

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, AUG. 31, 2023 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
ZOOM OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-B*)
 - a. Approve minutes of July 27, 2023, TAC meeting (Attachment A)
 - b. Receive staff report of Aug. 10, 2023, Policy Board meeting (Attachment B)
4. Consideration of the 2024-2027 Transportation Improvement Program (TIP) (*Attachments C1-C2*), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
5. Consideration of the draft Looking Ahead 2050 Existing Conditions (Attachment D), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
6. Consideration of the draft Looking Ahead 2050 Environmental Section (Attachment E), *Alex McKenzie, Associate Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
7. Consideration of the draft Saint Cloud APO Urbanized Area Boundary (Attachment F), *James Stapfer, Transportation Planning Technician*
 - a. **Suggested Action: Recommend Policy Board approval.**
8. Other Business & Announcements
9. Adjournment

English

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Somali

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

Spanish

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

**SAINT CLOUD AREA PLANNING ORGANIZATION TECHNICAL ADVISORY
COMMITTEE (TAC) MEETING**

Thursday, July 27 @ 10:00 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10:00 a.m. Thursday, July 27, 2023. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Luke Langer	City of Saint Cloud
Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jon Noerenberg	City of Waite Park
Chris Byrd	Benton County
Andrew Witter	Sherburne County
Jodi Teich	Stearns County
Kari Theisen	City of Sartell
Steve Voss	MnDOT District 3
Randy Sabart	City of Saint Joseph
Scott Hedlund	City of Sauk Rapids

Non-Member Attendees:

Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician
Joe DeVore	KLJ Project Manager
Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner

Zoom Attendees

Sheri Wegner	ConnectAbility of MN, Executive Director
Jeff Lenz	MnDOT District 3
Haifeng Xiao	KLJ, TDM Modeler
Erika Shepard	MnDOT MPO Coordinator
Angie Tomovic	MnDOT DSA

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the May 25, 2023, TAC meeting.

- b. Receive staff report of June 8, 2023, Policy Board meeting.
- c. Receive staff report of June 15, 2023, Central Minnesota Area Transportation partnership (ATP-3) meeting.

Mr. Byrd made a motion to approve Consent Agenda Items. Ms. Teich seconded the motion. Motion carried.

Consideration of the 2050 MTP Cost and Initial 2050 Build Travel Demand Model Results.

Mr. DeVore presented project costs and travel demand model results for the 2050 Metropolitan Transportation Plan (MTP). Mr. Byrd asked about collector roadways showing a 206% increase in delay in the no-build scenario and if that means the commuter's time will be tripled. Mr. DeVore responded that the 206% increase in delay isn't area wide delay. However, several roadways are experiencing large amounts of delay, going from 20 seconds to a minute and a half of delay, which are overrepresented. Mr. Voss asked if the Interstate is only I-94. Mr. DeVore confirmed that. Mr. Voss added that expressways would be roadways like MN 15 and US 10. Mr. Voss asked how the short, mid, and long-term time bands were established for cost estimates. Ms. Johnson responded that the APO looked at historical expenditures for each jurisdiction and assumed a three percent inflation yearly. The jurisdictions prioritized each project, and once cost estimates were developed, the APO tried to fit each project within a time band, with the highest-rated projects in the short time band. Mr. DeVore stated that KLJ included all projects within MnDOT's CHIP and grouped them into reconstruction. Mr. Voss stated there might be a disconnect between the CHIP and what is being shown, and also, in the list, there are a lot of MNDOT reconstruction projects, but they are not listed that way in the CHIP. Mr. Gibson stated that it's a wording choice in the MTP. The MTP only looks at expansion and reconstruction projects, so overlays would be considered reconstruction in the MTP. Mr. Voss and Mr. Lenz will work with the APO and KLJ on a solution. Mr. Byrd stated that Benton CSAH 29 is shown as overcapacity in the build scenario but is included as a three-lane expansion project; what else can be done to improve the situation? Mr. DeVore responded that intersection capacity improvements might be made to improve the corridor. Mr. Xiao told the group there aren't intersection capacity improvements in the model, but changing the functional classification or the project from a divided roadway would add more capacity. Mr. DeVore concludes that microsimulation isn't possible at this level, and maybe this corridor warrants a more in-depth study. Mr. Gibson added that projects must be in the MTP to be eligible for federal funding and that the UPWP is meant to help implement MTP projects, such as doing corridor studies. Ms. Theisen asked if the project costs are accounting for just construction costs. Mr. DeVore confirmed but added that the cost and a 15% contingency included right-of-way acquisition. Ms. Theisen added that she may have a couple of project changes and will send them to Ms. Johnson. Mr. Langer asked about receiving congressionally directed spending from the State for University Drive and how that relates to the TIP. Ms. Johnson will ask Ms. Shepard. Mr. Gibson added that KLJ will

also be modeling the build scenario with the beltline projects added. Mr. Byrd asked if intersection improvements need to be added to the MTP, and if those intersections intersect with a MnDOT corridor, would MnDOT also need to add that project? Mr. Gibson said MnDOT would need to be on board to show the project. Mr. Witter asked how the beltline scenario plays into the fiscal constraint of the plan. Mr. Gibson said the beltline isn't fiscally constrained but is modeled to show how it will impact the network and its need. Mr. Witter added that Sherburne County has leftover money that could be used to show some beltline projects. Mr. Gibson received verbal confirmation to show proposed projects.

Discussion item only.

Consideration of the draft Looking Ahead 2050 Metropolitan Transportation Plan (MTP) Transportation Visioning Themes

Ms. Johnson presented the draft Metropolitan Transportation Visioning Themes. Through the course of approximately two years, APO staff researched, developed, and conducted a visioning process. During this time, APO staff documented nearly 2,000 responses through a variety of means, including both in-person and online engagement strategies. Each of these responses was recorded and categorized into six themes in which the public believes the region should be heading by planning horizon 2050. The second public engagement period, which ran from early December through January 2023, asked the public to weigh in if these six visioning themes should remain a priority for the region as APO staff moved into the latter half of the MTP development – including project identification. During this second public input period, staffers received nearly 160 survey responses. In addition, staffers hosted or participated in seven in-person meetings and held three focus groups with students from all three Boys and Girls Clubs of Central Minnesota locations. Overall, responses reaffirmed APO staff's proposed visioning themes. Ms. Teich asked if the priority ranking of themes had anything to do with outreach to certain focus groups. Ms. Johnson said possible, but most of the APO's outreach was after the themes were developed. Mr. Voss stated that the themes will help with strategies, goals, and objectives in the MTP and can also influence the scoring criteria of STGBP funding. Ms. Teich asked if the scoring criteria for the STGBP funding were altered, it would do so by the TAC and be sent to the Policy Board. Ms. Johnson confirmed and added that the goals in the MTP will be input into the STGBP scoring criteria. Ms. Teich asked if the MTP would show the priority order, and Ms. Johnson stated that it would be in the appendices. Ms. Johnson clarified that the priority rankings are how the public felt was most important to them, not necessarily what the TAC thinks is the most important.

Mr. Noerenberg made a motion to recommend Policy Board approval of the draft Looking Ahead 2050 Metropolitan Transportation Plan (MTP) Visioning Themes. Mr. Borgerding seconded the motion. Motion carried.

Consideration of the draft Saint Cloud APO Urbanized Area Boundary

Mr. Stapfer presented the draft Saint Cloud APO Urbanized Boundary. The urban area boundaries must be adjusted to reflect population changes after each decennial census. Mr. Byrd asked about the difference between the urbanized area and the APO's planning boundary. Mr. Voss stated that there are different spacing guidelines for functionally classified roadways once an area is considered urban versus rural, which is one reason the urbanized boundary matters. Mr. Gibson added that there is a potential funding impact, such as transit funding. Any route not within the urbanized boundary has a different funding source. Another reason Mr. Gibson brought up was that when the urbanized area exceeds the APO's planning boundary, new townships or cities, such as Lyden Township, may be eligible for inclusion into the APO. Ms. Johnson brought up the Carbon Reduction Program (CRP) and funding eligibility within and outside the urbanized area boundaries. Mr. Voss mentioned that STGBP funding allocation has population thresholds based on the urbanized population. Mr. Gibson stated that there are guidelines for what areas can be included in the urbanized area boundary. Ms. Johnson brought up Mr. Sabart's email about including future development areas in the boundary. Mr. Gibson stated that any area that may develop within the next 20 years could be added to the boundary. Mr. Witter added in future schools and if the airport should be included in the boundary. Mr. Gibson questioned if the airport was a significant traffic generator and if the distance would fit the guidance. Mr. Byrd asked if there is guidance or rules on how much we can expand the boundary. Mr. Stapfer responded with a half mile to one and a half miles from the proposed urbanized area boundary.

Discussion item only.

Consideration of the 2024-2025 Unified Planning Work Program (UPWP)

Mr. Gibson presented on the Unified Planning Work Program (UPWP). The UPWP is both our budget and our work plan. It identifies funding sources, revenues, expenditures, and the tasks we expect to accomplish each calendar year. Mr. Gibson needs to provide an UPWP to MnDOT by Sept. 1 each year to ensure our funding is properly obligated before Jan. 1 of the following year. Ms. Teich asked if budget increases could be reviewed earlier in the year before the counties and cities pass their budgets. Mr. Gibson stated that he would try.

Ms. Teich made a motion to approve the 2024-2025 Unified Planning Work Program. Ms. Theisen seconded the motion. Motion carried. Mr. Voss abstained from voting.

Consideration of the 2023 Regional Transportation Priorities

Mr. Gibson presented the 2023 regional transportation priorities. Each year the APO Board Chair and Executive Director travel to Washington DC to meet with members of Congress (or their senior staff) to present the APO's regional transportation

priorities. Mr. Voss stated that 10% of the Corridors of Commerce grant money is being held back for planning and design work. Mr. Gibson stated that he is looking for regional priorities that can't be funded merely in local dollars. Options could include the Mississippi River crossing or an environmental study of the beltline. Ms. Teich mentioned that the Mississippi River crossing has independent utility even if the rest of the beltline was never constructed. Mr. Byrd questioned whether the TAC was ready to commit to constructing the beltline before the bridge was built. Mr. Byrd stated that CSAH 29 has no funding for the corridor yet, and Ms. Teich agreed that corridor is regionally important. Ms. Teich also stated that it is too early to request the University Drive bridge expansion money. Mr. Witter asked where MnDOT is with the US 10 improvement between Saint Cloud and Clear Lake. Mr. Voss stated they received funding for phase 1 of the study, but specifics haven't been solidified. Ms. Teich asked if HWY 15 would be a priority since Corridors of Commerce money isn't guaranteed. Mr. Gibson feels like it's a top priority of the region, but since there is interest at the state level, the ask might not be needed, but he will add it. Mr. Gibson stated that the three priorities he has now are HWY 15, US 10, and CSAH 29

Ms. Teich made a motion to approve the 2023 Regional Transportation Priorities. Mr. Byrd seconded the motion. Motion carried. Mr. Voss abstained from voting.

Other Business and Announcements

Ms. Johnson stated that the TIP is out for public comment until August 11.

ADJOURNMENT

The meeting adjourned at 12:02 p.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: August 15, 2023

A Policy Board meeting was held on Thursday, August 10, 2023. The Board took the following actions:

1. They approved the draft 2024-2025 Unified Planning Work Program as recommended by the TAC, **EXCEPT** they chose to delay the bridge environmental work by one year. Over the course of the next 8 months or so, they want to have a deeper conversation about the beltline corridor and cost-sharing in its development. The extra time also allows them time to better budget for the local match necessary to do the environmental work.
2. They approved the regional transportation vision for the 2050 Metropolitan Transportation Plan (MTP), as recommended by the TAC.
3. They approved the following projects as our regional transportation priorities for 2024:
 - a. Improving US-10 per the recently-completed MnDOT plan;
 - b. Extending Benton County CSAH 29; and
 - c. Improving the common intersections of MN-15 and MN-23.
4. They received the draft 2050 MTP project lists and were asked to provide any changes/feedback by noon on Friday, Aug. 11th (we received no requests for changes)
5. They heard a short presentation on the urban area boundaries and the fact that it now extends into Lynden Township in Stearns County and what the possible implications of that may be for our planning area designation.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Final Draft FY 2024-2027 Transportation Improvement Program
DATE: Aug. 18, 2023

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

The 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. In addition, all projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The TIP spans a period of four fiscal years and is updated on an annual basis.

For the past several months APO staff have been cooperatively working with local jurisdictions, Saint Cloud Metropolitan Transit Commission (more commonly known as Saint Cloud Metro Bus), and Minnesota Department of Transportation (MnDOT) District 3 staff to produce the yearly update to the APO's TIP.

This update will span the four fiscal year period of 2024 through 2027.

At the June 8, 2023, APO Policy Board meeting, Policy Board members – upon the recommendation of the APO's Technical Advisory Committee (TAC) – voted to release the draft FY 2024-2027 TIP out for a 30-day public comment period.

APO staff released the document on July 12, 2023. Public comment concluded on Aug. 11, 2023.

As part of the public period, APO staff have done the following in accordance with the APO's Stakeholder Engagement Plan (SEP):

- Published a legal notice in the St. Cloud Times.
- Contacted those individuals who have expressed interest in APO planning activities via email.
- Contacted those organizations that work closely with traditionally underrepresented populations.
- Developed 12 online surveys pertaining to the projects listed in the TIP that have yet to be constructed. These surveys did not contain advance construction projects listed in the TIP that are only awaiting Federal reimbursement.
- Posted information about how to provide public comment on the draft 2023-2026 TIP on the APO website, the APO's Facebook page, the APO's Instagram account,

E. admin@stcloudapo.org W. stcloudapo.org

and the APO's TikTok account.

- Hosted an in-person open house at the Saint Cloud branch of the Great River Regional Library on Wednesday, July 26, and a virtual open house via Facebook Live on Tuesday, July 25.
- Shared social media information with social media accounts connected to local agencies and jurisdictions.

APO staff received one comment from the in-person engagement event. This can be found in Chapter 5 of the 2024-2027 TIP. APO staff received 22 responses to the 12 online surveys. A complete list of those comments can be found in Appendix C of the draft.

Comments specific to each jurisdiction/agency will be compiled and distributed to each jurisdiction for their individual review.

To view the final draft of the 2024-2027 TIP, please follow this link:

<https://tinyurl.com/4v9ur7ft>. Attachment C2 is a copy of all the projects to be included in the APO's 2024-2027 TIP.

With your recommendation, APO staff will bring the final draft version of the APO's 2024-2027 TIP to the APO's Policy Board for final approval. Once approved, APO staff will submit the final version to MnDOT to be incorporated into the State Transportation Improvement Program (STIP). From there, the STIP will need to be approved by Federal Highway and Federal Transit Administrations.

Suggested Action: Recommend Policy Board approval of the final draft of the APO's 2024-2027 TIP.

Saint Cloud Area Planning Organization FY 2024-2027 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	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
									\$181,317,148	\$1,250,000	\$29,163,801				\$33,801,951			\$3,696,006	\$9,917,600	\$3,476,344			\$0	\$104,957,452	\$151,211,203
TRANSIT	TRF-0048-24H	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	11,550,000										1,500,000					10,050,000	11,550,000
TRANSIT	TRF-0048-24I	2024	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	5,775,000															5,775,000	5,775,000
TRANSIT	TRF-0048-24J	2024	SAINT CLOUD	ST CLOUD MTC -- NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,450,000															1,450,000	1,450,000
TRANSIT	TRF-0048-24E	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	80,000										64,000					16,000	80,000
TRANSIT	TRS-0048-24F	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE EIGHT (8) CLASS 400LF CNG REPLACEMENT BUSES	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	3,080,000				2,464,000	2,464,000										616,000	3,080,000
TRANSIT	TRF-0048-24G	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	105,000										84,000					21,000	105,000
TRANSIT	TRF-0048-24K	2024	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,810,000										1,448,000					362,000	1,810,000
TRANSIT	TRF-9503-24	2024	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	0	NB	TRANSIT VEHICLE PURCHASE	FTA	197,000										157,600					39,400	197,000
LOCAL STREETS	071-070-042AC	2024	SHERBURNE COUNTY	**AC**INSTALL INTERSECTION STREET LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS (PAYBACK 1 OF 1)	0	SH	LIGHTING	HSIP	331,200						331,200		331,200								
LOCAL STREETS	071-070-044	2024	SHERBURNE COUNTY	INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS	0	SH	LIGHTING	HSIP	524,000			471,600		471,600										52,400	524,000
LOCAL STREETS	071-070-045	2024	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS ON VARIOUS SHERBURNE COUNTY ROADS	0	SH	OTHER	HSIP	180,000			162,000		162,000										18,000	180,000
LOCAL STREETS	071-596-008	2024	SHERBURNE COUNTY	**AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025)	0.1	LP	NEW PAVEMENT - BIT	STBGP<5K	1,500,000									1,000,000		1,200,000		1,200,000		300,000	2,500,000
HIGHWAY CSAH 75	073-675-041AC1	2024	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 1 OF 2).	1	RS	MILL AND BIT OVERLAY	NHPP	615,055						615,055		615,055								
HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM	0.5	MC	NEW PAVEMENT - BIT	STBGP 5K-200K	2,500,000			1,458,355		1,458,355										1,041,645	2,500,000

Saint Cloud Area Planning Organization FY 2024-2027 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$181,317,148	\$1,250,000	\$29,163,801				\$33,801,951			\$3,696,006	\$9,917,600	\$3,476,344			\$0	\$104,957,452	\$151,211,203
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	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
				CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 2 OF 2)																					
TRANSIT	TRF-0048-26A	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,430,600										1,500,000					10,930,600	12,430,600
TRANSIT	TRF-0048-26B	2026	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,215,000															6,215,000	6,215,000
TRANSIT	TRF-0048-26C	2026	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,516,000															1,516,000	1,516,000
TRANSIT	TRS-0048-26A	2026	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,120,000				1,696,000	1,696,000										424,000	2,120,000
TRANSIT	TRF-0048-26D	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000										12,000					3,000	15,000
TRANSIT	TRF-0048-26E	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; FOUR (4) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	160,000										128,000					32,000	160,000
TRANSIT	TRF-0048-26F	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000										200,000					50,000	250,000
TRANSIT	TRF-0048-26G	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000										20,000					5,000	25,000
TRANSIT	TRF-0048-26I	2026	SAINT CLOUD	ST. CLOUD MTC; PURCHASE TWENTY-THREE (23) CLASS 700 REPLACEMENT CNG BUSES	0	TR	TRANSIT VEHICLE PURCHASE	LF	15,295,000															15,295,000	15,295,000
LOCAL STREETS	162-153-003	2026	SAINT CLOUD	**AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027)	0.8	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	1,481,114			239,114		239,114				1,560,886						1,242,000	3,042,000
LOCAL STREETS	220-070-001	2026	SARTELL	PINECONE ROAD/7TH ST NORTH INTERSECTION, INSTALL SIGNAL SYSTEM	0	SH	TRAFFIC SIGNAL INSTALL	HSIP	550,000			400,000		400,000										150,000	550,000
LOCAL STREETS	220-090-005	2026	SARTELL	CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL	0	BT	NEW TRAIL	STBGTAP 5K-200K	486,450			389,160		389,160										97,290	486,450

Saint Cloud Area Planning Organization FY 2024-2027 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total	
									\$181,317,148	\$1,250,000	\$29,163,801				\$33,801,951			\$3,696,006	\$9,917,600	\$3,476,344			\$0	\$104,957,452	\$151,211,203	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	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	
LOCAL STREETS	191-104-008	2026	SAUK RAPIDS	2ND AVE S(MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001)	0.4	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	4,350,000			1,400,000			1,400,000										2,950,000	4,350,000
HIGHWAY MN 15	0509-37	2026	MNDOT	**BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE	0	BR	BRIDGE REPLACEMENT	BFP	7,600,000		6,000,000			6,000,000						1,600,000		1,600,000				7,600,000
LOCAL STREETS	05-00128	2026	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT M343, 4 1/2 ST NE, ST CLOUD, BENTON COUNTY	0	SR	R.R X-ING IMPROVEMENTS	RRS	350,000				175,000	175,000											175,000	350,000
TRANSIT	TRF-0048-27A	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,679,200										1,600,000						11,079,200	12,679,200
TRANSIT	TRF-0048-27B	2027	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,339,300																6,339,300	6,339,300
TRANSIT	TRF-0048-27C	2027	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,546,300																1,546,300	1,546,300
TRANSIT	TRS-0048-27A	2027	SAINT CLOUD	ST CLOUD MTC; PURCHASE SIX (6) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,670,000				2,136,000	2,136,000											534,000	2,670,000
TRANSIT	TRF-0048-27D	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	74,000											59,200					14,800	74,000
TRANSIT	TRF-0048-27E	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	122,000											97,600					24,400	122,000
TRANSIT	TRF-0048-27F	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	417,000											333,600					83,400	417,000
LOCAL STREETS	162-153-003AC	2027	SAINT CLOUD	**AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 1 OF 1)	0.8	RC	NEW PAVEMENT - BIT	STBGP 5K-200K	1,560,886						1,560,886		1,560,886									
LOCAL STREETS	220-080-006	2027	SARTELL	15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF	0	PL	RIGHT OF WAY PURCHASE	STBGP 5K-200K	3,050,400			943,774		943,774											2,106,626	3,050,400

Saint Cloud Area Planning Organization FY 2024-2027 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
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Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	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
				WAY ACQUISITION IN CITY OF SARTELL																					
HIGHWAY MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN	0	SH	CHANNELIZATION	HSIP	1,200,000			1,080,000		1,080,000						120,000		120,000			1,200,000
HIGHWAY I 94	7380-269	2027	MNDOT	I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	0	BI	BRIDGE DECK OVERLAY	NHPP	3,000,000			2,700,000		2,700,000						300,000		300,000			3,000,000



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Looking Ahead 2050 Existing Conditions
DATE: Aug. 22, 2023

A Metropolitan Transportation Plan (MTP) is a long-range, multimodal, regional surface transportation plan that identifies a regional vision for transportation and the steps toward achieving that vision.

MTPs are a joint product of all individual jurisdictions within a metropolitan planning area (MPA) and represent a singular, agreed upon vision for the future of transportation within that region.

By Federal regulation, MTPs must have a planning horizon of at least 20 years and must be updated no less than every five years (or every four years if the region does not meet certain air quality standards).

Contained within the MTP are regional goals, objectives, and implementing strategies which assist MPA planners, engineers, and elected officials in achieving the region's vision.

Developing, maintaining, and updating a region's MTP is the primary responsibility of a Metropolitan Planning Organization (MPO). The Saint Cloud Area Planning Organization (APO) serves as the MPO for the urbanized area of Saint Cloud, Minnesota.

The APO's last MTP – [Metropolitan Planning and Programming: An Innovative Network Guide for 2045 \(MAPPING 2045\)](https://bit.ly/3DPUckt) (https://bit.ly/3DPUckt) – was adopted by the APO's Policy Board in October 2019.

One of the key components in the development of the MTP – or in any planning process really – is to understand the existing conditions. Over the past two years, APO staff have worked to update the region's existing conditions from our previous planning base year 2015 (for MAPPING 2045) to base year 2020.

The existing conditions section provides a comprehensive overview of the region. Included in this are the following:

- **Demographics.** This section includes population trends and various population characteristics such as Black, Indigenous, and People of Color (BIPOC); foreign born individuals; limited English speakers; people with disabilities; income; home ownership; zero vehicle households; broadband access; educational attainment; and labor force participation.
- **Land Use.** This information is based on the 2020 socioeconomic information provided during the 2022 model calibration.
- **Commuting/Travel.** This includes information based on work and work commute trips as well as information about travel destinations as determined during the 2021 regional household travel survey.
- **Time of Day.** While the APO's Travel Demand Model does not provide a time of day discernment, APO staff were able to extract some preliminary data from the regional household travel survey to help inform peak travel periods. In addition, this section

also looks at seasonal (summer) travel impacts on the National Highway System (NHS).

- Existing Infrastructure. This section is further divided into roadways, urban transit, active transportation, other transportation options, and freight.
 - Roadways. This section includes information on functional classification, vehicle miles traveled, average annual daily traffic, and the Federally required performance measures (safety, pavement condition, bridge condition, and travel time reliability). There is also a brief discussion of the overall network's Level of Service based upon the 2023 Travel Demand Model calculations.
 - Urban Transit. This section includes information about the Saint Cloud Metro Bus system. APO staff dived into ridership, revenue hours/miles, vehicle fleet characteristics, and transit performance measures. This includes a discussion about the impacts of COVID-19 on the transit system.
 - Active Transportation. This component of the existing infrastructure section details the active transportation network – the on-road and off-road system. APO staff also provided information on pavement condition and system usage.
 - Other Transportation Options. This includes a discussion on intraregional connections such as Uber/Lyft; taxi and limousine services; medical transportation service providers; and school bus transportation. Also discussed were the interregional connections including Tri-CAP, Saint Cloud Regional Airport Authority, Amtrak, Jefferson Lines, Northstar (both bus and rail), and Groome Transportation.
 - Freight. This provided an overview of the Tier 1 (National Highway), Tier 2 (Minnesota Principal), and Tier 3 (Regional) Freight Networks as well as a brief discussion on rail and air freight transportation.
- Transportation and Economic Development. As part of this plan, APO staff hosted discussions with local and regional economic development experts on the significance of the surface transportation network. Experts provided insight into the benefits of transportation in attracting businesses and talent to the region as well as the impacts on the tourism aspect. These experts also provided a brief discussion on the shortcomings/struggles our existing network has when it comes to ensuring the continued growth of our regional economy.

This [link](https://tinyurl.com/4jfs45v7) (https://tinyurl.com/4jfs45v7) contains the full existing conditions section for your review and consideration. Note that there are some incomplete figure captions and appendices. Those will be completed once the final location of the Existing Conditions chapter is determined (figure captions) and prior to the release of the draft for public comment (appendices).

As one of the most in-depth and data heavy components of the Looking Ahead 2050 MTP, we are asking for your review and comment on this prior to bringing this to the Policy Board for their approval.

Suggested Action: Recommend Policy Board approval of the draft Looking Ahead 2050 Existing Conditions Chapter.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: Draft Existing Condition – Environmental Chapter
DATE: Aug. 16, 2023

As part of the Metropolitan Transportation Plan (MTP), per federal regulations, the APO is required to:

- "Protect and enhance the environment, promote energy conservation, improve quality of life...."
- "Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation."
- "Discuss the types of potential environmental mitigation activities and potential areas to carry out these activities, including activities that may have the greatest potential to restore and maintain the environmental functions affected by the metropolitan transportation plan. The discussion may focus on the policies, programs, or strategies, rather than at the project level."
- "Compare transportation plans with state conservation plans or maps; OR compare transportation plans to inventories of natural and historic resources."

To accomplish these tasks, the APO writes an environmental chapter. In this section it lays out the role the transportation sector plays in greenhouse gas (GHG) emissions – which have been known to cause detrimental effects on air quality and human health – to the indirect connections it has on the deterioration of water quality and wildlife habitats, the relationship between transportation and the environment is one transportation planners must be mindful of when considering future infrastructure needs.

This chapter aims to investigate the relationship between the existing environment and transportation within the Saint Cloud MPA. Through the review of air quality, water quality, wildlife and habitat, and soil health within the MPA, we have a baseline understanding of the existing conditions of the natural environment. From there, we are able to look directly at the impact transportation has had on the natural environment.

Coupled with the natural environment, this chapter also contains a look at the cultural and historic properties found within the planning area. Like the natural environment, transportation planners must be mindful to minimize adverse effects infrastructure might have on cultural and/or historically significant areas.

Lastly, this section examines the projected impacts of climate change in the Saint Cloud region, including warmer temperatures, increased precipitation, challenges to the transportation network, and environmental consequences such as air and water pollution.

The next step will be meeting with our environmental stakeholders and discussing mitigation efforts regarding the proposed MTP projects.

The entire environmental chapter for your review can be found at this link - <https://bit.ly/3P2ESZO>.

Suggested Action: Recommend Policy Board approval of the Environmental Chapter

E. admin@stcloudapo.org W. stcloudapo.org



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568

F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: James Stapfer, Planning Technician
RE: Consideration of the Adjusted Urbanized Area Boundary
DATE: Aug. 17, 2023

This topic was introduced at the previous TAC meeting. Following suggestions from jurisdictions, further adjustments were made. Some key implications of these boundaries are related to how MnDOT reports data to Federal Highway Administration and which roadways are eligible for federal funding. Urban roads classified as minor collectors or above are eligible for federal funding. Rural roads classified as major collectors or above are eligible for federal funding. Additionally, urban area boundaries affect which bucket of STBG funding can be used where. More info can be found [here](https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm) (https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm).

Previous memo:

The urban area boundaries need to be adjusted to reflect population changes after each decennial census.

FHWA and the Census Bureau differ in defining and describing urban and rural areas. The Census Bureau defines urban areas solely for the purpose of tabulating and presenting Census Bureau statistical data. A number of Federal agency programs use the Census definitions as the starting point (if not the basis) for implementing and determining eligibility for a variety of funding programs. (<https://safety.fhwa.dot.gov/hsip/spm/fhwasa15067/chap3.cfm>)

Federal transportation legislation allows for the outward adjustment of Census Bureau defined urban boundaries (of population 5,000 and above) as the basis for development of adjusted urban area boundaries for transportation planning purposes. By Federal rule, these adjusted urban area boundaries must encompass the entire Census-designated urban area (of population 5,000 and above) and are subject to approval by the Secretary of Transportation (23 USC 101(a) (36)-(37) and 49 USC 5302(a) (16)-(17)). (<https://safety.fhwa.dot.gov/hsip/spm/fhwasa15067/chap3.cfm>)

Changes are made based upon the following criteria:

- The urban area should be expanded to match municipal boundaries where appropriate.
- The urban area must include the entire roadway right-of-way (e.g., roadway, major intersection) in between and through discontinuous urban areas.



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

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F. 320.252.6557

- A roadway in an urban area must be entirely in the urban area until there is another logical feature for the urban boundary to end (i.e., a road should not weave in and out of the urban area boundary).
- Within reason, the urban area's boundaries should be drawn along physical features (e.g., lakes, rivers, earth formations).
- The urban area should include significant traffic generators (e.g., universities, airports, government buildings, other public institutions).

The following programs are impacted by adjustments to the urban area boundaries; Highway Functional Classification, Highway Performance Monitoring Systems, Critical Freight Corridors, STBG Apportionment Formula, STBG Special Rule for Areas less than 50,000, CMAQ Traffic Congestion Performance Measures, and Control of Outdoor Advertising (https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/faq/page07.cfm).

This draft urban area boundary can be found online at <https://apo.maps.arcgis.com/apps/dashboards/30f775598ba042ee8f7c4d3917b63c23> for review prior to the meeting. It has been put online because of the granularity of the boundary and for precision.

OVERALL RECOMMENDATIONS

Recommend Policy Board approval of the Adjusted Urbanized Area Boundary.