



Saint Cloud
Area Planning Organization

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AGENDA

Technical Advisory Committee
Thursday, August 29, 2019 – 10 a.m.
Stearns County Highway Department
455-28th Ave. S, Waite Park

1. Consider Minutes of July 31, 2019
 - a. *Suggested Motion: Approval.*
2. Public Comment Period
 - a. *Suggested Motion: None, informational.*
3. Surface Transportation Block Grant Program score sheet and scoring rubric: Vicki Johnson (Ikeogu), Senior Planner (Attachments 3A-3R)
 - a. *Suggested Motion: None, informational.*
4. MTP Project Review and Discussion: Vicki Johnson (Ikeogu), Senior Planner; Alex McKenzie, APO Planning Technician. (Attachments 4A-4B)
 - a. *Suggested Motion: None, informational.*
5. Change in September TAC meeting date: Vicki Johnson (Ikeogu), Senior Planner (Attachment 5A)
 - a. *Suggested Motion: Approval.*
6. Other Business / Open Floor
7. 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 ການອ່ານອອກສຽງສະດວກ, 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
July 31, 2019**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 1:00 p.m. on Wednesday, July 31 2019 at Stearns County Public Works. Senior Planner Vicki Johnson presided with the following members present:

Matt Glaesman	Saint Cloud
Steve Foss	Saint Cloud
John Noerenberg (alt)	Waite Park
Doug Diedrichsen	Metro Bus
Randy Sabart	Saint Joseph/SEH
Chris Byrd	Benton County
Jodi Teich	Stearns County
Todd Schultz	Sauk Rapids
Steve Voss	MnDOT Dist #3
Krista Anderson	SRF
Jackie Nowak	SRF
Vicki Johnson	Saint Cloud APO
Brian Gibson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Alison Henning	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

CONSIDER MINUTES OF JUNE 27, 2019:

Ms. Teich motioned to approve the June 27, 2019 TAC meeting minutes, and Mr. Glaesman seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were present.

FINAL DRAFT OF THE FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP):

Senior Planner Vicki Johnson commented that the TIP document being presented for approval to the Policy Board contains comments received during the public comment period and the addition of 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. The three comments received during the public comment period are contained in Chapter Five of the full draft TIP. ***Mr. Byrd motioned to recommend Policy Board approval and Mr. Foss seconded the motion. Motion carried.***

DRAFT 2020 UNIFIED PLANNING WORK PROGRAM (UPWP):

Mr. Gibson presented the 2020 UPWP for approval to the Policy Board. The 2020 UPWP represents the annual budget and program funding for programming projects. The 2020 budget includes one APO staff vacancy at the present time and the continuation of jurisdictional assessment rate of \$0.68 per capita. Two proposed projects planned with left-over Demonstration funds for corridor preservation studies include Stearns County CSAH 133 Alignment Study and Saint Cloud 33rd Street South Mississippi River bridge and corridor alignment study. In addition, a TH 15 Operational Improvement Study and Travel Demand Model Updates and Improvements are planned. Mr. Gibson reviewed other planning tasks to be completed which include:

- o Developing a post-mortem report following the completion of the 2019 Metropolitan Transportation Plan (MTP) and developing a schedule for the completion of the next 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 and between transportation and the natural environment.
- Developing a regional consensus as to what “Transportation Security” means and what role, if any the APO can and should play in achieving it

Mr. Gibson highlighted the various Work Activity Categories as well as Federal Funding, State Funding, Local Match/State Grant, and Other Local Funds for the categories as well as the APO Budget History from 2015 to 2020. Mr. Voss added that MnDOT may get involved in the Highway 15 Study. Mr. Gibson added that he would also like to look at Waite Avenue and 33rd.

Mr. Glaesman motioned to recommend approval of the 2020 Unified Planning Work Program to the Policy Board, and Mr. Schultz seconded the motion. Motion carried.

DRAFT METROPOLITAN TRANSPORTATION PLAN (MTP): MAPPING 2045:

Krista Anderson and Jackie Nowak from SRF presented the final model run results, which included the projects which were in the packets. Slides which had been shown at a previous TAC meeting were again reviewed. Model results shared included Existing Congestion issues with and without no build scenarios, ring road scenarios, and scheduled projects.

In response to Mr. Byrd’s request about what ring road assumptions were made, Mr. Gibson responded that the no intersections were added and that the road would be at grade. Mr. Voss asked if there are other alternatives to get us to the same place with the ring road. Mr. Gibson stated other alternatives are not being addressed here, but may be done in the next MTP process.

Mr. Gibson reviewed the 2045 MTP. Topics reviewed included:

- Existing Conditions (travel time and distance, jobs, vehicle miles traveled, road & bridge conditions, injuries & fatalities, crashes, fixed route transit annual ridership, walking/biking)
- Goals & Objectives (develop and maintain a transportation system that is safe for all users, increase the accessibility and mobility options for people and freight, develop a transportation system that is cost-feasible, maintains a state of good repair and satisfies public transportation priorities, support the economic vitality of the APO area, support transportation improvements)
- Reconstruction Projects
- Expansion Projects
- Year 2045 Congestion (Under/Approaching/Over Capacity Total Lane miles)
- MTP projects versus Ring Road projects
- 2045 MTP – Non-Project Tasks (Regional travel survey, develop a plan for more affordable transportation options, measure the impact of ride-hailing services, understand/monitor the transportation needs of immigrants/refugees/older residents/students, study critical crash rate intersections, explore ways to better understand active transportation behavior, identify & prioritize gaps in active transportation network, better define/understand interactions between the natural environment and transportation in region and economic development, define “Transportation Security” locally, evaluate potential for APO programs to support attainment of specific goals, improve connections between the APO region and the Twin Cities metro, explore opportunities to improve the worst performing regional roadway corridors, continue monitoring and adjusting to the development of CAVs, Estimate the transportation impacts of long-distance commuters & understanding the economics of their choice, estimate the net environmental impacts of transportation options, coordinate development of the urban area ring road)

Public input will start after approval by the Policy Board. If after the public comment period has been completed and major changes need to be made, the public comment period will need to be completed again. ***Mr. Schultz motioned to recommend Policy Board approval for public comment, and Mr. Byrd seconded the motion. Motion carried.***

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

Senior Planner Vicki Johnson reviewed the Surface Transportation Block Grant Program, which provides flexible funding that may be used for projects to preserve and improve 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. 2024 will be a solicitation year for funds. Jurisdictions will complete applications in October and November, and the APO staff will score the projects, and then the TAC will develop regional priorities in January 2020. A draft scoresheet was presented for consideration. Previous years templates were similar to that used by Region 7W. However, APO staff felt the template could be improved upon and better align with the APO's goals, objectives and strategies outlined in the MTP. The scoresheet is required to maintain access & mobility, system connectivity, multimodal, system condition, safety, economic vitality, and equity. The APO has chosen to add an energy and environmental criterion to align better with the APO's MTP. The TAC members discussed the pros and cons of using a number scoring system or points, a star system, and a high/medium/low system. Several members stressed the importance of having clear scoring criteria for each category rated. The TAC will need to decide how or if equity will be used in the process. ***Mrs. Johnson asked for feedback on the scoring sheet before the next TAC meeting.***

SAINT CLOUD APO NEW LOGO DESIGN:

Mr. Gibson reported that the APO contracted with Gaslight Creative to rebuild/redesign the APO's website and redesign a new logo. A survey monkey was used for obtaining feedback from the staff, board members, TAC, and stakeholders for the logo. Forty people participated in the process. Four final logos were presented for consideration. Seventy percent of the responders preferred the logo being presented for approval to the Policy Board. ***Mr. Glaesman motioned to recommend Policy Board approval of the logo, and Mr. Schultz seconded the motion. Motion carried.***

OTHER BUSINESS/OPEN FLOOR:

Mrs. Johnson announced that in addition to Ms. Teich taking on the APO's technical/engineering position on the TA Committee, a vacancy still exists on the ATP for a Parks and Recreation member. Please send all suggestions for this vacant position to Mrs. Johnson. The next ATP meeting will be held in October.

Mr. Voss reported that there will be a District #3 Kick off District Freight Plan on August 12. SRF has been hired to take on this project. The last Freight Plan was done in 2012. Several shippers and haulers have been identified for participation on the Advisory Committee. Mr. Voss is hoping the APO will play a role in this. This will be done over the course of the coming year. There will also be a Manufacturers Perspective Study done. A new District Engineer and Traffic Engineer has been chosen. MnDOT will accept the I-94 segment from Clearwater to Monticello.

ADJOURNMENT:

The meeting was adjourned at 2:07 p.m.



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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson (Ikeogu), Associate Planner
RE: Surface Transportation Block Grant Program Score Sheet
DATE: Aug. 20, 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).

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).

At the July TAC meeting, members provided feedback on the proposed draft of the STBGP score sheet. This feedback included the development of a scoring guide or rubric, the consideration of a points based scale for evaluation, the weighting of certain categories, and inclusion of a project readiness category. In addition, APO staff have added some new categories. APO staff is also seeking input on how to handle the equity portion of the scoring criteria. This has not been included in the draft score sheet.

Attachment 3B is the second draft of the redesigned STBGP Project Review and Score Sheet for the APO. **Attachment 3C** is the draft rubric including all pertinent information needed to assist agencies and jurisdictions in completing the application.

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 at the September TAC meeting prior to the FY 2024 STBGP solicitation.

Requested Action: None, informational.

Saint Cloud APO Surface Transportation Block Grant Program (STBGP) Project Review and Score Sheet		
Proposed Project Title:		Reviewer:
Applicant:		Date:
Project Qualifications		Evaluation Considerations
<p>#1 Access and Mobility: Explain how the project increases the accessibility and mobility options for people and freight. (30 points total)</p> <p>Criteria to consider</p> <p>*Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice Requirements.</p> <p>*Project improves travel time reliability and/or level of service (LOS).</p>		<p>*Project includes ADA compliant infrastructure.</p> <p>*Project improves (or facilitates the possible incorporation of) access to transit stops.</p> <p>*SYSTEM PRESERVATION: Project occurs within an EJ area.</p> <p>*EXPANSION: Project details mitigation effort to lessen/minimize impact on EJ populations</p> <p>*V/C ratio: >1.00 (10 points); 0.85-0.99 (5 points); <0.84 (0 points)</p>
Comments:		#1 Score
<p>#2 System Connectivity: Explain how the project enhances the integration and connectivity of the transportation system for people and freight. (30 points total)</p> <p>Criteria to consider</p> <p>*Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.</p> <p>*Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).</p>		<p>*Project occurs on or constructs a new roadway with the following functional classification (20 points possible): Interstate 94 (20 points); NHS system (MN 23, MN 15, US 10, CSAH 75) (15 points); Principal or minor arterial (10 points); Principal or minor collector (5 points)</p> <p>*Project is interjurisdictional (5 points).</p> <p>*Project completes a connection (5 points).</p>
Comments:		#2 Score
<p>#3 Multimodal: Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. (20 points total)</p> <p>Criterion to consider</p> <p>*Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).</p>		<p>*Project contains the following: Multi-use paths (5 points). On-road bicycle lanes (5 points). Sidewalks (5 points). Connections within and/or between jurisdictions (5 points).</p>
Comments:		#3 Score
<p>#4 System Condition: Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations (50 points total)</p> <p>Criterion to consider</p> <p>*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.</p>		<p>*Bridge condition poor receives 50 points.</p> <p>*Bridge condition fair receives 30 points.</p> <p>*Bridge condition good receives 10 points.</p> <p>*Pavement IRI condition poor receives 50 points.</p> <p>*Pavement IRI condition fair receives 30 points.</p> <p>*Pavement IRI condition good receives 10 points.</p> <p>*Multi-use path pavement quality receives 30 points.</p>
Comments:		#4 Score
<p>#5 Safety: Explain how the project or elements of the project may improve safety. (30 points total)</p> <p>Criterion to consider</p>		<p>*Project occurs on a roadway (or near an intersection) with a high critical crash rate (20 points).</p> <p>*Five points for every safety measure applied with a maximum score of 30 points allowed for entire safety category.</p>

<p>*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.</p>		
<p>Comments:</p>		<p>#5 Score</p>
<p>#6 Economic Vitality: Explain how the project supports the economic development and job growth retention/creation goals in the community and region. (5 points total)</p>	<p>Project occurs within the existing freight corridor (5 points).</p>	
<p>Criteria to consider</p>		
<p>*Project improved the efficient movement of people and freight between the region and the rest of the state and/or nation. *Project promotes improved operation of the existing freight network.</p>		
<p>Comments:</p>		<p>#6 Score</p>
<p>#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. (5 points total)</p>	<p>*Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? (5 points).</p>	
<p>Criterion to consider</p>		
<p>*Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.</p>		
<p>Comments:</p>		<p>#7 Score</p>
<p>#8 Public Engagement and Plan Identification: Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. (15 points total)</p>	<p>*Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.</p>	
<p>Criterion to consider</p>		
<p>See evaluation considerations.</p>		
<p>Comments:</p>		<p>#8 Score</p>
<p>#9: Project Readiness: Describe the extent of project development completed to date. (15 points total)</p>	<p>*Include any pertinent excerpts from completed feasibility documentation for the project (i.e. scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.</p>	
<p>Criterion to consider</p>		
<p>See evaluation considerations.</p>		
<p>Comments:</p>		<p>#9 Score</p>
<p>TOTAL SCORE (200 total points available)</p>		<p>0</p>

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM

Project Score Sheet Rubric

About this rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars allocated to the APO's planning area.

Application requirements

All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body *PRIOR* to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will not be eligible for scoring.

Project Qualifications

A. Access and Mobility

Explain how your project increases the accessibility and mobility options for people and freight. **(30 points total)**

- Criteria to consider
 - Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice (EJ) requirements.
 - Project improves travel time reliability and/or level of service (LOS).
- Evaluation criteria
 - ADA/Title VI/EJ (20 points possible)
 - Project includes ADA compliant infrastructure such as curb ramps, pedestrian intersection crossing infrastructure.
 - Project improves (or facilitates the possible incorporation of) access to transit stops.
 - RECONSTRUCTION PROJECTS ONLY: Project occurs within an EJ area (areas with large minority and/or low-income populations).
 - EXPANSION PROJECTS ONLY: Project details mitigation efforts to lessen/minimize impact on EJ populations (areas with large minority and/or low-income populations).
 - Travel time reliability/LOS (10 points possible)
 - Project improves the volume-to-capacity ratio of current roadway and/or roadways within close proximity (for expansion projects).
 - V/C ratio is:
 - >1.00 project receives 10 points.
 - 0.85 to 0.99 project receives 5 points.



- <0.84 project receives 0 points.

B. System Connectivity

Explain how your project enhances the integration and connectivity of the transportation system for people and freight. **(30 points total)**

- 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 furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project occurs on or constructs a new roadway with the following functional classification (20 points possible):
 - Interstate 94 (20 points).
 - NHS system (MN 23, MN 15, US 10, CSAH 75) (15 points).
 - Principal or minor arterial (10 points).
 - Principal or minor collector (5 points).
 - Furthers or completes connections (fills a gap) (10 points possible)
 - Project is interjurisdictional (5 points).
 - Project completes a connection (5 points).

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system. **(20 points total)**

- Criterion to consider
 - Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).
- Evaluation criteria
 - Project contains the following:
 - Multi-use paths (5 points).
 - On-road bicycle lanes (5 points).
 - Sidewalks (5 points).
 - Connections within and/or between jurisdictions (5 points).

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. **(50 points total)**

- 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.
- Evaluation criteria
 - Bridge/pavement condition:



- Bridge condition poor receives 50 points.
- Bridge condition fair receives 30 points.
- Bridge condition good receives 10 points.
- Pavement IRI condition poor receives 50 points.
- Pavement IRI condition fair receives 30 points.
- Pavement IRI condition good receives 10 points.
- Multi-use path pavement quality receives 30 points.

E. Safety

Explain how the project or elements of the project may improve safety. **(30 points total)**

- 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.
- Evaluation criteria
 - High crash locations
 - Project occurs on a roadway (or near an intersection) with a high critical crash rate (20 points).
 - Safety infrastructure
 - Five points for every safety measure applied with a maximum score of 30 points allowed for entire safety category.

F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region. **(5 points total)**

- Criteria to consider
 - Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
 - Project promotes improved operation of the existing freight network.
- Evaluation criterion
 - Project occurs within the existing freight corridor. (5 points)

G. 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. **(5 points total)**

- Criterion to consider
 - Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.
- Evaluation criterion



- Describe the environmental path you intend to follow (i.e. EA/EIS/CATX). Has coordination taken place with environmental planners/MPCA/DNR/etc. about the location of the project and potential impacts? (5 points).

H. Public Engagement and Plan Identification

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies. **(15 points total)**

- Criterion to consider/Evaluation criterion
 - Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.

I. Project Readiness

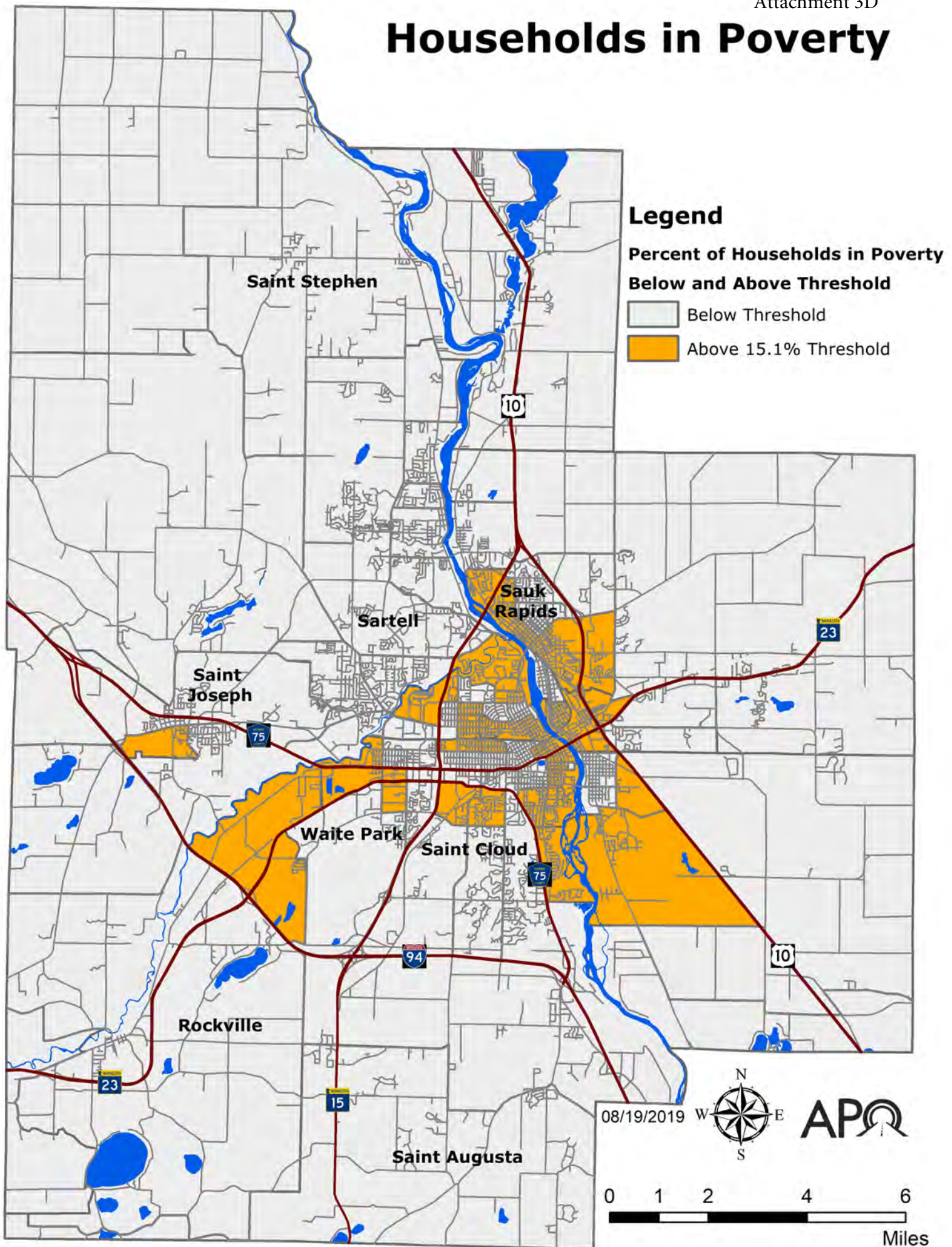
Describe the extent of project development completed to date. **(15 points)**

- Criterion to consider/Evaluation criterion
 - Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

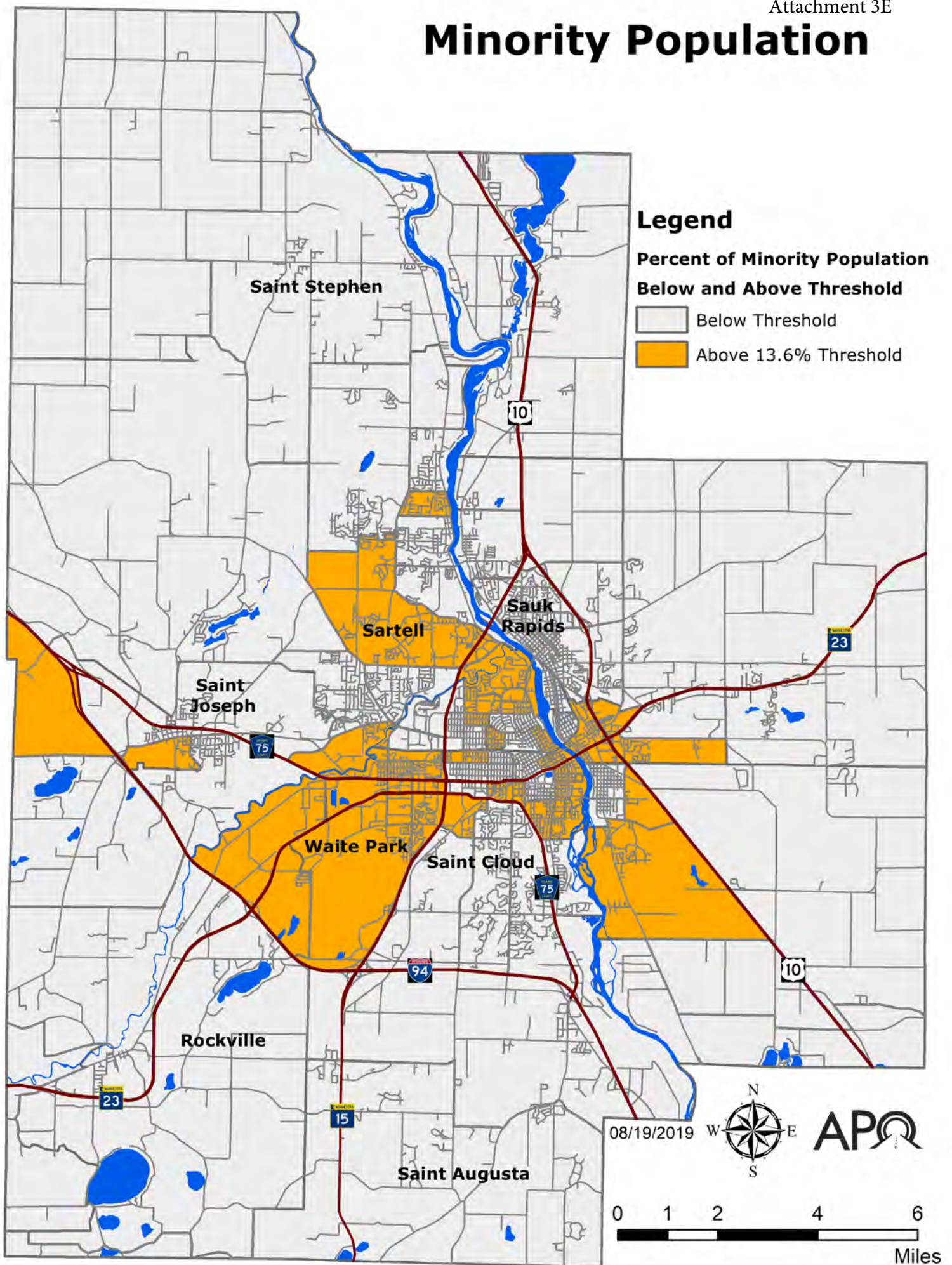
Total Score: 200 points possible.

Equity scores to be added post evaluation.

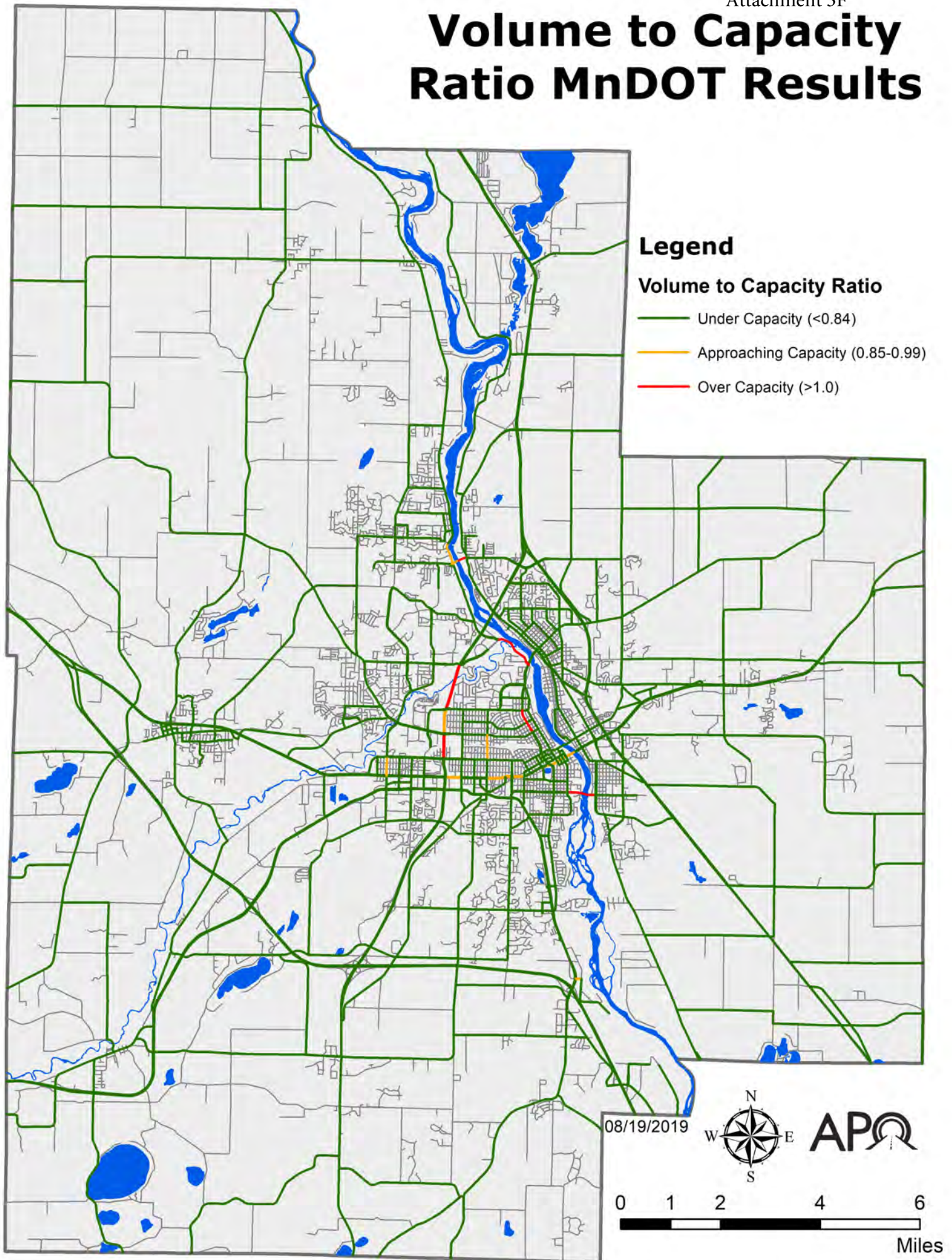
Households in Poverty



Minority Population

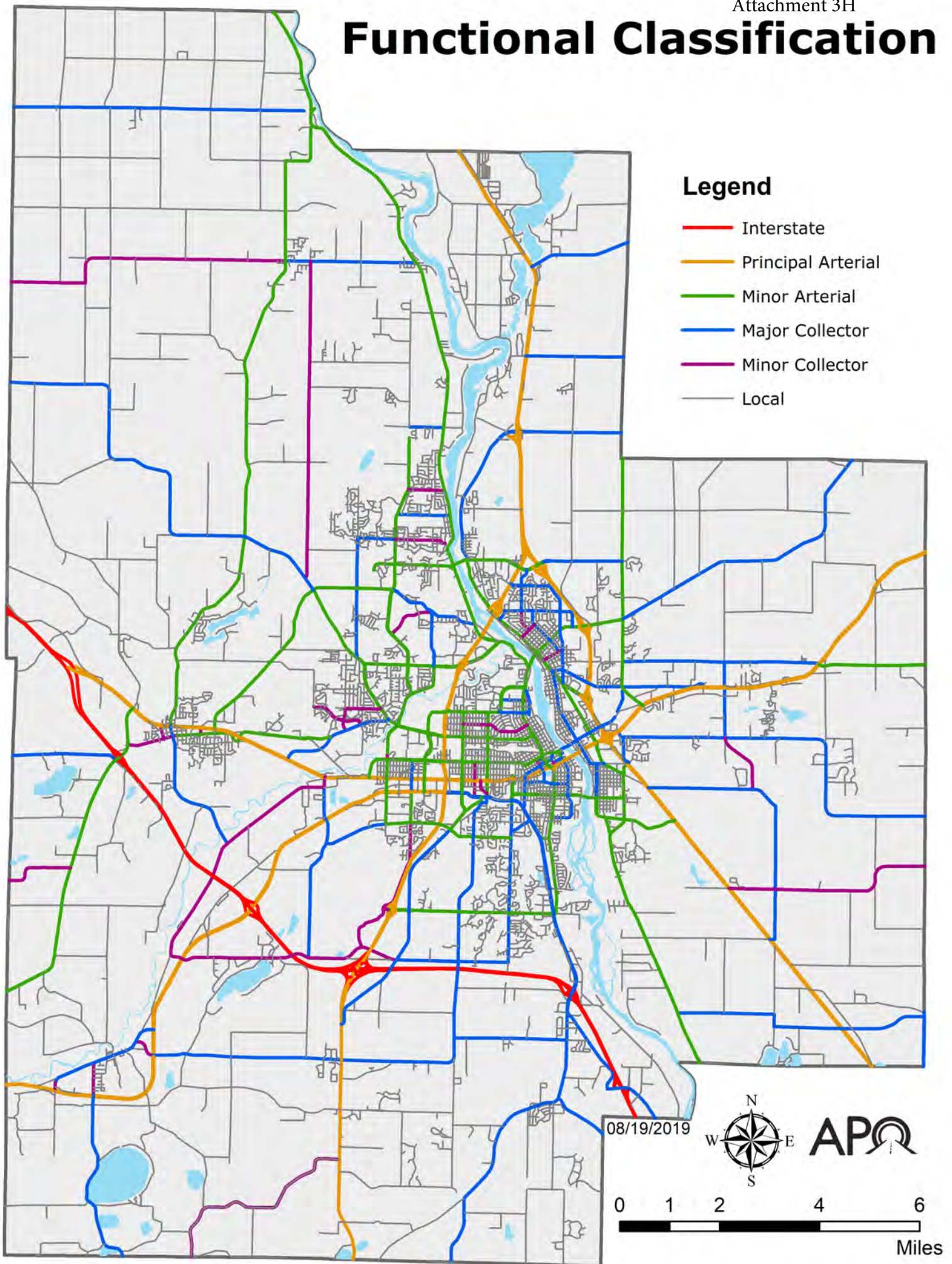


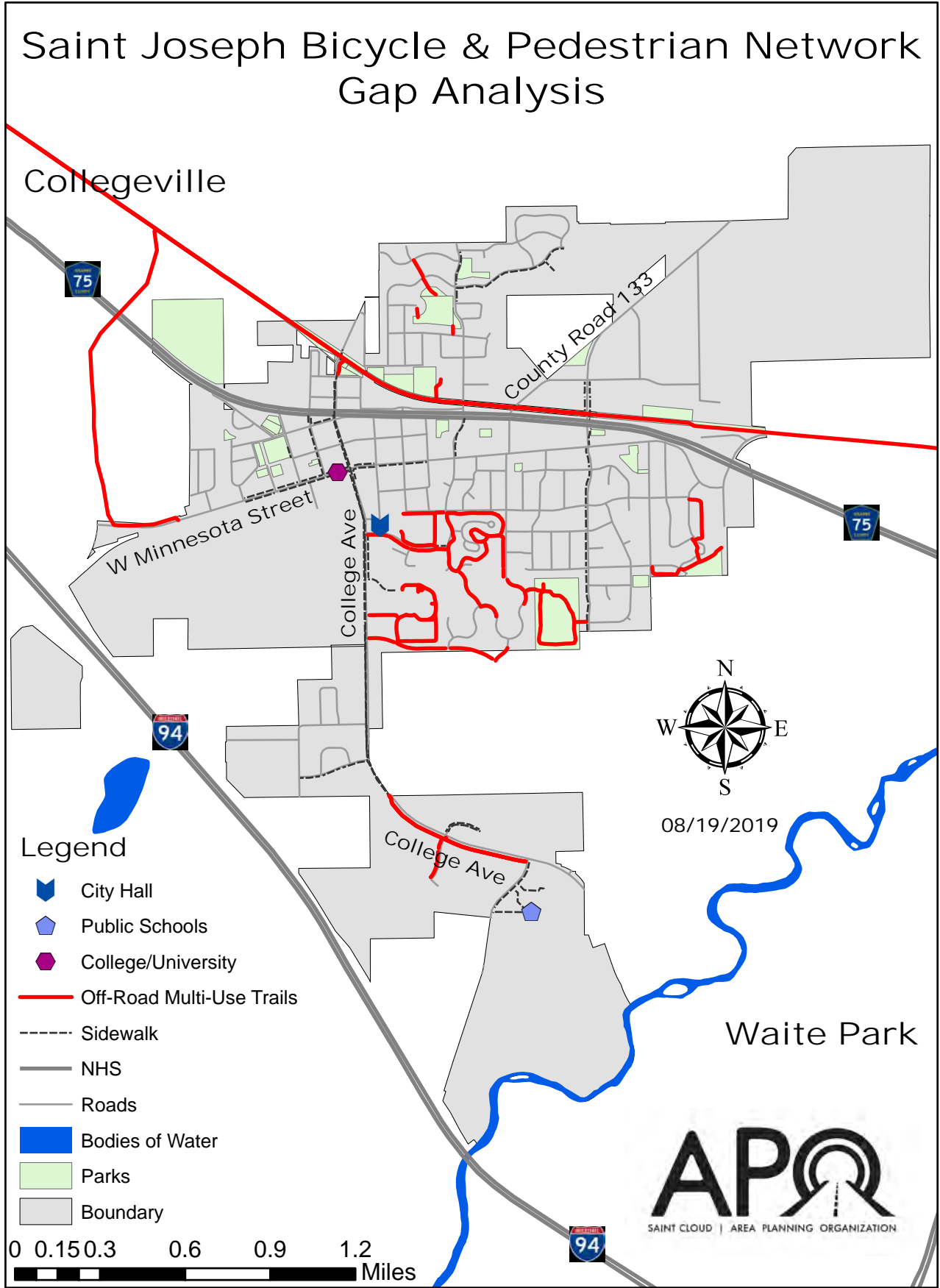
Volume to Capacity Ratio MnDOT Results



Facility Type	Daily Capacity (vehicles/day)
Two-lane gravel road	1,000
Two-lane collector/local	10,000
Two-lane arterial	12,000
Three-lane (two-way left-turn lane) collector/arterial	18,000
Four-lane collector	20,000
Four-lane undivided arterial	27,000
Five-lane collector	28,000
Five-lane arterial	34,000
Four-lane divided (expressway)	36,000
Six-lane divided (expressway)	54,000
Four-lane unmetered freeway	74,000
Four-lane metered freeway	85,000
Six-lane unmetered freeway	111,000
Six-lane metered freeway	127,000
Eight-lane unmetered freeway	150,000
Eight-lane metered freeway	184,000

Functional Classification






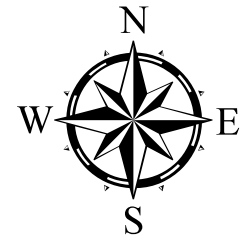


Sartell Bicycle & Pedestrian Network Gap Analysis

Saint Stephen

Legend

-  City Hall
-  Public Schools
-  College/University
-  Off-Road Multi-Use Trails
-  On-Road Bicycle Lanes
-  Sidewalk
-  NHS
-  Roads
-  Bodies of Water
-  Parks
-  Boundary



08/19/2019



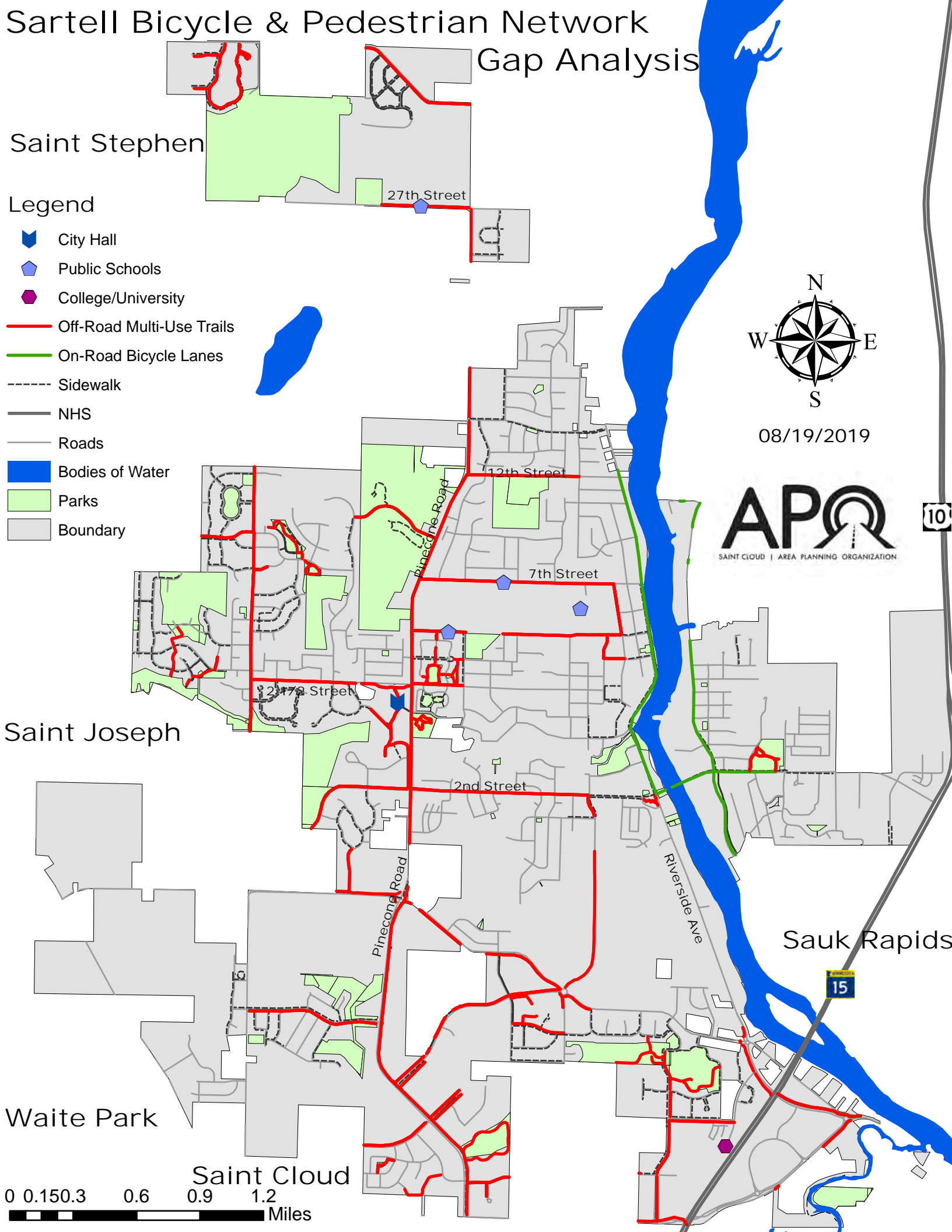
Saint Joseph

Waite Park

0 0.150.3 0.6 0.9 1.2 Miles

Saint Cloud

Sauk Rapids

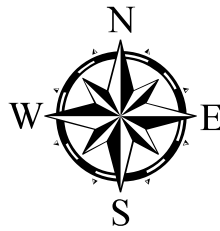


Attachment 3K

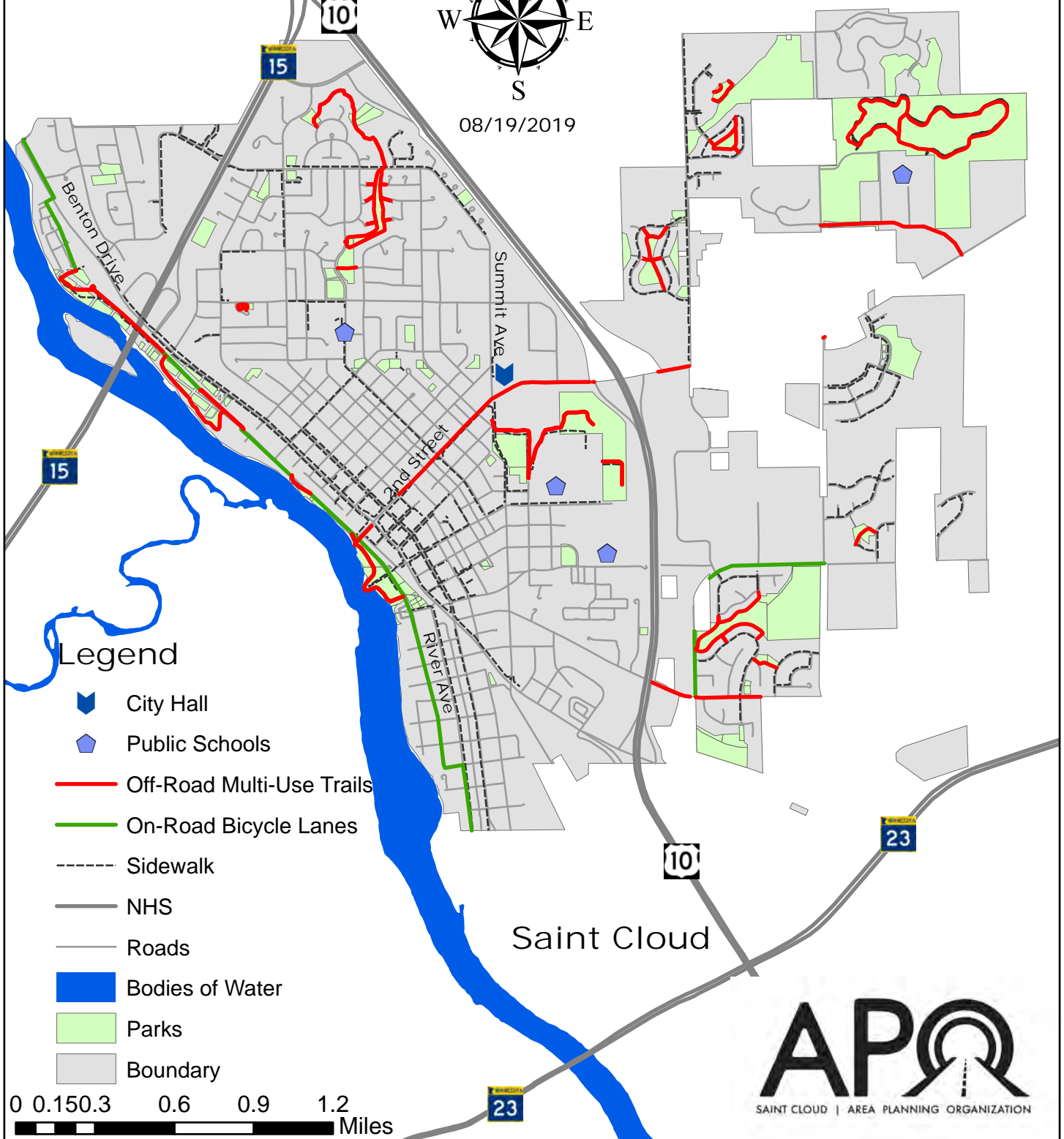
Sauk Rapids

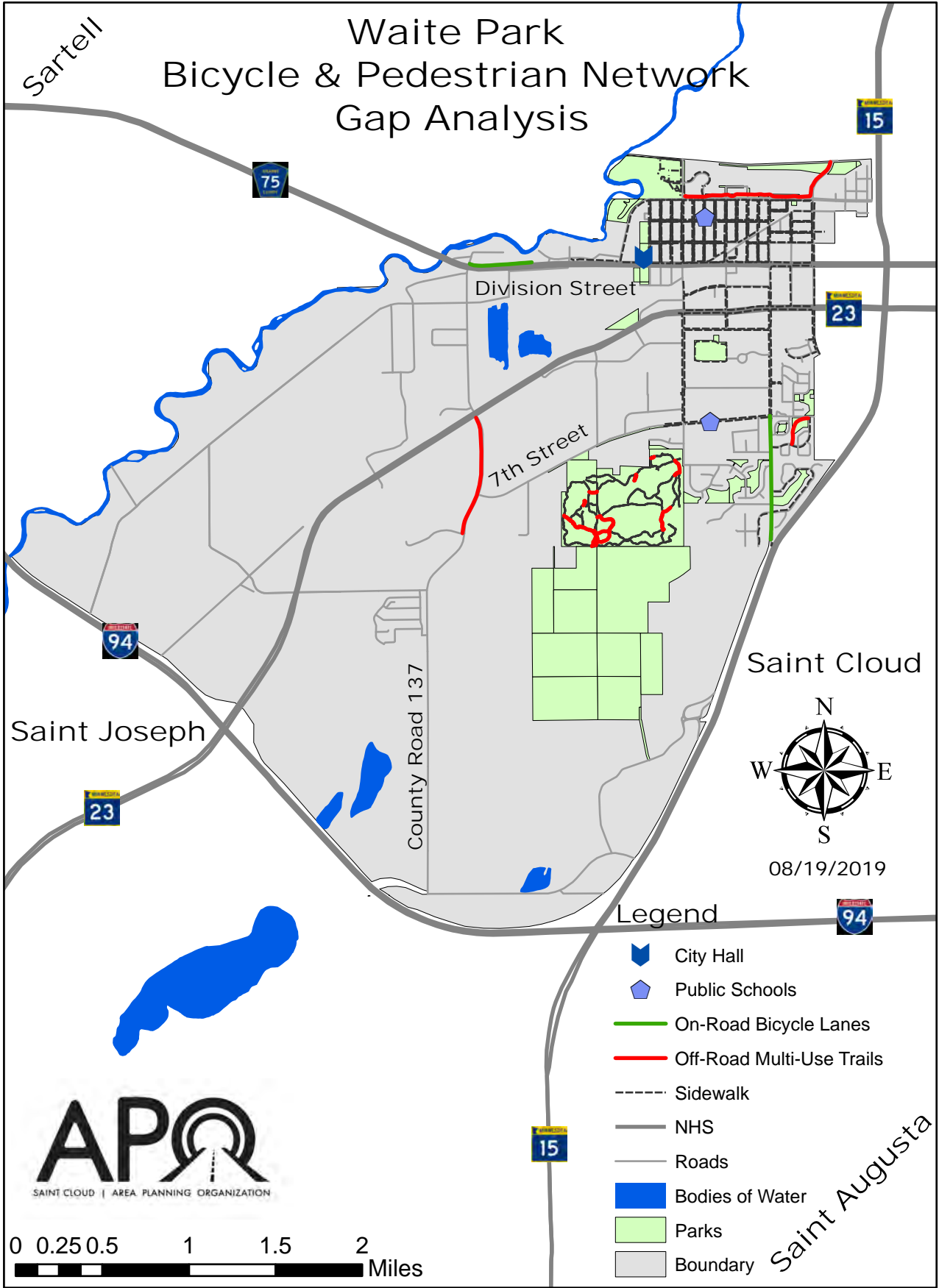
Bicycle & Pedestrian Network Gap Analysis

Sartell



08/19/2019














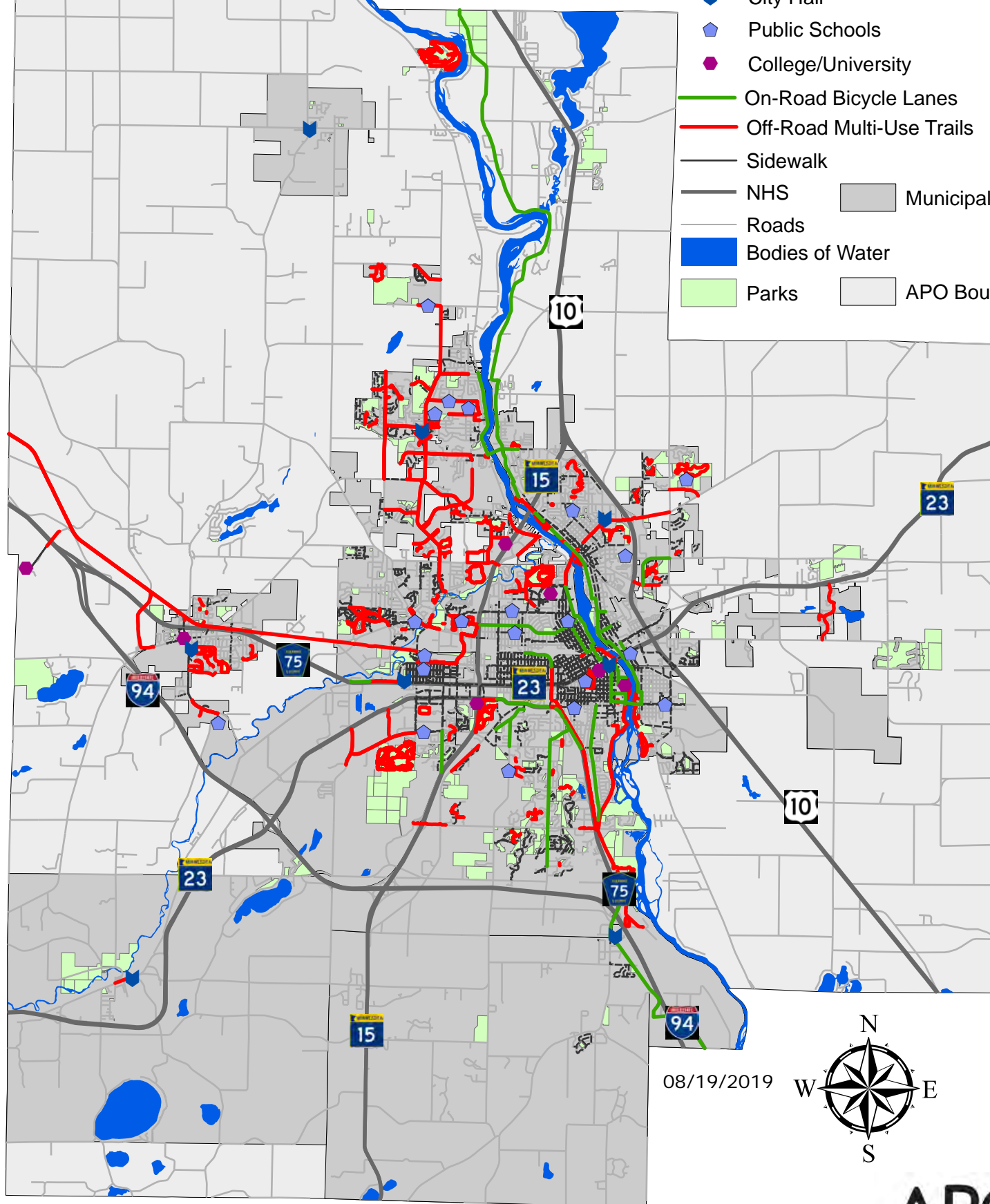


APO Bicycle & Pedestrian Network Gap Analysis

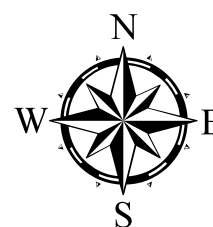
Attachment 3M

Legend

-  City Hall
-  Public Schools
-  College/University
-  On-Road Bicycle Lanes
-  Off-Road Multi-Use Trails
-  Sidewalk
-  NHS
-  Bodies of Water
-  Parks
-  Municipalities
-  APO Boundry



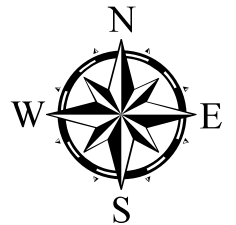
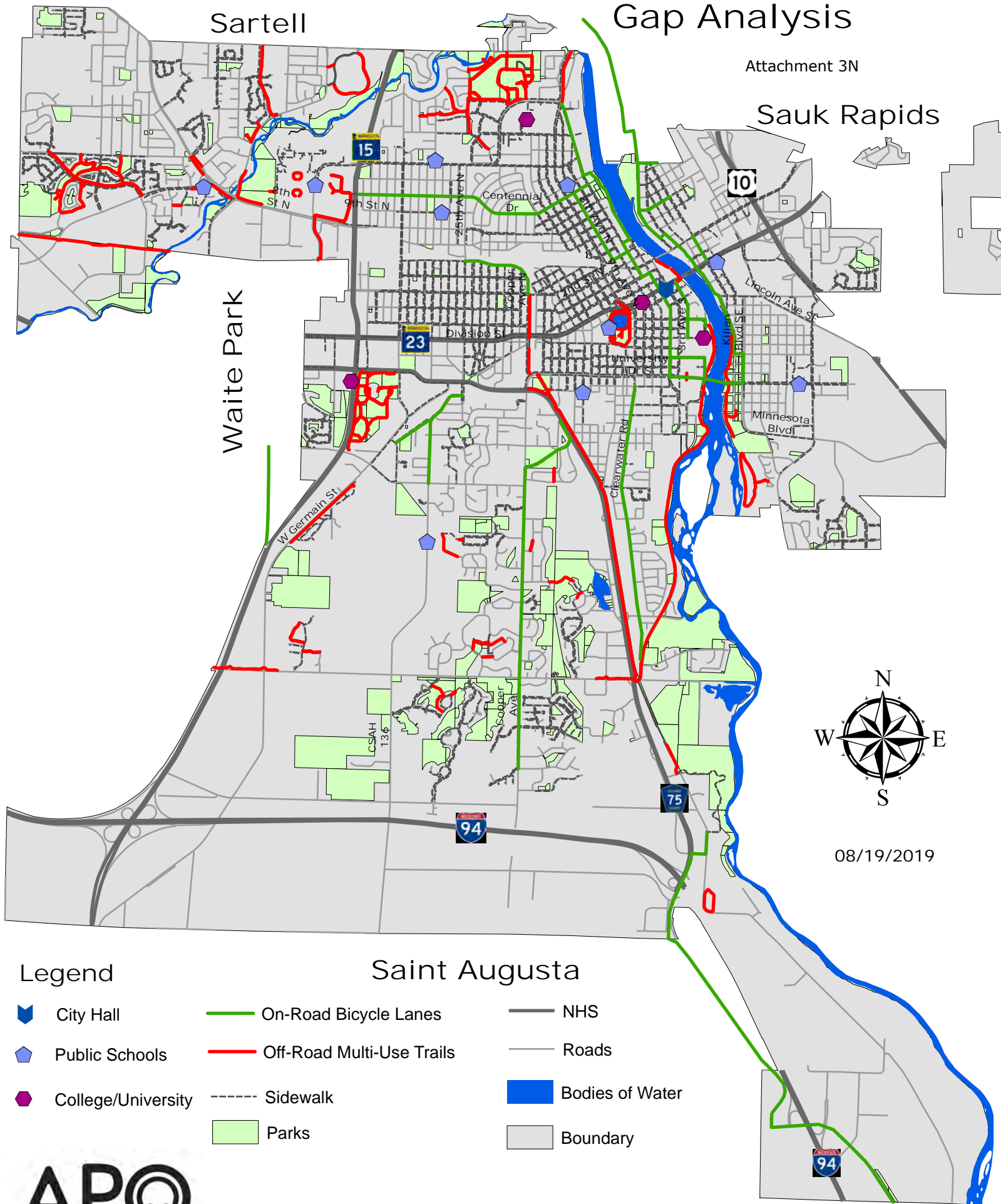
08/19/2019



0 0.75 1.5 3 4.5 6 Miles

Saint Cloud Bicycle & Pedestrian Network Gap Analysis

Attachment 3N

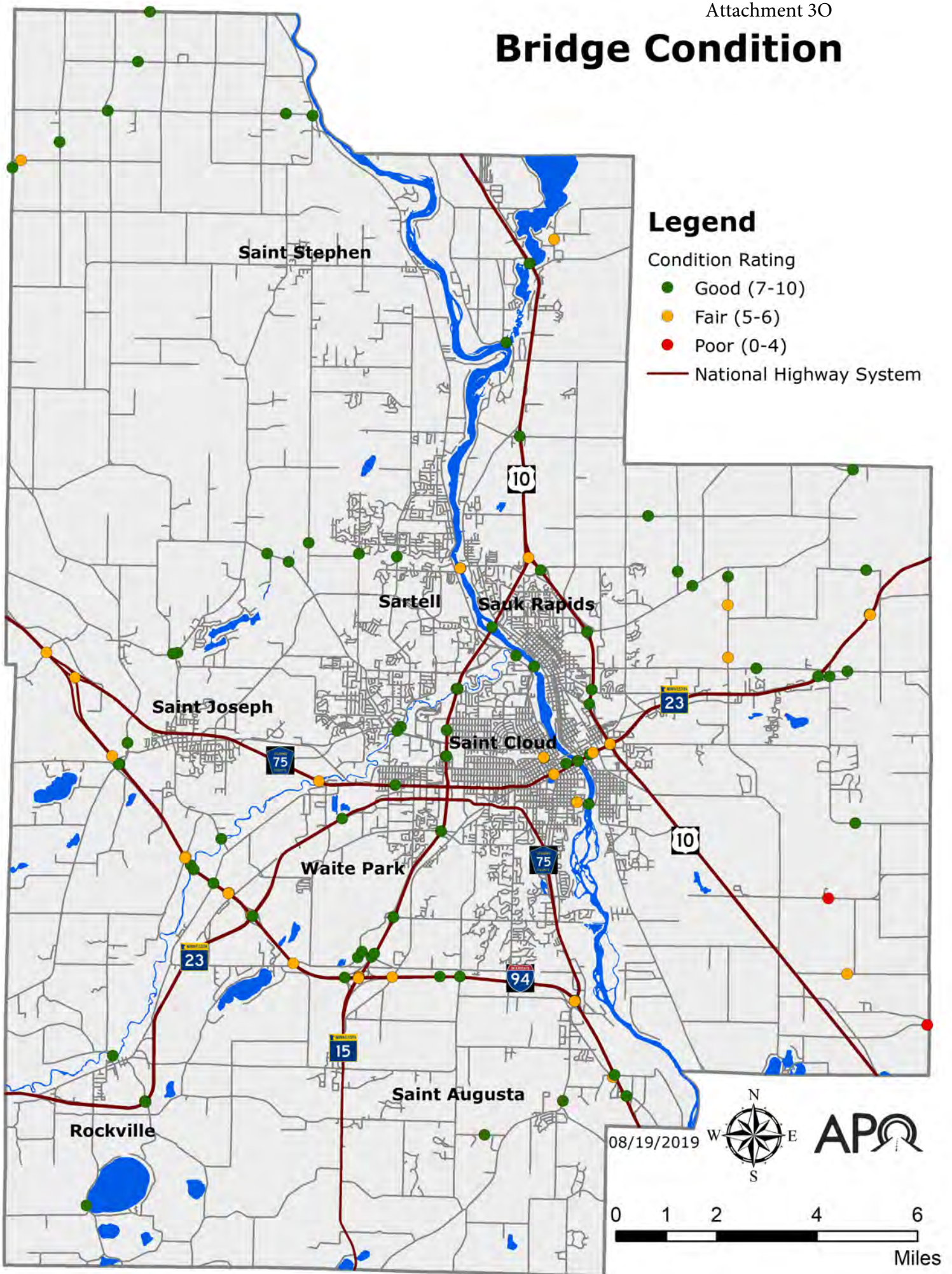


08/19/2019

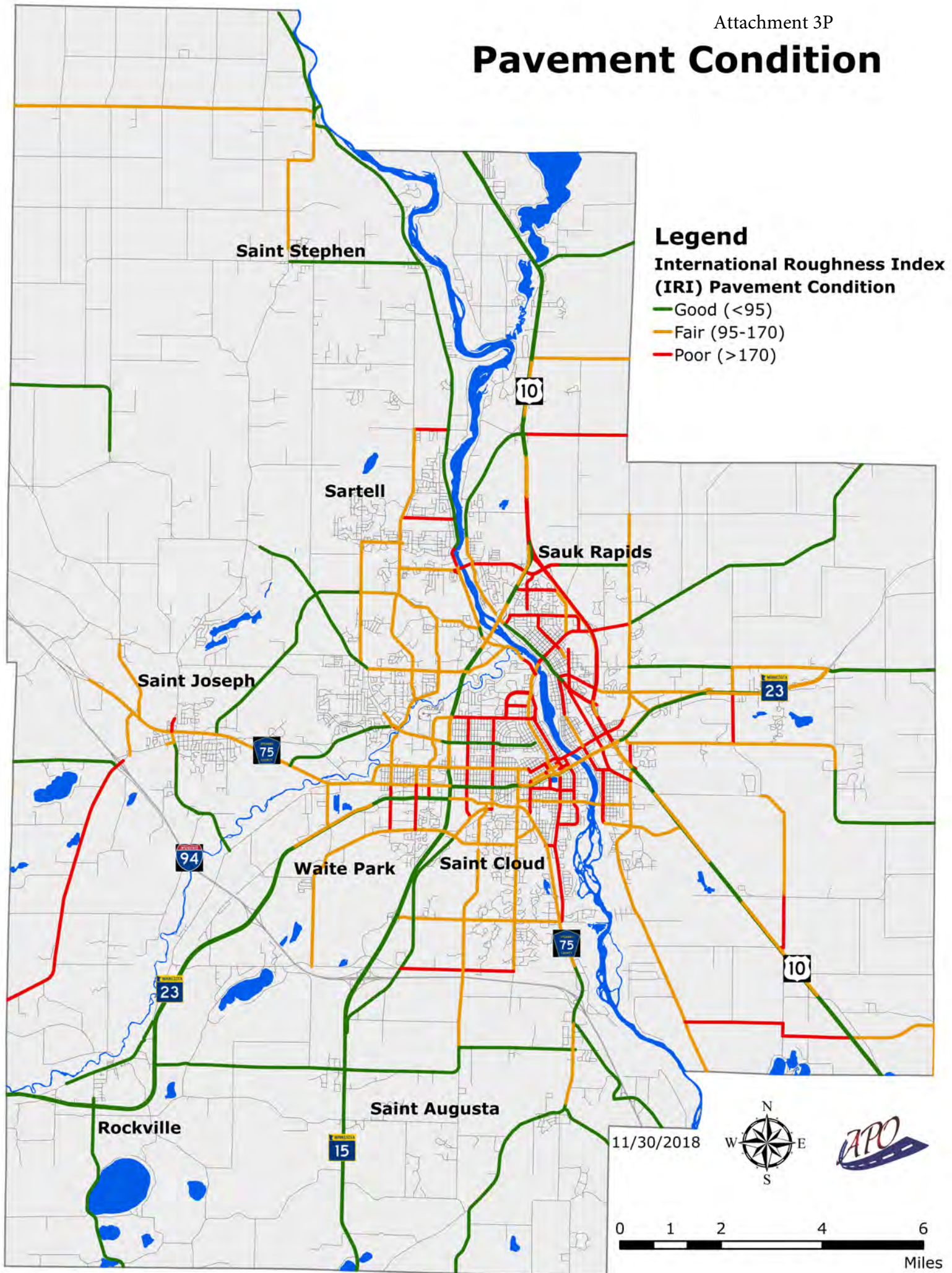
Legend

- | | | |
|--------------------|---------------------------|-----------------|
| City Hall | On-Road Bicycle Lanes | NHS |
| Public Schools | Off-Road Multi-Use Trails | Roads |
| College/University | Sidewalk | Bodies of Water |
| Parks | Boundary | |

Bridge Condition

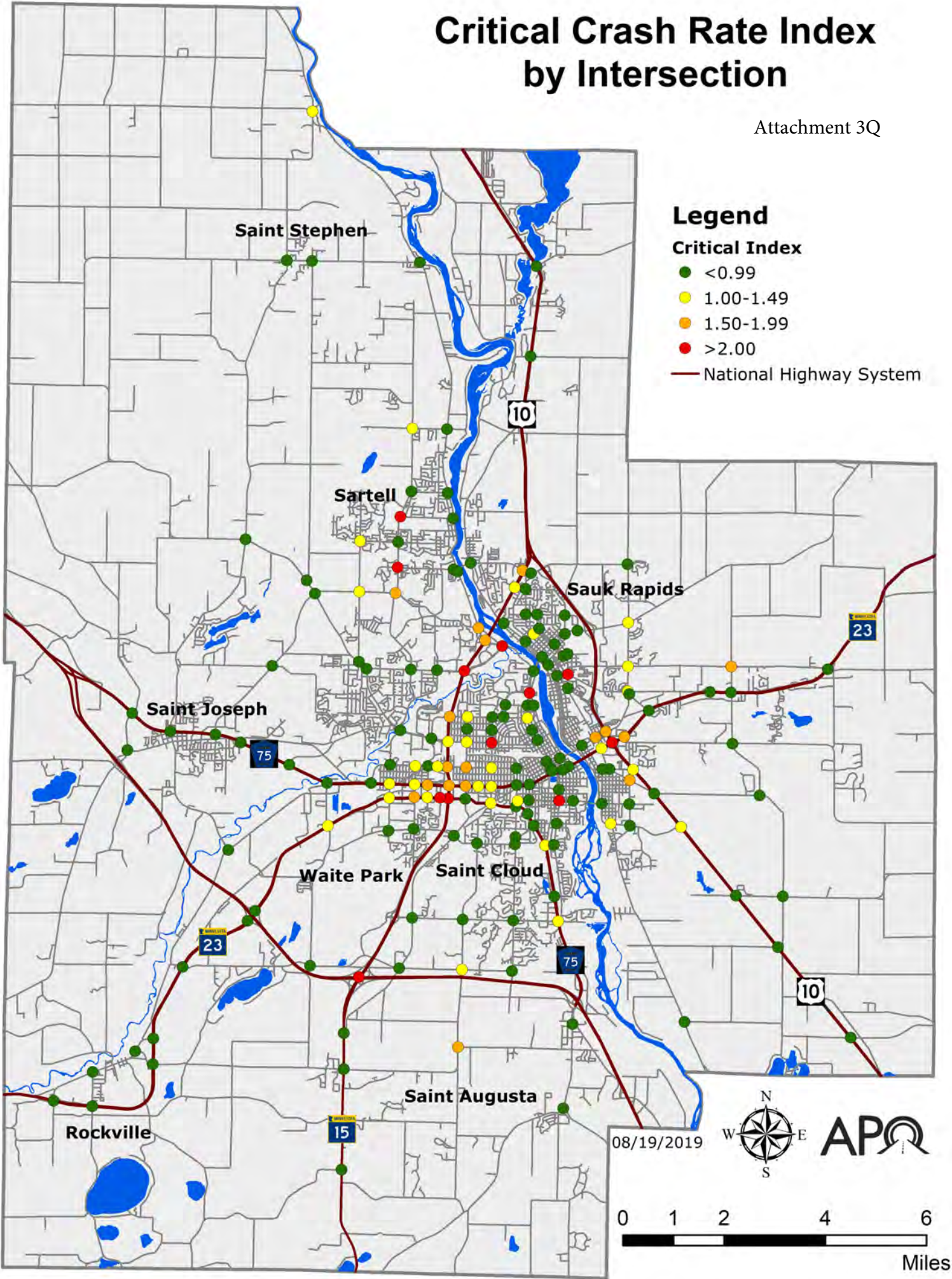


Pavement Condition



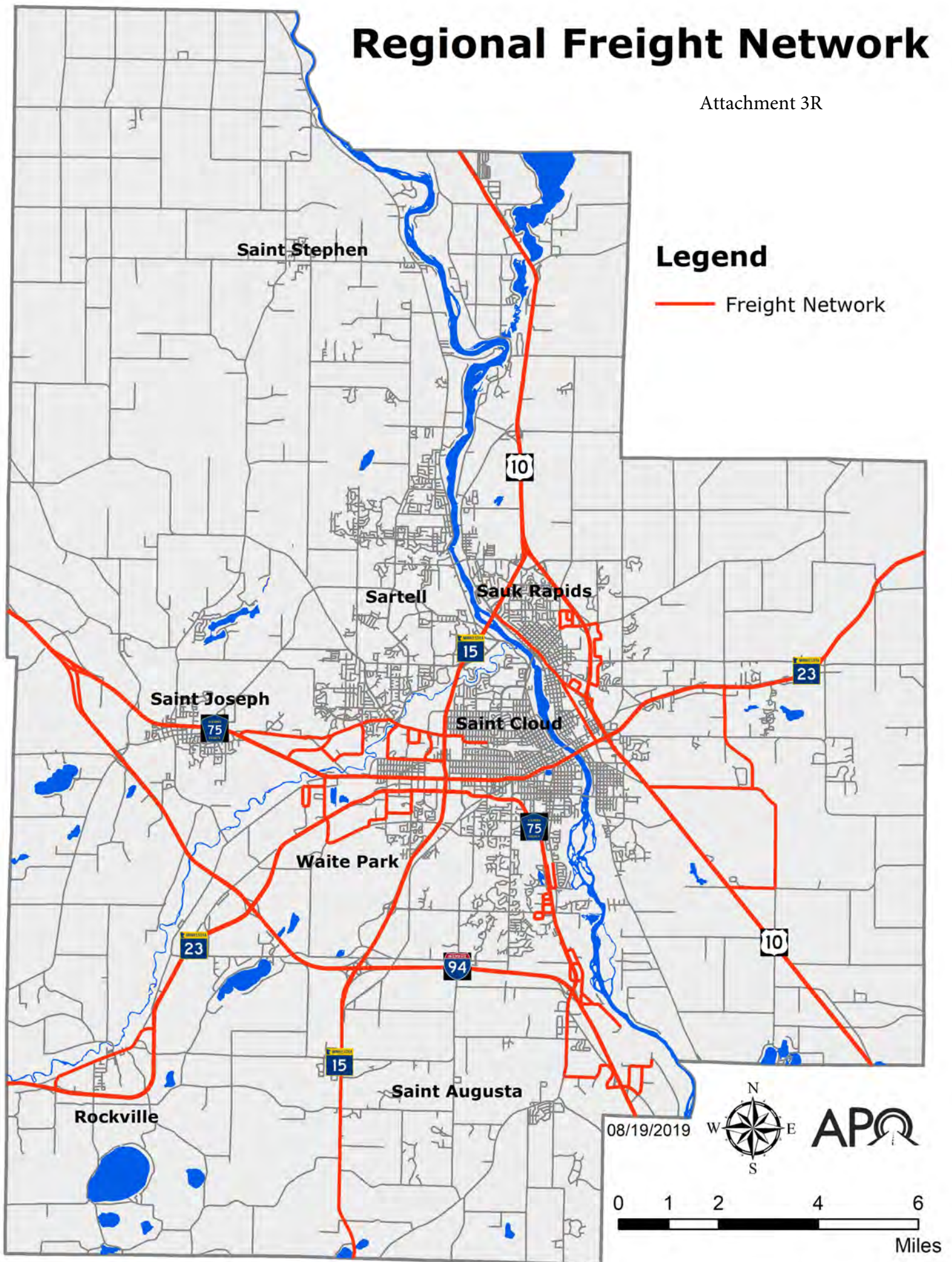
Critical Crash Rate Index by Intersection

Attachment 3Q



Regional Freight Network

Attachment 3R





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: MTP Project Review
DATE: Aug. 20, 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 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.

At the Aug. 8 Policy Board meeting, board members expressed concern over the project selections included in the draft document. As a result of that meeting and subsequent discussions between jurisdictional staff and elected officials, a request has been made by Stearns County to alter the county's proposed projects to be included within the MTP.

Those changes include the following and can be found in **Attachment 4B**:

- The removal of STR-4: This project is the new interchange on I-94 at CSAH 136 (Oak Grove Road SW). This project was slated to be completed in the long-range time band (2030-2045) with an estimated year of expenditure cost of \$38,850,000 in 2038 dollars.
- The addition of STR-13: This project (CSAH 1/Riverside Avenue S) will create a four-lane undivided arterial from MSAS 118 (Heritage Drive/River Oaks Lane) to CSAH 78. This project is slated to be completed in the long-range time band (2030-2045) with an estimated year of expenditure cost of \$18,031,580 in 2038 dollars.
- The addition of STR-14: This project (County Road 134) will create a four-lane divided arterial from the Sauk River Bridge to Pinecone Road. This project is slated to be completed in the mid-range time band (2024-2029) with an estimated year of expenditure cost of \$7,334,880 in 2027 dollars.
- The addition of STR-15: This project (CSAH 4/Eighth Street N) will create a six-lane divided arterial from Anderson Avenue to MN 15. This project is slated to be completed in the long-range time band (2030-2045) with an estimated year of expenditure cost of \$15,281,000 in 2038 dollars.

With these requested changes – if recommended by the TAC and approved by the APO Policy Board – the draft MTP currently out for public comment through Sept. 20 will have to be modified and resubmitted for public comment.

APO staff is asking all jurisdictions to review the changes proposed by Stearns County, consider any changes for their respective jurisdictions, and provide notification to APO staff of ANY suggested changes (that have been considered and recommended by the jurisdiction's governing body) by no later than Sept. 6.

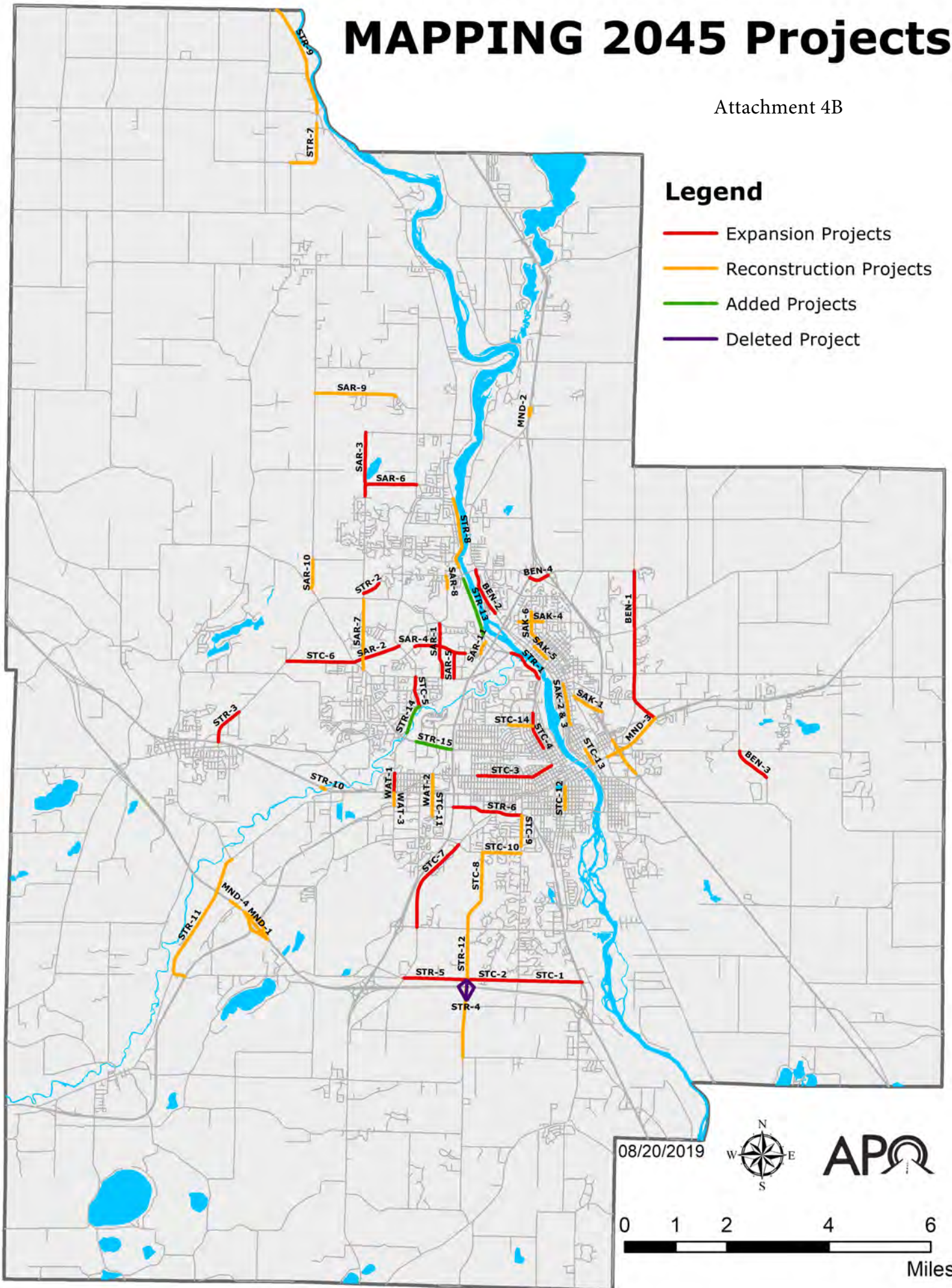
Requested Action: None, informational.

MAPPING 2045 Projects

Attachment 4B

Legend

- Expansion Projects
- Reconstruction Projects
- Added Projects
- Deleted Project





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: September TAC meeting date change
DATE: Aug. 20, 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 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.

At the Aug. 8 Policy Board meeting, board members expressed concern over the project selections included in the draft document. Comments were made by elected officials about the need to better facilitate communication between members of the TAC and the Policy Board in addition to improving communication across and between jurisdictions.

As of Aug. 12, APO staff have officially placed the draft MTP (MAPPING 2045) out for public comment. The public comment period is slated to conclude on Sept. 20. As referenced in the previous agenda item, a request to change to the projects included in the draft has been made. With this change (again, see previous memo in agenda packet), APO staff will need to resubmit the draft MTP for another 30 day public comment period if those requested changes are approved for incorporation into the draft document by the Policy Board.

In order to ensure the APO meets the October 2019 deadline to approve the updated MTP, APO staff will have to alter the schedule for the September TAC meeting.

It was suggested by the Policy Board to push back their meeting from Sept. 12 to Sept. 19 in order to allow for the possibility of changes to the draft document and an immediate start to the likely second round of public comment. In order to accommodate additional potential changes and hear initial feedback from the community to this first round of public comment, APO staff is requesting TAC members move the regularly scheduled September meeting from Sept. 26 to Sept. 19. The meeting will be held at 10 a.m. at the Stearns County Highway Department Building (normal time and place).

In addition, to assist in facilitating communication between TAC members and the Policy Board, it is requested that TAC members be present at the Policy Board meeting held at 5 p.m. on Sept. 19 at Waite Park City Hall to answer any potential questions about the proposed projects.

Requested Action: Approval of the TAC meeting date switch from Sept. 26 to Sept. 19.