

AGENDA

APO TECHNICAL ADVISORY COMMITTEE REGULAR MEETING

THURSDAY, FEB. 27, 2025 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (**Attachments A-C**)
 - a. Approve minutes of Feb. 6, 2025, TAC meeting (**Attachment A**)
 - b. Receive staff report of Jan. 27, 2025, Central Minnesota Area Transportation Partnership (ATP-3) Meeting (**Attachment B**)
 - c. Receive staff report of Feb. 13, 2025, Policy Board meeting (**Attachment C**)
4. Consideration of FY 2025-2028 Transportation Improvement Program (TIP) Administrative Modification (**Attachment D**), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
5. Safe Streets and Roads for All (SS4A) Project Management Team meeting (**Attachments E1-E5**), *Angie Stenson, Senior Transportation Planner with Bolton & Menk*
 - a. **Suggested Action:** None, informational.
6. Consideration of the 2025-2029 Regional Infrastructure Investment Plan (RIIP) (**Attachment F**), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
7. Other Business & Announcements
8. Adjournment

English

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Somali

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

Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING
Thursday, Feb. 6, 2025 @ 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, Feb. 6, 2025. 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
Randy Sabart	City of Saint Joseph
April Ryan	City of Sartell
Jon Norenberg	City of Waite Park
Scott Hedlund	City of Sauk Rapids
Jodi Teich	Stearns County
Chris Byrd	Benton County
David Roedel	Sherburne County
Michael Kedrowski	Saint Cloud Metro Bus
Steve Voss	MnDOT District 3

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Trina Ness	APO, Administrative Specialist
Bryan McCoy	MnDOT MPO Program Coord. Central Office
Beth Kallestad	MnDOT Office of Sustainability & Public Health Sustainability Planner

Online Attendees:

Jeff Lenz	MnDOT District 3 Program Coordinator
James Stapfer	APO, Planning Technician
Dena Ryan	FHWA
Tracy Hodel	City of Saint Cloud
Kacie Stanek	MnDOT Office of Sustainability & Public Health
Nene Israel	Saint Cloud Metro Bus

1. Introductions were made.

2. PUBLIC COMMENT PERIOD

No members of the public were present.

3. CONSIDERATION OF CONSENT AGENDA

a. Approve minutes of the Nov. 20, 2024, TAC meeting

- b. Receive 2024 TAC Attendance Record
- c. Receive staff report of Jan. 9, 2025, Policy Board meeting
- d. Receive staff report of Jan. 22, 2025, Active Transportation Advisory Committee (ATAC) Meeting

Ms. Teich asked that the ATAC memo verbiage be amended from “deciding” to “recommending”.

Ms. Teich made a motion to approve the Consent Agenda items with the amended verbiage of the ATAC Memo. Mr. Byrd seconded the motion. Motion carried.

4. PRESENTATION ON THE ELECTRIC VEHICLE INFRASTRUCTURE NEEDS ASSESSMENT

This item was tabled as Ms. Kallestad was running late.

5. CONSIDERATION OF AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS TO THE FY 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Johnson reviewed the FY 2025-2028 TIP Amendments/Modifications requests submitted by the City of Sauk Rapids, MnDOT, WACOSA, A Home for the Day, Benton County, Saint Cloud Metro Bus, and the City of Sartell.

Ms. Johnson also reviewed the public comment opportunities that were made available which consisted of nine completed online surveys; in person and virtual public meetings; posts on Facebook, Instagram, and Nextdoor; posting on the Central Minnesota ATP-3 website; posting on the APO’s website; as well as a legal notice in the St. Cloud Times. Ms. Johnson noted that as of Jan. 9, 2025, St. Cloud Live will be our newspaper of record for this year.

Ms. Teich motioned to recommend Policy Board approval of the Amendments and Administrative Modifications to the FY 2025-2028 Transportation Improvement Program (TIP). Mr. Sabart seconded the motion. Motion carried.

6. CONSIDERATION OF FUNCTIONAL CLASSIFICATION CHANGE REQUEST FOR HEATHERWOOD ROAD

Ms. Johnson presented a request from the City of Saint Cloud to change the designation for Heatherwood Road from a local roadway to an urban minor collector. This request is contingent upon the city receiving Surface Transportation Block Grant Program (STBGP) funding to complete the Heatherwood Road corridor extension.

The APO cannot award STBGP funds to a non-functionally classified roadway. Therefore, this change request is contingent upon STBGP funds being assigned to Heatherwood Road. If there are no STBGP funds assigned to Heatherwood Road the City of Saint Cloud will withdraw this request. Based off guidance from the Federal

Highway Administration (FHWA), this change is within the guidelines for our MPO. Mr. Gibson noted that as currently outlined in your packet, the area to reclassify ends at two local roads. The concern is if we send this to MnDOT they will reject it because it ends with two local roads. He suggested that the request be amended to extend to Roosevelt Road/County Road 75 on the north end and to the Eighth Avenue S (the ramps to the I-94/Opportunity Drive interchange) on the southern end. Therefore, Heatherwood Road will end at two arterial roadways.

Mr. Glaesman and Mr. Borgerding recommended altering the termini that was originally presented to the termini Mr. Gibson presented.

Mr. Glaesman *motioned to recommend Policy Board approval of the Functional Classification Change request as amended by the City of Saint Cloud for Heatherwood Road. Mr. Byrd seconded the motion. Motion carried.*

Ms. Johnson asked Mr. Glaesman and Mr. Borgerding to submit the amended map and memo to her as soon as possible to be incorporated into the Policy Board agenda packet.

7. CONSIDERATION OF THE FY 2029 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) APPLICATIONS

Ms. Johnson reviewed the FY 2029 STBGP regional funding prioritization. She reviewed the two applications in the order they were received:

- Stearns County's CSAH 133 roundabout construction at Fourth Avenue S in Sartell
- City of Saint Cloud's Heatherwood Road extension.

Ms. Teich stated that Niron Magnetics is building a location in the City of Sartell. The goal of the county and the city is to keep that traffic from going down County Road 1 and keep freight traffic on the major corridors meant for handling freight traffic. There have also been a lot of pedestrian complaints in this area as well. Niron Magnetics has committed to using this route if built. The city and the county will be splitting local share of the eligible construction costs 50/50.

Mr. Borgerding stated that there was an EAW done in 2017 on Heatherwood Road, and this has been identified as a project by the city for a while. This connection would also include replacing the bridge over Johnson Creek. The Heatherwood Road connection would provide a connection to the commercial/business/industrial area that has room to grow. Mr. Glaesman stated the city has received many inquiries for warehousing and distribution centers, however, the lack of access to urban services is preventing businesses from coming into the area. This has been on the city's comprehensive plan for over 20 years.

Ms. Johnson then reviewed the APO staff's preliminary scores and rankings.

Ms. Teich recommended that since Ms. Kallestad has arrived, she should do her presentation without having to listen to TAC's discussions on the STBGP funding.

Ms. Johnson stated that we will table the STBGP discussions until later in the meeting.

4. PRESENTATION ON THE ELECTRIC VEHICLE INFRASTRUCTURE NEEDS ASSESSMENT

Ms. Kallestad gave a presentation on the Electric Vehicle Infrastructure Needs Assessment (EVINA) work MnDOT's Office of Sustainability and Public Health has been working on. She provided a brief recap on the National Electric Vehicle Infrastructure (NEVI) formula program to expand EV charging infrastructure along key corridors (Alternative Fuel Corridors (AFCs)) such as I-94, I-35, and I-90. A second round of NEVI charging station grants is out right now and includes one location within the APO's planning area.

Ms. Kallestad informed TAC representatives about the EVINA work being done in conjunction with HDR Consulting statewide. This planning effort includes:

- A current outlook on EVs and EV charging progress statewide.
- A comprehensive vision for EV and EV charging that will include some recommendations for community level charging.
- A guide for optimal EV charging locations and cost estimates.
- An interactive EV charging map tool for long distance charging.

So far, work on the existing conditions/locations of EV charging stations statewide has been completed. Future forecasting efforts on EV adoption has been developed. Focus groups statewide have also provided input on charging station scenarios including long distance charging stations, destination charging stations, and amenity charging stations. Ms. Kallestad said the planning effort should be rolling out for public engagement by mid-February with the hopes of having a final document by mid-May.

7. CONSIDERATION OF THE FY 2029 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) APPLICATIONS - RESUMED

Ms. Johnson stated that we have \$2.4 million dollars to allocate. APO staff preliminarily ranked Stearns County first and the City of Saint Cloud second. Stearns County has requested 80% of eligible construction costs in federal funds. The City of Saint Cloud requested 40% of eligible construction costs in federal funds. The APO cannot award all \$2,402,010 to Stearns County because the federal award would be greater than the 80% maximum amount allowed for federal funding. City of Saint Cloud could be eligible to receive the entire allocation.

After much discussion, number crunching, and working through many scenarios it was decided that the TAC will recommend the funds be split, giving each project \$1,201,005 in federal funding.

Mr. Glaesman motioned to recommend the funding distribution to be \$1,201,005 for Stearns County and the City of Saint Cloud to fund their STBGP projects. Ms. Ms. Teich seconded the motion. Motion carried. Mr. Voss abstained from voting.

Ms. Teich motioned to recommend APO staff's final ranking/proposed prioritization of the FY 2029 Surface Transportation Block Grant Program (STBGP) for Policy Board approval with Stearns County's project the region's top priority and the City

of Saint Cloud's project the second priority. Mr. Byrd seconded the motion. Motion carried. Mr. Voss abstained.

8. CONSIDERATION OF THE FY 2027-2029 CARBON REDUCTION PROGRAM (CRP) APPLICATIONS

Ms. Johnson presented the FY 2027-2029 CRP Prioritization. The APO urbanized area has been targeted \$270,000 in federal CRP money for each fiscal year. She then presented the one CRP application that was received which is the City of Saint Cloud's 22nd Street S installation of multimodal infrastructure.

Mr. Borgerding stated that 22nd Street S has no multimodal connections within the proposed project location (between Oak Grove Road SW/CR 136 and Cooper Avenue S). Receiving the funding would help fill in the gap in the multimodal network, creating a continuous east-west multimodal corridor within this area of Saint Cloud. The city has received \$1.8 million in STBGP funds for the roadway reconstruction portion of the project and is hopeful to receive the CRP funding to assist with the multimodal construction aspect of the project.

Ms. Johnson presented APO staff preliminary ranking and scoring stating that if awarded in full, the APO will carry over \$4,000 in CRP funding for FY 2028 and will need to allocate \$270,000 for FY 2029.

TAC representatives discussed the possibility of the City of Saint Cloud utilizing the \$4,000 in FY 2028 rather than carrying over that balance.

Mr. Glaesman agreed to amended the application to request the \$540,000 in CRP funding – using all of the \$270,000 available in FY 2027 and FY 2028.

Mr. Glaesman motioned to recommend proposed ranking and funding for the FY 2027-2029 Carbon Reduction Program (CRP) application as amended for Policy Board approval. Mr. Norenberg seconded the motion. Motion carried. Mr. Voss abstained.

9. CONSIDERATION OF THE FY 2029 TRANSPORTATION ALTERNATIVES (TA) APPLICATIONS

Ms. Johnson stated that twelve applications were received districtwide to compete for the approximately \$2.4 million available in 2029.

She reviewed the two applications from the APO in the order they were received:

- City of Saint Cloud's 22nd Street S. This project would include the installation of multimodal infrastructure along 22nd Street S to connect the existing multimodal networks at Cooper Avenue S and Oak Grove Road SW with a request of \$536,000 which is 49% of the total cost. She noted this was the same project that was presented and recommended for CRP funding under the previous agenda item. Mr. Glaesman stated that this will be a completion of a system, especially near an elementary school and major recreational facilities. He stated there is a lack of spacing east to west on the whole southside of town. This project has great value for pedestrians and bikers in

that area.

- City of Sauk Rapids Mayhew Lake Road Trail extension. This project would include the construction of grade separated 10-foot-wide trail along the east side of Mayhew Lake Road NE/CSAH 1 from Osauka Road NE to water tower road and from water tower road to Mayhew Creek Park entrance with a request of \$346,223 which is 80% of the total cost. Mr. Hedlund discussed that there are planned improvements to Mayhew Lake Road by the county. Primarily this project will be on school district property. This is a dangerous high-speed corridor, and the goal is to keep pedestrians off of the main road. There will be a new baseball complex and other active fields in the area with the city partnering with the school district in 2026. This will create a continuous connection to the city of Sauk Rapids.

Ms. Johnson went on to present the ATAC preliminary scores and rankings.

ATAC's preliminary scores and rankings were the City of Saint Cloud as number one with 10 priority points and the City of Sauk Rapids as number two with 5 priority points.

Mr. Glaesman made the motion to prioritize the ranking and priority point distribution as the ATAC recommended. The City of Saint Cloud's 22nd Street S project as number one and the City of Sauk Rapids project as number two. Mr. Borgerding seconded the motion. After discussion Ms. Johnson conducted a roll call vote.

In support of the motion: Kedrowski, Roedel, Norenberg, Borgerding, and Glaesman.

In opposition of the motion: Hedlund, Teich, Sabart, Ryan, and Byrd.

Abstention: Voss.

The motion failed.

A discussion was had regarding the award of the 10 regional priority points to the City of Saint Cloud. Given the fact the city had been recommended to receive CRP funding for the same project, several TAC representatives felt that it would be best to award the City of Sauk Rapids the 10 priority points. The thought was that by doing so it would ideally maximize the funding the region would be eligible to receive – already recommending CRP dollars to Saint Cloud and making Sauk Rapids more competitive in the TA evaluations.

Mr. Hedlund made a motion to reverse ATACs recommendations and prioritize the city of Sauk Rapids project as number one with ten regional priority points. The city of Saint Cloud as number two with five regional priority points. Mr. Byrd seconded the motion. A roll call vote was conducted.

In support of the motion: Kedrowski, Hedlund, Roedel, Norenberg, Teich, Sabart, Ryan, and Byrd.

In opposition of the motion: Borgerding and Glaseman.

Abstention: Voss

Motion carried.

OTHER BUSINESS AND ANNOUNCEMENTS

- Ms. Johnson reminded TAC representatives of the upcoming Policy Board meeting on Feb. 13 at the Sauk Rapids Government Center. She encouraged jurisdictions who are requesting funding to attend.
- Ms. Johnson stated the next round of TIP amendments/modifications would be due on Monday, Feb. 10.
- Ms. Johnson indicated TIP financial spreadsheets and ALOP forms will be sent out by next week for the FY 2026-2029 TIP and would be due mid-March.
- Bolton & Menk will be presenting at the Feb. 27, 2025, TAC meeting on the SS4A planning effort.
- Ms. Teich stated she had a concerned Commissioner asking questions regarding the potential gravel pit/mining operation being proposed by Holcim US Aggregates in Sherburne County in the vicinity of the Sherburne County location for the Mississippi Bridge crossing. Mr. Roedel stated that it is 700 acres, and Holcim is seeking a CUP to reclaim gravel on the northern property line.
- Ms. Teich stated the Association of Minnesota Counties (AMC) Legislative Conference is Feb. 26-27, 2024.
- Mr. Borgerding stated that the City of Saint Cloud is looking at Urban SDK for software regarding speed tracking and ADT tracking and asked if any of the other entities had looked into using the company or any other software, and recommendations and reviews if they had.

ADJOURNMENT

The meeting was adjourned at 11:50 a.m.



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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: A staff report of the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: Jan. 27, 2025

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Monday, Jan. 27, 2025. At that meeting the following items were discussed.

1. FY 2025 - 2028 Local Federal Projects Update. MnDOT District 3 State Aid Engineer Angie Tomovic presented information on the fiscal year 2025 projects within the district's Area Transportation Improvement Program (ATIP). This included the following projects occurring within the APO's planning area:

- a. Sherburne County CR 65 & 45th Avenue Realignment.
- b. Sherburne County CR 61 Realignment.
- c. Saint Cloud Lincoln Avenue SE Sidewalks.
- d. Sartell Electric Vehicle Police Squad Cars.
- e. Waite Park Lake Wobegon Trail Extension.
- f. Benton County CSAH 1/CSAH 29 Round-a-bout.
- g. CSAH 2 Round-a-bout at Minnesota St in St. Joseph.

In total there are 29 projects worth over \$92 million. Ms. Tomovic stated she does not have any concerns at this time about the progression of these projects.

2. FY 2026 - 2029 STIP Development Guidance. MnDOT District 3 Planning Director Steve Voss provided an overview of the anticipated funding targets used to develop the 2026-2029 ATIP (and subsequently the APO's Transportation Improvement Program). Mr. Voss did call attention to funding allocations under new federal programs developed under the Federal transportation bill – the Infrastructure Investment and Jobs Act (IIJA). Those programs include the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). With the most recent executive orders by President Trump, there is uncertainty about how these programs may be affected. The current guidance is to keep scoring and soliciting projects until otherwise directed from the program in the IIJA. There are no changes in targets from last year's 2025-2028 targets. The IIJA expires in fiscal year 2026, and new legislation has not been passed in regard to the programs. Depending on how funding works out in the future, MnDOT may need to scale back work.

Mr. Voss said it is anticipated some of the ATP-3's funding targets will decrease starting in FY 2028. This results in:

- ❖ \$11.7 million in Surface Transportation Block Grant Program (STBGP) funding, a reduction of \$500,000 from FY 2027. This would equate to \$2,402,010 in STBGP funding for the Saint Cloud APO a \$102,650 reduction from 2027.
- ❖ \$2.4 million in Transportation Alternatives (TA) funding, a reduction of \$100,000 from FY 2027.
- ❖ \$4.7 million in Highway Safety Improvement Program (HSIP) funding target is staying the same.
- ❖ \$1.3 million in ATP-3 managed CRP funding, a \$80,000 reduction from FY 2027.
- ❖ \$270,000 in APO-managed CRP funding target is staying the same.
- ❖ \$640,000 in ATP-3 managed PROTECT funding, a \$60,000 reduction from FY 2027.

3. Local Candidates Seeking FY 2029 Federal Surface Transportation Program Block Grant (STPBG) Funding by Region

MnDOT staff provided regional planning representatives the opportunity to provide updates on the applicants each received as part of the STBGP solicitation. APO Associate Transportation Planner Alex McKenzie stated the APO received two applications.

The first is from Stearns County. They are requesting to construct a round-a-bout at the intersection of CSAH 133/2nd St S and 4th Ave S in the City of Sartell. They are requesting \$1.6 million in federal funding, with a match of \$400,000 local, for a total project cost of \$2 million.

The second project is from the City of Saint Cloud. They are requesting to construct the extension of Heatherwood Road from 47th St S to 60th St S. They are requesting \$2,080,000 in federal funding, with a \$3,120,000 local match, for a total project cost of \$5.2 million.

The TAC will provide recommendations at their February 6th meeting, and the Policy Board will take action at their February 13th meeting.

4. Transportation Alternatives (TA) Program Update

MnDOT District 3 Senior Engineering Specialist/Program Coordinator Jeff Lenz stated District staff received 12 applications for the FY 2029 TA solicitation. This includes four projects from Region 5, two projects from Region 7E, four projects from Region 7W, and two projects from the Saint Cloud APO. The TA subcommittee will review applications and final funding recommendations will be brought before both the ATIP development committee and the ATP at the March and April meetings, respectively. The total amount of funding requested is \$7,282,362, with \$2,400,000 available.

Mr. Lenz led a discussion about the regional equity point distribution for the TA program. MnDOT staff completed a historical review of TA funding distributions by region relative to each region's population. This was done to determine if regions were receiving a proportional share of the TA funding. Based on this analysis, Region 5 is under the 4% equity buffer and will receive four equity points to its highest-scoring project.

5. Greenhouse Gas (GHG) Emissions Reduction Performance Targets

The Commissioner of Transportation has approved greenhouse gas (GHG) emissions

reduction performance targets for Minnesota's transportation sector. The sector is divided into 17 sub-allocations:

- ❖ 16 geographic regions, each assigned surface transportation emissions reduction targets based on per capita emissions.
- ❖ 1 statewide sub-allocation for non-surface transportation emissions.

The Saint Cloud Area Planning Organization (APO) and Central Minnesota Area Transportation Partnership (ATP-3) are among the 16 geographic regions.

Each geographic sub-allocation will receive annual benchmark emissions reduction levels leading up to the five-year performance target years. These benchmarks provide a way to track progress in reducing emissions and achieving GHG reduction goals. Detailed calculations for annual benchmarks and performance targets can be found in the section on Surface Transportation performance target calculations.

Surface Transportation GHG Emissions Reduction Targets

Geographic Region	2030 (Metric Tons of CO ₂ e)	2035 (Metric Tons of CO ₂ e)	2040 (Metric Tons of CO ₂ e)	2045 (Metric Tons of CO ₂ e)	2050 (Metric Tons of CO ₂ e)
Saint Cloud APO Urbanized Area	936,000	1,688,000	2,276,000	2,955,000	3,515,000
ATP-3 Rural Area	1,976,000	3,578,000	4,850,000	6,324,000	7,560,000

These targets represent the required reductions in metric tons of CO₂e to meet Minnesota's GHG emissions reduction goals through 2050.

6. Carbon Reduction Program (CRP) and Promoting Resilient Operations for Transformative Efficient and Cost-saving Transportation (PROTECT) Project Candidates, Evaluation and Scoring

Mr. Lenz presented draft updates for the CRP and PROTECT programs.

The Carbon Reduction Program (CRP) is a new initiative under the Federal Infrastructure Investment and Jobs Act (IIJA). It funds projects that reduce emissions from on-road highway sources. Due to its broad scope, the state has developed funding priorities to guide project selection. For fiscal years 2027 and 2028, ATP-3 received eight applications requesting a total of \$5,900,804, with \$1,380,000 available in FY 2027 and \$1,300,000 in FY 2028.

The PROTECT Formula Program focuses on improving the resilience of surface transportation assets to withstand weather events, natural disasters, or changing conditions. For fiscal years 2027 and 2028, ATP-3 received two applications requesting \$700,000. Available funding includes \$700,000 for FY 2027 and \$640,000 for FY 2028. Mr. Lenz noted that leftover funds remain, and he encouraged anyone interested in submitting an application to contact him.

A discussion followed regarding the impact of these programs.

Mr. Perske expressed concerns about the accuracy of the carbon reduction estimates, noting that the updated emissions toolkit may still rely on subjective data. Despite this, he emphasized that the projects are worthwhile.

Mr. Gapinski highlighted the importance of projects like roundabouts for improving safety and traffic efficiency.

Chairwoman Danieloski emphasized the value of trails, suggesting they could transition

from recreational use to viable transportation options as e-bikes gain popularity for long-distance travel.

7. Electronic Vehicle (EV) Infrastructure Needs Assessment

The National Electric Vehicle Infrastructure (NEVI) formula program funds are primarily about building out this alternative fuel corridor network across the states to allow for long-distance travel. MnDOT's first phase of funding is focusing on building out NEVI-compliant chargers along our 3 existing alternative fuel corridors, I 94 and I 35, and the recently added I-90.

- ❖ The charging stations must be located no more than 50 miles apart along those roadways
- ❖ Located less than a mile's driving distance from the alternative fuel corridor exit and there
- ❖ Must be a minimum of 4, 150-kilowatt fast charging ports at each site

MnDOT is not going to own, operate or maintain the stations, and they will not be located in our right of way.

Conditional awards were made to 13 applicants along I-94 and I-35, and 12 proceeded to contracts.

There are a variety of ways that communities and organizations fund and manage EV chargers. One program that is available through the ATPs is the Carbon Reduction Program. Projects funded through this program would need to follow the same federal minimum guidance as the NEVI stations. It can be used for EVs and EVSE/Charging.

There are other funding programs, some through the federal government, like Charging & Fueling Infrastructure, the upcoming MPCA VW Settlement round in 2025, and private foundation grants. Communities, businesses and utilities in your area may be interested in these and may come to you with questions on where they should consider putting chargers.

8. Corridors of Commerce Readiness Advancement Funding

During the 2023 Legislative Session, several changes were made to the Corridors of Commerce (CoC) statute. One of the changes included the addition of allowing the Commissioner to allocate up to 10% of CoC funds available in each fiscal year for Readiness Advancement Activities on potential future CoC project candidates.

From the \$153M that was utilized to award projects under the fourth cycle of CoC, \$22M was reserved for a future readiness advancement solicitation. Within the statute readiness advancement activities are identified as planning, scoping, predesign, preliminary engineering, and environmental analysis.

Further, the statute required MnDOT to develop a scoring system for readiness advancement projects that, to the extent possible, uses the basic eight CoC scoring criteria in the law.

- ❖ Return on Investment
- ❖ Economic Competitiveness
- ❖ Freight Efficiency
- ❖ Safety

- ❖ Regional Connections
- ❖ Policy Objectives
- ❖ Community Consensus
- ❖ Project Deliverability

The next steps are TP&IC approval of scoring criteria & solicitation on February 20. If approved, launch solicitation – no later than April 1.

Estimated timeline

- ❖ Project Solicitation – 1 to 2 months
- ❖ Local Screening Body Review – 2 to 3 months
- ❖ Scoring/Ranking – 1 to 2 months



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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: February 18, 2025

A Policy Board meeting was held on Thursday, February 13, 2025. The Board took the following actions:

1. The Board approved NOT waiving tort liability coverage limits
2. The Board approved amendments and administrative modifications to the 2025-2028 Transportation Improvement Program (TIP) as recommended by the TAC, with the following exceptions:
 - a. The Board did not approve proposed changes to the National Electric Vehicle Infrastructure (NEVI) program because that program has been frozen by the Federal government pending review; and
 - b. The Board did approve a TIP change involving a reduction in cost for the MnDOT project on US-10 in Sherburne County adding westbound acceleration lanes at CR 61. This change was time-sensitive and because it involved a reduction in cost, APO staff felt comfortable taking it to the Board without TAC consideration.
3. The Board heard a presentation on the purpose and operations of the APO.
4. The Board heard a presentation from lobbyist David Turch.
5. The Board did approve changing the functional classification of Heatherwood Road to an urban minor collector contingent upon the roadway receiving construction funding.
6. The Board did approve awarding 50% of the Surface Transportation Block Grant Program (STBGP) funds to the Stearns County roundabout project at CSAH 133 and 4th Avenue South in Sartell, and 50% to the Heatherwood Road extension in St. Cloud, as recommended by the TAC.
7. The Board approved awarding funding from the Carbon Reduction Program (CRP) to St. Cloud's 22nd Street South project, as recommended by the TAC.
8. For the Transportation Alternatives program, the Board awarded 10 priority points to the Mayhew Lake Road shared-use path extension and 5 priority points to St. Cloud's 22nd Street South project, as recommended by the TAC.

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: FY 2025-2028 Transportation Improvement Program Administrative Modification
DATE: Feb. 18, 2025

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 Minnesota Department of Transportation's (MnDOT's) Office of Freight and Commercial Vehicle Operations has requested a project be deleted from the APO's FY 2025-2028 TIP.

MnDOT

- 2026
 - **05-00128.** BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT M343, 4 ½ ST NE, ST CLOUD, BENTON COUNTY. Per MnDOT's Office of Freight and Commercial Vehicle Operations, this project has been completed with BNSF paying in full for the signal system upgrade. As a result, this project can be removed from the TIP.

With all the proposed changes, fiscal constraint has been maintained.

Per the APO's [Stakeholder Engagement Plan \(SEP\)](https://stcloudapo.org/current-plans/current-sep-title-vi-doc/) (https://stcloudapo.org/current-plans/current-sep-title-vi-doc/), administrative modifications to the TIP do not require public engagement. However, these do need to be reviewed by the APO's TAC as well as receive Policy Board approval.

Suggested Action: Recommend Policy Board approval.



Safe Streets and Roads for All Comprehensive Safety Action Plan

St. Cloud Area Planning Organization

Technical Advisory Committee Meeting

February 27, 2025

Agenda

1. Project Update
2. Equity Spatial Analysis
 - a. Attachment A: Equity Analysis Maps
3. High Injury Network (HIN) Corridor Technical Rankings
 - a. Corridors by city
 - i. Attachment B: Priority Corridor Tables and Maps by City
 - b. Multimodal and Equity Considerations
 - c. Systemic Safety Needs Discussion with Safety Countermeasure Overview
4. Safety Policy Discussion
 - a. Attachment C: Draft Policy Statements
5. Next Steps

Attachment Overview

Attachment A: Equity Spatial Analysis

These maps illustrate High Injury Network (HIN) corridor segments located within equity areas. This spatial analysis uses five equity characteristics including: Age 65 and Over, Median Household Income, Limited English Proficiency, Disability, and Persons of Color. The purpose of this exercise is to understand where disadvantaged populations may be overrepresented by crash impacts. The analysis is broken down separately for each city by bicycle, pedestrian, motorcycle, and vehicle HIN. There is also a summary map representing the combined mode HIN for each city and the study area. Equity analysis is a required component of Safe Streets and Roads for All Comprehensive Action Plans and has previously been included as one of five merit criteria components in SS4A grant application evaluation.

Requested Action: Information

Attachment B: Priority Corridor Lists and Maps by City

The tables list top corridor locations by city for potential safety improvements based on the technical score from the High Injury Network (HIN) for all modes. Multimodal HIN scores for each segment are provided for context. Equity area analysis is included to assist in understanding and prioritizing corridors for further countermeasure development. Multi-jurisdictional corridors and specific bicycle and pedestrian corridors are also identified. The next step is to use these lists to identify priority corridors for further safety countermeasure development. Approximately 10 corridors within the study area will be further developed with countermeasure analysis with at least one corridor per city.

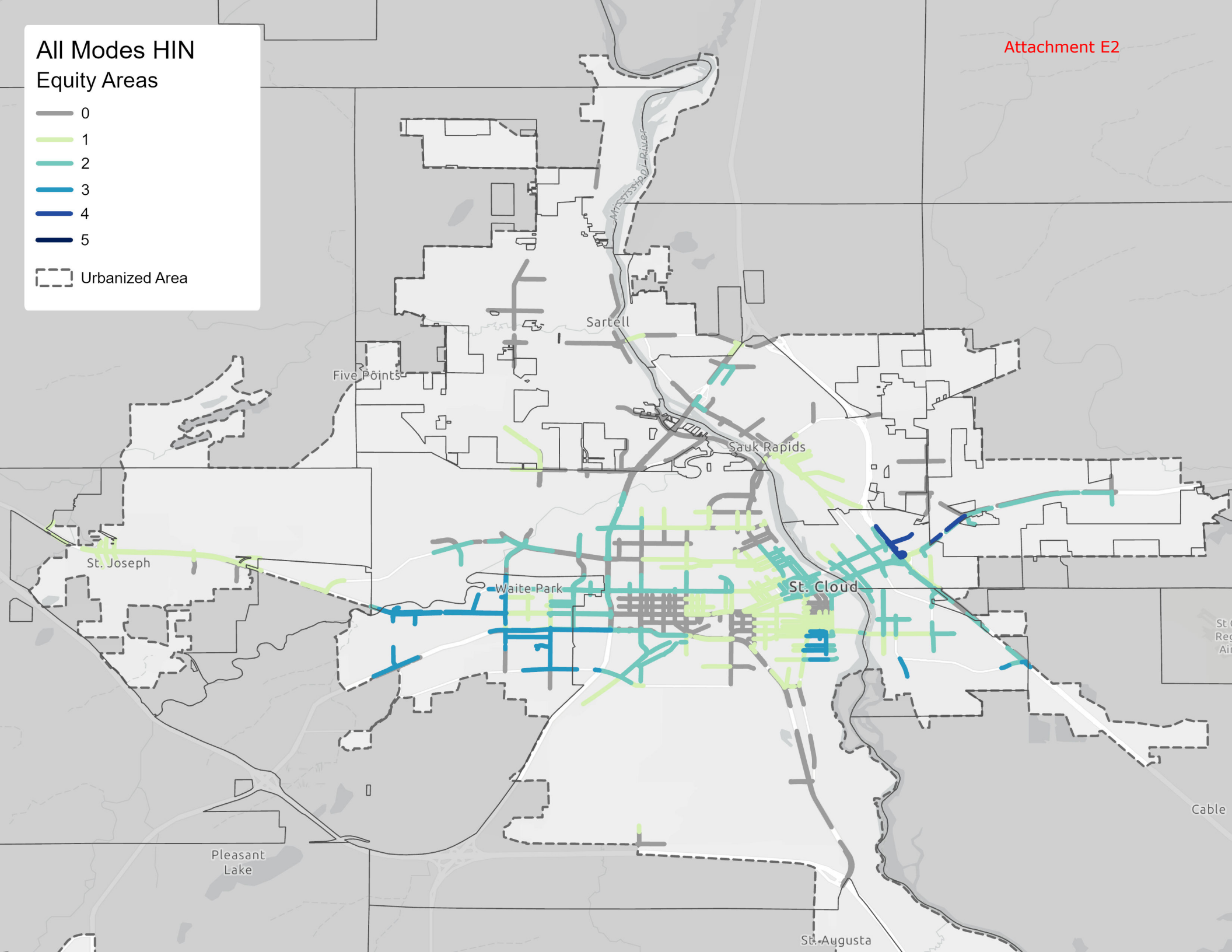
Requested Action: Discuss and provide direction for preferred corridor(s) for countermeasure development. Feedback requested by Thursday, March 13, 2025.

Attachment C: Draft Policy Statements

Draft safety policy statements are provided for initial review and discussion. Safe Streets and Roads for All Comprehensive Action Plans must include an adopted goal of zero roadway fatalities and serious injuries with a target date defined to reach zero or specific date to achieve significant declines. The initial direction for these statements is to keep them high level due to the plan spanning multiple agencies.

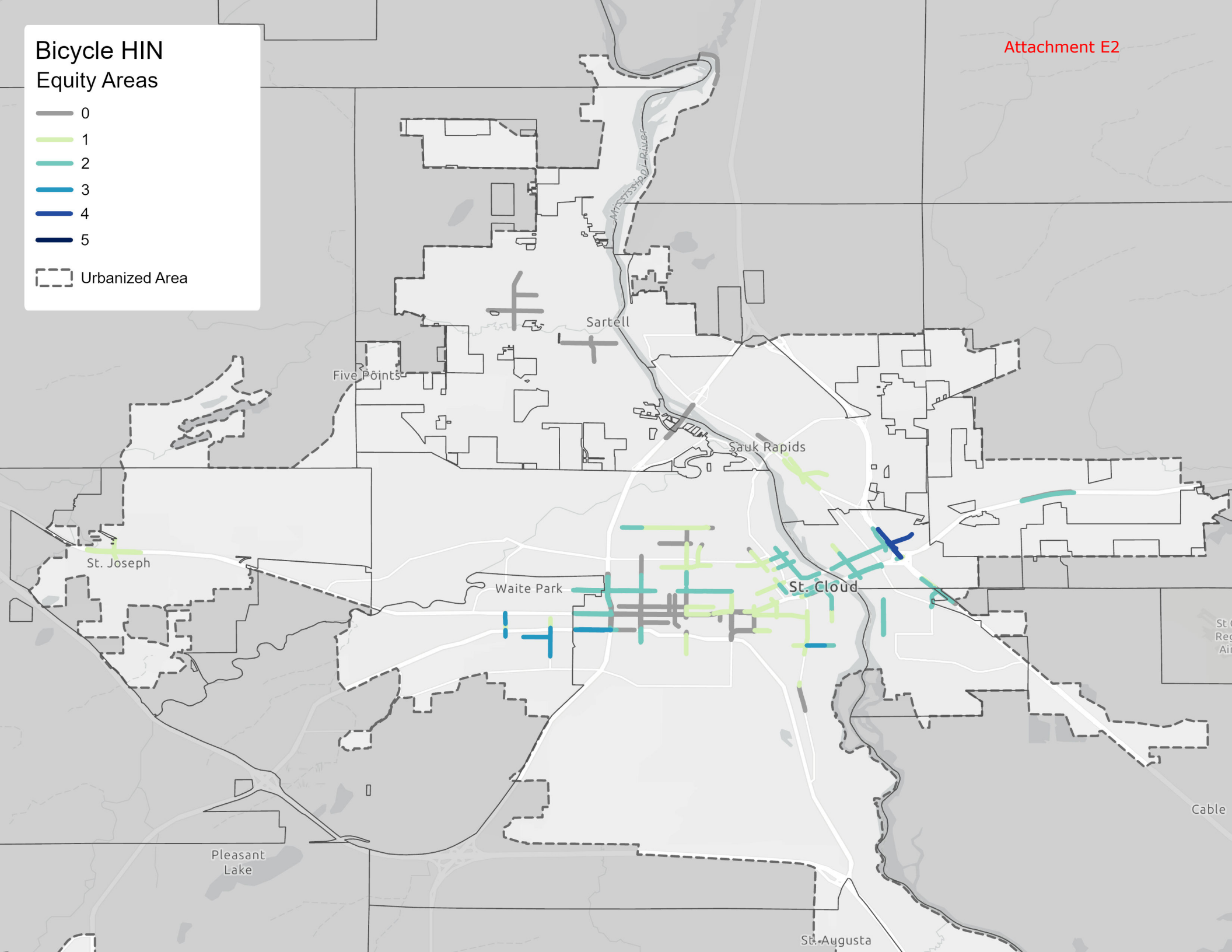
Requested Action: Discuss and provide feedback on policy statements and/or approach. Feedback requested by Thursday, March 13, 2025.

All Modes HIN Equity Areas

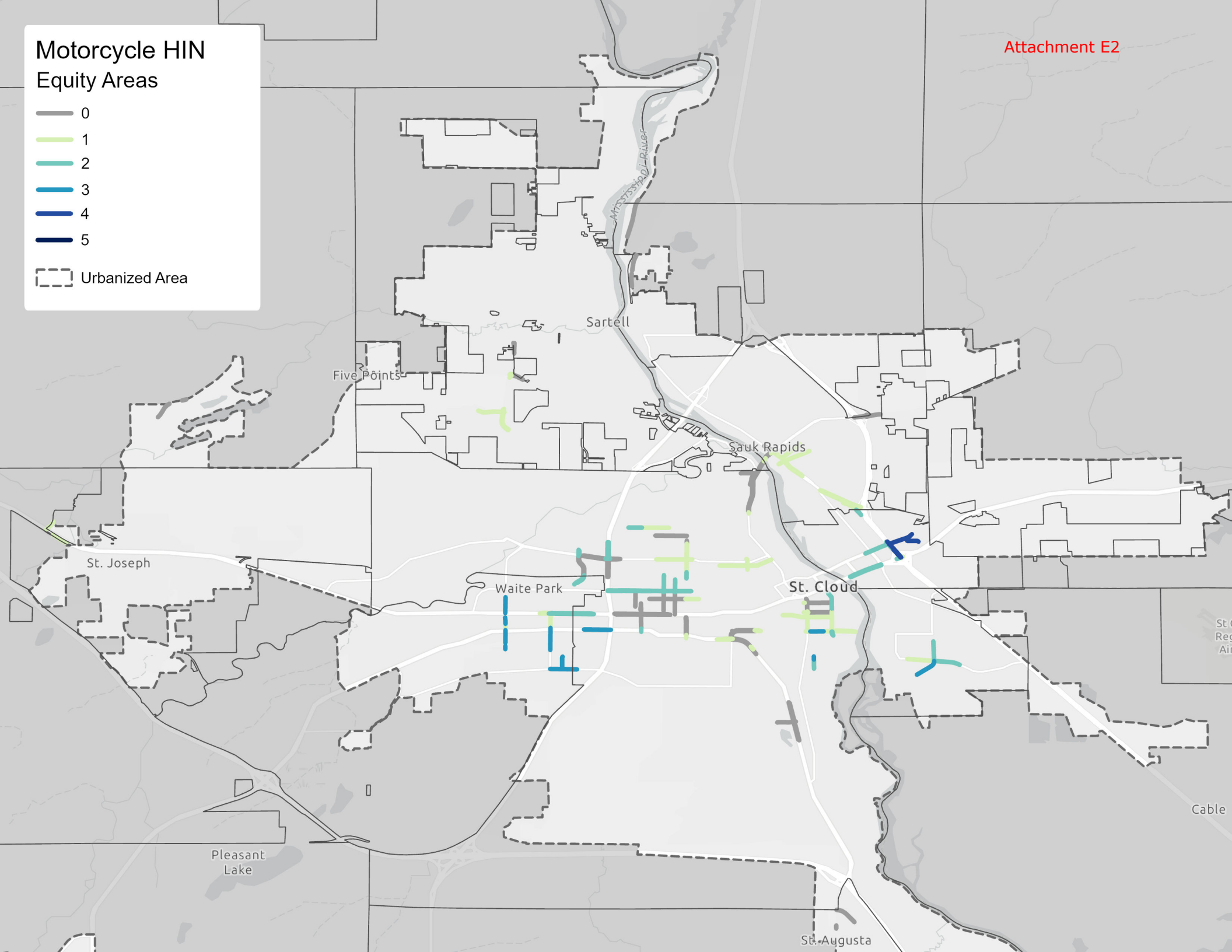


Bicycle HIN Equity Areas

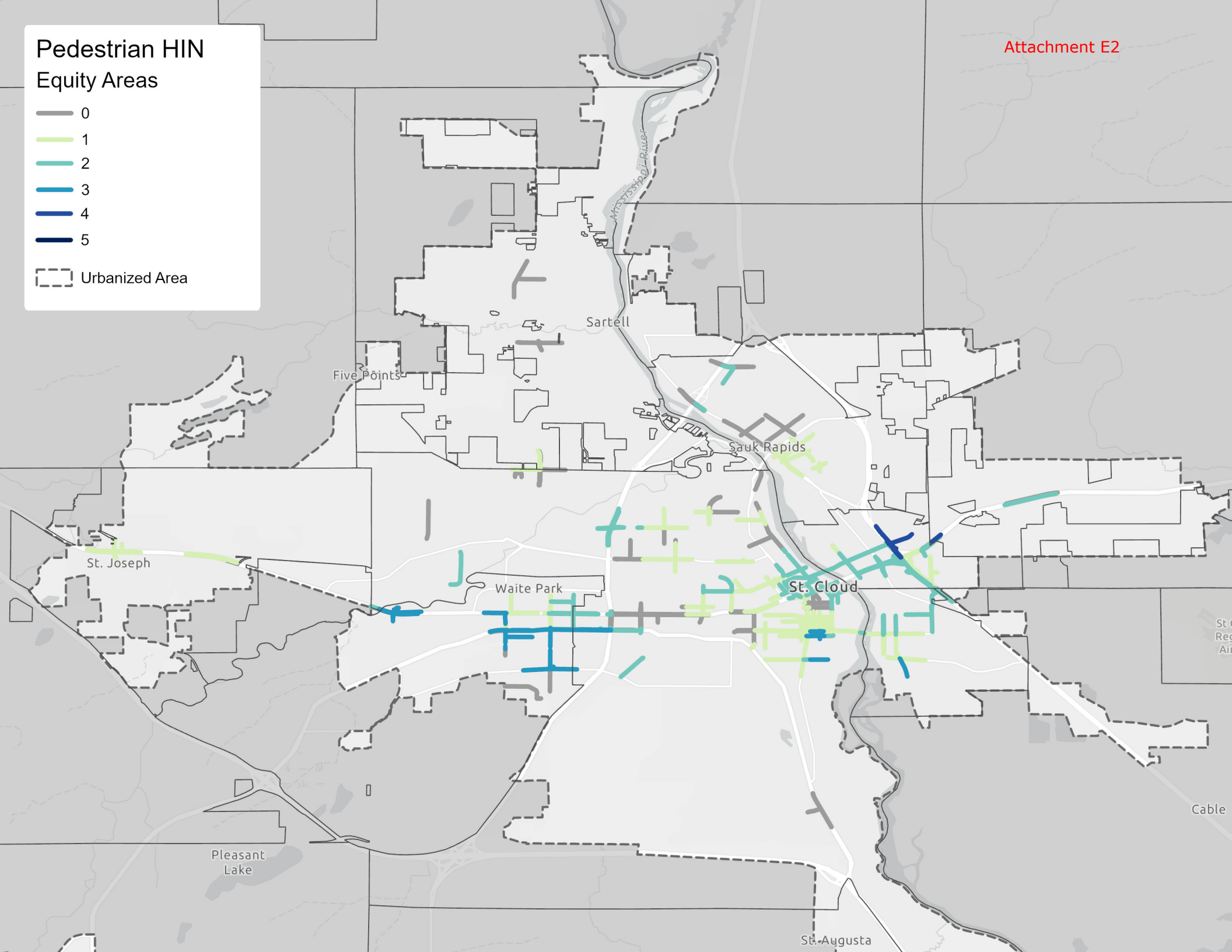
- 0
- 1
- 2
- 3
- 4
- 5
- Urbanized Area



Motorcycle HIN Equity Areas



Pedestrian HIN Equity Areas



Five Points

Sartell

Sauk Rapids

St. Joseph

Waite Park

St. Cloud

Pleasant Lake

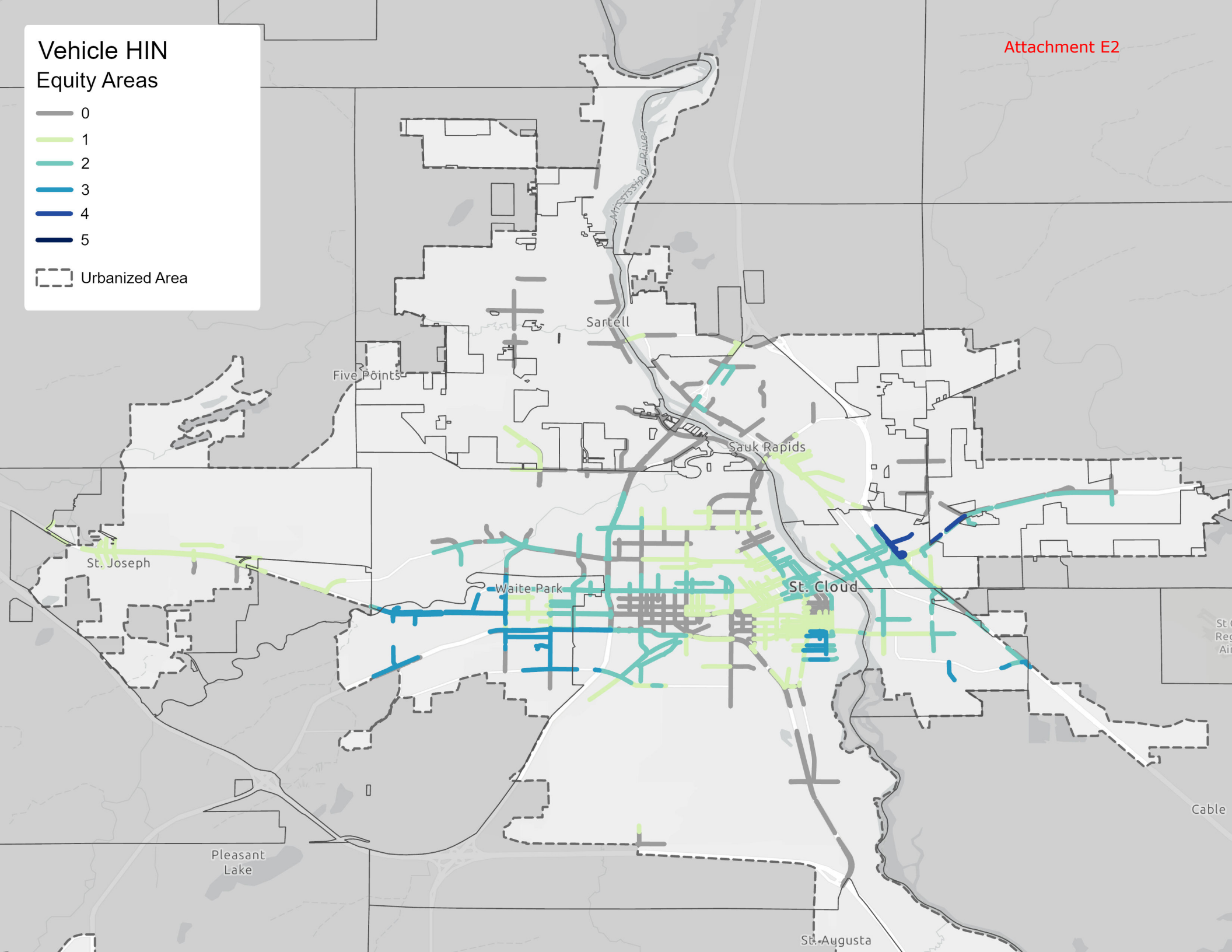
St. Augusta

Cable

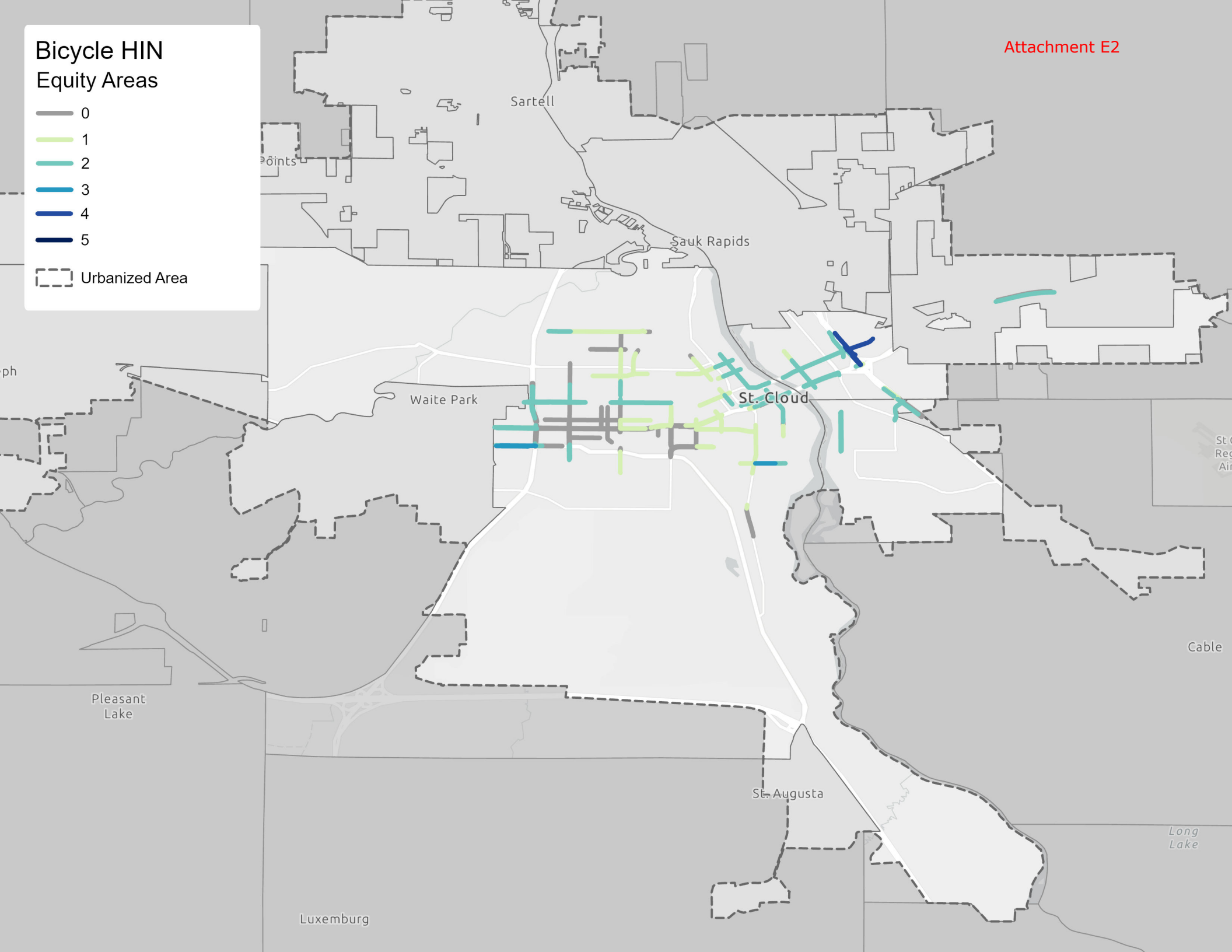
St. Regis
Air

Vehicle HIN Equity Areas

- 0
- 1
- 2
- 3
- 4
- 5
- ⎓ Urbanized Area

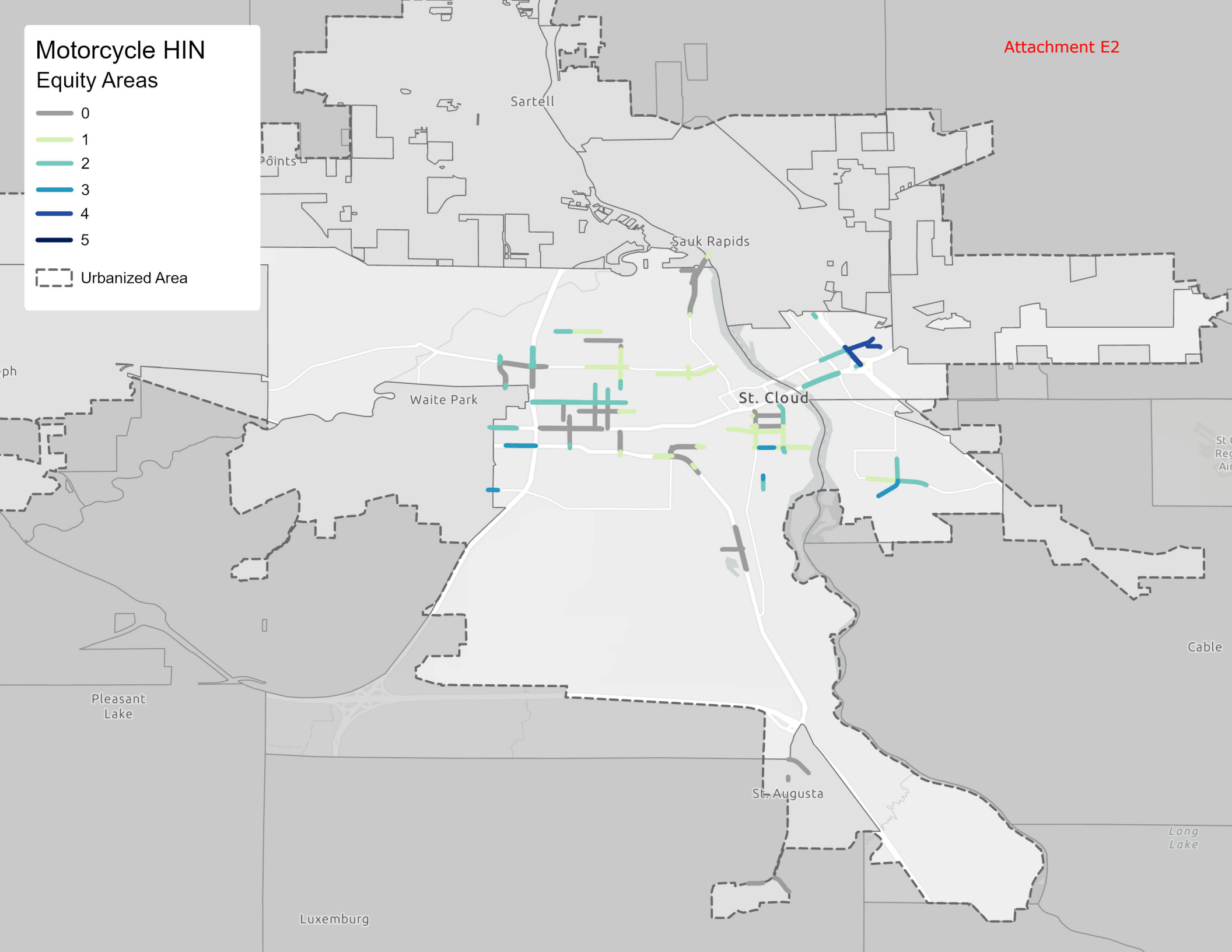


Bicycle HIN Equity Areas

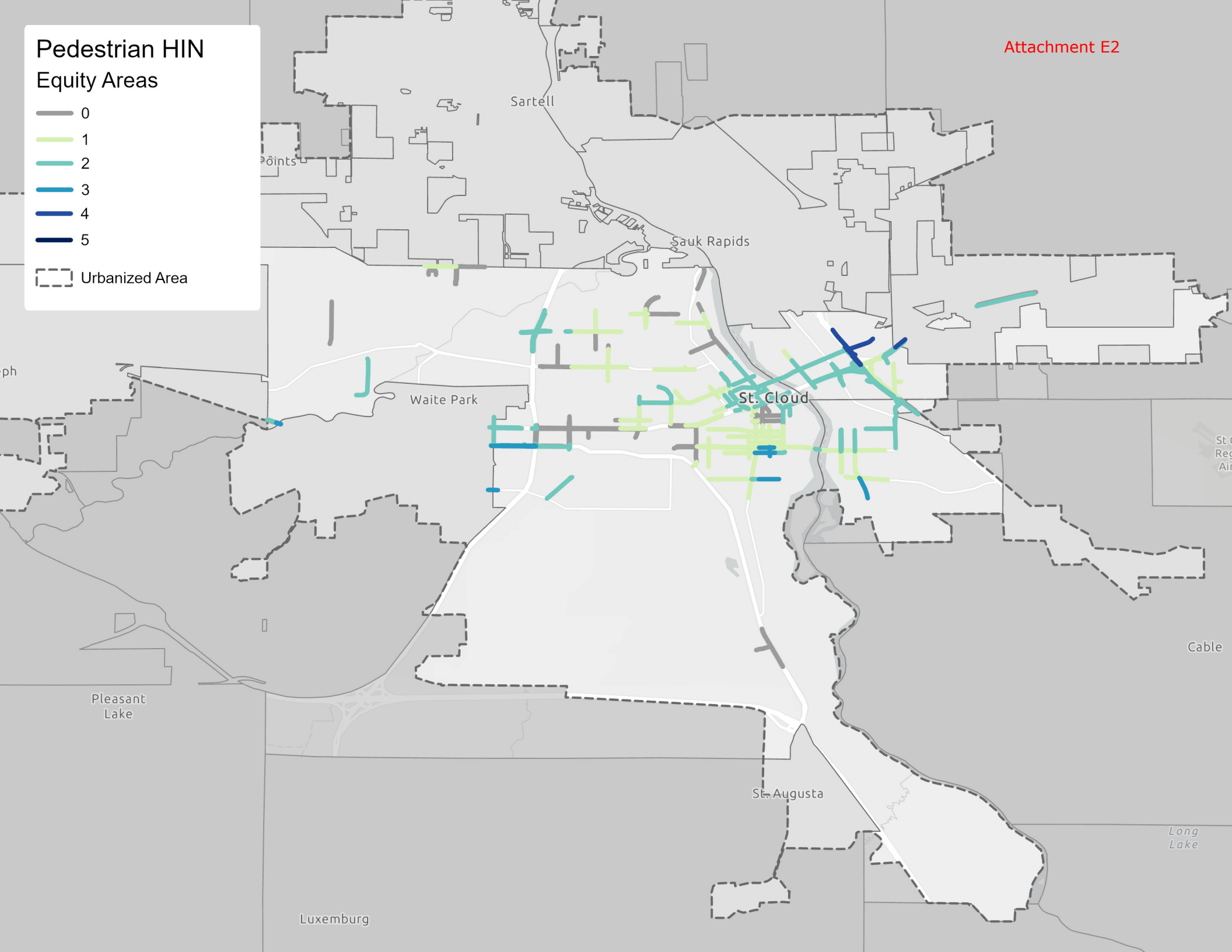


Motorcycle HIN Equity Areas

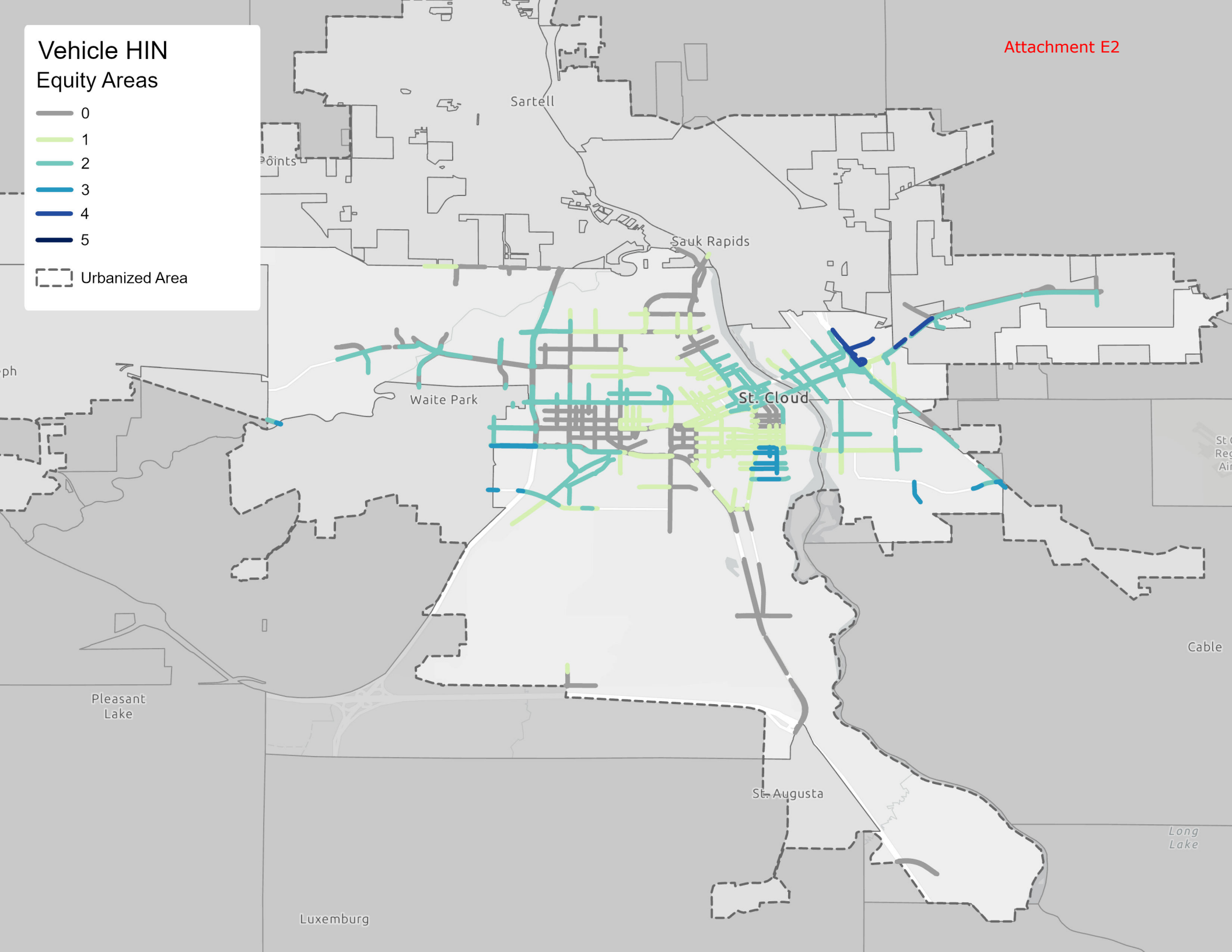
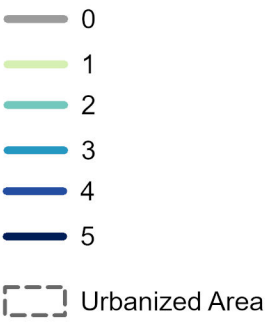
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- 2
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- 4
- 5
- Urbanized Area



Pedestrian HIN Equity Areas

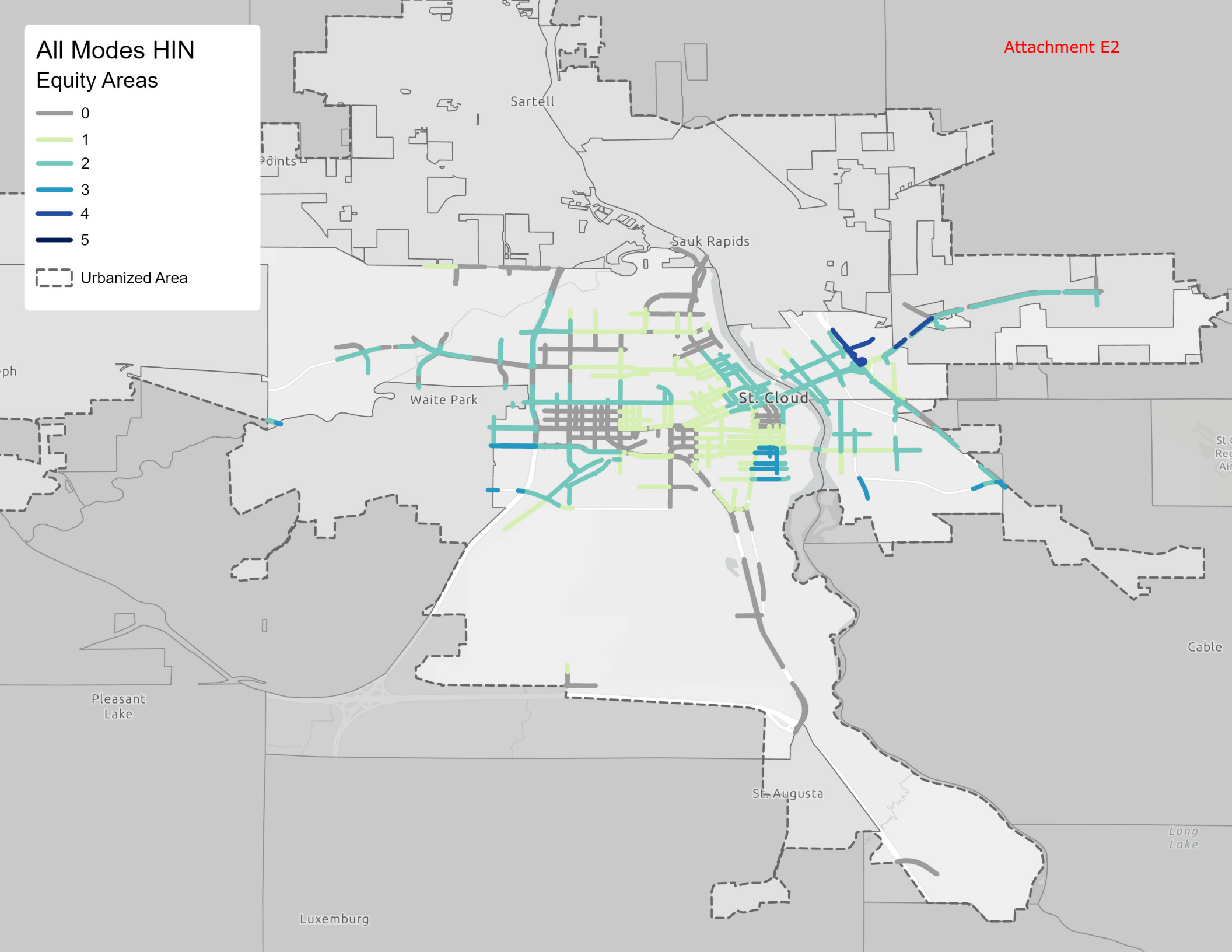


Vehicle HIN Equity Areas



All Modes HIN Equity Areas

- 0
- 1
- 2
- 3
- 4
- 5
- ⬡ Urbanized Area



All Modes HIN Equity Areas



Attachment E2

Five Points

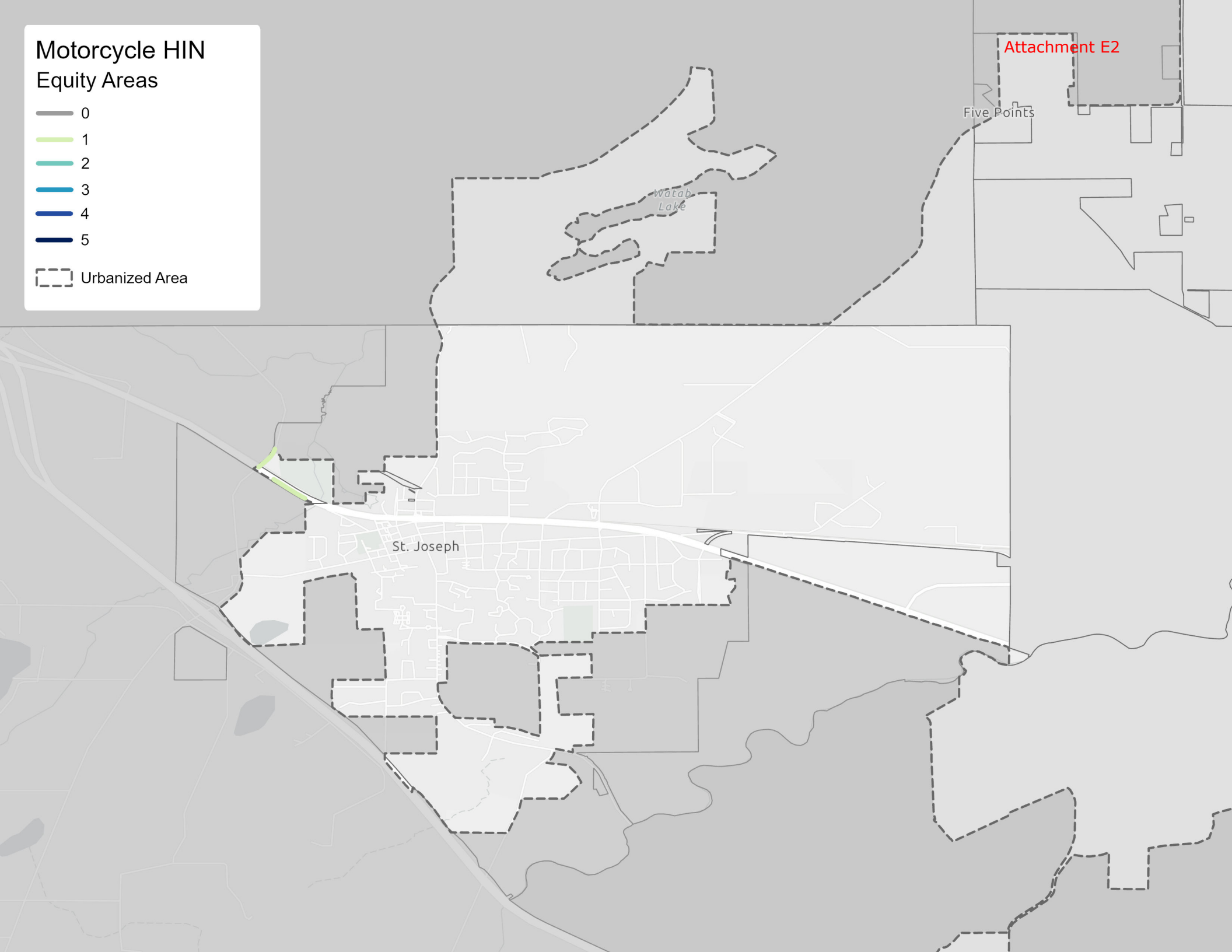
Watab
Lake

St. Joseph

Bicycle HIN Equity Areas



Motorcycle HIN Equity Areas



Pedestrian HIN Equity Areas



Vehicle HIN Equity Areas

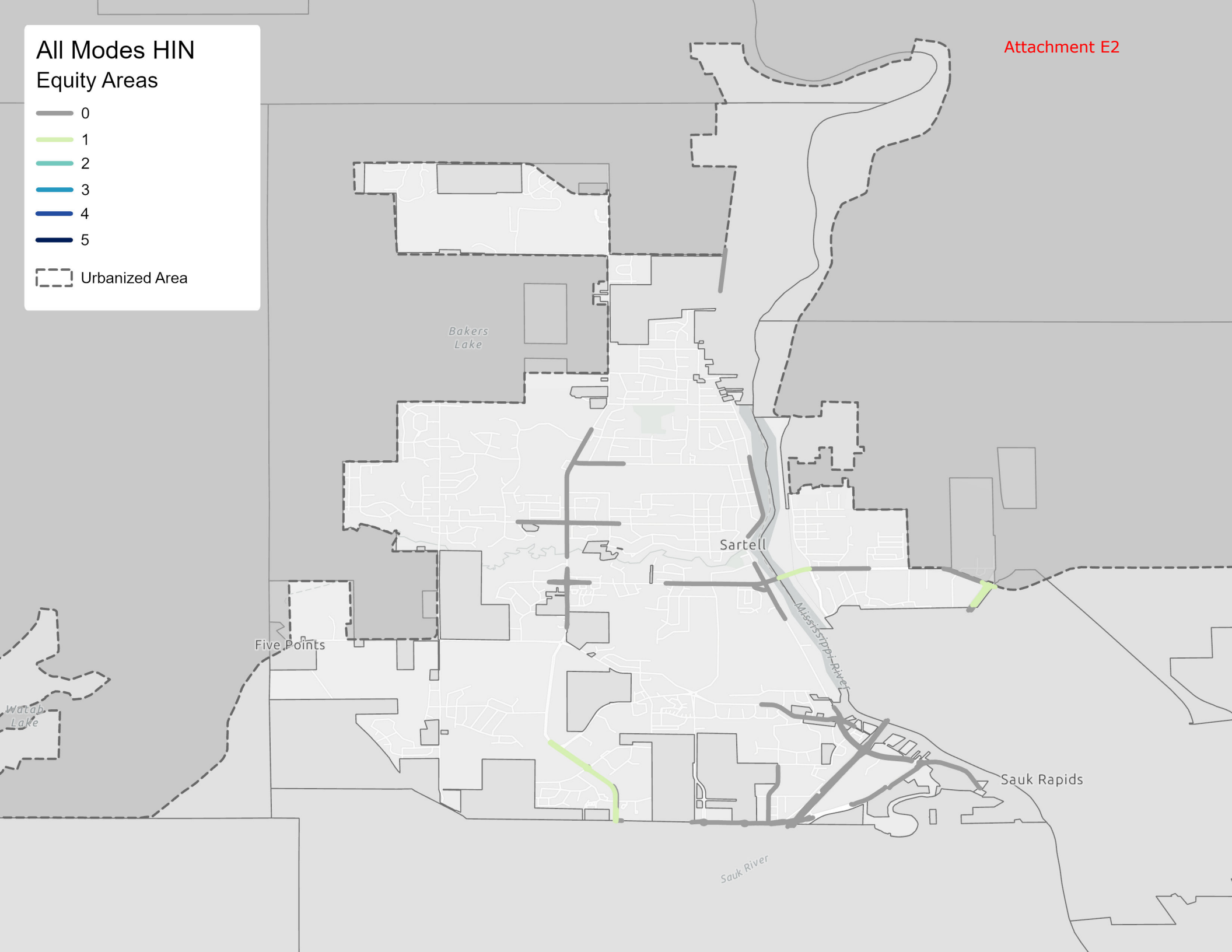
- 0
- 1
- 2
- 3
- 4
- 5
- Urbanized Area



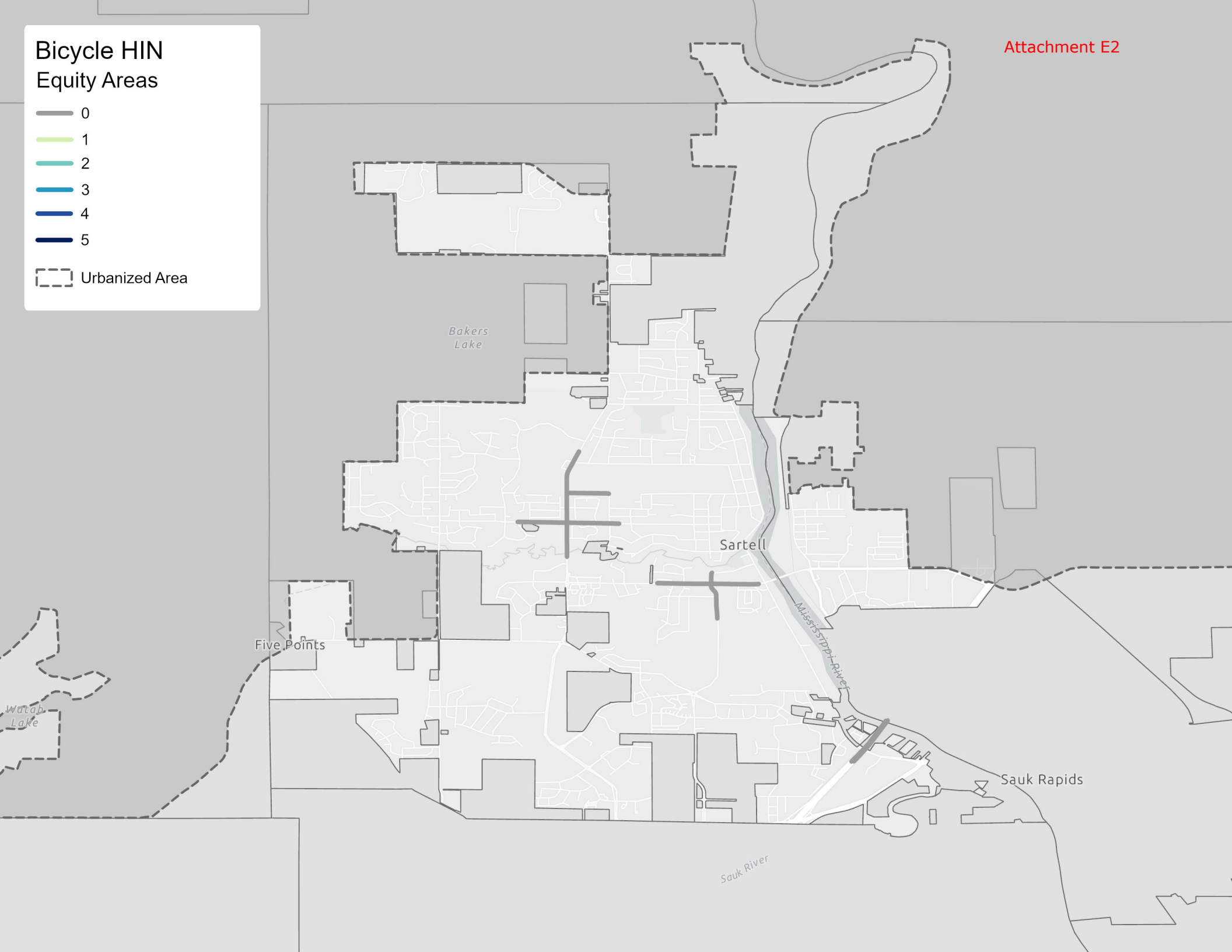
All Modes HIN Equity Areas



Attachment E2

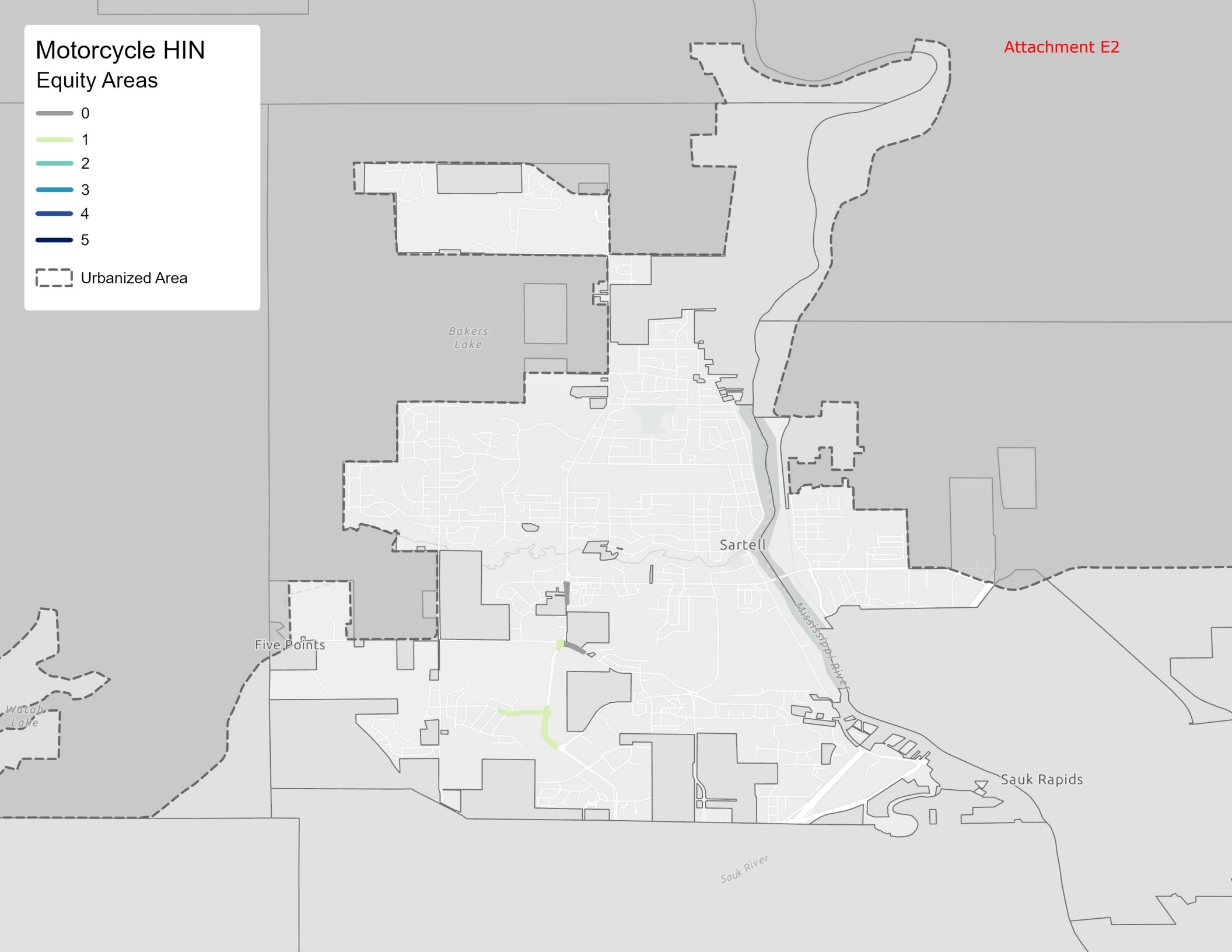


Bicycle HIN Equity Areas



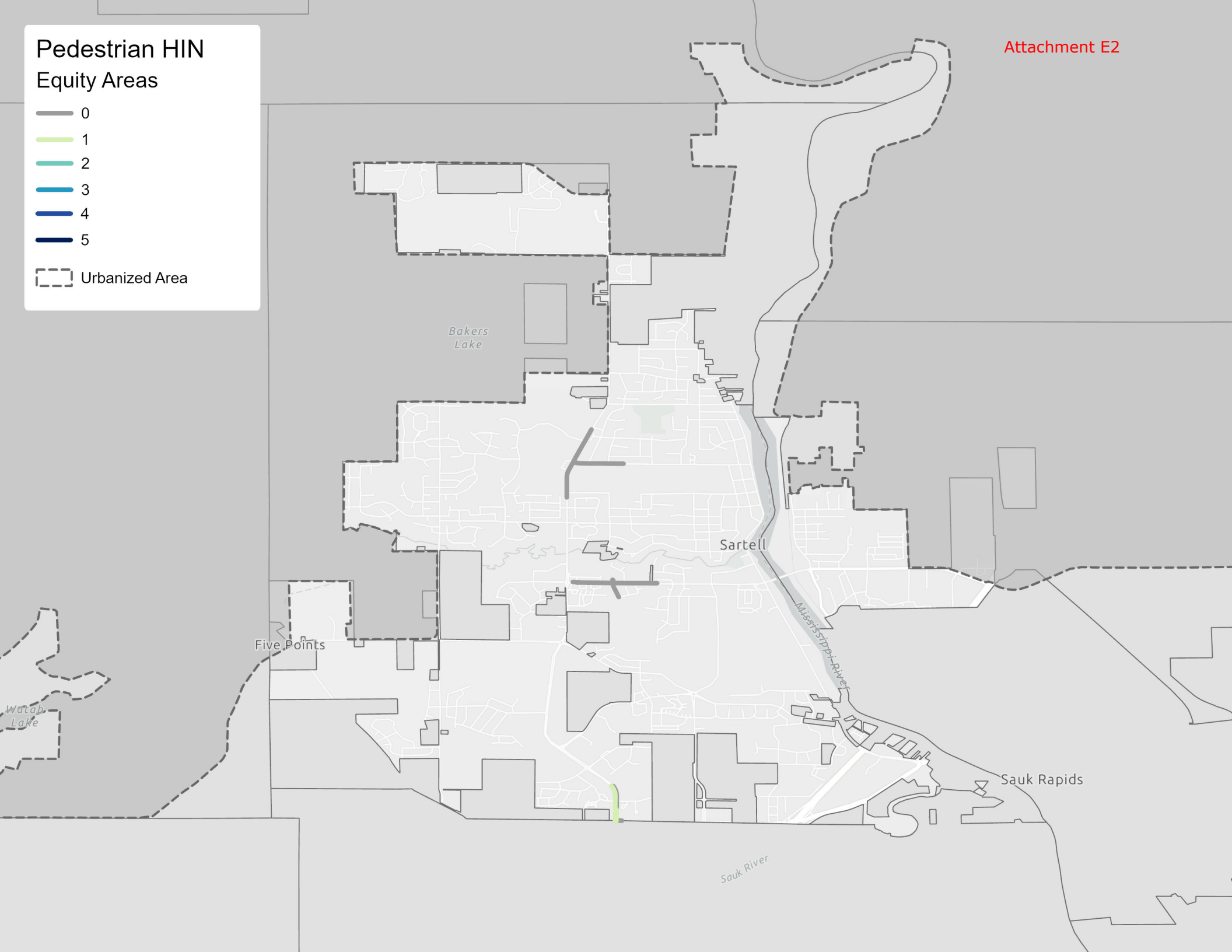
Motorcycle HIN Equity Areas

- 0
- 1
- 2
- 3
- 4
- 5
- Urbanized Area



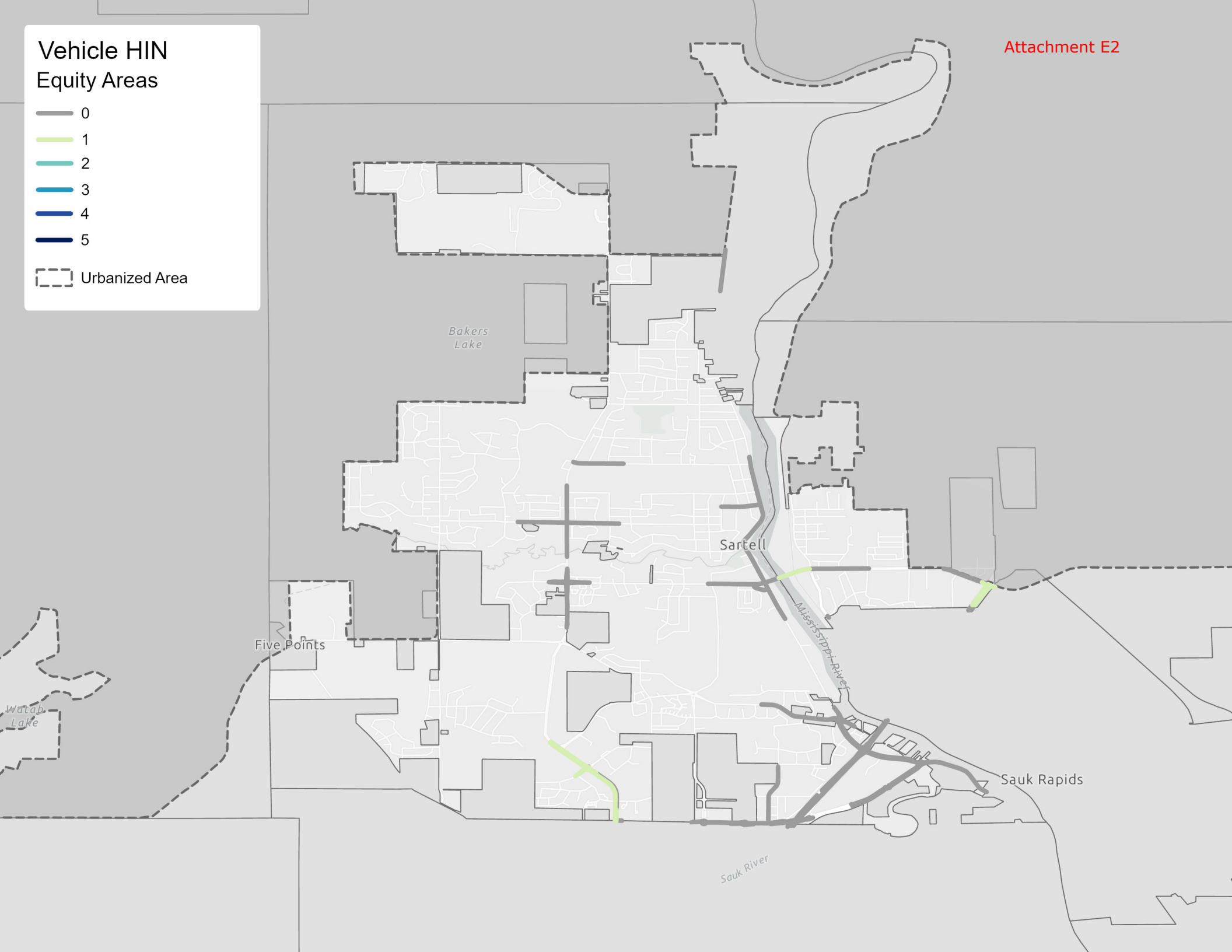
Pedestrian HIN Equity Areas

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- 4
- 5
- Urbanized Area



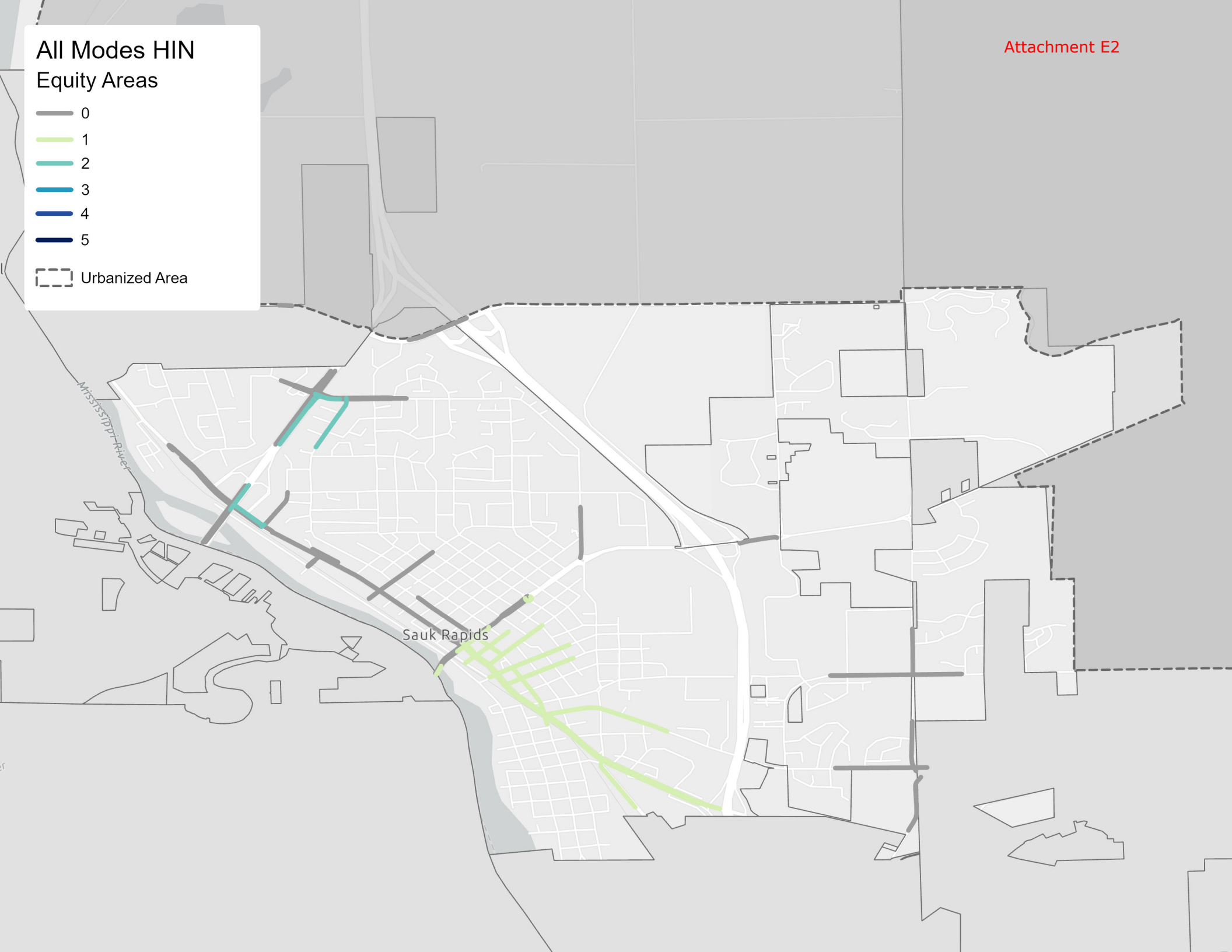
Vehicle HIN Equity Areas

- 0
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- 4
- 5
- ⎓ Urbanized Area



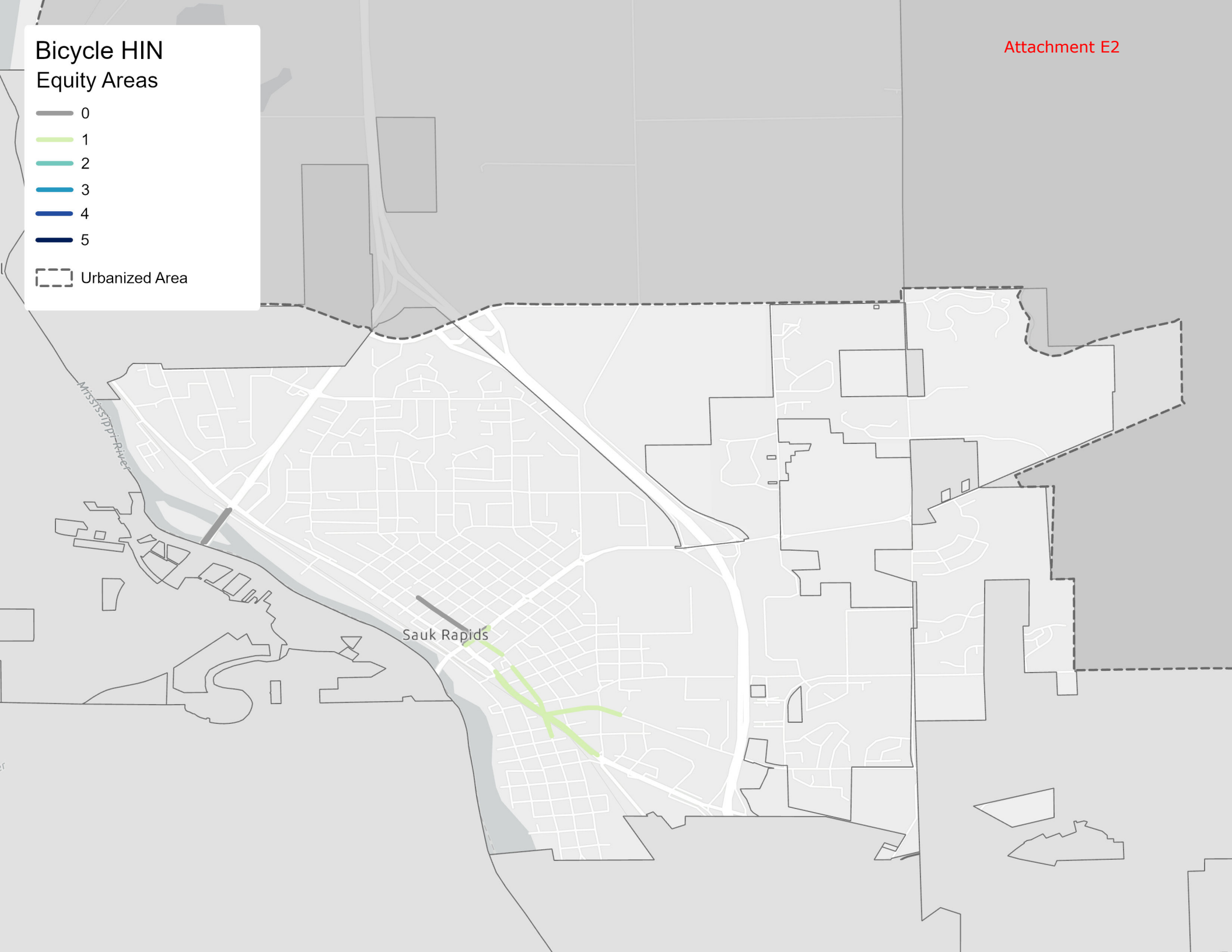
All Modes HIN Equity Areas

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- 5
- Urbanized Area

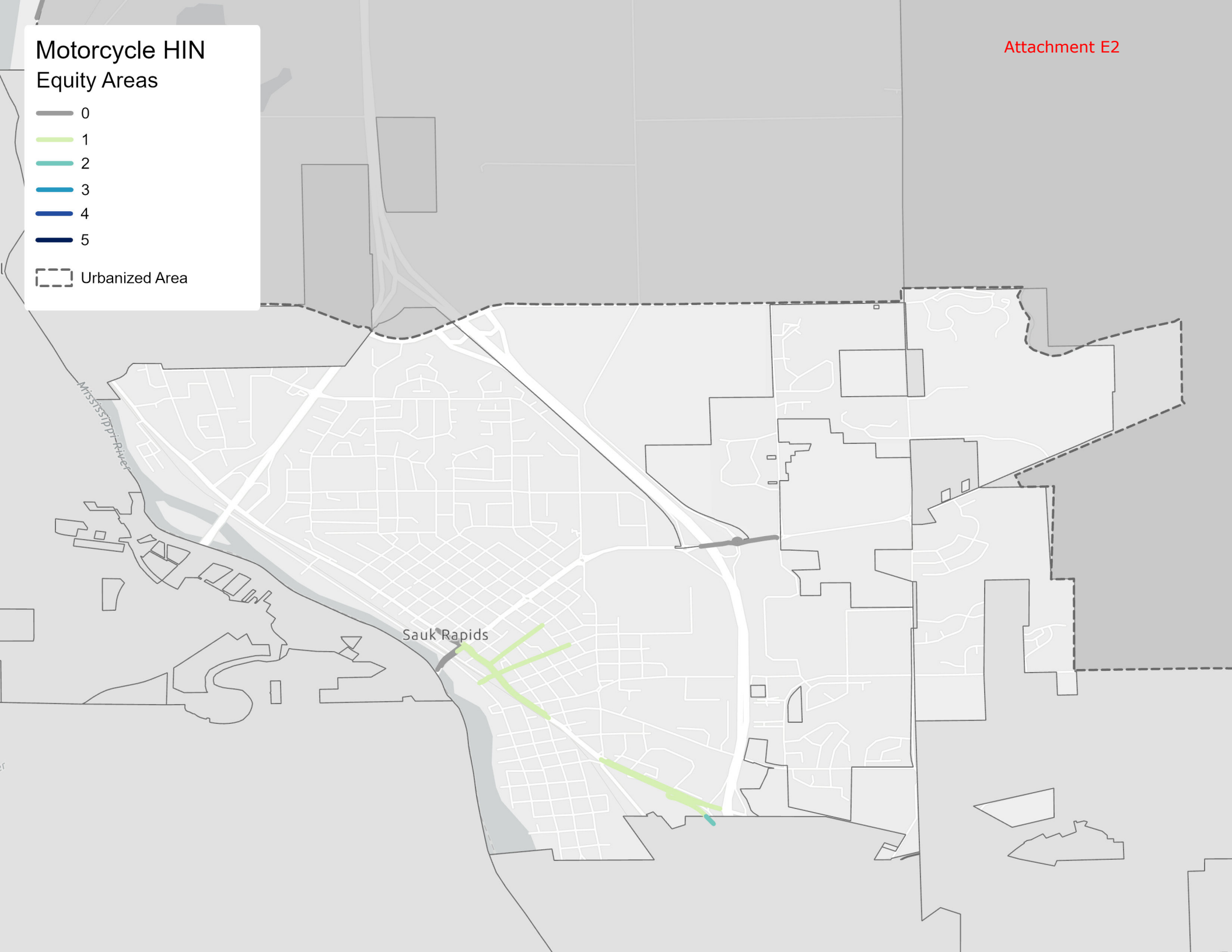


Bicycle HIN Equity Areas

- 0
- 1
- 2
- 3
- 4
- 5
- Urbanized Area

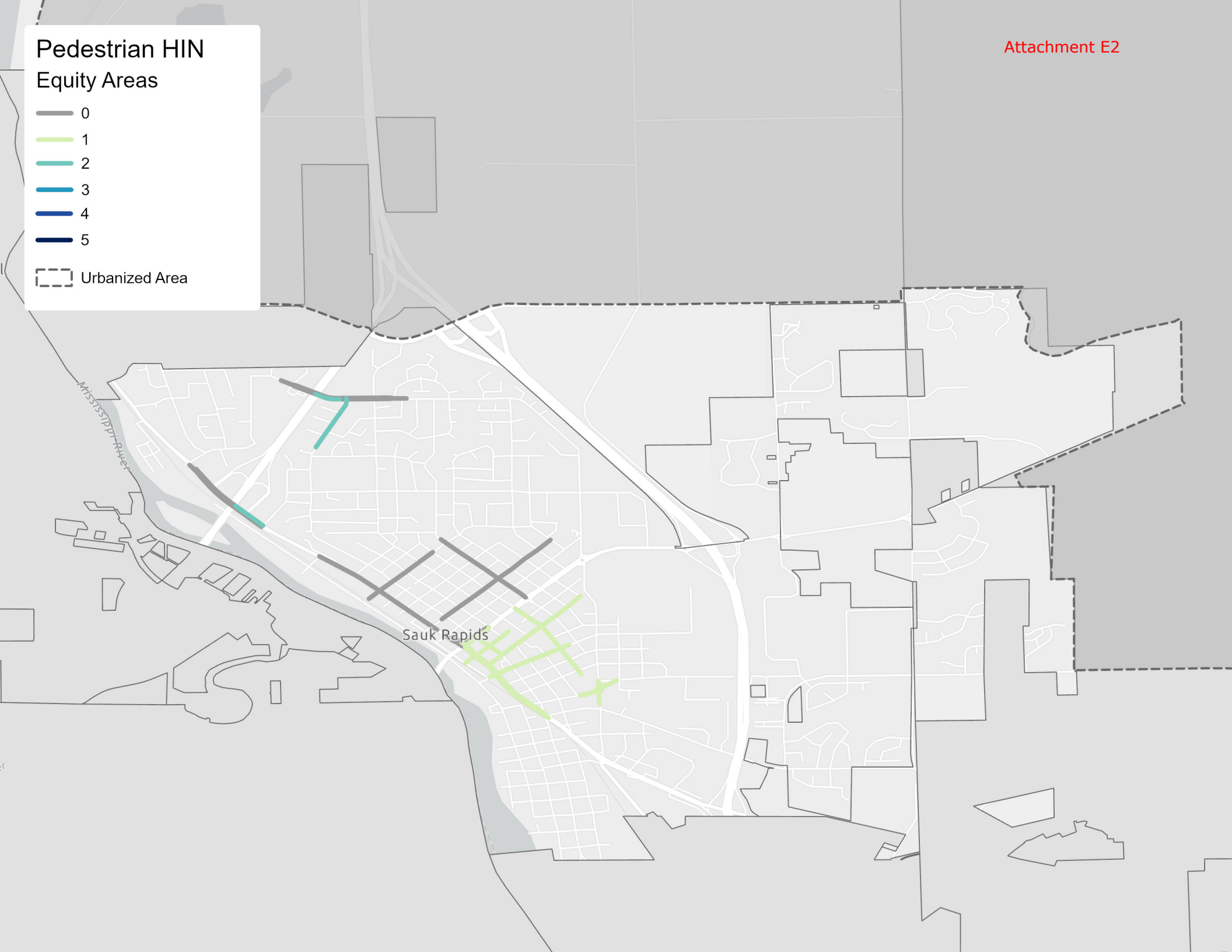


Motorcycle HIN Equity Areas



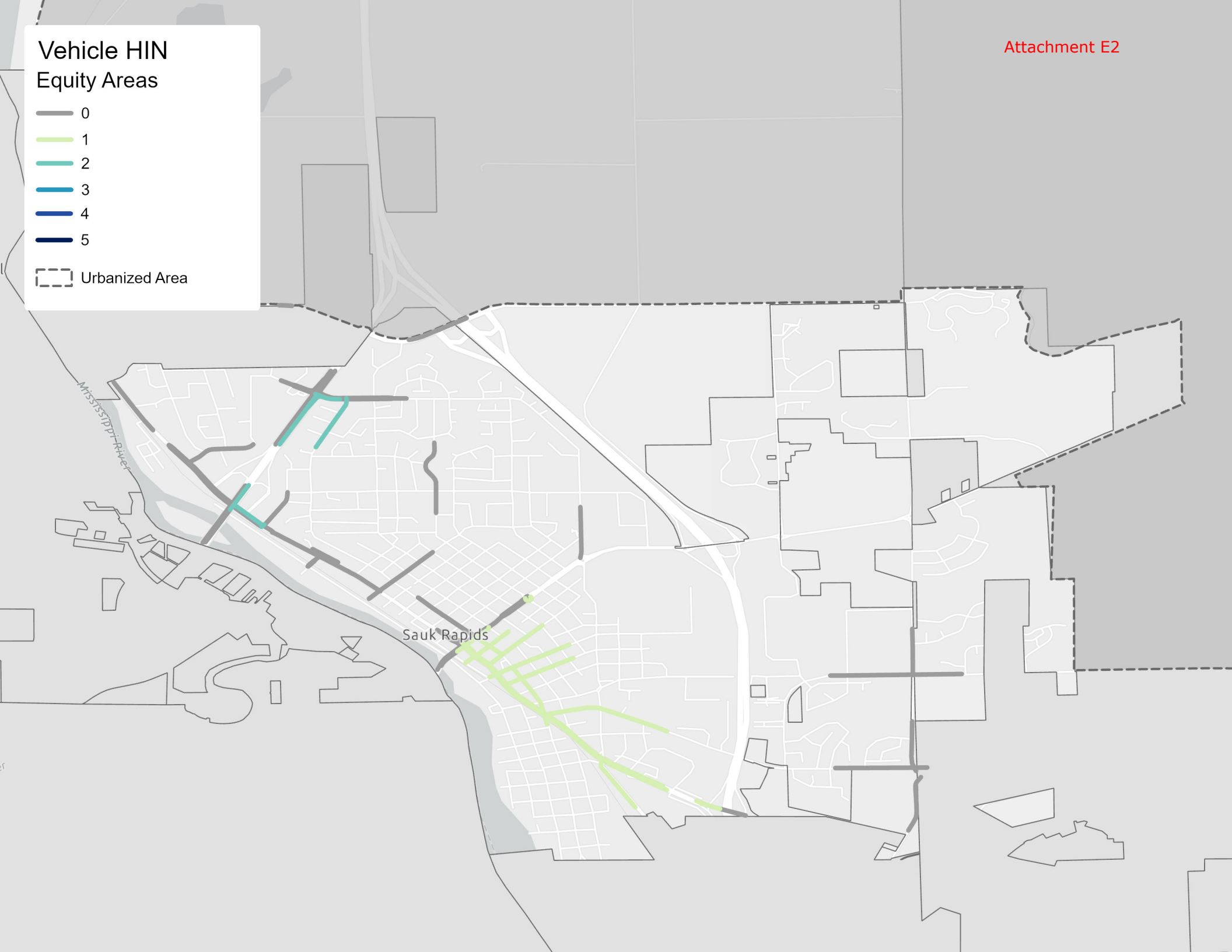
Pedestrian HIN Equity Areas

- 0
- 1
- 2
- 3
- 4
- 5
- Urbanized Area



Vehicle HIN Equity Areas

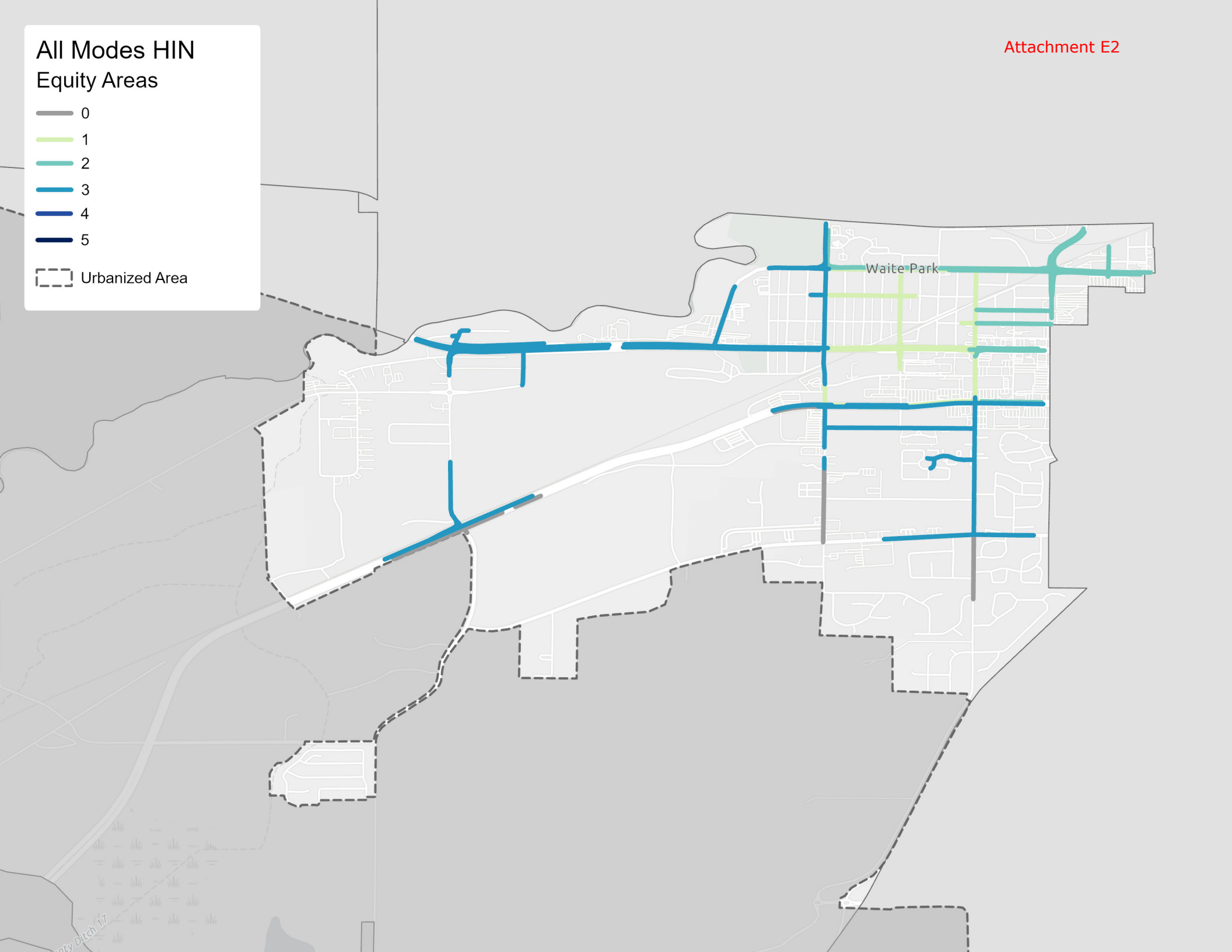
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- Urbanized Area



Sauk Rapids

Mississippi River

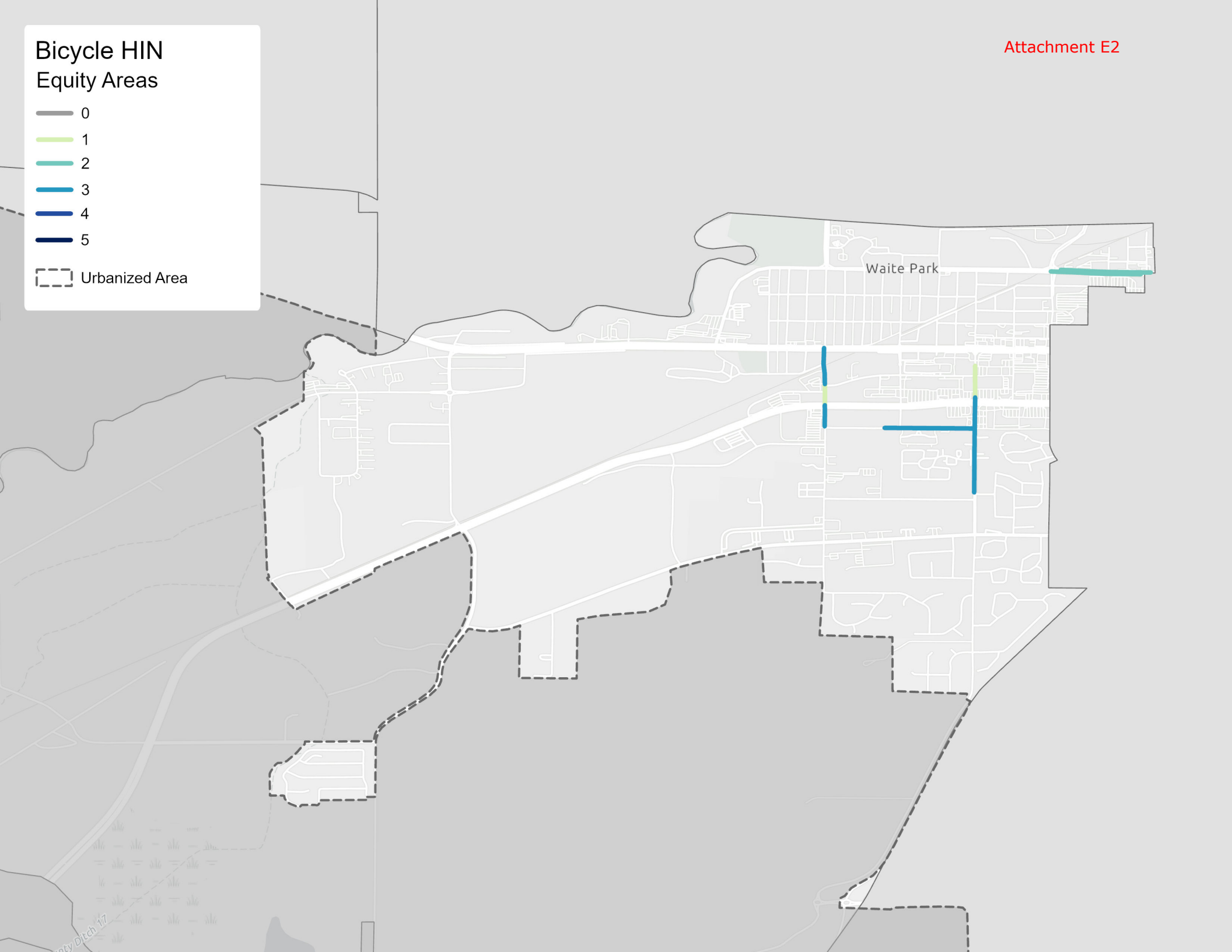
All Modes HIN Equity Areas



Bicycle HIN Equity Areas

- 0
- 1
- 2
- 3
- 4
- 5

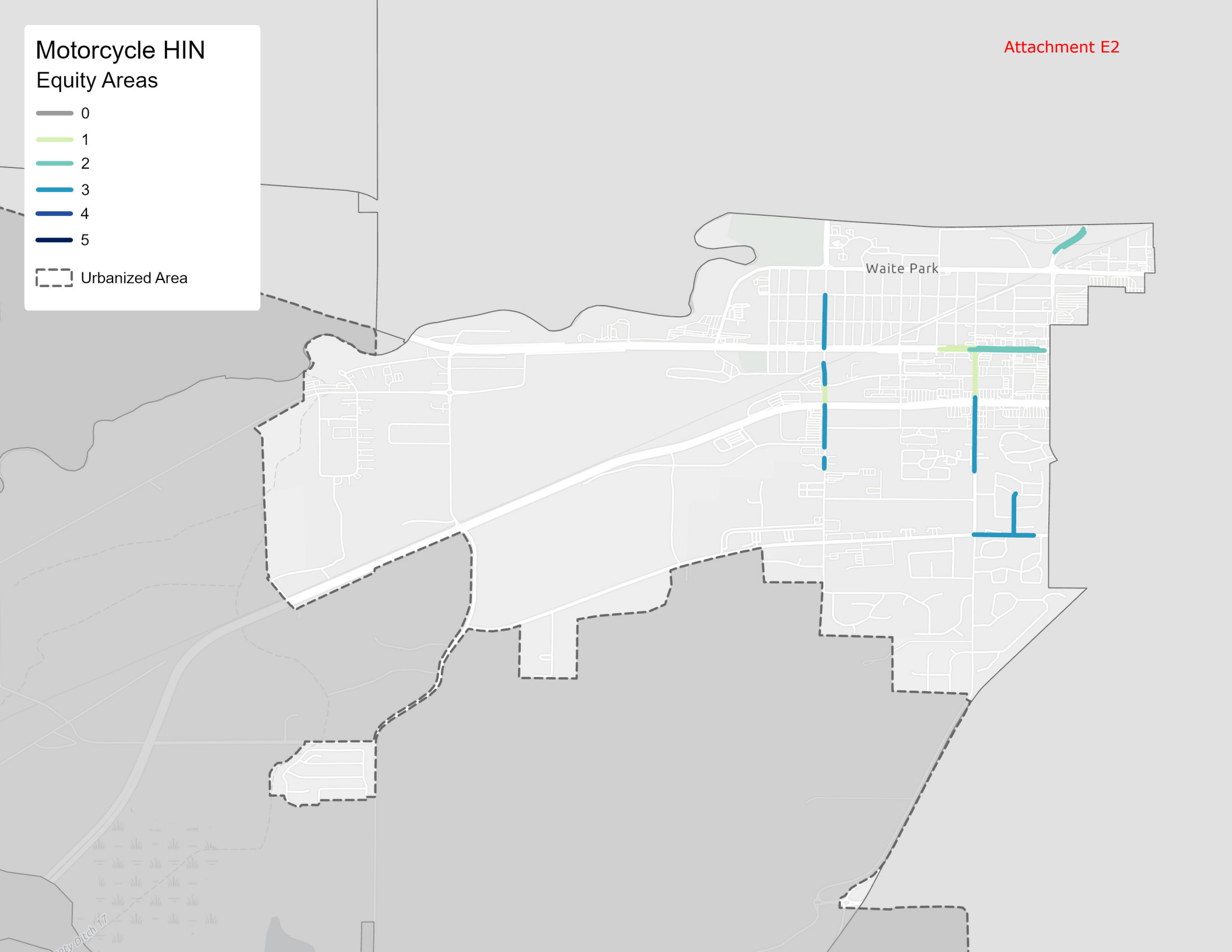
Urbanized Area



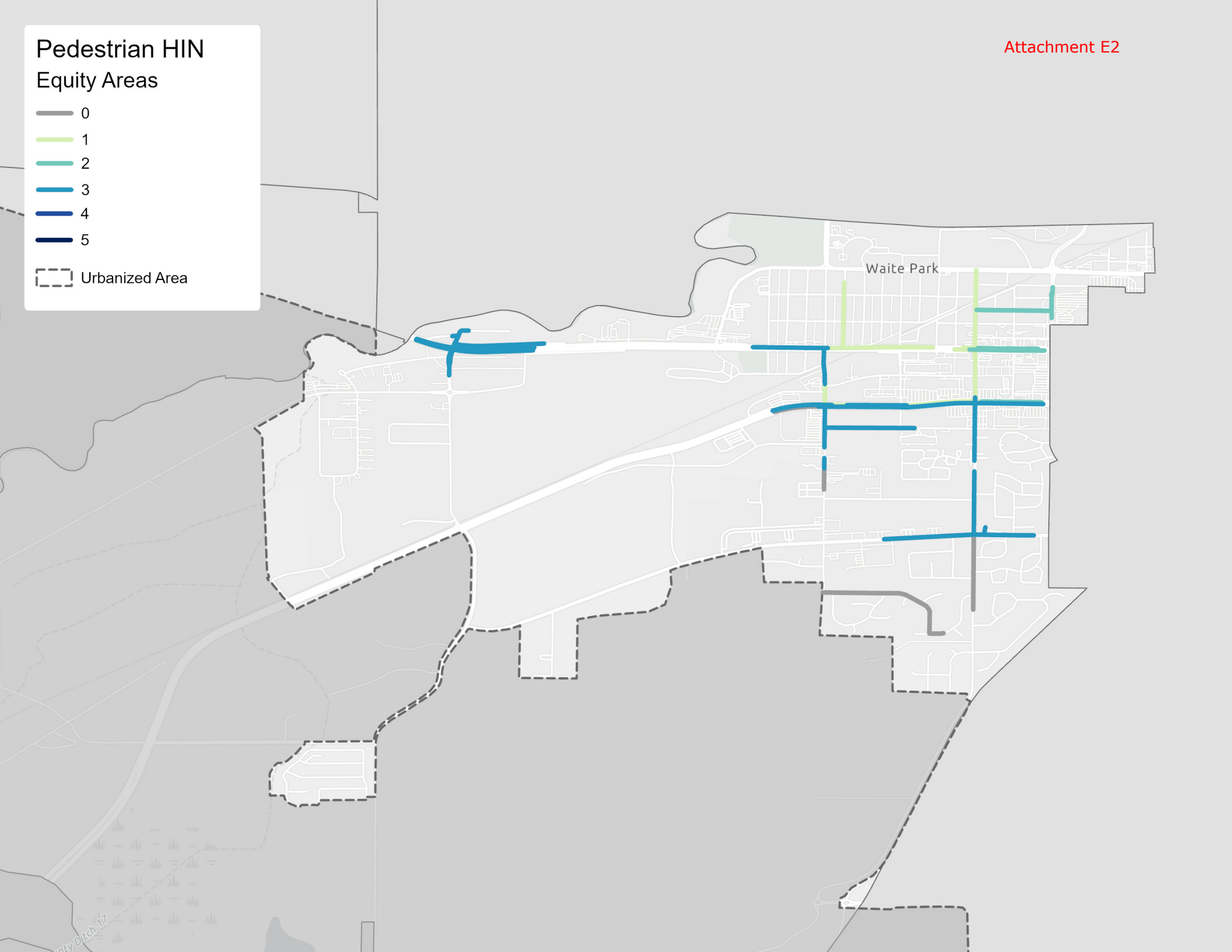
Motorcycle HIN Equity Areas

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- 3
- 4
- 5

Urbanized Area



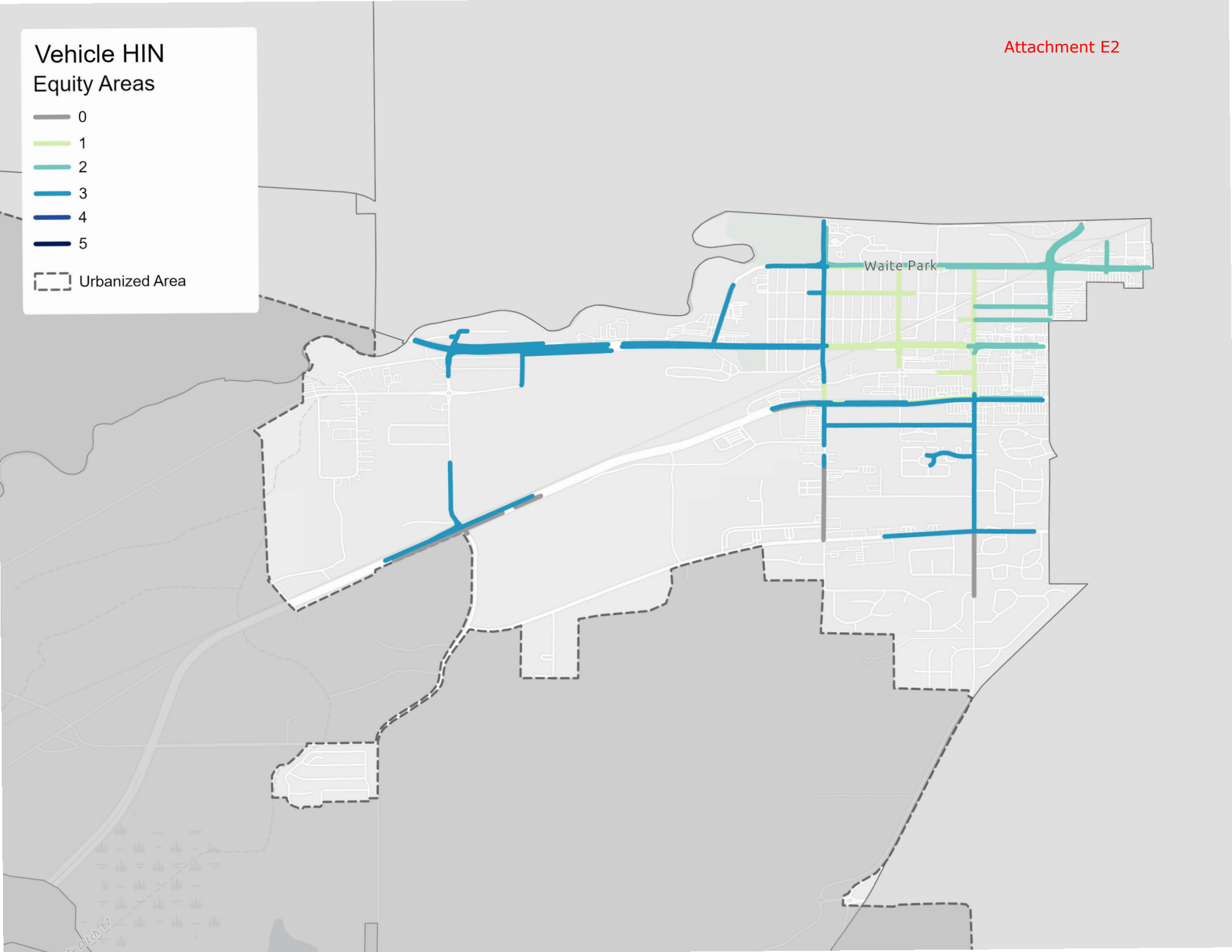
Pedestrian HIN Equity Areas



Vehicle HIN Equity Areas

- 0
- 1
- 2
- 3
- 4
- 5

Urbanized Area



The City of St. Cloud

No	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score	Equity Areas				
										Age 65 and Over	Median Household Income	Limited English Proficiency	Disability	Persons of Color
1	33rd Ave	5th St North	W St. Germain St	Angle, intersection related	City of St. Cloud	82	-	7	-	-	-	X	-	X
2	9th Ave	Division St	15th St South	Angle, Front to Front, Intersection related	City of St. Cloud	79	12	-	4	-	X	-	X	-
3	MN - 15	12th St North	2nd St South	Rear End, intersection related	State	74	-	2	-	-	X	-	X	X
4	Division St	Waite Avenue	21st Avenue	Rear End, intersection related	Stearns County	72	2	9	3	-	X	-	X	-
5	3rd St North	MN - 15	30th Ave North	Rear End, intersection related	City of St. Cloud	64	-	3	2	-	X	-	-	X
6	Veterans Drive	37th Ave North	County Rd 134	Angle, intersection related	City of St. Cloud	64	-	-	2	X	X	-	-	-
7	University Dr South	17th Avenue South	5th Ave South	Angle, intersection related	City of St. Cloud	63	14*	-	-	-	X	X	X	X
8	East St Germain St	Riverside Dr Southeast	Highway 10		City of St. Cloud	60	6	5	-	-	X	-	-	X
9	2nd St South	Waite Avenue South	25th Ave South	Angle, rear end, intersection related	City of St. Cloud	59	-	-	-	X	X	X	X	X
10	Division St	12th Ave South	Mississippi River	Single vehicle	City of St. Cloud	43	7	-	-	-	X	-	X	-
11	25th Ave North	3rd St North	12th St North	Angle, intersection related	City of St. Cloud	41	-	-	-	-	X	-	-	X
12	Washington Memorial Dr	West Saint Germain St	Roosevelt Rd	Angle, bicycle, intersection related	City of St. Cloud	41	-	-	-	-	X	-	X	-
13	Highway 10	3rd St Southeast	East Saint Germain St	Pedestrian, intersection related	State	40	8	-	-	-	X	X	X	X

*Highest scoring Pedestrian corridor

The City of Sartell

No	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score	Equity Areas				
										Age 65 and Over	Median Household Income	Limited English Proficiency	Disability	Persons of Color
1	2nd St south	Pine Cone Rd	Riverside Avenue South	Pedestrian, intersection related	City of Sartell	-	5	3	-	-	-	-	-	-
2	Pine Cone Rd	2 1/2 St North	12th St North	Pedestrian and Bicycle, intersection related	Stearns County	-	2	2	-	-	-	-	-	-
3	7th St North	Pine Cone Rd	7th Ave North	Pedestrian and Bicycle, intersection related	City of Sartell	-	2	-	-	-	-	-	-	-
4	2 1/2 St North	17th Ave North	7th Ave North	Rear End, Bicycle, intersection	City of Sartell	-	-	2	-	-	-	-	-	-
5	Heritage Dr	Pine Cone Rd	10th St South	Motorcycle, roundabout	City of Sartell/Stearns County	-	-	-	3	-	-	-	-	-

Scores are directional attributing the higher of the directional scores to each segment

The City of Sauk Rapids

No	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score	Equity Areas				
										Age 65 and Over	Median Household Income	Limited English Proficiency	Disability	Persons of Color
1	Benton Dr	4th St North	6th St South	Run off road, angle, intersection	City of Sauk Rapids	42	5	2	8*	-	X	-	-	-
2	Benton Dr	6th St South	US - 10	Single vehicle, intersection	City of Sauk Rapids	-	-	2	7	-	X	-	-	-
3	8th St North	Benton Dr	Pearl View Dr	Pedestrian, intersection	City of Sauk Rapids	-	5	-	-	-	-	-	-	-
4	N Benton Dr	Plum St	1st Ave North	Pedestrian	City of Sauk Rapids	-	5	-	-	-	X	-	X	-
5	1st St South	River Ave South	9th Ave South	Intersection	City of Sauk Rapids	-	-	-	7	-	X	-	-	-

*Highest scoring Motorcycle corridor

Scores are directional attributing the higher of the directional scores to each segment

The City of St. Joseph

No	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score	Equity Areas				
										Age 65 and Over	Median Household Income	Limited English Proficiency	Disability	Persons of Color
1	County Rd 75	Old Hwy 52	2nd Ave Northeast	Angle, intersection	Stearns County	-	-	2	-	-	-	X	-	-
2	College Ave North	North St	W Minnesota St	Pedestrian	Stearns County	-	3	2	-	-	-	X	-	-
3	County Rd 75	8th Ave Northeast	eastern city line	Angle, intersection	Stearns County	-	2	-	-	-	-	X	-	-
4	1st St	Cedar St East	Elm St East	Pedestrian	Saint Joseph	-	5	-	-	-	-	X	-	-
5	County Rd 3	County Rd 75	0.2 miles north of County Rd 75	Motorcycle	Stearns County	-	-	-	2	-	-	X	-	-

Scores are directional attributing the higher of the directional scores to each segment

The City of Waite Park

No	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Score (All modes)	Pedestrian HIN Score	Bicyclist HIN Score	Motorcyclist HIN Score	Equity Areas				
										Age 65 and Over	Median Household Income	Limited English Proficiency	Disability	Persons of Color
1	10th Ave South	Division St	Sundial Dr	Read End, intersection	City of Waite Park	56	3	2	-	-	X	X	X	X
2	Division St	8th Ave North	Waite Ave South	Angle, intersection	Stearns County	39	-	-	5	-	X	-	X	-
3	2nd Ave South	Division St	Sundial Dr	Angle, intersection	City of Waite Park	39	-	3	5	X	X	X	X	X
4	3rd St Northeast	MN - 15	44th Ave North	Left-turn, intersection	City of Waite Park	42	-	2	-	-	X	-	X	-
5	2nd St South	2nd Ave South	Waite Ave South	Intersection	City of Waite Park	56	-	-	-	X	X	-	X	X
6	Waite Ave South	2nd St South	Division St	Angle, intersection	City of Waite Park	39	5	-	-	-	X	-	X	-

Scores are directional attributing the higher of the directional scores to each segment

Multijurisdictional Corridors

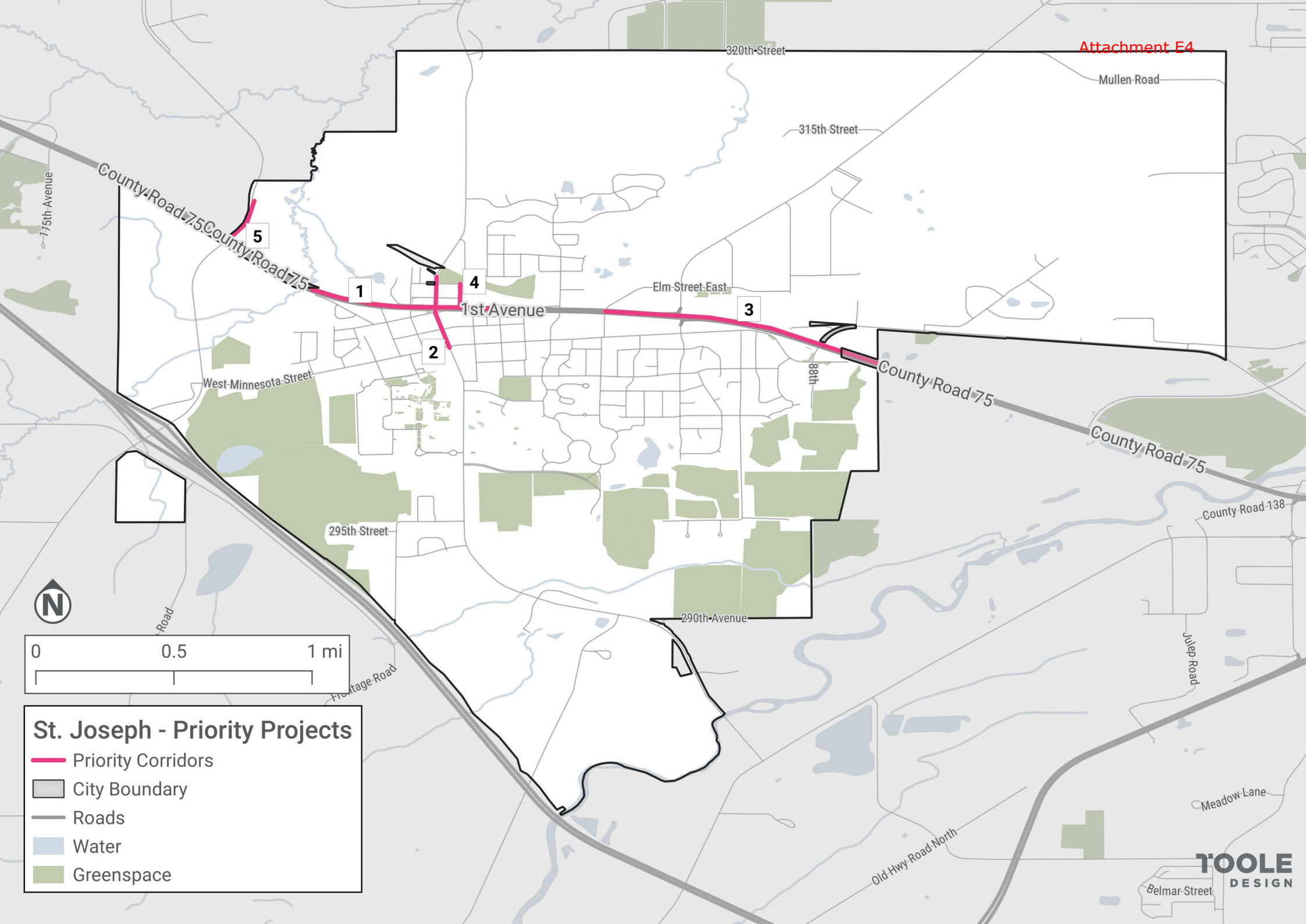
No	HIN Segment / Roadway	Extent From	Extent To	Primary Crash Type	Roadway Owner	Cities	Score (All modes)
1	3rd St Northeastern	44th Ave North	30th Ave North	Angle/left turn, intersection	City of St. Cloud, Waite Park	St. Cloud, Waite Park	64
2	Division St	8th Ave North	21st Ave North	Angle, rear end, intersection	Stearns County	St. Cloud, Waite Park	72
3	2nd St South	2nd Ave South	25th Ave North	Bike and ped, rear end, angle, intersection	City of St. Cloud, Waite Park	St. Cloud, Waite Park	59

Pedestrian

No	HIN Segment / Roadway	Extent From	Extent To	City	Ped Score
1	Highway 23 East	US - 10	St. Cloud east city line	St. Cloud	12
2	9th Ave South	Divisions St	University Dr South	St. Cloud	12
3	University Dr South	14th Ave South	5th Ave South	St. Cloud	14

Bicyclist

No	HIN Segment / Roadway	Extent From	Extent To	City	Ped Score
1	Division St	41st Ave North	25th Ave North	St. Cloud	9
2	33rd Ave South	Division St	West St. Germain St	St. Cloud	7

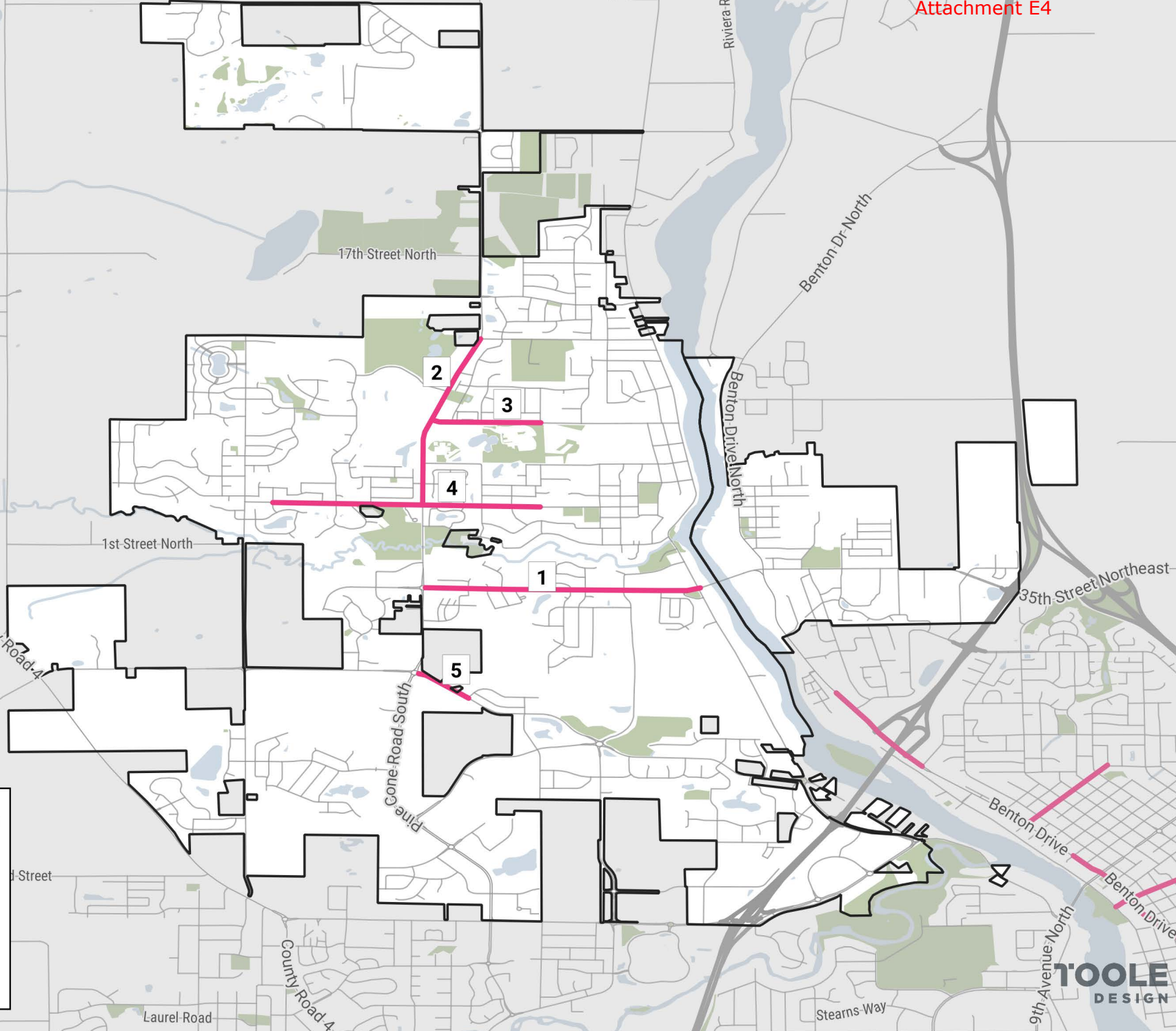


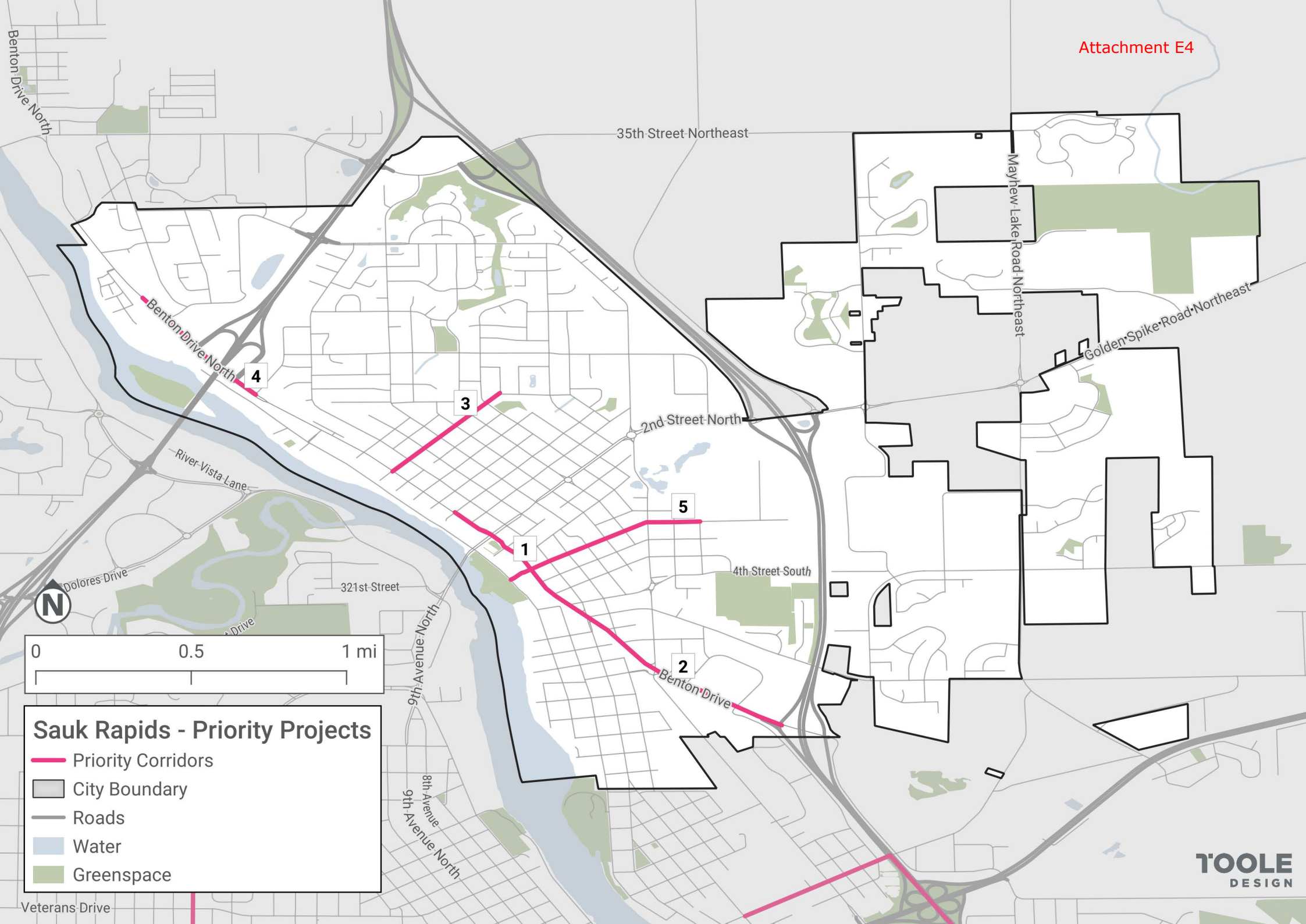
St. Joseph - Priority Projects

- Priority Corridors
- City Boundary
- Roads
- Water
- Greenspace

Sartell - Priority Projects

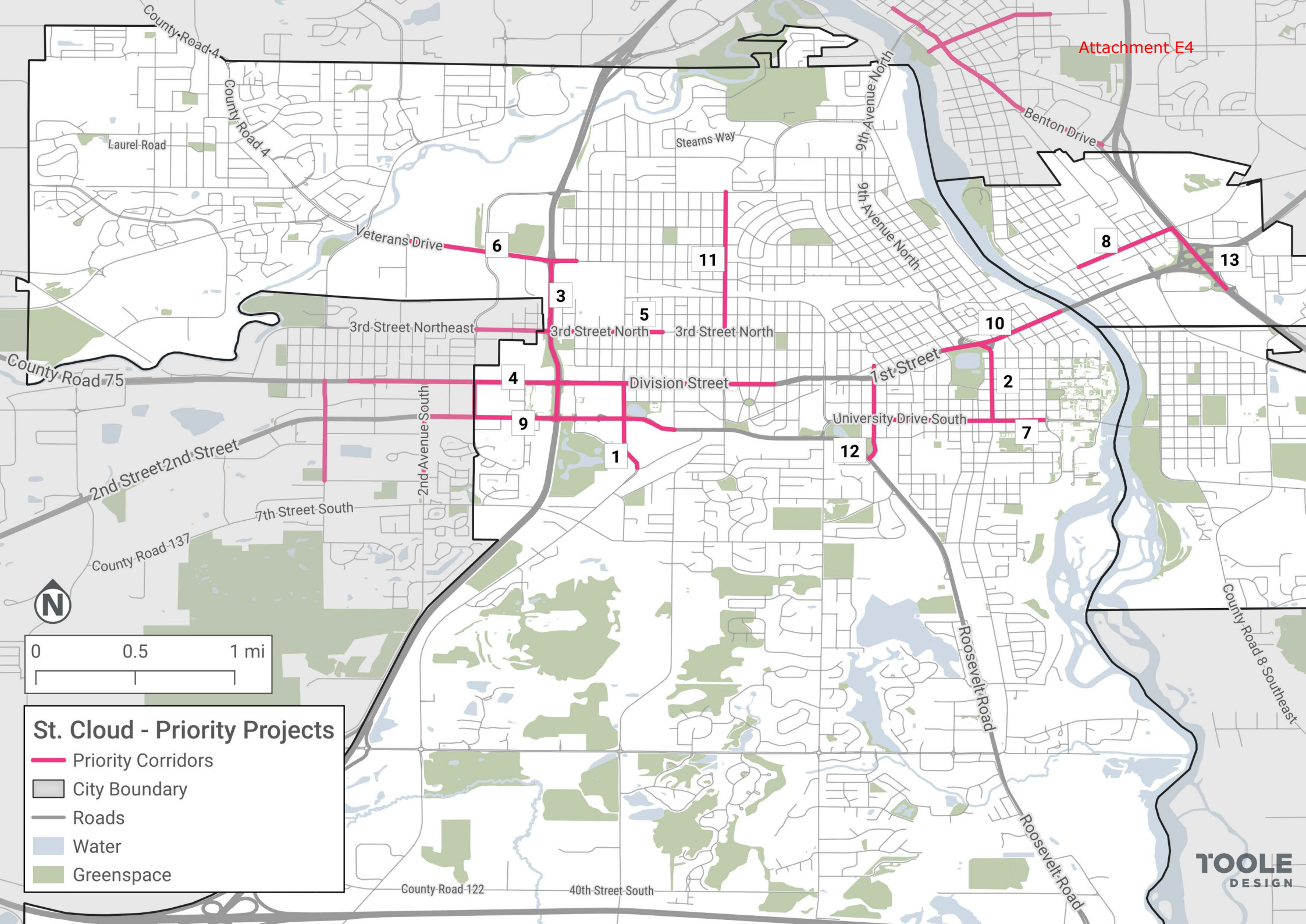
- Priority Corridors
- City Boundary
- Roads
- Water
- Greenspace





Sauk Rapids - Priority Projects

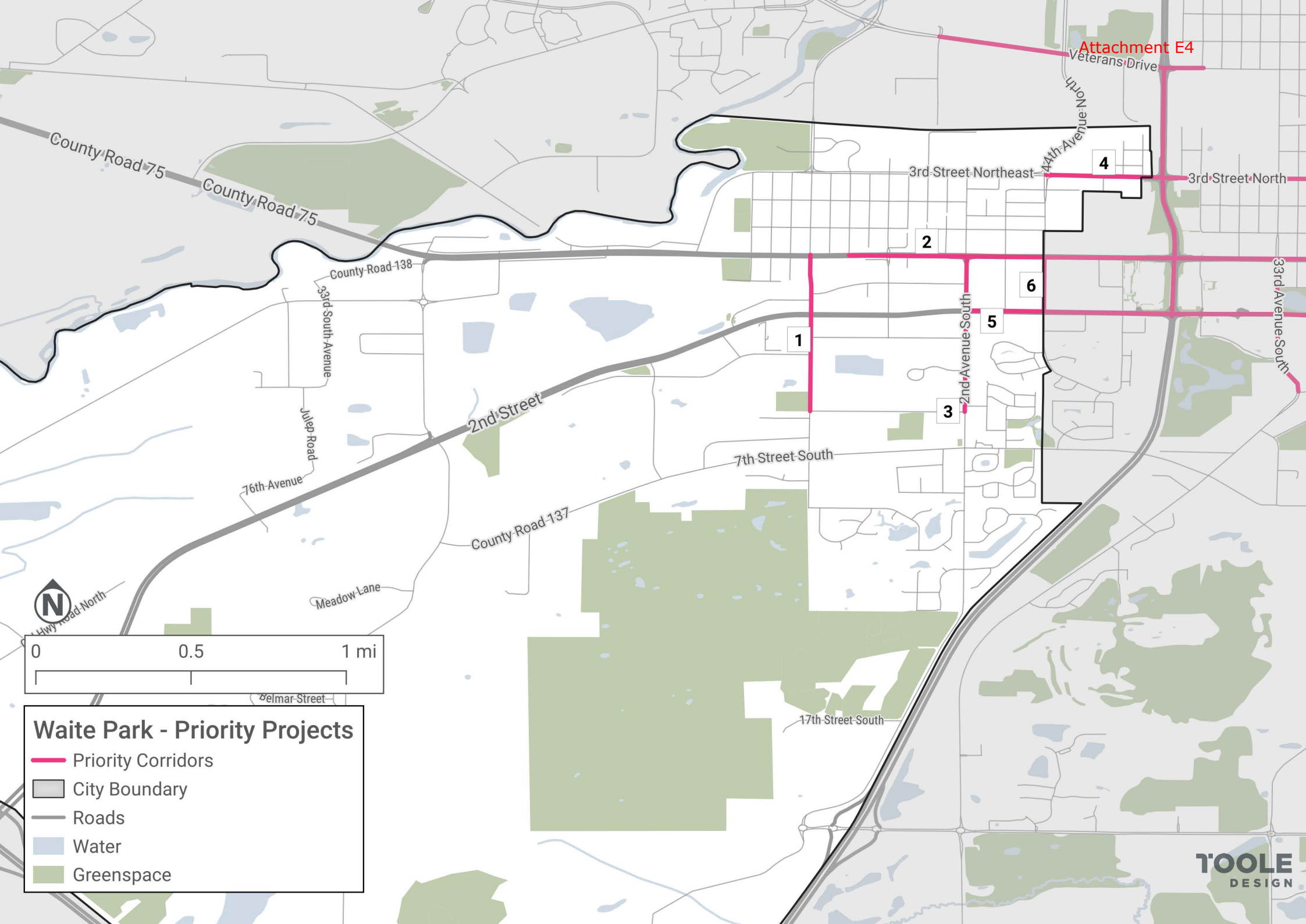
- Priority Corridors
- City Boundary
- Roads
- Water
- Greenspace



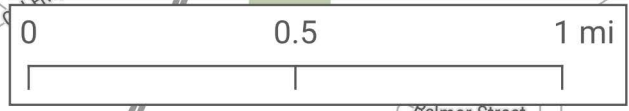
St. Cloud - Priority Projects

- Priority Corridors
- City Boundary
- Roads
- Water
- Greenspace





Attachment E4



Waite Park - Priority Projects

- Priority Corridors
- City Boundary
- Roads
- Water
- Greenspace

Draft Policy Statements

The following draft policy statements were identified for incorporation into the APO SS4A Plan.

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

- 1) Adopt a Vision Zero statement with a goal of zero fatalities or serious injury crashes on roadways within the APO **by year 2050**.
- 2) Recognize the Safe System principles:
 - Death or serious injury is unacceptable
 - Humans make mistakes
 - Humans are vulnerable
 - Responsibility is shared
 - Safety is proactive
 - Redundancy is crucial.
- 3) Support and focus on the following core elements of a Safe System:
 - **SAFE ROAD USERS**: All road users, including those walking, biking, riding, and driving, should always operate in a safe and responsible manner when on the roadway.
 - **SAFE SPEEDS**: Safer speed setting, education, and enforcement are promoted across all road environments to reduce kinetic forces associated with crashes to a tolerable level on the human body.
 - **SAFE VEHICLES**: Vehicles are designed incorporating the latest technology and used in appropriate ways (such as always wearing a seat belt) to minimize crash severity and frequency.
 - **SAFE ROADS**: Roads are designed to accommodate human mistakes, encourage safe behavior, and reduce crash severity and frequency.
 - **POST-CRASH CARE**: Receiving quick emergency medical care following a crash is essential to assist those who have been injured and to reduce fatalities.
- 4) Use the High Injury Network (HIN) as a planning tool to prioritize investment and help meet the Vision.
- 5) Adopt complete streets policies to ensure safe access and mobility for all users and abilities.
- 6) Achieve equity in transportation by ensuring more vulnerable communities are a priority and have improved access to safe and efficient travel options.
- 7) Create a safer roadway culture by actively partnering with other agencies and / or organizations to collect and share information to implement strategies and projects that will most benefit roadway safety within the APO.



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: 2025-2029 Regional Infrastructure Investment Plan (RIIP)
DATE: Feb. 18, 2025

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 APO TIP document includes projects from MnDOT District 3 and members jurisdictions that fall within the APO's planning area along with projects found within Saint Cloud Metro Bus's CIP. The projects programmed in the TIP are either partially or fully funded using Federal or state dollars. Projects programmed into the TIP must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."¹

Federal regulations go on to state:

"For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual metropolitan planning organizations (MPOs) like the APO.

In order to 1) meet the transparency intent of Federal regulations surrounding regionally significant transportation projects and 2) to facilitate better interjurisdictional coordination of project development and construction, APO staff have developed the Regional Infrastructure Investment Plan (RIIP).

By programming transportation projects into the TIP, they are subject to the regulations issued by FHWA and FTA including the amendment processes outlined in the APO's Stakeholder Engagement Plan (SEP) and APO Policy Board approval. Subjecting projects that are 100% locally funded and supported by their respective governing body to these regulations appears to be unduly arduous and time consuming given the fluidity of many of

¹ Metropolitan Transportation Planning and Programming, 23 C.F.R. §450.326 (2016).

the jurisdictional CIPs.

The RIIP, in contrast to the TIP, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) **regardless of funding** source and includes projects that have been programmed in the TIP. This document, not subject to FHWA/FTA regulations, is designed to provide jurisdictions and residents with a more complete picture of transportation improvement projects occurring in the planning area over a five-year time frame.

In addition, the RIIP will also serve as a means to track construction projects that have been completed within the past 12 months.

The APO's 2025-2029 RIIP can be found by accessing the following link:

<http://stcloudapo.org/wp-content/uploads/2025/02/02142025-FINAL-FY-2025-2029-Regional-Infrastructure-Investment-Plan.pdf>

Again, the document contains CIPs (and the CHIP) that have been approved by the respective jurisdictions. Any changes to these documents after the initial approval by the governing body have not been included in this document.

Suggested Action: Recommend Policy Board approval to publish.