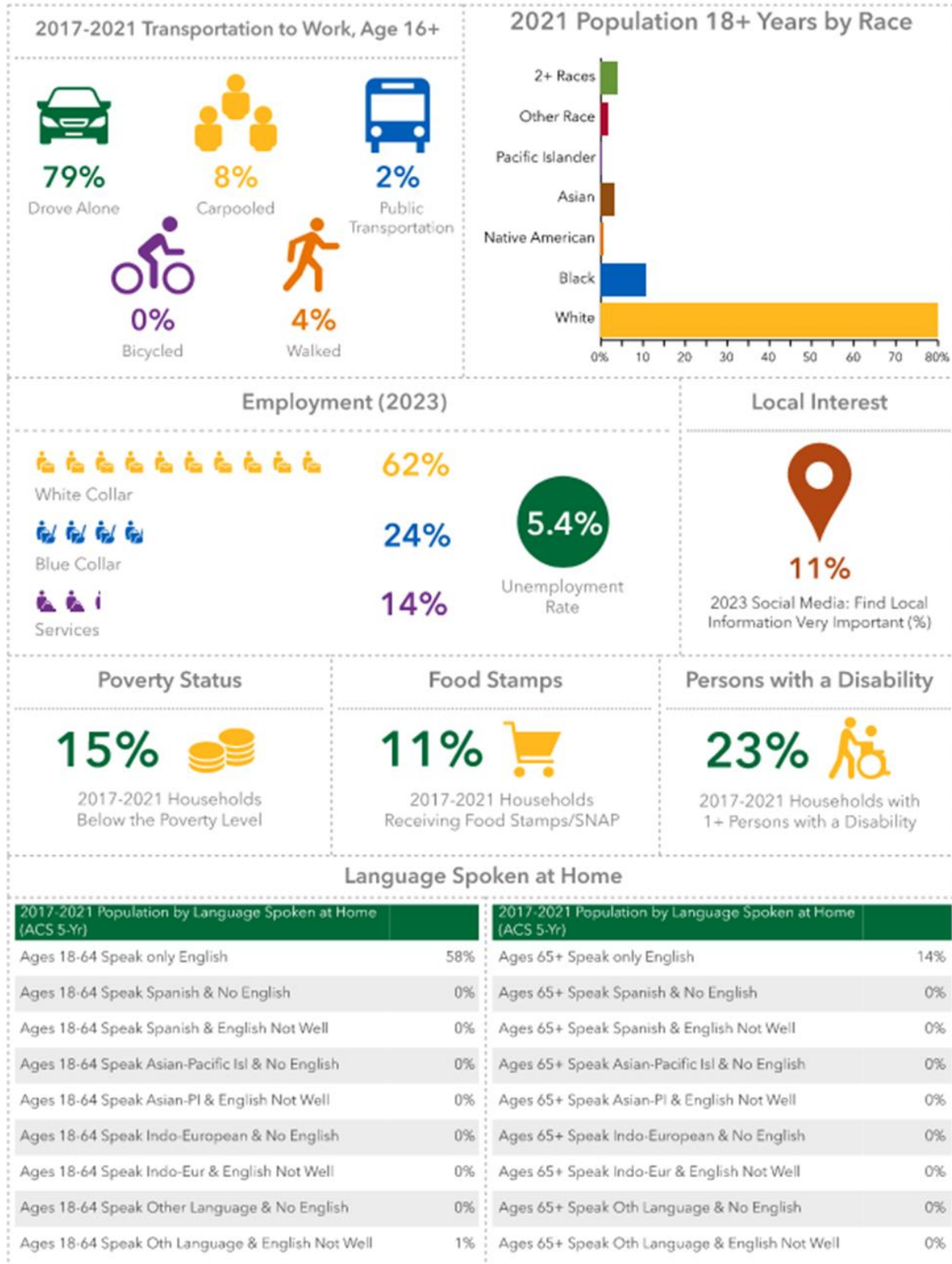
84,544

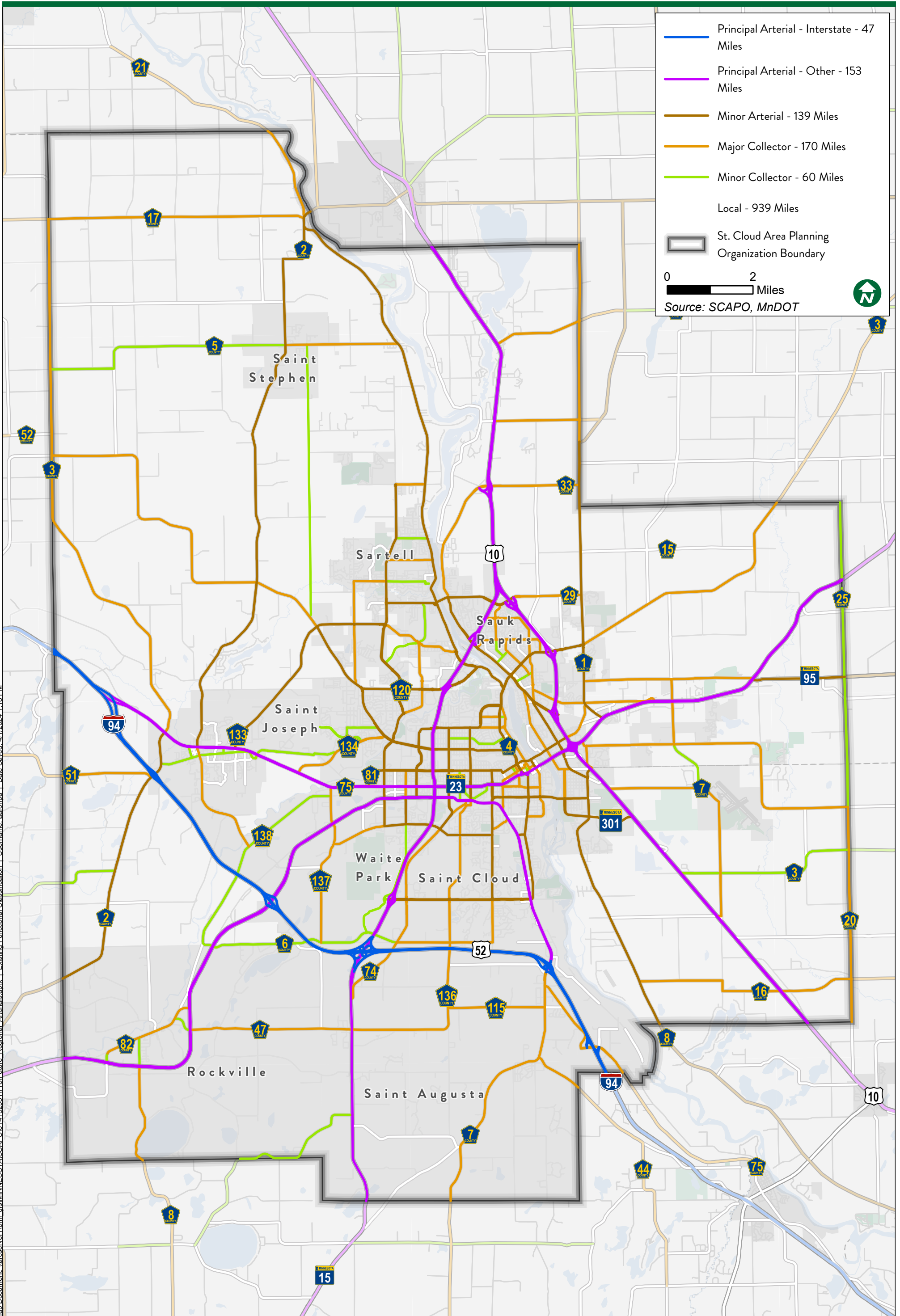
Total Employees

Language Spoken (ACS)	Age 5-17	18-64	Age 65+	Total
English Only	15,540	63,656	14,857	94,053
Spanish	680	2,076	187	2,943
Spanish & English Well	658	1,840	187	2,685
Spanish & English Not Well	0	160	0	160
Spanish & No English	22	76	0	98
Indo-European	90	1,707	186	1,983
Indo-European & English Well	90	1,656	186	1,932
Indo-European & English Not Well	0	22	1	23
Indo-European & No English	0	29	0	29
Asian-Pacific Island	247	1,948	258	2,453
Asian-Pacific Isl & English Well	206	1,563	164	1,933
Asian-Pacific Isl & English Not Well	41	345	48	434
Asian-Pacific Isl & No English	0	42	46	88
Other Language	2,966	4,548	237	7,751
Other Language & English Well	2,602	2,897	97	5,596
Other Language & English Not Well	347	1,188	6	1,541
Other Language & No English	17	464	134	615

Source: This infographic contains data provided by Esri (2023, 2028), ACS (2017-2021), Esri-Data Axle (2023).







Map Document: \\arseserver1\hmi_cis\MINNESOTA\SCAPO\01412931\Proj\Future_Regional_Arterials.aprx | Existing Functional Classification | User: aaronpa | Date Saved: 4/1/2024 1:18 PM

St. Cloud APO Planning Area Existing Functional Classification Overview

DESCRIPTION	Mileage	Percentage	FHWA GUIDELINES: Rural State/Urban System*	Within FHWA Guidelines	Functional Class Characteristics
Local	939.13	62.3%	62%-74%	Yes	Provide Direct Access to adjacent land Provide access to higher systems Carry no through traffic Comprise the mileage not classified as collector or arterial
Minor Collector	60.16	4.0%	3%-16%	Yes	Serve land access and traffic circulation in lower density areas Penetrate residential neighborhoods a short distance Distribute trips between local roads and arterials over distances less than three-quarters of a mile. Lower speeds than major collectors and feature less signalized intersections
Major Collector	169.50	11.2%	3%-16%	Yes	Serve both land access and traffic circulation in higher density areas Penetrate residential neighborhoods. Distribute trips between local roads and arterials, usually over a distance of three-quarters of a mile. Includes higher speeds than local roads and more signalized intersections
Minor Arterial	139.19	9.2%	7%-14%	Yes	Interconnect and augment higher-level Arterials Distribute traffic to smaller geographic areas than primary arterials. Provide greater land access without penetrating identifiable neighborhoods. Provide urban connections for rural collectors
Principal Arterial - Other	152.97	10.1%	4%-9%	No	Serve major activity centers with the highest traffic volume and the longest trip demands Carry high proportions of total urban travel on minimum mileage
Principal Arterial - Interstate	46.58	3.1%	1%-3%	No	Accommodate movements through the urban area and provide continuity to rural corridors Meet intra-area travel demand

*Urban System Mileage Extent for Rural States
from Highway Functional Classification, Criteria and Procedures 2023 Edition



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: Central Minnesota Area Transportation Partnership (ATP-3) Formula Distribution
DATE: April 11, 2024

At the March 28 Technical Advisory Committee (TAC) meeting, several TAC representatives expressed concerns regarding the Central Minnesota Area Transportation Partnership's (ATP-3's) funding distribution formula used for the ATP Managed Surface Transportation Block Grant Program (STBGP) funds.

It was the intent of TAC representatives to prepare a recommendation to the ATP at its upcoming June meeting to consider revising the current formula distribution.

Background

ATP-3 is comprised of four planning regions:

1. Region 5 Development Commission.
2. East Central Regional Development Commission (Region 7E).
3. Region 7W.
4. Saint Cloud Area Planning Organization.

When it comes to the distribution of the ATP-3's STBGP funds, funds are currently allocated as follows:

Region	Raw Formula Calculation	Region 7W/Saint Cloud APO Split	Percentage of STBGP Funds Allocated
Region 5	32.65%	-	32.65%
Region 7E	13.82%	-	13.82%
Region 7W	53.53%	61.65%	33.0%
Saint Cloud APO	-	38.35%	20.53%

The determination of this funding allocation distribution was developed in 1999 (taking effect in 2003) when the ATP-3 approved a methodology for sub-targeting the local share of STBGP funds to each of the four regions. Prior to the sub-targeting, the ATP conducted an ATP-wide solicitation for STBGP funds and relied on participation and input from the regions and a somewhat rigid technical application and scoring procedure. This process, according to MnDOT District 3 staff, was highly technical and did not reflect the local and regional transportation priorities nor did it provide adequate assurance to the partnership of

stable and equitable funding.

As a result, a revision to the previous (ATP-wide) distribution of federal funding was made to loosely mirror the state's methodology of distributing STBGP funding to each of the eight ATPs. The MnDOT statewide formula had distributed STBGP funds to each of the ATPs based on system size (40%) and system use (60%).

System size factors included: the ATP's share of bridge area, federal aid lane miles, and number of buses.

System use factors included: Vehicle Miles Traveled (VMT), Heavy Commercial Vehicle Miles Traveled (HCVMT) and future 2025 population projections.

During the original meetings back in 1999, the ATP approved a slight variation of this methodology which resulted in a 50/50 split. However, since several of the factors in the formulas were only available at the county level, Region 7W and the Saint Cloud APO met to negotiate and agree upon an acceptable split.

Previous Attempts to Alter the Formula

In 2017, Sherburne County had requested ATP-3 to revisit the formula split. This was due to several reasons. First, the data originally used by MnDOT to distribute STBGP funds to the ATPs in the original formula calculations was dated, and in most cases, no longer valid.

In addition, MnDOT had since changed the methodology for distributing funds to the ATPs. By 2017, MnDOT was using the following formula to distribute ATP-Managed funds to each of the ATPs:

- State Aid needs on the local transportation system (50%). These factors are determined by the MnDOT Office of State Aid.
- Population (50%).

In order to align the distribution of the sub-targeted ATP-3 Managed Program funds with how MnDOT distributes those funds to the statewide ATPs, a proposal was made by MnDOT District 3 staff to alter the funding formula to the following:

Region	Current Funding Target Percentage	2017 Proposed Funding Target	Region 7W/ Saint Cloud APO Split	2017 PROPOSED Funding Target Percentage
Region 5	32.65%	29.40%	-	29.40%
Region 7E	13.82%	13.52%	-	13.52%
Region 7W	33.00%	57.08%	61.65%	35.19%
Saint Cloud APO	20.53%	-	38.35%	21.89%

However, based upon discussion at the ATP-3 level, this was voted down. The current funding target percentage has remained in place.

Present Discussions

On March 20, MnDOT District 3 staff were notified by MnDOT Central Office that they had updated their funding distribution formula data for the ATP-Managed STBGP. This update included using the population data from the 2020 Census as well as current information regarding the state aid needs on the local system.

As a result of this update, the following changes impacted ATP-3:

- The ATP's percentage of the state's population dropped from 12.2% to 12.1%. Even while the ATP's overall population grew between 2010 and 2020, we were overshadowed by other regions (particularly the Twin Cities metro).
- The ATP's state aid needs dropped from 8.05% to 7.34%.

Overall, these changes had an impact on the ATP-3 Managed STBGP target for FY 2028. In previous years, ATP-3 received 10.1% of the state's STBGP managed funding. Now, that percentage has dropped to 9.7%. As a result, this effectively caused a reduction of STBGP funding for the ATP of \$500,000.

Because of these funding cuts, the APO's TAC raised the following concerns:

- If the state is basing its allocations to the ATPs based on population (50%), should the ATP also move toward that distribution?
- Population within the ATP has grown tremendously in the southern portion – particularly in the Saint Cloud APO and Region 7W. However, the original formula discussion from 1999 was basing the distribution on population projections that have since been proven to be outdated. This information should be updated to reflect present-day information.
- While it was acknowledged that other regions, in particular Region 5, have a much larger system to maintain, it was expressed that population should at least be as much of a factor in funding distributions.

If changes to the funding formula were made, this would inevitably negatively impact some regions. There was a discussion about a hold harmless clause that could be incorporated, however, this might be challenging given there is only so much money to go around and raising the funding percentages of one region will result in another getting less of their "share of the pie."

The questions APO staff have for members of the TAC would be the following:

1. What changes/factors would you want to see to the current funding distribution formula? Example: Updating population to 2020 Census? VMT?
2. How should we handle the split between Region 7W and Saint Cloud APO? Current split is Region 7W gets 61.65% and Saint Cloud APO gets 38.35%. Should this change?
3. What draft funding formula scenarios should APO staff explore with MnDOT District 3 staffers?

It is the intent that APO staff will continue to work on this based upon feedback from the APO's TAC in order to come to a position to bring to the ATP by the June 20 meeting.

Suggested Action: None, discussion.

Greater MN State Aid Needs for FY2018 to FY 2027

ATP	Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	Gtr Mn Share
1	16.61%	19.52%	16.95%	7.67%
2	12.07%	4.74%	11.22%	5.08%
3	17.02%	23.59%	17.79%	8.05%
4	13.12%	8.78%	12.62%	5.71%
6	15.08%	25.77%	16.32%	7.39%
7	14.25%	10.80%	13.85%	6.27%
8	11.85%	6.81%	11.26%	5.10%
M	0.00%	0.00%	0.00%	54.74%
Total	100.0%	100.0%	100.0%	100.0%

Data provided by SALT

Population Distribution (2010 Census)

ATP	Rural (<5k)	5k to 200k	>200k	Total	Share	% Pop 50% Needs	
1	208,867	147,108	-	355,975	6.7%	7.2%	
2	123,910	39,791	-	163,701	3.1%	4.1%	
3	436,847	208,600	-	645,447	12.2%	10.1%	
4	157,466	84,687	-	242,153	4.6%	5.1%	
6	204,946	289,738	-	494,684	9.3%	8.4%	
7	162,154	122,166	-	284,320	5.4%	5.8%	
8	148,933	65,258	-	214,191	4.0%	4.6%	
M	165,416	87,424	2,650,614	2,903,454	54.7%	54.7%	
State TOTAL	1,608,539	-	1,044,772	2,650,614	5,303,925	100.0%	100.0%
			5,303,925				

Updated for FY2028 from State Aid (w/o Chisago, Chisago included in Metro ATP)

Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	ATP	Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	Gtr Mn Share
2,438,589,526	674,670,894	3,113,260,420	1	14.62%	18.07%	15.25%	6.64%
1,831,860,920	171,865,058	2,003,725,978	2	10.98%	4.60%	9.81%	4.28%
2,512,605,044	927,313,120	3,439,918,164	3	15.06%	24.83%	16.85%	7.34%
2,161,273,152	400,385,761	2,561,658,913	4	12.95%	10.72%	12.55%	5.47%
2,549,561,468	937,438,198	3,486,999,666	6	15.28%	25.10%	17.08%	7.44%
3,055,734,918	365,691,903	3,421,426,821	7	18.31%	9.79%	16.76%	7.30%
2,135,380,769	257,065,451	2,392,446,220	8	12.80%	6.88%	11.72%	5.11%
0	0	0	M	0.00%	0.00%	0.00%	56.42%
16,685,005,797	3,734,430,385	20,419,436,182	Total	100.0%	100.0%	100.0%	100.0%

from SALT using January 2023 Needs

Population (2020 Census Data) from OTSM

ATP	Rural (<5k)	5k to 50k	50k to 200k	>200k	Total	Share	% Pop 50% Needs
1	202,891	59,481	92,220		354,592	6.2%	6.4%
2	123,579	31,359	9,059		163,997	2.9%	3.6%
3	381,017	192,688	117,638		691,343	12.1%	9.7%
4	153,376	55,075		48,471	256,922	4.5%	5.0%
6	205,528	185,276	127,048		517,852	9.1%	8.3%
7	165,258	65,191	60,206		290,655	5.1%	6.2%
8	135,980	75,428			211,408	3.7%	4.4%
M	277,500	27,359		2,914,866	3,219,725	56.4%	56.4%
State TOTAL	1,645,129	691,857	406,171	2,963,337	5,706,494	100.0%	100.0%
			5,706,494				

Source File: 2021ATP Populations.xlsx