



Saint Cloud
Area Planning Organization

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AGENDA

Technical Advisory Committee

Thursday, Jan. 3, 2019 – 10 a.m.

Stearns County Highway Department
455-28th Ave. S, Waite Park

1. Consider Minutes of Oct. 4, 2018
 - a. Suggested Motion: Recommend Approval
2. Public Comment Period
 - a. Suggested Motion: Recommend Approval
3. MTP: Future Projects Maps & Ranking (Joseph Mueller, Senior Planner)
 - a. Informational
4. Stakeholder Engagement Plan (SEP) Amendment (Vicki Johnson (Ikeogu), Associate Planner)
 - a. Suggested Motion: Recommend Board approval
5. FY 2019-2023 Transportation Improvement Program (TIP) Amendment (Vicki Johnson (Ikeogu), Associate Planner)
 - a. Suggested Motion: Recommend Board approval
6. Ring Road Model Links (Brian Gibson, Exec. Dir.; Alex McKenzie Planning Tech.)
 - a. Consent & Advise
7. Other Business / Open Floor
8. 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 Xeem 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 xeem, 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. ຄົນທຸກຊົນຊັ້ນອັນນະສາມາດເຂົ້າເຖິງ APO ໄດ້. ບຸກຄົນທີ່ຈໍາເປັນຕ້ອງມີການດັດແປງເກໂຂ ຫຼື ການອໍານວຍຄວາມສະດວກ, ອຸປະກອນຊ່ວຍ, ການບໍລິການແປເອກະສານ, ການບໍລິການລ່າມແປພາສາ ແລະ ອື່ນໆ ເພື່ອເຂົ້າຮ່ວມການຊຸມນຸມສາທາລະນະ ລວມທັງການໄດ້ຮັບວາລະນີ້ ແລະ/ຫຼື ເອກະສານຄັດຕິດໃນຮູບແບບ 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
October 9, 2018**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held on Tuesday, October 9, 2018 at Stearns County Public Works. Senior Planner, Joseph Mueller, presided with the following members present:

Mark Loidolt	Benton County
Doug Diedrichsen	Metro Bus
Jon Halter	Sartell
Jodi Teich	Stearns County
Matt Glaesman	St. Cloud
Todd Schultz	Sauk Rapids
Steve Voss	MnDOT Dist #3
Joseph Mueller	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

CONSIDER MINUTES OF AUGUST 2, 2018:

Ms. Teich motioned to approve the Aug. 2, 2018 TAC meeting minutes, and Mr. Diedrichsen seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD:

No members of the public were in attendance.

TIP AMENDMENT TO PROJECT 7380-246:

Mrs. Johnson, Associate Planner, reported that a decrease in the 2019 project cost to rehab/redeck bridge 73872 at County Rd 159 over I-94 near Collegeville from \$1,501,000 to \$588,000 has triggered this amendment. Fiscal constraint is maintained. Public comment will end October 17. ***Ms. Teich motioned to approve the TIP Amendment, and Mr. Loidolt seconded the motion. Motion carried.***

TIP AMENDMENT SCHEDULE:

Mrs. Johnson commented that a TIP Amendment schedule was discussed at the August TAC meeting. A designated TIP Amendment schedule will streamline the process and gather several amendments to process at the same time. We have been informed by MnDOT that we are not allowed to reduce the public comment period from 30 to 15 days as we had hoped. The TIP Amendment schedule presented for approval differs slightly from the one presented in August. The schedule showcases the dates of the 30-Day Public comment, TAC review, Executive or Policy Board approval and submission to MnDOT. ***Mr. Glaesman motioned to approve the TIP Amendment schedule, and Mr. Halter seconded the motion. Motion carried.***

TIP DEVELOPMENT SCHEDULE:

Mrs. Johnson overviewed a tentative draft of the TIP development schedule for the FY 2020-2023 cycle which includes dates for deadlines and processes. The development schedule will assist jurisdictions in the development process for the APO's FY 2020-2023 TIP. While dates and deadlines are subject to change, the APO staff will do its best to notify all jurisdictions of any changes after they are verified by MnDOT. ***Mr. Halter motioned to approve the TIP development schedule, and Mr. Diedrichsen seconded the motion. Motion carried.***

TIP PROJECT STATUS REPORT:

Mrs. Johnson said that at the August TAC meeting a reminder was given to the jurisdictions to check on the status of projects to determine if amendments are needed for FY 2018. An annual status report is required for all projects, typically done before the December deadline. This status report allows the APO to know where things stand for each project and if any amendments are needed. Mrs. Johnson included an example of a completed project status report as well as a blank form. **Mr. Glaesman motioned to approve the TIP Project Status Report form, and Ms. Teich seconded the motion. Motion carried.**

CONSIDERATION OF 2019 SAFETY TARGETS:

Mr. McKenzie, APO's Planning Technician, reported on the 2019 Safety Targets. Five safety targets are required annually, i.e. Number of fatalities, Rate of fatalities, Number of serious injuries, Rate of serious injuries, and Number of non-motorized fatalities and non-motorized serious injuries. Mr. McKenzie reviewed the APO's responsibilities when setting targets and showcased the data used to forecast the proposed targets, which is based on a 5 year rolling average.

	FY 2018	Proposed FY 2019
Traffic Fatalities	7.8	8.8
Fatality Rate	0.598/100 MVMT	0.764/100 MVMT
Serious Injuries	13.9	26.0
Serious Injury Rate	1.070/100 MVMT	2.216/100 MVMT
Non-motorized Fatalities & Serious Injuries	7	8.2

The method used for calculating the 2018 targets was not exactly how we were supposed to calculate them. The APO is not penalized and our funding is not affected by the calculations, but it is a benchmark to track progress. However, MnDOT does get penalized if they do not meet their targets. The TAC members discussed the implications of targets going up or down and how it affects the 5-year average. Concern was expressed about using this data as targets, and felt this data should be presented as informational or as a trend. **Mr. Glaesman motioned to approve the use of the 2019 projections presented but to present the information as informational or a trend and to work toward the goal of reducing the numbers. Mr. Diedrichsen seconded the motion. Motion carried.**

TRANSPORTATION PERFORMANCE MEASURES (TPM) REPORT:

Mr. McKenzie presented the 2017 Transportation Performance Measures Report. The report includes a set of performance measures that will track the progress of the APO's planning region and are designed to serve as a benchmark to evaluate and quantify progress. It is meant to improve accountability of Federal transportation investments, assess risks related to difference performance levels, and increase transparency. The performance measures identified will help further align current and future projects with the overall goals and objectives established in the Metropolitan Transportation Plan. The performance measures include: Maintain and Enhance Transportation Safety; Increase System Accessibility, Mobility, and Connectivity; Efficiently Manage Operations and Cost-Effectively Preserve the System; Support Metropolitan Vitality and Economic Development; and Promote Energy and Environmental Conservation. When this report receives final approval by the Policy Board, it will be posted on the APO's website. **Mr. Schultz motioned to approve the TPM Report, and Mr. Loidolt seconded the motion. Motion carried.**

OTHER BUSINESS/OPEN FLOOR:

Mrs. Johnson updated the members on the discussions at a recent ATP meeting. HSIP solicitation has already started and applications are due by November 21 to Office of Traffic Engineering. MnDOT District 3 is working to develop an application for a new program: Local Partnership Program that is designed to address transportation issues on the trunk highway system that are of concern to Local Units of Government, but are typically not large-scale or high enough priority that they are directly selected as projects by MnDOT. District 3 is hoping to have applications available for this funding by early November. The APO is not soliciting STBGP funding for this TIP cycle since a two year solicitation was conducted in January 2018. Applications for SRTS and TA Program will use the same form, a change from last year. TA has an 80/20 split and SRTS has 100% state bond funding available for projects that will be constructed by 2021. Letters of Intent are due Wednesday, Oct. 31. A TA solicitation meeting will be held on Tuesday, Oct. 16 at the Saint Cloud MnDOT office. Mrs. Johnson has been working with the local jurisdictions doing the Financial Plan for our MTP.

Mr. Diedrichsen, Metro Bus, announced that a 6-month pilot program will be starting in Sartell on January 2, 2019. This will be a public demand response ride share program, which will be similar to Dial-A-Ride. Metro Bus is trying to find a better way to serve Sartell residents. General public comments can be emailed to Mr. Diedrichsen. If the pilot program is successful, this program will be applied to other areas.

ADJOURNMENT:

Ms. Teich motioned to adjourn, and Mr. Loidolt seconded the motion. Motion carried. The meeting was adjourned at 10:41 a.m.



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TO: Saint Cloud APO TAC
FROM: Joseph Mueller, Senior Planner
RE: MTP-2045 Future Plan Maps & Ranking
DATE: December 20th, 2018

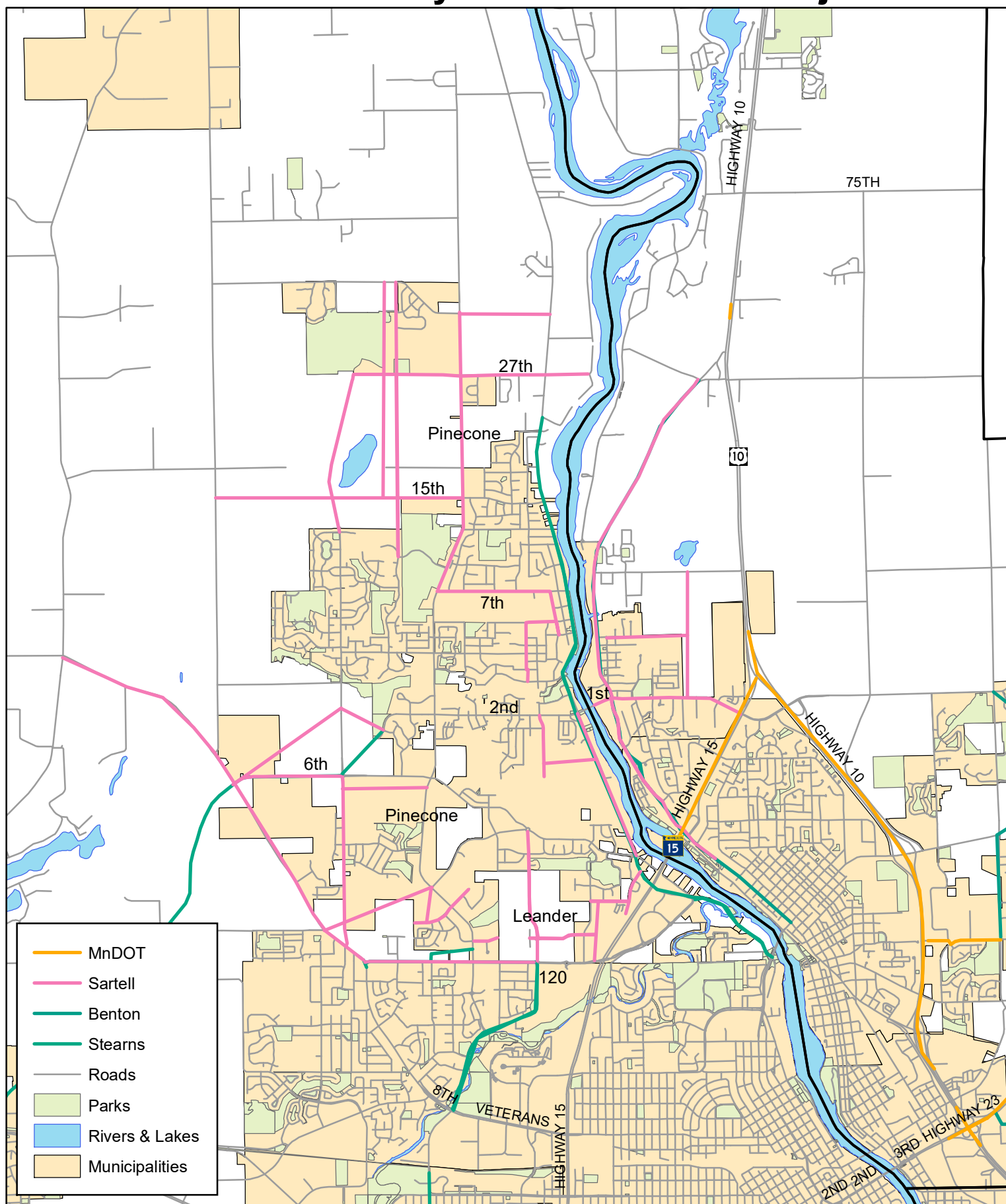
The St. Cloud APO is preparing the Metropolitan Transportation Plan (MTP), which looks out to the year 2045. With this plan the APO is trying to predict future transportation needs for the general St. Cloud region. As part of the MTP, APO staff have worked with all member jurisdictions to compile an accurate list of future projects that are potential candidates for Federal funding. The resulting tables (attachment 3A) and maps (attachment 3B) were compiled of proposed future projects.

In Spring 2019, once all traffic demand model runs are completed, the APO will be asking the TAC to revise the list of proposed future projects by ranking them. This will help the APO and the MTP focus on projects which will both maintain fiscal constraint (and thus qualify for Federal aid) and solve major regional transportation needs. The tables and maps are for you to review and use in making recommendations to the APO staff and Executive Board for the project rankings that will occur later in Spring of 2019.

Requested Action:

- None (Informational)

APO MTP 2045 - City of Sartell Future Projects

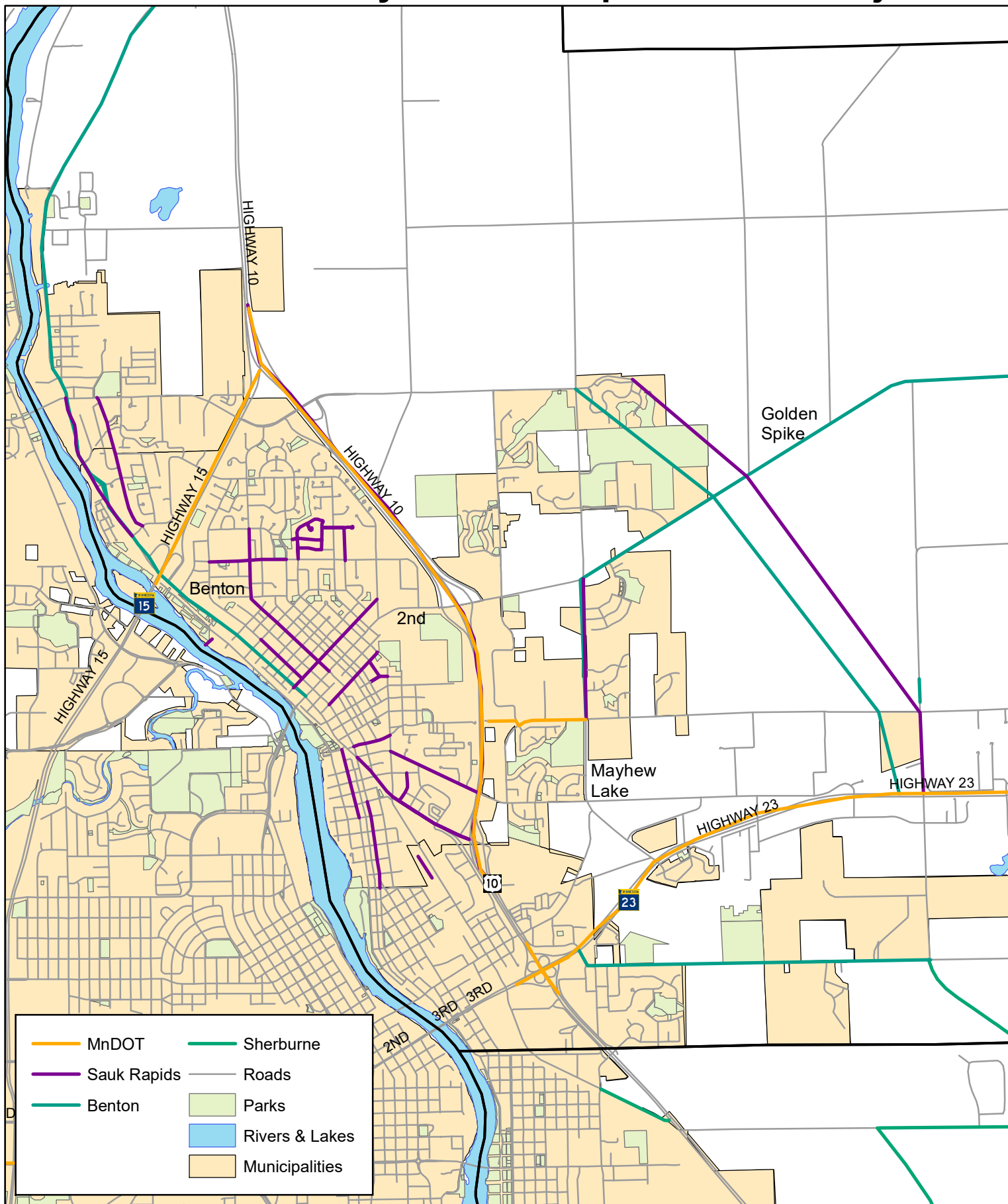


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Joseph Mueller
12/19/2018
NAD 1983 HARN-
StatePlane Minnesota North

APO MTP 2045 - City of Sauk Rapids Future Projects

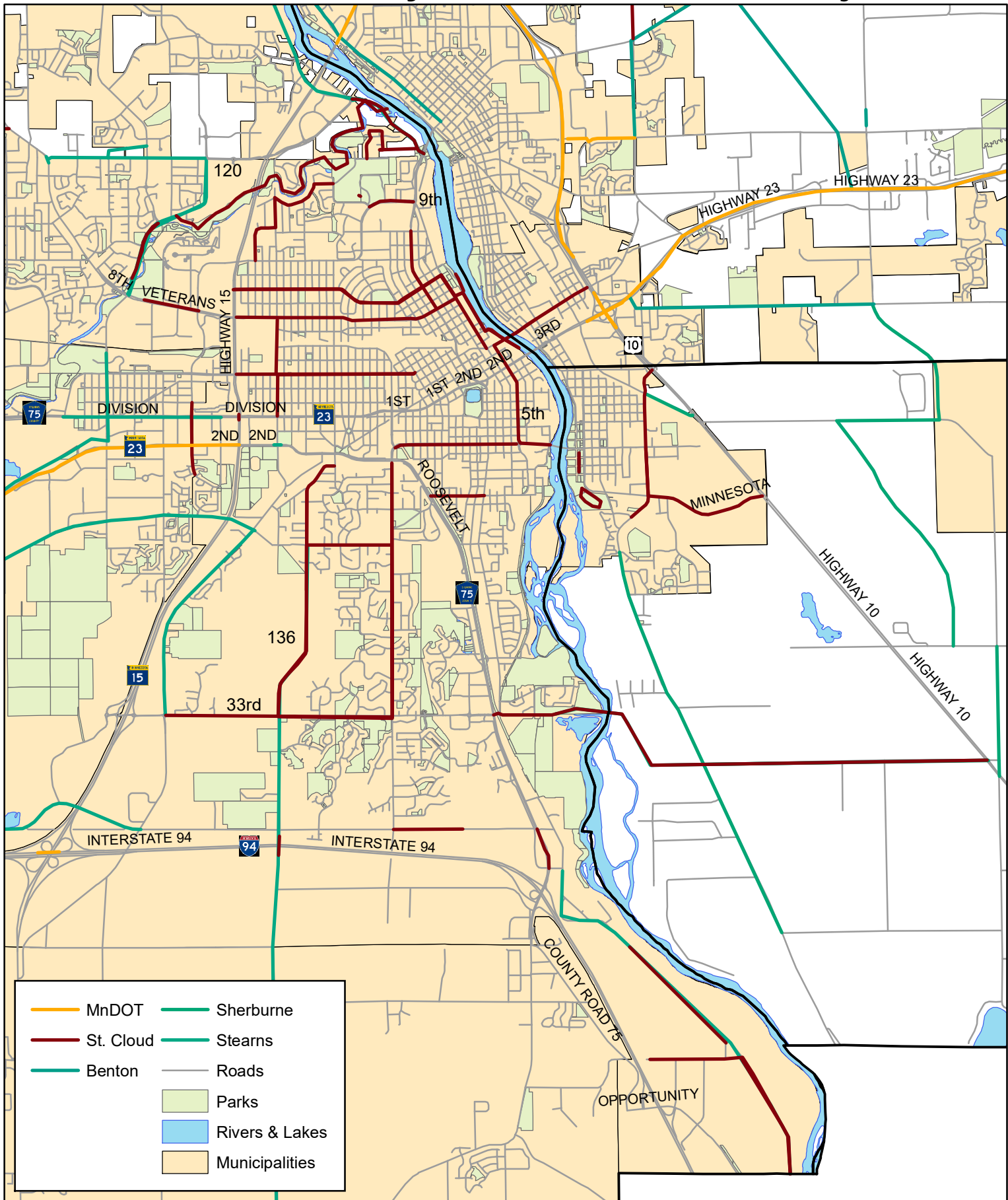


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Joseph Mueller
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StatePlane Minnesota North

APO MTP 2045 - City of St. Cloud Future Projects

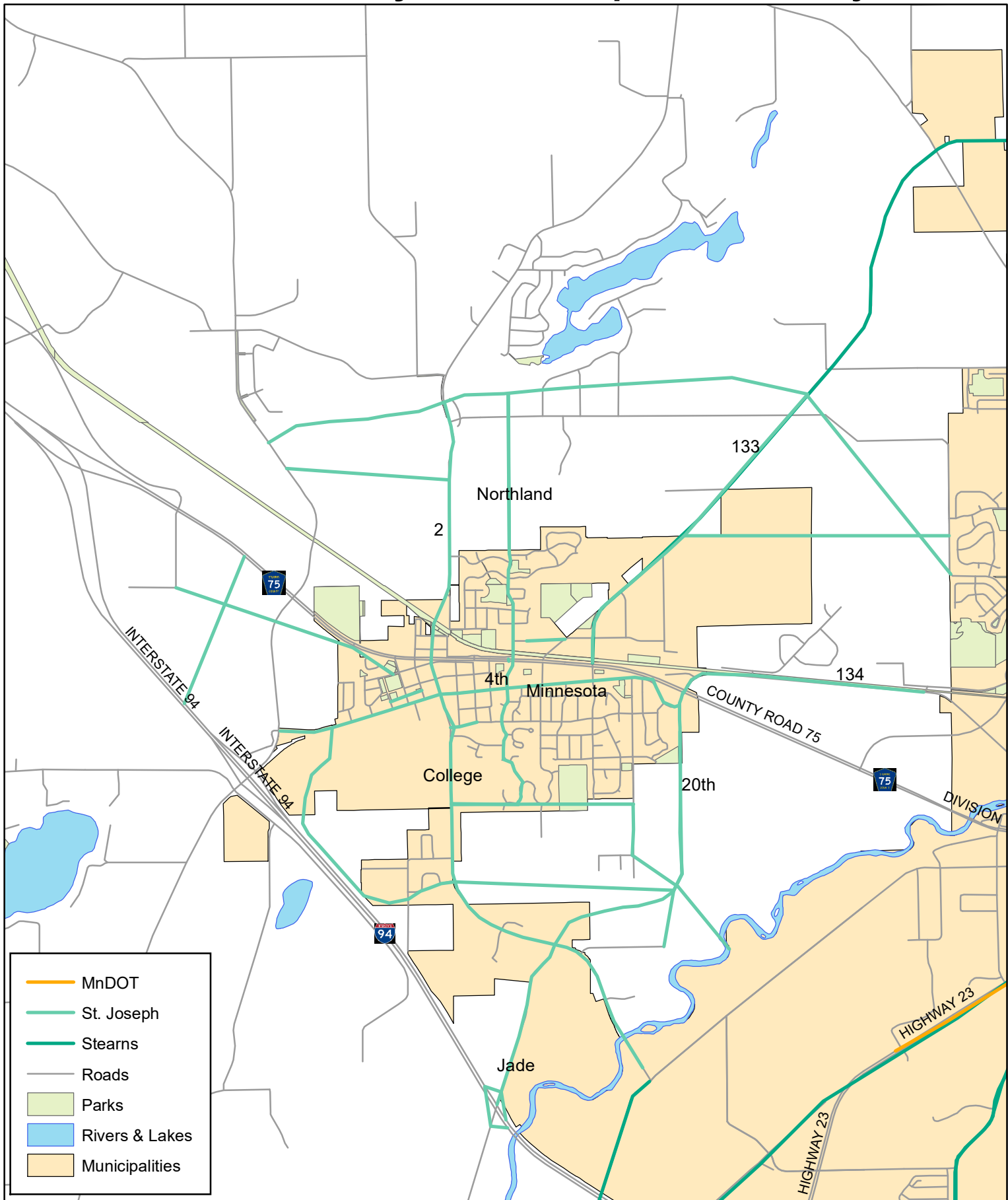


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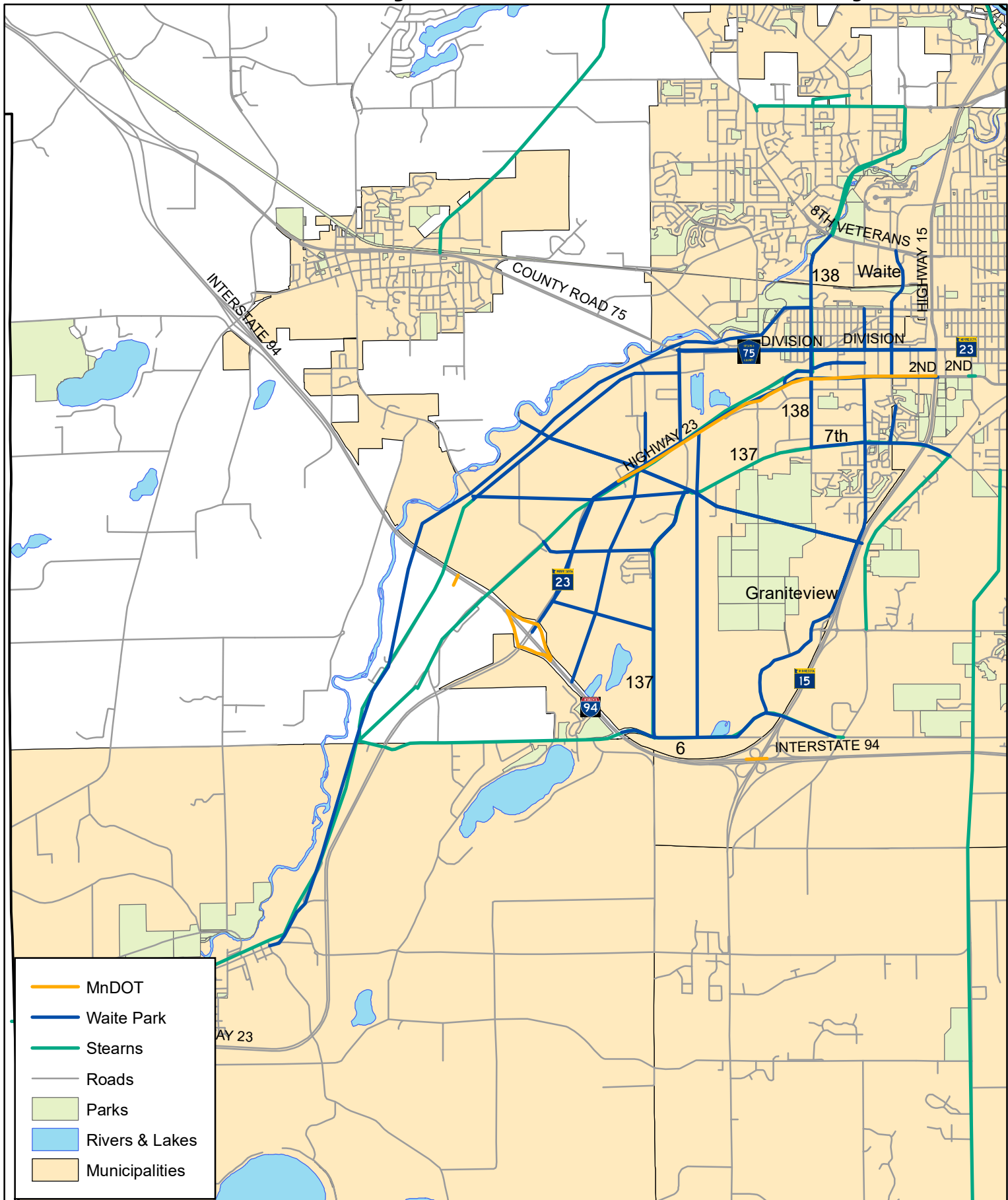
Joseph Mueller
12/19/2018
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StatePlane Minnesota North

APO MTP 2045 - City of St. Joseph Future Projects



Joseph Mueller
12/19/2018
NAD 1983 HARN-
StatePlane Minnesota North

APO MTP 2045 - City of Waite Park Future Projects



0 0.375 0.75 1.5 2.25 3 Miles



Joseph Mueller
12/19/2018
NAD 1983 HARN-
StatePlane Minnesota North



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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Associate Planner
RE: Amendment to the Stakeholder Engagement Plan (SEP)
DATE: Oct. 31, 2018

In order to better align the Transportation Improvement Program (TIP) amendment and TIP modification process with that of the Minnesota Department of Transportation's (MnDOT) process, staff at the APO are electing to amend the Stakeholder Engagement Plan's policy on such changes to the TIP.

As required per Federal regulations, amendments to the SEP require a forty-five (45) day public comment period. That public comment period ran from Wednesday, Oct. 31, 2018 through Monday, Dec. 17, 2018.

Several changes were made to the document including the addition of demographic information.

Those changes include:

- **Page 8:** Changing the term Long Range Transportation Plan (LRTP) to Metropolitan Transportation Plan (MTP). Subsequent references to LRTP throughout the document have been changed to MTP.
- **Page 18:** The following language has been included under Section 2: Federal and State Requirements and Regulations
 - "Other Minnesota Regulations: While not a state agency, board, commission, department, or committee, the APO will not conduct public meetings on the day of the state primary or general election. This decision is in accordance with Public Meetings Prohibited on Election Day documented in Minnesota State Statute 204C.03 Sub. 4."
- **Page 20:** A new map of the APO Metropolitan Planning Area has been added – no changes other than color and design of the map.
- **Page 22:** The addition of the number of people-of-color in each of the APO's member jurisdictions. The following disclaimer has been added to this table in reference to this inclusion: "Raw numbers reflect the approximate percentage of the targeted population. These numbers may fall within the ACS 5-Year Estimates' margin of error. Caution should be taken when considering these numbers."
- **Page 24:** The addition of the number of people-living in poverty in each of the APO's member jurisdictions. The following disclaimer has been added to this table in

reference to this inclusion: "Raw numbers reflect the approximate percentage of the targeted population. These numbers may fall within the ACS 5-Year Estimates' margin of error. Caution should be taken when considering these numbers."

- **Page 27:** The addition of the number of people identifying as having a disability in each of the APO's member jurisdictions. The following disclaimer has been added to this table in reference to this inclusion: "Raw numbers reflect the approximate percentage of the targeted population. These numbers may fall within the ACS 5-Year Estimates' margin of error. Caution should be taken when considering these numbers."
- **Page 27:** The addition of a totals column at the bottom of the table.
- **Pages 30-32:** The addition of the number of people that speak English only, people that speak English less than "very well," Spanish speakers who speak English less than "very well," Other Indo-European Language speakers who speak English less than "very well," Asian and Pacific Island Language speakers who speak English less than "very well," and Other Language Speakers who speak English less than "very well." Total columns have been added at the bottom of these tables. The following disclaimer has also been added to these tables: "Raw numbers reflect the approximate percentage of the targeted population. These numbers may fall within the ACS 5-Year Estimates' margin of error. Caution should be taken when considering these numbers."
- **Page 35:** The addition of the number of housing units without a vehicle in each of the APO's member jurisdictions. The following disclaimer has been added to this table in reference to this inclusion: "Raw numbers reflect the approximate percentage of the targeted population. These numbers may fall within the ACS 5-Year Estimates' margin of error. Caution should be taken when considering these numbers."
- **Page 38:** The addition of the number of people age 65 and older in each of the APO's member jurisdictions. The following disclaimer has been added to this table in reference to this inclusion: "Raw numbers reflect the approximate percentage of the targeted population. These numbers may fall within the ACS 5-Year Estimates' margin of error. Caution should be taken when considering these numbers."
- **Pages 41-43:** The addition of Persons Age 18 and Younger demographic segment. This section includes a comparison table between the 2010 Census and the 2011-2015 ACS 5-Year Estimates; a table of the 2015 population, population age 18 and younger and percent of population age 18 and younger by APO member jurisdiction; a graph of this information; and a map.
- **Page 45:** The addition of a new Title VI/EJ/demographic area map showcasing sensitivity areas by Census block groups.
- **Pages 46-54:** The addition of the section on EJ and the Transportation Improvement Program. This section discusses the updated dollar amounts allocated for the FY 2019-2023 TIP. The section includes updated FY 2019-2023 TIP maps – the overall project map, the project map with high concentrations of minority populations, the project map with high concentrations of people with low-income – project investment tables comparing Environmental Justice populations with the dollar amount and percentage of investment in TIP projects and the inclusion of the FY 2019-2023 projects that are within an EJ area.
- **Page 55:** The elimination of social media references when it comes to ensuring materials are accessible to vision impaired users due to the use of a third party platform to convey messages.

- **Page 62:** Under the section "Development of the Transportation Improvement Program" the following statement has been eliminated from the minimum requirements that the TIP shall include:
 - "A list of additional 'illustrative' projects that would be included in the approved TIP if reasonable additional resources beyond the funds recognized in the required financial plan were available;"
- **Page 62:** Under the section "Development of the Transportation Improvement Program" the following statement has been added:
 - "Additionally, the TIP may also include a list of "illustrative" projects, which are projects that are desired or prioritized very highly, but for which funding is not currently available."
- **Page 62:** Under the section "Engagement tactics for the TIP" the following statement has been added:
 - "The presentation and question-and-answer portions of all public input meetings will be video recorded and posted to the APO website."
- **Pages 63-65:** Under the section "Changing the TIP," the APO has aligned its TIP amendment and modification policy to coincide with MnDOT. See page 4 of this memo for complete changes.
- **Pages 69-70:** The addition of stakeholders to the interested stakeholder list (Opportunity Services, Benton County Veteran Services Office, Care Cab, Tri-CAP, Elite Taxi, Stearns County Veteran Service Office, Sherburne County Veteran Service Office, Saint Cloud MTC, Greater St. Cloud Development Corp.). The addition also includes the following statement:
 - "All contractors and subcontractors performing work for the Saint Cloud APO will be required to follow the Title VI guidelines. Such assurance will be made at the time of establishing the contract."
- **Pages 101-105:** The addition of public comments received during this latest solicitation.

Recommended action: Executive Board Approval.

Changing the TIP

Changes to the TIP are defined as either technical corrections, administrative modifications, or amendments. Any changes to the TIP through the use of technical corrections, administrative modifications, or amendments must be reported to MnDOT to be accurately reflected in the Statewide Transportation Improvement Program (STIP).

In order to align the development process of the APO's TIP with MnDOT's STIP, the APO has elected to base its policies on the amendment and administrative modifications policies outlined in the memo ["FHWA/FTA and MnDOT Guidance for Formal STIP Amendments and Administrative STIP Modifications"](https://bit.ly/2O3AVRV) (<https://bit.ly/2O3AVRV>).

- **Technical Corrections:** Minor error corrections that do not change the substance of the TIP can be made by APO staff without public notice, TAC review, or Board approval. Examples of such errors include, but are not necessarily limited to, spelling, syntax, punctuation, verb agreement, project number changes to the TIP, and mathematical calculation errors as long as the correction of such errors does not substantially change the content of the TIP.
- **Administrative Modifications:** More than a minor error correction, administrative modifications make substantial changes to the content of the TIP, but do not require a coordinated review by FHWA or FTA, or a determination of conformity by these entities. No public notifications are required for administrative modifications. Administrative modifications require coordination with MnDOT. Administrative modifications shall be reviewed by the TAC and considered for approval by the APO Board.
 - *FHWA Administrative Modifications:* For projects using highway funds, administrative modifications are required based on the following criteria:
 - The increase or decrease in cost estimate meeting FHWA Administrative STIP Modification thresholds. Justification is required to maintain fiscal constraint. See Figure 37.
 - Identifying a new project from a federal set-aside in the same state fiscal year.
 - Change in TIP or STIP year. Projects are advanced or deferred within TIP/STIP years with no changes to cost or scope. Justification is required to maintain fiscal constraint.
 - The addition of a state funded project to the TIP, which is not regionally significant.
 - Converting a state funded project to a federally funded project with no changes to scope or cost. Justification is required to maintain fiscal constraint.
 - The change adds a locally funded project to an existing federally funded project in the TIP if the revised total project cost is greater than \$2 million. This applies to both MnDOT let and local let projects. No action required if the revised total project cost is less than \$2 million.
 - Adding or removing Advance Construction (AC) – includes adding new AC, increase or decrease existing AC amount, or taking an existing AC off a project.
 - Removing a project currently programmed in the TIP.
 - Splitting a project into two (2) or more projects. Splitting projects have to be located within the original planned location, no change in

combined total cost, and no shift in state fiscal year (MnDOT's Office of Transportation System Management's prior approval is required).

STIP (and TIP) Total Project Estimate Cost	Administrative STIP Modification required if increase/decrease more than:
<\$1,000,000	No Administrative STIP/TIP Modification is required when a STIP/TIP total project estimate cost is less than \$1 million AND the proposed total cost estimate remains less than \$1 million.
\$1,000,001 to \$10,000,000	20%
\$10,000,001 to \$100,000,000	10%
>\$100,000,000	Processing an Administrative STIP/TIP Modification for high profile projects (greater than \$100 million), which the change impacts financial constraint, requires prior collaborative discussion between MnDOT and FHWA.

Figure 41: FHWA Administrative STIP Modification Thresholds.

- *FTA Administrative Modifications:* For projects using transit funds, administrative modifications are required based on the following criteria:
 - Moving projects between years of the current approved TIP.
 - Changing FTA funding source such as changing from Section 5307 funds to Section 5339 funds or vice versa.
 - Changing federal funding from FTA funds to FHWA funds or vice versa. Fiscal constraint justification required.
- **Amendments:** Major changes to the TIP shall require an amendment.
 - *FHWA TIP Amendments:* For projects using highway funds, TIP amendments are required based on the following criteria:
 - The change adds a new individual FHWA funded project.
 - The change adds a regionally significant project as defined as a project that adds one (1) or more travel lanes for over one (1) mile, it involves the addition of an interchange on the National Highway System (NHS), and/or it involves the reconfiguration of an NHS interchange such that a movement is added or eliminated.
 - The change impacts financial constraint, including total cost increases or decreases meeting the Formal STIP Amendment thresholds. See Figure 38.
 - The change adds or removes a phase of work such as preliminary engineering, right-of-way, construction, etc. to the project which increases or decreases the total project cost.
 - The change results in project scope change to include, but is not limited to, changing work type such as bridge rehabilitation to replacement, resurface to reconstruct, adding additional work/bridge/lane/intersection/route.
 - The change in project limit/termini greater than 0.3 miles in any direction.
 - The change impacts air quality conformity for projects in an MPO.

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

Figure 42: FHWA STIP Amendment Thresholds.

- FTA TIP Amendments: For projects using transit funds, TIP amendments are required based on the following criteria:
 - The change adds new individual FTA funded projects to the current approved STIP/TIP.
 - The change increases the STIP/TIP total project estimate cost by more than 20 percent.
 - The change impacts air quality conformity for projects in an MPO.

An amendment to the TIP is also subject to the requirements of the public involvement process outlined herein. The public notice requirements as outlined earlier in this section are followed for amendments to the TIP. Following the public input process, amendments are reviewed by the TAC and considered for approval by the Board.



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: FY 2019-2023 Transportation Improvement Program Amendment
DATE: Nov. 26, 2018

Per the Oct. 4, 2018, Technical Advisory Committee (TAC) meeting, members approved a schedule to update the FY 2019-2023 Transportation Improvement Program (TIP) document. This amendment is the first of four regularly scheduled updates to the TIP.

Changes to the FY 2019-2023 TIP are as follows broken down by year and jurisdiction:

2019

Sartell: The City of Sartell is adding on to the scope of project number 220-591-005. Originally, this project was to construct Safe Routes to School (SRTS) infrastructure improvements along Seventh Street N and Fifth Street N in Sartell with total funds programmed at \$248,970. This project has since changed to improvements along Second Avenue N, Fifth Avenue N, and 2-1/2 Street N in Sartell. The total cost for this project has increased to \$2,467,154. The Federal contributions have remained the same for this project -- \$199,176 -- however, the local share has increased from \$49,794 to \$2,267,978. Fiscal constraint on this project has been maintained.

2020

Metro Bus: Saint Cloud Metropolitan Transit Commission – more commonly known as Metro Bus – has adjusted the total dollar amount for the purchase of three standard 35-foot replacement CNG fixed route buses (project number TRS-0048-20TA). The total project cost has decreased from \$2,250,000 to \$1,800,000. Fiscal constraint has been maintained.

2021

Metro Bus: Metro Bus has increased the number of less than 30-foot replacement CNG DAR replacement buses from one to three for project number TRS-0048-21TA. This has resulted in the increase of the total project cost from \$460,000 to \$690,000. Fiscal constraint has been maintained.

2023

Metro Bus: Metro Bus has made several changes to the projects currently programmed in FY 2023. These include:

- An increase in the total funding allocated for operating assistance. This has increased from \$9,500,000 originally programmed into the TIP to \$9,600,000.
- An increase in the total funding allocated for preventative maintenance. This has increased from \$1,300,000 originally programmed into the TIP to \$1,400,000.

- An increase in the total funding allocated for paratransit operating. This has increased from \$4,600,000 originally programmed into the TIP to \$4,700,000.
- An increase in the total funding allocated for Northstar Commuter operating. This has increased from \$1,300,000 originally programmed into the TIP to \$1,400,000.
- The secondary transit hubs project – a total of \$1,000,000 allocated under STBGP funding – has been deleted from the TIP.
- An increase in the total funding allocated for facility improvements and additions. This has increased from \$450,000 originally programmed into the TIP to \$1,450,000.
- The addition of the purchase of six less than 30-feet CNG DAR replacement buses. The total cost for this project is \$1,410,000 utilizing FTA funding.

No project numbers were available for Metro Bus for FY 2023. Fiscal constraint has been maintained for all of these changes.

Recommended action: Board approval.



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 APO Technical Advisory Committee
FROM: Staff
RE: Consideration of Beltway Concept
DATE: January 03, 2019

The Beltway concept is intended to provide a continuous arterial corridor around the greater Saint Cloud Metropolitan Area. When originally conceived, it was expected that the proposed Beltway project(s) would be needed to respond to forecasted increases in travel demand as the area grows. The prospective project(s) would consist of both increasing capacity on existing arterial roadways and constructing new corridors to carry large amounts of traffic volume around the region.

This project was first identified in the APO's 2010 Transportation Plan (adopted 1991). The most recent document identifying the projects need was completed in 2008, regarding the Southwest portion of the project, located in Stearns County.

In 2007, the APO used the regional travel demand model (TDM) to run three (3) scenarios for the year 2030. The forecasted volumes are shown in attachments 6B-6D.

Attachment 6B displays the 2030 Forecasted Volumes (as projected in 2007). This scenario assumes that the project would consist of a 4-lane urban street.

Attachment 6C displays the Full Build Out Forecasted Volumes. This scenario assumes the project will consist of a 6-lane divided urban street.

Attachment 6D also displays the Full Build Out Forecasted Volumes, but assumes a double-ring concept which combines a smaller 4-lane divided urban minor arterial beltway with a larger 4-lane freeway.

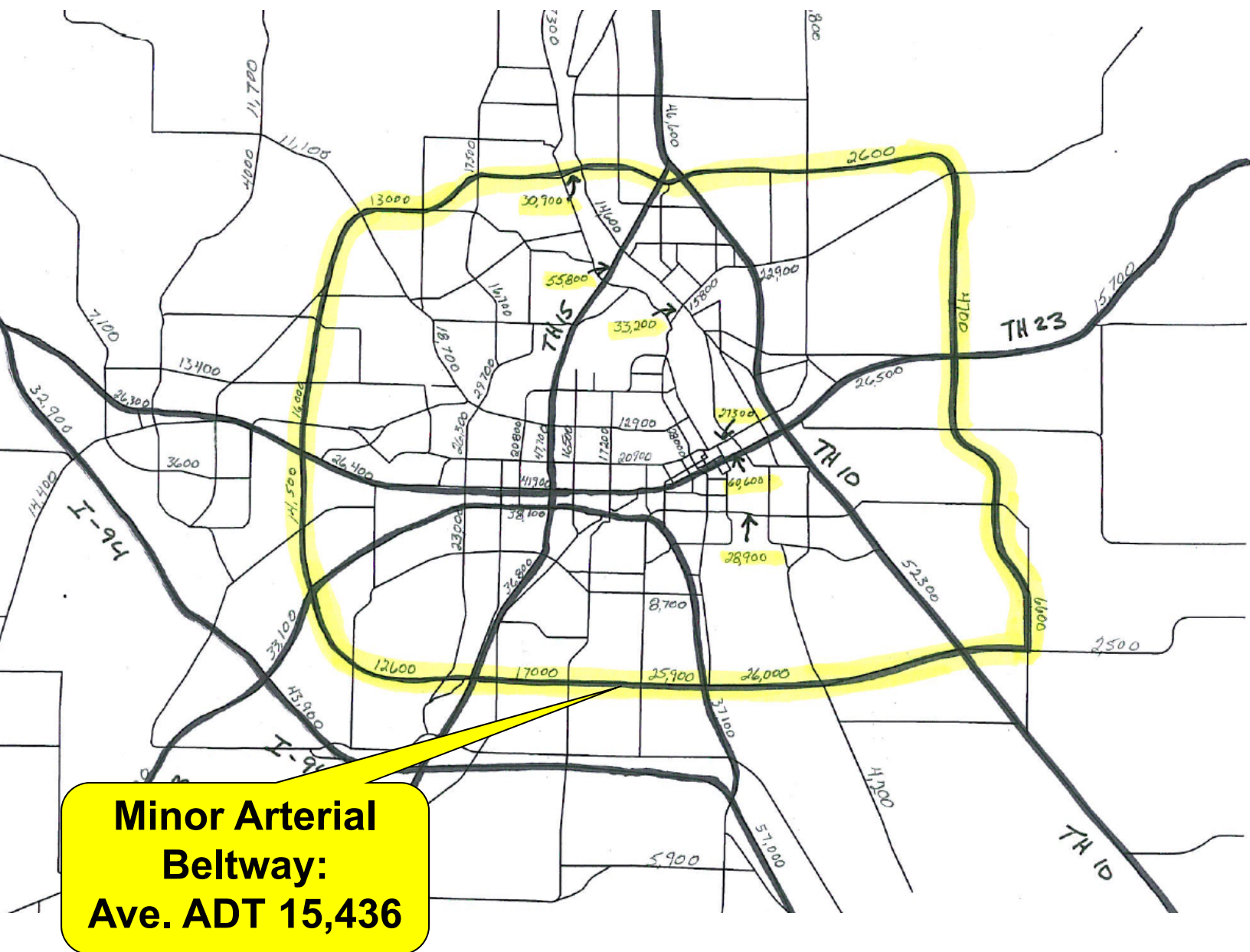
Attachment 6E exhibits the consensus of the previous planning documents regarding approximately where the project(s) would be located in each jurisdiction. The one exception is the Southwest Corridor which identified three (3) alternative alignments. The attachments show where the project(s) would intersect major intersections.

APO staff is seeking your input regarding as approximant alignment, to either include the beltway, double ring or some combination, and what the roadway section will look like (4 or 6 lane, divided or undivided, speed limit, etc.). The APO shall use this information on the TDM and run a scenario on the updated 2045 network.

Requested Action Today:

1. Discussion and consensus regarding the approximate location and characteristics of a theoretical beltway roadway so that it can be modeled

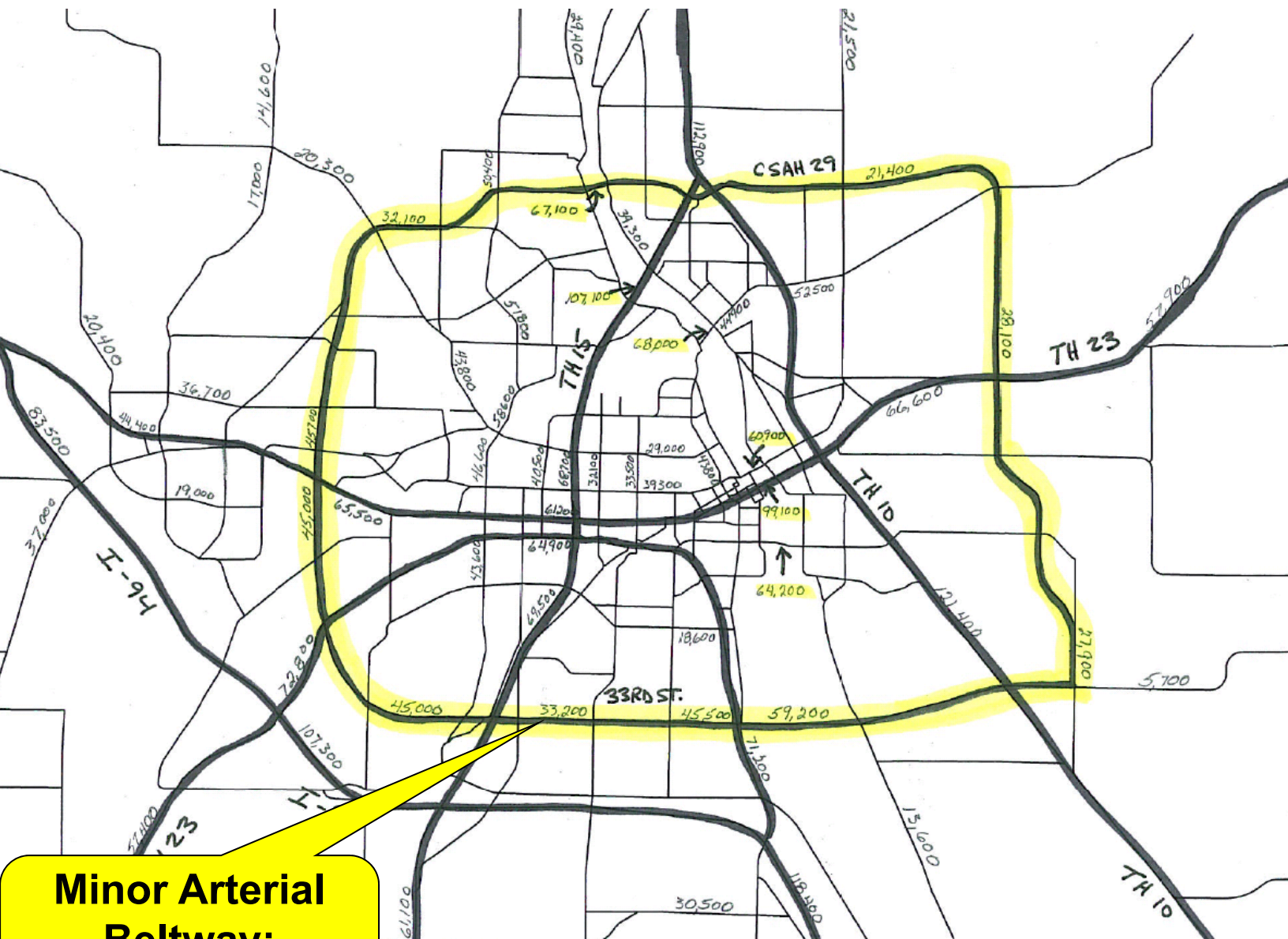
2030 ILLUSTRATIVE PLAN FORECASTED VOLUMES



Roadway Section	Threshold Volume
2-Lane Urban Street	10,000
3-Lane Urban Street	15,000
4-Lane Undivided Urban Street	20,000
4-Lane Divided Urban Street	35,000
4-Lane Expressway	40,000
6-Lane Divided Urban Street	50,000
6-Lane Expressway	55,000
4-Lane Freeway	60,000



BUILD OUT ILLUSTRATIVE PLAN FORECASTED VOLUMES



**Minor Arterial
Beltway:
Ave. ADT 40,927**

Roadway Section	Threshold Volume
2-Lane Urban Street	10,000
3-Lane Urban Street	15,000
4-Lane Undivided Urban Street	20,000
4-Lane Divided Urban Street	35,000
4-Lane Expressway	40,000
6-Lane Divided Urban Street	50,000
6-Lane Expressway	55,000
4-Lane Freeway	60,000

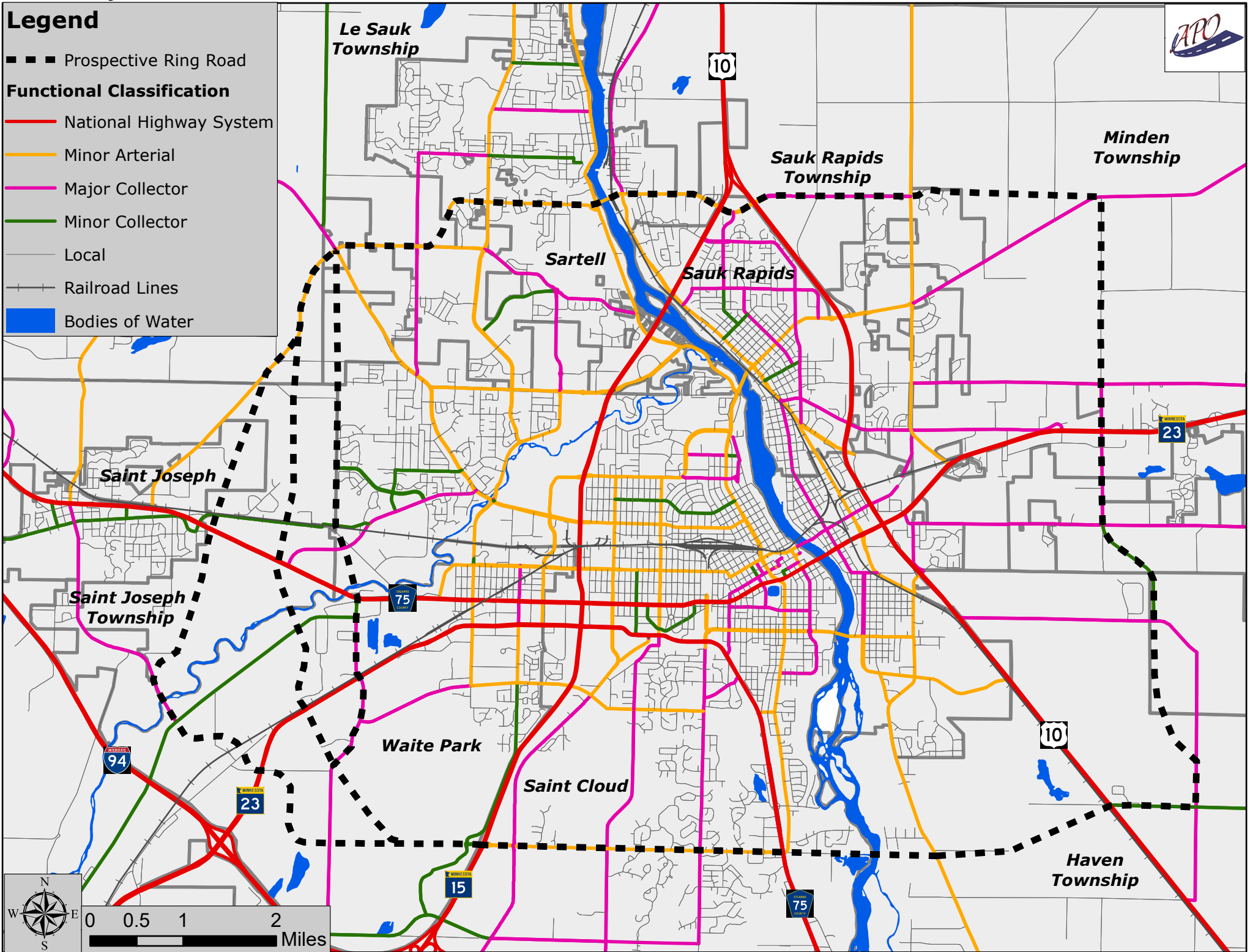
The map displays a network of roads and highways. Major highways include I-94, I-35, I-10, and I-17. Other roads shown are TH 23, TH 10, TH 15, and 33 RD ST. Numerous numerical values are scattered across the map, likely representing traffic volume or other metrics. A yellow callout box points to a location on I-94, labeled 'Minor'.

Roadway Section	Threshold Volume
2-Lane Urban Street	10,000
3-Lane Urban Street	15,000
4-Lane Undivided Urban Street	20,000
4-Lane Divided Urban Street	35,000
4-Lane Expressway	40,000
6-Lane Divided Urban Street	50,000
6-Lane Expressway	55,000
4-Lane Freeway	60,000



Legend

- ■ ■ Prospective Ring Road
- Functional Classification**
 - National Highway System
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
 - Railroad Lines
 - Bodies of Water



Legend

■ ■ ■ Prospective Ring Road

Functional Classification

— National Highway System

— Minor Arterial

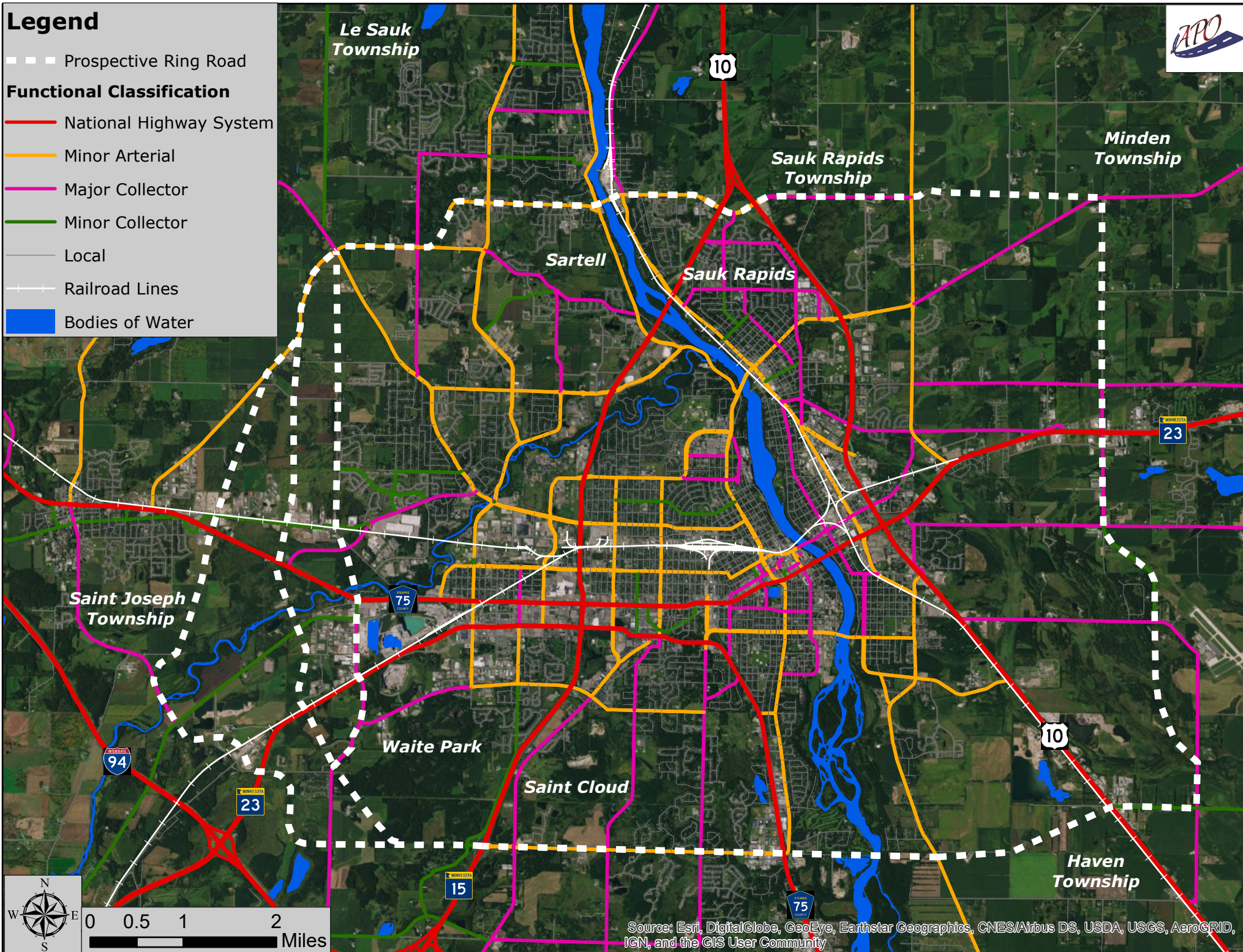
— Major Collector

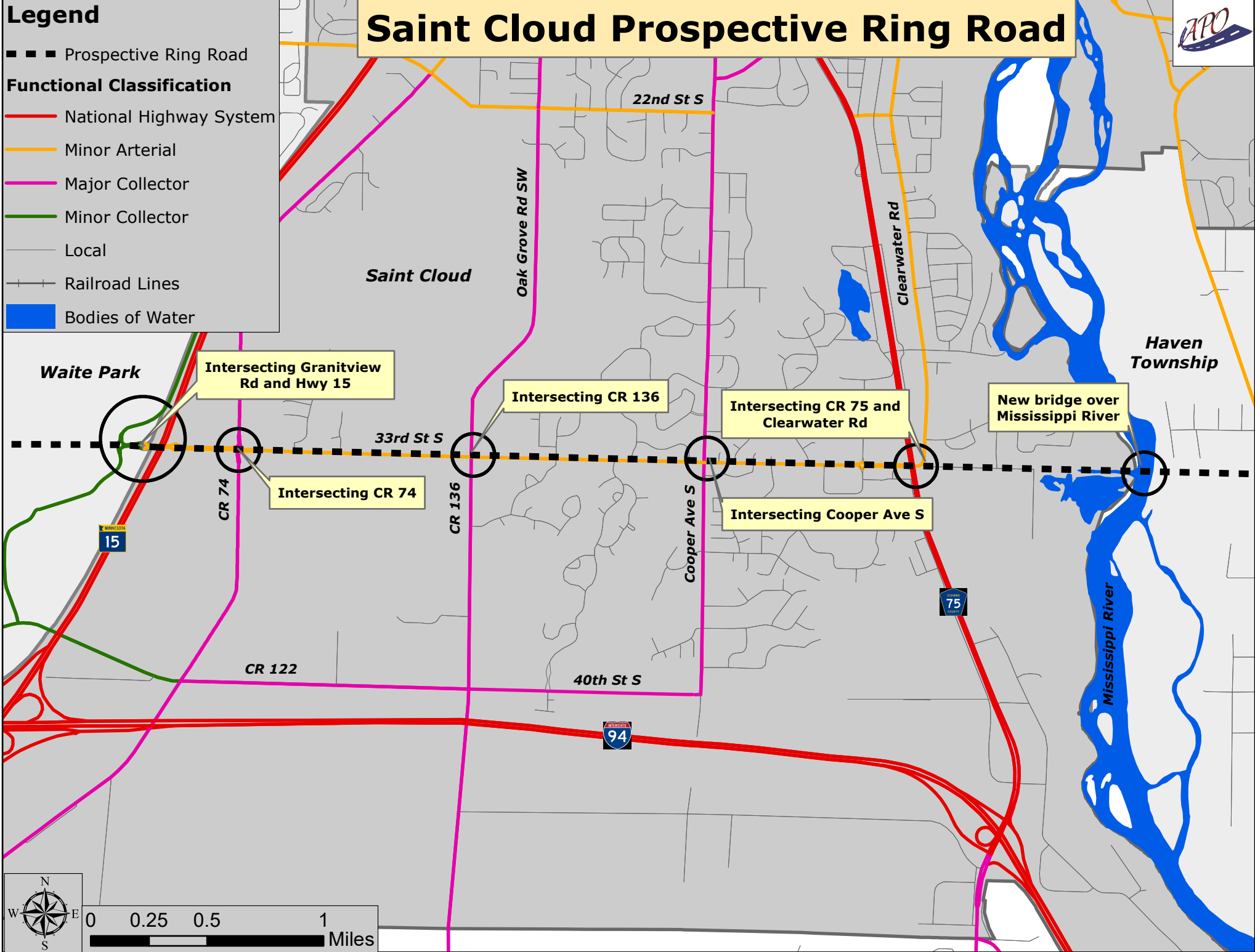
— Minor Collector

— Local

— Railroad Lines

— Bodies of Water

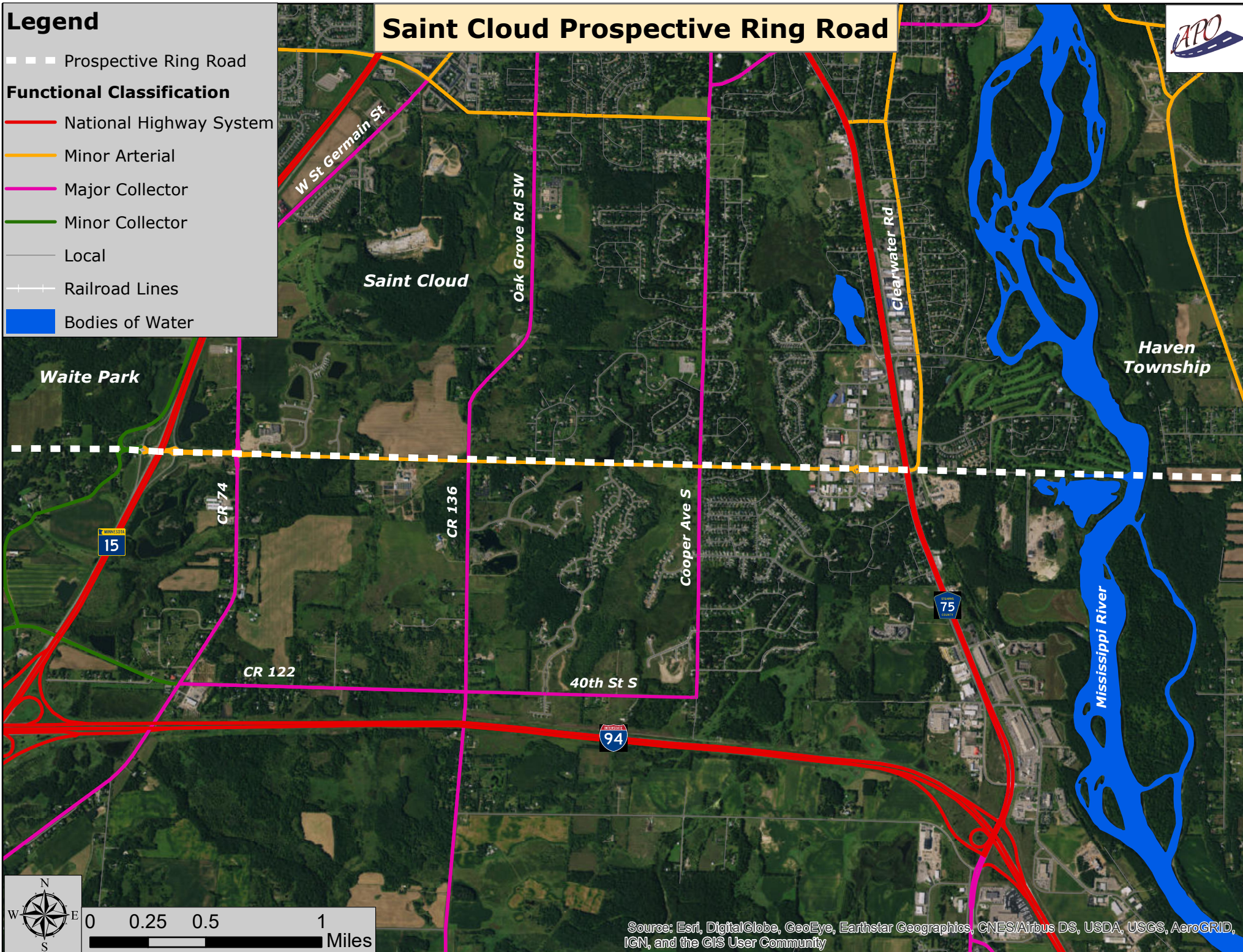




Legend

- Prospective Ring Road
- Functional Classification**
 - National Highway System
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
 - Railroad Lines
 - Bodies of Water

Saint Cloud Prospective Ring Road



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Legend

- ■ ■ Prospective Ring Road
- Functional Classification**
 - National Highway System
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
 - +—+— Railroad Lines
 - Bodies of Water

Functional Classification

— Minor Arterial

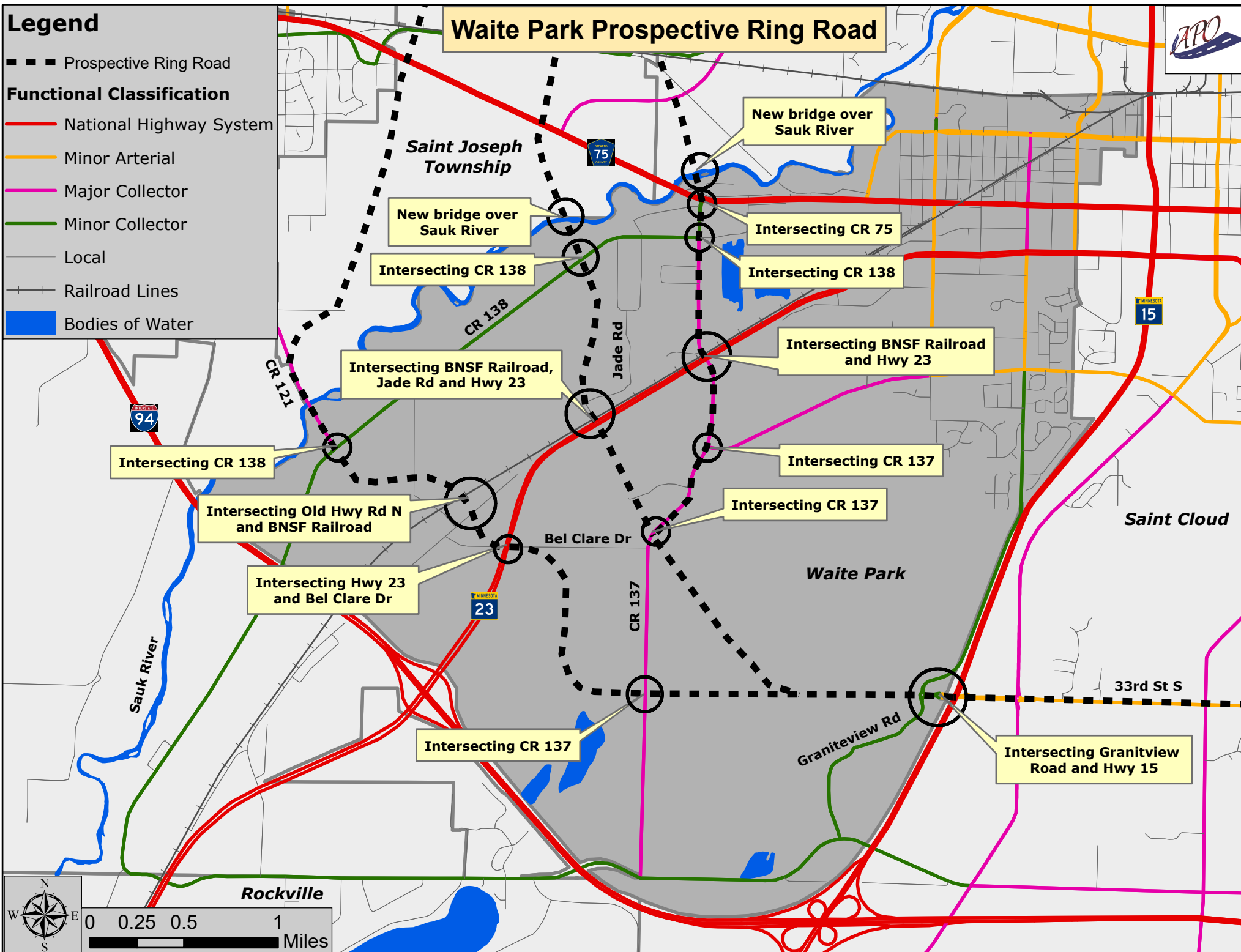
Major Collector

Minor Collector

Local

—+— Railroad Lines

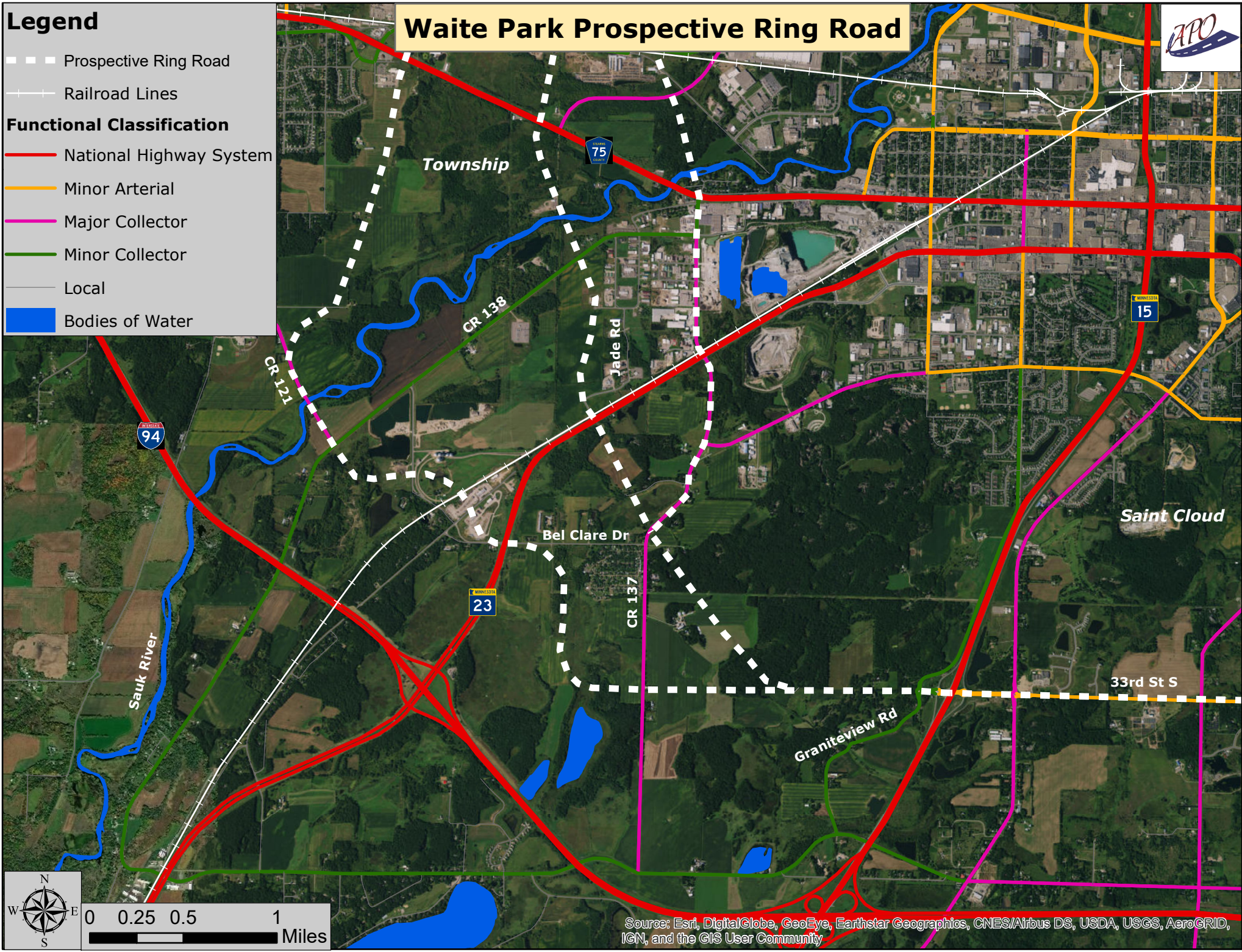
Bodies of Water



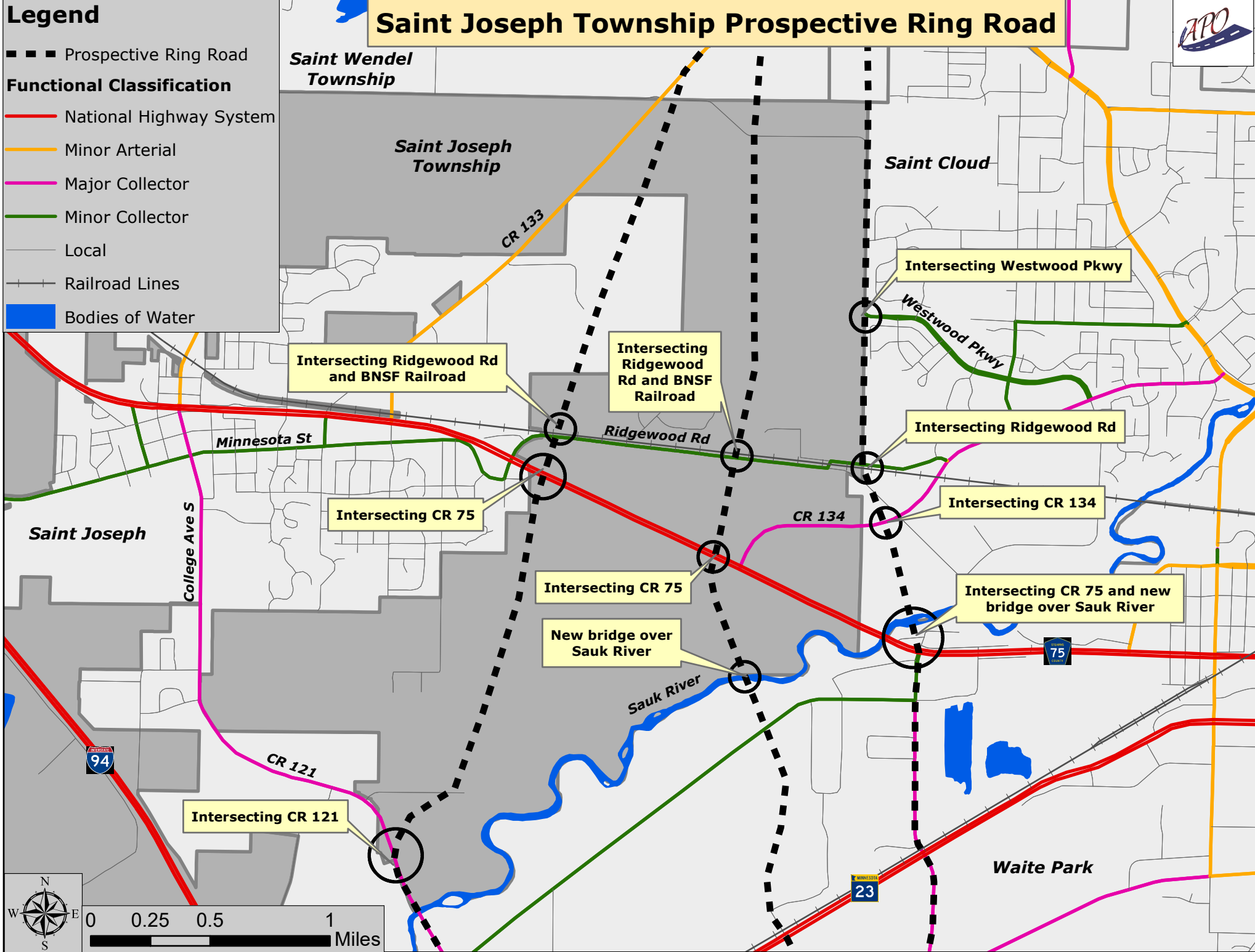
Legend

- Prospective Ring Road
- Railroad Lines
- Functional Classification**
 - National Highway System
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
- Bodies of Water

Waite Park Prospective Ring Road



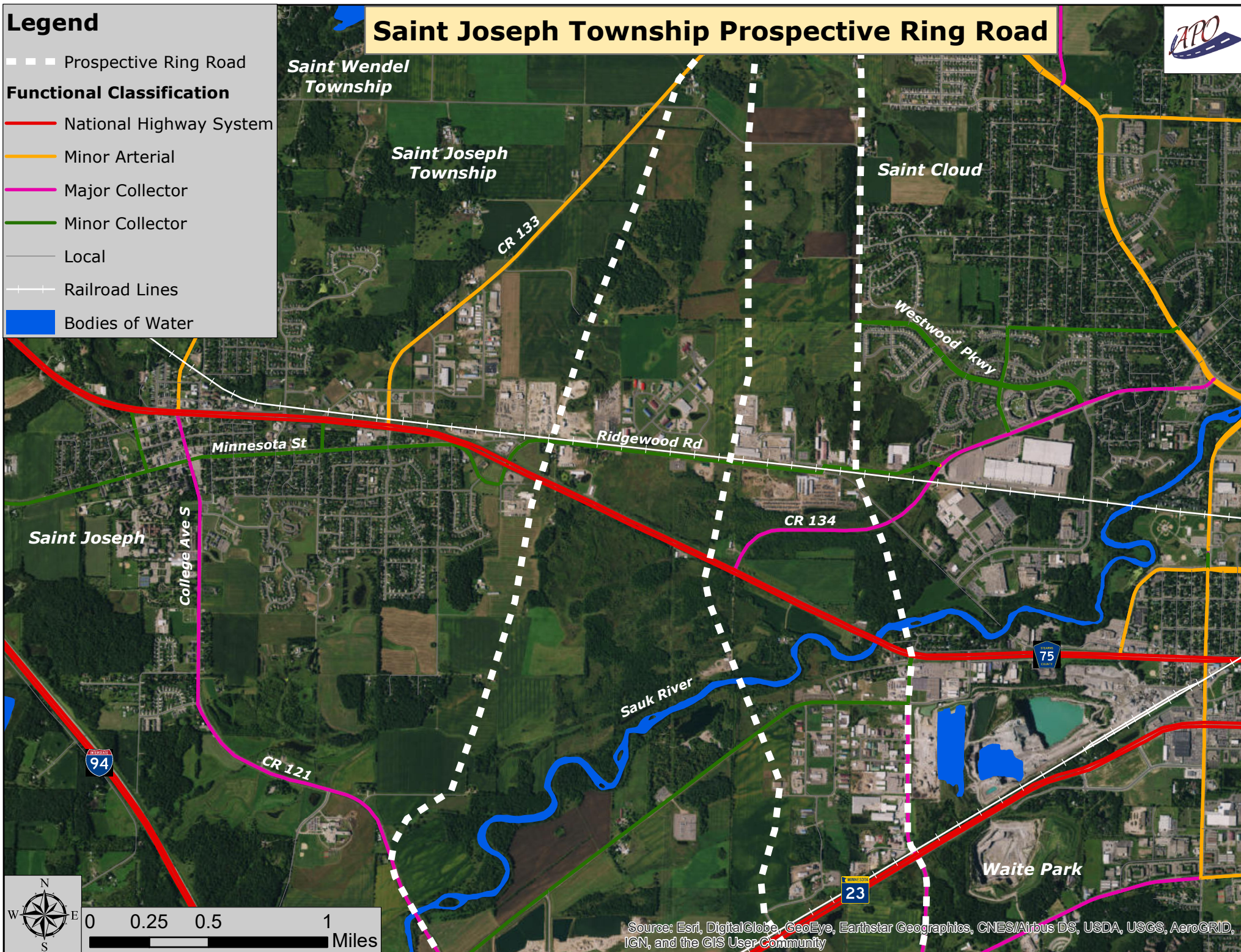
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

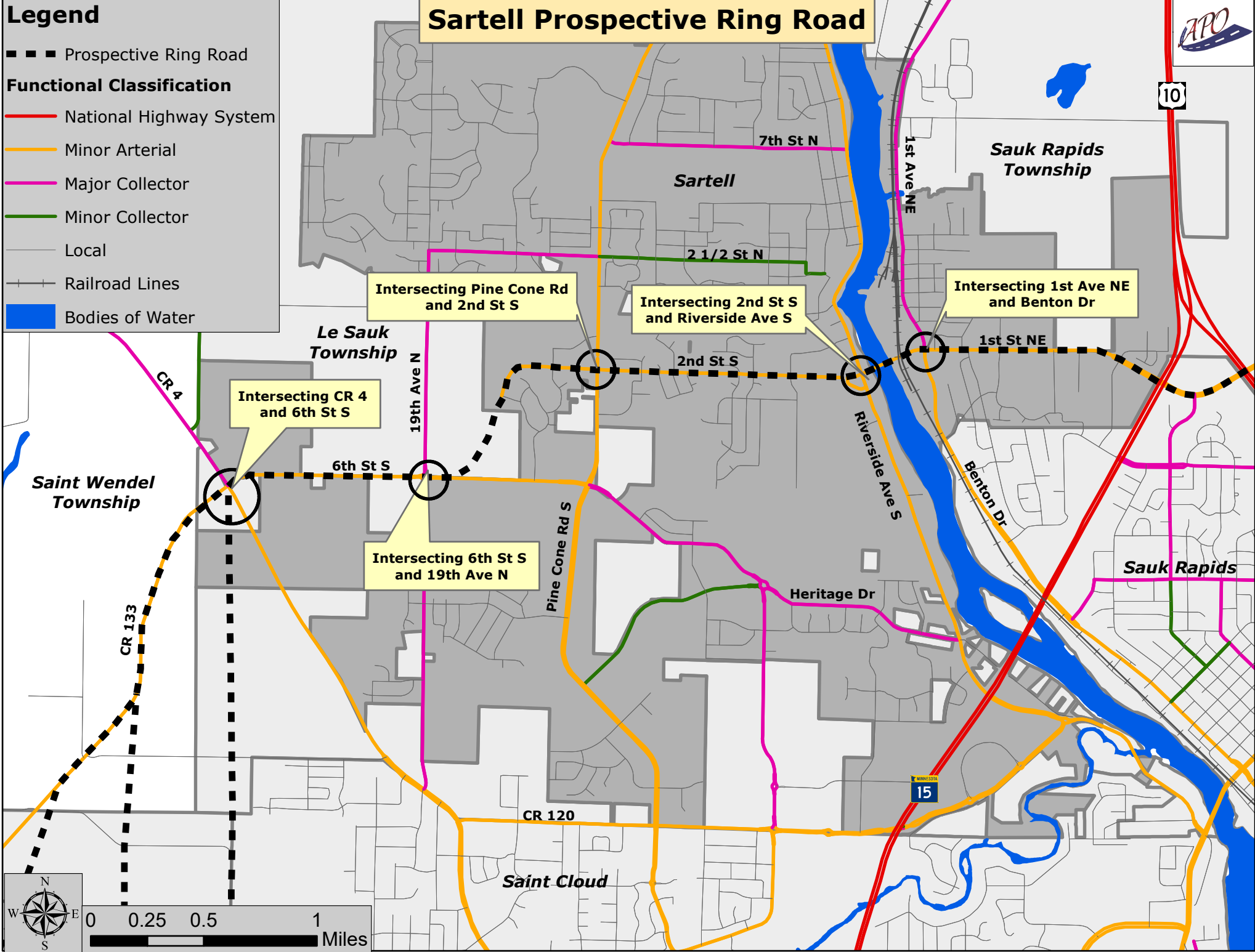


Legend

- Prospective Ring Road
- Functional Classification**
- National Highway System
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Railroad Lines
- Bodies of Water

Saint Joseph Township Prospective Ring Road

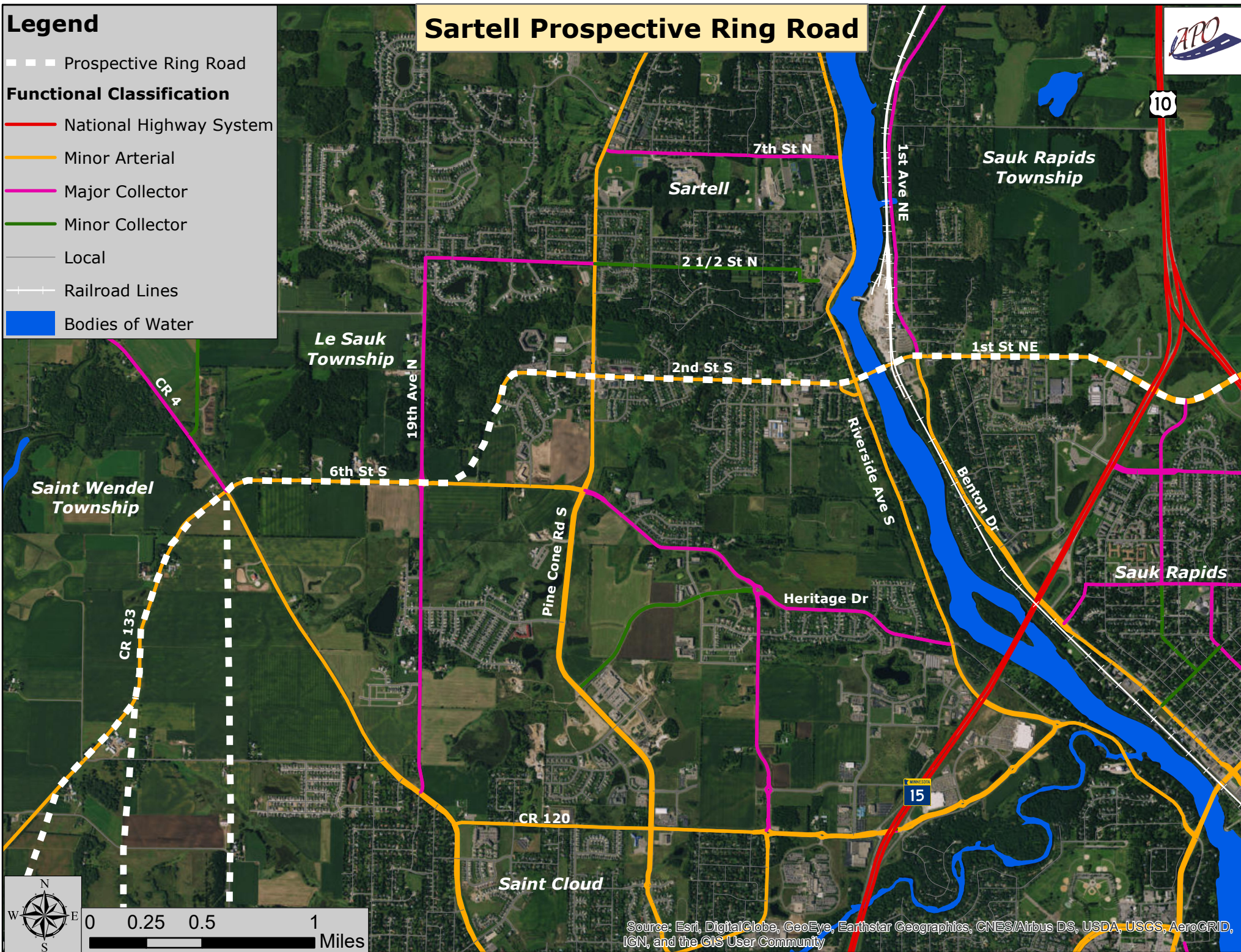




Legend

- Prospective Ring Road
- Functional Classification**
 - National Highway System
 - Minor Arterial
 - Major Collector
 - Minor Collector
 - Local
 - Railroad Lines
 - Bodies of Water

Sartell Prospective Ring Road



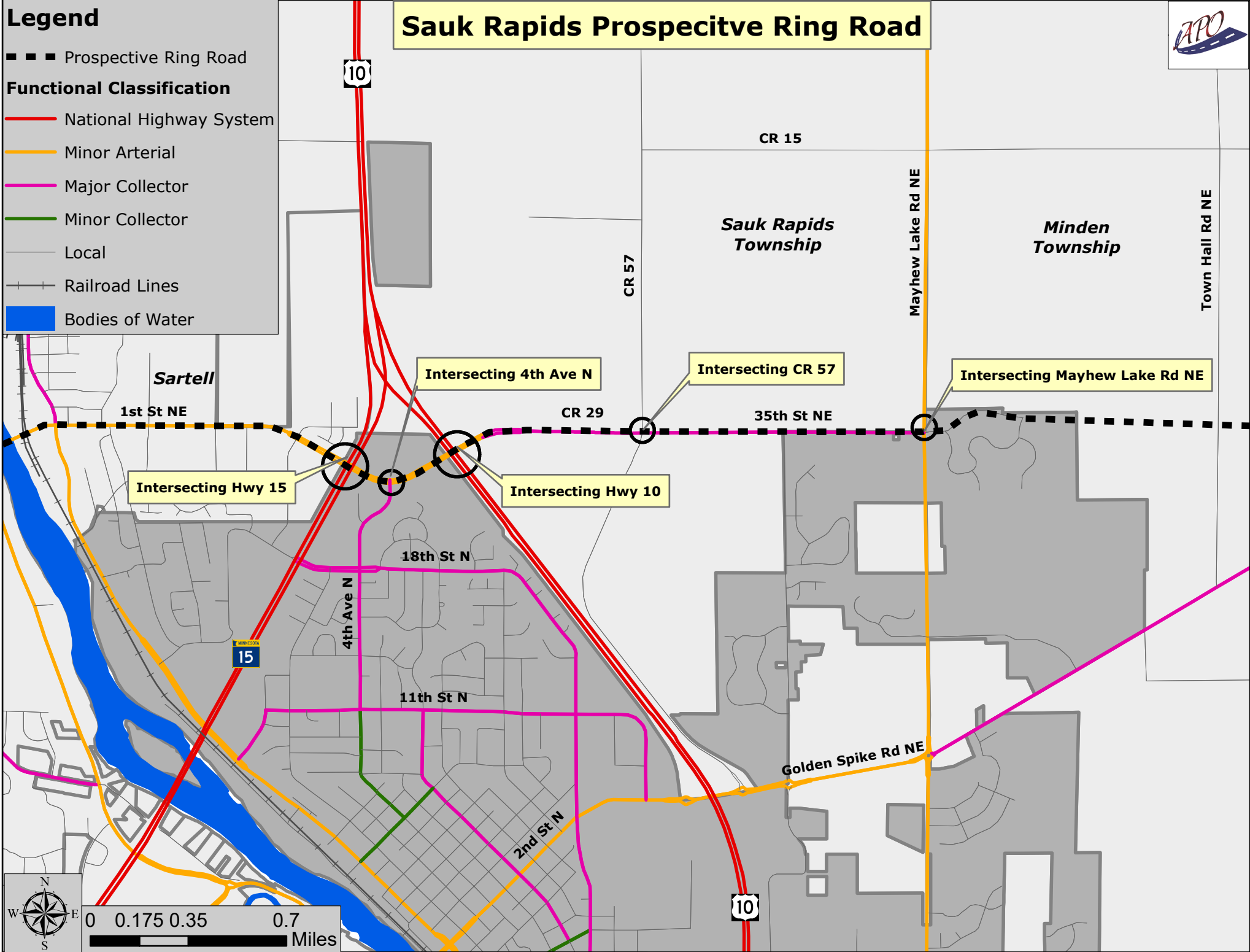
Legend

- ■ ■ Prospective Ring Road

Functional Classification

- National Highway System
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Railroad Lines
- Bodies of Water

Sauk Rapids Prospective Ring Road



Legend

■ ■ ■ Prospective Ring Road

Functional Classification

— National Highway System

— Minor Arterial

— Major Collector

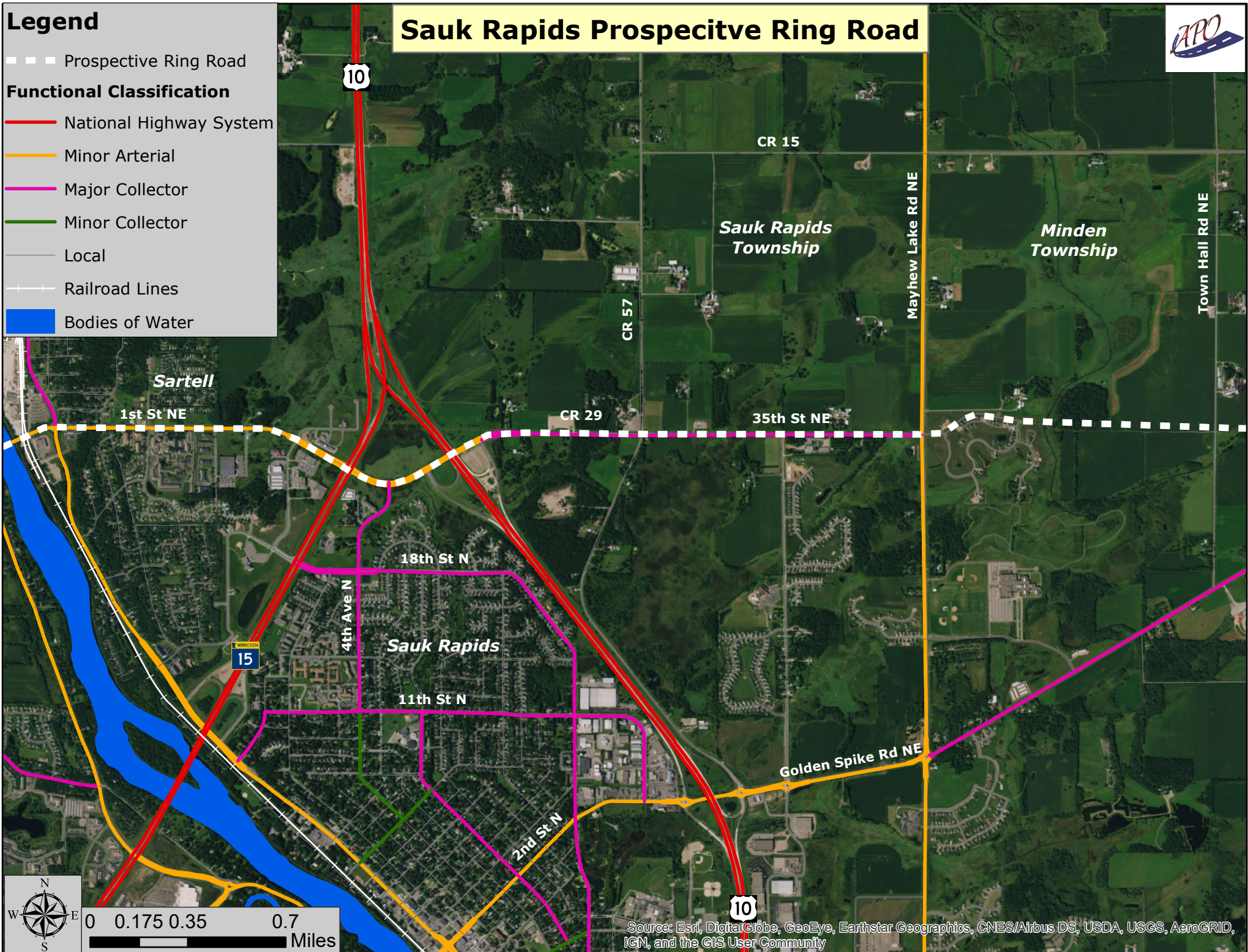
— Minor Collector

— Local

— Railroad Lines

■ Bodies of Water

Sauk Rapids Prospective Ring Road



Legend

■ ■ ■ Prospective Ring Road

Functional Classification

— National Highway System

— Minor Arterial

— Major Collector

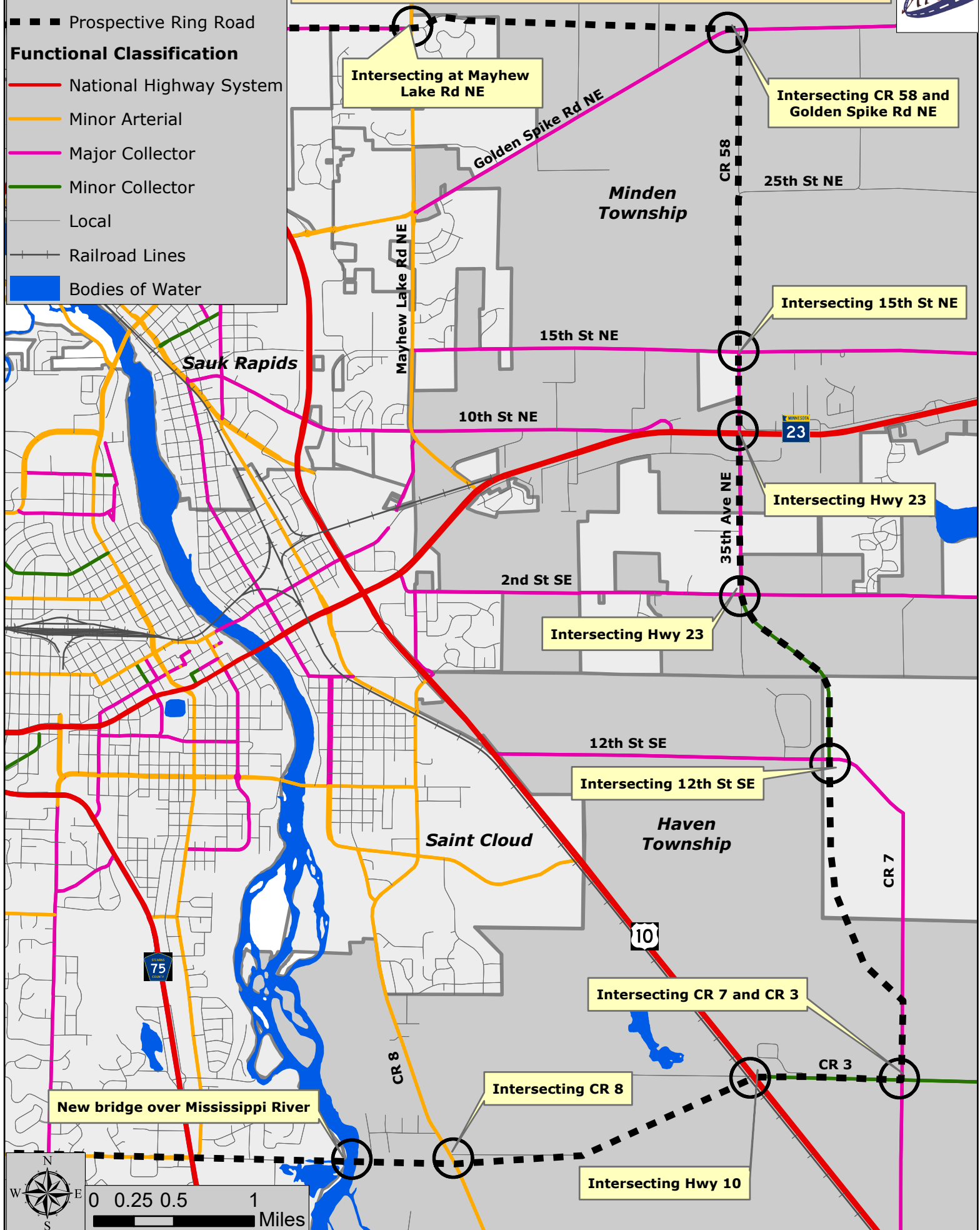
— Minor Collector

— Local

— Railroad Lines

■ Bodies of Water

Minden and Haven Township Prospective Ring Road



Legend

--- Prospective Ring Road

Functional Classification

— National Highway System

— Minor Arterial

— Major Collector

— Minor Collector

— Local

— Railroad Lines

— Bodies of Water

Minden and Haven Township Prospective Ring Road

