

INTRODUCTION

This chapter provides a brief overview of MPOs, the APO mission, organizational structure, and core functions, and how the Plan was developed. Transportation Plan development includes a discussion of the Plan timeline, planning process, needs assessment, required elements, and Plan outline.

Background

Metropolitan Planning Organizations (MPOs) were formed by the passing of the Federal-Aid Highway Acts of 1962 and 1973. The Federal-Aid Highway Act of 1962 required, as a condition attached to federal transportation funds, that urbanized areas with a population of 50,000 or more carry out a “3C” planning process (continuing, cooperative and comprehensive) with the state. By 1965 all urbanized areas had urban transportation planning processes underway. To better manage transportation planning, the Federal-Aid Highway Act of 1973 required that the Governor designate a MPO to oversee the process. A large component of this process is fostering local officials to collaboratively decide how available transportation funds should be spent in their planning area.

Minnesota MPOs

There are seven MPOs that are entirely or partially within the state of MN, they include:

- Duluth - Superior Metropolitan Interstate Council (MIC)
- Fargo - Moorhead Council of Governments (FM COG)
- Grand Forks - East Grand Forks Metropolitan Planning Organization (The Forks MPO)
- La Crosse Area Planning Committee (LAPC)
- Metropolitan Council (MET Council)
- Rochester Olmsted Council of Governments (ROCOG)
- St. Cloud Area Planning Organization (APO)



MPOs Are Responsible for:

- Ensuring “3-Cs” Planning
 - Continuing
 - Cooperative
 - Comprehensive
- Carrying out federal provisions of current transportation legislation
- Regional transportation planning involving the public
- Project selection & alternative evaluation within the planning area
- Soliciting, prioritizing & developing a 4-year Transportation Improvement Program (TIP)
- Developing a 20-year Transportation Plan
- Developing an annual Unified Planning Work Program (UPWP)

Origin

The St. Cloud APO originated in 1964, when St. Cloud Township and the City of St. Cloud agreed to establish a metropolitan development committee. In 1965, this committee was given notice of the transportation planning requirements under the 1962 Federal-Aid Highway Act, which led to formalizing the St. Cloud Area Planning Organization under a Joint Powers Agreement, adopted May 12, 1966.

Mission

The St. Cloud APO is a voluntary association of townships, cities and counties in the St. Cloud Area. We, as an advisory body, are committed to coordinate long-range planning, in a fair and mutually beneficial manner, on select issues transcending jurisdictional boundaries, for the



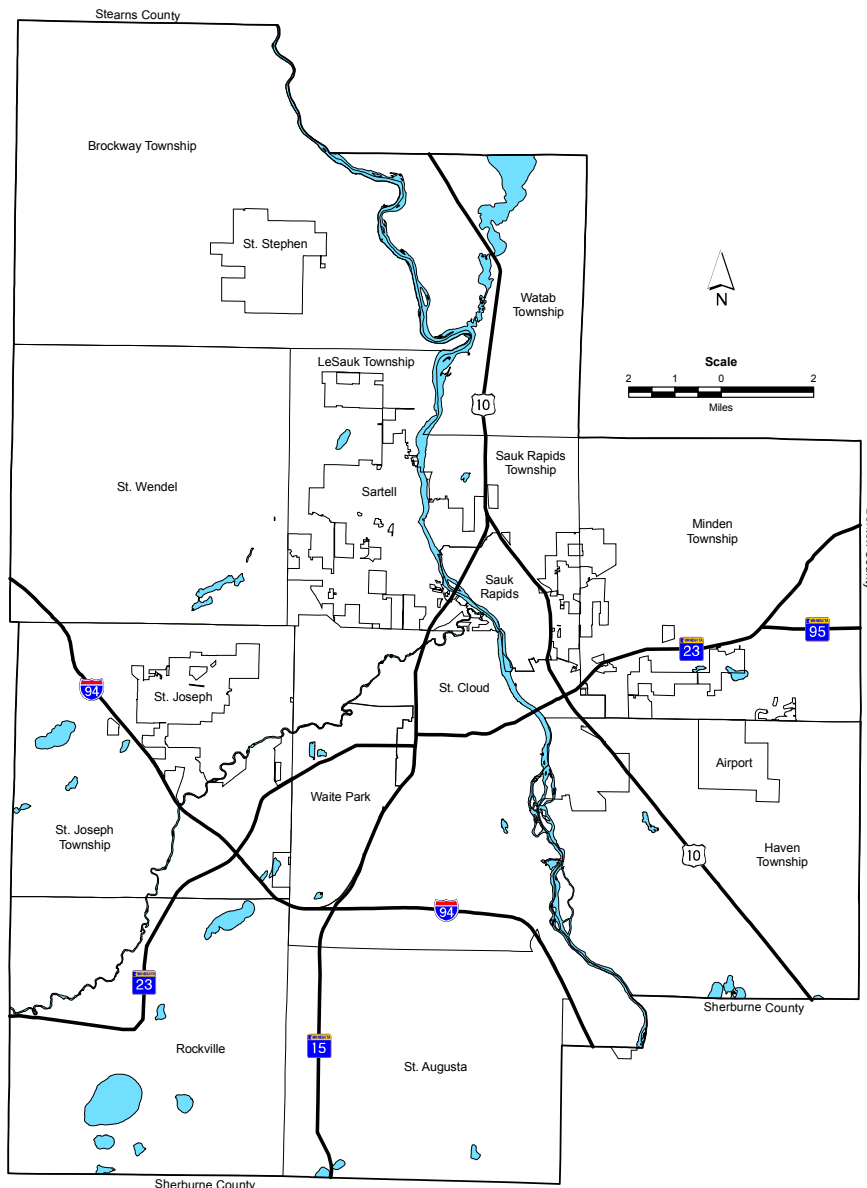
St. Cloud APO Office

betterment of the entire St. Cloud Area. We provide technical assistance to members, and facilitate problem solving through constant, cooperative, intergovernmental communication.

Board Representation & Planning Boundary

APO Board representation is comprised of twelve voting member jurisdictions, including portions of three counties (Stearns, Benton and Sherburne), six cities (St. Cloud, Sartell, Sauk Rapids, St. Augusta, Waite Park, St. Joseph), three townships (Haven, LeSauk and St. Joseph), and the St. Cloud Metro Bus. Brockway, Minden, Sauk Rapids, St. Wendel and Watab Townships, as well as the cities of Rockville and St. Stephen reside within the designated APO Planning Boundary, but choose not to participate as voting members on the APO Policy Board. Figure 1-1 outlines the designated APO 20-year planning boundary, which encompasses approximately 350 square miles. Figure 1-2 shows each of the voting member jurisdictions public building. The APO's 20 year planning boundary is defined as the area expected to be urbanized in the next 20 years.

Figure 1-1 St. Cloud APO Planning Boundary



MPOs:

- There are roughly 400 MPOs in the United States
- The operations of MPOs are funded through federal, state and local governments
- MPOs differ greatly across the country and within states

**Figure 1-2
St. Cloud APO Member Jurisdictions**

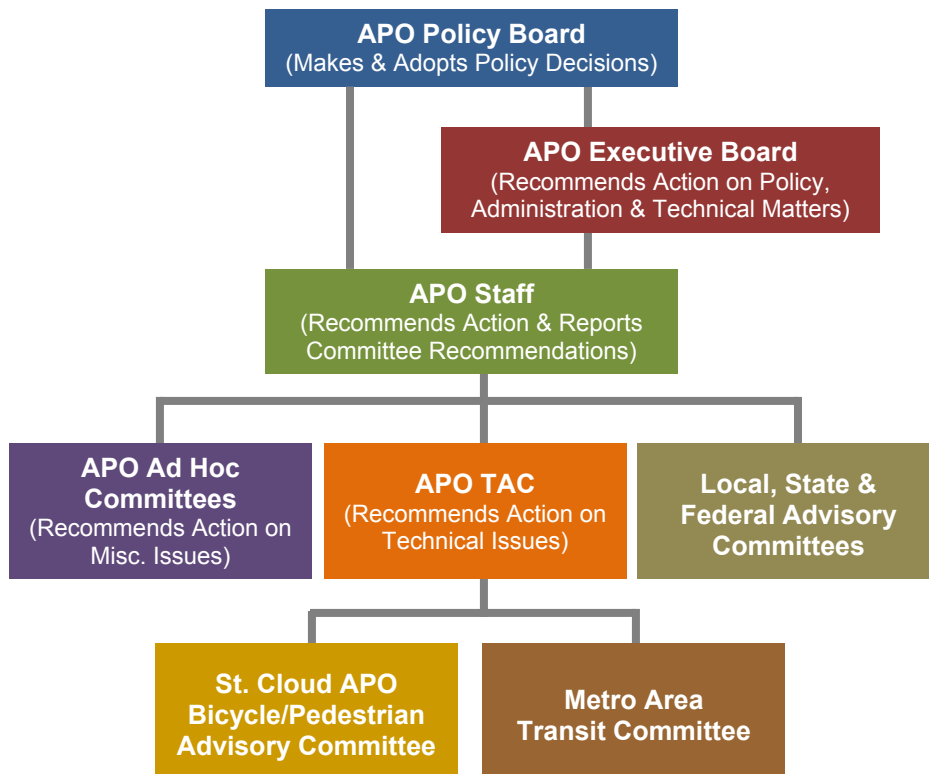


- APO Board
Representation: 12 Voting
Jurisdictions**
- Portions of 3 Counties
- Benton
 - Sherburne
 - Stearns
- 6 Cities
- St. Augusta
 - St. Cloud
 - St. Joseph
 - Sartell
 - Sauk Rapids
 - Waite Park
- 3 Townships
- Haven
 - LeSauk
 - St. Joseph

Organizational Structure

The APO organizational structure illustrated below includes the Policy Board, the Executive Board, a Technical Advisory Committee (TAC), a Bicycle/Pedestrian Advisory, and a Transit Committee. Ad hoc committees (i.e. project or study specific Advisory or Project Management Committees) are formed to oversee corridor studies, environmental documents and other planning related studies or activities. All meetings for each of these Boards and committees are open to the public. A brief description of each Board and committee has also been provided.

Figure 1-3
APO Organizational Structure



Policy Board

The Policy Board is comprised of 43 members, 38 of which are elected officials. Representation is made up of 6 area cities, 3 counties, 3 townships, St. Cloud Metro Bus and the Central Minnesota Transportation Alliance. The Board meets on the 4th Thursday of every month, as needed, and makes all major policy decisions.

Executive Board

The Executive Board is comprised of a representative from each of the member jurisdictions and meets on the 2nd Thursday of every month. The Executive Board deals primarily with administrative matters, but also makes policy recommendations to the Policy Board.



Policy Board Meeting Location:
Waite Park City Hall

Technical Advisory Committee (TAC)

The TAC includes 16 area engineers, planners and staff, a representative from St. Cloud Metro Bus and the Bicycle/Pedestrian Advisory Committee, and Minnesota Department of Transportation (Mn/DOT) District 3 staff. Ex-Officio TAC representation includes staff from the Environmental Protection Agency (U.S. EPA), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Minnesota Pollution Control Agency (MPCA), and Mn/DOT Central Office. The TAC typically meets on the 1st Thursday of the month and makes technical recommendations to the APO Executive and Policy Boards.

St. Cloud APO Bicycle and Pedestrian Advisory Committee (BPAC)

The St. Cloud BPAC includes approximately 15 members representing the APO, local school districts, area businesses, law enforcement, local jurisdictions and bicycle-pedestrian enthusiasts. The committee meets 8 times a year to discuss non-motorized transportation priorities for the APO planning area and forwards ideas and recommendations to the TAC for discussion and consideration.

St. Cloud APO Transit Committee

The St. Cloud Transit Committee is comprised of 6 members from the APO, St. Cloud Metro Bus, Tri-CAP, River Rider, Crow Wing County Transit and Mn/DOT D3. The Transit Committee meets on an intermittent basis to provide a venue for dialogue and cooperative planning for transit related issues in the APO planning area.

Transportation Legislation

The 1991 Intermodal Surface Transportation Efficiency Act (ISTEA) led to revitalization for MPOs. Mainly, ISTEA promoted a transportation system in which different modes and facilities were integrated to allow a “seamless” movement of both people and goods. ISTEA increased the profile of transportation’s comprehensive value, MPO funding, funding flexibility, and MPO requirements. Since 1991, subsequent legislation has included the Transportation Equity Act (TEA-21) for the 21st Century and the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

In 1998, TEA- 21 was signed by President Clinton. Like its predecessor, ISTEA, it continued to balance investments in highways, transit, intermodal projects and technologies such as Intelligent Transportation Systems. TEA-21 expired in 2003, but SAFETEA-LU, a new transportation bill, was authorized two years later. When signed into law, SAFETEA-LU provided the largest surface transportation funding in our nation’s history. The bill focuses on transportation issues of national importance including:

- Improving safety
- Reducing traffic congestion
- Improving efficiency in freight movement
- Increasing intermodal connectivity
- Protecting the environment
- Preparing for future challenges and opportunities

Focus on these “issues of national importance” is done in a way that gives State and local transportation stakeholders’ flexibility on how to address transportation issues for their area.



TAC Meeting Location:
Mn/DOT District 3 Building



President Bush Signs SAFETEA-LU
Bill into Law
August 10th, 2005; Caterpillar Facility in
Montgomery, IL
<http://www.tfhrcc.gov/pubbrds/06mar/01.htm>

Core Functions

The APO primarily focuses on the following seven core functions:

Establish a setting for metropolitan planning decision-making:

Establish and manage a fair and impartial setting for effective regional transportation decision-making in the metropolitan area.

Maintain a Unified Planning Work Program (UPWP):

Develop and maintain a Unified Planning Work Program (UPWP) that outlines work tasks and associated funds necessary to perform the required regulatory obligations of an MPO, and other special projects of interest to APO member jurisdictions.

Maintain a Long Range Transportation Plan (LRTP):

Develop and update a multimodal long-range transportation plan for the metropolitan area covering a planning horizon of at least twenty years.

Maintain a Transportation System Management (TSM) Plan:

Develop and maintain a TSM Plan for the APO Planning Area that maximizes efficiency and utilization of the existing transportation system with low-cost transportation improvements.

Facilitate Multi-modal Plan Implementation:

Advance implementation of roadway, transit, bike/pedestrian and other components of the Long Range Transportation Plan.

Maintain a Transportation Improvement Program (TIP):

Develop a TIP based on the long-range transportation plan that is consistent with the Long Range Plan.

Involve the public:

Involve the general public and all significantly affected sub-groups in the six essential functions previously listed.

Transportation Plan Development

Timeline

In December 2005, the APO adopted the St. Cloud Metropolitan Area 2030 Transportation Plan. FHWA and FTA approved the 2030 Plan in the spring of 2006. In July 2007, the APO adopted revisions to the Public Participation & Financial Plans, prepared an environmental mitigation element, and separate Safety, Security and Public-Transit Human Services Plans for compliance with SAFETEA-LU

In fall 2007, the APO began the process of updating the 2030 Plan to 2035. The process started with developing a 2005 base year of existing demographic, land use and travel conditions. A Geographic Information Systems (GIS) was used along with TranPlan travel demand forecasting software, to forecast land use and associated travel demands to the year 2035. Figure 1-4 illustrates the APO's transportation planning process and how GIS and modeling was used early during Plan development to determine needs.

Each element of the Plan has gone through a rigorous public review, comment and approval process by all public stakeholders, APO Technical Advisory Committee (TAC), State and Federal agencies, APO Executive and Policy Boards.

APO Core Functions:

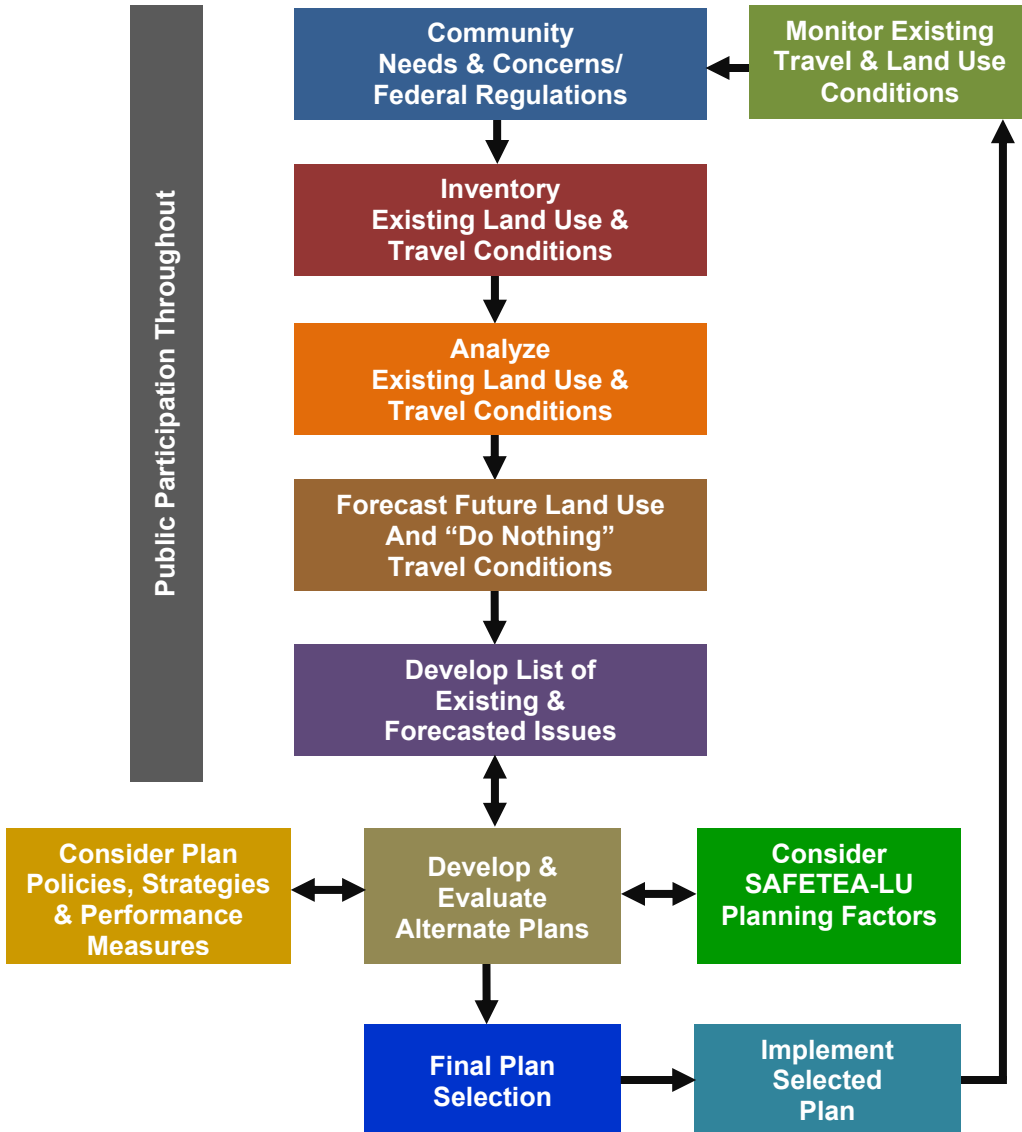
- Setting for metropolitan planning
- Unified Planning Work Program
- Transportation System Management Plan
- Long Range Transportation Plan
- Transportation Improvement Program
- Involve the Public



East St. Germain
APO Roadway Expansion from
2 to 4 lanes

For optimal review and comment, all preliminary draft and final draft chapters, and draft and final Plans were presented at published public meetings before approval. The final 2035 Plan was approved and adopted in early 2010. Chapter 2: Community Engagement and Appendix B: Public Participation Process & Materials provide more detail on specific public participation activities and dates as it relates to the Plan.

**Figure 1-4
Transportation Planning Process**



Needs Assessment

The St. Cloud Metropolitan Area will grow by almost 39,000 people by the year 2035. Over this time period, the Mn/DOT District 3 transportation need within the APO Area and APO city/county transportation need is \$1.5 billion through the year 2035. Forecasted funding is estimated at \$848 million, which is a shortfall of \$674 million or \$30.6 million annually. Of this shortfall, \$416 million is for Mn/DOT District 3 in the APO planning area while \$258 million is for APO cities and counties. The results of this funding shortfall, after implementation of the APO's 2035 capacity improvements, will be approximately 285 more congested lane miles than we experience today. Chapter 6: Financial Understanding and Evaluation provides much more detail on the forecasting of revenues and needs.

An alternatives analysis was completed that looked at spending different amounts (i.e. 95/75/50 percent) on expansion projects. Throughout the alternatives development and analysis, it was determined that very little improvements to system congestion occurred when most (i.e. 95 percent) of the APO's Plan funding forecasts were spent on expansion projects. The result was only a decrease in 30 congested lane miles.

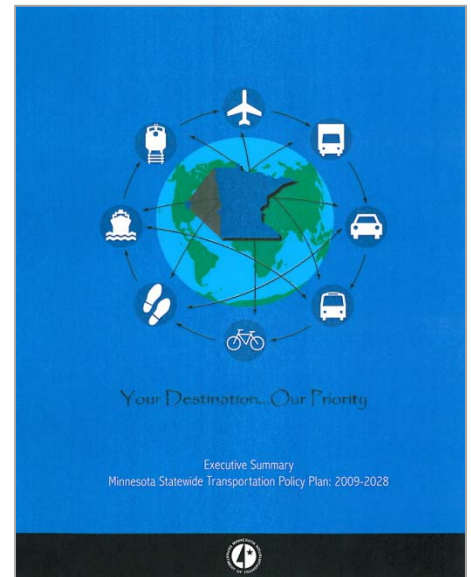
The analysis showed that the 50 percent scenario resulted in only 30 more lane miles of congestion than the "95 percent scenario". And it allowed more money to preserve and maintain the existing transportation system while focusing on more multi-modal investments. The results of the APO modeling indicated that there is still a need to have a dedicated funding source for capacity improvements yet it is clear that the St. Cloud Metropolitan Area cannot build its way out of congestion.

Funding Needs Approach

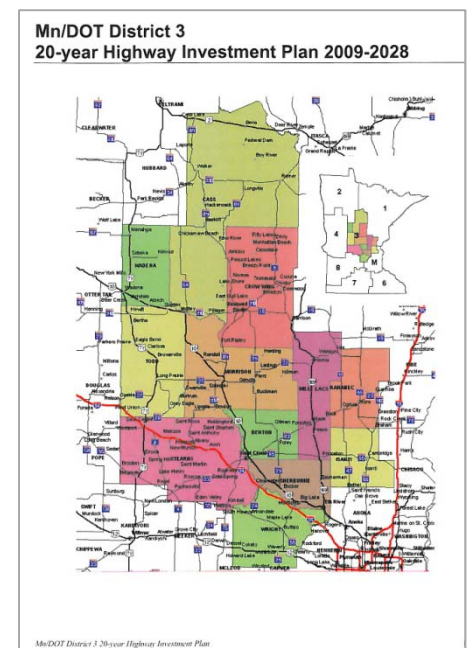
To help determine how transportation funds should be spent over the 20+ years, the APO utilized Mn/DOT's 5-step investment process that is discussed in Mn/DOT's Statewide Transportation Policy Plan: 2009-2028 and the Statewide 20-Year Highway Investment Plan (HIP) as a tool and guide. This process is illustrated below and was implemented early in the Plan development process to look at the condition of the transportation system now and in the future, help determine revenues, investment needs, and a funding approach and alternative.

Current and future revenue data was collected and analyzed from all local jurisdictions, Metro Bus and Mn/DOT District 3 for 2014 to 2035. Transportation needs were then identified to determine if revenues meet needs. Knowing how much money to expect helped with the development of different funding approaches and project scenarios.

Expansion projects were modeled to determine future congestion. Each modeling scenario compared vehicle miles traveled (VMT), vehicle hours traveled (VHT), congested lane miles, volume-to-capacity (V/C) ratios, and network speed. Based on results, the APO approved the 50/50 (expansion needs/other transportation needs) percent funding approach. Several 50/50 scenarios were then developed to determine an optimal Plan alternative that would provide the most benefit in terms of VMT, VHT, congested lane miles, V/C, and network speed.



Mn/DOT Statewide Transportation Policy Plan: 2009-2028 Cover



Mn/DOT District 3: 20-Year HIP Cover

**Figure 1-5
Process for Determining Transportation Investments**



SAFETEA-LU Planning Factors

Similar to TEA-21, the SAFETEA-LU bill includes planning factors to help guide the APO in each of its core planning functions. It is critical that the Plan be developed in a way so that it incorporates a methodology to address the eight SAFETEA-LU planning factors. Listed below are the eight planning factors with descriptions for how each is addressed in the Plan. The planning factors were used as a baseline for development of policies and strategies and help to give the Plan purpose and direction.

19 Metropolitan Vitality: Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.

- The Plan supports Metropolitan Vitality by recommending a program of system-wide transportation improvements that will best address forecasted congestion and safety issues created by forecasted land use growth.
- Proposed roadway expansion projects and supplementary transit and bicycle/pedestrian improvements within the Plan will help ensure that the St. Cloud metropolitan area maintains its attractiveness as the major housing and commercial hub of Central Minnesota.

19 Safety: Increase the safety of the transportation system for motorized and non-motorized users.

- The Plan supports Safety by first addressing the most significant areas of congestion and crashes, as identified by the 2035 travel demand model and Metro Area Transportation System Management (TSM) data.
- The Non-Motorized chapter provides for a system of on and off-road facilities that are integrated into the entire system, thus reducing the potential for bicycle/pedestrian and auto related crashes. Bicycle/pedestrian crashes have also been identified to help with the future planning of improvements to address these areas.
- Management & Operations and Transit Services discuss safety and security measures that have been taken by local jurisdictions, St. Cloud Metro Bus and Mn/DOT such as electronic messaging

systems, traffic video surveillance, transit video surveillance equipment on buses and emergency communication devices to contact police and fire departments.

- The Plan funding approach includes a dedicated safety set-a-side to fund low-cost, high benefit safety improvements in areas where a lot of crashes have occurred.
- Regional Safety & Security includes a discussion of metropolitan safety goals and objectives and recommendations for funding of safety projects.

Planning Factor

Security: Increase the security of the transportation system for motorized and non-motorized users.

- Regional Safety & Security includes a discussion of metropolitan security and what agencies and jurisdictions will assist with the coordination of resources to make sure that support is provided to increase transportation system security for motorized and non-motorized users during emergency situations.

Planning Factor

Accessibility and Mobility: Increase the accessibility and mobility options available to people and freight.

- Management & Operations, Transit Services and Roadway Transportation, Freight Transportation and Regional Airport Transportation support better Accessibility and Mobility.
- Management & Operations includes a discussion of ITS, TDM and TSM strategies as well as APO access management guidelines to increase access and mobility for people and freight.
- Transit Services discusses service expansion for Metro Bus, Tri-CAP, and River Rider that will provide new transportation access and mobility options for the entire Metropolitan Area. It also discusses opportunities for passenger rail and the Northstar Commuter Rail (Phase II) extension from Big Lake to St. Cloud.
- Roadway Transportation includes a financially constrained road scenario that includes several capacity improvements that will increase accessibility and mobility for air, non-motorized, transit, freight.

Planning Factor

Energy and Environment: Protect and enhance the environment, promote energy conservation, and improve the quality of life.

- Financial Understanding & Evaluation, Roadway Transportation, Transit Services, Non-Motorized Transportation and Appendix A support Energy and Environment.
- Financial Understanding & Evaluation support this factor through a funding approach and Plan alternative that focuses on capacity improvements to provide the most system (congestion) benefits, funding for system preservation, safety and operational improvements, and funding for bicycle/pedestrian and transit (multi-modal) opportunities that promote of non-vehicular modes of transportation.
- Roadway Transportation includes a constrained roadway alternative where all but one roadway project has begun or finished the National Environmental Policy Act (NEPA) and the Minnesota Environmental Policy Act (MEPA) documentation process.
- Transit Services and Non-Motorized Transportation promote non-vehicular modes of transportation, enhance the environment, promote energy conservation and improve quality of life by reducing

air quality emissions, reducing the need to expand the transportation system into undeveloped, natural areas, and improve bicycle/pedestrian facilities.

- Appendix A: Federal & State Planning Considerations includes criteria and guidance for making sure traditionally underserved populations are included throughout planning activities, air quality regulation and conformity are met and environmental coordination and mitigation activities take place.

Planning Factor

System Connectivity: Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

- Roadway Transportation, Transit Services and Non-Motorized Transportation all support System Connectivity by recommending projects that improve connectivity and continuity of the existing system. Sample connectivity improvements include:
 - Connection/Extension of 33rd Street South from existing alignment to Highway 15 and future interchange
 - Connection/Extension of St. Joseph North Corridor between existing west and east alignments
 - Connection/Extension of Roberts Road from existing alignment at Pinecone Road to Stearns CSAH 4
 - Connection/Extension of Opportunity Drive from existing alignment at I-94 interchange west to Stearns CSAH 7
 - Connection/Extension of Beaver Island Trail south the River Bluffs Regional Park and North along Mississippi River
 - Connection/Extension of Lake Wobegon Trail from termini in St. Joseph to Downtown St. Cloud
 - Connection/Extension of Rocori Trail
 - Connection/Extension of many other regionally significant bicycle/pedestrian trails
 - Connection/Extension of existing transit routes to meet existing new and future areas of demand
- The systematic implementation of these improvements, along with implementation of strategies to better serve truck, air and rail modes of transportation, as discussed in Freight Transportation, will provide for a more integrated and connected transportation system that serves both people and freight.

Planning Factor

System Management: Promote efficient system management and operation.

- Management & Operations addresses System Management by encouraging the continued application of Intelligent Transportation Systems (ITS) technologies in the St. Cloud Metro Area, and also by promoting the application of new ITS technologies.
- Roadway Transportation incorporates system management principles by considering high crash rate intersections identified in the TSM Report.

Planning Factor

System Preservation: Emphasize preservation of the existing transportation system.

- The APO collects transportation financial data from all local units of government to monitor their investments in system preservation activities. Historically, APO Area cities and counties have expended approximately 80% of their total local and state-aid funding on project orientated preservation activities.

- Financial Understanding & Evaluation and Roadway Transportation include a funding approach with a 50 percent dedication for non-expansion improvements, which includes the ability to utilize the funds for system preservation.

Required Elements

The APO is required to prepare a multi-modal 20-year plan, updated every four years that adheres to the latest transportation legislation. If new legislation is passed before Plan approval, an update is necessary.

The 2035 Plan considers the eight planning factors identified by SAFETEA-LU. Planning factors help the APO develop goals and objectives, and specific methodologies for plan implementation. Chapter 3: Planning Blueprint discusses these planning factors and APO goals and objectives in more detail. Review of these planning factors and all other considerations in the transportation plan is an iterative process that allows for changes in focus and direction of the Plan on a regular basis.

Since the U.S. Environmental Protection Agency (EPA) considers the City of St. Cloud a maintenance area for carbon monoxide; the FHWA, Federal Transit Administration (FTA), Environmental Protection Agency (EPA), Mn/DOT, Minnesota Pollution Control Agency (MPCA) and the APO must make a conformity determination in accordance with provisions of the Clean Air Act Amendments of 1990. This conformity determination certifies compliance with the U.S. EPA conformity regulations for air quality maintenance areas. This Plan demonstrated conformity with the EPA and the Minnesota State Implementation Plan (SIP) for air quality. Appendix A contains the air quality conformity documentation. It should be noted that for the next Plan (2019-2040), the City of St. Cloud will no longer be an air quality maintenance area. The maintenance status expires in 2013 and the development of the next Plan will begin in 2013, with approval in 2014.

The Plan development and public participation process that is followed by the APO complies with Title VI of the Civil Rights Act of 1964 and other provisions for non-discrimination in activities receiving federal financial assistance. By addressing social impacts, the Plan also complies with federal directives for environmental justice. Accessibility to transportation facilities and programs must be provided in accordance with the Americans with Disabilities Act (ADA) of 1990. The APO annually submits an assurance of compliance with these requirements.

2035 Transportation Plan Outline

Each aspect of plan development is addressed within a chapter of this document, which together comprises an integrated multi-modal 20+ year transportation plan for the St. Cloud Metropolitan Area. Each modal element of the Plan includes a brief description how it ties to specific policies and strategies of the Plan, a narrative describing the regulatory basis of the element, how it relates to other Plan elements, and how specific recommendations within the Plan were derived.

General Focus of the Plan:

- Providing a continuous, cooperative & comprehensive planning process
- Support economic vitality
- Increase safety & security for all users
- Provide better accessibility & mobility for movement of people and freight
- Protect the environment
- Promote energy conservation
- Improve quality of life
- Promote consistency between transportation improvements & planned growth/economic development
- Provide system integration and connectivity of all modes of transportation
- Support a balanced, multi-modal transportation approach that emphasizes preservation of the existing system

**Figure 1-6
2035 Plan Chapters & Appendices and General Description**

Chapter 1: Introduction	<ul style="list-style-type: none"> • Overview of MPO roles, APO mission, organizational structure & planning process, regulatory requirements, core responsibilities and what is included in Plan
Chapter 2: Community Engagement	<ul style="list-style-type: none"> • Overview of local, state and federal planning partners, federal regulations as they pertain to public involvement, goals and strategies for public involvement for Plan and other core planning functions, and specific Plan public participation activities
Chapter 3: Planning Blueprint	<ul style="list-style-type: none"> • Overview of SAFETEA-LU planning factors, specific Plan goals, objectives, policies, performance measures, and areas of funding focus relative to planning factors, goals and objectives
Chapter 4: Land Use	<ul style="list-style-type: none"> • Overview of base year (2005) and Plan year (2035) land use and population projections and discussion of smart growth strategies
Chapter 5: Management & Operations	<ul style="list-style-type: none"> • Overview of access and mobility management, APO access management guidelines and congestion management strategies (TDM, ITS, & TSM)
Chapter 6: Financial Understanding & Evaluation	<ul style="list-style-type: none"> • Overview of investment categories, revenue sources and forecasts, investment targets, financial capability finding and needs vs. revenue comparison.
Chapter 7: Roadway Transportation	<ul style="list-style-type: none"> • Overview of system inventory and analysis, base (2005) & programmed/augmented year (2013) model development, build alternative(s) development and comparison and recommendation
Chapter 8: Transit Services	<ul style="list-style-type: none"> • Overview of public and private transit providers including Metro Bus, Tri-CAP, RiverRider, Jefferson Lines & Northstar, intercity passenger rail discussion and summary of ridership and service hours
Chapter 9: Regional Airport Transportation	<ul style="list-style-type: none"> • Overview of publicly owned airports in Mn/DOT District 3 and overview of St. Cloud Regional Airport facility and operations
Chapter 10: Non-Motorized Transportation	<ul style="list-style-type: none"> • Overview of goals and objectives relating to non-motorized transportation and how to continue to make progress and summary of existing infrastructure and crashes
Chapter 11: Freight Transportation	<ul style="list-style-type: none"> • Overview of current truck and rail freight activities and infrastructure, and current and future levels of services
Chapter 12: Regional Safety & Security	<ul style="list-style-type: none"> • Overview of safety and security implementation, goals and strategies and how each relates to MPO planning and coordination activities
Chapter 13: Implementation	<ul style="list-style-type: none"> • Summary of entire Plan including changes from previous Plan, needs assessment relative to goals & objectives and how to address needs
Appendix A: Federal & State Planning Considerations (Air Quality, Environmental Mitigation & Environmental Justice)	
Appendix B: Public Participation Process & Materials	
Appendix C: Current & Forecasted Traffic Volumes	
Appendix D: Public and Agency Comments & Response	