

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, AUG. 29, 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-B*)
 - a. Approve minutes of the July 25, 2024, TAC meeting (Attachment A)
 - b. Receive staff report of Aug. 8, 2024, Policy Board meeting (Attachment B)
4. Future Regional Arterials and Collectors Project Management Team (PMT) Coordination discussion (*Attachments C1-C3*), *Angie Stenson, Senior Transportation Planner; and Andrew Babb, Project Manager with Bolton & Menk*
 - a. **Suggested Action: None, discussion.**
5. Safe Streets and Roads for All (SS4A) Project Management Team (PMT) Coordination discussion (Attachment D1-D4), *Angie Stenson, Senior Transportation Planner; Robin Kaufman, Senior Community Planner with Bolton & Menk*
 - a. **Suggested Action: None, discussion.**
6. Urban Beltline FUTURE Project Development Process and Cost Sharing Question and Answer Session with Federal Highway Administration (Attachment E), *Brian Gibson, Executive Director; FHWA Staff*
 - a. **Suggested Action: Provide recommendations to the Policy Board regarding how future beltline projects will be handled.**
7. Consideration of the final 2025-2028 Transportation Improvement Program draft, (*Attachments F1-F2*) *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
8. Carbon Reduction Program (CRP) regional priorities discussion (Attachment G), *Alex McKenzie, Associate Transportation Planner*

a. Suggested Action: Recommend Policy Board approval on updates to the APO's CRP solicitation process.

9. Central Minnesota Area Transportation Partnership (ATP-3) Managed Program Formula Distribution Formula (Attachments H1-H2), *James Stapfer, Transportation Planning Technician and Vicki Johnson, Senior Transportation Planner*

a. Suggested Action: Recommend Policy Board approval to proceed with inquiry to ATP-3.

10. Consideration of the FY 2025-2028 Transportation Improvement Program (TIP) Amendment Schedule (Attachments I1-I2), *Vicki Johnson, Senior Transportation Planner*

a. Suggested Action: Approval.

11. Consideration of the FY 2026-2029 Transportation Improvement Program (TIP) Development Schedule (Attachments J1-J2), *Vicki Johnson, Senior Transportation Planner*

a. Suggested Action: Approval.

12. Other Business & Announcements

13. 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, July 25 @ 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, July 25, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Luke Langer	City of Saint Cloud (Alternate for Zac Borgerding)
Michael Kedrowski	Saint Cloud Metro Bus
Jodi Teich	Stearns County
David Roedel	Sherburne County
Todd Schultz	City of Sauk Rapids
Randy Sabart	City of Saint Joseph
Kari Haakonson	City of Sartell
Steve Voss	MnDOT District 3

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Trina Ness	APO, Administrative Specialist
James Stapfer	APO, Planning Technician
Alex McKenzie	APO, Associate Planner
Angie Stenson	Bolton & Menk
Robin Kaufman	Bolton & Menk
Andrew Babb	Bolton & Menk
Ian Jacobson	Bolton & Menk
Angie Tomovic	MnDOT District 3 State Aid

Online Attendees:

Zac Borgerding	City of Saint Cloud
Erika Shepard	MnDOT
Jeff Lenz	MnDOT District 3
Voni Vegar	MnDOT
Josh Pearson	FHWA

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the June 27, 2024, TAC meeting.
- b. Receive staff report of the June 20, 2024, Central Minnesota Area

Transportation Partnership (ATP-3) Meeting.

- c. Receive staff report of July 11, 2024, Policy Board meeting.
- d. Receive information on Unified Planning Work Program (UPWP) modification.

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

FUTURE REGIONAL ARTERIALS AND COLLECTORS PROJECT MANAGEMENT TEAM (PMT) COORDINATION DISCUSSION.

Ms. Stenson presented a project update regarding the Future Regional Arterials and Collectors study. She spoke about Task 5.1 which is the Roadway Segment Existing Conditions Data Profiles and Analysis. This task consists of roadway data profiles, consideration of future conditions, and identification of corridors for analysis.

Data profiles include:

- AADT (existing and future)
- Speed limit
- Median condition (divided vs. undivided)
- Average trip length
- Access spacing (primary and secondary intersections)
- Urban area (existing and growth area)

Mr. Babb spoke about the screening methodology regarding the data profiles, existing conditions, trip length, access spacing and MnDOT standards.

There was good discussion regarding scoring, illustrative alignments, and potentially changing values. Mr. Gibson stated the goals would be to inform Bolton & Menk of any potential future changes in each jurisdictions' planning area.

Ms. Stenson presented the next steps, and the schedule:

- Aug. 8, 2024 – deadline to provide additional segments to be included in the analysis
- Aug. 29, 2024 – TAC meeting:
 - Confirm test future functional class for TDM run
 - Review and confirm analysis and evaluation framework
 - Review access management and right of way preservation best practices memos
- Sept. 26, 2024 – TAC meeting:
 - Present analysis and evaluation of corridors including the TDM outputs
 - Present draft future functional class
 - Discuss intersection improvement needs screening
- October – Agency meetings and focus groups
- Oct. 31, 2024 – TAC meeting:
 - Discuss future functional classification adjustments
 - Intersection improvement needs analysis

- Confirm materials for public meeting
- Early November – Public meeting
- Nov. 20, 2024, TAC meeting:
 - Present what we heard from the public
 - Review final TDM run outputs
 - Adjustments to study findings and final report

Ms. Stenson then spoke about Task 5.2 which is the Analysis of New Alignment Segments and Future Conditions. This task consists of identifying test future functional class, the evaluation framework, analysis, and draft results. Identification of future condition change ratings is based off draft values for major collectors in urban areas as well as principal arterials in rural areas. Future AADT, speed limit, median, primary access spacing, and secondary access spacing are reviewed for identification of future condition change ratings.

Ms. Stenson also reviewed the upcoming task regarding the project which is 5.3, to determine corridors for further analysis.

DISTRICT STATE AID PROJECT COORDINATION DISCUSSION

Ms. Tomovic discussed proposed changes to the ATP-Managed funding programs (Surface Transportation Block Grant Program (STBGP), Transportation Alternatives (TA), Carbon Reduction Program (CRP), and Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT)) to require a letter of support from MnDOT District Engineer for any proposed improvements within trunk highway Right-of Way. If approved by the ATP, the letter of support would be required to accompany any application for these programs for projects within MnDOT ROW. Ms. Tomovic stated the requirement would allow MnDOT to vet projects and address any “red flags” prior to projects being awarded federal funding. She encouraged any jurisdiction interested in completing work within a trunk highway ROW to contact her office and coordinate with either Jeff Lenz or Vicki Johnson.

Ms. Tomovic also advised TAC representatives that if they are considering major traffic enhancements on local roads, outside MnDOT trunk highway Right-of-Way, but within 500 ft from the intersection to coordinate early with MnDOT staff.

Ms. Tomovic reminded TAC reps with projects programmed in the State Transportation Improvement Program (STIP) to coordinate with her office to ensure timely communication with various regulatory agencies to help facilitate project deliverability.

Finally, Ms. Tomovic informed TAC reps to coordinate with Jeff Lenz and Vicki Johnson on any proposed changes to projects programmed in the STIP. She encouraged TAC reps to review their federal projects and work with MnDOT and the APO early to make changes to the STIP as appropriate. Ms. Tomovic said District State Aid would like to see plans and project memorandums for FY 2025 projects by Dec. 1, 2024, and full plans by April 2025.

CONSIDERATION OF THE 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND ADMINISTRATIVE MODIFICATION

Ms. Johnson stated this is extremely late to be processing amendments. She proceeded to present the 2024-2027 TIP Amendments which are as follows:

- The City of Sartell has requested that the electric vehicle police cars be added to the 2024-2027 TIP in FY 2025.
- MnDOT and Sherburne County have requested that the County Road 61 realignment and westbound acceleration lane be added to the 2024-2027 TIP in FY 2025.
- MnDOT has requested a scope change for the 2025 ITS project along I-94.
- An administrative modification request by Stearns County to increase the project cost for the CSAH 133 expansion project from Stearns CSAH 75 to 15th Avenue in St. Joseph. This project would also include intersection improvements at Elm St., dual left turn lanes from EB CSAH 75 to NB CSAH 133 and associated local projects.

Public comment opened on July 3, 2024, and will close on August 2, 2024. So far, 11 completed online surveys were received. An open house was held at the library on July 15, 2024. No one attended. Ms. Johnson said she also did a Facebook Live event/social media post that have garnered no responses.

Ms. Teich motioned to recommend Policy Board approval of the 2024-2027 Transportation Improvement Program (TIP) Amendments, including the Administrative Modification as presented. Ms. Haakonson seconded the motion. Motion carried.

Ms. Johnson also stated a technical correction was processed to the 2024-2027 TIP regarding the NEVI EV charging station. The location selected was the AmericInn Hotel (4385 Clearwater Road). A slight decrease in the cost estimate was also made.

CARBON REDUCTION PROGRAM (CRP) REGIONAL PRIORITIES DISCUSSION

Mr. McKenzie presented the Carbon Reduction Program (CRP). The Carbon Reduction Program was created under the Infrastructure Investment and Jobs Act (IIJA). It is 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. The TAC previously asked the APO staff to review the CRP scoring rubric and tailor it to the APO's priorities.

Eligible activities funded under the CRP are broken down into three categories: Electrification, Travel Options, and Low Carbon Infrastructure and System Management.

Funding provided to the APO can only be used within the **URBANIZED** area. Other portions of the APO's planning area that are not in the urbanized area would qualify to apply for the ATP's CRP funding solicitation.

The funding breakdown for the next solicitation is as follows:

Year	Central Minnesota ATP (Rural Funds)	Saint Cloud APO (Urban Funds)
FY 2027	\$1,380,000	\$270,000
FY 2028	\$1,300,000	\$270,000

Mr. McKenzie presented options to the TAC regarding possible changes to the APO's CRP solicitation process.

1. **Scoring Rubric Options regarding Project Eligibility:**
 - *Option:* Refine the list of eligible projects (smaller, not larger).
 - **Benefits:** Fund initiatives that do not have other eligible funding sources through the APO.
 - **Negatives:** Making specific projects ineligible might result in no eligible projects being proposed.
 - **Recommendation: Keep the current list of eligible projects.**
2. **Scoring Rubric Options regarding Cost-Effectiveness:**
 - *Option:* Refine the weight for cost-effectiveness. The minimum weight is 50%, with a maximum of 90%, and the current default weight is set at 50%.
 - **Benefits:** Prioritizing cost-effectiveness ensures projects achieve the highest carbon reduction per dollar spent, aligning with the CRP's primary goal. This approach optimizes the use of limited funds, potentially funding more projects or achieving greater carbon reductions within the available solicitation.
 - **Negatives:** Placing a heavy emphasis on cost-effectiveness may result in other important factors, such as equity, safety, access, and health, being undervalued. Projects that provide significant co-benefits but are slightly less cost-effective in terms of carbon reduction might be overlooked.
 - **Recommendations: Increase the cost-effectiveness percentage to 75% of the total project score. This adjustment aims to maximize carbon reduction benefits while still considering essential co-benefits.**
3. **Scoring Rubric Options regarding Co-Benefits:**
 - *Option:* There are four primary co-benefit categories: equity, safety, access, and health, each assessed on a five-point scale, with a maximum score of 20 points. The APO has the flexibility to adjust the weighting of these co-benefits or introduce new ones, with a limit of 50% of the project score.
 - **Benefits:** Given the diversity of project types, not all categories may be equally applicable. Introducing a new co-benefit enables the program to address specific community needs or emerging priorities that current criteria may not adequately cover.
 - **Negatives:** Adding additional co-benefits would reduce the weight given to existing co-benefits.
 - **Recommendations: Tailoring the descriptions of these co-benefits to better align with our organizational goals instead of adding additional co-benefits. In addition, the co-benefit score should be reduced to 25% of the total project score.**

There was group discussion regarding the scoring rubric and how they feel the co-benefits portion of the scoring rubric was a waste of their time and didn't carry much weight when the actual scoring was done.

Ms. Teich stated that if you're going to raise cost effectiveness let's get rid of the co-benefit section of the scoring process. The APO staff responded that that cannot be done.

Ms. Teich stated that if the goal is to reduce as much carbon per dollar of reduction dollars spent then adjusting the cost-effectiveness ratio makes sense.

TAC representatives were in agreement that the list of eligible projects should not be changed. However, several questions were asked regarding the other two items. TAC representatives asked APO staff to clarify the following information with MnDOT's Carbon Reduction Program Coordinator Anna Pierce:

- Could different cost-effectiveness/co-benefit ratios be developed for certain categories of projects? Such as fleet electrification would be have a ratio of 90/10 with the cost-effectiveness factor making up 90% of the scoring. Other projects could have a ratio of 75/25.
- Given the estimated project cost plays a major factor in the cost-effectiveness factor of the scoring, would applicants be able to populate this field with the requested CRP amount versus the entire project cost amount? For example, if a roundabout costs \$2 million but the applicant was only requesting \$270,000, could they plug in the requested amount versus the overall cost of the project?

APO staff stated they would work to tailor how descriptions are written regarding each of the co-benefits to align with the 2050 MTP visioning statements.

Ms. Johnson stated the ATIP development committee is of incorporating CRP and PROTECT solicitation information into the existing TA workshops. As a result, these workshops would be mandatory for the upcoming solicitation.

CONSIDERATION OF THE 2025 SAINT CLOUD APO REGIONAL TRANSPORTATION PRIORITIES LIST

Mr. Gibson spoke regarding the upcoming Washington, D.C. trip that he and members of the Policy Board will make in November 2024. During this trip the APO representatives meet with available Minnesota members of Congress and Senate and advocate for projects within the APO's planning area. The Regional Transportation Priorities for 2025 that are being proposed are as follows:

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Regional Transportation Priorities for 2025

- Lobbying in DC
- **2024 Priorities**
 - **US-10 Improvements**
 - **Benton County CSAH 29 Extension (*funded*)**
 - **MN-15/MN-23 Improvements**

US-10 Improvements

Key 10 Freeway Conversion Alternative

- Potential stationing projects
- New roadway
- Filled diamond interchange
- Tight diamond interchange
- Weekend access only
- Overpass

2024 Regional Transportation Priorities

Saint Cloud Area Planning Organization
 1500 County Road 4
 Saint Cloud, MN 56301
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At the behest of local businesses, the state legislature dedicated \$1 million to study safety issues on US-10 between St. Cloud and Clear Lake. That study is now complete and we are seeking funds for MnDOT to start constructing improvements as recommended by the study.

2

Regional Transportation Priorities for 2025

- **Ideally:**
 - **Major, regional-level projects**
 - **Projects for which there is broad regional consensus**
 - **Projects which cannot be funded through "normal" means**
 - **2-4 projects**
 - **The very highest priorities**

MN-15/MN-23 Improvements

2024 Regional Transportation Priorities

Saint Cloud Area Planning Organization
 1500 County Road 4
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Minnesota Trunk Highway 15 through the core of the urban area has some of the worst performing intersections in the region in terms of travel-time reliability. Moreover, two of the intersections are among the worst in the state for crash frequency. In 2020, the APO completed a planning study that evaluated multiple possible alternatives for improving safety and operations along the corridor. In 2023 we submitted a competitive Corridors of Commerce grant, but were unsuccessful. Full construction cost for the median-U-turn intersections is \$30 million.

3

Ms. Teich motioned for the Policy Board to approve the recommended 2025 Regional Transportation Priorities excluding the Benton County CSAH 29 Extension, with the caveat that we don't use the individual jurisdiction local match to be included in the Congressional Briefing Booklet. Ms. Haakonson seconded the motion. Motion carried. Mr. Voss abstained.

OTHER BUSINESS AND ANNOUNCEMENTS

Ms. Johnson requested to know as soon as possible the dates of any conferences in 2025. Ms. Teich stated she believes the County Engineers conference is Martin Luther King, Jr. weekend. Mr. Sabart stated he believes the City Engineers conference is the third week in January. They will inform Ms. Johnson as soon as they confirm the dates.

ADJOURNMENT

The meeting was adjourned at 11:45 a.m.



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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: August 9, 2024

A Policy Board meeting was held on Thursday, August 8, 2024. The Board took the following actions:

1. The Board approved the amendments and modifications to the Transportation Improvement Program (TIP) as recommended by the TAC.
2. The Board approved a proposed change to our Metropolitan Planning Area to include a portion of Lynden Township.
3. Since the APO was awarded state matching funds for the Safe Streets & Roads for All grant, the Board approved using the local matching funds already provided as a credit against their 2025 APO assessments.
4. The Board approved the 2025 Unified Planning Work Program.
5. The Board agreed that the 2025 Regional Transportation Priorities were:
 - a. US-10 Improvements
 - b. Improvements to the MN-15/MN-23 Intersections
 - c. The regional airport's top priority for improvements
 - d. And mention the 33rd Street bridge corridor to keep it on their radar

Suggested Action: None, informational.



Future Regional Arterials and Collectors Study

St. Cloud Area Planning Organization Technical Advisory Committee

August 29, 2024

Agenda

1. Task 6 Future Functional Classification Corridor Analysis
 - a. Segments for further analysis
 1. Overview of existing and new alignment segments for further analysis
 2. *TAC Request:* Review and final request for segment changes or additions
 - b. Development of test future functional class
 1. Discussion of purpose, methodology, and assignments
 2. *TAC Request:* Review and provide comment on test future functional class assignments
 - c. Evaluation framework
 1. Presentation of next steps for analysis
 2. *TAC Request:* Information
2. Schedule
 - a. Presentation of schedule update and next steps

REMINDER: Requested TAC feedback by Friday, September 6th -

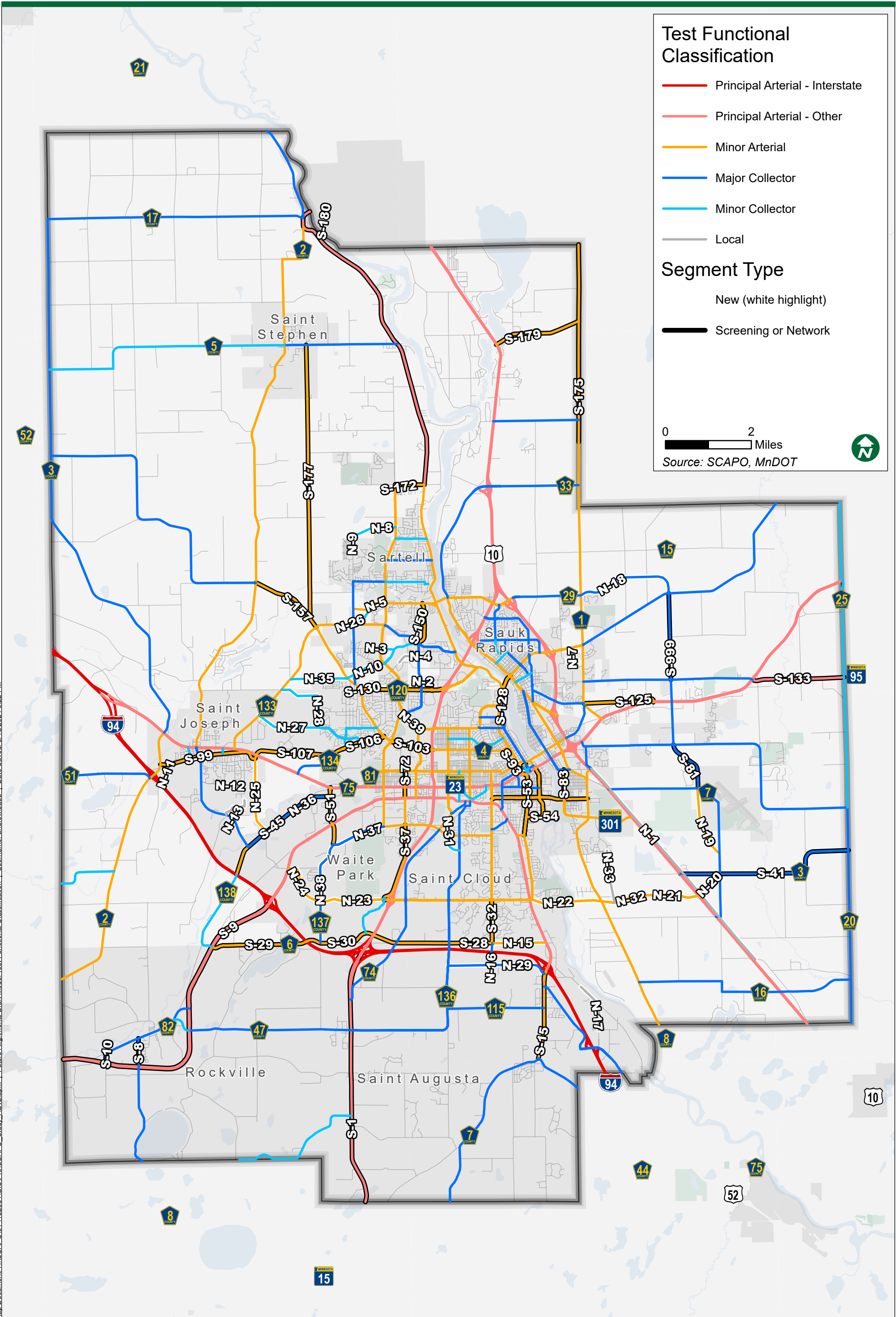
- Feedback and confirmation of segments and test future functional class assignments for model run

Overview of attached Test Functional Classification Map and Table

A key next step of this process is to complete a “test” run of the Travel Demand Model using potential future functional classifications to understand how changes in functional classifications may change the distribution of traffic volumes throughout the region. The attached map and table show draft functional classifications the consultant has proposed to be used in this test run.

Functional classification of all segments is shown, with certain segments highlighted. Segments highlighted in white are new segments that will be added to the existing roadway network and include segments from SCAPO’s MTP as well as proposed new roads from some local plans. Segments highlighted in black include those that were selected in the earlier screening process. Some of these segments are proposed to be run in this test model run with the same functional classification, while many have modified classifications. Additionally, the functional classification of some segments was changed in this draft even though they were not selected in the screening process. These segments are also highlighted in black.

It is important to note that the test functional classification may or may not be the final functional classification recommended for each segment. This test model run is simply a fact-finding effort to understand how these classifications might change future traffic movement across the region. Please review the map and table and let us know if you have any questions or suggested comments. We will explain process for and take questions about these classifications during the TAC meeting.



UID	Existing Functional Classification	Test Functional Classification	Change Type
N-1	N/A	Local	New Segment
N-2	N/A	Minor Collector	New Segment
N-3	N/A	Minor Collector	New Segment
N-4	N/A	Local	New Segment
N-5	N/A	Minor Arterial	New Segment
N-6	N/A	Minor Arterial	New Segment
N-7	N/A	Local	New Segment
N-8	N/A	Minor Collector	New Segment
N-9	N/A	Minor Collector	New Segment
N-10	N/A	Minor Collector	New Segment
N-11	N/A	Local	New Segment
N-12	N/A	Local	New Segment
N-13	N/A	Local	New Segment
N-15	N/A	Minor Arterial	New Segment
N-16	N/A	Major Collector	New Segment
N-17	N/A	Local	New Segment
N-18	N/A	Major Collector	New Segment
N-19	N/A	Minor Arterial	New Segment
N-20	N/A	Minor Arterial	New Segment
N-21	N/A	Minor Arterial	New Segment
N-22	N/A	Minor Arterial	New Segment
N-23	N/A	Minor Arterial	New Segment
N-24	N/A	Minor Arterial	New Segment
N-25	N/A	Minor Arterial	New Segment
N-26	N/A	Minor Collector	New Segment
N-27	N/A	Minor Collector	New Segment
N-28	N/A	Minor Collector	New Segment
N-29	N/A	Major Collector	New Segment
N-31	N/A	Minor Collector	New Segment
N-32	N/A	Minor Arterial	New Segment
N-33	N/A	Local	New Segment
N-35	N/A	Minor Collector	New Segment
N-36	N/A	Major Collector	New Segment
N-37	N/A	Major Collector	New Segment
N-38	N/A	Minor Arterial	New Segment
N-39	N/A	Minor Arterial	New Segment
S-1	Principal Arterial - Other	Principal Arterial - Other	Screened - No Change
S-2	Minor Collector	Minor Collector	No Change
S-3	Principal Arterial - Interstate	Principal Arterial - Interstate	No Change
S-4	Major Collector	Major Collector	No Change
S-5	Major Collector	Major Collector	No Change
S-6	Major Collector	Major Collector	No Change
S-7	Major Collector	Major Collector	No Change
S-8	Minor Collector	Major Collector	Screened
S-9	Principal Arterial - Other	Principal Arterial - Other	Screened - No Change
S-10	Minor Collector	Major Collector	Screened
S-11	Major Collector	Major Collector	No Change

UID	Existing Functional Classification	Test Functional Classification	Change Type
S-12	Major Collector	Major Collector	No Change
S-13	Major Collector	Major Collector	No Change
S-14	Minor Collector	Minor Collector	No Change
S-15	Major Collector	Minor Arterial	Screen
S-16	Major Collector	Major Collector	No Change
S-17	Major Collector	Major Collector	No Change
S-18	Principal Arterial - Other	Principal Arterial - Other	No Change
S-19	Major Collector	Major Collector	No Change
S-20	Major Collector	Major Collector	No Change
S-21	Minor Arterial	Minor Arterial	No Change
S-22	Principal Arterial - Other	Principal Arterial - Other	No Change
S-23	Principal Arterial - Interstate	Principal Arterial - Interstate	No Change
S-24	Principal Arterial - Interstate	Principal Arterial - Interstate	No Change
S-25	Major Collector	Major Collector	No Change
S-26	Principal Arterial - Other	Principal Arterial - Other	No Change
S-27	Major Collector	Major Collector	No Change
S-28	Major Collector	Minor Arterial	Screen
S-29	Minor Collector	Minor Arterial	Screen
S-30	Minor Collector	Minor Arterial	Screen
S-31	Major Collector	Major Collector	No Change
S-32	Major Collector	Minor Arterial	Network
S-33	Minor Arterial	Minor Arterial	No Change
S-34	Minor Arterial	Minor Arterial	No Change
S-35	Minor Arterial	Minor Arterial	No Change
S-36	Minor Collector	Minor Collector	No Change
S-37	Minor Collector	Minor Arterial	Screened
S-38	Principal Arterial - Interstate	Principal Arterial - Interstate	No Change
S-39	Major Collector	Major Collector	No Change
S-40	Principal Arterial - Other	Principal Arterial - Other	No Change
S-41	Minor Collector	Major Collector	Screened
S-42	Minor Collector	Minor Collector	No Change
S-43	Minor Arterial	Minor Arterial	No Change
S-44	Minor Collector	Minor Collector	No Change
S-45	Minor Collector	Minor Arterial	Screened
S-46	Major Collector	Major Collector	No Change
S-47	Minor Arterial	Minor Arterial	No Change
S-48	Minor Arterial	Minor Arterial	No Change
S-49	Major Collector	Major Collector	No Change
S-50	Minor Arterial	Minor Arterial	No Change
S-51	Major Collector	Minor Arterial	Screened
S-52	Major Collector	Major Collector	No Change
S-53	Minor Arterial	Minor Arterial	Screened - No Change
S-54	Major Collector	Minor Arterial	Screened
S-55	Minor Arterial	Minor Arterial	No Change
S-56	Major Collector	Major Collector	No Change
S-57	Principal Arterial - Other	Principal Arterial - Other	No Change
S-58	Minor Arterial	Minor Arterial	No Change

UID	Existing Functional Classification	Test Functional Classification	Change Type
S-59	Minor Arterial	Minor Arterial	Screened - No Change
S-60	Major Collector	Major Collector	No Change
S-61	Major Collector	Major Collector	No Change
S-62	Minor Arterial	Minor Arterial	No Change
S-63	Minor Collector	Minor Collector	No Change
S-64	Minor Arterial	Minor Arterial	No Change
S-65	Minor Arterial	Minor Arterial	No Change
S-66	Principal Arterial - Other	Principal Arterial - Other	No Change
S-67	Minor Arterial	Minor Arterial	No Change
S-68	Minor Arterial	Minor Arterial	No Change
S-69	Major Collector	Major Collector	No Change
S-70	Principal Arterial - Other	Principal Arterial - Other	No Change
S-71	Principal Arterial - Other	Principal Arterial - Other	No Change
S-72	Major Collector	Minor Arterial	Screened
S-73	Major Collector	Major Collector	No Change
S-74	Minor Arterial	Minor Arterial	No Change
S-75	Major Collector	Major Collector	No Change
S-76	Major Collector	Major Collector	No Change
S-77	Minor Collector	Minor Collector	No Change
S-78	Minor Arterial	Minor Arterial	No Change
S-79	Major Collector	Major Collector	No Change
S-80	Major Collector	Major Collector	No Change
S-81	Minor Collector	Major Collector	Screened
S-82	Minor Arterial	Minor Arterial	No Change
S-83	Major Collector	Minor Arterial	Screened
S-84	Major Collector	Major Collector	No Change
S-85	Major Collector	Major Collector	No Change
S-86	Minor Collector	Minor Collector	No Change
S-87	Minor Arterial	Minor Arterial	No Change
S-88	Minor Arterial	Minor Arterial	No Change
S-89	Minor Collector	Minor Collector	No Change
S-90	Minor Collector	Minor Collector	No Change
S-91	Major Collector	Major Collector	No Change
S-92	Major Collector	Major Collector	No Change
S-93	Major Collector	Minor Arterial	Screened
S-94	Major Collector	Minor Arterial	Screened
S-95	Minor Arterial	Minor Arterial	No Change
S-96	Minor Arterial	Minor Arterial	No Change
S-97	Major Collector	Major Collector	No Change
S-98	Major Collector	Major Collector	No Change
S-99	Minor Collector	Minor Arterial	Screened
S-100	Minor Arterial	Minor Arterial	No Change
S-101	Minor Arterial	Minor Arterial	No Change
S-102	Principal Arterial - Other	Principal Arterial - Other	No Change
S-103	Minor Arterial	Minor Arterial	Screened - No Change
S-104	Principal Arterial - Other	Principal Arterial - Other	No Change
S-105	Minor Arterial	Minor Arterial	No Change

UID	Existing Functional Classification	Test Functional Classification	Change Type
S-106	Major Collector	Minor Arterial	Screened
S-107	Minor Collector	Minor Arterial	Screened
S-108	Minor Arterial	Minor Arterial	No Change
S-109	Minor Collector	Minor Collector	No Change
S-110	Minor Collector	Minor Collector	No Change
S-111	Minor Arterial	Minor Arterial	No Change
S-112	Minor Collector	Minor Collector	No Change
S-113	Minor Arterial	Minor Arterial	No Change
S-115	Major Collector	Major Collector	No Change
S-116	Minor Arterial	Minor Arterial	No Change
S-117	Major Collector	Major Collector	No Change
S-118	Minor Arterial	Minor Arterial	No Change
S-119	Minor Collector	Minor Collector	No Change
S-120	Major Collector	Major Collector	No Change
S-121	Minor Arterial	Minor Arterial	No Change
S-122	Minor Arterial	Minor Arterial	No Change
S-123	Major Collector	Major Collector	No Change
S-124	Major Collector	Major Collector	No Change
S-125	Major Collector	Minor Arterial	Screened
S-126	Major Collector	Major Collector	No Change
S-127	Major Collector	Major Collector	No Change
S-128	Minor Arterial	Minor Arterial	Screened - No Change
S-129	Minor Arterial	Minor Arterial	No Change
S-130	Minor Arterial	Minor Arterial	Screened - No Change
S-131	Minor Arterial	Minor Arterial	No Change
S-132	Principal Arterial - Other	Principal Arterial - Other	No Change
S-133	Minor Arterial	Principal Arterial	Screened
S-134	Major Collector	Major Collector	No Change
S-135	Major Collector	Major Collector	No Change
S-136	Minor Arterial	Minor Arterial	No Change
S-137	Minor Collector	Minor Collector	No Change
S-138	Major Collector	Major Collector	No Change
S-139	Minor Arterial	Minor Arterial	No Change
S-140	Minor Arterial	Minor Arterial	No Change
S-141	Minor Arterial	Minor Arterial	No Change
S-142	Minor Collector	Minor Collector	No Change
S-143	Minor Collector	Minor Collector	No Change
S-144	Major Collector	Major Collector	No Change
S-145	Minor Arterial	Minor Arterial	No Change
S-146	Major Collector	Major Collector	No Change
S-147	Minor Arterial	Minor Arterial	No Change
S-148	Major Collector	Major Collector	No Change
S-149	Major Collector	Major Collector	No Change
S-150	Minor Collector	Minor Arterial	Screened
S-151	Minor Collector	Minor Collector	No Change
S-152	Minor Arterial	Minor Arterial	No Change
S-153	Major Collector	Major Collector	No Change

UID	Existing Functional Classification	Test Functional Classification	Change Type
S-155	Minor Arterial	Minor Arterial	No Change
S-156	Major Collector	Major Collector	No Change
S-157	Major Collector	Minor Arterial	Screened
S-158	Minor Arterial	Minor Arterial	No Change
S-159	Minor Arterial	Minor Arterial	No Change
S-160	Minor Arterial	Minor Arterial	No Change
S-161	Major Collector	Major Collector	No Change
S-162	Major Collector	Major Collector	No Change
S-163	Minor Arterial	Minor Arterial	No Change
S-164	Minor Collector	Minor Collector	No Change
S-165	Major Collector	Major Collector	No Change
S-166	Minor Arterial	Minor Arterial	No Change
S-167	Major Collector	Major Collector	No Change
S-168	Minor Collector	Minor Collector	No Change
S-169	Minor Collector	Minor Collector	No Change
S-170	Principal Arterial - Other	Principal Arterial - Other	No Change
S-171	Major Collector	Major Collector	No Change
S-172	Major Collector	Minor Arterial	Screened
S-173	Major Collector	Major Collector	No Change
S-174	Major Collector	Major Collector	No Change
S-175	Major Collector	Minor Arterial	Changed based on Network Review
S-176	Major Collector	Major Collector	No Change
S-177	Minor Collector	Minor Arterial	Screened
S-178	Major Collector	Major Collector	No Change
S-179	Major Collector	Minor Arterial	Screened
S-180	Minor Arterial	Principal Arterial	Screened
S-181	Major Collector	Major Collector	No Change
S-182	Minor Arterial	Minor Arterial	No Change
S-183	Minor Collector	Minor Collector	No Change
S-185	Major Collector	Major Collector	No Change
S-186	Minor Collector	Minor Collector	No Change
S-114	Minor Collector	Minor Collector	No Change
S-200	Minor Collector	Minor Collector	No Change
S-184	Minor Arterial	Minor Arterial	No Change
S-201	Major Collector	Major Collector	No Change
S-999	Local	Major Collector	Changed based on Network Review



Safe Streets and Roads for All Comprehensive Safety Action Plan

St. Cloud Area Planning Organization
Technical Advisory Committee Meeting
August 29, 2024

Agenda

1. Community engagement update
 - a. Information on Phase 1 engagement to date
 - b. Attachment 1: Phase 1 Engagement Update
2. Safety plan and policy matrix
 - a. Review findings
 - b. Attachment 2: Policy Matrix and Equity Priorities, page 1-2
3. Equity review approach
 - a. Discussion of questions
 - b. Attachment 2: Policy Matrix and Equity Priorities, page 2
4. Overview of descriptive safety analysis
 - a. Presentation of safety analysis methodology and initial information
 - b. Attachment 3: DSA Methodology Memo
5. Schedule update
 - a. Presentation of revised schedule



TECHNICAL MEMORANDUM

Date: August 16, 2024
 To: St. Cloud Area Planning Organization (APO) Technical Advisory Committee (TAC)
 From: Robin Caufman, Senior Planner
 Dylan Edwards, Planner
 Subject: SS4A Public Engagement Update

This memo summarizes the team's actions in gathering public input on behalf of the St. Cloud APO.

I. Communication Strategy

Website. Created in early June and previewed to the TAC at its June meeting, the website went live late June. The website has been viewed 558 times and can be found at the following link:

www.bit.ly/stcloudss4a

Fact Sheet. A one-page project fact sheet was published for distribution in English in early July and in early August the flyer was translated into Spanish and Somali to engage residents in the three most spoken languages in the St. Cloud metro area. These fact sheets have been distributed at five pop-up events, listed below.

Social Media. A social media post was produced in early July and has been shared on the SCAPO Facebook page on July 16, August 5 and August 15. The posts were shared with each of the municipalities, with St. Cloud St. Joseph also posting it on their Facebook page on August 5. A significant spike in activity on the survey and INPUTiD followed the August 5 postings.

Articles and Media Coverage. An article about the project was finalized in early July and circulated to generate interest. KNSI featured the project in an article on its website in early August. It has also been shared with community organizations such as the St. Cloud Chamber of Commerce and the Greater St. Cloud Development Corp, which have included in their regular communications.



II. Engagement Strategy

Survey. The survey is available to the public through the project website in English, Spanish, and Somali. As of August 15, 65 surveys had been completed, with the majority of responses coming from St. Cloud and St. Joseph residents. , where the social media post was shared.

INPUTiD. INPUTiD is an ArcGIS interactive public engagement tool where people can drop a pin and write comments about that area. The tool uses GoogleTranslate so people can read comments in their preferred language as well as write comments. Since INPUTiD went live, there has been over 75 comments submitted. Additional engagement has occurred with people giving thumbs up or thumbs down on people's comments.

Date: August 15, 2024

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Community Pop-Up Events. The engagement team strategically selected events in the five cities to hold pop-up at community events where people are encouraged to share their opinions on the survey or INPUTiD. To better the chances of generating a higher volume of engagement, the team targeted large events with regional and local appeal to specific communities.

City	Date	Event	Number of people engaged
Waite Park	8/6/24	National Night Out	20
St. Cloud	8/7/24	Summertime by George	40
Sartell	8/12/24	Sartell Farmers Market	20
Sauk Rapids	8/15/24	Rock the Riverside	TBD
St. Joseph	8/16/24	St. Joseph Farmers Market	TBD

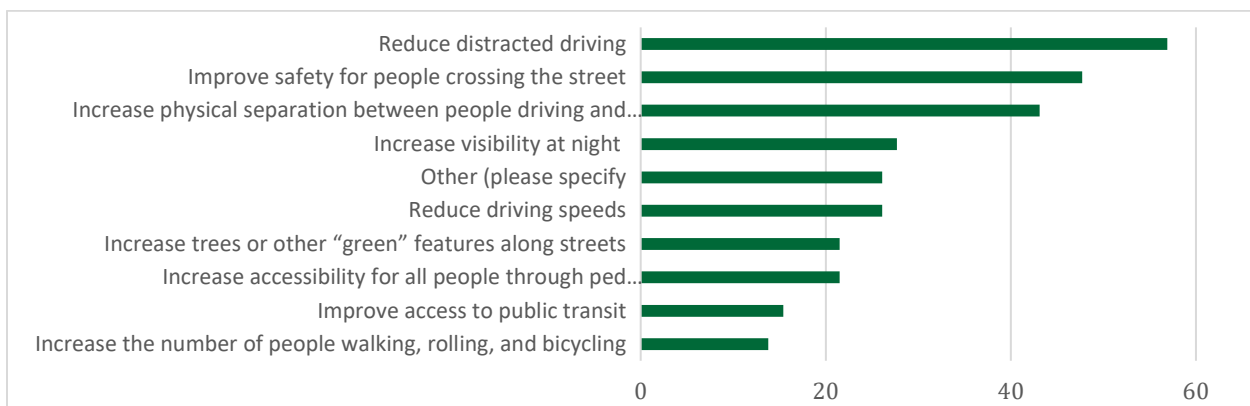
Focus Groups, Stakeholder Interviews, and Public Open Houses

None of these engagement strategies have been used at this time as they are mainly items used to generate project feedback and refine the data.

III. What We've Heard So Far

Who's responding to the survey?

- 98% of the respondents live in the area, 58% shop or use services in the area and 51% work.
- 95% of respondents drive in the area, 31% bike and 63% walk. Only 9% take transit. No respondents indicated that they drive a truck or delivery van or use a mobility device to get around.
- 78% of people said that they are willing to change their behavior to reduce serious crashes and improve safety
- 86% of respondents said that reducing the risk of serious and fatal crashes is more important than minimizing travel time.
- Responses to the question when people were asked to "Select the top three things you want street safety projects to accomplish"

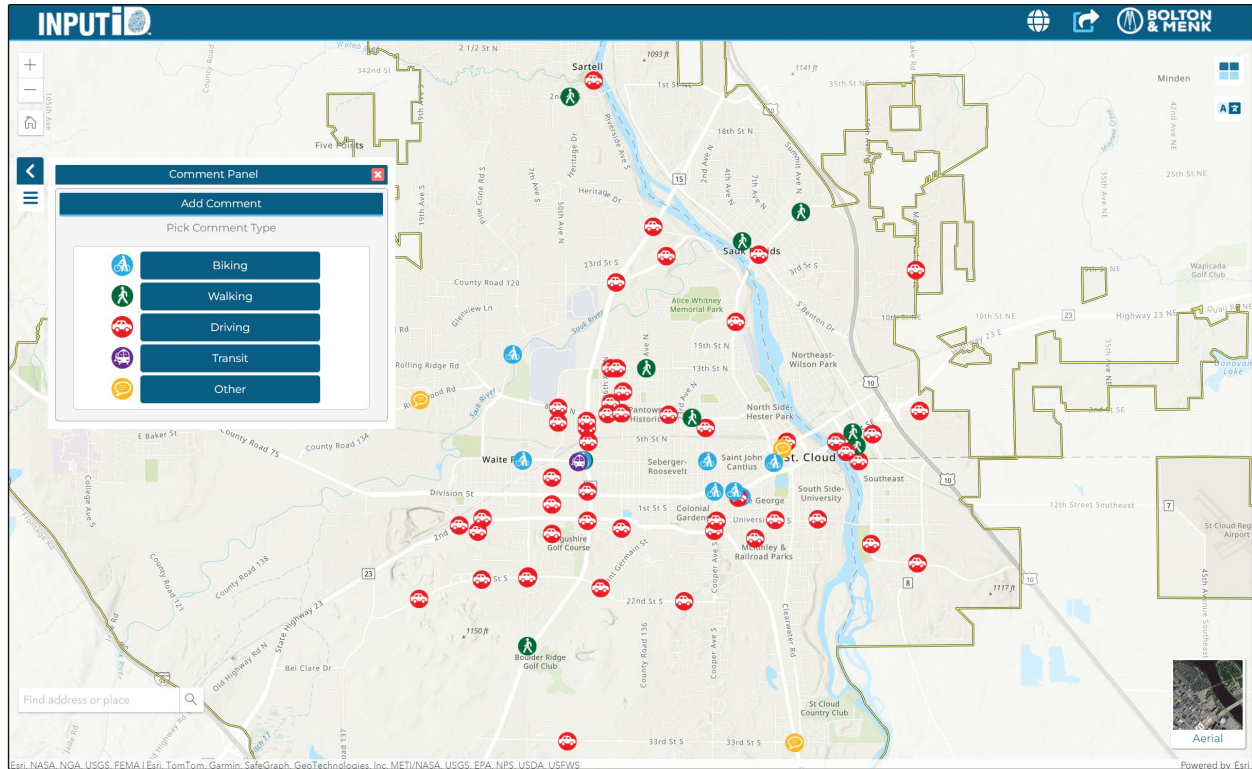


Date: August 15, 2024

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What we are seeing in INPUTiD

We have had good engagement on the interactive comment map. The map below shows the comment locations to date.



People have commented on the following modes:

- Driving: 52
- Walking: 8
- Biking: 8
- Other: 4
- Transit: 1



TECHNICAL MEMORANDUM

Date: August 16, 2024
 To: St. Cloud Area Planning Organization (APO) Technical Advisory Committee (TAC)
 From: Matt Pacyna, TC2
 Subject: Policy Matrix and Equity Priorities

I. St. Cloud APO Policy Review

Since APO member communities do not have a current SS4A policy, a review of existing plans and policies was reviewed to identify various elements or components that would apply or be relevant to the SS4A plan. Additional policies that are called out or mentioned in SS4A plans, beyond the *Safe Systems Approach*, include:

- Complete Streets policies / ordinances, tool kits, and / or design manuals
- Toward Zero Deaths / Vision Zero Action Plans
- Active Transportation, Bicycle / Pedestrian Plan
- Specific Corridor / Trail / Intersection Studies
- Safe Routes to School Plans
- ADA Transition Plan

The following table provides an inventory of existing plans or policies that were identified. Based on a preliminary review, member communities have various plans or policies that touch on several elements within typical SS4A plans. However, the intent of the SS4A plan is to develop a consistent policy / statements for the Cities within the APO area. Therefore, as the SS4A policies are developed, it will be important for member communities to ensure any new policy statement is not in conflict with existing or previous policies.

Agency	Complete Streets	Vision Zero Action Plan / TZD	Active Transp. / Bicycle / Pedestrian Plan	Corridor / Trail / Intersection Study	SRTS Plans	ADA Transition Plan
MnDOT (HSIP)	✓	✓	✓	✓	✓	✓
Sherburne County	⊖	⊖	✓	✓	✓	✓
Benton County	⊖	⊖	✓	⊖	✓	✓
Stearns County	⊖	⊖	✓	✓	✓	✓

Date: August 15, 2024

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Agency	Complete Streets	Vision Zero Action Plan / TZD	Active Transp. / Bicycle / Pedestrian Plan	Corridor / Trail / Intersection Study	SRTS Plans	ADA Transition Plan
St. Joseph	⊖	⊗	✓	✓	⊖	
St. Cloud	✓	⊖	✓	✓	✓	
Waite Park	⊖	⊗	✓	⊗	⊖	
Sartell	⊖	⊗	✓	✓	✓	✓
Sauk Rapids	✓	⊗	✓	✓	✓	



Available



Partial



Not Available

Plan Reviews

The following plans were reviewed to provide a basis for development of the APO SS4A, with a goal of understanding what makes a successful SS4A plan and any elements that are relevant to the APO and its member communities. The New Mexico Mid-Region MPO is a great example plan for reference, which combines both City and regional components. Links to each of these plans are provided below.

Jurisdiction	Plan	SS4A Grant Winner	Link
Ann Arbor	Moving Together (Comprehensive Plan)	Yes	Link
Hoboken	Vision Zero Action Plan	Yes	Link
Jersey City	Vision Zero Action Plan	Yes	Link
Madison	Regional Safety Action Plan	Yes	Link
New Mexico – Mid Region MPO	Regional Transportation Safety Action Plan	Yes	Link
George Washington Regional Commission	Safety Action Plan	No	Link
Saint Paul	Transportation Safety Action Plan	Yes	Link
Minneapolis	Vision Zero Action Plan	Yes	Link
MNDOT	Highway Safety Action Plan	N/A	Link

Date: August 15, 2024

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The following questions are offered for future consideration / discussion and will be used to help guide the evaluation / prioritization process as the crash data is further analyzed.

- 1) Should any custom / localized performance metrics be considered?
 - a) Examples: Crash Types, Ped / Bike, Alcohol / Drug, Motorcyclist, Animal
- 2) What categories should the St. Cloud APO define in its equity priority areas?
 - a) Baseline Categories: Age, Income, Race, Disability Status, Access to a Vehicle
 - b) Alternative Categories: SRTS Route, Type of Roadway, Roadway Characteristics (high volume, high speed), Land Use Types, Environmental Conditions (Tree Cover)
- 3) How should the St. Cloud APO prioritize the equity areas?
 - a) Option 1 – High Injury Network (HIN) within any equity area category (equally weighted)?
 - b) Option 2 – develop a tiered HIN equity area based on 2+ or more categories?
 - c) Option 3 – Prioritize based on the number of equity area categories or a specific equity category / ranking or performance metric?

Policy Statements

The following example policy statements are provided to illustrate what type of statements the SS4A plan will look to identify. As the crash data is analyzed, these policy statements will be defined in collaboration with the TAC at future meetings.

Example Policy Statements:

As the Area Planning Organization (APO) and members of local agencies and organizations we are committed to:

- 1) Use the High Fatal and Injury Network and the Potential Road Diet Candidates as planning tools to prioritize investments and meet the Vision.
- 2) Support a new paradigm in transportation that is proactive and systemic: the Safe Systems approach.
- 3) Actively participate in biking to work, safe routes to school, and other activities that promote the Vision.
- 4) Achieve equity in transportation by ensuring our more vulnerable communities are a priority and have improved access to safe and efficient travel options.
- 5) Serve our community by being transparent and reporting on safety performance metrics and progress.
- 6) Prioritize and implement safe street design that puts multimodal roadway safety first over capacity or speed.
- 7) Create a safer roadway culture by actively partnering with each other to collect and share information to implement strategies and projects that will most benefit roadway safety in the region.

Date: August 15, 2024

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- 8) Develop public information campaigns with community partners to promote the Vision that address issues like speeding and alcohol/drug use and educate about new design features that support multimodal travel.



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August 20, 2024

Kevin Kroll
Toole Design
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Kansas City, MO

RE: Descriptive Safety Analysis Methodology and Process

The Descriptive Safety Analysis (DSA) provides an initial exploration of safety-related data and serves as a basis on which a High Injury Network (HIN) and other crash reduction analysis and recommendations can be built. This analysis will identify and summarize key trends in safety performance within the St. Cloud APO urbanized area, and for each of the five cities located within the APO study area through simple and digestible figures, maps, and tables.

For the St. Cloud APO DSA, analysis will focus on fatal and severe injury (FSI) crashes from the past five years of available data from the Minnesota Department of Transportation's Minnesota Crash Mapping Analysis Tool (MnCMAT). This methodology is consistent with requirements for the Safe Streets and Roads for All (SS4A) Grant.

Beyond simple crash totals and maps, the DSA will dig deeper into crash types and crash attributes to understand the specific safety issues present within the APO urbanized area and in each of the five cities specifically. Doing this provides an effective comparison within figures, tables, and narratives, to describe not only the objective patterns within the region, but patterns present in each city, helping us understand the unique needs and limitations of each location.

It may be helpful to think about the DSA process as an investigation that answers questions about high-level patterns in safety performance that can begin leading us toward actionable solutions. Analysis will focus on not only vehicle crashes, but those involving bicyclists and pedestrians. It will consider context added in the crash reports like weather and road conditions, time of day, lighting, behavioral factors, roadway characteristics, and the manner of collision. Some initial draft high level crash data will be presented at the next TAC meeting as we continue this effort.

Sincerely,

Kevin Kroll | Senior Planner

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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Beltline Recommendations
DATE: August 20, 2024

At the June 13th Policy Board meeting, the Policy Board requested recommendations from the TAC regarding how future beltline projects should be handled. Specifically, the Policy Board seems to be seeking your recommendations regarding which steps in the planning and implementation process should be regionalized, and how those steps should be funded.

You may recall our February workshop meeting at which we wrestled with these questions. At the end of that workshop there was no final decision. In April, the Policy Board did approve a funding scheme for the environmental review process for the 33rd Street South bridge corridor using our Congressionally Directed Spending, but they made it clear that the decision was relevant ONLY to the current project and would not necessarily apply to future beltline projects.

So, going forward, the questions remain:

1. Of the project implementation steps, which should be regionalized versus which should be the responsibility of the implementing jurisdiction(s)?
 - a. Planning
 - b. Environmental Review
 - c. Final Design
 - d. Right-of-Way
 - e. Construction
2. For steps in the implementation process that are regionalized, how should those steps be funded?
 - a. According to the typical APO formula
 - b. A majority is paid for by the implementing jurisdiction, with other jurisdictions paying a proportionately smaller share
 - c. Some other funding scheme

At your June meeting, you raised a number of questions regarding Federal funding, and you said that you felt you could not make any recommendations until you had more answers.

We posed your questions to FHWA and they have provided the following

responses:

1. What are FHWA rules regarding Congressionally Directed Spending funds?
 - How are the rules similar or different from normal FHWA funds?
 - *Not all CDS funds are the same. The rules depend on several things including the source of funding and the law that the CDS was included in.*
 - *Regardless of the situation, NEPA (and many other federal requirements) don't go away, there just might be differences in steps and how the money flows.*
 - *The CDS for the river crossing allocation, no match required, no deadline for obligation, no deadline for expenditure.*
2. Does FHWA still have a policy that if a jurisdiction is pursuing funds for one step in the project development process, they must have funding for the next step in the process?
 - *Tier I EISs were not subject to fiscal constraint requirements.*
 - *Fiscal constraint requirements have evolved over time.*
 - *In general, with respect to starting a Tier II environmental document it needs to be consistent with respect to STIP programming being achieved before Tier II NEPA decision document is issued. For example, if you are trying to figure out a location for a five-mile corridor but only have funds for a meaningful first construction phase, that is adequate, and you don't need to have the funds programmed for the entire five miles.*
3. If a jurisdiction federalizes the environmental review step, do they have a limited number of years to complete the project before the money needs to be paid back?
 - *"Federalizing" environmental review can mean a few different things.*
 - *Use federal funds to execute a federal environmental review, and/or*
 - *Executing a federal environmental review without federal funds in anticipation of a federal undertaking.*
 - *If no federal funds are used in the environmental review process, there is not a "payback" scenario.*
 - *If federal funds are used for preliminary engineering (of which NEPA is just one part), there used to be (legally) a payback scenario.*
4. How does FHWA define the "Environmental Review" step in the project development process? Where does it begin? Where does it end?
 - *In the "Environmental Review" NEPA proper is just one part, it is a large part, but not all of the environmental review.*
 - *"Environmental Review" from the FHWA perspective includes:*
 - *Scoping endeavors (formal or informal)*
 - *NEPA proper*
 - *Post-NEPA permitting ([section 404](#))*
5. If we regionalize the "Environmental Review" process, but the constructing jurisdiction fails to move forward with project, will all jurisdictions be "on the hook" to repay the cost of the "Environmental Review"?

- *Since the 10-year payback rule is no longer in effect, if the environmental review does not proceed to a project, no payback exists on this because this fall under the PE umbrella.*

APO staff realizes that these answers may raise additional questions, so FHWA staff will be in attendance at your meeting to discuss this and answer those additional questions.

But again, we do all of this to work toward a recommendation or set of recommendations to the Policy Board regarding future beltline projects. It is our hope that at the end of this discussion, the TAC can agree to those recommendations.

Suggested Action: Make recommendations to the Policy Board regarding how future beltline projects will be handled.



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: Final Draft FY 2025-2028 Transportation Improvement Program
DATE: Aug. 20, 2024

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

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the area's transportation system. In addition, all projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The TIP spans a period of four fiscal years and is updated on an annual basis.

For the past several months APO staff have been cooperatively working with local jurisdictions, Saint Cloud Metropolitan Transit Commission (more commonly known as Saint Cloud Metro Bus), and Minnesota Department of Transportation (MnDOT) District 3 staff to produce the yearly update to the APO's TIP.

This update will span the four fiscal year period of 2025 through 2028.

At the June 13, 2024, APO Policy Board meeting, Policy Board members – upon the recommendation of the APO's Technical Advisory Committee (TAC) – voted to release the draft FY 2025-2028 TIP out for a 30-day public comment period.

APO staff released the document on July 17, 2024. Public comment concluded on Aug. 16, 2024.

As part of the public period, APO staff have done the following in accordance with the APO's Stakeholder Engagement Plan (SEP):

- Published a legal notice in the St. Cloud Times.
- Contacted those individuals who have expressed interest in APO planning activities via email.
- Contacted those organizations that work closely with traditionally underrepresented populations.
- Developed 12 online surveys pertaining to the projects listed in the TIP that have yet to be constructed. These surveys did not contain advance construction projects listed in the TIP that are only awaiting Federal reimbursement.
- Posted information about how to provide public comment on the draft 2025-2028 TIP on the APO website, the APO's Facebook page, and the APO's Instagram

account.

- Hosted an in-person open house at the Saint Cloud branch of the Great River Regional Library on Tuesday, July 30, and a virtual open house via Facebook Live on Thursday, Aug. 1.
- Shared social media information with social media accounts connected to local agencies and jurisdictions.

APO staff received several comments from the in-person engagement event. These, and the one emailed comment, can be found in Chapter 5 of the 2025-2028 TIP. APO staff received 52 responses to the 12 online surveys. A complete list of those comments can be found in Appendix C of the draft.

Comments specific to each jurisdiction/agency will be compiled and distributed to each jurisdiction for their individual review.

To view the final draft of the 2025-2028 TIP, please follow this link:

<https://tinyurl.com/ytjzx4uv>. Attachment F2 is a copy of all the projects to be included in the APO's 2025-2028 TIP.

With your recommendation, APO staff will bring the final draft version of the APO's 2025-2028 TIP to the APO's Policy Board for final approval. Once approved, APO staff will submit the final version to MnDOT to be incorporated into the State Transportation Improvement Program (STIP). From there, the STIP will need to be approved by Federal Highway and Federal Transit Administrations.

Suggested Action: Recommend Policy Board approval of the final draft of the APO's 2025-2028 TIP.

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA					Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									\$194,002,859	\$9,200,000	\$53,053,746					\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total	
TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,127,500										1,500,000				10,627,500	12,127,500	
TRANSIT	TRF-0048-25B	2025	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,063,750														6,063,750	6,063,750	
TRANSIT	TRF-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,486,250														1,486,250	1,486,250	
TRANSIT	TRF-0048-25D	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000										12,000				3,000	15,000	
TRANSIT	TRF-0048-25E	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000										96,000				24,000	120,000	
TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	535,000										428,000				107,000	535,000	
TRANSIT	TRF-0048-25G	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	650,000										520,000				130,000	650,000	
TRANSIT	TRS-0048-25B	2025	SAINT CLOUD	ST. CLOUD MTC; PURCHASE ONE (1) CLASS 700 REPLACEMENT CNG BUS	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	729,000				583,200	583,200									145,800	729,000	
TRANSIT	TRF-0048-25H	2025	SAINT CLOUD	SECTION 5339: ST CLOUD MTC; PURCHASE ONE (1) CLASS 400LF CNG REPLACEMENT BUS	0	TR	TRANSIT VEHICLE PURCHASE	FTA	367,000										311,950				55,050	367,000	
TRANSIT	TRS-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,835,000				1,468,000	1,468,000									367,000	1,835,000	
TRANSIT	TRF-9503-25	2025	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	0	NB	TRANSIT VEHICLE PURCHASE	FTA	197,200										157,760				39,440	197,200	
HIGHWAY CSAH 1	005-070-014	2025	BENTON COUNTY	BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	0	SH	ROUNDABOUT	HSIP	2,450,000			750,000		750,000									1,700,000	2,450,000	
HIGHWAY CSAH 1	005-070-014CRP	2025	BENTON COUNTY	**CRP**BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	0	SH	ROUNDABOUT	CRP	550,000			440,000		440,000									110,000	550,000	
LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED SP 071-596-008)	0.1	LP	NEW PAVEMENT -BIT	STBGP<5K	1,300,000			1,000,000		1,000,000									300,000	1,300,000	
LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED SP 071-596-008)	0.1	LP	NEW PAVEMENT -BIT	STBGP<5K	1,200,000			960,000		960,000						240,000	240,000			1,200,000	

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									\$194,002,859	\$9,200,000	\$53,053,746				\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
HIGHWAY US 10	7103-67	2025	SHERBURNE COUNTY	US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	0.4	MA	NEW PAVEMENT - BIT	STBGP<5K	600,000			600,000		600,000										600,000
HIGHWAY US 10	071-596-013	2025	SHERBURNE COUNTY	**CHAP 5** US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	0.4	MA	NEW PAVEMENT - BIT	DEMO	1,000,000														1,000,000	1,000,000
HIGHWAY CSAH 2	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	0.5	SH	ROUNDAABOUT	HSIP	555,555			500,000		500,000									55,555	555,555
HIGHWAY CSAH 2	073-070-028CRP	2025	STEARNS COUNTY	**CRP**CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	0.5	SH	ROUNDAABOUT	CRP	1,244,445			940,000		940,000									304,445	1,244,445
HIGHWAY CSAH 75	073-675-041AC2	2025	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 2 OF 2).	1	RS	MILL AND BIT OVERLAY	NHPP	774,944							774,944	774,944							
HIGHWAY CSAH 75	073-675-042AC2	2025	STEARNS COUNTY	**AC**MN270** CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 2 OF 2)	0.2	BR	BRIDGE REPLACEMENT	STBGP 5K-200K	741,128						741,128		741,128							
N/A	220-080-007	2025	SARTELL	**AC**CRP**ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK IN 2026)	0	MA	N/A	CRP	51,447									165,333					51,447	216,780
LOCAL STREETS	221-090-001	2025	WAITE PARK	CONSTRUCT TRAIL, ALONG CSAH 81/15TH AVE FROM 830' N OF CSAH 75 TO 355' W OF 10TH AVE IN THE CITY OF WAITE PARK	0.4	BT	NEW TRAIL	STBGTAP 5K-200K	603,177			482,542		482,542									120,635	603,177
LOCAL STREETS	091-070-028	2025	ST. CLOUD APO	**MN296**ENVIRONMENTAL DOCUMENTATION, FROM INTERSECTION OF 33RD ST S & CSAH 75 TO US 10 IN THE CITY OF ST CLOUD.	0	PL	EDUCATION AND SAFETY	DEMO	1,000,000	800,000				800,000									200,000	1,000,000
HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, - REOVERLAY	0	BI	BRIDGE DECK OVERLAY	STBGP 5K-200K	1,200,000			976,226		976,226						223,774		223,774		1,200,000
HIGHWAY I 94	8823-375	2025	MNDOT	**ITS**I-94, DMS, CAMERAS AND FIBER AT MULTIPLE LOCATIONS FROM US 71 IN SAUK CENTRE TO MN 15 IN ST CLOUD	40.5	TM	OTHER	NHPP	530,000				400,000	400,000						30,000	100,000	130,000		530,000
HIGHWAY MN 23, US 10	0503-91AC2	2025	MNDOT	**PRS**AC** MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF	2.3	MC	BRIDGE NEW	NHPP	2,956,474						2,956,474		2,956,474							

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA					Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total	
									\$194,002,859	\$9,200,000	\$53,053,746					\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
				CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 2 OF 2)																					
TRANSIT	TRF-0048-26A	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,430,600										1,500,000				10,930,600	12,430,600	
TRANSIT	TRF-0048-26B	2026	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,215,000														6,215,000	6,215,000	
TRANSIT	TRF-0048-26C	2026	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,516,000														1,516,000	1,516,000	
TRANSIT	TRF-0048-26D	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000										12,000				3,000	15,000	
TRANSIT	TRF-0048-26E	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000										96,000				24,000	120,000	
TRANSIT	TRF-0048-26F	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000										200,000				50,000	250,000	
TRANSIT	TRF-0048-26G	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000										20,000				5,000	25,000	
TRANSIT	TRF-0048-26I	2026	SAINT CLOUD	ST. CLOUD MTC; PURCHASE TWENTY-THREE (23) CLASS 700 REPLACEMENT CNG BUSES	0	TR	TRANSIT VEHICLE PURCHASE	LF	15,295,000														15,295,000	15,295,000	
HIGHWAY CSAH 29	005-596-006	2026	BENTON COUNTY	**MN309**BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS	0	MC	MAJOR CONSTRUCTION - BIT	DEMO	6,250,000	5,000,000				5,000,000									1,250,000	6,250,000	
HIGHWAY CSAH 3	005-603-035	2026	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK IN 2027 & 2028)(ASSOCIATED WITH SAP 005-603-036)	7.3	RD	BITUMINOUS RECLAMATION	STBGP<5K	1,768,425									2,953,335					1,768,425	4,721,760	
LOCAL STREETS	071-070-050	2026	SHERBURNE COUNTY	VARIOUS SHERBURNE COUNTY ROADS/INTERSECTIONS, INSTALL RUMBLE STRIPS AND 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS	66	SH	STRIPING	HSIP	675,000			607,500		607,500									67,500	675,000	

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									\$194,002,859	\$9,200,000	\$53,053,746				\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
HIGHWAY CSAH 75	073-675-043	2026	STEARNS COUNTY	STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS	0	EN	TRAFFIC SIGNAL REVISION	NHPP	3,000,000			2,377,668		2,377,668									622,332	3,000,000
LOCAL STREETS	162-153-003	2026	SAINT CLOUD	**AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027)	0.8	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	4,039,114			239,114		239,114				1,560,886					3,800,000	5,600,000
LOCAL STREETS	162-120-008	2026	SAINT CLOUD	**CRP**LINCOLN AVE SE; CONSTRUCT SIDEWALK FROM 4TH ST SE TO 7TH ST SE IN THE CITY OF ST CLOUD	0	MA	SIDEWALKS	CRP	125,000			95,333		95,333									29,667	125,000
LOCAL STREETS	220-070-001	2026	SARTELL	PINECONE ROAD/7TH ST NORTH INTERSECTION, INSTALL SIGNAL SYSTEM	0.1	SH	TRAFFIC SIGNAL INSTALL	HSIP	550,000			400,000		400,000									150,000	550,000
LOCAL STREETS	220-090-005	2026	SARTELL	CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL	0.5	BT	NEW TRAIL	STBGTAP 5K-200K	637,900			389,160		389,160									248,740	637,900
N/A	220-080-007AC	2026	SARTELL	**AC**CRP**ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK 1 OF 1)	0	MA	N/A	CRP	165,333						165,333		165,333							
LOCAL STREETS	191-104-008	2026	SAUK RAPIDS	2ND AVE S(MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001)	0.4	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	4,350,000			1,400,000		1,400,000									2,950,000	4,350,000
LOCAL STREETS	191-090-003	2026	SAUK RAPIDS	**AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2028)	0	RT	NEW TRAIL	STBGTAP 5K-200K	147,567									590,267					147,567	737,834
N/A	191-080-007	2026	SAUK RAPIDS	**CRP**INSTALL ELECTRIC VEHICLE CHARGING STATION IN PARKING LOT AT 2ND AVE N & 1ST ST N IN THE CITY OF SAUK RAPIDS	0	MA	N/A	CRP	230,000			179,334		179,334									50,666	230,000
HIGHWAY MN 15	0509-37	2026	MNDOT	**BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE	0.3	BI	BRIDGE REPLACEMENT	BFP	7,702,000		6,000,000			6,000,000						1,702,000		1,702,000		7,702,000
LOCAL STREETS	05-00128	2026	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM	0	SR	R.R X-ING IMPROVEMENTS	RRS	400,000				200,000	200,000									200,000	400,000

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									\$194,002,859	\$9,200,000	\$53,053,746					\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total	
				AT M343, 4 1/2 ST NE, ST CLOUD, BENTON COUNTY																					
TRANSIT	TRF-0048-27A	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,679,200										1,600,000				11,079,200	12,679,200	
TRANSIT	TRF-0048-27B	2027	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,339,300														6,339,300	6,339,300	
TRANSIT	TRF-0048-27C	2027	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,546,300														1,546,300	1,546,300	
TRANSIT	TRS-0048-27A	2027	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE(5) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,160,000				1,728,000	1,728,000									432,000	2,160,000	
TRANSIT	TRF-0048-27D	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	74,000										59,200				14,800	74,000	
TRANSIT	TRF-0048-27E	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	122,000										97,600				24,400	122,000	
TRANSIT	TRF-0048-27F	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	410,000										328,000				82,000	410,000	
HIGHWAY CSAH 3	005-603-035AC1	2027	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK 1 OF 2)(ASSOCIATED WITH SAP 005-603-036)	7.3	RD	BITUMINOUS RECLAMATION	STBGP<5K	2,000,000						2,000,000		2,000,000								
LOCAL STREETS	162-153-003AC	2027	SAINT CLOUD	**AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 1 OF 1)	0.8	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	1,560,886						1,560,886		1,560,886								
LOCAL STREETS	220-080-006	2027	SARTELL	**MN307**15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	3	PL	RIGHT OF WAY PURCHASE	STBGP 5K-200K	3,930,000	2,200,000		943,774		3,143,774									786,226	3,930,000	
	8803-CRPL-27	2027	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2027	0	MA	MISCELLANEOUS AGREEMENT	CRP	337,500			270,000		270,000									67,500	337,500	
HIGHWAY MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN	0	SH	CHANNELIZATION	HSIP	1,200,000			1,080,000		1,080,000						120,000		120,000		1,200,000	
HIGHWAY MN 23	7305-133	2027	MNDOT	**MN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE	1	SH	CHANNELIZATION	DEMO	1,500,000	1,200,000				1,200,000						300,000		300,000		1,500,000	
HIGHWAY I 94	7380-269	2027	MNDOT	I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	0	BI	BRIDGE DECK OVERLAY	NHPP	3,100,000			2,790,000		2,790,000						310,000		310,000		3,100,000	

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									\$194,002,859	\$9,200,000	\$53,053,746				\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
TRANSIT	TRF-0048-28A	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,343,952										1,600,000				11,743,952	13,343,952
TRANSIT	TRF-0048-28B	2028	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,719,658														6,719,658	6,719,658
TRANSIT	TRF-0048-28C	2028	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,608,152														1,608,152	1,608,152
TRANSIT	TRF-0048-28D	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	59,000										47,200				11,800	59,000
TRANSIT	TRF-0048-28E	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	135,000										108,000				27,000	135,000
TRANSIT	TRF-0048-28F	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	372,000										297,600				74,400	372,000
TRANSIT	TRF-0048-28G	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000										20,000				5,000	25,000
TRANSIT	TRF-0048-28H	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	600,000										480,000				120,000	600,000
TRANSIT	TRF-0048-28I	2028	SAINT CLOUD	ST CLOUD MTC; PURCHASE NINE(9) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	LF	2,565,000														2,565,000	2,565,000
HIGHWAY CSAH 3	005-603-035AC2	2028	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK 2 OF 2) (ASSOCIATED WITH SAP 005-603-036)	7.3	RD	BITUMINOUS RECLAMATION	STBGP<5K	953,335						953,335		953,335							
HIGHWAY CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	0	RC	MAJOR CONSTRUCTION - BIT	STBGP<5K	2,500,000			1,448,675		1,448,675									1,051,325	2,500,000
LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13TH ST, CONSTRUCT SIDEWALK FROM 9TH AVE TO 11TH AVE AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9TH AVE IN THE CITY OF ST CLOUD	0	RT	NEW TRAIL	STBGTAP 5K-200K	225,000			180,000		180,000									45,000	225,000
LOCAL STREETS	191-090-003AC	2028	SAUK RAPIDS	**AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0	RT	NEW TRAIL	STBGTAP 5K-200K	590,267						590,267		590,267							
	8803-CRPL-28	2028	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2028	0	MA	MISCELLANEOUS AGREEMENT	CRP	337,500			270,000		270,000									67,500	337,500
HIGHWAY MN 23	7305-131	2028	MNDOT	MN 23, FROM 0.455 MI E OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY	5.5	RS	MILL AND BIT OVERLAY	NHPP	16,970,000			11,480,220		11,480,220						2,619,780		2,619,780	2,870,000	16,970,000

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									\$194,002,859	\$9,200,000	\$53,053,746				\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
HIGHWAY I 94	7380-275	2028	MNDOT	I-94, FROM STEARNS CSAH 75/ROOSEVELT ROAD TO STEARNS CSAH 2, FIBER OPTIC CABLE, CAMERAS AND NID'S	13	TM	OTHER	NHPP	750,000				675,000	675,000							75,000	75,000		750,000
HIGHWAY I 94	7380-282CRP	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	CRP	1,720,000			1,376,000		1,376,000						344,000		344,000		1,720,000
HIGHWAY I 94	7380-282	2028	MNDOT	I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	NHPP	780,000			624,000		624,000						156,000		156,000		780,000



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: Carbon Reduction Program Scoring Rubric
DATE: August 20, 2024

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) which provides federal funds for projects designed to reduce carbon emissions from surface transportation.

The CRP provides Minnesota with approximately \$20.9 million annually over five years to fund projects that reduce carbon emissions from surface transportation. Program funding is distributed across the state with some funds allocated proportionally based on population. Minnesota Department of Transportation (MnDOT) Districts, Metropolitan Planning Organizations (MPOs) – like the Saint Cloud APO – and Area Transportation Partnerships (ATPs) will select projects to receive CRP funding.

This funding, like most federal funding programs, requires a minimum 20% match for federal funds requested.

Projects eligible for CRP funding are broken into three categories: Electrification, Travel Options, and Low Carbon Infrastructure and System Management.

MPOs, like the Saint Cloud APO, are directly allocated federal CRP funding. This funding can only be spent within the **urbanized** area of the MPO. Areas that fall within the APO's **planning area, but outside of the urbanized area**, are eligible to apply for CRP funding through the Central Minnesota Area Transportation Partnership (ATP-3).

The APO has been using MnDOT scoring criteria for the last two solicitations but can adjust the rubric. Based on the discussions at July's TAC meeting, there were three main questions listed below. After discussing this program with Anna Pierce, the Carbon Reduction Program Coordinator at MnDOT, she has provided the following guidance.

1. Is it allowed to assign different weights for cost-benefit scores under each carbon reduction strategy? For instance, if the TAC wants to prioritize electrification, can projects under this category have a cost-benefit share of 80% and a co-benefits share of 20%, while travel options have a 70% cost-benefit share and a 30% co-benefits share?
 - *I believe this could work fine. Your solicitation guidance will need to be very clear on the scoring criteria and that priority will be given to different categories of projects.*
2. Instead of inputting the total project costs into the Carbon Emission Tool, can the applicant calculate their cost-effectiveness based on the amount of CRP funds they are requesting?
 - *Essentially, no. We specifically have the total cost of the project put into the CET because the CET is measuring the cost-effectiveness of the entire project on reducing emissions, not just the cost-effectiveness of the carbon reduction program funds of that project. The goal is to have projects that overall are reducing surface transportation emissions.*

3. Are there plans to adjust the process for the upcoming solicitation?

- *Yes. We will be sending out a draft updated solicitation guide and template around September 6th to Districts and MPOs for input. This solicitation will align timelines with TA and PROTECT. CRP funds and PROTECT funds will be solicited for FY2026 (if still available), FY2027, FY2028 and optionally FY2029. So, more to come in a few weeks. We are refining the updated solicitation templates and guidance over the next 2.5 weeks.*

Suggested Action: Recommend Policy Board approval on updates to the APO's CRP solicitation process.



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: James Stapfer, Planning Technician
RE: Central Minnesota Area Transportation Partnership (ATP-3) Formula Distribution
DATE: Aug. 19, 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.

Based upon the discussions at the March TAC meeting, APO staff formally asked TAC representatives for guidance on if (and how) they would like APO staff to proceed with this information in April. Per those discussions, TAC representatives recommended updating the existing formula used to calculate funding target distribution to each of the regions in ATP-3. This sentiment was echoed at the Policy Board level in May.

In coordination with several MnDOT staffers (Office of Traffic System Management, State Aid, District 3 State Aid, District 3 Planning), APO staff have spent the past several months determining the best approach to update the ATP-3 target distribution formula. It was determined the best approach to "update" the ATP-3 target distribution formula would be to mirror the way MnDOT Central Office distributes funding targets to each of the ATPs (excluding Metro District/Met Council)– a formula based upon population (50%) and system needs (50%). Most of the data utilized to develop the original formula is no longer applicable to how the ATPs are targeted funding.

The following contains a summary of the current distribution and the proposed updated ATP-Managed Target 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.

Present discussions (May-August 2024)

Following conversations with MnDOT staff, APO staff opted to follow the State’s methodology in determining the targeting of ATP funds. The following table was created using the 2023 CSAH and 2023 MSA Cities funding needs according to the 2023 Data Apportionment reports,

(CSAH: <https://mdl.mndot.gov/items/m5257>, MSA: <https://mdl.mndot.gov/items/m16003>)

as well as the 2020 Census population data (2020: DEC Redistricting Data (PL 94-171)).

Greater MN State Aid Needs for FY2018 to FY 2027					Population Distribution (2010 Census)							
ATP	Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	Gtr Mn Share	ATP	Rural (<5k)	5k to 200k	>200k	Total	Share	% Pop 50% Needs	
1	16.61%	19.52%	16.95%	7.67%	1	208,867	147,108	-	355,975	6.7%	7.2%	
2	12.07%	4.74%	11.22%	5.08%	2	123,910	39,791	-	163,701	3.1%	4.1%	
3	17.02%	23.59%	17.79%	8.05%	3	436,847	208,600	-	645,447	12.2%	10.1%	
4	13.12%	8.70%	12.62%	5.71%	4	157,466	84,687	-	242,153	4.6%	5.1%	
6	15.08%	25.77%	16.32%	7.39%	6	204,946	289,738	-	494,684	9.3%	8.4%	
7	14.25%	10.80%	13.85%	6.27%	7	162,154	122,166	-	284,320	5.4%	5.8%	
8	11.85%	6.81%	11.26%	5.10%	8	148,933	65,258	-	214,191	4.0%	4.0%	
M	0.00%	0.00%	0.00%	54.74%	M	165,416	87,424	2,650,614	2,903,454	54.7%	54.7%	
Total	100.0%	100.0%	100.0%	100.0%	State TOTAL	1,608,539	-	1,044,772	2,650,614	5,303,925	100.0%	100.0%

Data provided by SALT

Updated for FY2028 from State Aid (w/o Chisago, Chisago included in Metro ATP)					Population (2020 Census Data) from OTSM										
Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	ATP	Jan 23 CSAH Needs	Jan 23 MSA Needs	combined	Gtr Mn Share	ATP	Rural (<5k)	5k to 50k	50k to 200k	>200k	Total	Share	% Pop 50% Needs
2,438,589,526	674,670,894	3,113,260,420	1	14.62%	18.07%	15.25%	6.64%	1	202,891	59,481	92,220	-	354,592	6.2%	6.4%
1,831,860,920	171,865,058	2,003,725,978	2	10.98%	4.60%	9.81%	4.28%	2	123,579	31,359	9,059	-	163,997	2.9%	3.0%
2,512,605,044	927,313,120	3,439,918,164	3	15.06%	24.83%	16.85%	7.34%	3	381,017	192,688	117,638	-	691,343	12.1%	9.7%
2,161,273,152	400,385,761	2,561,658,913	4	12.95%	10.72%	12.55%	5.47%	4	153,376	55,075	-	48,471	256,922	4.5%	5.0%
2,549,561,468	937,438,198	3,486,999,666	6	15.28%	25.10%	17.08%	7.44%	6	205,528	185,276	127,048	-	517,852	9.1%	8.3%
3,055,734,918	385,691,903	3,421,426,821	7	18.31%	9.79%	16.76%	7.30%	7	165,258	65,191	60,206	-	290,655	5.1%	6.2%
2,135,380,769	257,065,451	2,392,446,220	8	12.80%	6.88%	11.72%	5.11%	8	135,980	75,428	-	-	211,408	3.7%	4.4%
0	0	0	M	0.00%	0.00%	0.00%	56.42%	M	277,500	27,359	-	2,914,866	3,219,725	56.4%	56.4%
16,685,005,797	3,734,430,385	20,419,436,182	Total	100.0%	100.0%	100.0%	100.0%	State TOTAL	1,645,129	691,857	406,171	2,963,337	5,706,494	100.0%	100.0%

from SALT using January 2023 Needs Source File: 2021ATP Populations.xlsx

Once APO staff were able to track down what data sets were used, staffers began breaking down the ATP-3 data (population, County-State Aid Highway needs, and Municipal State Aid needs) on a county level. It should be noted that population and CSAH needs numbers broken down at the county level were an exact match to the data the state provided. However, there was a discrepancy with the MSA numbers. Upon further review, this discrepancy was noted throughout all ATPs. APO staff did reach out to both State Aid (MnDOT Central Office) and MnDOT District 3 staff for guidance. However, all three agencies reached the same totals for ATP-3 MSA numbers – which differed from the MSA numbers reported in the screenshot above. That said, APO staff is confident with the following analysis.

The first table below indicates the current ATP-3 funding target by region, followed by the **proposed** update based upon a 50/50 split between population and system needs. Note, because the data is broken down at a county level, Region 7W and the APO have been combined. At this time, we are not recommending changing the 7W/APO funding ratio split (61.65% of Region 7W/APO combined target goes to Region 7W, the remaining 38.35% goes to Saint Cloud APO).

Region	Current Sub Targets	Proposed Federal Funding Sub Targets	Change in Federal Funding Sub Target Percentages
Region 5	32.65%	28.20%	-4.45%
Region 7E	13.82%	12.87%	-0.95%
Region 7W/ Saint Cloud APO	53.53%	58.93%	+5.40%
Total	100%	100%	0%

The second table shows the FY 2028 funding target for ATP-3 split out based on the current formula distribution and the **proposed** formula distribution.

Region	Current Formula Target (in millions)	Proposed Federal Funding Sub Targets	Change in Federal Funding Sub Target (in millions)
Region 5	\$3.82	\$3.30	-\$0.52
Region 7E	\$1.62	\$1.51	-\$0.11
Region 7W/ Saint Cloud APO	\$6.26	\$6.89	+\$0.63
Total	\$11.70	\$11.70	\$0

The final table shows the FY 2028 funding target for ATP-3 **WITH** the 7W/APO split based on the current formula distribution and the proposed formula distribution.

Region	Current Formula Target (in millions)	Proposed Federal Funding Sub Targets	Change in Federal Funding Sub Target (in millions)
Region 5	\$3.82	\$3.30	-\$0.52
Region 7E	\$1.62	\$1.51	-\$0.11
Region 7W	\$3.86	\$4.25	+\$0.39
Saint Cloud APO	\$2.40	\$2.64	+\$0.24
Total	\$11.70	\$11.70	\$0

IF the TAC recommends Policy Board support of this proposed formula, the following will need to be addressed:

- Policy Board action will need to be taken on a “formal” request to the ATP.
- Coordination between the APO and the Region 7W Transportation Policy Board will need to occur. MnDOT District 3 Planning Director Steve Voss stated he is willing to have this presented at a future Region 7W TPB meeting.
- Lack of votes at the ATP to alter the formula. If MnDOT’s two voting reps abstain, the vote count would be 7-8 split (7 voting members possible support from 7W/APO and 8 voting members possible opposition from Region 5 and Region 7E). This would need to be addressed at the Policy Board level.

Suggested Action: Recommend Policy Board support for the proposed ATP-3 funding target distribution formula.

Region	2023 CSAH Funding Needs	2023 MSAS Funding Needs	CSAH&MSAS Distribution Percentage within AIP	Population		Population Distribution Percentage within AIP
Region 5						
Cass County	\$260,101,011			30,066		
Crow Wing County	\$210,553,608			66,123		
Morrison County	\$184,913,790			34,010		
Todd County	\$173,757,862			25,262		
Wadena County	\$123,276,237			14,065		
Baxter		\$46,182,454				
Brainerd		\$54,010,836				
Little Falls		\$41,477,511				
Total	\$952,602,508	\$141,670,801		169,526	0	
	\$1,094,273,309		31.89%	169,526		24.52%
				50% needs 50% population	28.20%	
				Funds	\$ 3,299,928.53	
Region 7E						
Isanti County	\$135,912,863			41,135		
Kanabec County	\$120,320,624			16,032		
Mille Lacs County	\$141,329,555			26,459		
Cambridge		\$43,899,086				
Princeton		\$12,844,898				
Isanti		\$13,597,371				
Total	\$397,563,042	\$70,341,355		83,626	0	
	\$467,904,397		13.64%	83,626		12.10%
				50% needs 50% population	12.87%	
				Funds	\$ 1,505,274.01	
Region 7W&APO						
Benton County	\$131,351,829			41,379		
Sherburne County	\$198,367,974			97,183		
Stearns County	\$431,607,294			158,292		
Wright County	\$401,112,397			141,337		
Albertville		\$17,771,312				
Big Lake		\$23,375,031				
Buffalo		\$51,362,596				
Delano		\$13,623,972				
Elk River		\$98,975,311				
Monticello		\$38,034,454				
Otsego		\$59,697,352				
Sartell		\$51,992,964				
Sauk Rapids		\$41,817,883				
St. Cloud		\$202,430,842				
St. Joseph		\$18,518,023				
St. Michael		\$55,165,974				
Waite Park		\$21,902,656				
Zimmerman		\$12,353,185				
Total	\$1,162,439,494	\$707,021,555		438,191	0	
	\$1,869,461,049		54.48%	438,191		63.38%
				50% needs 50% population	58.93%	
				Funds	\$ 6,894,797.46	
AIP-3 Totals	\$2,512,605,044	\$919,033,711	100%	691,343	0	100.00%
Combined CSAH& MSAS and Population	\$3,431,638,755			691,343		



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 Planner
RE: FY 2025-2028 Transportation Improvement Program Amendment Schedule
DATE: Aug. 20, 2024

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

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

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

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

STIP (and TIP) Total Project Estimate Cost	FHWA STIP (and TIP) Amendment Required If Increase/Decrease More Than:
<\$1,000,000	No STIP/TIP Amendment is required when the STIP/TIP total project estimate cost is less than \$1 million AND the proposed total estimate cost remains less than \$1 million.
\$1,000,001 to \$3,000,000	50%
\$3,000,001 to \$10,000,000	35%
\$10,000,001 to \$50,000,000	20%
\$50,000,001 to \$100,000,000	15%

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

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

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

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

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

Attachment I2 outlines the proposed schedule.

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

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

The current draft of the APO's FY 2025-2028 TIP Amendment Schedule coincides with tentatively scheduled APO TAC and board meetings for 2025.

Suggested Action: Approval.



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

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FY 2025-2028 Transportation Improvement Program Amendment Schedule

Amendment Deadline	30-Day Public Comment	TAC Review	Policy Board Approval	Submission to MnDOT	Submittal to FHWA/FTA
Dec. 16, 2024 *first changes to the 2024-2027 TIP	Dec. 18, 2024 – Jan. 17, 2025	Jan. 30, 2025 OR Feb. 6, 2025	Feb. 13, 2025	Feb. 14, 2025	Feb. 21, 2025
Jan. 13, 2024	Jan. 15 - Feb. 14	Feb. 27, 2025	March 13, 2025	March 14, 2025	March 21, 2025
Feb. 10, 2024	Feb. 12- March 14	March 27, 2025	April 10, 2025	April 11, 2025	April 18, 2025
March 10, 2024	March 12- April 11	April 24, 2025	May 8, 2025	May 9, 2025	May 16, 2025
April 14, 2024	April 16- May 16	May 29, 2025	June 12, 2025	June 13, 2025	June 16, 2025

Tentative APO Meeting Schedule for 2025

Month	TAC	Policy Board
January	Jan. 30, 2025	Jan. 9, 2025
February	Feb. 6, 2025 (SPECIAL MEETING) Feb. 27, 2025	Feb. 13, 2024
March	March 27, 2025	March 13, 2025
April	April 24, 2025	April 10, 2025
May	May 29, 2025	May 8, 2025
June	June 26, 2025	June 12, 2025
July	July 31, 2025	July 10, 2025
August	Aug. 28, 2025	Aug. 14, 2025
September	Sept. 25, 2025	Sept. 11, 2025
October	Oct. 30, 2025	Oct. 9, 2025
November	Nov. 27, 2025 (THANKSGIVING DAY)	Nov. 13, 2025
December	Dec. 25, 2025 (CHRISTMAS DAY)	Dec. 11, 2025

**Of note, APO staff is proposing to work with TAC representatives to confirm if either a January regular meeting or a February special meeting will be called due to previous conflicts with conferences. APO's TAC typically does not meet in November and December.*



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 Planner
RE: FY 2026-2029 Transportation Improvement Program Development Schedule
DATE: Aug. 20, 2024

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

To assist agencies and jurisdictions within the APO's MPA in the process of developing the fiscal year (FY) 2026-2029 TIP, APO staff have developed a draft of the TIP Development Schedule for the FY 2026-2029 cycle.

This schedule is based upon the Minnesota Department of Transportation (MnDOT) District 3 Area Transportation Improvement Program (ATIP) Development Schedule developed by MnDOT District 3 staff. The ATIP Development Schedule was developed to coincide with the development of the State Transportation Improvement Program (STIP).

The ATIP Development Schedule was approved by the Central Minnesota Area Transportation Partnership (ATP) at its April 4 meeting.

Suggested Action: Approval.



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Transportation Improvement Program Schedule 2024-2025

For the Development of the 2026-2029 TIP

DATE	ACTION
September 2024	MnDOT Office of Traffic Engineering (OTE) conducts statewide solicitation for federal Highway Safety Improvement Program (HSIP) safety candidate projects.
October 2024	APO begins solicitation for locally sponsored Surface Transportation Block Grant Program (STBGP) and Carbon Reduction Program (CRP) projects.
October 2024 – January 2025	MnDOT District 3 State Aid Engineer begins solicitation for Local Partnership Program (LPP) projects.
Oct. 1, 2024	Transportation Alternatives (TA) solicitation opens with Letter of Intent process.
Oct. 3, 2024	MnDOT District 3 establishes the Area Transportation Improvement Program (ATIP) development process/guidelines at the Central Minnesota Area Transportation Partnership (ATP-3) meeting.
Oct. 3, 2024	MANDATORY TA, Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) workshop to be held in Baxter.
Oct. 8, 2024	MANDATORY TA, Carbon Reduction Program, and Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT) workshop to be held in Saint Cloud.
Oct. 21, 2024	DEADLINE for HSIP* applications for projects within the Saint Cloud APO's planning area
Oct. 31, 2024	APO TAC reviews and recommends HSIP projects for Policy Board approval. A preliminary ranking of reactive HSIP projects will be developed and recommended for Policy Board approval.
November 2024	MnDOT's Office of Transit and Active Transportation (OTAT) develops preliminary list of transit capital projects.
Nov. 1, 2024	DEADLINE for TA Letter of Intent submittals.
Nov. 14, 2024	APO Policy Board will sign off on HSIP applications submitted within the APO's planning area. This information will then be forwarded on to

DATE	ACTION
	MnDOT OTE on behalf of the MPO.
Nov. 22, 2024	Commence full application phase for TA solicitation.
Nov. 27, 2024	DEADLINE for HSIP project application submittals to MnDOT OTE. All applications within the APO's planning area MUST include a letter of support from the APO's Policy Board.
Jan. 10, 2025**	DEADLINE for STBGP, APO-Managed CRP, ATP-3 Managed CRP, TA, and PROTECT project application submittals
Jan. 15 – 24, 2025	Active Transportation Advisory Committee meets to recommend TA projects prioritization for TAC.
Jan. 23, 2025	Preliminary review of project application submittals by Central Minnesota Area Transportation Partnership.
Jan. 31, 2025	MnDOT OTAT finalizes list of transit capital projects.
Jan. 30, 2025, OR Feb. 6, 2025	APO TAC reviews, ranks, and develops a list of regional transportation priorities based off locally sponsored STBGP, TA, and CRP projects submitted to be recommended for Policy Board approval.
Feb. 13, 2025	APO Policy Board will approve draft APO prioritized project list for the locally sponsored STBGP, TA, and CRP projects to be incorporated by the Central Minnesota ATP.
Feb. 18 – Feb. 21, 2025	Solicitation begins for financials/fiscal plans and Annual Listing of Obligated Projects for APO agencies and jurisdictions.
March 2025	MnDOT District 3 completes draft four-year construction program.
March 3, 2025	APO staff begin coordination with Metro Bus on 2029 transit project development
March 5, 2025	ATP's TA Committee evaluates, scores, and ranks TA projects at a meeting in Saint Cloud.
March 12, 2025	Area Transportation Improvement Program (ATIP) Development Committee meets in Baxter to merge regional priorities and develop the draft ATIP.
March 21, 2025	DEADLINE for financial/fiscal constraint/ALOP information for APO agencies and jurisdictions.
April 1, 2025	APO staff will submit a draft TIP project list to MnDOT District 3 to be included in the draft ATIP. Inform OTAT and MPO coordinator as well.
April 3, 2025	Central Minnesota ATP reviews, modifies, and approves the draft ATIP at a meeting in Baxter.
April 15, 2025	MnDOT District 3 submits the ATP's approved draft ATIP to MnDOT Office of Transportation System Management (OTSM).

DATE	ACTION
May 2025	OTSM develops the draft State Transportation Improvement Program (STIP).
May-June 2025	Public review and comment of the draft STIP.
May 2, 2025	APO submits draft TIP to MnDOT, Federal Highway Administration, and Federal Transit Administration for comment and review.
May 29, 2025	APO staff presents draft TIP to TAC for recommended approval to begin 30-day public comment period.
June 12, 2025	APO staff presents draft TIP to Policy Board for approval to begin 30-day public comment period.
June 19, 2025 (Date to be finalized)	Central Minnesota ATP reviews and comments on the draft STIP.
July 2025	MnDOT District 3 submits comments regarding draft STIP to OTSM.
July 16, 2025	APO staff submit draft TIP to 30-day public comment period.
August-September 2025	MnDOT approves draft STIP and submits to FHWA/FTA.
Aug. 28, 2025	APO TAC reviews final draft of the TIP.
Sept. 11, 2025	APO Policy Board approves final draft of the TIP.
Sept. 12, 2025	APO submits TIP documents to MnDOT for inclusion into the ATIP and STIP.
September-October 2025	FHWA/FTA make findings and accepts for funding.
November-December 2025	FHWA/FTA approve the STIP

All HSIP applications for projects occurring within the APO's planning area are due to the APO (c/o Vicki Johnson) by no later than **NOON on Monday, Oct. 21.*

*** All STBGP and APO-Managed CRP applications are due to the APO (c/o Vicki Johnson) by no later than **3 p.m. on Friday, Jan. 10, 2025.** Late applications will not be accepted. All ATP-3 Managed CRP and PROTECT applications as well as TA applications are due to Jeff Lenz at MnDOT District 3.*

This schedule is developed from the 2024-2025 TIP development schedule and the Central Minnesota ATP 2026-2029 STIP development timeline. Dates and deadlines are subject to change. APO staff will do its best to notify all agencies and jurisdictions of changes and will send out an updated schedule as soon as changes have been verified by MnDOT.

Please contact Vicki Johnson at 320-252-7568 ext. 203 or ikeogu@stcloudapo.org if you have any questions, comments, or concerns on this schedule once adopted.