

AGENDA

APO POLICY BOARD MEETING

THURSDAY, JULY 11, 2024 - 4:30 P.M.

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

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – D*)
 - a. Approve Minutes of June 13, 2024 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists for June (*Attachments B1 & B2*)
 - c. Receive Staff Reports on Technical Advisory Committee Meeting (*Attachment C*)
 - d. Receive Staff Report on Central Minnesota Area Transportation Partnership (ATP-3) Meeting (*Attachment D*)
6. Consider Releasing Draft Metropolitan Transportation Plan (MTP) for Public Review and Comment (*Attachment E*), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Approve the release of the Draft 2050 MTP for public review**
7. Receive Sauk Rapids Safe Routes to School Plan (SRTS) (*Attachment F*), Alex McKenzie
 - a. **Suggested Action: Receive the 2024 Sauk Rapids SRTS Plan**
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

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SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, June 13, 2024 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, June 13, 2024, at 4:30 PM APO Chair Raeanne Danielowski presided with the following members:

Jake Anderson	City of Saint Cloud
Mike Conway	City of Saint Cloud
Mayor Dave Kleis	City of Saint Cloud
Mayor Ryan Fitzthum	City of Sartell (Alternate for Tim Ellness)
Jeff Westerlund	LeSauk Township
Mike Kedrowski	Metro Bus (Alternate for Ryan Daniel)
Jared Gapinski	Benton County
Joe Perske	Stearns County

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO

Absent:

Mayor Rick Schultz	City of Saint Joseph
Mayor Rick Miller	City of Waite Park
Frank Theisen	City of Waite Park
Dottie Seamans	Benton County

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Mr. Gapinski motioned to approve the agenda. Mr. Anderson seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public came forth, however, Mr. Perske brought forth a public comment regarding 322nd Street, asking if the shoulders could be paved for walkers and bikers. After much discussion it came down to the fact that the Board is aware there are issues with 322nd street, and it is being looked at for resurfacing.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of April 11, 2024, Policy Board Meeting
- b. Approve Bills Lists
- c. Receive Report on 2023 UPWP Budget vs. Actual
- d. Receive Staff Reports on Technical Advisory Committee meeting
- e. Receive Staff Report on Central Minnesota Area Transportation Partnership

- f. Receive Staff Report on Technical Advisory Committee Meeting

Mr. Anderson motioned to approve the consent agenda items. Mr. Westerlund seconded the motion. Motion carried.

6. CONSIDER FY 2026 CARBON REDUCTION PROGRAM (CRP) FUNDING AWARD

Ms. Johnson explained that 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 (CRS), 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. At the April Policy Board meeting, the Board recommended allocating 2025 CRP funds to the CSAH 1/CSAH 29 roundabout. The solicitation that concluded May 10th, 2024, was to allocate FY 2026 funding only, which was \$440,000.

The APO received three applications which were (in the order they were received), a.) city of Sartell to Purchase four EV police squad cars, b.) city of Sauk Rapids to install an EV Charging station near Second Avenue North, and c.) the city of Saint Cloud to construct sidewalk along Lincoln Avenue from Fourth Street SE to Seventh Street SE. The total requested CRP funding was \$454,000. Total local match was \$117,780, bringing project totals to \$571,780.

TAC Preliminary Scores and Rankings

Applicant	Project Title	TAC Proposed Ranking	Requested CRP Funds	TAC Proposed Funding
City of Sartell	Purchase four (4) EV police squad cars for the City of Sartell	3	\$170,000	\$165,333
City of Sauk Rapids	Installation of EV charging stations in public parking lot near Second Avenue N in the City of Sauk Rapids	1	\$184,000	\$179,334
City of Saint Cloud	Construct sidewalk along Lincoln Avenue from 4 th St SE to 7 th St SE in the City of Saint Cloud	2	\$100,000	\$95,333
Total			\$454,000	\$440,000

After discussion Ms. Danielowski confirmed that the Board charged the APO staff and the TAC

to review and set guidelines and priorities for funding future CRP projects.

Mayor Kleis motioned to approve the FY 2026 CRP Prioritization. Mr. Gapinski seconded the motion. Motion carried.

7. CONSIDER PUBLISHING THE DRAFT 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PUBLIC COMMENT

Ms. Johnson explained how the TIP is updated on an annual basis, that it spans four fiscal years (2025-2028), and it includes projects that receive funding from Federal and/or State sources.

There have been several new projects identified/awarded through various programs:

- Surface Transportation Block Grant Program (STBGP) funded projects are Benton County CSAH 3 reclamation (2026-AC payback in 2028), and Stearns County CSAH 1 reconstruction (2028).
- A Highway Safety Improvement Program funded project of Sherburne County transverse rumble strips at various intersections (2026).
- Transportation Alternatives funded projects are the Sauk Rapids BNSF RR crossing sidewalk (2026 with AC Payback in 2028). Saint Cloud 13th Street South sidewalk and pedestrian crossing at Ninth Avenue South (2028).
- A Carbon Reduction Program (CRP) fund project for Benton County CSAH 1/CSAH 29 roundabout (2025).
- Congressionally Directed Spending projects are Benton County CSAH 29 corridor extension (2026), Sartell 15th Street North corridor extension ROW (2027). And the MnDOT J-Turn at MN 23 at Bel Clare Drive (2028).
- A State Legislative Directed Funding project is the Sherburne County/MnDOT CR 61 realignment with US 10 (2025). Ms. Johnson and Mr. Lenz are going to be watching this project closely to be sure it is delivered on time.
- A National Highway Performance Program funded project for Stearns County is CSAH 75 signal replacements from CSAH 2 to Washington Memorial Drive (2026). Stearns County CSAH 75 is the only non-MnDOT road on the National Highway System.
- MnDOT 2028 projects are MN 23 mill and overlay from 93rd Avenue to MN 15, and I-94 Intelligent Transportation System (ITS) project from CSAH 75/Roosevelt Road to Stearns CSAH 2.
- Metro Bus 2028 projects included in the Draft TIP are operating assistance, paratransit operating, Northstar Commuter operating, purchasing nine Class 400 Dial-A-Ride (DAR) buses (using local funds), as well as purchasing maintenance tools and equipment, office equipment, facility improvements, operations vehicles, and bus shelters. There isn't enough federal funding to go around to replace buses. A lot of the buses are falling out of a state of good repair. This is a state-wide issue. Metro Bus is using some of their capital reserve funds to purchase these buses and complete other updates.

The draft document has been submitted to MnDOT, FHWA, and FTA for review. Please note there will be changes between now and the launch of the public comment period which can be no later than July 17, 2024.

There were questions and discussion regarding J-Turns, round-a-bouts, and the Hwy 23 mill and overlay project.

Mayor Kleis motioned to approve the release of the Draft FY 2025-2028 TIP for a 30-day public comment period no later than July 17, 2024. Mr. Perske seconded the motion. Motion carried.

8. CONSIDER THE DRAFT 2025-2026 UNIFIED PLANNING WORK PROGRAM (UPWP)

Mr. Gibson presented the Draft FY 2025 Unified Planning Work Program (UPWP). The UPWP is both our budget & work plan. Funded through Federal Grants from FHWA and FTA, so the state combines it into our Consolidated Planning Grant (CPG). This consists of:

- Consolidated Planning Grant (CPG) which is a combination of Federal and State Grants, funding, which is \$677,000 for 2025, and
- Congressionally Directed funding for the Mississippi bridge environmental review of \$800,000 with a local match of \$100,000 from Saint Cloud and \$100,000 from APO financial reserves (with the understanding that it will be paid back over time by a slight increase in dues), and
- Local match assessments as shown below.

2025 Local Match Assessments								
	APO 2024 Operations Assessment	Pavement Condition Update	Environmental Work for Bridge	Community Liaison	David Turch Contract	Total Assessments	1st Half Assessment	2nd Half Assessment
St. Cloud	\$67,141.00	\$12,035.00	\$100,000.00	\$481.00	\$17,615.00	\$197,272.00	\$98,636.00	\$98,636.00
Sauk Rapids	\$12,800.00	\$2,294.00		\$92.00	\$3,437.00	\$18,623.00	\$9,311.50	\$9,311.50
Sartell	\$18,508.00	\$3,318.00		\$133.00	\$5,152.00	\$27,111.00	\$13,555.50	\$13,555.50
Waite Park	\$7,971.00	\$1,429.00		\$57.00	\$2,415.00	\$11,872.00	\$5,936.00	\$5,936.00
St. Joseph	\$6,719.00	\$1,204.00		\$48.00	\$1,604.00	\$9,575.00	\$4,787.50	\$4,787.50
LeSauk Twn	\$1,422.00	\$255.00		\$10.00	\$0.00	\$1,687.00	\$843.50	\$843.50
Steams Co	\$14,719.00	\$2,638.00		\$106.00	\$13,145.00	\$30,608.00	\$15,304.00	\$15,304.00
Benton Co	\$4,807.00	\$861.00		\$34.00	\$3,513.00	\$9,215.00	\$4,607.50	\$4,607.50
Sherburne Co	\$2,471.00	\$443.00		\$18.00	\$1,119.00	\$4,051.00	\$2,025.50	\$2,025.50
Metro Bus	\$2,950.00	\$529.00		\$21.00	\$0.00	\$3,500.00	\$1,750.00	\$1,750.00
Total	\$139,508.00	\$25,006.00	\$100,000.00	\$1,000.00	\$48,000.00	\$313,514.00	\$156,757.00	\$156,757.00

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Draft 2025 Unified Planning Work Program

Work Activity Category	Federal Funding (CPG 1)	Federal Funding (CPG 2)	Federal Funding (CDS)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$252,845	\$0	\$0	\$25,824	\$6,457	\$37,375	\$322,500
200 Budget & UPWP	\$9,800	\$0	\$0	\$1,001	\$250	\$1,449	\$12,500
300 Transportation Improvement Program (TIP)	\$42,335	\$0	\$0	\$4,323	\$1,081	\$6,261	\$54,000
400 Transportation System Performance Monitoring (TSPM)	\$34,299	\$0	\$0	\$3,503	\$876	\$5,072	\$43,750
500 Planning Project Development	\$37,632	\$0	\$0	\$3,843	\$960	\$5,565	\$48,000
600 Metropolitan Transportation Plan (MTP)	\$46,647	\$0	\$0	\$4,764	\$1,191	\$6,898	\$59,500
610 MTP - Active Transportation Planning	\$32,412	\$12,275	\$0	\$4,563	\$1,141	\$6,609	\$57,000
620 MTP - Transit Planning	\$8,036	\$0	\$0	\$821	\$205	\$1,188	\$10,250
630 MTP - Freight, Economic Vitality & Tourism	\$4,116	\$0	\$0	\$420	\$105	\$609	\$5,250
640 MTP - Safety, Security & Environmental Planning	\$12,348	\$0	\$0	\$1,261	\$315	\$1,826	\$15,750
700 Transportation Planning Coordination & Public Outreach	\$76,438	\$0	\$0	\$7,806	\$1,952	\$11,304	\$97,500
800 Transportation Modeling, Mapping & Technical Support	\$17,444	\$0	\$0	\$1,781	\$445	\$2,580	\$22,250
900 Locally Funded Activities	\$0	\$0	\$0	\$0	\$0	\$27,000	\$27,000
Sub-Total for APO Staff and Operations	\$574,352	\$12,275	\$0	\$59,910	\$14,978	\$113,736	\$775,250
Contract Services: David Turch & Associates	\$0	\$0	\$0	\$0	\$0	\$48,000	\$48,000
Contract Services: Community Liaisons for Hard-to-Reach Populations	\$4,000	\$0	\$0	\$0	\$0	\$1,000	\$5,000
Contract Services: Pavement Condition Update	\$86,993	\$0	\$0	\$0	\$0	\$25,007	\$112,000
Contract Services: Mississippi Bridge Corridor Environmental Review	\$0	\$0	\$800,000	\$0	\$0	\$200,000	\$1,000,000
Grand Total Expenses	\$665,345	\$12,275	\$800,000	\$59,910	\$14,978	\$387,743	\$1,940,250

Stearns County's assessment has gone up because the Opportunity Drive Industrial Park is spilling into Lynden Township, and they are now part of our Urban Area. We have not yet updated our Planning Area however, we have to update it because our Planning Area cannot be smaller than our Urban Area. We have to include part of Lynden Township into our Planning Area therefore Stearns County's assessment will increase because the assessment is based on population.

Mr. Gibson stated that regarding the increase in dues to replenish the financial reserves will be a 10% surcharge.

Mr. Gibson stated the Technical Advisory Board did recommend approval of the 2025 UPWP, however it was not unanimous. It was a 7-3 vote. Some members were concerned about the cost-sharing for the environmental study on the Mississippi River Bridge and how that would play out in their jurisdiction politically. He pledged that he would lead the Board in a discussion regarding cost-sharing going forward, and the TAC needed the assurance that this is NOT setting a precedent. Staff told the TAC that this Board said this cost-sharing scheme was just to get through this project. We still need to have a discussion that, if this happens again, how are we going to cost-share it?

After much discussion the UPWP was tabled until the August meeting with hopes that the TAC will come up with guidelines regarding future environmental studies, and the Board members can present the UPWP to their councils to secure funding.

Mayor Kleis made a motion to table the discussion and vote on the UPWP until the August meeting. Mayor Fitzthum seconded the motion. Motion carried.

9. DISCUSS AREA TRANSPORTATION PARTNERSHIP (ATP) FUNDING FORMULA

Ms. Johnson explained that the TAC suggested that the Board review the formula for distributing ATP funds. Federal dollars for roads and bridges come from the federal government to the State of Minnesota. The State of Minnesota distributes roughly half of it to the Twin Cities metro area based off system size and population. The remaining is divided among the eight Area Transportation Partnerships. MnDOT District 3 gets a certain percentage of that money based on its system size and population. Last year, the ATP awarded funds, but then MnDOT updated the data and our region lost about \$500,000 in STBGP funding because the Twin Cities grew faster than ATP-3 did. ATP-3's FY 2028 allocation of \$12.2 million dropped to \$11.7 million. Ms. Johnson explained that this is the context as to why this is being brought to the Board. The ATP-3 funding formula was developed in 1999. Currently the funding is based off of system size: which is bridge area, Federal aid lane miles, and number of transit vehicles which makes up 50%. It's also based off of 50% system use: such as vehicles miles traveled (VMT), heavy commercial vehicle miles traveled, (CHVMT), and 2025 population projections which make up the other 50%.

ATP-3 Managed STBGP Formula Funding Discussion

- Current distribution of Surface Transportation Block Grant Program (STBGP) funds by region:

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%	33.00%
Saint Cloud APO	-	38.35%	20.53%

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In 2017, an attempt was made to revisit the formula funding split. However, no changes were made at that time.

ATP-3 Managed STBGP Formula Funding Discussion

2010 Census Data

Region	Rural	5K-200K	>200K	Total	Share
ATP-3	436,847	208,600	0	645,447	12.2%
MN	1,608,539	1,044,772	2,650,614	5,303,925	100%

2020 Census Data

Region	Rural	5K-50K	50K-200K	>200K	Total	Share
ATP-3	381,017	192,688	117,638	0	691,343	12.1%
MN	1,645,129	691,857	406,171	2,963,337	5,706,494	100%

These numbers are ATP-3 wide. County numbers have been requested but have not been provided yet.

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ATP-3 Managed STBGP Formula Funding Discussion

Greater MN State Aid Needs for FY 2018 to FY 2027

ATP	CSAH Needs	MSA Needs	Combined	Share
ATP-3	17.02%	23.59%	17.79%	8.05%
Metro	0%	0%	0%	54.74%

Updated FY 2028 State Aid Needs

ATP	CSAH Needs	MSA Needs	Combined	Share
ATP-3	15.06%	24.83%	16.85%	7.34%
Metro	0%	0%	0%	56.42%

These numbers are ATP-3 wide. County numbers have been requested but have not been provided yet.

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Overall, ATP-3's allocation of STBGP funds from the State has decreased (originally 10.1%, now 9.7%). This resulted in a \$500,000 reduction in ATP-3 STBGP projects for the FY 2028 solicitation. The APO needed to reduce their target by \$102,650.

At the April 25, TAC meeting, TAC representatives recommended APO staff work with MnDOT District 3 staff to update the data used in the development of the 1999 formula.

APO staff is seeking guidance/direction from the Policy Board regarding if we should continue to explore the funding distribution split. If so, are there other funding scenarios the Board would like APO staffers to explore, and how should staff approach this with Region 7W?

Ms. Danielowski recommended gathering the information, completing an analysis, then move forward from there based on if we think the results will benefit us. The Board concurred.

11. ADJOURNMENT:

Mr. Gapinski motioned to adjourn the meeting. Mayor Fitzthum seconded the motion. Motion carried.

The meeting was adjourned at 5:55 PM.

ST. CLOUD AREA PLANNING ORGANIZATION

Transaction List by Vendor

June 1-30, 2024

VENDOR	DATE	AMOUNT	ACCOUNT FULL NAME
Abdo Financial Solutions			
Abdo Financial Solutions	06/01/2024	\$4,642.16	6602 Accounting Services:6602.2 Accounting Services
Total for Abdo Financial Solutions		\$4,642.16	
Adobe Creative Cloud			
Adobe Creative Cloud	06/08/2024	\$59.99	6609 IT Support & Software
Adobe Creative Cloud	06/11/2024	\$59.99	6609 IT Support & Software
Adobe Creative Cloud	06/17/2024	\$21.51	6609 IT Support & Software
Adobe Creative Cloud	06/21/2024	\$21.51	6609 IT Support & Software
Total for Adobe Creative Cloud		\$163.00	
ADP Tax			
ADP Tax	06/05/2024	\$5,423.29	--
ADP Tax	06/20/2024	\$5,405.22	--
Total for ADP Tax		\$10,828.51	
Best Buy			
Best Buy	06/10/2024	\$215.24	6609.1 Equipment & Hardware
Best Buy	06/12/2024	\$10.75	6609.1 Equipment & Hardware
Total for Best Buy		\$225.99	
David Turch & Associates			
David Turch & Associates	06/17/2024	\$4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates		\$4,000.00	
Delta Dental			
Delta Dental	06/11/2024	\$299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental		\$299.62	
Emerald Companies Inc			
Emerald Companies Inc	06/24/2024	\$435.33	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Emerald Companies Inc		\$435.33	
Google Inc.			
Google Inc.	06/30/2024	\$48.00	6609 IT Support & Software
Total for Google Inc.		\$48.00	
Loffler Companies			
Loffler Companies	06/19/2024	\$124.21	6608 Multifunction Copier
Total for Loffler Companies		\$124.21	
Mailchimp.com			
Mailchimp.com	06/02/2024	\$20.00	6605 Printing & Publishing
Total for Mailchimp.com		\$20.00	
Metro Sales Inc			

VENDOR	DATE	AMOUNT	ACCOUNT FULL NAME
Metro Sales Inc	06/05/2024	\$1,078.15	6609 IT Support & Software
Total for Metro Sales Inc		\$1,078.15	
MN PERA			
MN PERA	06/05/2024	\$2,511.62	2150 Payroll Benefits Payable:2150.1 PERA Payable
MN PERA	06/20/2024	\$2,499.17	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA		\$5,010.79	
Principal Mutual Life Insurance			
Principal Mutual Life Insurance	06/01/2024	\$294.89	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance		\$294.89	
Quill.com			
Quill.com	06/21/2024	\$95.99	6601 Office Supplies
Total for Quill.com		\$95.99	
SC Times			
SC Times	06/28/2024	\$118.30	6605 Printing & Publishing
Total for SC Times		\$118.30	
Shutterstock.com			
Shutterstock.com	06/09/2024	\$29.00	6605 Printing & Publishing
Total for Shutterstock.com		\$29.00	
Stearns Electric Association			
Stearns Electric Association	06/05/2024	\$176.85	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association		\$176.85	
Veteran Seamless Gutters			
Veteran Seamless Gutters	06/12/2024	\$250.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Veteran Seamless Gutters		\$250.00	
Weisman Cleaning Inc			
Weisman Cleaning Inc	06/26/2024	\$150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc		\$150.00	
West Central Sanitation, Inc			
West Central Sanitation, Inc	06/01/2024	\$53.94	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc		\$53.94	
Xcel Energy			
Xcel Energy	06/07/2024	\$63.97	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy		\$63.97	
		\$28,108.70	



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the June 27, 2024, Technical Advisory Committee Meeting
DATE: June 28, 2024

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, June 27, 2024. At that meeting, the following topics were discussed:

1. Future Regional Arterials and Collectors Project Management Team coordination discussion
 - a. Bolton & Menk Senior Community Planner Robin Caufman provided a quick recap of the work the consulting team has been doing as part of the Future Regional Arterials and Collectors study. Due to the temporary absence of the consultant's project manager, some of the items intended to be presented at this TAC meeting have been moved to July. Ms. Caufman stated the team is still on track to complete the work by the end of the year. TAC representatives were asked to provide feedback on specific tasks related to the study.
2. Safe Streets and Roads for All (SS4A) Project Management Team coordination discussion
 - a. Ms. Caufman introduced the SS4A team members Aaron Bartling (with Bolton & Menk) and Matt Pacyna (with TC²) and provided an overview of the project schedule. Ms. Caufman also discussed the proposed public engagement plan for TAC representatives to review and comment on.
3. Consideration of the draft Metropolitan Transportation Plan Looking Ahead 2050
 - a. APO Senior Transportation Planner Vicki Johnson discussed the draft Metropolitan Transportation Plan (MTP) Looking Ahead 2050. She provided an update on work that has been completed as well as provided information that is in the final stages of being finished. Ms. Johnson noted a majority of the draft being presented today has already been presented to the TAC and approved by the Policy Board. She provided a broad overview of each completed section (Existing Conditions, Environmental Conditions, 2050 Regional Vision, Travel Demand Modeling, Transportation Funding, Transportation Infrastructure Investments, and the Urban Beltline Corridor). She also provided an overview of the sections nearing completion (Introduction, Transportation and Technology, and Implementation). Ms. Johnson stated the remaining sections are not anticipated to substantially alter the draft in any way. TAC representatives indicated they will review the draft for any issues/concerns they have prior to the Policy Board meeting. With that said, TAC representatives recommended Policy Board approval to release the draft MTP out for public comment no later than Aug. 7.

4. Consideration of the Urban Beltline Future Project Development Process and Cost Sharing
 - a. Per the direction provided by the APO's Policy Board at the June meeting, APO Executive Director Brian Gibson requested TAC input/recommendation regarding future sections of the beltline. Mr. Gibson stated this would be for projects going forward and will not impact the decision anticipated to be approved by the Policy Board regarding the Mississippi River crossing. Mr. Gibson posed two questions for TAC representatives to consider:
 - i. Which steps in the process should be funded on a regional level versus an individual level? Planning, Environmental, Final Design, Right-of-Way Acquisition, Construction.
 - ii. Once the previous question was addressed, what would the TAC recommend for the local cost split among APO members?
 - b. TAC representatives present seemed to agree that final design, ROW, and construction were to be handled at a jurisdictional level. Discussion was had regarding if regional cost participation should stop at planning or at environmental. TAC representatives had requested APO staff to seek clarification from the Federal Highway Administration (FHWA) on several topics related to environmental work. The second question posed by Mr. Gibson was put on hold until clarification was received from FHWA. No recommendation from the TAC was received. TAC reps will revisit this issue at a future meeting.
5. Other Business
 - a. Ms. Johnson informed TAC representatives that APO staff are planning a November meeting to ensure work with the Future Regional Arterials and Collectors study can be completed before the end of the year. The date set for the meeting is Wednesday, Nov. 20, with the meeting starting at 10 a.m.

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 Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: June 28, 2024

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

1. FY 2024-2027 Local Federal Projects Update.

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

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

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

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draft ATIP prior to it being included in the 2025-2028 STIP.

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

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

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

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

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

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

- a. Monticello City Engineer Matt Leonard has requested the ATP approve a scope change to a project programmed in FY 2025. The City of Monticello had received \$800,000 in Transportation Alternatives (TA) funding to complete a shared use path along CSAH 39 from Chelsea Road to Elm

Street. A portion of this project would involve being constructed on the MnDOT bridge 86802 over I-94. However, upon further inspection of the bridge condition, it was determined that the path could be constructed on the bridge, but the City would need to make several bridge improvements to accommodate the change in the load rating as well as bring the facility up to standard. With that not being financially feasible for the City, Monticello is requesting to reduce the trail length from Elm Street to Seventh Street and not include the portion of CSAH 39 which crosses I-94 and that would ultimately connect to facilities on Chelsea Road. ATP-3 voting representatives approved the scope change.

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

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

Agency	Description	CRP Funding Recommendation	Year of Funding	Estimated Total Project Cost
Sherburne County	MN 25 shared use path	\$880,000	2026	\$1,100,000
Sherburne County	CSAH 4/CR 46 roundabout	\$632,000	2026	\$1,540,000
Sherburne County	CSAH 4/CSAH 11 roundabout	\$632,000	2026	\$1,540,000
Stearns County	CSAH 2/Minnesota Street	\$940,000	2025	\$1,800,000

	roundabout			
City of Brainerd	MN 210 pedestrian bridge	\$1,250,000 (2025) + \$86,000 (2026) = \$1,336,000	2025/2026	\$4,996,000

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

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

6. FY 2026-2029 STIP Development Timeline.

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

7. ATP-3 Process and Policy Improvements.

- a. Mr. Voss had brought forth proposed changes to the ATP-3's Operations and Policy manual for informational purposes. Mr. Voss is proposing the ATP consider the following changes to the document:
 - i. Adding information to outline the policy regarding ATP-3 meetings. This section would include information on meeting frequency, schedule, and announcement; the intent to comply with the spirit

of the state's Open Meeting Law (despite the ATP-3 not being subject to the Open Meeting Law); posting and publication of meeting agendas/materials; and meeting quorum and attendance.

- ii. Adding information to the Transportation Alternatives Program section pertaining to the calculation and tracking of financial equity used to determine and award regional equity points during the scoring of TA projects. This recommendation would allow for updates to be made to the equity point calculation based on the most current Census data.
 - iii. Adding information regarding an update to the ATP's process for considering and approving changes to local projects scopes and costs. This would essentially require changes in projects funded through TA, PROTECT, CRP (within the ATP-3 rural sphere of influence), and HSIP funds to receive approval to change scope and costs through either the ATP (TA, PROTECT, CRP) or Office of Traffic Engineering (HSIP).
- b. These recommendations will be taken up by the ATIP Development Committee at a meeting in July/August and brought back to the ATP for consideration at a future meeting.

8. ATP-3 Project Funding Application Updates.

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

9. 2024 End of Session Legislative Update.

- a. MnDOT Policy Analyst with the Office of Government Affairs Jennifer Witt provided an overview of the 2024 State Legislative session. This year was not a bonding year, so no bonding bill was enacted. Ms. Witt stated that included in the Omnibus bill the following were addressed:
 - i. Policies:
 - 1. A correction to the trunk highway bonds to change wording to allow MnDOT to distribute funding.
 - 2. Granting authority for the state to engage in marketing passenger rail services.
 - 3. Increasing the Disadvantaged Business Enterprise (DBE) contract preference percentage from 6% to 12%.

4. Updating language in the performance, resiliency, and sustainability report.
5. Authorizing the use of roadable aircrafts.
6. Allowing for the placement of utility lines and markings with trunk highway right of way.

ii. Finance:

1. Modifications to the greenhouse gas emissions/vehicle miles traveled requirements. This change has allocated \$3.8 million to assist in travel demand modeling updates.
2. High voltage transmission lines in MnDOT right-of-way. This will require MnDOT to work in coordination with utility companies and prepare a constructability report and reimbursement.
3. MnDOT will now be providing oversight of light rail projects and will be required to report on project status to the legislature.
4. Deploying red light cameras in Minneapolis and Mendota Heights along with providing MnDOT with work zone speed cameras.
5. The development of an Advisory Council on Infrastructure. This will require 30 appointees to serve on this council.
6. Local governments are now able to use new revenues for debt services.
7. Cities are now able to establish pedestrian malls.
8. Funding Provisions:
 - a. \$8.9 million to major trunk highway bridges.
 - b. \$15 million in trunk highway bonds for state road construction.
 - c. \$15 million in trunk highway bonds for Corridors of Commerce.
 - d. \$12.5 million+ in truck parking investments.
 - e. \$20.1 million in MnDOT building investments.
 - f. \$1 million for ongoing community landscaping partnerships.
 - g. \$11.35 million in additional funds for cities with populations under 5,000.
 - h. The cancelation of \$11 million in Infrastructure Investment and Jobs Act (IIJA) fund appropriation.

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

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

- a. Mr. Voss presented the draft Capital Highway Investment Plan. This presentation focused on the projects to be constructed outside of the STIP (2025-2028). Within the APO's planning area, MnDOT is proposing the following projects:
 - i. 2029
 - 1. Overlay of bridges 73855 and 73856 on I-94 over MN 15 in Saint Cloud.
 - 2. Resurface of MN 23 from MN 15 to railroad bridge near US 10 and ADA in Saint Cloud for both eastbound and westbound lanes.
 - 3. Resurface of MN 95 from junction at MN 23 east of Saint Cloud to Benton/Mille Lacs County line.
 - ii. 2030
 - 1. Re-overly bridges 73869 and 73870 on I-94 over Stearns CSAH 2.
 - 2. Re-overlay eastbound bridge 73873 over MN 15.
 - iii. 2031
 - 1. Resurfacing of MN 23 from west of Richmond to 0.5 miles east of 93rd Avenue eastbound and westbound lanes.
 - iv. 2033
 - 1. Resurface MN 15 from Stearns CSAH 47 in Saint Augusta to Benton CSAH 33 entrance ramp in Sauk Rapids.
 - 2. Resurface US 10 from 1.2 miles east of MN 23 in Saint Cloud to 0.15 miles west of MN 24 in Clear Lake (eastbound lanes only).
 - 3. Resurface US 10 from Halfway Crossing County Road 40 to Watab Road (Benton County Road 4).
 - v. 2034
 - 1. Resurface I-94 from east end of bridges 73865 and 73866 1.5 miles west of MN 23 to west end bridges 73853 and 73854 over CSAH 75 (eastbound and westbound).
- b. Mr. Voss indicated this was for informational purposes.

11. Special Solicitations.

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

Suggested Action: None, informational.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Draft Looking Ahead 2050 Metropolitan Transportation Plan
DATE: June 28, 2024

By Federal regulation, the Metropolitan Transportation Plan (MTP) must be updated at least every five years. The last MTP was approved on Oct. 30, 2019.

As the region's long-range, multimodal, surface transportation plan, the MTP establishes a vision for transportation in the region, along with establishing goals, objectives, and performance measures. The MTP also documents the significant transportation projects which are eligible for future federal funding assistance by virtue of being included in the MTP.

Since 2020, APO staff and various consulting firms have worked on updating the MTP through planning-horizon year 2050. To date, APO staff would estimate the plan is approximately 95% complete.

Below are the links to the finalized draft sections of the plan.

- Chapter 1: [Introduction](https://tinyurl.com/mry24eau) (https://tinyurl.com/mry24eau).
 - This chapter provides a brief overview of the federal requirements of a Metropolitan Transportation Plan as well as detailing the role of a Metropolitan Planning Organization (MPO). This chapter also provides an overview of local, regional, and state planning efforts and the APO's commitment to public engagement and transportation equity.
- Chapter 2: [Existing Conditions](https://tinyurl.com/3wvhssex) (https://tinyurl.com/3wvhssex).
 - This chapter was approved by the Policy Board on Sept. 21, 2023. This chapter provides a comprehensive overview of the region based on a "snapshot in time" (2020). This chapter contains a summary of who lives here (demographics), where are people traveling (commuting and other various trips), when are people traveling (peak travel times), and what are they using to travel (a look at the surface transportation network – roads, bridges, transit, active transportation, freight – as well as Northstar, Amtrak, Uber/Lyft, Jefferson Lines). Sprinkled throughout this section is a discussion on performance-based planning and programming (i.e., our performance measures and targets). This chapter concludes with a conversation on the local economy and the role surface transportation plays.
- Chapter 3: [Environmental Conditions](https://tinyurl.com/yv46ah2u) (https://tinyurl.com/yv46ah2u).
 - This chapter was approved by the Policy Board on Sept. 21, 2023. This chapter provides an overview of the existing conditions of our natural and physical environment. Within this chapter, there is information regarding air quality, water quality, wildlife and habitat, locally environmentally sensitive areas (for Saint Cloud and Sauk Rapids), soil, and cultural and historic

properties. This chapter also addresses climate change and the need for resiliency planning. Comments from local environmental planners about the relationship between transportation and the environment are also presented here. Overall, this chapter really focuses on the impacts transportation has on the environment and vice versa.

- Chapter 4: [2050 Regional Vision](https://tinyurl.com/mr4274y4) (https://tinyurl.com/mr4274y4).
 - This chapter was approved by the Policy Board on Nov. 9, 2023. This section provides an overview of the federal and state transportation goals – of which the APO’s planning efforts need to align. This chapter provides a brief overview of the APO’s visioning process, the visioning themes developed through our extensive public engagement process, as well as the objectives/strategies/performance measures to be used to help our region achieve our vision.
 - The six visioning themes include:
 - **System and Environmental Stewardship:** Protecting and preserving our existing infrastructure and environmental assets.
 - **Multimodal Connections:** Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.
 - **Congestion Management:** Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.
 - **Interregional Connections:** Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
 - **Technological Advancements:** Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region’s existing transportation network.
- Chapter 5: [Travel Demand Modeling](https://tinyurl.com/22zknfzt) (https://tinyurl.com/22zknfzt).
 - The results of the APO’s Travel Demand Model (TDM) scenarios for the 2020 base year and the 2050 No-Build scenario were accepted by the Policy Board on Oct. 12, 2023. This chapter provides an overview of the APO’s TDM – the software used to simulate current travel conditions and forecast future scenarios. Included in this section is a simplified review of the model calibration process as well as the data inputted into the model to reflect travel patterns in 2020/2021 (our base year). From there, the chapter moves on to discuss the development of the 2050 No-Build model which factors for future growth/development with no capacity expansion of the current transportation network. Model results from this No-Build scenario are included in this section.
- Chapter 6: [Transportation Funding](https://tinyurl.com/ydrpkycy) (https://tinyurl.com/ydrpkycy).
 - Future revenue forecasting was vetted on an individual jurisdictional/agency level prior to the development of the list of 2050 MTP projects. This section reviews the various types of funding sources available for transportation infrastructure improvements. This chapter contains the methodology APO staff utilized for forecasting transportation revenues (which was approved by jurisdictional/agency staffers). Concluding this section is a review of revenue forecasts by agency/jurisdiction.

- Chapter 7: [Transportation Infrastructure Investments](https://tinyurl.com/36xezxzu) (https://tinyurl.com/36xezxzu).
 - The projects outlined in this section were approved by the Policy Board on Oct. 12, 2023. This section outlines the methodology used to develop the MTP project list as well as the process in which MTP projects were fiscally constrained. Chapter 7 reviews each jurisdiction/agencies capacity expansion and system preservation project that have been incorporated into the MTP. Environmental comments on specific projects are also listed by jurisdiction. This chapter concludes with a conversation about the 2050 Build Model results with a comparison to the 2020 Base Year and 2050 No-Build Model.
- Chapter 8: [Urban Beltline Corridor](https://tinyurl.com/yhtnkzsb) (https://tinyurl.com/yhtnkzsb).
 - The beltline corridor TDM results were accepted by the Policy Board on Oct. 12, 2023. This specific section is a deep dive into the urban beltline corridor. Chapter 8 provides background information regarding the beltline, the planning efforts that have been completed to date for the beltline as well as the anticipated construction costs for the uncompleted sections of the beltline (in 2023 dollars). This section includes a model scenario (2050 Build + Beltline) and a discussion of the impacts the completed beltline will have to the region. A closer look at the role/impact of the Mississippi River Bridge crossing is also included.
- Chapter 9: [Transportation & Technology](https://tinyurl.com/yupa5eyz) (https://tinyurl.com/yupa5eyz).
 - This section details some of the anticipated technological advances occurring within the transportation sector. This includes a discussion on electric vehicles (EVs); e-bikes; and connected and automated vehicles. Chapter 9 provides a reviews the progress of where each of these technologies is in terms of development and implementation/adoption across the country/state/region.
- [Glossary and Acronyms](https://tinyurl.com/3jh35zjh) (https://tinyurl.com/3jh35zjh).
 - A comprehensive list of definitions and acronyms found within the document.
- [Completed Appendices](https://tinyurl.com/bdtxm8jp) (https://tinyurl.com/bdtxm8jp).
 - Appendices A-Q are data heavy. Included in this section is Census data (for the demographic section), ridership data (Metro Bus, Northstar, Amtrak, Saint Cloud Regional Airport), technical memos for the TDM, revenue projections by jurisdiction, and the MTP visioning white paper. One more appendix (Appendix R) will be added to this section upon the completion of the public engagement process.

Additional sections that are either being internally reviewed and/or in the process of being drafted include the following. Of note, completion of these sections is NOT anticipated to substantially alter the drafts presented in this memo.

- Chapter 10: Implementation. This section will include recommendations for various planning studies/initiatives to be undertaken by the APO in order to assist the region in meeting its desired vision.
- Plain Language Summary. This will be an executive summary of the document.

Once the final draft has been fully assembled, copies of the MTP will be provided to MnDOT as well as Federal Highway Administration and Federal Transit Administration for their review and comment.

It is the hope APO staff will be able to begin public comment in mid- to late-July on the draft MTP with ideal adoption of the Looking Ahead 2050 MTP by September/October.

At the June 27 TAC meeting, TAC representatives recommended Policy Board approval to release the draft document out for public comment.

Suggested Action: Recommend Policy Board approval to release the draft Looking Ahead 2050 MTP out for the 30-day public comment period by no later than Aug. 7, 2024.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie, Associate Planner
RE: Sauk Rapids-Rice Safe Routes to School Plan
DATE: July 02, 2024

The APO was awarded a planning assistance grant from the Minnesota Department of Transportation (MnDOT) to create a Safe Routes to School (SRTS) Plan in collaboration with the City of Sauk Rapids. This plan focuses on three schools in Sauk Rapids: Pleasantview Elementary, Mississippi Heights Elementary, and Sauk Rapids-Rice Middle School.

Minnesota Safe Routes to School (SRTS) is a statewide initiative aimed at making it safe, convenient, and enjoyable for all youth to walk, bike, and roll to school and in their daily lives. Encouraging walking or biking to, from, and during school is an effective way for students to exercise, maintain their health, and arrive at school ready to learn.

The development of the SRTS Plan took place throughout the 2023-2024 school year and was finalized in June 2024. The plan provides comprehensive guidance and recommendations for improving walking, biking, and rolling for students in Sauk Rapids.

In addition to the planning documents, the grant included funding for a short-term demonstration project. Based on data and feedback from the working group, the intersection of 11th Street N and Sixth Avenue N, near Pleasantview Elementary, was selected as the preferred location for this project.

The finalized plan can help your agency staff apply for grants to support the construction of infrastructure projects identified in the plan. Some familiar grant sources include the Transportation Alternatives (TA) Program, SRTS Infrastructure Grant, and Active Transportation (AT) Grant. The plan also includes opportunities for education, engagement, and encouragement, which can be coordinated between the schools, police, and other public agencies.

You can review the entire plan at the following link: <http://stcloudapo.org/wp-content/uploads/2024/07/F-Sauk-Rapids-SRTS-Final-Plan-1.pdf>

Suggested Action: None, informational only.