



Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643
(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

AGENDA

Technical Advisory Committee
Wednesday, July 31, 2019 – 1 p.m.
Stearns County Highway Department
455-28th Ave. S, Waite Park

1. Consider Minutes of June 27, 2019
 - a. *Suggested Motion: Approval.*
2. Public Comment Period
 - a. *Suggested Motion: None, informational.*
3. Final Draft of the FY 2020-2023 Transportation Improvement Program: Vicki Johnson (Ikeogu), Senior Planner (Attachments 3A and 3B)
 - a. *Suggested Motion: Recommend Policy Board Approval.*
4. Draft 2020 Unified Planning Work Program: Brian Gibson, Executive Director (Attachments 4A and 4B)
 - a. *Suggested Motion: Recommend Policy Board Approval.*
5. Draft Metropolitan Transportation Plan: MAPPING 2045: Brian Gibson, Executive Director; Alex McKenzie, APO Planning Technician; Krista Anderson, SRF (Attachments 5A-5D)
 - a. *Suggested Motion: Recommend Policy Board Approval for public comment*
6. Draft FY 2024 Surface Transportation Block Grant Program (STBGP) Score Sheet (Attachments 6A and 6B)
 - a. *Suggested Motion: None, informational.*
7. Saint Cloud APO New Logo Design: Brian Gibson, Executive Director (Attachments 7A and 7B)
 - a. *Suggested Motion: Recommend Policy Board Approval*
8. Other Business / Open Floor
9. Adjournment

English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, 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 Agagaarka Saint Cloud (APO) waxay si buuxda ugu hoggaansantay Qodobka VI ee Xeerka Xuquuqda Dadweynaha ee 1964, Sharciga Dadka Maraykanka ah ee Naafada ah ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo xeerarka iyo sharciyada la xiriira. APO waxa heli kara dhamaan dadka leh awoodaha kala duwan. Qofka u baahan in waxka bedel ama qaabilaad, qalabka caawinta, adeegyada tarjumaadda qoraalka, adeegyada turjumaadda hadalka, iwm, si uu uga qaybgalo kulan dadweyne, oo uu kamid yahay yihiin helitaanka ajandahan iyo/ama waxyaabaha ku lifaaqan oo qaab kale ama luqad kale ah fadlan kala xiriir APO 320-252-7568 ama admin@stcloudapo.org ugu yaraan toddoba (7) maalmood ah kahor kulanka.

Hmong

Lub koom haum Saint Cloud Area Planning Organization (APO) tau ua raws nraim li Nqe Lus VI ntawm Tsoom fwm Cov Cai Pej Xeeem xyoo 1964, Tsab Kev Cai Hai Txog Kev Xiam Oob Khab ntawm Haiv Neeg Mes Kas xyoo 1990, Tsab Cai 12898, Tsab Cai 13116 thiab cov cai thiab kev tswj fwm uas cuam tshuam. APO tuaj yeem nkag tau rau txhua tus neeg uas muaj peev xwm. Tus neeg uas xav tau kev hloov kho lossis pab cuam, pab lwm tus, pab txhais ntawv, pab txhais lus, thiab lwm yam, txhawm rau kom koom tau rau hauv lub rooj sab laj nrog pej xeeem, nrog rau kev txais cov txheej txheem no thiab / lossis cov ntawv uas sau ua lwm hom ntawv, lossis lwm hom lus thov hu rau APO ntawm 320-252-7568 lossis sau ntawv tuaj tau ntawm admin@stcloudapo.org tsawg kawg yog xya (7) hnub ua ntej ntawm lub rooj sib tham.

Spanish

La Saint Cloud Area Planning Organization (Organización de Planificación del Área de Saint Cloud, APO) cumple plenamente con el Título VI de la Civil Rights Act (Ley de Derechos Civiles) de 1964, la Americans with Disabilities Act (Ley de Estadounidenses con Discapacidades) de 1990, el Decreto 13116 y estatutos y normas asociados. La APO está disponible para todo tipo de personas con todo tipo de capacidades. Las personas que requieran modificaciones o adaptaciones, ayudas auxiliares, servicios de traducción e interpretación, etc., con el fin de participar en una reunión pública, lo que incluye recibir esta agenda o documentos adjuntos en un formato o lenguaje distinto, deben comunicarse con la APO llamando al 320-252-7568 o escribiendo a la dirección admin@stcloudapo.org al menos siete (7) días antes de la reunión.

Laotian

ອົງການວາງແຜນເຂດພື້ນທີ່ Saint Cloud (APO) ປະຕິບັດຕາມ Title VI ຂອງກົດໝາຍວ່າດ້ວຍສິດທິພົນລະເມືອງປີ 1964, ກົດໝາຍວ່າດ້ວຍຄົນພິການຊາວອາເມລິກາປີ 1990, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 12898, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 13116 ແລະ ກົດໝາຍ ແລະ ກົດລະບຽບທີ່ກ່ຽວຂ້ອງຢ່າງຄົບຖ້ວນ. ຄົນທຸກຊົນຊັ້ນວັນນະສາມາດເຂົ້າເຖິງ APO ໄດ້. ບຸກຄົນທີ່ຈຳເປັນຕ້ອງມີການດັດແປງແກ້ໄຂ ຫຼື ການອຳນວຍຄວາມສະດວກ, ອຸປະກອນຊ່ວຍ, ການບໍລິການແປເອກະສານ, ການບໍລິການລ່າມແປພາສາ ແລະ ອື່ນໆ ເພື່ອເຂົ້າຮ່ວມການຊຸມນຸມສາທາລະນະ ລວມທັງການໄດ້ຮັບວາລະນີ້ ແລະ/ຫຼື ເອກະສານຄັດຕື່ດໃນຮູບແບບ ຫຼື ເປັນພາສາອື່ນໃດໜຶ່ງ ກະລຸນາຕິດຕໍ່ຫາ APO ທີ່ເບີ 320-252-7568 ຫຼື ອີເມວ admin@stcloudapo.org ຢ່າງໜ້ອຍເຈັດ (7) ວັນລ່ວງໜ້າການຊຸມນຸມ.

**Saint Cloud Area Planning Organization
TECHNICAL ADVISORY COMMITTEE MINUTES
June 27, 2019**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10:03 a.m. on Thursday, June 27, 2019 at Stearns County Public Works. Senior Planner, Vicki Johnson, presided with the following members present:

Jodi Teich	Stearns County
April Ryan	Sartell/SEH
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Alison Voigt	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

Senior Planner Vicki Johnson announced that two agenda items were removed from the agenda: Final 2045 MTP Model Run and Project List and Draft 2020 Unified Planning Work Program. SRF is still working on the Project List and there were issues with some of the projects from the jurisdictions in the UPWP.

CONSIDER TAC MEETING MINUTES OF MAY 30, 2019:

Ms. Teich motioned to approve the May 30, 2019 TAC meeting minutes, and Ms. Ryan seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD:

No members of the public were present at the meeting.

DRAFT FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT SCHEDULE:

Mrs. Johnson reported that we have changed the TIP Amendment schedule to four times a year this past year, and it seems to be working. Most changes to the TIP generally fall into three different categories: Technical Corrections, Administrative Modifications, and Amendments, with the most significant being Amendments. Mrs. Johnson replicated last year's Amendment Schedule to accommodate our new TAC meeting dates. ***Ms. Teich motioned to approve the TIP Amendment Schedule, and Ms. Ryan seconded the motion. Motion carried.***

DRAFT FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT SCHEDULE:

Mrs. Johnson presented the TAC with a draft development schedule for the FY 2021-2024 TIP. The scheduled is modeled on the Area Transportation Improvement Program (ATIP) development schedule developed by MnDOT D3 for the Central Minnesota Area Transportation Partnership (ATP-3). The proposed schedule will coincide with the development of the Statewide Transportation Improvement Program (STIP). The various deadlines which are important to the APO are listed in bold. Mrs. Johnson added that Jan. 3, 2020, is the deadline for STBGP and TA Project application submittals. ***Ms. Ryan motioned to approve the TIP Development Schedule, and Ms. Teich seconded the motion. Motion carried.***

DRAFT FY 2024 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) SCORE SHEET:

Senior Planner Vicki Johnson presented a revised draft Scoring Sheet for consideration when evaluating and rating projects for the STBGP. The STBGP provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road,

pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. In years past, the evaluation sheets were based on 7W's Project Assessment Evaluation Worksheet; however, the APO staff felt it does not necessarily align with APO goals. Mrs. Johnson consulted with Steve Voss and Jon Mason from MnDOT in revising the score sheet, and found that the APO can add any additional criterial to the seven required project qualifications (access & mobility, system connectivity, multimodal, system condition, safety, economic vitality, and equity). Energy and Environmental Conservation has been added to the scoring sheet to align better with the APO's MTP. The revised score sheet will be used by the staff on Jan. 3 to review submissions. The submissions and scoring sheets will be presented to the TAC at the January TAC meeting. Mrs. Johnson requested suggestions or changes to the scoring sheet. She will send out the scoring sheet to the TAC members and will present it again at the next TAC meeting.

OTHER BUSINESS/OPEN FLOOR:

Mrs. Johnson mentioned that the ATP is looking for someone to fill a vacant ad hoc position on the ATP from the parks and recreation department. Please let Mrs. Johnson know if you have any recommendations. The person appointed to the ad hoc position would have to abstain from voting on their own projects.

Mrs. Teich said that the next scheduled meeting for the TAC, July 25, will have a low turnout from the county engineers and there is a meeting conflict. Vicki Johnson will speak to Brian Gibson about rescheduling the meeting to another date.

ADJOURNMENT:

The meeting was adjourned at 10:16 p.m.



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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson (Ikeogu), Associate Planner
RE: Saint Cloud APO FY 2020-2023 Transportation Improvement Program
DATE: July 23, 2019

The Transportation Improvement Program (TIP) is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for Federal funding during the next four years in the metropolitan area.

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP), and are aimed at meeting the long-range needs of the area's transportation system.

Within the Saint Cloud Metropolitan Planning Area (MPA), the TIP includes projects from the Minnesota Department of Transportation (MnDOT) District 3 (D3) in the APO's planning area, Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus), and local projects from member jurisdictions that receive Federal funding or are regionally significant.

All projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

This update to the TIP spans a period of four fiscal years – FY 2020 through 2023.

Attached is the final draft of the APO's FY 2020-2023 Transportation Improvement Program project table.

Changes to the TIP project table include the addition of the two DEMO funded projects for FY 2020 – Stearns County's CSAH 133 alignment study and Saint Cloud's 33rd Street S bridge study – that were programmed into the APO's Unified Planning Work Program (UPWP).

This and the full document were released for public comment on June 27, 2019 for the mandated 30 day public comment period. During this timeframe, three comments were received. They can be found in Chapter Five of the full draft TIP. The full document can be accessed in its entirety online at <http://www.stcloudapo.org/transportation-improvement-program.html>. A few hard copies of the document will be provided at the TAC meeting as well.

Requested Action: Recommend Policy Board Approval.

Saint Cloud Area Planning Organization FY 2020-2023 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$241,481,323	\$46,027,468			\$4,963,955			\$11,520,233	\$12,414,400	\$101,277,556			\$7,138,750	\$69,659,194	\$248,037,601
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
BB	TRF-0048-20	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,400,000								1,340,000					8,060,000	9,400,000
BB	TRF-0048-20E	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000
BB	TRF-0048-20F	2020	METRO BUS	ST. CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,500,000													4,500,000	4,500,000
BB	TRF-0048-20G	2020	METRO BUS	ST. CLOUD MTC -- NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
BB	TRS-0048-20TD	2020	METRO BUS	ST. CLOUD MTC; PURCHASE ITS EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	STBGP 5K-200K	35,000		28,000	28,000										7,000	35,000
BB	TRS-0048-20TE	2020	METRO BUS	ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	STBGP 5K-200K	15,000		12,000	12,000										3,000	15,000
BB	TRS-0048-20T	2020	METRO BUS	ST. CLOUD MTC; PURCHASE (5) <30 FT. REPLACEMENT CNG DAR BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,150,000		920,000	920,000										230,000	1,150,000
BB	TRS-0048-20TA	2020	METRO BUS	ST. CLOUD MTC; PURCHASE (3) STD 35 FT. REPLACEMENT CNG FIXED ROUTE BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,800,000		1,440,000	1,440,000										360,000	1,800,000
BB	TRS-0048-20TC	2020	METRO BUS	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE		TR	TRANSIT GRANT CAP IMP (NON-VEHICLE)	STBGP 5K-200K	1,000,000		800,000	800,000										200,000	1,000,000
BB	TRF-0048-20I	2020	METRO BUS	ST. CLOUD MTC; FACILITY IMPROVEMENTS				FTA	21,500								17,200					4,300	21,500
CSAH 8	005-070-007	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009) (PAYBACK IN 2021)	1.6	SH	EDGELINE RUMBLE STRIPS	HSIP	525							4,725						525	5,250
CSAH 8	005-608-009	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007) (PAYBACK IN 2021)	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	258,848							391,152						258,848	650,000
CSAH 75	073-675-039AC1	2020	STEARNS COUNTY	CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (PAYBACK 1 OF 2)	0.3	SC	TURN LANES	STBGP 5K-200K	180,689				180,689		180,689								
CSAH 75	073-675-037AC2	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (PAYBACK 2 OF 3)	5.7	RS	BITUMINOUS OVERLAY	STBGP 5K-200K	751,047				751,047		751,047								

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									\$241,481,323	\$46,027,468			\$4,963,955			\$11,520,233	\$12,414,400	\$101,277,556			\$7,138,750	\$69,659,194	\$248,037,601
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
CSAH 75	073-675-040	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)	1.4	RD	CONCRETE PAVEMENT REHAB	STBGP 5K-200K	908,520	449,640		449,640				191,480						458,880	1,100,000
CSAH 133	073-733-005	2020	STEARNS COUNTY	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF STEARNS CSAH 133 BETWEEN THEISEN ROAD AND 19TH AVENUE N				DEMO	85,000	68,000		68,000										17,000	85,000
MSAS 109	191-109-006	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	0.51	RC	URBAN RECONST.	STBGP 5K-200K	2,528,678	1,624,703		1,624,703										903,975	2,528,678
PED/BIKE	162-090-007	2020	ST. CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	0	EN	NEW TRAIL	STBGTAP 5K-200K	600,000	480,000		480,000										120,000	600,000
LOCAL STREETS	162-020-037	2020	ST. CLOUD	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF SAINT CLOUD 33RD STREET SOUTH MISSISSIPPI RIVER BRIDGE AND CORRIDOR CONNECTING STEARNS CSAH 75 WITH US 10				DEMO	167,000	107,000		107,000										60,000	167,000
MN 23	0503-90	2020	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD	3.7	SH	MILL AND OVERLAY	NHPP	3,027,000	2,421,600		2,421,600						605,400		605,400			3,027,000
MN 23	0503-90S	2020	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	3.7	SH	TURN LANES	HSIP	500,000	450,000		450,000						50,000		50,000			500,000
I 94	7380-237	2020	MNDOT	I-94, AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	0	SC	SAFETY IMPROVEMENT	BF	2,200,000												2,200,000		2,200,000

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Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
RR	73-00139	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54TH AVE N, WAITE PARK, STEARNS COUNTY	0	SR	RAILROADS	RRS	240,000		216,000	216,000										24,000	240,000
MN 999	8803-AM-20	2020	MNDOT	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2020		AM	COOP. CONST. AGREEMENT	SF	560,000									560,000		560,000			560,000
MN 999	8803-MA-20	2020	MNDOT	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2020		MA	MISCELLANEOUS	SF	400,000									400,000		400,000			400,000
MN 999	8803-CA-20	2020	MNDOT	DISTRICTWIDE SETASIDE - EXTERNAL PROJECT DEVELOPMENT - 2020		CA	MISCELLANEOUS	SF	7,920,000									5,650,000		5,650,000	2,270,000		7,920,000
MN 999	8803-PD-20	2020	MNDOT	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DEVELOPMENT - 2020		CA	MISCELLANEOUS	SF	2,000,000									2,000,000		2,000,000			2,000,000
MN 999	8803-PM-20	2020	MNDOT	DISTRICTIWDIE SETASIDE - PREVENTATIVE MAINTENANCE - 2020		PM	PREVENTIVE MAINTENANCE	SF	2,900,000									2,900,000		2,900,000			2,900,000
MN 999	8803-RB-20	2020	MNDOT	DISTRICTWIDE SETASIDE - LANDSCAPING - 2020		RB	LANDSCAPE PARTNERSHIP	SF	30,000									30,000		30,000			30,000
MN 999	8803-RW-20	2020	MNDOT	DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2020		RW	RIGHT OF WAY	SF	5,000,000									5,000,000		5,000,000			5,000,000
MN 999	8803-RX-20	2020	MNDOT	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2020		RX	ROAD REPAIR	SF	2,500,000									2,500,000		2,500,000			2,500,000
MN 999	8803-SA-20	2020	MNDOT	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS - 2020		SA	SUPP. AGREE & COST OVERRUNS	SF	4,100,000									4,100,000		4,100,000			4,100,000
MN 999	8803-SC-20	2020	MNDOT	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2020		SC	TRAFFIC MGMT. SYSTEM	SF	300,000									300,000		300,000			300,000
BB	TRF-0048-21	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,400,000								1,340,000					8,060,000	9,400,000
BB	TRF-0048-21E	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000
BB	TRF-0048-21J	2021	METRO BUS	ST. CLOUD MTC - PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,500,000													4,500,000	4,500,000
BB	TRF-0048-21K	2021	METRO BUS	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
BB	TRF-0048-21B	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT OPERATIONS VEHICLES		B9	TRANSIT VEHICLE PURCHASE	FTA	120,000								96,000					24,000	120,000
BB	TRF-0048-21C	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	68,500								54,800					13,700	68,500
BB	TRF-0048-21F	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS AND EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	135,000								108,000					27,000	135,000

Saint Cloud Area Planning Organization FY 2020-2023 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$241,481,323	\$46,027,468			\$4,963,955			\$11,520,233	\$12,414,400	\$101,277,556			\$7,138,750	\$69,659,194	\$248,037,601
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
BB	TRS-0048-21TA	2021	METRO BUS	ST. CLOUD MTC; PURCHASE (3) <30 FT. REPLACEMENT CNG DAR REPLACEMENT BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	690,000		552,000	552,000										138,000	690,000
BB	TRF-0048-21L	2021	METRO BUS	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS		TR	TRANSIT GRANT CAP IMP (NON-VEHICLE)	LF	1,250,000													1,250,000	1,250,000
BB	TRF-0048-21M	2021	METRO BUS	ST. CLOUD MTC; WEBSITE UPDATE				FTA	25,000								20,000					5,000	25,000
CSAH 8	005-070-007	2021	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009) (PAYBACK 1 OF 1)	1.6	SH	EDGELINE RUMBLE STRIPS	HSIP	4,725				4,725		4,725								
CSAH 8	005-608-009	2021	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007)	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	391,152				391,152		391,152								
CSAH 75	073-675-039AC2	2021	STEARNS COUNTY	CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST CLOUD, INTERSECTION IMPROVEMENTS (AC PAYBACK 2 OF 2)	0.3	SC	TURN LANES	STBGP 5K-200K	148,939				148,939		148,939								
CSAH 75	073-675-037AC3	2021	STEARNS COUNTY	STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (PAYBACK 3 OF 3)	5.7	RS	BITUMINOUS OVERLAY	STBGP 5K-200K	751,047				751,047		751,047								
PED/BIKE	073-090-011	2021	STEARNS COUNTY	CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE	2.3	EN	NEW TRAIL	STBGTAP<5K	1,663,863	812,270		812,270										851,593	1,663,863
MSAS 175	162-175-001	2021	ST. CLOUD	ST. CLOUD MSAS 175 - CR 136 FROM 22ND ST SOUTH TO 33RD ST SOUTH, RECONSTRUCTION	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	1,400,000	842,482		842,482										557,518	1,400,000
US 10	0502-116	2021	MNDOT	US 10, INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM N OF ST. CLOUD TO RICE (HSIP PROJECT)	10	SH	GUARD RAIL(S)	HSIP	1,750,000	1,575,000		1,575,000						175,000		175,000			1,750,000
MN 999	8803-AM-21	2021	MNDOT	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2021		AM	COOP. CONST. AGREEMENT	SF	1,640,000									1,640,000		1,640,000			1,640,000
MN 999	8803-CA-21	2021	MNDOT	DISTRICTWIDE SETASIDES - EXTERNAL PROJECT DEVELOPMENT - 2021		CA	MISCELLANEOUS	SF	6,186,000									4,600,000		4,600,000	1,586,000		6,186,000
MN 999	8803-PD-21	2021	MNDOT	DISTRICTWIDE SET ASIDES - INTERNAL PROJECT DEVELOPMENT - 2021		CA	MISCELLANEOUS	SF	2,000,000									2,000,000		2,000,000			2,000,000

Saint Cloud Area Planning Organization FY 2020-2023 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$241,481,323	\$46,027,468			\$4,963,955			\$11,520,233	\$12,414,400	\$101,277,556			\$7,138,750	\$69,659,194	\$248,037,601
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
CSAH 75	073-675-040AC	2022	STEARNS COUNTY	STERANS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PAYBACK 1 OF 1)	1.4	RD	CONCRETE PAVEMENT REHAB	STBGP 5K-200K	191,480				191,480		191,480								
CSAH 75	073-675-XXX	2022	STEARNS COUNTY	STEARNS CSAH 75 (PAYBACK IN 2023)		RD	RECONDITIONING	NHPP	922,584	615,056		615,056				615,056						307,528	1,537,640
MSAS 113	220-113-002	2022	SARTELL	SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	1.3	RC	RECONST.	STBGP 5K-200K	2,870,100	160,100		160,100				1,929,820						2,710,000	4,799,920
MSAS 141	162-141-008	2022	ST. CLOUD	ST. CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	0.6	RC	RECONST.	STBGP 5K-200K	2,500,000	1,457,080		1,457,080										1,042,920	2,500,000
US 10	0502-115	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.2 MI NW OF BENTON CSAH 33	0	BR	BRIDGE REPLACEMENT	NHPP	621,000	496,800		496,800						124,200		124,200			621,000
MN 999	8803-SHL-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - HIGHWAY SAFETY IMPROVEMENT PROGRAM - 2022		SH	SAFETY IMPROVEMENT	HSIP	2,077,023	1,869,320		1,869,320										207,703	2,077,023
MN 999	8803-AM-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2022		AM	COOP CONST AGREEMENT	SF	1,100,000									1,100,000		1,100,000			1,100,000
MN 999	8803-CA-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - EXTERNAL PROJECT DEVELOPMENT - 2022		CA	MISCELLANEOUS	SF	4,830,800									4,169,000		4,169,000	661,800		4,830,800
MN 999	8803-PD-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - INTERNAL PROJECT DEVELOPMENT - 2022		CA	MISCELLANEOUS	SF	2,100,000									2,100,000		2,100,000			2,100,000
MN 999	8803-MA-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - MISC AGREEMENTS - 2022		MA	MISC. AGREEMENT	SF	400,000									400,000		400,000			400,000
MN 999	8803-RB-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - LANDSCAPING - 2022		RB	LANDSCAPE PARTNERSHIP	SF	30,000									30,000		30,000			30,000
MN 999	8803-RW-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY - 2022		RW	RIGHT OF WAY PURCHASE	SF	4,000,000									4,000,000		4,000,000			4,000,000
MN 999	8803-PM-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - PREVENTATIVE MAINTENANCE - 2022		PM	PREVENTIVE MAINTENANCE	SF	2,050,000									2,050,000		2,050,000			2,050,000
MN 999	8803-RX-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - MISC ROAD & BRIDGE REPAIR (BARC) - 2022		RX	BARC	SF	2,500,000									2,500,000		2,500,000			2,500,000

Saint Cloud Area Planning Organization FY 2020-2023 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$241,481,323	\$46,027,468			\$4,963,955			\$11,520,233	\$12,414,400	\$101,277,556			\$7,138,750	\$69,659,194	\$248,037,601
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
MN 999	8803-SA-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2022		SA	SUPP. AGREE & COST OVERRUNS	SF	7,100,000									7,100,000		7,100,000			7,100,000
MN 999	8803-SC-22	2022	MNDOT	DISTRICTWIDE SET ASIDES - SAFETY IMPROVEMENTS - 2022		SC	SAFETY IMPROVEMENT	SF	300,000									300,000		300,000			300,000
BB	TRF-0048-23H	2023	METRO BUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
BB	TRF-0048-23C	2023	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTATIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	1,400,000								1,120,000					280,000	1,400,000
BB	TRF-0048-23A	2023	METRO BUS	ST. CLOUD MTC - PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,700,000													4,700,000	4,700,000
BB	TRF-0048-23B	2023	METRO BUS	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,400,000													1,400,000	1,400,000
BB	TRF-0048-23D	2023	METRO BUS	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	115,000								92,000					23,000	115,000
BB	TRS-0048-23T	2023	METRO BUS	ST. CLOUD MTC; FACILITY IMPROVEMENTS AND ADDITIONS		TR	TRANSIT VEHICLE PURCHASE	FTA	1,450,000								1,160,000					290,000	1,450,000
BB	TRF-0048-23G	2023	METRO BUS	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
BB	TRF-0048-23E	2023	METRO BUS	ST. CLOUD MTC; PURCHASE SIX (6) <30 FT. CNG DAR REPLACEMENT BUSES		BB	TRANSIT VEHICLE PURCHASE	FTA	1,410,000								1,128,000					282,000	1,410,000
BB	TRF-0048-23I	2023	METRO BUS	ST. CLOUD MTC; TRANSIT SIGNAL PRIORITY (TSP) PROJECTS				FTA	30,000								24,000					6,000	30,000
PED/BIKE	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION	0	RT	NEW TRAIL	STBG TAP 5K-200K	1,740,000	400,000		400,000										1,340,000	1,740,000
CSAH 75	073-675-XXXAC	2023	STEARNS COUNTY	STEARNS CSAH 75 (PAYBACK 1 OF 1)		RD	RECONDITIONING	NHPP	615,056				615,056		615,056								
PED/BIKE	220-090-002	2023	SARTELL	HERITAGE DRIVE CONNECTIVITY AND ENHANCEMENTS	0	RT	NEW TRAIL	STBG TAP 5K-200K	459,121	367,297		367,297										91,824	459,121
MSAS 113	220-113-002AC	2023	SARTELL	SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PAYBACK 1 OF 1)	1.3	RC	RECONST.	STBGP 5K-200K	1,929,820				1,929,820		1,929,820								

Saint Cloud Area Planning Organization FY 2020-2023 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$241,481,323	\$46,027,468			\$4,963,955			\$11,520,233	\$12,414,400	\$101,277,556			\$7,138,750	\$69,659,194	\$248,037,601
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
MN 23	0503-91	2023	MNDOT	MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM 0.1 MI W OF LINCOLN AVE TO 0.1 MI W OF CR 1; RECONSTRUCT US 10 FROM 0.2 MI W OF ST. GERMAIN TO 0.1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR# 9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (AC PROJECT, PAYBACK IN 2024)	2.1	MC	RECONST.	NHPP	21,912,000	15,852,000		15,852,000				8,388,000		6,060,000		6,060,000			30,300,000
I 94	7380-259	2023	MNDOT	I-94, REPLACE BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI W ON MN 23 INTERCHANGE	0.2	BR	BRIDGE REPLACEMENT	NHPP	6,054,000	5,448,600		5,448,600						605,400		605,400			6,054,000
MN 999	8803-SHL-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - HIGHWAY SAFETY IMPROVEMENT PROGRAM - 2023		SH	OTHER	HSIP	3,016,800	2,715,120		2,715,120										301,680	3,016,800
MN 999	8803-SHS-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - DISTRICT 3 HSIP SHARE - 2023				HSIP	1,805,556	1,625,000		1,625,000						180,556		180,556			1,805,556
MN 999	8803-AM-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - LOCAL PARTNERHSIP PROGRAM - 2023		AM	COOP CONST AGREEMENT	SF	1,100,000									1,100,000		1,100,000			1,100,000
MN 999	8803-CA-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - EXTERNAL PROJECT DEVELOPMENT - 2023		CA	MISCELLANEOUS	SF	3,968,950									3,548,000		3,548,000	420,950		3,968,950
MN 999	8803-PD-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - INTERNAL PROJECT DEVELOPMENT - 2023		CA	MISCELLANEOUS	SF	2,100,000									2,100,000		2,100,000			2,100,000
MN 999	8803-MA-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - MISC AGREEMENTS - 2023		MA	MISC. AGREEMENT	SF	400,000									400,000		400,000			400,000
MN 999	8803-RB-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - LANDSCAPING - 2023		RB	LANDSCAPE PARTNERSHIP	SF	30,000									30,000		30,000			30,000
MN 999	8803-RW-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY - 2023		RW	RIGHT OF WAY PURCHASE	SF	2,000,000									2,000,000		2,000,000			2,000,000
MN 999	8803-PM-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - PREVENTATIVE MAINTENANCE - 2023		PM	PREVENTIVE MAINTENANCE	SF	3,500,000									3,500,000		3,500,000			3,500,000
MN 999	8803-RX-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - MISC ROAD & BRIDGE REPAIR (BARC) - 2023		RX	BARC	SF	2,500,000									2,500,000		2,500,000			2,500,000
MN 999	8803-SA-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - SUPPLEMENTAL AGREEMENTS/OVERRUNS		SA	SUPP. AGREE & COST OVERRUNS	SF	4,400,000									4,400,000		4,400,000			4,400,000
MN 999	8803-SC-23	2023	MNDOT	DISTRICTWIDE SET ASIDES - SAFETY IMPROVEMENTS - 2023		SC	SAFETY IMPROVEMENT	SF	300,000									300,000		300,000			300,000



Saint Cloud Area Planning Organization

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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: 2020-2021 Unified Planning Work Program
DATE: July 22, 2019

The Unified Planning Work Program (UPWP) schedules planning work that will be done by the APO and it also functions as the APO's annual budget document. The UPWP covers a two-year period, but it is updated annually. The second year of the document is provisional and subject to change the following year, but it does provide a tentative look-ahead regarding the next budget cycle and upcoming planning projects.

For 2020, the UPWP includes the following:

- APO staff currently has one authorized position that is vacant. Given the productivity of existing staff, I feel comfortable that we can leave this position vacant for the time being and still accomplish all of our goals and tasks, and I have structured the budget to do so;
- Jurisdictional assessments would increase 2.43% overall. The assessment rate of \$0.68 per capita would be unchanged from 2019. The increase is due to population increase, and the extra funds are needed to fully match our Federal Consolidated Planning Grant (CPG);

Jurisdiction	2015	2016	2017	2018	2019	2020
St. Cloud	\$53,637	\$53,834	\$34,845	\$43,100	\$45,794	\$46,165
St. Joseph	\$5,497	\$5,512	\$3,521	\$4,313	\$4,583	\$4,829
Sartell	\$13,136	\$13,729	\$8,946	\$11,252	\$11,956	\$12,326
Sauk Rapids	\$10,700	\$10,779	\$6,971	\$8,724	\$9,269	\$9,441
Waite Park	\$5,971	\$6,053	\$3,856	\$4,889	\$5,195	\$5,216
LeSauk Township	\$1,415	\$1,424	\$929	\$1,156	\$1,228	\$1,237
Benton County	\$4,366	\$4,379	\$2,844	\$3,508	\$3,728	\$3,717
Sherburne County	\$1,633	\$1,639	\$1,053	\$1,311	\$1,393	\$1,397
Stearns County	\$9,130	\$9,169	\$5,921	\$8,356	\$8,878	\$8,993
Metro Bus	\$3,000	\$3,000	\$1,852	\$2,000	\$3,500	\$3,500
St. Augusta	\$2,739	\$2,757	\$1,785	\$0	\$0	\$0
Total	\$111,224	\$112,293	\$72,523	\$88,609	\$94,524	\$96,821
% Change Year Over Year		+0.96%	-35.42%	+22.18%	+6.68%	+2.43%

- MnDOT recently informed APO staff of the availability of \$175,000 in left-over Demonstration funds for corridor preservation studies. These funds are proposed for programming for two projects
 - **Stearns County CSAH 133** (Sartell 2nd Street South) **Alignment Study** between Theisen Road and 19th Avenue North (\$68,000 in Federal Demo funds); and
 - **Saint Cloud 33rd Street South Mississippi River bridge and corridor alignment study** connecting Stearns CSAH 75 (Roosevelt Road) with U.S. 10. (\$107,000 in Federal demo funds)
- In addition, other consultant-led studies proposed for 2020 include:
 - **TH15 Operational Improvement Study** between 2nd Street South and Veterans Boulevard (\$156,000 in CPG funds);
 - Travel Demand Model Updates and Improvements (\$40,000 in CPG funds);
- For 2021, APO staff is provisionally recommending funding for a regional travel survey. The last such survey was completed more than 20 years ago;
- Other planning tasks to be completed by APO staff in 2020 include:
 - Developing a post-mortem report following the completion of the 2019 Metropolitan Transportation Plan (MTP), and developing a schedule for completion of the 2024 MTP;
 - Continued development of a regional Active Transportation Plan;
 - Continued development of Safe Routes to School plans;
 - Continued investigation and development of descriptors and performance measures for the relationship between transportation and economic development;
 - Developing a regional consensus as to what “Transportation Security” means and what role, if any, the APO can and should play in achieving it;
 - Continued investigation and development of descriptors and performance measures for the relationship between transportation and the natural environment

The tables on the following page summarize the proposed 2020 budget, as well as providing some context for the proposed budget in relation to some recent APO budgets.

Requested Action: Recommend Policy Board Approval.

Proposed 2020 APO Budget

2020 Work Activity Category	Federal Funding	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$149,458	\$22,912	\$5,728	\$14,452	\$192,550
200 Budget & UPWP	\$6,986	\$1,071	\$268	\$676	\$9,000
300 Transportation Improvement Program (TIP)	\$23,713	\$3,635	\$909	\$2,293	\$30,550
400 Transportation System Performance Monitoring (TSPM)	\$18,435	\$2,826	\$707	\$1,728	\$23,750
500 Planning Project Development	\$28,448	\$4,361	\$1,090	\$2,751	\$36,650
600 Metropolitan Transportation Plan (MTP)	\$27,555	\$4,224	\$1,056	\$2,664	\$35,500
610 MTP – Active Transportation Planning	\$24,140	\$3,701	\$925	\$2,334	\$31,100
620 MTP - Transit Planning	\$7,374	\$1,130	\$283	\$713	\$9,500
630 MTP - Freight Planning, Economic Vitality & Tourism	\$9,664	\$1,481	\$370	\$934	\$12,450
640 MTP - Safety, Security & Environmental Planning	\$4,890	\$750	\$187	\$473	\$6,300
700 Transportation Planning Coordination & Public Outreach	\$47,581	\$7,294	\$1,824	\$4,601	\$61,300
800 Transportation Modeling, Mapping & Technical Support	\$19,754	\$3,028	\$757	\$1,910	\$25,450
900 Locally Funded Activities	\$0	\$6,400	\$1,600	\$11,700	\$19,700
Sub-Total for APO Staff and Operations	\$367,997	\$62,815	\$15,704	\$47,284	\$493,800
Consultant Services: David Turch & Associates	\$0	\$0	\$0	\$48,000	\$48,000
Consultant Services: TH15 Operational Improvement Study	\$156,000	\$0	\$0	\$39,000	\$195,000
Consultant Services: Travel Demand Model Updates and Improvements	\$40,000	\$0	\$0	\$10,000	\$50,000
Consultant Services: Stearns CSAH 133 New Alignment Planning Study & Official Mapping	\$68,000*	\$0	\$0	\$17,000	\$85,000
Consultant Services: Mississippi River Bridge Planning Update	\$107,000*	\$0	\$0	\$60,000	\$167,000
Grand Total Expenses	\$738,997	\$62,815	\$15,704	\$221,284	\$1,038,800

*Federal funds for these projects are Demonstration funds, not CPG funds

APO Budget History 2015-2020

Line Item	2015	2016	2017	2018	2019	2020
Staff Salaries and Benefits	\$362,481	\$471,475	\$476,443	\$458,175	\$428,075	\$385,250
Overhead	\$133,125	\$99,500	\$89,070	\$96,200	\$94,200	\$88,850
Consultant Studies	\$543,777	\$195,000	\$228,000	\$28,184	\$162,000	\$497,000
Sub-Total for CPG Eligible Expenses	\$1,039,383	\$765,975	\$793,513	\$582,559	\$634,275	\$971,100
Turch & Associates	\$42,000	\$45,000	\$48,000	\$48,000	\$48,000	\$48,000
Staff Time for Lobbying	\$3,000	\$8,861	\$6,106	\$7,375	\$7,200	\$6,700
Audit	N/A	N/A	N/A	\$7,500	\$7,750	\$8,000
Lobbying Travel	\$6,000	\$0	\$3,000	\$5,000	\$5,000	\$5,000
Sub-Total for Other	\$51,000	\$53,861	\$57,106	\$67,875	\$67,950	\$67,700
Grand Total	\$1,090,383	\$819,836	\$850,619	\$650,434	\$752,225	\$1,038,800

Saint Cloud Area Planning Organization 2020-2021

Unified Planning Work Program And Budget



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Approved by the Saint Cloud APO Policy Board
<<DATE>>, 2019

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DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Saint Cloud Area Planning Organization: Benton County, Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, City of Saint Cloud, City of Saint Joseph, City of Waite Park, and LeSauk Township. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the State of Minnesota, and the Saint Cloud Area Planning Organization does not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.

TITLE VI and CIVIL RIGHTS STATEMENT

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT or the U.S. DOT. Any such complaint must be in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see the [St. Cloud APO website](http://www.stcloudapo.org) (www.stcloudapo.org), or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.



ABBREVIATIONS AND GLOSSARY OF TERMS

3-C – Continuing, Cooperative, and Comprehensive: By Federal regulation all MPOs must follow a 3-C planning process.

APO – Saint Cloud Area Planning Organization: The organization designated by agreement between the Governor, member units of local government, and relevant agencies as being responsible for carrying out the terms of 23 USC Sec. 134. The APO is the MPO for the Saint Cloud urban area.

ATAC – Active Transportation Advisory Committee: A sub-committee of the TAC which focuses on the identifying and addressing the needs of active transportation modes such as bicycling and walking.

ATP – Area Transportation Partnership: These committees of local governments, relevant agencies, and MnDOT staff were created by MnDOT to enhance regional intergovernmental planning and increase cooperative development of the four-year State Transportation Improvement Program (STIP). The APO is a member of the MnDOT District 3 ATP.

CPG – Consolidated Planning Grant: A combination of planning grant funds from the Federal Highway Administration and the Federal Transit Administration.

FAST Act – The Fixing America's Surface Transportation Act: The surface transportation act approved by Congress and signed into law by President Obama on December 4, 2015. The act established national surface transportation policy and also authorized Federal spending limits for surface transportation for the years 2016 through 2020.

FHWA – Federal Highway Administration: The Federal administration responsible for monitoring and facilitating the construction and maintenance of the National Highway System. The APO is a recipient of an annual planning grant from FHWA.

FTA – Federal Transit Administration: The Federal administration responsible for monitoring and facilitating the operations and capital improvement of public transit providers. The APO is a recipient of an annual planning grant from FTA.

GIS – Geographic Information Systems: A framework for gathering, managing, and analyzing spatially-related data. For example, GIS can be used to map crash reports in order to determine which roadway intersections are experiencing the highest crash rates.

MnDOT – Minnesota Department of Transportation: The State department with which the APO coordinates on transportation issues and which has oversight responsibilities for ensuring the APO complies with applicable Federal and State requirements.

MPA – Metropolitan Planning Area: The geographic area in which an MPO carries out its planning activities. The MPA must include at least the US Census-defined urban area, but may also include any additional urban or urbanizing areas and/or commuter travel-sheds as deemed appropriate by the member jurisdictions of an MPO.

MPCA – Minnesota Pollution Control Agency: The State agency responsible for monitoring environmental quality and enforcing environmental regulations in Minnesota.

MPO – Metropolitan Planning Organization: An organization designated by agreement between the Governor of a state, units of local governments of an urban area, and relevant agencies as being responsible for carrying out the terms of 23 USC Sec. 134. Any urban area of more than 50,000 people must have an MPO. As of 2015, there were 408 MPOs in the United States.

MTP – Metropolitan Transportation Plan: The regional transportation plan with at least a 20 year planning horizon, developed cooperatively between the units of government and relevant agencies which are members of any MPO, including the Saint Cloud APO.



SEP – Stakeholder Engagement Plan: The document that identifies when and how the APO will engage the public during the planning process.

TAC – Technical Advisory Committee: The TAC is a committee of planners and engineers representing the local member governments and relevant agencies and which is responsible for providing technical advice and guidance to the Policy Board.

TAZ – Traffic Analysis Zone: A geographic area used in the TDM. TAZs are assigned socio-economic attributes such as population, number of households, square feet of commercial space, and other data relevant to trip production or attraction.

TDM – Travel Demand Model: A computer model used to forecast traffic and traffic congestion under a variety of land-use and roadway network conditions.

TIP – Transportation Improvement Program: The document that programs Federal funding for surface transportation projects within the MPA.

TSPM – Transportation System Performance Monitoring: This is a program of the APO in which staff collects and analyzes transportation performance data in order to discover problem areas and to help in the prioritization and programming of transportation improvement projects.

UPWP – Unified Planning Work Program: A Federally-required statement of work identifying the planning priorities and activities to be carried out by the staff of an MPO. It is also the MPO's annual budget, and it identifies any special studies and consultant contracts for the fiscal year.

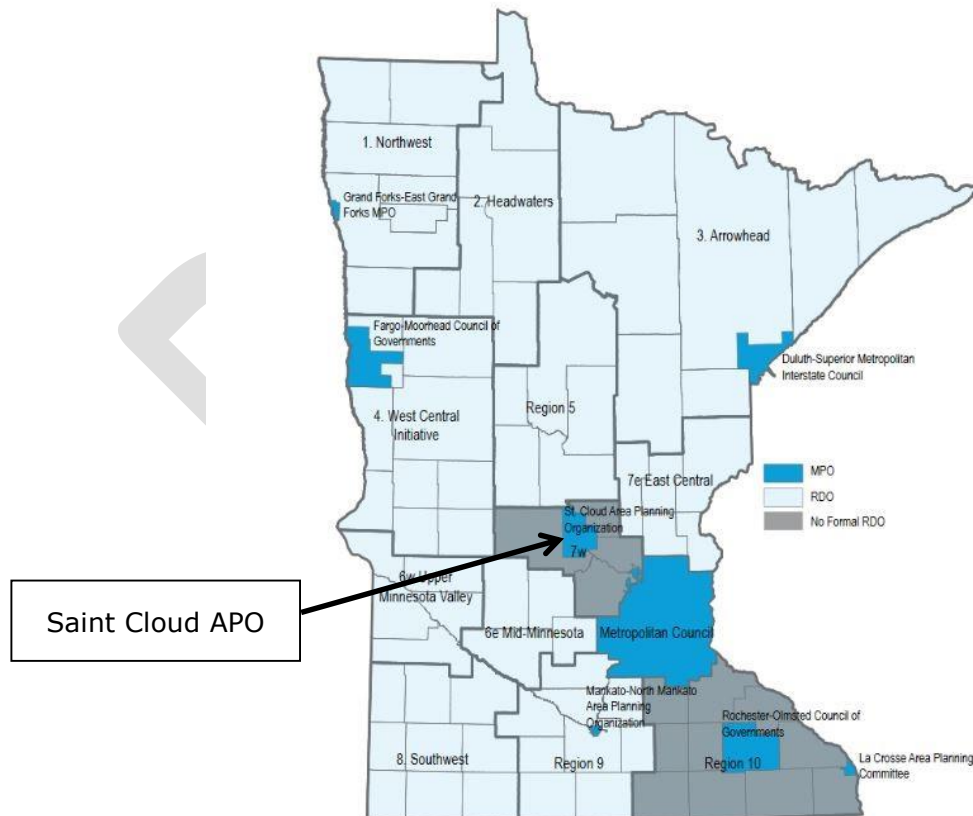


APO BACKGROUND

The Saint Cloud Area Planning Organization (APO) is one (1) of eight (8) Metropolitan Planning Organizations (MPOs) within the State of Minnesota. Since its formal organization as a joint powers entity in 1966, the APO has been responsible for facilitating a Continuing, Cooperative, and Comprehensive ("3-C") planning process in accordance with Federal regulations¹. The primary outcomes of the 3-C planning process are a multi-modal metropolitan transportation plan (MTP) which has a 20 year planning horizon but which is updated every five (5) years, annually preparing and maintaining a four-year Transportation Improvement Program (TIP), and annually preparing this rolling two-year Unified Planning Work Program (UPWP).

Other key aspects of the APO's planning process include monitoring and reporting on transportation system performance; collecting and analyzing economic, demographic, and population data; developing and maintaining a Geographic Information System (GIS); preparing corridor and environmental studies necessary to preserve rights-of-way and prepare transportation projects identified in the MTP for construction; transit planning; active transportation planning such as for walking and bicycling; and other miscellaneous planning and coordination efforts that benefit the entire Saint Cloud Metropolitan Planning Area (MPA).

The APO does all this work in cooperation with its key planning partners which include the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Saint Cloud Metropolitan Transit Commission (aka, Metro Bus), individual APO member jurisdictions, and the general public.



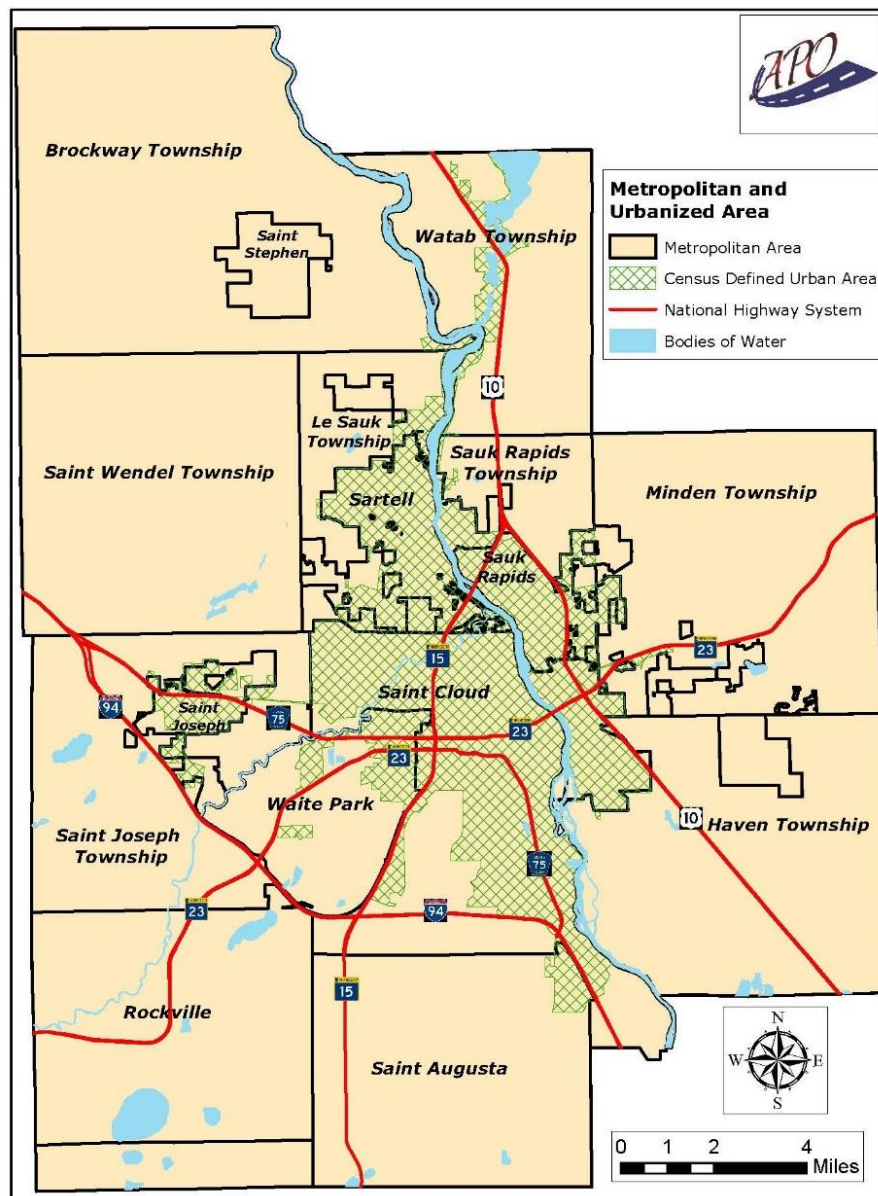
¹ See 23 CFR Part 450 Subpart C



The geographic extent of the APO's 350-square-mile MPA is shown below. The MPA encompasses portions of Stearns, Benton, and Sherburne counties. Within this MPA, nine (9) jurisdictions are dues-paying members of the APO and directly participate, along with Metro Bus, in planning and programming decisions made by the twelve (12) member APO Policy Board. Eleven (11) of the APO Policy Board members are elected officials. Members of the APO include Stearns County, Benton County, Sherburne County, City of Saint Cloud, City of Sartell, City of Waite Park, City of Sauk Rapids, City of Saint Joseph, LeSauk Township (in Stearns County), and Metro Bus.

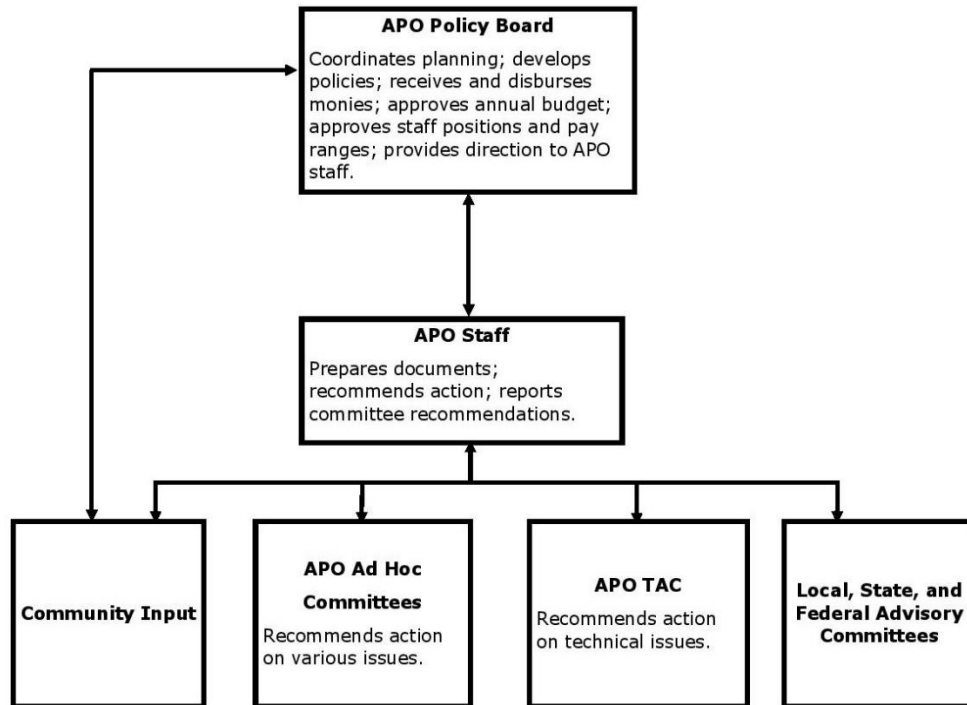
Each APO member also has one (1) elected representative on a twelve (12) member APO Policy Board, with the exception of the City of Saint Cloud, which has three (3) elected representatives. The APO Policy Board is the decision-making body for the APO. The Board receives advice and recommendations from APO staff, the APO Technical Advisory Committee (TAC), and the general public. See the flow chart on the following page for a complete summary of the APO's organizational structure.

APO METROPOLITAN PLANNING AREA





APO ORGANIZATIONAL STRUCTURE



The stated mission of the APO is as follows:

"The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud Metropolitan Planning Area. This mission is accomplished through professional planning initiatives, the provision of objective information, and building collaborative partnerships that foster consensus."

The APO strives to be:

- Public service oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.
- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with our partners.
- Continuous learners who constantly seek new information, knowledge, and skills to better serve the Saint Cloud Metropolitan Planning Area.

There are a total of six (6) approved APO staff positions responsible for carrying out the Unified Planning Work Program (UPWP). These staff positions include the following:

- Executive Director
- Senior Transportation Planner (Planner III)
- Associate Planner (Planner II)
- Transportation Planner (Planner I)
- Transportation Planning Technician
- Administrative Assistant (part-time)



UPWP BACKGROUND

UPWP OBJECTIVE

The overall objectives of the UPWP are 1.) to help implement the MTP by conducting the planning work necessary for achievement of the goals, objectives, and projects within it; 2.) to coordinate planning work among and between the agency and jurisdictional members of the APO; and 3.) facilitating the financial transparency and management of the APO.

The UPWP is organized according to nine (9) major categories of work: 100 - Administration & Overhead; 200 - Budget & UPWP; 300 - Transportation Improvement Program (TIP); 400 - Transportation System Performance Monitoring (TSPM); 500 - Planning Project Development; 600 - Metropolitan Transportation Plan (MTP); 700 - Transportation Planning Coordination & Public Outreach; 800 - Transportation Modeling, Mapping & Technical Support; and 900 - Locally Funded Activities. Within each category are sub-categories that describe specific work tasks to be undertaken.

Each UPWP covers a two-year period, however, the UPWP is developed and approved annually. The second year of the two-year period covered by the UPWP is provisional only, and is used to help the APO and its members understand upcoming projects and budgetary needs. Tables showing the second-year budgets are included in the Appendices of this document.

UPWP PRODUCTS

The APO places emphasis on timely delivery and quality of products identified in the UPWP. Accordingly, products developed fall under various activities according to the following product categories:

REPORTS

- Formally adopted by the APO Board
- Distributed to participating agencies
- Reflect APO policy
- Recommended by TAC

TECHNICAL REPORTS

- May or may not be adopted by the APO Board
- Distribution to APO and/or affected agencies
- Involve analysis, conclusions, and recommendations

MEMORANDUMS

- Usually not adopted by the APO Board
- Involve a specific subject matter



STATUS REPORTS

- For information only
- Presented orally to APO Board

UPWP FUNDING SOURCES

MnDOT, Metro Bus, and the APO have executed a Memorandum of Understanding (MOU) to cooperatively carry out the FAST Act² required transportation planning and programming process for the MPA. These agencies jointly provide the matching funds for transportation planning grants from the FAST Act.

The following table identifies State and Federal funding sources and local matching funds for the 2020 - 2021 UPWP.

2020 - 2021 LINE ITEM REVENUE REPORT

Revenue Sources	2020 Revenue	2021 Revenue (Provisional)
Local		
APO Member Assessments	\$96,821	\$101,662
Local Match for Members' Consultant Projects	\$77,000	\$0
Lobbyist Fees	\$48,000	\$48,000
Total Local	\$221,821	\$149,622
Federal		
Annual Federal CPG	\$552,431	\$563,480
Carry Forward CPG from Prior Years	\$318,686	\$307,120
Other Federal Funds	\$175,000	\$0
Total Federal	\$1,046,117	\$870,600
Other		
State of Minnesota Planning Grant	\$62,815	\$62,815
Miscellaneous & Interest Income	\$10,000	\$10,000
Total Other	\$72,815	\$72,815
Total Revenue	\$1,340,753	\$1,093,077

BUDGETING OF OVERHEAD AND INDIRECT COSTS

Under Federal rules, the APO could use an indirect cost rate to pay for expenses like telephones, utilities, property insurance, office supplies, etc. But the APO has chosen instead to directly budget for all overhead and indirect costs. Direct budgeting improves transparency and tracking of costs. Section 100 includes direct budgeting for holidays, vacation, sick leave, and overhead expenses. Staff salaries, where shown, are fully-loaded costs that include the APO's share of health insurance, pension, Social Security, Medicare, and other benefits and payroll costs. Other

² Fixing America's Surface Transportation Act (Pubic Law 114-94) signed into law December 4, 2015



overhead costs such as office supplies, telephone, postage, etc. are directly budgeted in work-element 107.

COST ALLOWABILITY

In accordance with 2 CFR §200 Subpart E, this UPWP includes descriptions sufficient to determine the allowability of Federal Consolidated Planning Grant (CPG) participation in work activities.

The APO uses the following general methodology when estimating the costs of individual work activities within the UPWP:

1. Activities are developed with specific objectives in mind. Proposed tasks and products are itemized. Staff members are assigned and work hours are budgeted.
2. Total direct salaries, including the costs of payroll and benefits, are calculated for each activity.
3. All federal funds are allocated with at least a 20 percent local match from a combination of APO and MnDOT funds.

AUDIT

Federal regulations state that if the APO expends less than \$750,000 in Federal funds during the fiscal year, it is exempt from Federal audit requirements for that year³. However, the State of Minnesota still requires an annual audit of financial records regardless of the size of the Federal award. If the APO expends less than \$750,000 in Federal funds during the fiscal year, the costs of conducting an audit are not allowable under the terms of our Federal grant⁴. Therefore, the APO budgets only State and local funds for the required financial and compliance audit, which will then be given to the State. The budget for the Audit is shown in Section 900 – Locally Funded Activities.

LADDERS OF OPPORTUNITY

USDOT encourages MPOs to identify transportation connectivity gaps in accessing essential services such as employment, health care, schools, and recreation. Analytical methods to identify connectivity gaps can be developed in order to direct transportation investments towards solutions that fill in the missing gaps, particularly for traditionally underserved populations.

FAST ACT PLANNING EMPHASIS AREAS

The FAST Act requires the scope of the transportation planning process to address the following Federal planning emphasis areas:

1. *Economic Vitality*: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. *Safety*: Increase the safety of the transportation system for motorized and non-motorized users;
3. *Security*: Increase the security of the transportation system for motorized and non-motorized users;
4. *Accessibility & Mobility*: Increase the accessibility and mobility of people and for freight;

³ 2 CFR §200.501(d)

⁴ 2 CFR §200.425(a)(2)



5. *Environment & Economic Development*: Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. *Integration & Connectivity of Modes*: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. *Management & Operations*: Promote efficient system management and operation;
8. *System Preservation*: Emphasize the preservation of the existing transportation system;
9. *Resiliency, Reliability & Stormwater*: Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation; and
10. *Tourism*: Enhance travel and tourism

Each of the work activity summaries includes a brief explanation regarding how the programmed work is related to these planning emphasis areas.

2020 UPWP

100 – ADMINISTRATION

Objective: To conduct the administrative work necessary for the APO to function as an autonomous, multi-jurisdictional, joint-powers planning agency.

Background: The work tasks are principally the responsibility of the Executive Director and Administrative Assistant, but staff time for holiday, vacation time, and sick leave for all staff members are also budgeted here. Specific examples of tasks include, but are not limited to, the following: review and processing of bills; filing of paperwork and documents; review and preparation of monthly financial reports and statements; review and preparation of progress reports and State/Federal work invoices; coordination and oversight of employee benefits; oversight and implementation of APO Personnel Policies; human resource work items, employee hiring and paperwork, and other miscellaneous office operation matters required for the APO to function. This work is on-going throughout the calendar year.



100 – ADMINISTRATION

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
101 – General Administration	1,195	\$40,650				
102 – Human Resources & Personnel	162	\$8,700				
103 – Building Management & Maintenance	36	\$2,000				
104 – Staff Development & Training	268	\$12,600				
104 – Holiday	480	\$19,000				
105 – Vacation	320	\$13,750				
106 – Sick Leave	160	\$7,000				
107 – Overhead (See details below)		\$88,850				
Total	2,621	\$192,550	\$149,458	\$22,912	\$5,728	\$14,452
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

107 – OVERHEAD (DETAIL)

Line Item Expense	2020 Budgeted Funding	Line Item Expense	2020 Budgeted Funding
Liability Insurance & Workers Comp	\$6,500	Office Building Maintenance & Utilities	\$12,000
Office Supplies	\$2,750	Legal Services	\$2,000
Accounting Services	\$18,100	Multifunction Copier	\$3,500
Communications (Telephone, Postage, and Internet)	\$5,000	APO Dues and Subscriptions	\$3,500
Travel (Including lodging & meals)	\$9,000	IT Support & Software	\$12,000
Professional Development (Registration Fees, etc.)	\$4,000	Equipment & Hardware	\$3,000
Printing/Publishing/Advertising	\$2,500	Miscellaneous	\$5,000
		GRAND TOTAL	\$88,850

200 – BUDGET AND UPWP

Objective: To prepare an annual budget and Unified Planning Work Program (UPWP) for the APO.

Background: The UPWP identifies the work tasks to be undertaken by APO staff. The process begins with the APO Executive Director formulating a draft document in March or April, which



includes both proposed work activities for APO staff members and consultant-led studies and deliverables. The final UPWP is approved by the APO Policy Board in June or July. All APO meetings pertaining to the budget and UPWP process are open to the public for comment. After the UPWP is approved by the APO Policy Board, the document is sent to FHWA and MnDOT for their concurrence and incorporation into annual Federal and State operating grants.

Relation to FAST Act: This work addresses all Federal planning emphasis areas and Federal highway program national goals to varying degrees by establishing staff work plans to develop and advance the Federal planning and programming process.

201 – Prepare Budget and UPWP: This work is generally completed by August 1st of each year, though UPWP amendments may need to be processed at any time.

200 – BUDGET AND UPWP

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
201 – Prepare Budget and UPWP	137	\$9,000				
Total	137	\$9,000	\$6,986	\$1,071	\$268	\$676
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

300 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Objective: To prepare a multi-year TIP for the APO planning area that is consistent with the current MTP.

Background: The Metropolitan Transportation Plan (MTP) identifies a list of prioritized projects to help achieve specific transportation goals for the future. The TIP programs those projects for funding in specific fiscal years. The TIP is a four-year program of projects that is updated annually. APO staff coordinates closely with member jurisdictions to identify projects and to help ensure funding is available to complete the projects. The APO coordinates with Metro Bus for transit capital and operating assistance, and with MnDOT District 3 for State facilities. The APO coordinates Federal project programming with MnDOT Central Minnesota Area Transportation Partnership (ATP) 3. Approximately \$1.5 million in Federal formula dollars are programmed by the APO every year for projects.

Relation to FAST Act: This work addresses all Federal planning emphasis areas to varying degrees by acting as the administrative conduit for implementing a variety of transportation projects.

301 – ATP Meetings & Subcommittees: The APO coordinates the TIP project list with the programmed projects identified by MnDOT and other areas of the District 3 ATP. This work includes preparation of materials, review of materials, and attendance at ATP meetings. The APO participates in the solicitation of Transportation Alternatives (TA) projects and ATP meetings related to TA project scoring and funding prioritization. This work is on-going throughout the calendar year.

302 – Annual TIP Development: APO staff solicits all agency and jurisdictional members to identify projects for possible inclusion in the TIP, verifies the eligibility of those projects for Federal funding, develops financial plans and fiscal constraint analyses, and compiles all



information into the TIP document along with the APO's annual self-certifications. The TIP is usually completed by September 1 each year.

303 – TIP Maintenance & Amendments: There are many reasons why the TIP can change – projects fall behind schedule, money is shifted from one (1) project to another, less or more money than originally programmed may be available. As conditions on the ground change, APO staff must modify or amend the TIP to keep pace which helps ensure the flow of funds remains uninterrupted. The APO schedules four (4) TIP amendments throughout the year, but emergency TIP amendments may be done at any time to accommodate project development schedules.

304 – TIP Project Status Monitoring & Annual Listing of Projects: By Federal regulation, the APO must track and report on the implementation of projects funded in previous years' TIPs. This report also helps inform the development of the next TIP and the MTP. The annual listing of TIP projects is incorporated into the TIP document, which is usually completed by September 1 each year.

300 – TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
301 – ATP Meetings & Subcommittees	26	\$1,200				
302 – Annual TIP Development	226	\$9,350				
303 – TIP Maintenance & Amendments	248	\$10,500				
304 – TIP Project Status Monitoring & Annual Listing of Projects	223	\$9,500				
Total	723	\$30,550	\$23,713	\$3,635	\$909	\$2,293
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

400 – TRANSPORTATION SYSTEM PERFORMANCE MONITORING (TSPM)

Objective: To monitor the performance of transportation systems and networks and determine if they are meeting regional performance targets.

Background: An annual Transportation System Performance Monitoring (TSPM) report is prepared by APO staff. The report documents the performance of the transportation systems and networks based on regional performance measures and targets. The performance is reported to the APO TAC and Policy Board so that it can be considered in the selection and programming of projects in the TIP. It is also used to re-evaluate and adjust (if necessary) regional performance targets. The TSPM is also made available to the general public on the APO's website.

Relation to FAST Act: This work actively addresses the performance-based planning and programming requirements of the FAST Act.

401 – Performance Measures, Data Collection, Analysis, and Target Setting: APO staff collects performance data relevant to the performance measures adopted by the APO Board. This data may be requested from other agencies or departments, or it may be collected first-hand by APO staff. Staff maintains a database of relevant data and evaluates it for trends and other insights



relative to the regional performance targets. This activity occurs throughout the year up until the final TSPM Report is completed and approved (see 402 below). Potential new performance measures and/or data sources may also be explored.

402 – Annual System Performance and Target Achievement Report: APO staff develops an annual report showing the latest performance data and targets and provides it to the State (MnDOT), as well as making the report available to the general public on the APO website. The Technical Advisory Committee (TAC) reviews the report before it is accepted by the APO Board. The TSPM Report will be completed by October of each year.

400 – TRANSPORTATION SYSTEM PERFORMANCE MONITORING (TSPM)

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
401 – Performance Measures, Data Collection, Analysis, and Target Setting	352	\$14,000				
402 – Transportation System Performance and Target Achievement Report	253	\$9,750				
Total	605	\$23,750	\$18,435	\$2,826	\$707	\$1,783
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

500 – PLANNING PROJECT DEVELOPMENT

Objective: To support the development of planning studies which reflect regional transportation investment priorities.

Background: In addition to the planning work completed by APO staff shown under other headings in this section, the APO also supports planning projects by either 1.) providing technical support for planning projects completed by the member jurisdictions; or 2.) hiring consultants to complete planning studies if APO staff does not have the time or expertise to complete them⁵.

Relation to FAST Act: The successful completion of planning studies leading to construction or implementation of a variety of different transportation projects will result in all Federal planning emphasis goals being addressed to varying degrees, depending upon the project.

501 – Planning Assistance for Members: APO staff supports the member jurisdictions and implementing agencies, on demand, through technical assistance for the development of a variety of planning documents. Tasks under this activity may include such things as participating in public meetings, collecting turning movement counts, traffic counts, traffic forecasting, GIS mapping of data, or other planning-level technical information. This work will be on-going throughout the entire year.

502 – Procurement & Contracting: APO staff follow all applicable Federal and State procurement regulations when contracting with consulting firms. Staff activities include development of independent cost estimates; requests for proposals; evaluation and scoring of proposals;

⁵ See also the section on Special Studies & Contracts, beginning on page 24.



consultant communication; contract development; and preparation and submittal of required procurement documentation and forms. This work is generally completed no later than April 30 of each year.

503 – Consultant Study Coordination: Once a consultant is under contract, APO staff will monitor their progress and activities and will usually serve as part of the project management team. Activities include attending project meetings, consultant communication, progress report tracking, and invoice processing. This activity follows the procurement and contracting phase, and generally occurs between May 1st and December 31st of each year, or until the project is completed.

504 – Grant Writing & Grant Assistance for Member Jurisdictions: Increasingly transportation projects are being funded through competitive grants, such as the Federal BUILD grants, or – at the State level – Corridors of Commerce and State Aid for Local Transportation grants. Member jurisdictions – especially smaller jurisdictions – sometimes need grant writing or grant research assistance to help them compete for these important sources of funds. APO staff can provide some limited support upon request. This support occurs throughout the year and is dependent upon the grant solicitation schedules for each program.

500 – PLANNING PROJECT DEVELOPMENT

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
501 – Planning Assistance for Members	240	\$10,250				
502 – Procurement & Contracting	166	\$10,750				
503 – Consultant Study Coordination	230	\$14,000				
504 – Grant Writing & Assistance for Member Jurisdictions	48	\$1,650				
Total	684	\$36,650	\$28,448	\$4,361	\$1,090	\$2,751
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

600 – METROPOLITAN TRANSPORTATION PLAN (MTP)

Objective: To develop a regional multi-modal transportation plan, refine it as necessary to maintain its validity, and promote its implementation.

Background: The APO is mandated by Federal law⁶ to develop and maintain a regional, multi-modal, multi-jurisdictional transportation plan with at least a 20 year planning horizon. The plan must be updated at least every five (5) years. Some components of the plan are assigned hours under other headings in this section (see 610, 620, 630, and 640 below). Given the complexity of the required planning effort, the MTP is almost always in some phase of being updated.

⁶ 23 USC §134(i)



Additionally, between plan updates, time is assigned to various plan components to help member jurisdictions implement the MTP's recommendations. Time is also spent collecting and maintaining plan data and researching best practices from other MPOs. The APO's next MTP update is due October 2025.

Relation to FAST Act: This work activity addresses all planning emphasis areas to varying degrees through development and ongoing maintenance of the Federally required multi-modal elements of the MTP.

601 – MTP Development & Maintenance: Examples of typical activities include developing and executing a public input plan, collecting data on existing conditions, reviewing relevant plans of the individual jurisdictions in order to know their local priorities and anticipated growth patterns, developing goals and objectives for the future transportation network, identifying current and future transportation needs, developing financial plans, fiscal constraint analysis, and other generally required elements of the MTP.⁷ This element also accounts for the time necessary to write the plan, produce maps and graphics, layout, formatting, etc. This work is on-going throughout the year.

600 – METROPOLITAN TRANSPORTATION PLAN

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
601 – MTP Development & Maintenance	742	\$35,500				
Total	742	\$35,500	\$27,555	\$4,224	\$1,056	\$2,664
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

610 – ACTIVE TRANSPORTATION PLANNING

Objective: To develop the components of the MTP related to bicycle, pedestrian, and other non-motorized forms of transportation and to help implement the active transportation goals, objectives, projects, and policies identified in the previous MTP.

Background: A complete and robust transportation system allows individuals to choose the mode of transportation that is best for each trip. Walking, biking, and other non-motorized forms of transportation are legitimate mode choices for some trips, but certain infrastructure and policies must be in place to facilitate that choice and to help make it a safe choice.

Relation to FAST Act: This activity focuses on the planning emphasis areas of Economic Vitality; Environment and Economic Development; Accessibility and Mobility; and Integration and Connectivity of Modes. These focus areas are addressed by planning for and developing various improvements for non-motorized forms of transportation that promote economic development and alternatives to the single-occupancy automobile.

611 – Safe Route to School and Active Transportation Planning Coordination and Technical Assistance: This work activity is used to help implement the active transportation related policies, goals, objectives, and projects from the current MTP; and to help develop those

⁷ See 23 CFR §450.322 for more details on MTP requirements



components for the next MTP. Active transportation specific planning studies, including Safe Routes to Schools studies, will also be completed under this work element. APO staff will also coordinate with and support the active transportation planning activities of the member jurisdictions, which may include providing data, analyses, maps, bicycle and pedestrian counts, or other technical support, as needed. This work is on-going throughout the year.

612 – APO Active Transportation Advisory Committee Coordination: In summer 2007, the APO established a Bicycle and Pedestrian Advisory Committee (BPAC) comprised of a cross-section of citizen representatives and city and county staff within the APO planning area. This Committee, now known as the Active Transportation Advisory Committee (ATAC), meets as needed and reports to the APO's TAC. The ATAC provides input to APO staff and the TAC on various planning and programming matters as they relate to the non-motorized transportation environment within the planning area. They also implement and support various non-motorized transportation public awareness projects and provide the area with a forum for discussing non-motorized transportation topics. Work activity involves staff developing agenda items, assembling meeting materials and presentations, and chairing the ATAC meetings as well as staff support for maps or development on specific topics. Examples of this committee's work includes assisting the APO with review and updating of its Active Transportation Plan and/or related components of the MTP, reviewing various programmed roadway projects relative to non-motorized transportation accommodations and complete streets design treatments, advocating for and supporting efforts to complete multi-modal trail segments and coordinating with other relevant advocacy groups. This group focuses on education, coordination, and public input for regional initiatives. This work is on-going throughout the calendar year.

613 – Regional Active Transportation Plan Development and Maintenance: APO staff shall develop and maintain a regional Active Transportation Plan to help identify needs, identify goals, analyze alternatives, and prioritize project concepts related to non-motorized transportation facilities and policies within the MPA. Staff shall coordinate this effort with any statewide non-motorized mode planning from MnDOT.

610 – BICYCLE/PEDESTRIAN PLANNING

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
611 – Safe Routes to School and Active Transportation Planning Coordination and Technical Assistance	254	\$7,500				
612 – Active Transportation Advisory Committee Coordination	61	\$2,100				
613 – Regional Active Transportation Plan Development & Maintenance	746	\$21,500				
Total	1,061	\$31,100	\$24,140	\$3,701	\$925	\$2,334
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%



TRANSIT PLANNING – 620

Objective: To develop the public transit components of the MTP and to help implement the transit goals, objectives, projects, and policies identified in the previous MTP.

Background: In any metropolitan area, automobile transportation is not an option for some residents. Public transit is an important ingredient to allowing these residents to work, shop, and live a quality, independent lifestyle. Additionally, public transit can be an important supplemental transportation mode for those residents who have an automobile. It can be a form of “back up” transportation if their car needs repairs or if they are a one-car family. And public transit can even benefit those who do not use it directly. It can take automobiles off the road, creating more space for everyone. Easy access to transit has been shown to boost real-estate values for businesses and homes. It can help lower fuel consumption resulting in lower gas prices and cleaner air. And public transit can play a critical support role during an emergency or disaster, such as assisting with evacuations.

Metro Bus provides fixed route and dial-a-ride transit service within the Saint Cloud Urbanized Area, including the cities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park. Tri-CAP is the rural transit provider that provides dial-a-ride service within the APO planning area and adjacent rural areas. The Northstar commuter rail train currently provides early morning, late afternoon, limited weekend and special event trains from the City of Big Lake to the City of Minneapolis’s Target Field Station. Northstar train service connects to the APO planning area by way of the Northstar Link commuter bus. The Northstar Link bus service is operated by Metro Bus via contract with the Northstar Corridor Development Authority (NCDA). Efforts are underway to extend Northstar commuter train service to Saint Cloud.

Relation to FAST Act: This activity focuses primarily on the planning emphasis areas of Economic Vitality; Environment and Economic Development; Accessibility and Mobility; and Integration of Modes by planning for and implementing alternative modes to the single occupancy vehicle.

621 – Transit Planning, Coordination & Technical Assistance: APO staff supports initiatives and projects undertaken by the transit operators that provide service to the APO planning area. Tasks include supporting the Metro Bus urban transit system planning efforts, data collection, analysis, mapping and other technical support. Also, staff coordinates with Tri-CAP to incorporate plans and transit service information into planning and programming activities. This work activity also involves ongoing efforts to implement aspects of the Region 7W/APO Transit Human Services Plan. This work is on-going throughout the year.

622 – Northstar Commuter Rail Coordination: Extension of the Northstar Commuter Rail to Saint Cloud continues to be a priority for communities in the region. While there is currently no planning effort underway, APO staff does provide occasional technical support to help complete the extension as opportunities to do so present themselves. Work activities may include a variety of general technical support and committee participation in a variety of efforts related directly or indirectly to the development of the Northstar Commuter Rail line from Big Lake to Saint Cloud. This work is expected to occur sporadically throughout the calendar year.



620 – TRANSIT PLANNING

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
621 - Transit Planning, Coordination, and Technical Assistance	162	\$6,000				
622 – Northstar Commuter Rail Coordination	84	\$3,500				
Total	246	\$9,500	\$7,374	\$1,130	\$283	\$713
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

630 – FREIGHT PLANNING, ECONOMIC VITALITY & TOURISM

Objective: To help ensure that the transportation network is supporting the regional economy and to better understand the role and impact transportation has on economic development decisions.

Background: The Roman Empire began building roads primarily as a means to quickly move legions and supplies to battlefields, but they soon discovered that roads also impacted the economies of the towns and villages through which they passed. Farmers could more easily get their crops to the marketplace. Potters and smiths could more quickly and easily acquire the resources they needed to ply their trade. Artisans could travel from town to town selling their wares. Travel for leisure activities – aka, tourism – became easier and so occurred more frequently. Not much has changed in the last 2,300 years. Transportation still serves all of these functions, but it has grown more complex. Decision-makers always face multiple options. Should they build a road here or over there? Should they build a parking ramp or invest in more public transit? Should they support shipping freight by truck, by rail, or by pipeline? Understanding the impacts these choices can have on the economy can help inform the decision-making process.

Relation to FAST Act: This activity focuses on understanding the economic development environment; understanding the role transportation plays in the competitiveness and efficiency of regional businesses; promoting consistency between economic development patterns and transportation improvements; and enhancing travel and tourism.

631 – Freight Planning, Coordination & Technical Assistance: APO staff will support implementation of the APO's Regional Freight Framework (2017) and the freight components of the MTP, and will help develop the freight components of the next MTP. Specific activities will include data collection, analysis, and meeting with significant regional freight stakeholders to better understand their needs, operations, and any transportation constraints they may be facing. This work will be on-going throughout the year.

632 – Transportation-Related Economic Development Planning, Coordination & Technical Assistance: Economic vitality is more than just moving freight. It is also, among other things, moving employees safely, reliably, and efficiently from their home to their place of work; moving tourists to and sometimes through a destination and back home again; and moving shoppers and customers to their choice of market. Quality-of-life factors also play a role in economic development – factors such as access to religious services, entertainment, family gatherings, outdoors activities, and educational options. APO staff will work to better understand the role that transportation plays on the regional economy and help to quantify the economic impacts of specific transportation infrastructure and future alternatives. They will also coordinate their



planning activities with economic development entities such as the Greater Saint Cloud Development Corporation (GSDC) and the area Chambers of Commerce. This work will occur throughout the year.

630 – FREIGHT PLANNING, ECONOMIC VITALITY & TOURISM

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
631 - Freight Planning, Coordination, and Technical Assistance	100	\$6,200				
632 – Transportation-Related Economic Development Planning, Coordination & Technical Assistance	104	\$6,250				
Total	204	\$12,450	\$9,664	\$1,481	\$370	\$934
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

640 – SAFETY, SECURITY & ENVIRONMENTAL PLANNING

Objective: To develop a transportation network that is as safe as practical, reliable even in times of emergency or disaster, resilient to climate change, and which minimizes its impact on the natural environment.

Background: On August 17, 1896, forty-four-year-old Bridget Driscoll became the first person to die in an automobile crash when she was struck and killed by a car as she crossed the grounds of the Crystal Palace in London. Planners and engineers have been trying to make vehicle travel safer ever since. While in-vehicle technologies like seat belts and airbags have certainly played a big part in making travel safer, the way that roadways are planned and designed also plays a part. Planners analyze crash data to determine if specific locations have higher-than-normal crash rates which could be an indication of a site-specific problem. Additionally, the security of transportation assets became a major concern following the terrorist attacks of September 11, 2001. While a “secure” bus or train can have specific features such as cameras and security personnel, a “secure” roadway or bridge is less well defined. Most recently, transportation security has largely been defined in terms of resiliency. For instance, a transportation network that still functions reasonably efficiently when an important link in that network is removed – whether by human action or by nature – is often thought of as being “secure” in the sense that it still works.

Relation to FAST Act: This activity focuses on the Safety and Security of the transportation network and on the Environmental impacts of transportation.

641 – Safety & Security Planning, Coordination & Technical Assistance: APO staff will continue monitoring crash data and analyzing that data for potential insights into the causes of crashes or geographic locations that show a higher-than-expected propensity for crashes. Safety work will include all modes of travel. Staff will also continue coordinating with other outside organizations and entities that seek improved transportation safety, such as the Stearns-Benton Toward Zero Deaths committee and Feeling Good Minnesota, an initiative to improve public health. Regarding security, APO staff will undertake an effort to achieve regional consensus as to what



“transportation security” means within the MPA, and develop performance measures based on that definition. This work is expected to occur throughout the year.

642 – Transportation Resiliency, Energy Conservation, Environmental Impacts & Mitigation

Analysis: Activities in this area will focus specifically on how transportation impacts and is impacted by the natural environment, including any potential impacts of climate change and severe weather. APO staff will seek to establish and nurture relationships with environmental stakeholders to help ensure their continued participation in our planning processes. Staff will focus attention on transportation solutions that appear to minimize any net negative environmental impacts. APO staff will also complete the required⁸ environmental mitigation discussion that is part of the MTP. This work will occur throughout the year.

640 – SAFETY, SECURITY & ENVIRONMENTAL PLANNING

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
641 – Safety & Security Planning, Coordination & Technical Assistance	98	\$3,100				
642 – Transportation Resiliency, Energy Conservation, Environmental Impacts & Mitigation Analysis	106	\$3,200				
Total	204	\$6,300	\$4,890	\$750	\$187	\$473
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

700 – TRANSPORTATION PLANNING COORDINATION & PUBLIC OUTREACH

Objective: General coordination of all aspects of APO transportation plans and program with local member agencies, jurisdictions, State agencies, Federal agencies, and the public.

Background: The very nature of the APO requires significant coordination with the member agencies and jurisdictions, MnDOT, and the USDOT to help ensure that projects, goals, objectives, and priorities can be achieved. It also requires continuous public engagement to help ensure that their voices are heard in the planning and decision-making process. This activity involves the preparation of meeting materials and attendance at all APO committee and board meetings. It also includes coordination with local, State, and Federal agencies, and public engagement for all APO planning activities. Staff time for developing and maintaining both the Stakeholder Engagement Plan and the Title VI Compliance Plan are also accounted for here.

Relation to FAST Act: This work activity addresses all Federal planning emphasis areas and Federal highway program national goals to varying degrees by dealing with a wide array of transportation planning and programming matters.

701 – General Meeting Coordination and Attendance: This work activity includes the coordination of any relevant transportation planning meetings and/or activities with local, State, and Federal

⁸ 23 CFR §450.322(f)(7)



planning partners. It also covers internal staff coordination meetings within the APO. This work is ongoing.

702 – APO Committee & Board Meetings: Meeting minutes, agendas, and general staff support of APO committees and boards is conducted, including the APO TAC and the APO Policy Board. Staff hours for APO meeting preparation and attendance are included in this category. This work is ongoing and will occur throughout the year.

703 – Public Outreach, Engagement, Website & Social Media: This work activity includes APO staff time to coordinate, prepare for, and attend any public input meeting related to an APO planning activity. It also accounts for APO staff time to maintain and update the APO website – arguably its most public face – and social media posts to inform the general public of transportation-related events and opportunities. This work will be ongoing throughout the calendar year.

704 – Evaluation and Coordination of Plans and Programs from Member Jurisdictions: This work activity involves participating in meetings and coordinating with other agencies and jurisdictions on plans, studies, and programs, such as statewide multi-modal plans, the Minnesota State Highway Investment Plan (MNSHIP), MnDOT District level planning endeavors, and local transportation, safety, and comprehensive plans. This work will occur as necessary throughout the calendar year.

705 – Develop and Maintain the Stakeholder Engagement Plan & Title VI Compliance Plan – APO staff develops a framework for when and how the APO will seek public input, and what we will do with that input. We call the document the Stakeholder Engagement Plan (SEP). The document is updated about every five (5) years, but may also require occasional tweaking or amending between major updates. We combine our public input plan with our Title VI Compliance Plan, which defines how we will reach out to and engage those traditionally underserved, such as low-income households, the elderly, minorities, and those for whom English is a second language. The Title VI plan must be updated about every three (3) years. Our current combined SEP & Title VI Compliance Plan was approved in 2018. This work is on-going throughout the year.

706 – Annual Report for SEP and Title VI Compliance/Effectiveness: As a way of monitoring the APO's success in engaging the public and Title VI populations, we track how many people attend our public meetings, view our website, engage with us on social media, etc. We also perform an annual survey of stakeholders who engaged with us to determine if they were satisfied with their experience. We report this public-input data annually to the APO Board and MnDOT. Based on this public-input performance data, adjustments to our SEP and/or Title VI Plan may be developed. This work is ongoing throughout the year.

700 – TRANSPORTATION PLANNING COORDINATION AND PUBLIC OUTREACH

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
701 – General Meeting Coordination & Attendance	425	\$18,750				
702 – APO Committee & Board Meetings	680	\$26,400				
703 – Public Outreach, Engagement, Website & Social Media	256	\$9,650				
704 – Evaluation and Coordination of Plans from Member Jurisdictions	44	\$2,000				



Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
705 – Develop and Maintain Stakeholder Engagement Plan & Title VI Compliance Plan	52	\$1,700				
706 – Annual Report for SEP and Title VI Compliance/Effectiveness	92	\$2,800				
Total	1,549	\$61,300	\$47,581	\$7,294	\$1,824	\$4,601
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

800 – TRANSPORTATION MODELING, MAPPING & TECHNICAL SUPPORT

Objective: To maintain and further develop the regional travel demand model in support of long-range planning efforts, and to develop maps that help inform the decision-making process.

Background: The APO has a regional travel demand model to forecast future traffic conditions under a variety of scenarios. The model is critical to allowing the APO's MTP to meet its requirement to include "the projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan"⁹. Additionally, mapping of various transportation-related data is an important part of visualizing existing or proposed transportation assets and understanding spatial relationships.

Relation to FAST Act: This work activity addresses all federal planning emphasis areas to varying degrees by providing supportive analysis necessary to advance transportation investment decisions identified in the MTP and the TIP.

801 – Network and TAZ Data Collection & Analysis: This work activity involves collecting and analyzing various transportation data sets for use in the regional travel demand model, including socio-economic data assigned to Traffic Analysis Zones (TAZs) (e.g., population, households, floor area of commercial buildings, parks, schools, etc.) and network data such as traffic counts, corridor cross-sections, posted speed limits, location of signalized intersections, etc. This activity may include field work to collect or verify applicable roadway attributes or socio-economic data. This work will be ongoing throughout the calendar year.

802 – CUBE Travel Demand Model Development & Operations: The APO's regional travel demand model (TDM) is created and operates in CUBE software from Citilabs. This work activity involves developing various scenarios for the TDM, operating the model, and analyzing the results. Staff time for various maintenance activities necessary for smooth and efficient model operation are also included here. This work will be ongoing throughout the calendar year.

803 – GIS Database Development & Mapping: This work activity involves ongoing mapping support for APO transportation planning activities including corridor studies, transportation plans, and the TIP. Various existing transportation, social, economic, and environmental features are represented on these maps. This category includes work hours for the maintenance and editing of map files and development of new map files as applicable to ongoing studies. This work will be ongoing throughout the calendar year.

⁹ 23 CFR §450.322(f)(1)



800 – TRANSPORTATION MODELING, MAPPING & SUPPORT

Element	2020 Budgeted Hours	2020 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
801 – Network & TAZ Data Collection & Analysis	304	\$10,250				
802 – CUBE Travel Demand Model Development & Operations	200	\$7,200				
803 – GIS Database Development and Mapping	240	\$8,000				
Total	744	\$25,450	\$19,754	\$3,028	\$757	\$1,910
Funding Percentages		100%	77.62%	11.90%	2.97%	7.51%

900 – LOCALLY FUNDED ACTIVITIES

Objective: To provide funding for activities or equipment/supplies that are not eligible for reimbursement through the APO's Federal CPG.

Background: The APO's CPG can only be used to reimburse a portion of the costs (usually 80%) for eligible activities¹⁰. APO staff may be able to participate in non-reimbursable activities, but must use non-federal funding sources to do so. Activities in this category are 100% funded with non-federal dollars.

Relation to FAST Act: This work activity addresses all Federal planning emphasis areas to varying degrees by communicating the APO MTP and project needs to State and Federal elected officials. It also funds the organization's annual financial audit.

901 – Legislative Communications: Efforts are made to inform and maintain relationships with State and Federal legislators who make decisions affecting transportation policy, funding, and projects. Relationships with transportation advocacy groups such as the Minnesota Transportation Alliance (MTA) are also maintained. Hours are assigned for preparation of materials and presentation of information to State and Federal legislators as well as responses to legislative inquiries. Staff also coordinates with David Turch & Associates for Federal lobbying activities. This work will occur as necessary throughout the calendar year.

902 – Travel for Legislative Communications: This element budgets non-salary funds to cover the cost of traveling for the purpose of communicating with State or Federal legislators. The APO Board Chair and Executive Director normally make a trip to Washington, D.C. in April or May each year, but smaller trips may also occur throughout the year.

903 – Audit: If the APO does not expend more than \$750,000 per year in Federal funds, a Federal single-audit is not required. However, MnDOT still requires an annual audit because the APO expends State funds. The APO's State grant may be used to help pay for this audit. The audit is performed by an independent auditor and is usually completed by June 1 each year.

¹⁰ For more details, see 2 CFR Part 200, et al.



900 – LOCALLY FUNDED ACTIVITIES

Element	2019 Budgeted Hours	2019 Budgeted Funding	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
901 – Legislative Communications	100	\$6,700				\$6,700
902 – Travel for Legislative Communications		\$5,000				\$5,000
903 - Audit		\$8,000		\$6,400	\$1,600	
Total	100	\$19,700	\$0	\$6,400	\$1,600	\$11,700
Funding Percentages		100%	0%	32.49%	8.12%	59.39%



SPECIAL STUDIES & CONTRACTS:

When the APO or one of its member agencies or jurisdictions needs planning expertise or resources not found within the APO, funding for a consultant-led study can be budgeted. Normally, the APO does not need all of its CPG funds for staff and operations and the remainder of the CPG funds are made available for consultant-led studies. In the event that demand for these funds exceeds available CPG funds, the following evaluation is used to rank and prioritize proposed planning projects for possible inclusion in the UPWP:

MINIMUM THRESHOLD REQUIREMENTS:

Criteria:		
Is the proposed planning project eligible for CPG reimbursement?	Yes	No
Has the requesting jurisdiction committed at least 20% local match?	Yes	No

Any proposed planning project must meet the threshold criteria above. A "No" score will disqualify it from further evaluation. Proposed planning projects that meet the threshold criteria above are further scored according to the evaluation factors below:

PROPOSED PLANNING PROJECT EVALUATION FACTORS:

Either/Or Evaluation Factors:	Either	Or
If the proposed planning project fulfills a requirement under 23 CFR 450 Subpart C, it is awarded 100 points.	100	0
If the proposed planning project fulfills a Federal or State requirement other than those in 23 CFR 450 Subpart C, it is awarded 80 points.	80	0
If the proposed planning project directly addresses a transportation project, strategy, or performance measure in the current Metropolitan Transportation Plan, it is awarded 25 points.	25	0
If the proposed planning project directly addresses a transportation project in a comprehensive plan or other approved planning document of the requesting agency or jurisdiction, it is awarded 15 points.	15	0
If the proposed planning project directly addresses a location with a crash rate higher than the critical crash rate for that location, it is awarded 10 points.	10	0
If the proposed planning project directly addresses a roadway corridor, a bridge, a bike path, or transit asset(s) with a "poor" condition rating, it is awarded 9 points.	9	0
If the proposed planning project directly addresses a corridor with a Travel Time Reliability score of 1.5 or higher, it is awarded 8 points.	8	0
If the requesting jurisdiction has not been awarded CPG funds in the last three fiscal years, the proposed planning project is awarded 7 points.	7	0



Either/Or Evaluation Factors:	Either	Or
If the proposed planning project directly addresses an arterial corridor, it is awarded 6 points.	6	0
If the proposed planning project directly impacts a corridor identified as being part of the Regional Freight Network, it is awarded 5 points.	5	0
If the proposed planning project directly addresses improving operations on <u>existing</u> roadways, bike paths, or transit routes, it is awarded 4 points.	4	0
If the proposed planning project includes a task to evaluate probable environmental impacts and explore mitigation strategies, it is awarded 3 points.	3	0
If the proposed planning project integrates multiple modes of surface transportation, it is awarded 2 points	2	0
If the proposed planning project directly impacts an area of low-income or minority residents, it is awarded 1 point.	1	0
Range Factor:	Highest Possible Score	Lowest Possible Score
For every 2% overmatch committed to the proposed planning project, it is awarded 1 point up to a maximum of 25 points.	25	0

In the unlikely event there is a tie between two (2) or more proposed planning projects and there are insufficient CPG funds for all of the projects, the TAC will select which project(s) is/are funded.

Planning project awards to member agencies and jurisdictions will be procured and managed by APO staff to help ensure Federal cost allowability and compliance with applicable Federal procurement requirements. The APO will pay consultants based on invoices, and will submit the invoices to the requesting jurisdiction for 20% reimbursement of the local match. Therefore, the APO is the responsible party for all Special Studies & Contracts.

2020 SPECIAL STUDIES AND CONTRACTS

2020 – TH15 CORRIDOR OPERATIONAL IMPROVEMENT STUDY

Objective and Product: Minnesota Trunk Highway (TH) 15 is a major north-south arterial through the heart of the urban area, carrying 30,000 – 35,000 vehicles each day between 2nd Street South and 8th Street North. We also know that the corridor is important for the movement of freight, carrying between 1,500 and 1,700 heavy commercial vehicles each day. The corridor Travel Time Reliability Rating is in excess of 1.5 which means that it takes, on average, at least 50% longer to travel the corridor than it would take under free-flow traffic conditions. The intersection of TH15 and 2nd Street South has a Critical Crash Index Rating greater than 2.0, and the intersections with Division Street, 3rd Street North, and 8th Street North all have Critical Crash Index Ratings greater than 1.0 indicating a need to further investigate the cause of the crashes and possible mitigation activities. This study will investigate alternatives for improving Travel Time Reliability and safety on the TH15 corridor. If the project budget allows, the study may also examine the current operations of and potential improvements to parallel arterials if such improvements can impact the operations on TH15.



Relationship to FAST Act: Because TH15 is a major freight movement corridor, this project would support economic vitality by addressing a significant network inefficiency, and would also help increase mobility for both people and freight. It is expected that the study outcomes would improve safety at the TH15 intersections within the study area, and promote efficient system management and operations.

Regional Significance of the Study: TH15, part of the National Highway System, is THE major north-south arterial bisecting the metropolitan area, and carries a major amount of traffic every day. Local residents can rarely go anywhere within the metropolitan area without either traveling on or across TH15. This corridor was also identified in the 2019 MTP as the first of several corridors to be studied for operational improvement.

2020 – TH15 CORRIDOR OPERATIONAL IMPROVEMENT STUDY

Element	2020 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
TH15 Corridor Study					
Total	\$195,000	\$156,000	\$0	\$0	\$39,000
Funding Percentages	100%	80%	0%	0%	20%

2020 – TRAVEL DEMAND MODEL UPDATES & IMPROVEMENTS

Objective and Product: The APO's regional travel demand model (TDM) was recently calibrated to base year 2015 and used in the production of the APO's 2045 MTP. During the calibration and use, it was recognized that several elements of the model were outdated and/or could be improved based on the current standards for TDMs. A list of potential improvements was developed, including: converting the TDM to a person-trip based model rather than a vehicle-trip based model so that other modal choices could be incorporated into the TDM; developing a special generator for the Saint Cloud State University area, which exhibits some unique trip-making characteristics; completing an external and/or internal trip survey to better reflect current trip generation rates; a comprehensive transit on-board survey to help calibrate transit mode choice; converting the TDM to an hourly or peak hour trip assignment to better replicate actual travel conditions; and updating the link and node capacities and volume-delay adjustments based on roadway function, access spacing, and corridor type. Other updates and improvements may also be possible. This effort will incorporate updates and improvements into the TDM prior to the need to again calibrate it to base year 2020 for use in the 2050 MTP development effort.

Relationship to FAST Act: Federal regulations require the MTP to include "...the projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan..." The TDM is the tool that the APO uses to satisfy this requirement.

Regional Significance of the Study: The TDM is a critical component of forecasting future transportation demand and understanding future regional network needs.



2020 – TRAVEL DEMAND MODEL UPDATES & IMPROVEMENTS

Element	2020 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
Travel Demand Model Improvements					
Total	\$50,000	\$40,000	\$0	\$0	\$10,000
Funding Percentages	100%	80%	0%	0%	20%

2020 – STEARNS CSAH 133 NEW ALIGNMENT PLANNING STUDY AND OFFICIAL MAPPING

Objective and Product: CSAH 133 is a minor arterial in Stearns County that provides a freight and commuter connection between I-94 and US-10. The re-alignment of CSAH 133 was begun nearly ten (10) years ago, but a final alignment still needs to be determined. This study would determine the final alignment between Theisen Drive and 19th Avenue North by examining economic, environmental, and social impacts of various potential alignments. Upon selection of a final alignment, official mapping would be completed. The study will also develop a construction cost estimate so that construction could be included in the county's five-year road improvement plan.

Relationship to FAST Act and Regional Significance of the Study: This connection would provide relief to the intersection of Sartell's Heritage Drive and Pinecone Road; and will provide a more direct route between I-94 and US-10 for freight and commuters. CSAH 133 is a minor arterial in a major growth area of the region. The corridor is also part of the regional arterial ring-road effort.

2020 – STEARNS CSAH 133 NEW ALIGNMENT PLANNING STUDY AND OFFICIAL MAPPING

Element	2020 Budgeted Funds	Federal Funds (DEMO)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
CSAH 133 Planning and Mapping Study					
Total	\$85,000	\$68,000	\$0	\$0	\$17,000
Funding Percentages	100%	80%	0%	0%	20%

2020 – MISSISSIPPI RIVER BRIDGE PLANNING

Objective and Product: The last planning effort for a potential bridge crossing at 33rd Street South in Saint Cloud ended in 2005, and it ended with four potential alternative alignments being considered without ever settling upon a final preferred alignment. This planning effort will update the existing conditions since 2005 by identifying potential economic, political, social, and environmental consequences of the possible alignments, and enable protection of a preferred



alignment through official mapping, property dedication, platting, land use planning, and/or zoning decisions.

Relationship to FAST Act and Regional Significance of the Study: This connection would provide a fairly direct connection between I-94 and US-10 via CSAH 75. The proposed bridge is also part of the regional arterial ring-road effort.

2020 – MISSISSIPPI RIVER BRIDGE PLANNING UPDATE

Element	2020 Budgeted Funds	Federal Funds (DEMO)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
Mississippi River Bridge Planning Update					
Total	\$167,000	\$107,000*	\$0	\$0	\$60,000
Funding Percentages	100%	64.07%	0%	0%	35.93%

PROVISIONAL 2021 SPECIAL STUDIES & CONTRACTS

2021 – REGIONAL TRAVEL SURVEY

Objective and Product: Travel surveys are an important ingredient in well-calibrated regional travel demand models (TDMs). Travel surveys bring to light the trip-making characteristics of a population and capture the general origins and destinations of those trips. The last comprehensive internal/external travel survey in the Saint Cloud region was completed in 1997, and trip patterns have likely changed since then. This effort seeks to update regional trip-making data for incorporation into the TDM.

Relationship to FAST Act and Regional Significance of the Study: Federal regulations require the MTP to include "...the projected transportation demand of persons and goods in the metropolitan planning area over the period of the transportation plan..." The TDM is the tool that the APO uses to satisfy this requirement. The TDM is a critical component of forecasting future transportation demand and understanding future regional network needs.

2021 – REGIONAL TRAVEL SURVEY

Element	2021 Budgeted Funds	Federal Grant (CPG)	State Grant (MnDOT)	Local Match for State Grant	Other Local Funds
Regional Travel Survey					
Total	\$220,000	\$176,000	\$0	\$0	\$44,000
Funding Percentages	100%	80%	0%	0%	20%



EXHIBIT 0

METROPOLITAN TRANSPORTATION PLAN WORK TASK TIMELINE

In this space, APO staff normally provides a timeline of tasks associated with the completion of the MTP. The last iteration of the MTP was completed in October 2019. Following approval of that document, APO staff will develop a timeline for the development of the next MTP.

DRAFT



EXHIBIT 1

2020-2021 LINE ITEM REVENUE REPORT

Revenue Sources	2020 Revenue	2021 Revenue
Local		
APO Member Assessments	\$96,821	\$101,662
Local Match for Members' Consultant Projects	\$77,000	\$0
Lobbyist Fees	\$48,000	\$48,000
Total Local	\$221,821	\$149,662
Federal		
Annual Federal CPG	\$552,431	\$563,480
Carry Forward Federal CPG from Prior Years	\$318,686	\$307,120
Other Federal Funds (DEMO)	\$175,000	\$0
Total Federal	\$1,046,117	\$870,600
Other		
State of Minnesota Planning Grant	\$62,815	\$62,815
Miscellaneous & Interest Income	\$10,000	\$10,000
Total Other	\$72,815	\$72,815
Total Revenue	\$1,340,753	\$1,093,077

2020 - 2021 LINE ITEM EXPENSE REPORT

Expenses	2019 Expense	2020 Expenses
Local		
APO Member Assessments	\$101,988	\$104,486
Local Match for Members' Consultant Projects	\$77,000	\$0
Lobbyist Fees	\$48,000	\$48,000
Total Local	\$226,988	\$152,486
Federal		
Annual Federal CPG	\$552,431	\$563,480
Carry Forward Federal CPG from Prior Years	\$11,566	\$5,264
Other Federal Funds (DEMO)	\$175,000	\$0
Total Federal	\$738,997	\$568,744
Other		
State of Minnesota Planning Grant	\$62,815	\$62,815
Miscellaneous & Interest Income	\$10,000	\$10,000
Total Other	\$72,815	\$72,815
Total Expenses	\$1,038,800	\$794,045



2020-2021 LINE ITEM DIFFERENCE BETWEEN REVENUE AND EXPENSES

Revenue Less Expenses	2020 Difference	2021 Difference
Local		
APO Member Assessments	-\$5,167	-\$2,824
Local Match for Members' Consultant Projects	\$0	\$0
Lobbyist Fees	\$0	\$0
Total Local	-\$5,167	-\$2,824
Federal		
Annual Federal CPG	\$0	\$0
Carry Forward Federal CPG from Prior Years	\$307,120	\$301,856
Other Federal Funds (DEMO)	\$0	\$0
Total Federal	\$307,120	\$301,856
Other		
State of Minnesota Planning Grant	\$0	\$0
Miscellaneous & Prior Year Interest Income	\$0	\$0
Total Other	\$0	\$0
Total Difference Between Revenue & Expenses	\$301,953	\$299,032



EXHIBIT 2

2020 WORK ACTIVITY BY REVENUE SOURCE

Work Activity Category	Federal Funding	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$149,458	\$22,912	\$5,728	\$14,452	\$192,550
200 Budget & UPWP	\$6,986	\$1,071	\$268	\$676	\$9,000
300 Transportation Improvement Program (TIP)	\$23,713	\$3,635	\$909	\$2,293	\$30,550
400 Transportation System Performance Monitoring (TSPM)	\$18,435	\$2,826	\$707	\$1,728	\$23,750
500 Planning Project Development	\$28,448	\$4,361	\$1,090	\$2,751	\$36,650
600 Metropolitan Transportation Plan (MTP)	\$27,555	\$4,224	\$1,056	\$2,664	\$35,500
610 MTP – Active Transportation Planning	\$24,140	\$3,701	\$925	\$2,334	\$31,100
620 MTP - Transit Planning	\$7,374	\$1,130	\$283	\$713	\$9,500
630 MTP - Freight Planning, Economic Vitality & Tourism	\$9,664	\$1,481	\$370	\$934	\$12,450
640 MTP - Safety, Security & Environmental Planning	\$4,890	\$750	\$187	\$473	\$6,300
700 Transportation Planning Coordination & Public Outreach	\$47,581	\$7,294	\$1,824	\$4,601	\$61,300
800 Transportation Modeling, Mapping & Technical Support	\$19,754	\$3,028	\$757	\$1,910	\$25,450
900 Locally Funded Activities	\$0	\$6,400	\$1,600	\$11,700	\$19,700
Sub-Total for APO Staff and Operations	\$367,997	\$62,815	\$15,704	\$47,284	\$493,800
Consultant Services: David Turch & Associates	\$0	\$0	\$0	\$48,000	\$48,000
Consultant Services: TH15 Operational Improvement Study	\$156,000	\$0	\$0	\$39,000	\$195,000
Consultant Services: Travel Demand Model Updates and Improvements	\$40,000	\$0	\$0	\$10,000	\$50,000
Consultant Services: Stearns CSAH 133 New Alignment Planning Study & Official Mapping	\$68,000*	\$0	\$0	\$17,000	\$85,000
Consultant Services: Mississippi River Bridge Planning Update	\$107,000*	\$0	\$0	\$60,000	\$167,000
Grand Total Expenses	\$738,997	\$62,815	\$15,704	\$221,284	\$1,038,800

Source of Local Funds: City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, LeSauk Township, Stearns County, Benton County, Sherburne County, Saint Cloud Metro Bus, and interest and miscellaneous income for Saint Cloud APO. See Exhibit 3 for more details.

*The source of Federal funds for these projects is Demonstration funds. No CPG funds will be used in these projects.



EXHIBIT 3

2020 LOCAL FUNDING ASSESSMENTS

Member	2017 Population Estimates*	2019 Local Assessment (\$0.68 per cap.)	2019 Lobbyist Assessment	Total 2019 Local + Lobbyist Assessment
St. Cloud	67,889	\$46,165	\$16,002	\$62,167
St. Joseph	7,102	\$4,829	\$1,516	\$6,345
Sartell	18,127	\$12,236	\$4,551	\$16,877
Sauk Rapids	13,884	\$9,441	\$3,058	\$12,500
Waite Park	7,670	\$5,216	\$2,382	\$7,597
LeSauk TWP	1,819	\$1,237	\$0	\$1,237
Benton County	5,466	\$3,717	\$3,077	\$6,794
Sherburne County	2,055	\$1,397	\$855	\$2,252
Stearns County	13,225	\$8,993	\$11,759	\$20,752
Metro Bus	N/A	\$3,500	\$4,800	\$8,300
Total	137,237	\$96,821	\$48,000	\$144,821

*Population estimates come from the Minnesota State Demographer.



EXHIBIT 4

OVERHEAD DETAIL

Line Item	2020 Budget	2021 Budget
Liability Insurance/Workers Comp	\$6,500	\$6,500
Office Supplies	\$2,750	\$2,819
Accounting Services	\$18,100	\$18,500
Communications (<i>Telephone, Postage, and Internet</i>)	\$5,000	\$5,125
Travel (<i>Includes Lodging & Meals</i>)	\$9,000	\$9,000
Professional Development (<i>Registration Fees, etc.</i>)	\$4,000	\$4,100
Printing, Publishing & Advertising	\$2,500	\$2,563
Building Maintenance and Utilities	\$12,000	\$12,300
Legal Services	\$2,000	\$2,050
Multifunction Copier	\$3,500	\$3,570
APO Dues and Subscriptions	\$3,500	\$3,588
IT Support & Software	\$12,000	\$12,300
Hardware & Equipment	\$3,000	\$3,075
Miscellaneous	\$5,000	\$5,125
Total	\$88,850	\$90,614



EXHIBIT 5

2021 PROVISIONAL BUDGET BY REVENUE SOURCE

This estimated budget for 2021 is subject to change during the development of the 2020-2021 UPWP, but it is provided here as an early estimate for guidance purposes.

Work Activity Category	Federal Funding	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$159,508	\$22,953	\$5,738	\$16,924	\$205,124
200 Budget & UPWP	\$7,456	\$1,073	\$268	\$791	\$9,588
300 Transportation Improvement Program (TIP)	\$25,308	\$3,642	\$910	\$2,685	\$32,545
400 Transportation System Performance Monitoring (TSPM)	\$19,674	\$2,831	\$708	\$2,088	\$25,301
500 Planning Project Development	\$30,361	\$4,369	\$1,092	\$3,221	\$39,043
600 Metropolitan Transportation Plan (MTP)	\$29,408	\$4,232	\$1,058	\$3,120	\$37,818
610 MTP - Active Transportation Planning	\$25,763	\$3,707	\$927	\$2,734	\$33,131
620 MTP - Transit Planning	\$7,870	\$1,132	\$283	\$835	\$10,120
630 MTP – Freight Planning, Economic Vitality & Tourism	\$10,314	\$1,484	\$371	\$1,094	\$13,263
640 MTP – Safety, Security & Environmental Planning	\$5,219	\$751	\$188	\$554	\$6,711
700 Transportation Planning Coordination & Public Outreach	\$50,781	\$7,307	\$1,827	\$5,388	\$65,303
800 Transportation Modeling, Mapping & Technical Support	\$21,083	\$3,034	\$758	\$2,237	\$27,112
900 Locally Funded Activities	\$0	\$6,300	\$1,575	\$13,111	\$20,986
<i>Sub-Total for APO Staff and Operations</i>	<i>\$392,744</i>	<i>\$62,815</i>	<i>\$15,704</i>	<i>\$54,782</i>	<i>\$526,045</i>
Consultant Services: David Turch & Associates	\$0	\$0	\$0	\$48,000	\$48,000
Consultant Services: Regional Travel Survey	\$176,000	\$0	\$0	\$44,000	\$220,000
Grand Total Expenses	\$568,744	\$62,815	\$15,704	\$146,782	\$794,045



EXHIBIT 6

LIST OF CURRENTLY UNFUNDED SPECIAL STUDIES AND CONTRACTS

This list is maintained in order to document identified planning needs for consideration in future UPWPs. The presence of a particular study on this list does not guarantee that the study will be funded.

Priority	Special Study or Contract	Description
1	<i>Regional Travel Survey</i>	A regional travel survey helps planners to understand travel behavior, and the results are used to calibrate the regional travel demand model. (<i>Provisionally programmed for 2021.</i>)
2	<i>Estimating the Net Environmental Impacts of Transportation Options</i>	More roadway capacity may improve traffic flow and reduce air pollution, but more impermeable surfaces may negatively impact water quality. Increasing land-use densities and mixing compatible uses may shorten trip lengths and fuel use, but may also increase congestion and travel times which increases fuel use. This study would seek to better understand such trade-offs and seek insight on the options or combination of options that minimizes the overall net environmental impact of transportation.
3	<i>Choosing to Commute: Estimating the Transportation Impacts of Long-Distance Commuters & Understanding the Economics of Their Choice</i>	There are more jobs in the Saint Cloud metropolitan area than there are workers to fill those jobs. Many local businesses actively recruit workers from nearby communities, which puts more cars onto area roads, but the workers pay property taxes in other communities. Why don't they live here? Is it better to provide transportation capacity for those workers, or would it be more cost effective to entice them to move to the Saint Cloud metro area? What are the challenges and opportunities?
4	<i>Identification of Viable Cost-Assisted Transportation Options</i>	We know from the data and from public comments that many area families are financially stressed. This study would seek to identify viable options for providing low-cost or cost-assisted transportation options to help reduce the financial stress caused by transportation. For example, a buyers' assistance program for vehicle purchases, or subsidized vehicle maintenance program may be options to explore.
5	<i>Measuring the Impact of Ridesharing on Transportation</i>	Ridesharing services like Uber and Lyft are impacting surface transportation operations, but we do not have a clear picture as to how. This study would seek to better understand those impacts. For example, does ridesharing replace public transit use, or does it supplement it? Does it make not owning a vehicle a viable option for area residents? Does it increase or decrease vehicle-mile-traveled per year? What is the average trip-length of a rideshare trip?
6	<i>Bike Share Feasibility Study</i>	This project would examine local conditions in order to determine the viability of a bike-share program



EXHIBIT 7

TRENDS

In order to better provide context for this work plan, the following historical information is presented:

JURISDICTIONAL ASSESSMENTS HISTORY 2015 – 2020

Jurisdiction	2015	2016	2017	2018	2019	2020
St. Cloud	\$53,637	\$53,834	\$34,845	\$43,100	\$45,794	\$46,165
St. Joseph	\$5,497	\$5,512	\$3,521	\$4,313	\$4,583	\$4,829
Sartell	\$13,136	\$13,729	\$8,946	\$11,252	\$11,956	\$12,326
Sauk Rapids	\$10,700	\$10,779	\$6,971	\$8,724	\$9,269	\$9,441
Waite Park	\$5,971	\$6,053	\$3,856	\$4,889	\$5,195	\$5,216
LeSauk Township	\$1,415	\$1,424	\$929	\$1,156	\$1,228	\$1,237
Benton County	\$4,366	\$4,379	\$2,844	\$3,508	\$3,728	\$3,717
Sherburne County	\$1,633	\$1,639	\$1,053	\$1,311	\$1,393	\$1,397
Stearns County	\$9,130	\$9,169	\$5,921	\$8,356	\$8,878	\$8,993
Metro Bus	\$3,000	\$3,000	\$1,852	\$2,000	\$3,500	\$3,500
St. Augusta	\$2,739	\$2,757	\$1,785	\$0	\$0	\$0
Total	\$111,224	\$112,293	\$72,523	\$88,609	\$94,524	\$96,821
% Change Year Over Year		+0.96%	-35.42%	+22.18%	+6.68%	+2.43%

APO BUDGET HISTORY 2015 – 2020

Line Item	2015	2016	2017	2018	2019	2020
Staff Salaries and Benefits	\$362,481	\$471,475	\$476,443	\$458,175	\$428,075	\$385,250
Overhead	\$133,125	\$99,500	\$89,070	\$96,200	\$94,200	\$88,850
Consultant Studies	\$543,777	\$195,000	\$228,000	\$28,184	\$162,000	\$497,000
Sub-Total for CPG Eligible Expenses	\$1,039,383	\$765,975	\$793,513	\$582,559	\$634,275	\$971,100
Turch & Associates	\$42,000	\$45,000	\$48,000	\$48,000	\$48,000	\$48,000
Staff Time for Lobbying	\$3,000	\$8,861	\$6,106	\$7,375	\$7,200	\$6,700
Audit	N/A	N/A	N/A	\$7,500	\$7,750	\$8,000
Lobbying Travel	\$6,000	\$0	\$3,000	\$5,000	\$5,000	\$5,000
Sub-Total for Other	\$51,000	\$53,861	\$57,106	\$67,875	\$67,950	\$67,700
Grand Total	\$1,090,383	\$819,836	\$850,619	\$650,434	\$752,225	\$1,038,800



EXHIBIT 7

RESOLUTION AUTHORIZING THE FILING OF A FEDERAL CONSOLIDATED PLANNING
GRANT FOR CALENDAR YEAR 2020

TO BE ADDED WHEN RESOLUTION IS SIGNED

DRAFT



EXHIBIT 8

RESOLUTION AUTHORIZING THE FILING OF A GRANT AGREEMENT WITH MNDOT FOR
CALENDAR YEAR 2020

TO BE ADDED ONCE THE RESOLUTION IS SIGNED

DRAFT



EXHIBIT 9

RESOLUTION SELF-CERTIFYING THE APO'S PROCUREMENT PROCESS COMPLIANCE
FOR CALENDAR YEAR 2020

TO BE ADDED ONCE THE RESOLUTION IS SIGNED

DRAFT



Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Draft Metropolitan Transportation Plan for 2045
DATE: July 22, 2019

By Federal regulation, the Metropolitan Transportation Plan (MTP) must be updated at least every five years. The last MTP was approved in October 2014 (although it was amended in May of 2015) so the next update is due in October 2019.

The MTP establishes the vision for transportation in the region, along with goals, objectives, and performance measures. It also documents the significant transportation projects which are eligible for future Federal funding assistance by virtue of being included in the MTP.

After several years of hard work, APO staff is nearing the completion of the draft MTP for planning-horizon year 2045. As of this date, the final traffic modeling is not yet completed. When it is, we will assemble the full draft MTP document and post it at this link for your review: <http://www.stcloudapo.org/2045-mtp.html>.

APO staff has spent the last several months working with the individual jurisdictions to develop a fiscally-constrained set of projects for inclusion in the MTP. The pages attached to this memo show the final project lists, sorted by jurisdiction, along with a map of all the final project locations. Project implementation is divided into three timeframes:

- Short-Term: 2020 – 2023 (this is the same timeframe as the TIP)
- Mid-Range: 2024 – 2029
- Long-Range: 2030 – 2045

Krista Anderson from SRF Consulting Group will be present at the July 31st TAC meeting to present the final model run results, which includes the projects shown on the attached lists.

It is the intention of APO staff to get TAC and Policy Board consent to release the draft document for a mandatory 30-day public comment period, beginning August 8th. During that time, we welcome the review and comment of the TAC members as well. But, please note, that if any substantial changes are made, by policy we must re-release the document for another 30-day public comment period.

We feel confident that we have developed a set of goals, objectives, performance measures, and projects that reflect the needs of the jurisdictions and which are responsive to the early public input we received.

Benton County: Expansion Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
BEN-1	CSAH 1 (Mayhew Lake Road NE) in Sauk Rapids	CSAH 29 (35 th Street NE) to MN 23	Four-Lane Undivided Arterial	Long-Range (2030-2045)	\$31,598,000
BEN-2	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18 th Street NW	Four-Lane Undivided Arterial	Short-Term (2020-2023)	\$5,107,200
BEN-3	CSAH 8 (35 th Avenue NE) in Minden Township	Second Street SE to Stearns County Road 7 (12 th Street SE)	Four-Lane Divided Arterial	Long-Range (2030-2045)	\$14,374,500
BEN-4	CSAH 29 (35 th Street NE) in Sauk Rapids	MN 15 to US 10	Four-Lane Divided Arterial	Long-Range (2030-2045)	\$7,858,060

Stearns County: Expansion Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
STR-1	CSAH 1 (River Avenue N) in Sartell	MSAS 145 (Ninth Avenue N) to County Road 120	Four-Lane Undivided Arterial	Short-Term (2020-2023)	\$6,042,190
STR-2	CSAH 133 (Second Street S) in Sartell	Theisen Road to CSAH 133 (Sixth Street S/19th Avenue N)	Four-Lane Undivided Arterial	Short-Term (2020-2023)	\$2,667,980
STR-3	CSAH 133 in Saint Joseph	CSAH 75 to 19th Avenue NE	Four-Lane Undivided Arterial	Mid-Range (2024-2029)	\$7,659,120
STR-4	I-94 at CSAH 136 in Saint Cloud	I-94 to CSAH 136 (Oak Grove Road SW)	Interchange	Long-Range (2030-2045)	\$38,850,000
STR-5	County Road 122 (40th Street S) in Saint Cloud	CSAH 74 to CSAH 136 (Oak Grove Road SW)	Four-Lane Collector	Mid-Range (2024-2029)	\$8,332,800
STR-6	CSAH 75 (Second Street S) in Saint Cloud	Highway 15 to MSAS 141 (Cooper Avenue S)	Six-Lane Divided Arterial	Long-Range (2030-2045)	\$31,579,870

Stearns County: Reconstruction Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
STR-7	CSAH 2 (Central Avenue N) in Brockway Township	421 st Street to CSAH 1	Two-Lane Arterial Reconstruction	Mid-Range (2024-2029)	\$1,537,500
STR-8	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12 th Street N)	Two-Lane Arterial Reconstruction	Short-Term (2020-2023)	\$1,417,000
STR-9	CSAH 1 in Brockway Township	CSAH 17 to North Stearns County Line	Two-Lane Arterial Reconstruction	Long-Range (2030-2045)	\$3,816,000
STR-10	CSAH 75 in Waite Park	Bridge Number 6819 over the Sauk River	Principal Arterial Bridge Replacement	Mid-Range (2024-2029)	\$4,140,000
STR-11	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to County Road 121	Minor Collector Reconstruction	Long-Range (2030-2045)	\$6,360,000
STR-12	CSAH 136 (Oak Grove Road SW) in Saint Cloud and Saint Augusta	County Road 115 to 33 rd Street S	Major Collector Reconstruction	Long-Range (2030-2045)	\$10,600,000

City of Saint Cloud: Expansion Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
STC-1	MSAS 156 (40 th Street S)	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Collector	Short-Term (2020-2023)	\$6,650,000
STC-2	MSAS 156 (40 th Street S)	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Collector	Mid-Range (2024-2029)	\$6,720,000
STC-3	MSAS 114 (Third Street N)	31 st Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial	Long-Range (2030-2045)	\$23,310,000
STC-4	MSAS 145 (Ninth Avenue N)	MSAS 148 (15 th Street N) to Stearns CSAH 4 (Eighth Street N/Veterans Drive)	Four-Lane Divided Arterial	Mid-Range (2024-2029)	\$8,400,000
STC-5	Pinecone Road S	Stearns County Road 134 to Stearns CSAH 120	Four-Lane Divided Arterial	Long-Range (2030-2045)	\$7,770,000
STC-6	322 nd Street	Stearns CSAH 133 to Stearns CSAH 4	Three-Lane Collector	Long-Range (2030-2045)	\$10,360,000
STC-7	CSAH 74 (West Saint Germain Street)	Stearns County Road 137 (Seventh Street S/22 nd Street S) to 33 rd Street S	Three-Lane Minor Arterial	Long-Range (2030-2045)	\$16,960,000

City of Saint Cloud: Reconstruction Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
STC-8	MSAS 175 (County Road 136/Oak Grove Road SW)	MSAS 153 (22 nd Street S) to MSAS 151 (33 rd Street S)	Two-Lane Collector Reconstruction	Short-Term (2020-2023)	\$1,400,000
STC-9	MSAS 141 (Cooper Avenue S)	MSAS 146 (Traverse Road) to CSAH 75 (Roosevelt Road)	Two-Lane Arterial Reconstruction	Short-Term (2020-2023)	\$2,500,000
STC-10	MSAS 153 (22 nd Street S)	MSAS 175 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue S)	Two-Lane Minor Arterial Reconstruction	Short-Term (2020-2023)	\$3,068,000
STC-11	MSAS 102 (Waite Avenue S)	First Street N to 125' South of Wellington Circle	Four-Lane Arterial/Two-Lane Local Reconstruction	Short-Term (2020-2023)	\$944,000
STC-12	MSAS 145 (Ninth Avenue S)	Fourth Street S to MSAS 101 (University Drive)	Four-Lane Arterial Reconstruction	Mid-Range (2024-2029)	\$6,900,000
STC-13	MSAS 106 (Wilson Avenue NE)	MN 23 to First Street NE	Two-Lane Collector Reconstruction	Short-Term (2020-2023)	\$3,534,000
STC-14	MSAS 125 (13 th Street N)	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction	Mid-Range (2024-2029)	\$2,152,500

City of Sartell: Expansion Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
SAR-1	MSAS 117 (Leander Avenue)	Stearns CSAH 120 to MSAS 118 (Heritage Drive)	Three-Lane Collector	Mid-Range (2024-2029)	\$9,616,320
SAR-2	Roberts Road	MSAS 103 (Pinecone Road S) to Stearns CSAH 4 (322 nd Street)	Three-Lane Collector	Long-Range (2030-2045)	\$8,521,100
SAR-3	19 th Avenue N	11 th Street N to 27 th Street N	Two-Lane Local	Long-Range (2030-2045)	\$8,919,960
SAR-4	Scout Drive	Scout Drive to Connecticut Avenue S	Two-Lane Local	Short-Term (2020-2023)	\$3,724,000
SAR-5	Then Avenue	Proposed Scout Drive alignment to CSAH 120	Two-Lane Local	Long-Range (2030-2045)	\$6,076,140
SAR-6	15 th Street N	MSAS 103 (Pinecone Road N) to 19 th Avenue N	Four-Lane Collector	Long-Range (2030-2045)	\$10,360,000

City of Sartell: Reconstruction Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
SAR-7	19 th Avenue S	Stearns CSAH 4 to Stearns CSAH 133 (Sixth Street S)	Two-Lane Collector Reconstruction	Short-Term (2020-2023)	\$4,799,920
SAR-8	Fourth Avenue S	Stearns CSAH 133 (Second Street S) to Fourth Street S	Two-Lane Collector Reconstruction	Mid-Range (2024-2029)	\$3,450,000
SAR-9	35 th Street N	75th Avenue (Townline Road) to 12 th Avenue N	Two-Lane Local Reconstruction	Long-Range (2030-2045)	\$14,204,000
SAR-10	75th Avenue (Townline Road)	Stearns CSAH 4 to First Street N	Two-lane Collector Reconstruction	Long-Range (2030-2045)	\$1,060,000
SAR-11	MSAS 131 (LeSauk Drive)	Stearns CSAH 1 (Riverside Avenue S) to Dehler Drive	Two-Lane Local Reconstruction	Long-Range (2030-2045)	\$2,756,000

City of Sauk Rapids: Reconstruction Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
SAK-1	MSAS 109 (Benton Drive S)	MSAS 103 (Summit Avenue S) to US 10	Four-Lane Divided Arterial Reconstruction	Short-Term (2020-2023)	\$2,528,678
SAK-2	MSAS 104 (Second Avenue S)	MSAS 109 (Benton Drive S) to 10 th Street S	Two-Lane Collector Reconstruction	Mid-Range (2024-2029)	\$1,916,000
SAK-3	MSAS 104 (Second Avenue S)	10 th Street S to Searle Street	Two-Lane Collector Reconstruction	Mid-Range (2024-2029)	\$2,901,000
SAK-4	MSAS 101 (11 th Street N)	MSAS 104 (Second Avenue N) to MSAS 101 (Sixth Avenue N)	Two-Lane Collector Reconstruction	Long-Range (2030-2045)	\$3,377,000
SAK-5	MSAS 104 (Second Avenue N)	Third Street N to MSAS 108 (Eighth Street N)	Two-Lane Local Reconstruction	Short-Term (2020-2023)	\$2,178,000
SAK-6	MSAS 111 (Fourth Avenue N)	MSAS 108 (Eighth Street N) to 13 th Street N	Two-Lane Collector Reconstruction	Long-Range (2030-2045)	\$5,193,000

City of Waite Park: Expansion Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
WAT-1	MSAS 103 (10 th Avenue N)	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial	Long-Range (2030-2045)	\$7,474,740

City of Waite Park: Reconstruction Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
WAT-2	MSAS 101 (Waite Avenue)	Stearns CSAH 81 (Third Street N) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction	Short-Term (2020-2023)	\$3,052,000
WAT-3	MSAS 103 (10 th Avenue S)	Stearns CSAH 75 (Division Street) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction	Long-Range (2030-2045)	\$10,600,000

Minnesota Department of Transportation: Reconstruction Projects

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type	Time Band of Expenditure	Estimated Time Band Expenditure Cost
MND-1	I-94 in Saint Joseph Township	I-94 at MN 23	Interchange Reconstruction	Short-Term (2020-2023)	\$2,200,000
MND-2	US 10 in Watab Township	Bridge Number 3666	Bridge Replacement	Short-Term (2020-2023)	\$621,000
MND-3	MN 23 in Saint Cloud	MN 23 (from Lincoln Avenue to Benton CSAH 1) to US 10 (from East Saint Germain Street to 15 th Avenue SE)	Interchange Reconstruction	Short-Term (2020-2023)	\$30,300,000
MND-4	I-94 in Saint Joseph Township	Bridge Numbers 73875 and 73876	Bridge Replacement	Short-Term (2020-2023)	\$6,054,000

Saint Cloud Metro Bus: Class 400 Fleet Replacement Schedule

Unit	In Service Year	Make	Organization Cost*	First Replacement	Second Replacement	Third Replacement	Fourth Replacement
110	2010	Arboc	\$143,960	2019	2026	2033	2040
111	2010	Arboc	\$143,960	2019	2026	2033	2040
112	2010	Arboc	\$143,960	2019	2026	2033	2040
113	2010	Arboc	\$143,960	2019	2026	2033	2040
114	2010	Arboc	\$143,960	2019	2026	2033	2040
115	2010	Arboc	\$143,960	2019	2026	2033	2040
116	2010	Arboc	\$143,960	2019	2026	2033	2040
117	2010	Arboc	\$143,960	2019	2026	2033	2040
118	2011	Arboc	\$153,661	2020	2027	2034	2041
119	2011	Arboc	\$153,661	2020	2027	2034	2041
120	2011	Arboc	\$153,661	2020	2027	2034	2041
121	2011	Arboc	\$153,661	2021	2028	2035	2042
122	2011	Arboc	\$153,661	2021	2028	2035	2042
123	2012	Arboc	\$157,559	2021	2028	2035	2042

Unit	In Service Year	Make	Organization Cost*	First Replacement	Second Replacement	Third Replacement	Fourth Replacement
124	2016	Champion	\$218,720	2023	2030	2037	2044
125	2016	Champion	\$218,720	2023	2030	2037	2044
126	2016	Champion	\$218,720	2023	2030	2037	2044
127	2016	Champion	\$218,720	2023	2030	2037	2044
128	2016	Champion	\$218,720	2023	2030	2037	2044
129	2016	Champion	\$197,909	2023	2030	2037	2044
130	2017	Champion	\$197,909	2024	2031	2038	2045
131	2017	Champion	\$197,909	2024	2031	2038	2045
132	2018	Champion	\$192,315	2025	2032	2039	-
133	2018	Champion	\$192,315	2025	2032	2039	-
134	2018	Champion	\$192,315	2025	2032	2039	-
135	2018	Champion	\$192,315	2025	2032	2039	-
136	2018	Champion	\$192,315	2025	2032	2039	-
137	2019	Arboc	\$231,000	2026	2033	2040	-
138	2019	Arboc	\$231,000	2026	2033	2040	-

Unit	In Service Year	Make	Organization Cost*	First Replacement	Second Replacement	Third Replacement	Fourth Replacement
139	2019	Arboc	\$231,000	2026	2033	2040	-
140	2019	Arboc	\$231,000	2026	2033	2040	-
141	2019	Arboc	\$231,000	2026	2033	2040	-
204	2011	Arboc	\$163,410	2019	2026	2033	2040
205	2011	Arboc	\$163,410	2020	2027	2034	2041
206	2011	Arboc	\$163,410	2020	2027	2034	2041
207	2019	Champion	\$197,909	2026	2033	2040	-

**Per Saint Cloud Metro Bus Chief Finance and Administration Officer the cost reflected here is 10 percent more than the purchase price of the vehicle. This is due to the cost for additional for items such as fareboxes, cameras, and annunciators.*

Saint Cloud Metro Bus: Commuter Bus Fleet Replacement Schedule

Unit	In Service Year	Make	Organization Cost*	First Replacement	Second Replacement
810	2018	MCI	\$654,925	2030	2042
811	2018	MCI	\$654,925	2030	2042
812	2018	MCI	\$654,925	2030	2042
813	2019	MCI	\$668,064	2031	2043
814	2019	MCI	\$668,064	2031	2043

**Per Saint Cloud Metro Bus Chief Finance and Administration Officer the cost reflected here is 10 percent more than the purchase price of the vehicle. This is due to the cost for additional for items such as fareboxes, cameras, and annunciators*

Saint Cloud Metro Bus: Class 700 Fleet Replacement Schedule

Unit	In Service Year	Make	Organization Cost *	First Replacement	Second Replacement	Third Replacement
704	2006	New Flyer	\$323,614	2020	2032	2044
705	2006	New Flyer	\$323,614	2020	2032	2044
706	2006	New Flyer	\$323,614	2020	2032	2044
707	2010	New Flyer	\$411,191	2022	2034	-
708	2010	New Flyer	\$411,191	2022	2034	-
709	2010	New Flyer	\$411,191	2022	2034	-
710	2010	New Flyer	\$411,191	2022	2034	-
711	2014	New Flyer	\$478,036	2026	2038	-
712	2014	New Flyer	\$478,036	2026	2038	-
713	2014	New Flyer	\$478,036	2026	2038	-
714	2014	New Flyer	\$478,036	2026	2038	-
715	2014	New Flyer	\$478,036	2026	2038	-
716	2014	New Flyer	\$478,036	2026	2038	-
717	2014	New Flyer	\$478,036	2026	2038	-

Unit	In Service Year	Make	Organization Cost *	First Replacement	Second Replacement	Third Replacement
718	2014	New Flyer	\$478,036	2026	2038	-
719	2014	New Flyer	\$478,036	2026	2038	-
720	2014	New Flyer	\$478,036	2026	2038	-
721	2014	New Flyer	\$478,036	2026	2038	-
722	2014	New Flyer	\$478,036	2026	2038	-
723	2014	New Flyer	\$478,036	2026	2038	-
724	2014	New Flyer	\$478,036	2026	2038	-
725	2014	New Flyer	\$478,036	2026	2038	-
726	2014	New Flyer	\$478,036	2026	2038	-
727	2014	New Flyer	\$478,036	2026	2038	-
728	2014	New Flyer	\$478,036	2026	2038	-
729	2014	New Flyer	\$478,036	2026	2038	-
730	2014	New Flyer	\$478,036	2026	2038	-
731	2014	New Flyer	\$478,036	2026	2038	-
732	2014	New Flyer	\$478,036	2026	2038	-

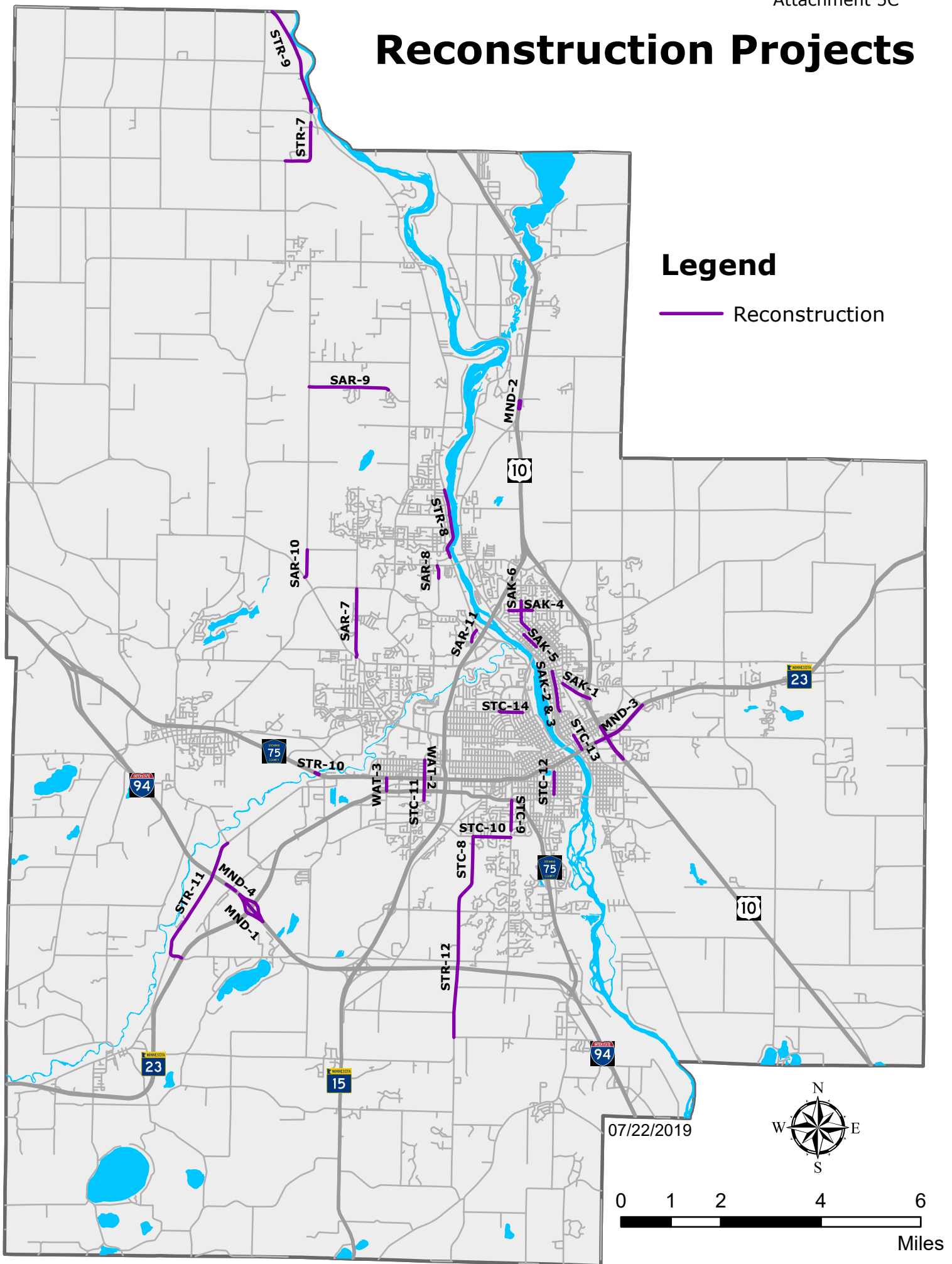
Unit	In Service Year	Make	Organization Cost *	First Replacement	Second Replacement	Third Replacement
733	2014	New Flyer	\$478,036	2026	2038	-
734	2014	New Flyer	\$478,036	2026	2038	-
735	2018	New Flyer	\$542,001	2030	2042	-
736	2018	New Flyer	\$542,001	2030	2042	-
737	2018	New Flyer	\$542,001	2030	2042	-
738	2018	New Flyer	\$542,001	2030	2042	-
739	2019	New Flyer	\$567,275	2031	2043	-
740	2019	New Flyer	\$567,275	2031	2043	-
741	2019	New Flyer	\$567,275	2031	2043	-

**Per Saint Cloud Metro Bus Chief Finance and Administration Officer the cost reflected here is 10 percent more than the purchase price of the vehicle. This is due to the cost for additional for items such as fareboxes, cameras, and annunciators*

Reconstruction Projects

Legend

— Reconstruction







Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson (Ikeogu), Associate Planner
RE: Surface Transportation Block Grant Program Score Sheet
DATE: July 23, 2019

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20 percent share of project costs funded through this program.

STBGP funding is received by the state from the Federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota Area Transportation Partnerships (ATPs).

The Central Minnesota ATP (ATP-3) – which is encompassed by the Minnesota Department of Transportation's District 3 (MnDOT D3) – further divides the allocated funding among specific regions within the ATP. Those regions include Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

Within the APO, APO staffers initiate the solicitation process for projects. Agencies and jurisdictions within the APO's Metropolitan Planning Area (MPA) complete an application form for funding that is consistent across MnDOT D3. APO staffers then review, score, and rank those submitted applications using a technical merit scoring rubric. Those findings are then presented to the APO's TAC and used as a guide to assist in prioritizing STBGP funded projects for the region.

In years past, APO staffers have utilized Region 7W's Project Assessment Evaluation Worksheet as a means to develop the initial scoring and ranking system. Staffers felt that this, while a good template, could be improved to better align with the APO's goals, objectives, and strategies outlined in the Metropolitan Transportation Plan (MTP).

Attachment 6B is a draft of the redesigned STBGP Project Review and Score Sheet for the APO. Per email conversations with Steve Voss, MnDOT D3 District Planning Director, the APO is allowed to alter the project assessment evaluation, but must maintain the evaluation

portion for the seven project qualifications (access and mobility, system connectivity, multimodal, system condition, safety, economic vitality, and equity). The APO's draft scoring sheet includes these and an energy and environmental conservation criterion to align better with the APO's MTP.

This is still in draft mode. APO staffers are seeking feedback on how to improve this draft scoresheet with the hope of having it finalized prior to the FY 2024 STBGP solicitation.

We received some feedback at the June TAC meeting, but are seeking additional feedback. All of this will be incorporated and it is the hope APO staff will be able to present more complete score sheet and guidance by the August TAC meeting.

Requested Action: None, informational.

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet	
Proposed Project Title:	Reviewer:
Applicant:	Date:
Year Applicant Last Received Federal Aid for a Project:	
Project Qualifications	Score
<h3>#1 Access and Mobility</h3> <p>Explain how the project increases the accessibility and mobility options for people and freight.</p> <p>15 • 10 • 5 • 0</p>	
Criteria to consider	
Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements. Project improves travel time reliability and/or level of service (LOS).	
Comments:	#1 Score
<h3>#2 System Connectivity</h3> <p>Explain how the project enhances the integration and connectivity of the transportation system for people and freight.</p> <p>15 • 10 • 5 • 0</p>	
Criteria to consider	
Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area. Project identifies and supports the efficient operations of important local first- and last-mile freight corridors. Project furthers or completes the connection of existing roadways within and between jurisdictions.	
Comments:	#2 Score
<h3>#3 Multimodal</h3> <p>Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.</p> <p>15 • 10 • 5 • 0</p>	
Criteria to consider	
Project includes improvements to or the addition of ADA-compliant access to various facilities such as transit stops and multi-use paths. Project furthers the connection of existing multi-use paths and/or bicycle lanes within and between jurisdictions.	
Comments:	#3 Score

#4 System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

15 • 10 • 5 • 0

Criterion to consider

Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.

Comments:

#4 Score

#5 Safety

Explain how the project or elements of the project may improve safety.

15 • 10 • 5 • 0

Criterion to consider

Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; etc.). Prioritization will be taken for projects that are constructed at high-crash locations.

Comments:

#5 Score

#6 Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region.

15 • 10 • 5 • 0

Criteria to consider

Project promotes the efficient movement of people including, but not limited to, financially-stressed households and those who utilize public transit.

Project improved the efficient movement of people and freight between the region and the rest of the state or nation.

Project promotes improved operation of the existing freight network.

Comments:

#6 Score

#7 Energy and Environmental Conservation

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the transportation system.

15 • 10 • 5 • 0

Criteria to consider

Project complies with the requirements of the National Environmental Policy Act (NEPA) and appropriate mitigation options have been explored in order to minimize environmental impact.

Project promotes the efficient movement of those who utilize active transportation.

Comments:

#7 Score

TOTAL SCORE (105 total points available)

0



Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Website Logo
DATE: July 22, 2019

As you may know, the APO has contracted with Gaslight Creative LLC to redesign and rebuild the APO website in order to make it more accessible and to improve its organization and functionality. The first step in that process was to create a new logo for the APO.

APO staff has been working with the staff at Gaslight Creative to develop and refine a number of logo options. Recently, APO staff published an online survey to gather general public opinion, and the opinion of APO stakeholders (such as TAC members, Board members, and other active participants in the APO process) regarding four possible logo options. Forty people participated in the survey, and the full results of the survey are attached for your reference.

Out of the four logos presented, this logo was the first choice of 70% of the survey participants:



The monochromatic and/or small scale alternative for this logo would be:



In order to proceed with website redesign and rebuilding, we need to select a final logo. APO staff recommends approval of the logos above.

Requested Action: Recommend Approval of the APO logos above to the Policy Board

Q1 What thoughts come to mind when you look at this logo:

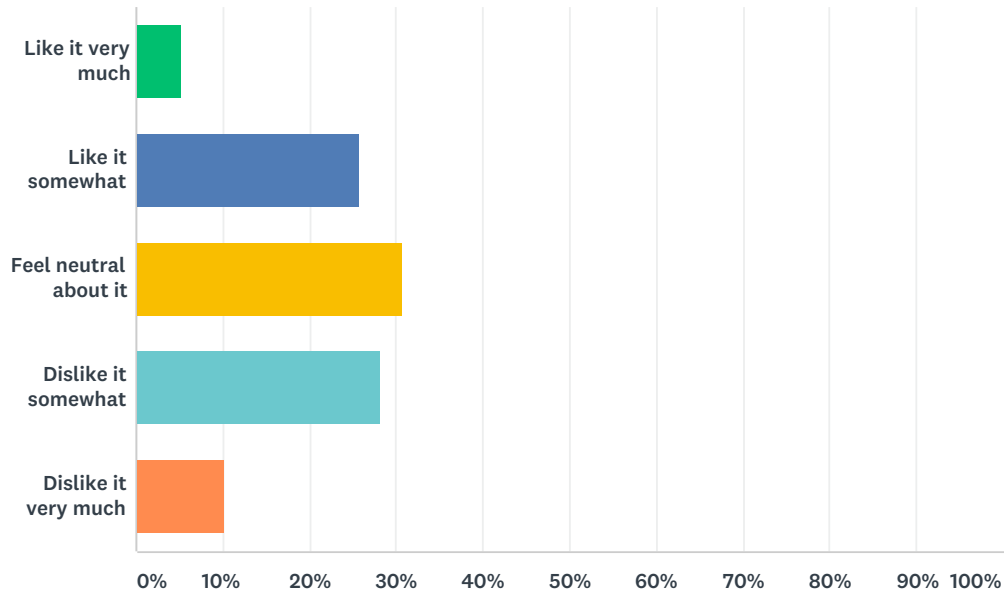
Answered: 21 Skipped: 19

#	RESPONSES	DATE
1	Complex	7/15/2019 11:45 AM
2	The logo doesnt make it obvious what kind of planning the APO does but it is clean and nice looking for those who already know what it is.	7/10/2019 1:03 PM
3	It's a little plain, but the arrows make me think it's an organization that have a lot of different intersections of initiatives.	7/10/2019 10:30 AM
4	It's hideous. Feels confused versus directive. Makes me think of a contraceptive that doesn't work. Don't is too soft. Doesn't feel authoritative.	7/10/2019 9:56 AM
5	Transit. I don't like that Saint Cloud is minor APO. APO is too dominant in the logo.	7/10/2019 9:16 AM
6	Moving. Forward	7/10/2019 8:10 AM
7	Nope. Breaks up the acronym. Not good	7/9/2019 11:59 PM
8	Not terribly interesting or intriguing. Arrows symbolize roads - what about transit, bikes, sidewalks. The "APO" is too central.	7/9/2019 5:39 PM
9	Growing, cohesion, partnerships, moving ahead and towards the same goal	7/9/2019 4:50 PM
10	roads	7/9/2019 3:44 PM
11	Water	7/9/2019 3:39 PM
12	Bus Route Map	7/9/2019 3:12 PM
13	a subway; a colorful drum; Apu from the Simpsons; wordy	7/9/2019 3:10 PM
14	Exploring new Avenues	7/9/2019 3:06 PM
15	kinda plain....	7/9/2019 3:02 PM
16	Direction, Transportation	7/9/2019 3:01 PM
17	Kind of boring	7/9/2019 3:00 PM
18	New, Different Routes	7/9/2019 2:55 PM
19	What do the arrows mean?	7/9/2019 2:53 PM
20	Simple, movement	7/9/2019 2:52 PM
21	My first thoughts are that this is a technology company or maybe a utility company.	7/9/2019 2:37 PM



Q2 Thinking about the logo above, which of the following best describes your feelings about it?

Answered: 39 Skipped: 1

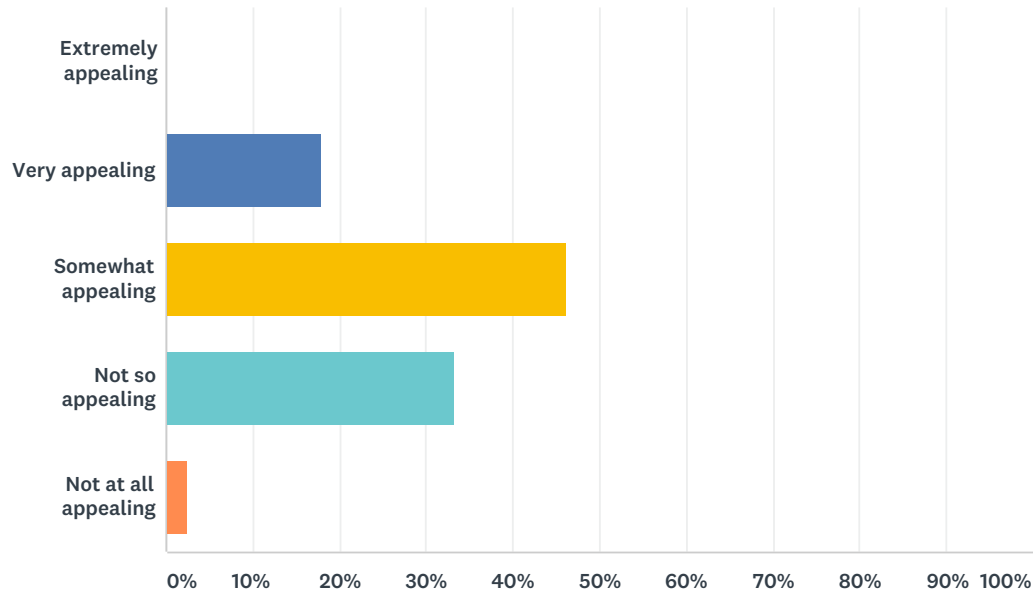


ANSWER CHOICES	RESPONSES	
Like it very much	5.13%	2
Like it somewhat	25.64%	10
Feel neutral about it	30.77%	12
Dislike it somewhat	28.21%	11
Dislike it very much	10.26%	4
TOTAL		39



Q3 How visually appealing is the logo?

Answered: 39 Skipped: 1

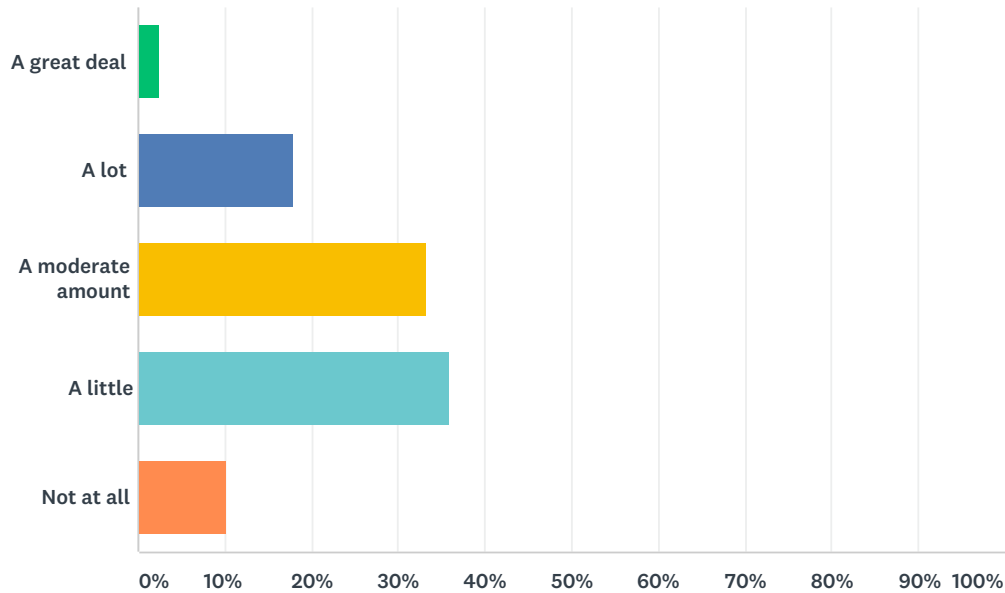


ANSWER CHOICES	RESPONSES	
Extremely appealing	0.00%	0
Very appealing	17.95%	7
Somewhat appealing	46.15%	18
Not so appealing	33.33%	13
Not at all appealing	2.56%	1
TOTAL		39



Q4 How well does the logo fit the APO?

Answered: 39 Skipped: 1



ANSWER CHOICES	RESPONSES	
A great deal	2.56%	1
A lot	17.95%	7
A moderate amount	33.33%	13
A little	35.90%	14
Not at all	10.26%	4
TOTAL		39



Q5 What thoughts come to mind when you look at this logo:

Answered: 20 Skipped: 20

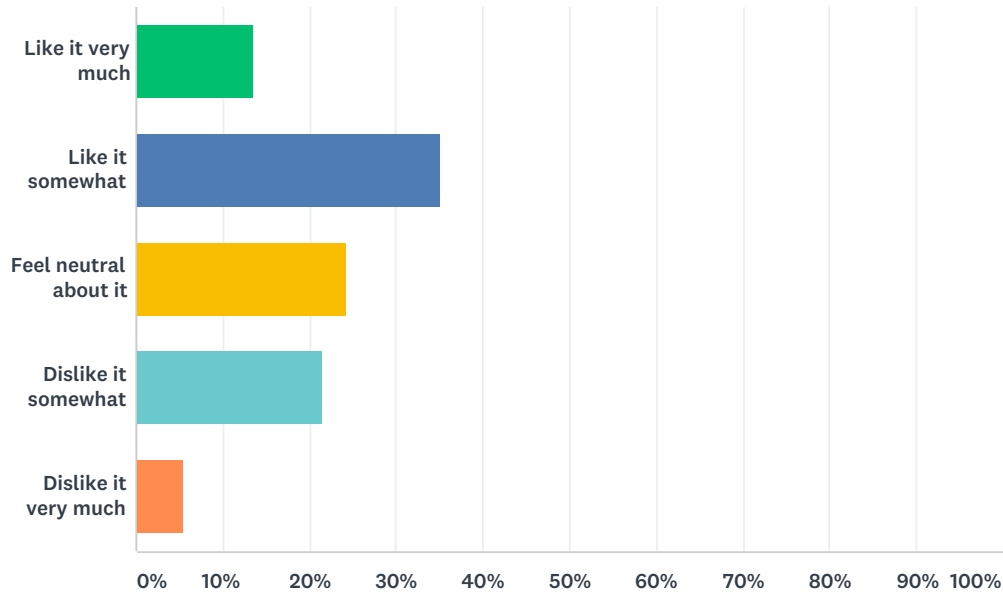
#	RESPONSES	DATE
1	Redundant, seen it before	7/15/2019 11:46 AM
2	I like the visual but I like the "Area Planning Organization" in the logo so people know what it is.	7/10/2019 1:04 PM
3	This logo shows your location, but doesn't describe what your organization does.	7/10/2019 10:30 AM
4	Are we working for the DNR? Are we an art cooperative? Messaging is entirely wrong. Color pallette is brutal. Don't looks like it's from the toy isle.	7/10/2019 9:57 AM
5	No mention of St. Cloud. "APO" too prominent.	7/10/2019 9:17 AM
6	Better. Don't use light green one of worst colors for believability. See color theory and color psychology. Design is good	7/10/2019 12:00 AM
7	Like it better than 1st one. It appears to be missing "St. Cloud." What about replacing the tagline with St. Cloud, Sartell, Waite Park, & Sauk Rapids	7/9/2019 5:42 PM
8	Environment, focused, innovative, welcoming	7/9/2019 4:52 PM
9	Minnesota	7/9/2019 3:45 PM
10	Buy Mn products	7/9/2019 3:45 PM
11	Doesn't reflect the transporation function of the APO	7/9/2019 3:13 PM
12	Great colors, great use of space, great use of Minnesota inside the letter	7/9/2019 3:11 PM
13	Heart of MN planning	7/9/2019 3:07 PM
14	Missing the St Cloud, lacks location, direction	7/9/2019 3:03 PM
15	Parks, central MN	7/9/2019 3:01 PM
16	I like the Minnesota correlation	7/9/2019 3:01 PM
17	Central MN, Active Transportation	7/9/2019 2:55 PM
18	not a fan of the green color	7/9/2019 2:54 PM
19	It's a state based organization	7/9/2019 2:53 PM
20	I like the logo, but it doesn't tell me what the APO is.	7/9/2019 2:37 PM



IN THE HEART OF MINNESOTA

Q6 Thinking about the logo above, which of the following best describes your feelings about it?

Answered: 37 Skipped: 3

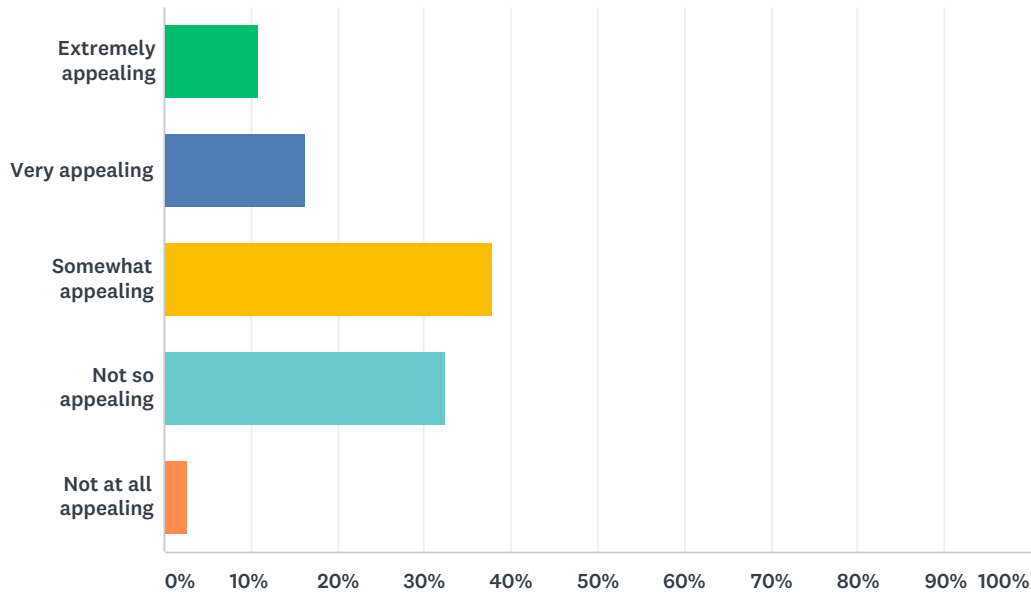


ANSWER CHOICES	RESPONSES	
Like it very much	13.51%	5
Like it somewhat	35.14%	13
Feel neutral about it	24.32%	9
Dislike it somewhat	21.62%	8
Dislike it very much	5.41%	2
TOTAL		37



Q7 How visually appealing is the logo?

Answered: 37 Skipped: 3

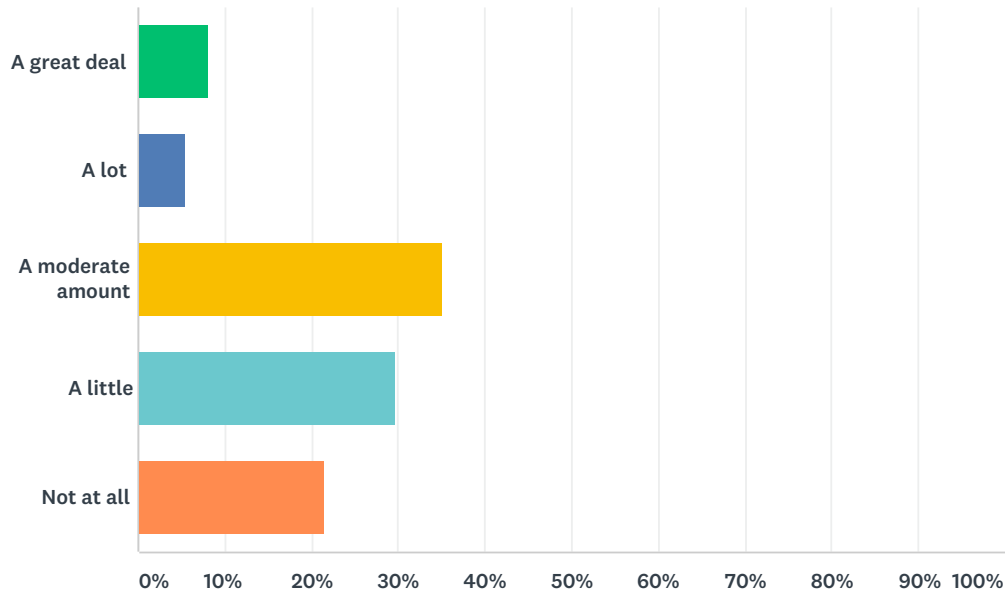


ANSWER CHOICES	RESPONSES	
Extremely appealing	10.81%	4
Very appealing	16.22%	6
Somewhat appealing	37.84%	14
Not so appealing	32.43%	12
Not at all appealing	2.70%	1
TOTAL		37



Q8 How well does the logo fit the APO?

Answered: 37 Skipped: 3



ANSWER CHOICES	RESPONSES	
A great deal	8.11%	3
A lot	5.41%	2
A moderate amount	35.14%	13
A little	29.73%	11
Not at all	21.62%	8
TOTAL		37



Q9 What thoughts come to mind when you look at this logo:

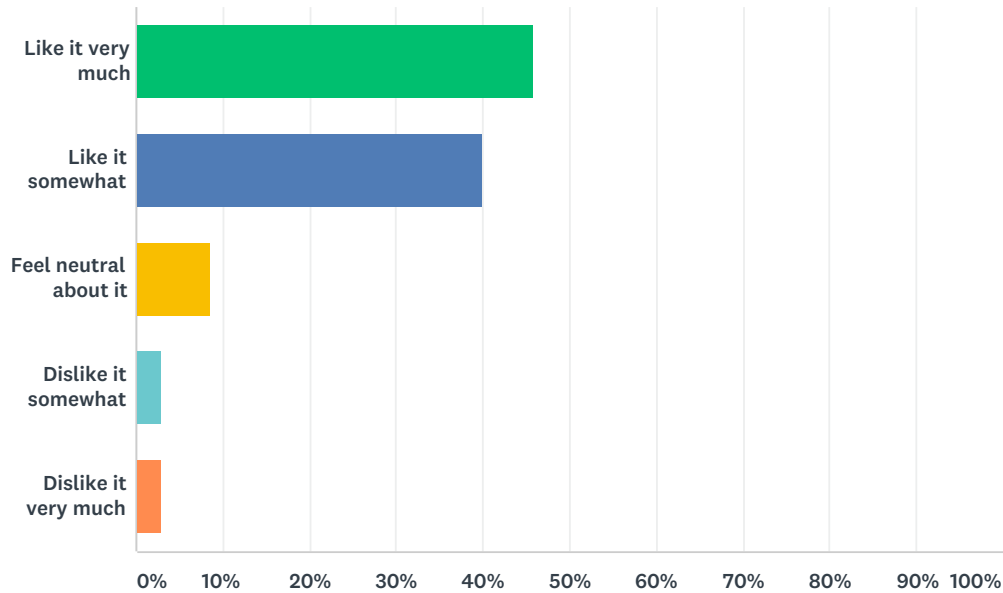
Answered: 19 Skipped: 21

#	RESPONSES	DATE
1	LOVE IT!	7/10/2019 1:04 PM
2	YES! Is there a way to incorporate a vehicle/pedestrian/etc. on the road part?	7/10/2019 10:30 AM
3	It gives me an idea about what the organization is about. Won't work in monochromatic uses. APO font feels sloppy. Colors are again brutal. Looks like green mountains, of which we have none in Central MN. Feels incredibly elementary. Better than others, but still not close something I'd get behind. Good that the name of the org was added.	7/10/2019 10:02 AM
4	APO too prominent. Like the graphics but too busy. Reminds me of roads. Are there hills that large in St. Cloud??	7/10/2019 9:19 AM
5	Better. Do not use such light colors. Way too hard to read. And don't use light green - color theory and psychology. And if this is a branding color can lead to big readability problems. You have good design ideas for 2 and three but colors are off. Don't use such a light grey How about a navy blue vs black? Blue and Lt yellow are good colors. But please do not use hard to see colors because once a color gets stuck in branding package then it gets used over and over and leads to huge readability disasters. I have seen it happen in many places. Please use darker colors	7/10/2019 12:03 AM
6	Like it better than the 2nd one. Like it that the organization and place is written. I would like additional representation of modalities (bile, walk, transit,& possibly airplane)	7/9/2019 5:44 PM
7	Roads, transportation, moving forward, progressive,	7/9/2019 4:53 PM
8	Transportation	7/9/2019 3:46 PM
9	Planning for the future	7/9/2019 3:45 PM
10	The logo conveys the transporation mission of the APO	7/9/2019 3:14 PM
11	Great colors and logo, Good use of the road through the letter, separation of St. Cloud and Area Planning Organization good	7/9/2019 3:12 PM
12	Road to planning central mn	7/9/2019 3:09 PM
13	Nice!	7/9/2019 3:03 PM
14	Future, Planning, open	7/9/2019 3:02 PM
15	Future, progress	7/9/2019 3:02 PM
16	Great Roads/Trails, Creative	7/9/2019 2:55 PM
17	Love it!	7/9/2019 2:54 PM
18	Road to the future	7/9/2019 2:53 PM
19	I like it.	7/9/2019 2:38 PM



Q10 Thinking about the logo above, which of the following best describes your feelings about it?

Answered: 35 Skipped: 5

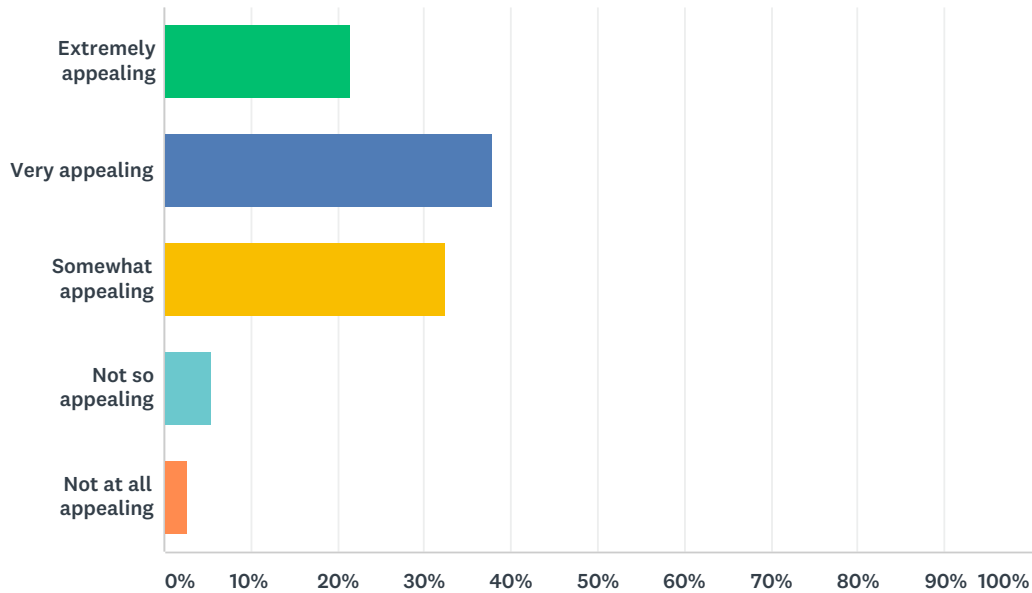


ANSWER CHOICES	RESPONSES	
Like it very much	45.71%	16
Like it somewhat	40.00%	14
Feel neutral about it	8.57%	3
Dislike it somewhat	2.86%	1
Dislike it very much	2.86%	1
TOTAL		35



Q11 How visually appealing is the logo?

Answered: 37 Skipped: 3

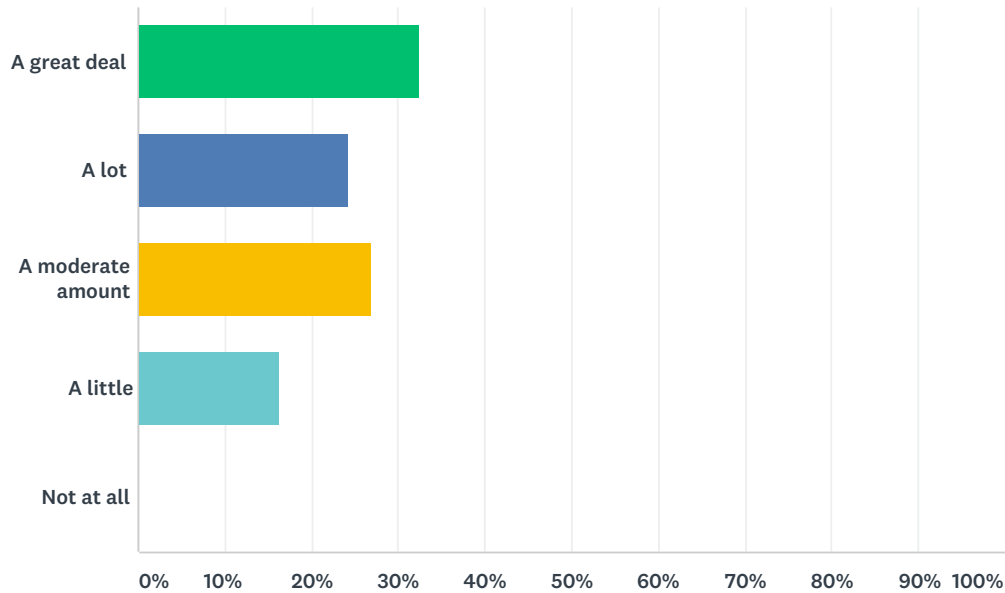


ANSWER CHOICES	RESPONSES	
Extremely appealing	21.62%	8
Very appealing	37.84%	14
Somewhat appealing	32.43%	12
Not so appealing	5.41%	2
Not at all appealing	2.70%	1
TOTAL		37



Q12 How well does the logo fit the APO?

Answered: 37 Skipped: 3



ANSWER CHOICES	RESPONSES	
A great deal	32.43%	12
A lot	24.32%	9
A moderate amount	27.03%	10
A little	16.22%	6
Not at all	0.00%	0
TOTAL		37



Q13 What thoughts come to mind when you look at this logo:

Answered: 19 Skipped: 21

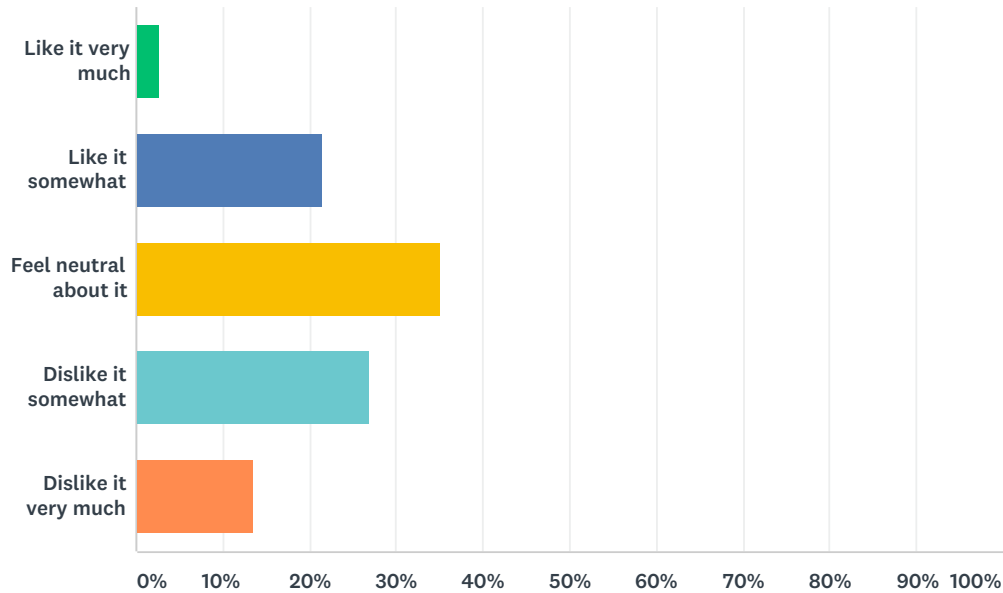
#	RESPONSES	DATE
1	I like it better than the first and second options but not as much as the third option. It looks neat though.	7/10/2019 1:07 PM
2	This one is nice, but still a little plain.	7/10/2019 10:31 AM
3	No. No. No. Too cluttered. No idea what's going on. Looks like something from a 6th grade graphic design elective. Font is too soft. The tagline needs to go, or change dramatically. It doesn't convey the org's purpose in the slightest. Geography is implied. Heart of MN is both redundant and inconsequential to the mission of the org. Color is better. Mark makes me think of Aflac...can we add a duck?	7/10/2019 10:05 AM
4	Clean. Can barely read St. Cloud, not reproducible at that font.	7/10/2019 9:20 AM
5	Better but it needs a Graphic. The St Cloud is way too small. It's microscopic	7/10/2019 12:04 AM
6	Too wordy, but acceptable	7/9/2019 5:44 PM
7	Well rounded, calculated, centrally located,	7/9/2019 4:56 PM
8	Nice and generic	7/9/2019 3:47 PM
9	Too plain	7/9/2019 3:46 PM
10	The St. Cloud lettering is too small - too many words for logo	7/9/2019 3:15 PM
11	Blah, too wordy, clunky	7/9/2019 3:12 PM
12	Bla	7/9/2019 3:10 PM
13	Letters - not a logo.....	7/9/2019 3:04 PM
14	I don't know what it represents	7/9/2019 3:03 PM
15	Boring	7/9/2019 3:02 PM
16	Boring	7/9/2019 2:55 PM
17	Modern	7/9/2019 2:55 PM
18	A lot of words	7/9/2019 2:54 PM
19	Looks old and dated.	7/9/2019 2:38 PM



IN THE HEART of MINNESOTA

Q14 Thinking about the logo above, which of the following best describes your feelings about it?

Answered: 37 Skipped: 3



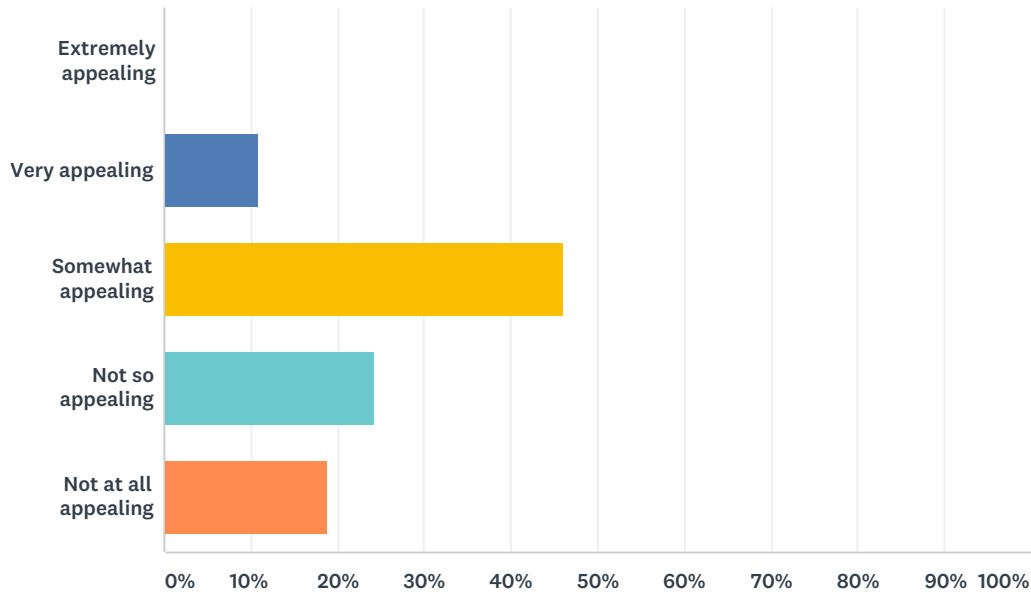
ANSWER CHOICES	RESPONSES	
Like it very much	2.70%	1
Like it somewhat	21.62%	8
Feel neutral about it	35.14%	13
Dislike it somewhat	27.03%	10
Dislike it very much	13.51%	5
TOTAL		37



IN THE HEART of MINNESOTA

Q15 How visually appealing is the logo?

Answered: 37 Skipped: 3

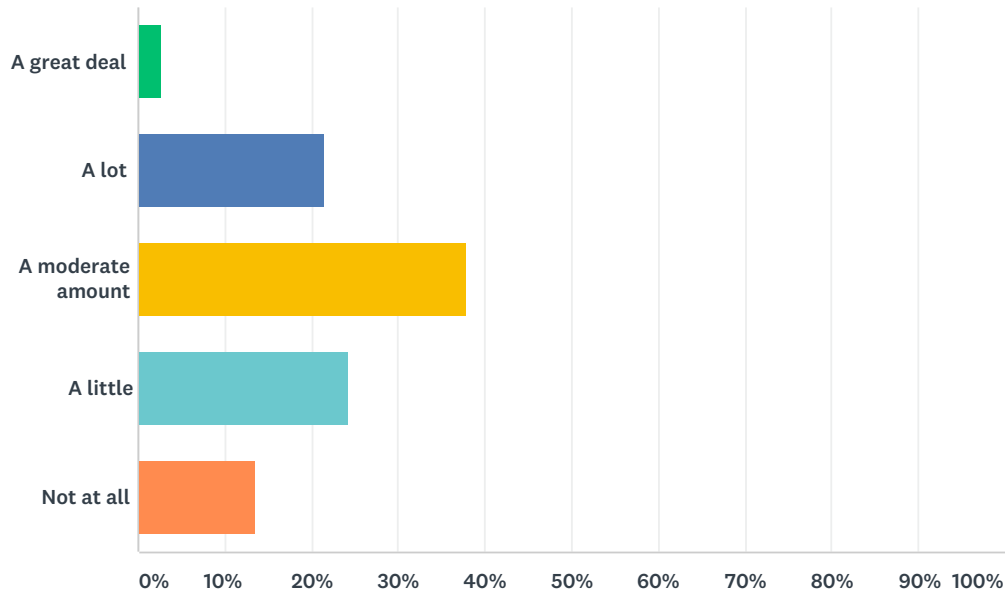


ANSWER CHOICES	RESPONSES	
Extremely appealing	0.00%	0
Very appealing	10.81%	4
Somewhat appealing	45.95%	17
Not so appealing	24.32%	9
Not at all appealing	18.92%	7
TOTAL		37



Q16 How well does the logo fit the APO?

Answered: 37 Skipped: 3



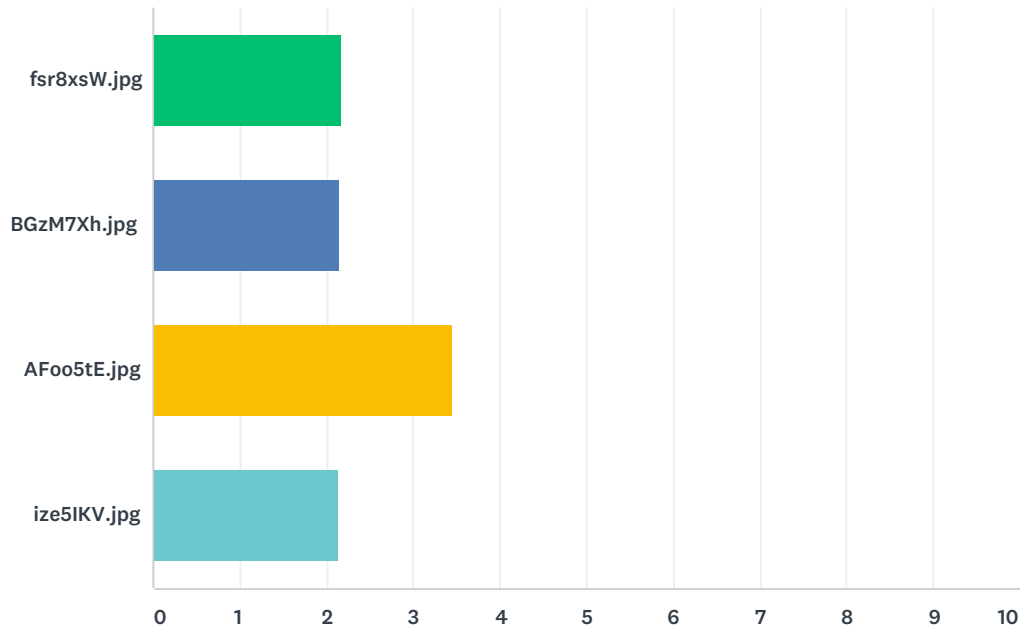
ANSWER CHOICES	RESPONSES	
A great deal	2.70%	1
A lot	21.62%	8
A moderate amount	37.84%	14
A little	24.32%	9
Not at all	13.51%	5
TOTAL		37







IN THE HEART of MINNESOTA

Q17 Considering all of the options, please rank the logos against each other, with "1" being your top choice, and "4" being your last choice. (You may use each rank only once.)

Answered: 38 Skipped: 2



	1	2	3	4	TOTAL	SCORE
	5.71% 2	40.00% 14	20.00% 7	34.29% 12	35	2.17
	10.81% 4	21.62% 8	40.54% 15	27.03% 10	37	2.16
	70.27% 26	10.81% 4	13.51% 5	5.41% 2	37	3.46
	11.43% 4	28.57% 10	22.86% 8	37.14% 13	35	2.14

Q18 Any final thoughts or comments?

Answered: 18 Skipped: 22

#	RESPONSES	DATE
1	The one with the MN heart is the only one that will print correctly in black and white.	7/10/2019 10:40 PM
2	Please start over. I'm not sure how these marks even got to this point, but they are brutal. We need a more modern and concise font. Name of the org needs to be present. Mark needs to work in monochrome. Org is about transportation, as complex and varying as that topic is, it should be a designers dream. Roads, trails, bridges, rail, bus, water, use what's there. Not trying to be super negative, but honestly, I'm wholly unimpressed.	7/10/2019 10:11 AM
3	In most logos it states "APO" and "Area Planning Organization"...seems redundant.	7/10/2019 9:21 AM
4	I like the one with the Minnesota outline the most, but it doesn't give the location. If I didn't know where it was located, I wouldn't know it's in St. Cloud	7/10/2019 8:23 AM
5	I don't think you get it yet re accessibility. Please run all logos through contrast ratio tools BEFORE presenting them. Thanks.	7/10/2019 12:06 AM
6	I'm not sure how you'd do it but somehow incorporate other modes such as bus, walking, etc.	7/9/2019 10:12 PM
7	A combination of verbiage and visual would be ideal	7/9/2019 5:47 PM
8	A new APO logo should have a multimodal appeal.	7/9/2019 4:46 PM
9	Would be nice to see them on a cover, with other images then the simplest one would be best. Logo in one color look like?	7/9/2019 3:49 PM
10	Two of these are really good.	7/9/2019 3:13 PM
11	They are all nice	7/9/2019 3:10 PM
12	The Heart of MN really needs the words ST CLOUD in it if it were to be picked. Lots of places consider themselves the heart of MN.	7/9/2019 3:06 PM
13	The logo should reflect some element of movement or transportation, since very few people know that is what you do. Thank you for the opportunity to comment.	7/9/2019 3:05 PM
14	Drop the St. Cloud from the name!	7/9/2019 2:57 PM
15	I liked the logo with the road and rural landscape in it the best. It could be improved if there was a city scape added to show more of a urban feel.	7/9/2019 2:46 PM
16	I really like the first logo but do not like how big St Cloud is portrayed on the logo. It should be smaller in writing or should display more of the regional significance.	7/9/2019 2:44 PM
17	Not sure about using "heart of" reference in text or heart icon. Would like both of those options better without that reference. Adding a thin line paralleling the road in the skyline option would better represent non-motorized modes too.	7/9/2019 2:43 PM
18	Don't like any of them enough to change.	7/9/2019 2:38 PM