

IMPLEMENTATION

Linking Transportation Modes

The APO, as the regional metropolitan planning agency for the St. Cloud metropolitan area, has a responsibility to provide local federal funding and planning opportunities that focus on all areas of transportation – a holistic, multi-modal approach. This Plan serves as the basis for that approach.

The Plan incorporates a new funding approach that balances funding for all modes of transportation, thus, linking all transportation elements through a regionally significant funding alternative. Capacity improvements have been included to help address roadway congestion and make the transportation system safer for all users including non-motorized, public transit/transportation, and freight users.

Funding has been included for preserving the existing system, which will as a result, also make the system safer. Money has been dedicated for multi-modal transportation, which provides opportunities for the bicycle/pedestrian and transit system in the St. Cloud metropolitan area. It is this investment strategy that helps link and provide opportunities for each transportation mode.

Addressing Policies & Strategies

Policies were established at the beginning of Plan development to help serve as a guide for access and mobility, multi-modal and system preservation investments/improvements, while maximizing transportation investments, making the system safer and minimizing social, economic and environmental impacts. The 50 percent expansion, 40 percent preservation, and 10 percent multi-modal investment approach set the initial direction of the Plan for meeting policies and strategies (see Figure 13-1).

Beyond transportation funding it is important to assess how each Plan chapter compares to specific policies set forth in the Plan and whether they are being addressed. A short narrative was provided at the beginning of each chapter telling what and how policies will be addressed. But also important is the APO's commitment to continue to meet or strive to meet these policies in the future.

As a result an implementation plan has been developed that identifies key action items. Implementation of these will promote a balanced, multi-modal transportation system that focuses on sustainability, economic health and viability, quality of life and systematic capacity improvements for all modes of transportation.

**Figure 13-1
Plan Policies & Strategies**

Policies	Strategies	Performance Measures (1)
Improve Access and Mobility of Entire Transportation System	Provide improved system connectivity	Reduction of congested lane miles from 2035 Base Reduction of VMT from 2035 Base Reduction of VHT from 2035 Base % of APO target spent on roadway capacity improvements (50% goal)
	Provide additional system capacity	
	Encourage sound access management	
	Address the most congested facilities	
	Encourage smart land use planning	
Maximize Transportation Investments for Movement of People and Freight	Advance investment strategies of the MN freight & passenger rail plan	Progress towards implementing Northstar to St. Cloud
	Provide improved system connectivity & improved system capacity	Reduction of congested lane miles, VMT & VHT from 2035 base
Promote and Support Multi-Modal Solutions	Invest in multi-modal solutions including bike, pedestrian & transit	Increase in bus route service hours/passengers % of APO target spent on transit, bike, ped projects (10% goal)
Improve the Safety of All Transportation Modes and Users	Implement low-cost safety improvements	% of APO target invested in safety projects
	Implement intersection safety improvements from TSM Report	# of TSM projects implemented
	Increase HSIP, SRTS, HES & HRRR safety investments	# of HSIP, SRTS, HES & SRR projects implemented
Minimize Social, Economic and Environmental Impacts	Choose transportation solutions that incorporate multiple modes and minimize SEE impacts	# of successfully completed NEPA processes by cities, counties and MnDOT in APO Area
Promote System Preservation	Increase system preservation investments	% of APO target invested in road preservation projects (40% goal)

(1) Progress to be measured during development of the 2040 Transportation Plan

Implementation Plan

The following implementation action items have been suggested by APO staff, committees and Boards. APO staff will work with local jurisdictions, APO technical advisory, bike/pedestrian and transit committees, and the Executive and Policy Boards to assess and incorporate action items as appropriate into the Unified Planning Work Program (UPWP) and continue to be vigilant toward Plan policies.

Community Engagement (Action Items)

- Develop Self-Certification documentation that illustrates that all APO planning (1) is conducted in accordance with all applicable requirements for Title VI of the Civil Rights Act (2) prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, (3) involves disadvantages business enterprises, (4) incorporates equal employment opportunities, and (5) meets provisions of the Americans with Disabilities Act (ADA), Older Americans Act and Rehabilitation Act
- Provide public participation opportunities for all stakeholders and reach out to traditionally underserved populations
- Work on APO website to meet ADA requirements
- Develop database of stakeholders that can serve as a template for all public participation activities

- Identify and incorporate additional public participation activities that can be used on planning activities such as webinars, online forums, quarterly newsletters, blogs, twitter, facebook, store kiosks, etc.
- Develop and distribute public participation survey to identify what activities would be most effective to involving stakeholders

Land Use (Action Items)

- Work with local jurisdictions to begin developing an accurate 2010 base year land use that can be used to update this Plan to the year 2040
- Work with local, regional, state and federal agencies and jurisdictions to coordinate all local and regional plans, including specific comprehensive, transportation, transit, park, and environmental plans
- Work with state demographer and U.S. Census Bureau to collect and analyze 2010 census data for planning area for base year of 2040 Transportation Plan
- Work local, regional, state and federal agencies and jurisdictions to maintain the most current GIS data relative to land use (i.e. parcels by land use type, wetlands, rock outcroppings, utilities, plats, environmental types, parks, trails, etc.) Explore the possibility of developing an online mapping system using Google Maps or similar web based mapping tool
- As requested, review site plans and subdivision plats for consistency with the APO 2035 Plan and access management guidelines
- Work with local jurisdictions to complete Growth Report and Plan for metro area that analyzes housing and demographic data and trends

Management & Operations (Action Items)

- Work with Mn/DOT and local jurisdictions to provide support of additional Intelligent Transportation Systems (ITS) infrastructure as needed
- Support the regional efforts to improve incident management through funding of projects that incorporate ITS, Travel Demand Management (TDM) and Transportation System Management (TSM) strategies and proper enforcement, emergency response, roadside assistance and ITS techniques
- Work with local jurisdictions to integrate APO access management guidelines to create and maintain a healthy transportation network
- Encourage local jurisdictions to implement congestion management techniques that can alleviate travel delay, increase safety, and improve the carrying capacity of our transportation network
- Develop access management, ITS, TDM and TSM scoring criteria that can be incorporated into TIP regional significance technical scoring evaluation and the transportation planning process
- Evaluate access management, ITS, TDM and TSM during analysis of alternatives for corridor studies, NEPA documents and other transportation planning studies
- Conduct vehicle occupancy counts/studies and travel time studies to identify management and operation strategies
- Work with Transit Committee to develop TDM strategies for implementation
- Work with Mn/DOT and local jurisdictions and agencies to assess current and potentially develop additional management & operations performance measures

Financial Understanding & Evaluation (Action Items)

- Examine/identify other funding options and revenue sources beyond current revenues streams

- Work with local jurisdictions, Metro Bus and Mn/DOT D 3 to continue to collect and develop accurate financial reporting forecasts
- Monitor TIP investments so that programming of federal money matches the approved Plan funding split

Roadway Transportation (Action Items)

- Work with local jurisdictions to complete the appropriate NEPA project development for constrained roadway projects
- Work with Mn/DOT D3 and local jurisdictions to assess most congested locations for future roadway improvements
- Encourage preservation of right-of-way for projects identified in this Plan
- Work with local jurisdictions annually to provide the most current costs for projects identified in this Plan and revise as necessary
- Continue to work with Mn/DOT and local jurisdictions to obtain the most current traffic counts to incorporate into the TranPlan model
- Develop congestion, pavement, bridge, safety and other roadway specific scoring criteria that can be incorporated into TIP regional significance technical scoring evaluation and the transportation planning process
- Work with Mn/DOT and local jurisdictions to monitor federal and state expenditures on roads and bridges in the St. Cloud metropolitan area
- Support regional efforts to upgrade highway corridors of regional, state and national significance including I-94, TH 15, TH 10, TH 23 and TH 95
- Initiate or assist on NEPA, corridor or transportation studies for Benton CSAH 3 EA, Sauk River crossing EA, Sauk Rapids Transportation Plan, 10th/2nd Environmental Impact Statement (EIS), St. Joseph North Corridor EIS, Southwest Beltway EIS, Opportunity Drive EA, TH 15 Corridor Study, etc.
- Develop CUBE travel demand model, transitioning all travel data from TranPlan
- Work with Mn/DOT and local jurisdictions to analyze and develop a Congestion Management report
- Work with local jurisdictions to fund improvements that will most effectively address capacity issues
- Work with Mn/DOT and local jurisdictions and agencies to assess roadway performance measures in this plan

Transit Services (Action Items)

- Continue to be involved on Transit Committee to identify and prioritize projects to improve the efficiency of transit in the region and develop performance standards
- Continue to work with Metro Bus on System-wide Transit Study to incorporate systems modifications
- Work with Mn/DOT and local jurisdictions to develop and implement Transit Oriented Development (TOD) and TOD specific policies
- Continue to work with Metro Bus to collect accurate financial data for incorporation in to Transportation Plan, and coordinate with Tri-CAP and RiverRider to develop financial reporting protocol/process for incorporation into 2040 Transportation Plan
- Work with Metro Bus to develop GIS based transit service map and post on APO and Metro Bus websites
- Assist with grant writing for transit specific grants that become available

- Coordinate with local jurisdictions and the Northstar Corridor Development Authority (NCDA) on Northstar Rail Phase II: Big Lake to St. Cloud initiatives
- Support state and federal positions for Northstar Rail Phase II
- Work with Tri-CAP and RiverRider to identify opportunities where the APO can be of assistance
- Work with Metro Bus and local jurisdictions to identify future park-n-ride/park-n-pool opportunities for potential funding
- Work with local jurisdictions to incorporate transit friendly road improvements/designs
- Continue working with transit providers to collect most current ridership data and forecasts
- Support technology use and ITS to assist with transit operations for better on-time performance
- Better evaluate TDM and transit service during analysis of alternatives for corridor studies, NEPA documents and other transportation planning studies
- Maintain minimum 10 percent Plan target investment for bicycle/pedestrian and transit
- Work with Mn/DOT and local jurisdictions and agencies to assess current and potentially develop additional transit performance measures

Regional Airport Transportation (Action Items)

- Work with local jurisdictions and the St. Cloud Regional Airport (SCRA) to identify potential CSAH 7 corridors that will best serve the expansion of the airport and the crosswind runway
- Support St. Cloud Regional Airport state and federal funding initiatives
- Coordinate with SCRA on expansion and planning efforts

Non-Motorized Transportation (Action Items)

- Continue to facilitate St. Cloud Area Bicycle/Pedestrian (BP) Committee meetings
- Work with the BP Committee and local jurisdictions to develop an area-wide Non-Motorized Plan that incorporates gaps in the existing system, a list of BP priorities
- Work with area Independent School Districts (ISD) and BlueCross BlueShield of Minnesota, BLEND program to facilitate “Walk to School Day” events
- Work with area Independent School Districts (ISD) to analyze and identify future Safe-Routes-to-School projects (i.e. sidewalk connectivity, crosswalk locations, bike racks, flashing ambers, etc.)
- Work with Mn/DOT and local jurisdictions to develop a comprehensive GIS bike/pedestrian facilities map
- Work with local jurisdictions to develop a sample complete streets policy for consideration and adoption
- Support complete street (designs) during roadway improvements
- Support standards outlined in the Mn/DOT Bicycle Modal Plan (Mn/DOT, 2005), and include bicycle facilities in the construction and reconstruction of road and bridge projects consistent with this Plan.
- Support the use of abandoned railroad corridors, parks, greenways, and other public access lands for establishing bicycle and pedestrian paths
- Encourage St. Cloud Metro Bus to coordinate with local jurisdictions to make transit stops accessible and convenient for pedestrians and bicycles and the APO should continue inclusion of multi-modal points when prioritizing federal transportation projects

- Maintain a record of bicycle/pedestrian crashes in the Metro Area
- Increase bicycle and pedestrian network connectivity across jurisdictions through local coordination of improvement projects
- Encourage pedestrian facilities on at least one side of all urban area roadways as infrastructure improvements occur within the developed urban core; promoting sidewalk connectivity throughout the network as new development occurs
- Work with local jurisdictions to provide safe, convenient pedestrian access at intersections that complies with all Americans with Disabilities Act (ADA) provisions
- Promote safe access for children when travelling to schools, Work with local jurisdictions to designate specific access points to all school sites to provide safe access for children when travelling to schools
- Work with local jurisdictions to develop site plans that minimize walking in vehicle spaces and provide separated pedestrian and motor vehicle travel paths
- Work with local jurisdictions so that maintenance of designated bike facilities is included in the regular spring through fall street maintenance schedule, with high priority given to designated bicycle lanes and should provide a minimum of eight (8) foot vertical clearance and two (2) foot horizontal clearance on both sides of a bikeway at all times
- Work with local jurisdictions to develop bicycle parking/storage requirements for incorporation into local zoning ordinances, subdivision regulations, and building permit requirements
- Work with local jurisdictions to encourage employers to provide conveniently located, safe, and whenever possible, weather protected bicycle parking for employees
- Work with local jurisdictions to make bicycle facilities in urban areas to be well lighted for user visibility and safety
- Cooperate with the Minnesota Department of Natural Resources (DNR) Division of Trails and Waterways to connect State Bicycle/Pedestrian Trails, such as the “Glacial Lakes State Trail,” to the St. Cloud Area bikeway network
- Identify funding for, and develop an annual St. Cloud Metropolitan Area Bicycle, Pedestrian, and In-Line Skating Safety Awareness Month, with the support of local media, local jurisdictions, and local interest groups
- Encourage local jurisdictions, businesses, and other interested groups to support and promote national events that encourage bicycling, walking, and in-line skating (i.e. National Bike to Work Week, etc.)
- Work with local jurisdictions to provide adequate bike signage on all designated bike routes, bike lanes, and bike paths in the St. Cloud Metropolitan Area
- Work with Mn/DOT and local jurisdictions and agencies to assess current and potentially develop additional non-motorized performance measures

Freight Transportation (Action Items)

- Be involved on a Central Minnesota Regional Freight Plan/Study to identify and prioritize projects to improve the efficiency of freight transportation in the region including highway access and grade separations improvements, and development of intermodal facilities.
- Take information from Central Minnesota Regional Freight Plan/Study and conduct a comprehensive freight and rail movement inventory for APO planning area that would identify MPO specific

land use and safety issues, potential conflict areas with other modes of transportation, and the location of potential intermodal facilities

- Develop a GIS database that includes commodity flows, major/minor freight generators, regional corridors, safety concerns, etc. for further freight planning analysis
- Develop regional significance freight scoring criteria that can be incorporated into TIP regional significance technical scoring evaluation
- Work with local jurisdictions to determine the most effective way to engage freight stakeholders and develop a survey to distribute to identify systems needs and problems
- Work with Mn/DOT D3 and local jurisdictions to proceed with an EIS's for TH 15, TH 23/CSAH 75 and Highway 10 corridors
- Monitor larger statewide projects, outside of APO planning area that may have a significant impact area and identify opportunities to implement (i.e. I-94 to TH 10 Clearwater crossover, I-94 Expansion from Rogers to Clearwater, statewide rail track improvements, etc.)
- Work with Mn/DOT and local jurisdictions and agencies to assess current and potentially develop additional freight performance measures (many may overlap with roadway measures)

Regional Safety & Security (Action Items)

- Continue to work with local, regional, state and federal agencies to establish and maintain regular reporting of safety information and crash data summarized in annual TSM report
- Work to re-establish Safety Committee to meet on an as-needed-basis to discuss regional and local safety issues
- Continue to work on strategies to raise awareness of four E's (Education, Enforcement, Engineering & Emergency Management Services) and encourage projects that address regional safety issues
- Work with local jurisdictions, especially counties, to develop APO specific safety priorities and project list from County Safety Plans that include both reactive and proactive projects
- Work with local jurisdictions to develop and distribute safety survey to determine unmet local safety needs not addressed in County Safety Plans
- Support Mn/DOT's Toward Zero Deaths campaign
- Update APO website to include interactive Mn/CMAT safety data
- Work with local, regional, state and federal agencies and jurisdictions to create and distribute a safety brochure to better educate transportation users on metro specific issues
- Monitor TSM identified deficient intersections and make suggestions to jurisdictions for potential improvements for future TIP solicitations
- Work closely with local law enforcement to provide higher crash rate data for better monitoring of locations
- Work closely with aging and environmental justice populations including young, disabled, low-income and minority populations to identify safety issues for all transportation modes
- Identify and invest in uncontrolled, higher crash rail crossings
- Work with the TAC to identify a uniform tool for measuring pavement conditions for prioritization of future preservation projects
- Work with local, regional, state and federal agencies/jurisdictions to be involved with emergency management & homeland security
- Work with County Emergency Services and Homeland Security departments to involve transportation stakeholders such as freight, non-motorized and public transportation users and providers in critical transportation infrastructure planning and identifying and

mapping primary and secondary local evacuation or internal travel corridors

- Work with Mn/DOT and local jurisdictions and agencies to assess current and potentially develop additional safety performance measures

Air Quality, Environ. Mitigation & Environ. Justice (Action Items)

- Consult with local, regional, state and federal environmental stakeholders (i.e. Mn/DNR, Sauk River Watershed District, USEPA, USFWS, MPCA, Corp. of Eng., etc.) to develop environmental mitigation strategies and GIS database to better consider environmental concerns early in the planning and programming processes
- Work with state and federal agencies to revise and adopt a revised Air Quality Conformity handbook for the State of Minnesota
- Work with state and federal agencies to review air quality maintenance designation for the City of St. Cloud, to expire in 2013, and establish new protocol
- Work with local, state and federal stakeholders to develop climate change strategies for considerations and implementation strategies
- Work with state demographer and U.S. Census Bureau to collect 2010 census data for planning area for assessment of census tracts and blocks to identify environmental justice areas (i.e. low income, minority, young, elderly, and disabled populations)

Consistency of Project Programming Between Plan & TIP/STIP

Background

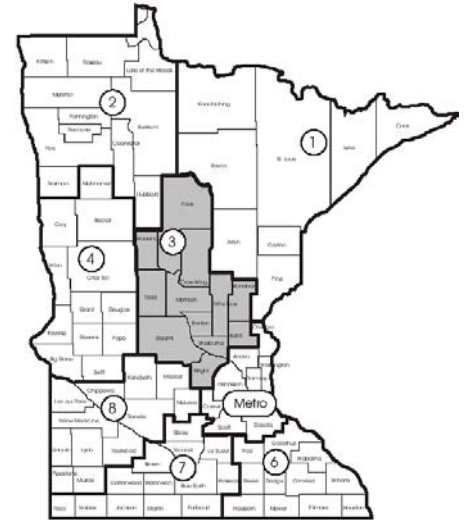
Mn/DOT has established eight (8) Area Transportation Partnerships (ATPs) throughout the State to manage the programming of federal transportation projects. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) that is submitted for funding approval and incorporation into a financially constrained State Transportation Improvement Program (STIP). As the designated Metropolitan Planning Organization (MPO) for the St. Cloud metropolitan area, the APO must develop its own Transportation Improvement Program (TIP) that is incorporated into the Central Minnesota ATIP and the STIP.

Available Federal Funds

Federal funds available to the Central Minnesota ATP are sub-targeted 75 percent to Mn/DOT District 3 and 25 percent to four regions that represent local units of government in District 3 (Region 5, Region 7E, Region 7W and St. Cloud APO). Currently, the Central Minnesota ATP receives \$40 million of federal formula funding for annual programming through an approved State target. There is \$2.99 million taken off the top for the Highway Safety Improvement Program (HSIP), a safety program that was started in SAFETEA-LU. The remaining \$37.01 million is split between District 3 and local units of government in District 3 (i.e. 75%/25%). Based on this formula, Mn/DOT D3 receives \$27.76 million with \$9.25 million provided to local units of government. The St. Cloud APO receives 20.53% or \$1.9 million of the \$9.25 million local federal share.

TIP Development

Knowing how much annual local federal money will be available allows the APO to evolve to programming projects every other year. A five (5)



Mn/DOT Area Transportation Partnerships (ATPs)

year TIP is developed during the initial year of local federal programming. This every other year programming approach has allowed the APO to program \$3.8 million instead of \$1.9 million each project solicitation, allowing for the programming of more projects. With SAFETEA-LU requiring a minimum 4-year TIP, the APO will continue this every other year programming approach by adding a voluntary 5th TIP year.

Project Implementation (Plan-to-TIP/STIP)

The availability of local property tax revenue, state-aid revenue, and other local funds to partially address forecasted local collector/arterial system preservation needs over the forecast period allows for more flexibility in directing money towards a more multi-modal focus. The Plan approved funding approach is for 50 percent of the APO local federal forecast of approximately \$92 million to be directed toward capacity improvements while the other 50 percent has been allocated for other transportation improvements that include bicycle and pedestrian facilities, maintenance and preservation, operational and safety improvements, transit capital, and corridor and environmental studies. The Plan also includes a minimum 10 percent target for multi-modal transportation investment.

There are a total of ten (10) approved (financially constrained) roadway projects eligible to compete through the APO TIP/STIP solicitation process for the approximate \$46 million for capacity improvements. The remaining money will be programmed for other transportation areas.

Recently, the APO went through the local federal TIP solicitation process to determine local projects that should be funded in Fiscal Years (FY) 2014 and 2015 – with approximately \$4 million to program. There were fifteen (15) project submittals of almost \$11 million in federal requests from all transportation areas (see Figure 13-2). Submittals included:

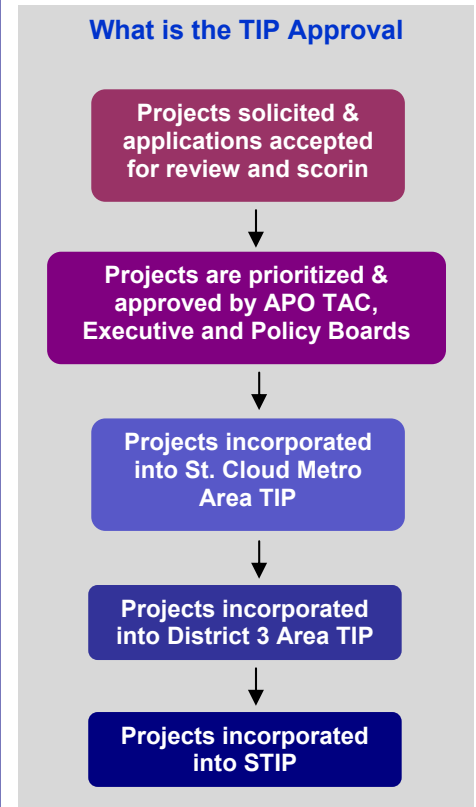


Figure 13-2
Local Federal FY 2014/2015 TIP Solicitations:
Number of Applications by Funding Area



Knowing the approved funding approach helped guide the APO Technical Advisory Committee (TAC) recommend a funding alternative that included 49.5 percent for expansion projects and 50.5 percent for the other transportation areas. The 50.5 percent for other transportation areas included funding a bicycle/pedestrian trail (i.e. transportation enhancement) and three (3) Metro Bus small Dial-A-Ride buses, totaling 17 percent for multi-modal transportation. APO staff is developing a database to track TIP solicitations so there is consistency with the approved Plan funding approach.