

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, SEPT. 26, 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 Aug. 29, 2024, TAC meeting (Attachment A)
 - b. Receive staff report of Sept. 12, 2024, Policy Board meeting (Attachment B)
4. Consideration of the final draft Looking Ahead 2050 Metropolitan Transportation Plan (Attachment C), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
5. Consideration of PM1: Transportation Safety; PM2: Infrastructure; and PM3: System Performance federal performance targets (Attachments D1-D6), *James Stapfer, Transportation Planning Technician*
 - a. **Suggested Action: Recommend Policy Board approval.**
6. Consideration of the Saint Cloud APO-Managed Carbon Reduction Program (CRP) regional priorities and solicitation guidance (Attachments E1-E2), *Alex McKenzie, Associate Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
7. Consideration of 2025 Technical Advisory Committee meeting schedule (Attachment F), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Approval.**
8. Other Business & Announcements
9. Adjournment

English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, Executive Order 12898, Executive Order 13116 and related statutes and regulations. The APO is accessible to all persons of all abilities. A person who requires a modification or accommodation, auxiliary aids, translation services, interpreter services, etc., in order to participate in a public meeting, including receiving this agenda and/or attachments in an alternative format, or language please contact the APO at 320-252-7568 or at admin@stcloudapo.org at least seven (7) days in advance of the meeting.

Somali

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

Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, August 29 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10a.m. Thursday, Aug. 29, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Matt Glaesman	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jodi Teich	Stearns County
Chris Byrd	Benton County
Jon Noerenberg	City of Waite Park
Todd Schultz	City of Sauk Rapids
Nate Keller	City of Saint Joseph [Alternate for Randy Sabart]
Kari Haakonson	City of Sartell
Steve Voss	MnDOT District 3

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician
Trina Ness	APO, Administrative Specialist
Angie Stenson	Bolton & Menk
Robin Cauffman	Bolton & Menk
Ian Jacobson	Bolton & Menk
Dylan Edwards	Bolton & Menk

Online Attendees:

Bryan McCoy	MnDOT [Alternate for Erika Shepard]
Jeff Lenz	MnDOT District 3
Anna Pierce	MnDOT CRP Coordinator
William Lohr	FHWA
Phil Forst	FHWA
Dena Ryan	FHWA
Andrew Babb	Bolton & Menk
Kevin Kroll	Toole Design
Matt Pacyna	TC^2
David Roedel	Sherburne County

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the July 25, 2024, TAC meeting.
- b. Receive staff report of the August 12, 2024, Central Minnesota Area Transportation Partnership (ATP-3) Meeting.
- c. Receive staff report of August 8, 2024, Policy Board meeting.

Ms. Teich requested two changes be made to the July 25 minutes. The first change was to clarify to the motion regarding the Regional Transportation Priorities List in which she stated support of the motion with the caveat that supporting the local priority projects in the Congressional Briefing Booklet would not commit APO jurisdictions/agencies to participate in the local share/match required if projects identified in the briefing booklet received federal funding. The second change Ms. Teich listed was to change what was listed under Other Business and Announcements regarding the County Engineers Conference date. She clarified the conference is the week of Martin Luther King, Jr. Day.

Ms. Teich made a motion to approve the Consent Agenda items with the requested changes to the minutes. Mr. Keller seconded the motion. Motion carried.

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

Ms. Stenson and Mr. Babb highlighted today's topics, which were to review segments for further analysis; review and obtain feedback to confirm test future functional class for the travel demand model (TDM) run; review analysis and evaluation framework; and the schedule.

Ms. Stenson reviewed the test functional classification process and the previously identified segments which included the existing network, proposed alignments within the 2050 Metropolitan Transportation Plan (MTP), and the added roadways from local plans.

Mr. Babb outlined the parameters to be used during the test model run on the future functional classification network. This included using the screening method previously used to assess the existing network on the new additions in order to assign potential functional classification for these new roadways. Mr. Babb called attention to specific corridors that Bolton & Menk staff were requesting to deviate from the screening factors to reclassify roadways ahead of the test model run. This was recommended to ensure network consistency.

TAC representatives posed a number of questions and concerns about the proposed future functional classification network and asked for additional time to review segments and provide comments prior to the test model run.

Mr. Babb stated the test model results will be analyzed, and segments will be flagged for further analysis if they:

- Fall outside the parallel spacing guidance.
- Fall outside the AADT recommendations for their future functional classification.
- Operate poorly during the test model run.
- Are located within the 2050 projected growth area.
- Impact several environmental factors such as steep slope areas, wetlands, DNR managed areas, etc.

Ms. Stenson reviewed the schedule and requested TAC representatives provide any segment-specific feedback by Sept. 6 to ensure a model run can be completed and analyzed by the Sept. 26 TAC meeting.

SAFE STREETS AND ROADS FOR ALL (SS4A)

Ms. Stenson reviewed today's topics, which are the Engagement Update, Safety Plan and Policy Matrix, Equity Review Approach, Overview of Descriptive Safety Analysis, and Schedule Update.

Mr. Edwards discussed the Public Engagement Pop-Up Events in Waite Park, St. Cloud, Sartell, Sauk Rapids, and St. Joseph, as well as survey results as of Aug. 19, 2024. Mr. Edwards discussed what they've learned so far through the public engagement process which concludes on Sept. 1, 2024.

The top three objectives the public would like to see are:

- A Reduction in distracted driving.
- Safety improvements for people crossing the street.
- Increasing physical separation between people driving and people walking, rolling, or biking.

TAC representatives asked if the consultants had reached out to the local school districts given the school year was about to start. The Bolton & Menk team agreed to extend the public engagement period through Sept. 8 to allow for additional comments.

Mr. Pacyna reviewed the safety plan and policy discussion, showing existing plan elements as well as goals. Mr. Pacyna continued by presenting the following questions to the TAC members:

- Should any custom/localized "Performance Metrics" be considered?
 - Examples: Crash types, ped / bike, alcohol / drug, motorcyclist, animal.
- What categories should the APO define in its equity priority areas?
 - Baseline Categories: Age, income, race, disability status, access to a vehicle
 - Alternative Categories: School route/proximity, type of roadway or characteristic (e.g., 4-lane undivided, high-speed), land use, environmental conditions

How should the APO prioritize the equity areas?

- Option 1: High Injury Network (HIN) within any equity area or category (equally weighted)?
- Option 2: Develop a tiered HIN equity area based on 2+ or more categories?
- Option 3: Prioritize based on the number of equity area categories or a

specific equity category / ranking or performance metric?

Mr. Pacyna asked for TAC representative feedback on the proposed questions by Sept. 6.

Mr. Kroll gave an overview of the Descriptive Safety Analysis (DSA), reviewing maps and crash data. Upcoming Crash Data Analysis will consist of:

- DSA Process
 - Weather and Road Conditions
 - Travel Mode
 - Time of Day and Roadway Lighting
 - Behavioral Factors
 - Roadway Characteristics
 - Manner of Collision
 - Demographics
- High Injury Network (HIN)
- Safety Countermeasures and Solutions

Ms. Stenson reviewed the updated schedule and next steps which are to:

- Continue technical analysis on equity analysis and existing safety conditions
- Wrap up Phase 1 Public Engagement
- September TAC Meeting
 - Phase 1 Engagement Summary
 - Equity Review and Analysis
 - Existing Safety analysis with a presentation on Descriptive Safety Analysis, High Injury Network, and StreetLight Analysis introduction.

URBAN BELTLINE FUTURE DEVELOPMENT PROCESS

Mr. Gibson explained the Policy Board requested recommendations from the TAC regarding which steps in the planning and implementation process should be regionalized, and how those steps should be funded. This does not impact the 33rd Street S/Mississippi River crossing corridor environmental process. The Board's goal is to have an agreement that lives on even if board members change granting stability, predictability, and the certainty of the beltline development continuing.

Mr. Gibson presented FHWA's responses to the questions asked during the June 2024 TAC meeting:

- What are FHWA rules regarding Congressionally Directed Spending funds?
- Does FHWA still have the policy that if you're pursuing funds for one step in the project development process, they must have funding for the next step in the process?
- 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?
- How does FHWA define the "Environmental Review" step in the project development process? Where does it begin? Where does it end?
- If we regionalize the "Environmental Review" process, but the constructing jurisdiction fails to move forward with the project, will all jurisdictions be "on the hook" to repay the cost of the "Environmental Review?"

Mr. Forst with FHWA was online to provide additional clarification to the responses to the above questions as well as take questions from TAC representatives.

Mr. Gibson asked TAC representatives to recommend to the Policy Board where the line should be drawn when it comes to regionalizing the cost participation in the beltline corridor. Additionally, he had asked TAC representatives to consider how that cost share should be handled for those regionalized components.

Ms. Teich motioned the cost of the planning phase of any beltline project should be cost-shared among the jurisdictions according to the normal APO cost distribution formula. In addition, the local-match costs should be shared among the jurisdictions with the road authority paying 50% of the local match, and the other 50% being distributed among the jurisdictions according to the normal APO cost distribution formula with the line being drawn after scoping. Mr. Byrd seconded the motion.

A discussion surrounding the motion took place regarding the “Tier 1 EIS” and “scoping” and how those two relate to one another in order to refine the motion further.

Ms. Teich amended the motion to state that the cost of the planning phase of any beltline project should be cost-shared among the jurisdictions according to the normal APO cost distribution formula. For the next stage of project development, in the event federal funding (or any other outside funding) is received to complete a Tier 1 EIS, local match costs will be shared among member jurisdictions with 50% of the local share being covered by the road authority and the remaining 50% of the local match being distributed among all member jurisdictions according to the normal APO cost distribution formula. Anything after a Tier 1 EIS will be the sole responsibility of the implementing road authority jurisdiction. Mr. Byrd seconded the motion.

Ms. Johnson conducted a roll-call vote.

*Those in favor of the motion: **Kedrowski, Haakonson, Keller, Norenberg, Byrd, Schultz, and Teich.***

*Those opposed to the motion: **Borgerding and Glaseman.***

*Those who abstained: **Voss.***

Motion carried.

CONSIDERATION OF THE FINAL 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DRAFT

Ms. Johnson gave an update of the 2025-2028 TIP stating that the public comment period ran from July 17 to Aug. 16, 2024. There was also an in-person open house which one person attended, and a Facebook Live open house with no responses.

Public outreach included 12 online surveys with 52 responses, WJON story, emails to interested persons/stakeholder list, Facebook/Instagram posts, The Oxcart newsletter article, and legal notice in the St. Cloud Times. The final changes to the draft included incorporating the public comments and staff disposition into Chapter 5 of the TIP as well as Appendix C of the document.

Ms. Johnson is in the process of finalizing the individual comment packets and she will send them to the TAC representatives as well as the Policy Board.

Ms. Haakonson motioned to recommend Policy Board approval of the 2025-2028 Transportation Improvement Program (TIP) draft as presented. Mr. Byrd seconded the motion. Motion carried.

CARBON REDUCTION PROGRAM (CRP) REGIONAL PRIORITIES DISCUSSION

Mr. McKenzie updated TAC representatives on the answers received to the Carbon Reduction Program (CRP) questions raised at the July 25 TAC meeting. Ms. Pierce was also online to help further clarify those responses.

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?

Ms. Teich clarified that she was asking if we want to prioritize electrification. So other projects, like trails or sidewalks, because we don't want to eliminate them. If we could reduce their score to 70% of their total score. Not give a higher weight or a lower weight to the cost-share. Because the cost-share is going to win the money regardless. Ms. Teich was wondering if we could just say, let's hypothetically say the scores are out of 100, and two scores got 90, well the bike trail or the sidewalk connection would be 80% or 80-90% of their overall score. We're not eliminating project types. So regardless of what we're going to do with the cost-share, the cost-share is going to win.

Ms. Pierce stated that the score would already be adjusted. If you have a policy stating that in the event of a tie, the prioritization is going to electrification. That would be fine.

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?

Ms. Johnson stated that based off of the ATP development committee's meeting with Ms. Pierce last week, she reiterated that this program is to focus on carbon reduction. So altering the project cost to the requested amount versus the actual project cost would be disingenuous.

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

Ms. Pierce stated that they are looking at adjusting the scoring options.

Mr. McKenzie then reviewed the Scoring Rubric Options – Cost-Effectiveness.

However, based upon further discussions, TAC representatives requested to table this action and asked that APO staff return in September with a list of options for TAC representatives to take into consideration regarding CRP.

CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP (ATP-3) MANAGED PROGRAM FORMULA DISTRIBUTION FORMULA

Mr. Stapfer presented information on how the state of Minnesota distributes the Surface Transportation Block Grant Program (STBGP) funding targets to each of the ATPs based on the 2020 Census population (50%) and 2023 system needs for the County-State Aid Highways (CSAHs) and Municipal State Aid Streets (MSASs) (50%). This distribution applies to all ATPs with the exception of the Met Council area which receives STBGP funding targets solely based on population.

Mr. Stapfer proceeded with leading a discussion as to whether APO staff should seek to inquire about a distribution target formula change. APO staff proceeded to provide comparisons between the three regions (Region 5, Region 7E, and Region 7W/Saint Cloud APO) to review the changes in population growth and state aid system needs. If ATP-3's target distribution formula were to match the way the state distributes funds to the ATPs, this would result in the following:

- Region 5's new target would be 28.20%, down from the current 32.65%.
- Region 7E's new target would be 12.87%, down from the current 13.82%.
- Region 7W/Saint Cloud APO's new target would be 58.93%, up from the current 53.53%.

Ms. Teich motioned to recommend Policy Board approval to proceed with inquiry to ATP-3 regarding funding formulas. Mr. Norenberg seconded the motion. Motion carried. Mr. Voss abstained.

CONSIDERATION OF THE FINAL 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT SCHEDULE

Ms. Johnson presented the proposed 2025-2028 Transportation Improvement Program Amendment Schedule.

Ms. Teich motioned to approve the 2025-2028 Transportation Improvement Program (TIP) Amendment Schedule. Mr. Noerenberg seconded the motion. Motion carried.

CONSIDERATION OF THE FINAL 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT SCHEDULE

Ms. Johnson presented the final 2026-2029 Transportation Improvement Program Development Schedule.

Mr. Noerenberg motioned to approve the 2026-2029 Transportation Improvement Program (TIP) Development Schedule. Mr. Voss seconded the motion. Motion carried.

Ms. Johnson will confirm/update dates and send them out via email.

OTHER BUSINESS AND ANNOUNCEMENTS

None.

ADJOURNMENT

The meeting was adjourned at 1 p.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: September 16, 2024

A Policy Board meeting was held on Thursday, September 12, 2024. The Board took the following actions:

1. The Board approved the 2025-2028 Transportation Improvement Program (TIP), as recommended by the TAC.
2. The Board provided guidance to APO staff about furthering a discussion with the Area Transportation Partnership regarding how funding targets are set.
3. The Board tabled a discussion about cost sharing for future beltline projects because not all jurisdictions could be represented at the meeting.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Final Draft Looking Ahead 2050 Metropolitan Transportation Plan
DATE: Sept. 10, 2024

By Federal regulation, the Metropolitan Transportation Plan (MTP) must be updated at least every five years. The last MTP was approved on Oct. 30, 2019. APO staff are finalizing the development of the 2050 MTP – Looking Ahead 2050.

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

After the June 27, TAC meeting, APO staff brought the draft chapters of the Looking Ahead 2050 MTP to the Policy Board for their consideration to release the document out for public comment by no later than Aug. 7, 2024. The APO’s Policy Board approved the release of the draft document at the July 11 meeting.

Between Policy Board approval to release the draft and the ultimate release of the draft for the 30-day public comment period, APO staff had received comments Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and various offices within the Minnesota Department of Transportation (MnDOT) on the draft plan. These comments instructed APO staff to add additional components to the Looking Ahead 2050 MTP including additional information on Metro Bus (including updating the financial analysis and incorporating projected operation expenses over the duration of this planning horizon), a comprehensive comparison of the performance measures (PMs) for transportation safety, infrastructure, and system performance that were documented in the 2045 MTP and were listed in the 2050 MTP, and other minor details (typos).

On Aug. 8, 2024, APO staff released the document for public comment. APO staff completed the following regarding public engagement:

- Updated the APO’s website.
- Distributed notification via direct email and The Oxcart.
- Social media (Facebook, Instagram, Nextdoor, TikTok, YouTube).
- Flyer distribution.
- Press releases, including a legal notice and radio interview.
- Contracting with the Center for African Immigrants and Refugees Organization (CAIRO).

Public input was solicited online via a StoryMap and ArcGIS Survey123 as well as nine jurisdictional/agency surveys related to the capacity expansion/system preservation projects identified in the MTP.

APO staff also presented the draft MTP at five events/meetings; held four pop-ups; conducted two youth-directed focus groups; and hosted two virtual public discussion

forums.

All comments received on the draft plan can be found in Appendix R along with the APO staff disposition of those comments. Project specific comments can also be found under the appropriate jurisdiction's section in Chapter 7: Transportation Infrastructure Investment.

Toward the end of the public comment period, MnDOT's Office of Sustainability and Public Health had requested some additional changes to the draft. Those changes focused on updating language surrounding Minnesota's most recent greenhouse gas emissions legislation. Those changes were incorporated into the respective chapters.

As of 5 p.m. on Saturday, Sept. 7, 2024, APO staff concluded public engagement on the draft

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

- [Document Formalities](https://tinyurl.com/4csk5b9c): (https://tinyurl.com/4csk5b9c)
 - This section includes the cover, disclaimer, Title VI and Title II assurances, a copy of the APO's approval resolution, and a comprehensive glossary and acronyms list.
- [Executive Summary](https://tinyurl.com/4yjknvxb): (https://tinyurl.com/4yjknvxb)
 - This section summarizes the Looking Ahead 2050 document and provides a brief discussion of each chapter included in the plan.
- Chapter 1: [Introduction](https://tinyurl.com/22nbdxdu) (https://tinyurl.com/22nbdxdu).
 - This chapter provides a brief overview of the federal requirements of a Metropolitan Transportation Plan as well as detailing the role of a Metropolitan Planning Organization (MPO). This chapter also provides an overview of local, regional, and state planning efforts and the APO's commitment to public engagement and transportation equity.
- Chapter 2: [Existing Conditions](https://tinyurl.com/2xj48wky) (https://tinyurl.com/2xj48wky).
 - This chapter provides a comprehensive overview of the region based on a "snapshot in time" (2020). This chapter contains a summary of who lives here (demographics), where are people traveling (commuting and other various trips), when are people traveling (peak travel times), and what are they using to travel (a look at the surface transportation network – roads, bridges, transit, active transportation, freight – as well as Northstar, Amtrak, Uber/Lyft, Jefferson Lines). Sprinkled throughout this section is a discussion on performance-based planning and programming (i.e., our performance measures and targets). This chapter concludes with a conversation on the local economy and the role surface transportation plays.
- Chapter 3: [Environmental Conditions](https://tinyurl.com/3murf75a) (https://tinyurl.com/3murf75a).
 - This chapter provides an overview of the existing conditions of our natural and physical environment. Within this chapter, there is information regarding air quality, water quality, wildlife and habitat, locally environmentally sensitive areas (for Saint Cloud and Sauk Rapids), soil, and cultural and historic properties. This chapter also addresses climate change and the need for resiliency planning. Comments from local environmental planners about the relationship between transportation and the environment are also presented here. Overall, this chapter really focuses on the impacts transportation has on the environment and vice versa.
- Chapter 4: [2050 Regional Vision](https://tinyurl.com/ufurj38t) (https://tinyurl.com/ufurj38t).
 - This section provides an overview of the federal and state transportation goals – of which the APO's planning efforts need to align. This chapter provides a brief overview of the APO's visioning process, the visioning

themes developed through our extensive public engagement process, as well as the objectives/strategies/performance measures to be used to help our region achieve our vision.

- The six visioning themes include:
 - **System and Environmental Stewardship:** Protecting and preserving our existing infrastructure and environmental assets.
 - **Multimodal Connections:** Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.
 - **Congestion Management:** Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.
 - **Interregional Connections:** Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
 - **Technological Advancements:** Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region's existing transportation network.
- Chapter 5: [Travel Demand Modeling](https://tinyurl.com/3wx7krax) (https://tinyurl.com/3wx7krax).
 - This chapter provides an overview of the APO's TDM – the software used to simulate current travel conditions and forecast future scenarios. Included in this section is a simplified review of the model calibration process as well as the data inputted into the model to reflect travel patterns in 2020/2021 (our base year). From there, the chapter moves on to discuss the development of the 2050 No-Build model which factors for future growth/development with no capacity expansion of the current transportation network. Model results from this No-Build scenario are included in this section.
- Chapter 6: [Transportation Funding](https://tinyurl.com/35bdxxfj) (https://tinyurl.com/35bdxxfj).
 - Future revenue forecasting was vetted on an individual jurisdictional/agency level prior to the development of the list of 2050 MTP projects. This section reviews the various types of funding sources available for transportation infrastructure improvements. This chapter contains the methodology APO staff utilized for forecasting transportation revenues (which was approved by jurisdictional/agency staffers). Concluding this section is a review of revenue forecasts by agency/jurisdiction.
- Chapter 7: [Transportation Infrastructure Investments](https://tinyurl.com/4a9a3jrd) (https://tinyurl.com/4a9a3jrd).
 - This section outlines the methodology used to develop the MTP project list as well as the process in which MTP projects were fiscally constrained. Chapter 7 reviews each jurisdiction/agencies capacity expansion and system preservation project that have been incorporated into the MTP. Environmental comments on specific projects are also listed by jurisdiction. This chapter concludes with a conversation about the 2050 Build Model results with a comparison to the 2020 Base Year and 2050 No-Build Model.
- Chapter 8: [Urban Beltline Corridor](https://tinyurl.com/mryhftfe) (https://tinyurl.com/mryhftfe).
 - This specific section is a deep dive into the urban beltline corridor. Chapter 8 provides background information regarding the beltline, the planning efforts that have been completed to date for the beltline as well as the anticipated construction costs for the uncompleted sections of the beltline (in 2023

dollars). This section includes a model scenario (2050 Build + Beltline) and a discussion of the impacts the completed beltline will have to the region. A closer look at the role/impact of the Mississippi River Bridge crossing is also included.

- Chapter 9: [Transportation & Technology](https://tinyurl.com/y54cffxc) (https://tinyurl.com/y54cffxc).
 - This section details some of the anticipated technological advances occurring within the transportation sector. This includes a discussion on electric vehicles (EVs); e-bikes; and connected and automated vehicles. Chapter 9 provides a reviews the progress of each of these technologies is in terms of development and implementation/adoption across the country/state/region.
- Chapter 10: [Implementation](https://tinyurl.com/3c62k6u6) (https://tinyurl.com/3c62k6u6).
 - This section includes recommendations for various planning studies/initiatives to be undertaken by the APO in order to assist the region in meeting its desired vision.
- [Completed Appendices](https://tinyurl.com/282vnpuu) (https://tinyurl.com/282vnpuu).
 - Appendices A-R are data heavy. Included in this section is Census data (for the demographic section), ridership data (Metro Bus, Northstar, Amtrak, Saint Cloud Regional Airport), technical memos for the TDM, revenue projections by jurisdiction, and the MTP visioning white paper, and the concluding public engagement appendix (Appendix R).

Suggested Action: Recommend Policy Board approval.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568

F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: James Stapfer, Planning Technician
RE: Consideration of Year 2025 PM Targets
DATE: Sept. 16, 2024

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data. Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

PM1: TRANSPORTATION SAFETY

Safety Performance Management supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for five safety performance measures. The goal of the safety measures is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. MPOs must establish their HSIP targets before Feb. 28 of the calendar year for which they apply.

There are five performance measures for the purpose of carrying out the HSIP. Each performance measure is reported using a five-year rolling average.

1. Number of fatalities.
2. Rate of fatalities (Per 100 million Vehicle Miles Traveled (VMT)).
3. Number of serious injuries.
4. Rate of serious injuries (Per 100 million VMT).
5. Number of non-motorized fatalities and non-motorized serious injuries.

The APO's responsibilities when setting targets include:



- Establish HSIP targets for all public roads in the metropolitan planning area (MPA) in coordination with the State.
- Estimate VMT for all public roads within the MPA for rate targets.
- Coordinate with the State and include the safety performance measures and the MPO's safety targets for those measures in the metropolitan transportation plan (MTP).
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the state's Strategic Highway Safety Plan (SHSP).
- Include a description in the APO's Transportation Improvement Program (TIP) of the anticipated effect of programmed projects toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

MPOs, including the APO, must either support state targets or develop their own before Feb. 28, 2025.

Attachment D2 includes the 2014-2023 safety data for the APO region.

The following table details the safety related targets and is updated every year.

Performance Measures	2023 Results	2023 Targets	2024 Targets	Proposed 2025 Targets	MnDOT 2025 Target
Fatalities	7.8	8.0	8.0	7.8	352.4
Fatality Rate (100 MVMT)	0.607	0.626	0.626	0.607	0.582
Serious Injuries	33.0	23.0	23.0	23.0	1,463.4
Serious Injury Rate (100 MVMT)	2.54	1.946	1.946	1.946	2.470
Non-Motorized Fatalities and Serious Injuries	6.6	6.6	6.2	6.2	258.4

PM2: INFRASTRUCTURE

Pavement Performance Management supports the National Highway Performance Program (NHPP) pavements on the National Highway System (NHS) and requires State DOTs and MPOs to set NHPP targets for four safety performance measures. The goal of the pavement condition measures is to maintain pavements at or above a minimum condition level.

There are four performance measures for the purpose of carrying out the NHPP:

1. Percent of Interstate pavements in Good condition.
2. Percent of Interstate pavements in Poor condition.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568

F. 320.252.6557

3. Percent of non-Interstate NHS pavements in Good condition.
4. Percent of non-Interstate NHS pavements in Poor condition.

Pavement condition is calculated using the following measures:

- Roughness (IRI).
- Rutting (asphalt pavements only).
- Cracking.
- Faulting (concrete pavements only).

If interstate pavement falls below the minimum level (5% of interstate lane-miles in poor condition) for the most recent year, MnDOT must obligate National Highway Performance Program and transfer Surface Transportation Program (STP) funds to address interstate condition in next fiscal year.

Attachment D3 includes the 2023 pavement condition ratings for the APO region.

MPOs, including the APO, must support state targets or develop their own before Feb. 28, 2025.

Unlike PM1 targets, PM2 targets are updated, at a minimum, every four years. However, these targets must be revisited every two years – thus giving the state and/or MPO the opportunity to adjust.

The following table details the ***Interstate*** pavement condition targets.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Good Condition	84.2%	85%	85%	60%	85%	60%
Poor Condition	0.0%	1%	1%	2%	1%	2%

The following figure details the ***non-Interstate NHS*** pavement conditions.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Good Condition	58.4%	65%	65%	55%	65%	40%
Poor Condition	0.3%	1%	1%	2%	1%	2%



Similar to pavement condition, bridge condition management supports the NHPP and requires State DOTs and MPOs to set NHPP targets for two bridge condition performance measures. The goal of the NHPP are: to provide support for the condition and performance of the NHS (National Highway System); to provide support for the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

There are two performance measures for the purpose of carrying out the NHPP.

1. Percentage of NHS bridge deck area classified as in Good condition.
2. Percentage of NHS bridge deck area classified as in Poor condition.

Attachment D4 includes the 2023 bridge condition ratings for the APO region.

The following details the condition of bridges located on the NHS.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Good Condition	15.3%	60%	60%	30%	60%	20%
Poor Condition	0%	1%	1%	5%	1%	5%

PM3: SYSTEM PERFORMANCE

Travel time reliability is defined as the consistency or dependability of travel times from day to day or across different times of the day. Level of Travel Time Reliability (LOTRR) is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the "normal" (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

Data collected from each reporting segment are a list of average travel times for all traffic (all vehicles) in 15-minute periods for the following time spans:

- a. Travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- b. Travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- c. Travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- d. Travel times occurring between the hours of 6 a.m. and 8 p.m. for every weekend day (Saturday-Sunday) from Jan. 1 through Dec. 31 of the same year.



There are two performance measures used to assess reliability:

- a. Percent of the person-miles traveled on the Interstate that are reliable; and
- b. Percent of person-miles traveled on the non-Interstate NHS that are reliable.

Similar to PM2, PM3 targets are updated, at a minimum, every four years. However, these targets must be revisited every two years – thus giving the state and/or MPO the opportunity to adjust.

MPOs, including the APO, must either support state targets or develop their own before March 20, 2025.

Attachment D5 includes the 2023 travel time reliability indices for the APO region.

The following table details the LOTTR targets for both the Interstate and non-Interstate NHS.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Interstate	100%	100%	100%	82%	100%	82%
Non-Interstate NHS	96.8%	90%	91%	90%	91%	90%

In addition to LOTTR, PM3 must include information on the Truck Travel Time Reliability (TTTR) index.

TTTR is calculated using the 95th percentile travel time divided by the Normal Truck Travel Time (50th percentile) and rounded to the nearest hundredth. This data set shall include, for each reporting segment, a ranked list of average truck travel times, to the nearest second, for 15-minute periods of a 24-hour period for an entire calendar year that:

- A. Includes "a.m. peak" travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- B. Includes "midday" travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- C. Includes "p.m. peak" travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- D. Includes "overnight" travel times occurring between the hours of 8 p.m. and 6 a.m. for every day (Sunday-Saturday) from Jan. 1 through Dec. 31 of the same year.
- E. Includes "weekend" travel times occurring between the hours of 6 a.m. and 8 p.m. for every weekend day (Saturday-Sunday) from Jan. 1 through Dec. 31 of the same year.



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

T. 320.252.7568

F. 320.252.6557

TTTR is only evaluated at the Interstate level.

MPOs must support state targets or develop their own before March 20, 2025.

Attachment D6 includes the 2023 TTTR indices for the APO region.

The following table details the TTTR index.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
TTTR Index	1.20	1.24	1.22	1.4	1.22	1.4

OVERALL RECOMMENDATIONS

APO staff is looking for the TAC to recommend Policy Board approval of PM1, PM2, and PM3 targets. Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting different targets from the state, the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within the MTP.

Requested Action Today: Recommend Policy Board approval of the PM1, PM2, and PM3 targets.

Year	Fatalities	Fatalities (5-Year Rolling Average)	Serious Injuries	Serious Injuries (5-Year Rolling Average)	Non-Motorized Fatalities and Serious Injuries	Non-Motorized Fatalities and Serious Injuries (5-Year Rolling Average)	Fatality Rate (100 Million VMT)	Fatality Rate (100 Million VMT)(5-Year Rolling Average)	Serious Injuries Rate (100 Million VMT)	Serious Injuries Rate (100 Million VMT)(5-Year Rolling Average)	Vehicle Miles Travelled (VMT)	VMT (5-year rolling average)
2006	9	#N/A	43	#N/A	2	#N/A	0.876	#N/A	4.183	#N/A	1,027,972,528	#N/A
2007	3	#N/A	45	#N/A	0	#N/A	0.305	#N/A	4.582	#N/A	982,134,209	#N/A
2008	7	#N/A	31	#N/A	2	#N/A	0.649	#N/A	2.872	#N/A	1,079,326,341	#N/A
2009	4	#N/A	23	#N/A	0	#N/A	0.365	#N/A	2.101	#N/A	1,094,597,764	#N/A
2010	10	6.6	20	32.4	1	1.0	0.923	0.624	1.846	3.117	1,083,492,809	1,053,504,730
2011	6	6.0	26	29.0	1	0.8	0.557	0.560	2.414	2.763	1,076,994,062	1,063,309,037
2012	7	6.8	24	24.8	2	1.2	0.648	0.628	2.223	2.291	1,079,650,620	1,082,812,319
2013	9	7.2	23	23.2	2	1.2	0.835	0.666	2.134	2.144	1,078,013,661	1,082,549,783
2014	5	7.4	15	21.6	0	1.2	0.462	0.685	1.387	2.001	1,081,777,213	1,079,985,673
2015	14	8.2	19	21.4	5	2.0	1.275	0.756	1.730	1.978	1,097,990,473	1,082,885,206
2016	7	8.4	36	23.4	2	2.2	0.605	0.765	3.111	2.117	1,157,341,437	1,098,954,681
2017	8	8.6	25	23.6	2	2.2	0.666	0.769	2.081	2.088	1,201,246,468	1,123,273,850
2018	8	8.4	20	23.0	3	2.4	0.568	0.715	1.419	1.946	1,408,997,849	1,189,470,688
2019	7	8.8	24	24.8	3	3.0	0.493	0.721	1.689	2.006	1,420,633,842	1,257,242,014
2020	12	8.4	32	27.4	3	2.6	1.025	0.671	2.732	2.207	1,171,158,196	1,271,875,559
2021	5	8.0	32	26.6	0	2.2	0.377	0.626	2.414	2.067	1,325,434,322	1,305,494,136
2022	9	8.2	34	28.4	0	1.8	0.685	0.629	2.587	2.169	1,314,168,958	1,328,078,634
2023	6	7.8	43	33.0	2	1.6	0.454	0.607	3.251	2.535	1,322,843,269	1,310,847,718

2023

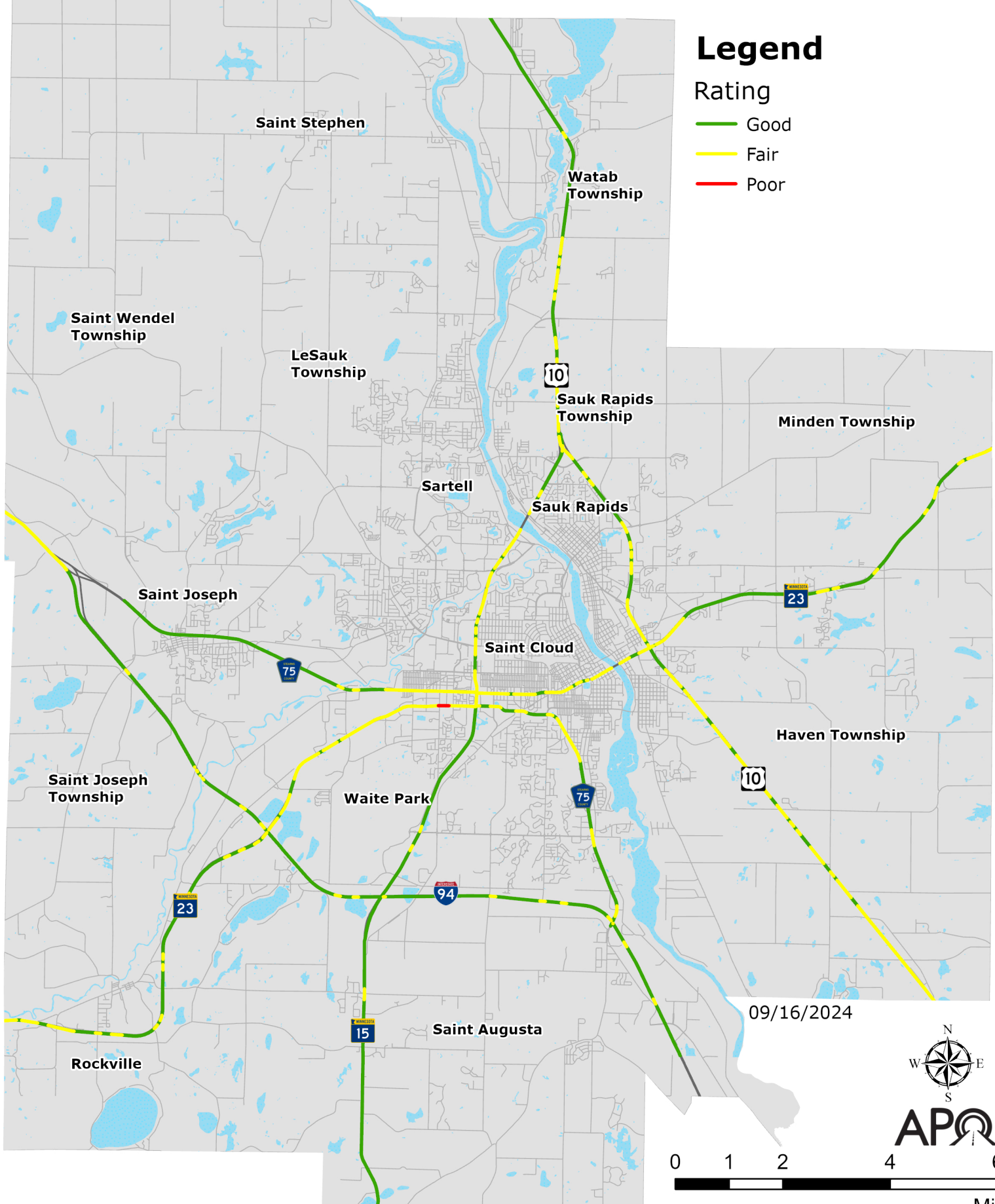
Attachment D3

Pavement Condition

Legend

Rating

- Good
- Fair
- Poor



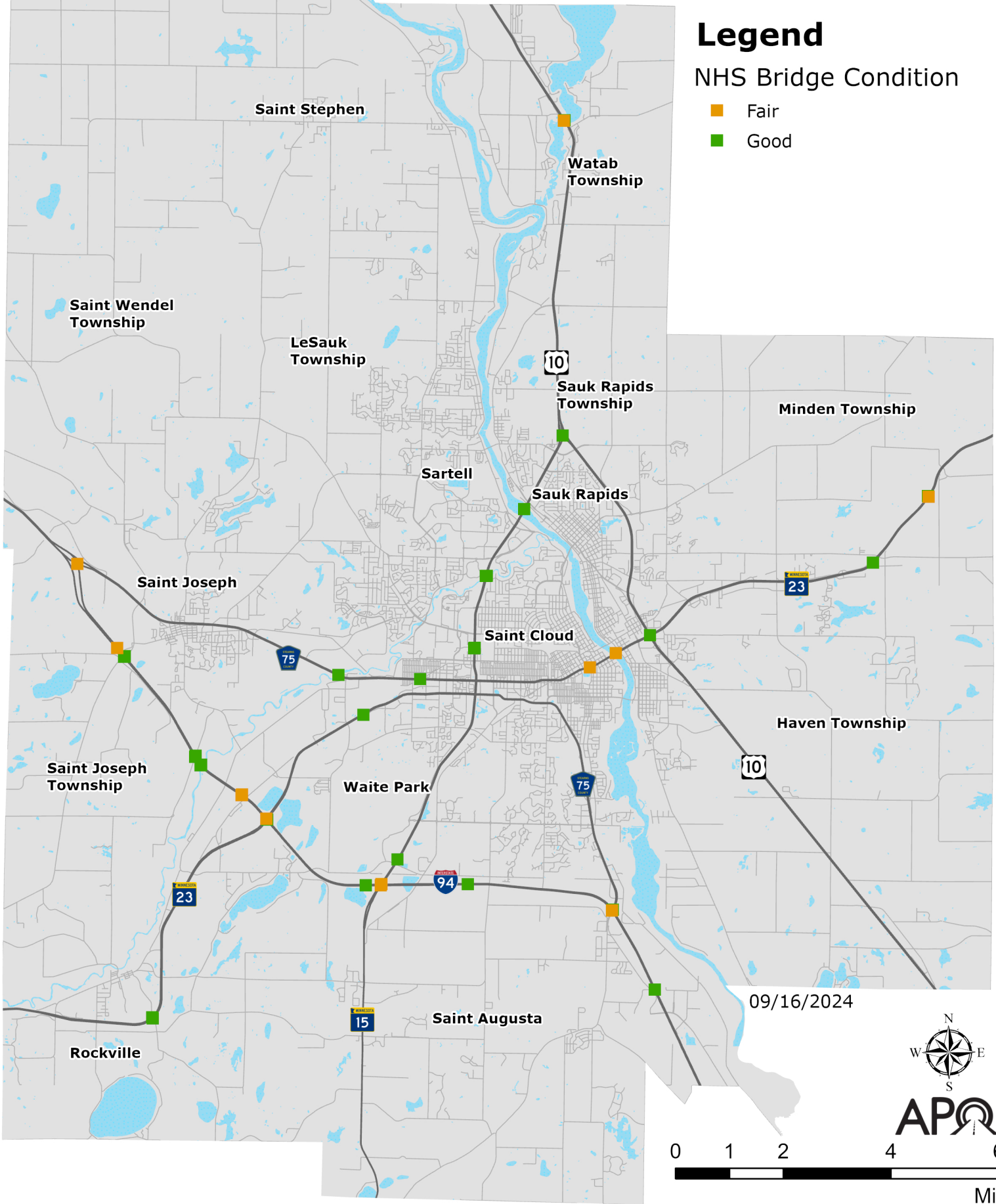
Miles

Bridge Condition

Legend

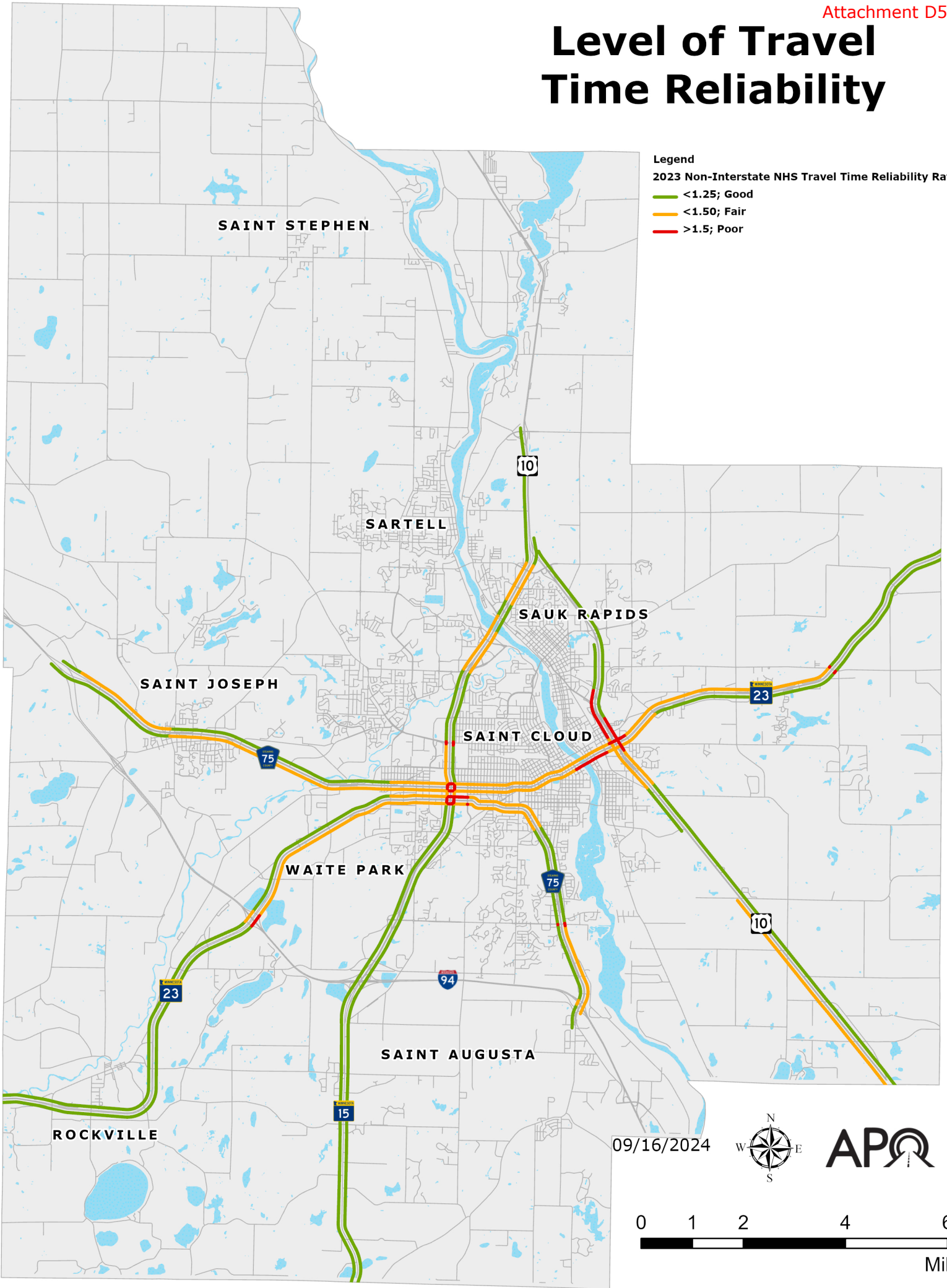
NHS Bridge Condition

- Fair
- Good



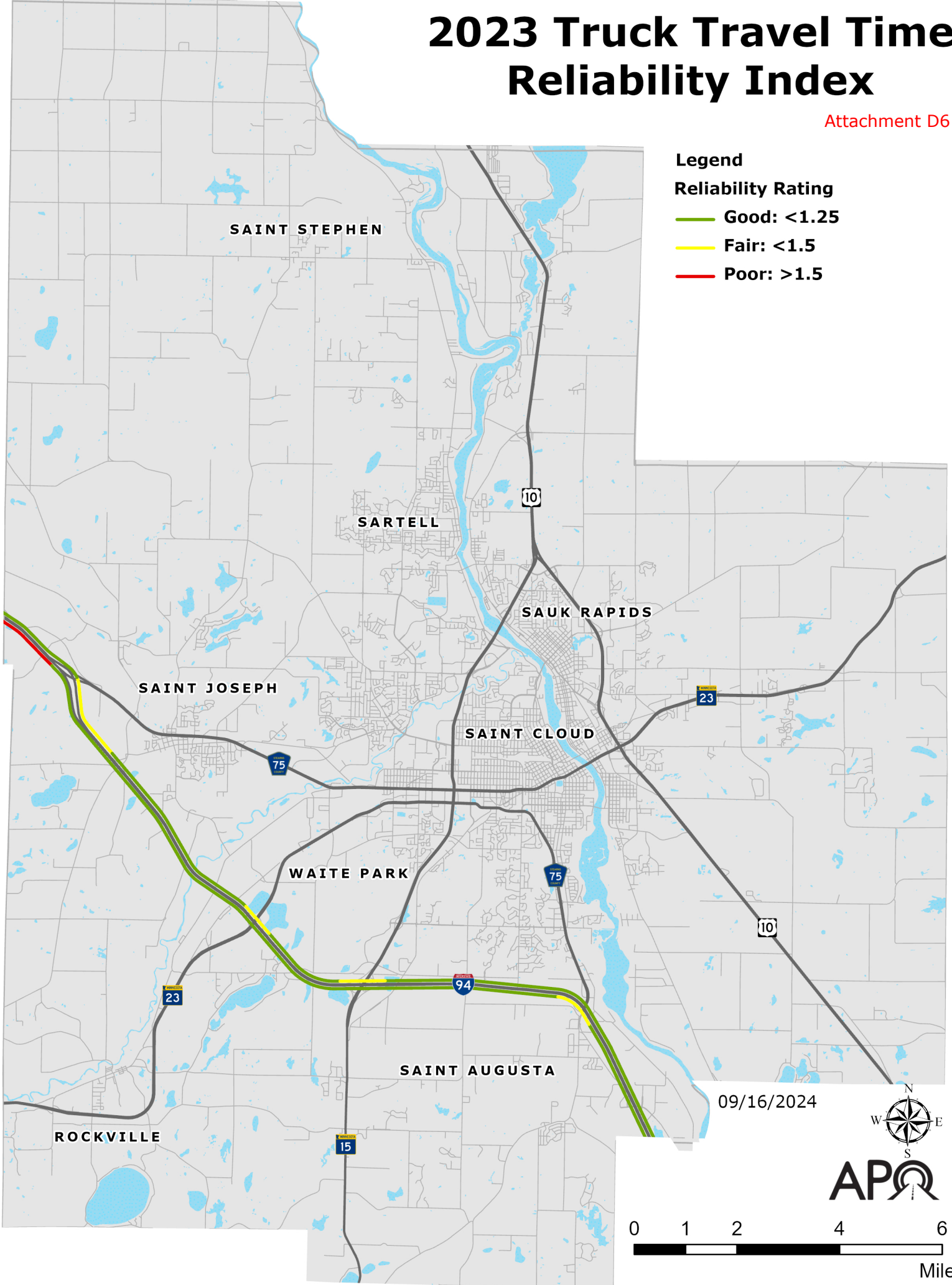
Miles

Level of Travel Time Reliability



2023 Truck Travel Time Reliability Index

Attachment D6





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: Sept. 17, 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.

Electrification projects include:

- *Install EV or ZEV charging infrastructure.*
- *Purchase or lease EVs or ZEVs.*
- *Support EV and ZEV adoption through outreach and education.*

Travel Options projects include:

- *Implement context sensitive design for travel options.*
- *Install and maintain infrastructure network improvements for walking, rolling, and bicycling.*
- *Add high-capacity transit options (capital).*
- *Plan, design, and engineer infrastructure network improvements for walking, rolling, and bicycling.*
- *Add intercity and regional public transit options (capital).*
- *Implement travel demand management.*

Low Carbon Infrastructure and System Management projects include:

- *Support renewable energy generation.*
- *Optimize transportation system management and operations.*
- *Utilize low carbon methods for constructing and maintaining transportation infrastructure.*

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 used MnDOT's scoring criteria for the past two CRP solicitations but has the flexibility to adjust the scoring rubric. Based on recent discussions with the TAC, it was suggested that the scoring rubric be reviewed to better reflect the APO's priorities.

Below are multiple recommendations for your consideration. There are two sets of options for adjusting the scoring weights:

Option 1: Adjust the Weight at the Beginning

In this approach, we adjust the weight for cost-effectiveness and co-benefits at the start. The guidelines state the maximum split is 90%/10% (cost-benefit/co-benefit), and the minimum is 50%/50%. It should be noted that the state has updated the CRP scoring tool with an increased emphasis on co-benefits—equity, safety, access, and health—in the total project score.

We need your input on whether this is the preferred option, and if so, what ratios should be applied for each project type.

A potential downside to adjusting the weights at the beginning is that we would not be weighing co-benefits equally across all projects. Our findings show that when projects have identical cost-effectiveness and co-benefit scores, those with a higher percentage allocated to cost-benefit tend to score lower overall, which means co-benefits are playing a larger role in the final score.

Option 2: Adjust the Weight at the End

The second option is to weigh the total project scores after both cost-effectiveness and co-benefits have been calculated. If this option is chosen, we need to determine two things:

1. What should the initial cost-benefit/co-benefit ratio be (this should be consistent across all project types)?
2. What should the final weighted score be for each project type?

Policy Discussion

During the last TAC meeting, we discussed public fleet electrification projects and whether they should be weighed differently. There was feedback suggesting that these projects may need specific consideration.

We are proposing a policy where applicants can only successfully apply for a public fleet electrification project once every four years. The specific time frame can be discussed further with the TAC, but this proposal aims to manage demand and ensure diverse project selection over time.

Tailoring Co-Benefit Narratives

The final task is to review the four co-benefit narratives. The APO proposes aligning these co-benefit narratives with the goals and objectives of our Metropolitan Transportation Plan (MTP). Additionally, we want to ensure that each narrative can appropriately apply to all three project types: electrification, travel options, and low-carbon infrastructure and system management. See Attachment E2 for the revised co-benefit text.

Suggested Action: Approve CRP Rubric Revisions



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

T. 320.252.7568 F. 320.252.6557

Sample text for Co-Benefits

Co-benefit: Equity

Application text:

Describe how this project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A).

Proposed APO text:

Describe how the proposed project benefits historically disadvantaged/traditionally underserved populations within the Saint Cloud APO. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations. See Appendix A for screening tools as well as maps reflecting areas with high concentrations of the following demographic subsets within the APO's planning area:

- Black, Indigenous, People-of-Color (BIPOC) populations.
- Low-income households.
- Limited English proficient populations.
- People with disabilities.
- Zero vehicle households.
- Individuals over the age of 65.
- Individuals under the age of 18.

(APO staff will develop maps using the most recently available ACS Five-Year Estimates)

Co-benefit: Safety

Application text:

Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B).

Proposed APO text:

Electrification:

- **Electric Vehicles:** Describe the existing safety features/concerns with the existing fleet. Examples can include, but are not limited to, older models with outdated software technology, older vehicles that are in need of additional maintenance, etc. Describe the proposed safety improvements/features to be incorporated into the new fleet vehicles as a result of this project.
- **Electric Vehicle Charging Stations:** Describe the proposed location of the EV charging station in terms of safety. Examples can include, but are not limited to, the presence of lighting, comfortable waiting areas for individuals using the charging stations, surveillance, emergency call boxes, tamper resistant equipment, secure payment technology.

Travel Options and Low Carbon Infrastructure and System Management Projects:

Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges. See Appendix B for screening tools as well as maps reflecting the observed crash rate locations within the APO's planning area.

(APO staff will develop maps using the most recently available observed crash rate by intersection for functionally classified roadways within the APO's planning area).

Co-benefit: Access

Application text:

Describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.

Proposed APO text:

Electrification:

- **Electric Vehicles:** Describe, if at all, how the proposed vehicles will be ADA accessible. Describe how the proposed vehicles will be utilized in comparison to non-EVs in your existing fleet. Examples:
 - Will this/these vehicle(s) be used sparingly or on an as-needed basis? Will these vehicles be used seasonally or year-round?
 - Who or which department(s) will have access to these vehicles? How will your organization provide access – through education/hands-on experience/data analysis – to others within your organization?

- **Electric Vehicle Charging Stations:** Describe how the proposed project location will meet ADA compliant standards. This includes, but is not limited to, adequate space for exiting and entering a vehicle, free movement around the charging station, clear pathways and proximity to building entrances, and appropriate signage.

Travel Options:

Describe how the proposed project improves multimodal travel options such as active transportation (walking/biking/rolling) and/or transit to allow people of all ages and abilities to travel to their destinations using their preferred modal choice.

Low Carbon Infrastructure and System Management Projects:

Describe how the proposed project improves travel efficiency to key destinations.

Co-benefit: Health

Application text:

Please describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Also describe how this project supports active transportation.

Proposed APO text:

Describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Examples include, but are not limited to, vehicle emissions/idling reduction and modal switch (from single occupancy vehicles to carpooling, transit, active transportation). Describe how this project will incorporate other environmentally sustainable options/practices (conversion of streetlights to LEDs, improvement of stormwater management, addressing climate resiliency through infrastructure/project improvements).



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: Technical Advisory Committee 2025 Meeting Schedule
DATE: Sept. 10, 2024

The purpose of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) is to research, analyze, and report on all issues of a technical nature as well as to provide assistance and to make recommendations to the APO's Policy Board in carrying out the goals and objectives of the APO. The TAC will also provide guidance to APO staff and consultants in conducting the work specified in the Unified Planning Work Program (UPWP). Additional and specific responsibilities may be defined, as needed, by the APO Policy Board.

In order to fulfill its duties, TAC representatives will need to meet on a regular basis.

Under Section 5.1 of the APO TAC Bylaws, "Meetings of the TAC shall be held monthly based upon a schedule adopted by the TAC annually."

Attached is the proposed Regular Meeting schedule for the TAC for calendar year 2025. All meetings will be held at 10 a.m. at the Stearns Highway Department building (455-28th Ave. S, Waite Park).

Cancellation of regularly scheduled meetings will be provided electronically by the TAC Chair a minimum of 10 days prior to the next meeting date.

Proposed APO TAC Meeting Schedule for 2025

Month	TAC
February	Feb. 6, 2025 (SPECIAL MEETING) Feb. 27, 2025
March	March 27, 2025
April	April 24, 2025
May	May 29, 2025
June	June 26, 2025
July	July 31, 2025
August	Aug. 28, 2025
September	Sept. 25, 2025
October	Oct. 30, 2025
November	Nov. 27, 2025 (THANKSGIVING DAY)
December	Dec. 25, 2025 (CHRISTMAS DAY)

Of note, APO staff is proposing to cancel the January TAC meeting due to traditional conflict with city engineers conference. **Two meetings will be held in February. APO's Policy Board typically does not meet in December, thus making October the last TAC meeting of the year.*

Suggested Action: Approval.