SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F. 320.252.6557*

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, APRIL 29, 2021 – 10 A.M.
ZOOM MEETING

1. Electronic Meeting Notification (Attachment A)
2. Introductions
3. Public Comment Period
4. Consideration of Consent Agenda Items (*Attachments B-D)*
   a. Approve minutes of March 25, 2021, TAC meeting (Attachment B)
   b. Receive staff report of April 8, 2021, Central Minnesota Area Transportation Partnership Meeting (Attachment C)
   c. Receive staff report of April 8, 2021, Policy Board meeting (Attachment D)

5. 2019 Transportation Performance Monitoring Report (Attachments E1-E2): *Alex McKenzie, Transportation Planning Technician*
   a. Suggested Action: Recommend Policy Board approval.
6. 2021-2025 Regional Infrastructure Investment Plan (Attachments F1-F2): *Vicki Johnson, Senior Transportation Planner*
   a. Suggested Action: Recommend Policy Board approval to publish.
7. Other Business & Announcements
8. Adjournment

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English

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, Executive Order 12898, Executive Order 13116 and related statutes and regulations. The APO is accessible to all persons of all abilities. A person who requires a modification or accommodation, auxiliary aids, translation services, interpreter services, etc., in order to participate in a public meeting, including receiving this agenda and/or attachments in an alternative format, or language please contact the APO at 320-252-7568 or at admin@stcloudapo.org at least seven (7) days in advance of the meeting.

Somali

Ururka Qorsheynta 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.

Attachment A

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

Saint Cloud Area Planning Organization Electronic Meeting Notification

April 29, 2021

The Executive Director has determined that an in-person meeting is not prudent and under MN Statute, 13D.021 subdivision 1 believes that a Zoom conference with jurisdictional planners, engineers, and other transportation-related technical staff, participating via video conference and/or conference call is warranted.

The following process for the Saint Cloud Area Planning Organization's Technical Advisory Committee meeting to be held on Thursday, April 29, 2021, at 10 a.m. will be done in accordance with State Law:

1. The Executive Director will be present at the Saint Cloud Area Planning Organization office. The meeting will be audio recorded.
2. All votes will be done by rollcall so there is a clear record of who is in favor or opposed to the subject vote.
3. We will ensure that all members are able to hear one another and all discussions and testimony.
4. Notice of the meeting will be sent to all persons who have requested notice along with area media outlets.
5. Any member of the public may contact the Executive Director if he or she desires to be connected electronically to the meeting to hear the content of the meeting. If there is an expense for such connection, the Executive Director shall inform the public of the charge for such connection in advance of the meeting.

This meeting has been determined to not be feasible to have the public present at the meeting due to the health pandemic and emergency declaration and is authorized by MN Statute 13D.021, subdivision 1.

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SAINT CLOUD AREA PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, March 25, 2021 @ 10 a.m.

A Zoom meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, March 25, 2021. Senior Transportation Planner Vicki Johnson presided with the following members participating via Zoom or telephone access:

Michael Kedrowski	Saint Cloud Metro Bus
Jeff Lenz	MnDOT District 3
Steve Foss	City of Saint Cloud
Todd Schultz	City of Sauk Rapids
Chris Byrd	Benton County
Andrew Witter	Sherburne County
Jodi Teich	Stearns County
Scott Saehr	City of Sartell
Nate Keller	City of Saint Joseph
Innocent Eyoh	MPCA
Larry Hosch	ATAC Representative
Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Planning Technician
Fred Sandal	APO, Associate Planner
Amber Blattner	APO, Administrative Assistant

Ms. Johnson reviewed the Electronic Meeting Notification requirements.

Introductions were made.

PUBLIC COMMENT PERIOD
No members of the public were participating.

Consideration of Consent Agenda Items

Mr. Witter made a motion to approve Consent Agenda Items. Mr. Byrd seconded the motion. Motion carried. Roll Call: Kedrowski– YES; Lenz – ABSTAIN; Foss – YES; Byrd – YES; Witter – YES; Teich – YES; Schultz – YES; Keller – ABSTAIN; Saehr - YES

FY 2021-2024 Transportation Improvement Program (TIP) Amendment
Ms. Johnson noted that last month the City of Saint Cloud made a request to amend the TIP. The change pertained to County Road 136 / Oak Grove Road SW. This two-part project (roadway reconstruction and transportation alternatives) originally cost $2.4 million and has increased to $3.7 million. Public comment for this ends tomorrow (March 26, 2021). Ms. Johnson requested a recommendation for Policy Board approval.

Mr. Witter made a motion to approve the TIP Amendment. Mr. Byrd seconded the motion. Motion carried. Roll Call: Kedrowski– YES; Lenz – YES; Foss – YES; Byrd – YES; Witter – YES; Teich – YES; Schultz – YES; Keller – YES; Saehr – YES

Debrief of the FY 2025 Surface Transportation Block Grant Program (STBGP)

Ms. Johnson asked TAC representatives how they felt the STBGP solicitation process went. Ms. Johnson asked the TAC if they prefer the St. Cloud APO planning staff do the initial scoring/ranking of the projects. Mr. Keller felt preliminary feedback from the APO staff is beneficial. Mr. Foss agreed that the preliminary comments help facilitate the discussion. Ms. Johnson asked if the total points allocated to categories need to be adjusted. Mr. Byrd liked how safety and system condition have more weight in scoring and suggested the points allocated stay as is. Ms. Johnson asked if applicants would like a debrief by APO staff as to how applications could be improved for next year or be provided with a general understanding of what APO staff are looking for in applications. Mr. Foss would be interested in discussing that and will set up a meeting with Ms. Johnson. Ms. Teich does not need to meet for feedback on her two applications. Mr. Saehr would be interested, and he will follow up with Mr. Halter to get his input. Ms. Johnson confirmed they will move forward with a similar process for next year.

Other Business and Announcements

Ms. Johnson discussed the transportation alternatives subcommittee and asked if anyone be interested in serving on this committee. Ms. Teich has been on the committee for two years. Mr. Witter said he would take Ms. Teich's position on the committee. Ms. Johnson requested if you have not sent her financial information for your jurisdiction that you do so by Monday. Mr. Gibson noted that a senate bill has been introduced for a study to improve access and safety on US10 from 45th Ave. SW to 32nd Street SE in St. Cloud. The board has been asked to provide a resolution for this bill. This will go to the board on April 8. Mr. Byrd asked if the board is typically asked to provide a resolution. Mr. Gibson said the APO is not typically asked to provide a resolution. Mr. Lenz asked if the study passed, would the city or MnDOT complete the study. Mr. Gibson said MnDOT would complete the study. Mr. Witter noted that there is a representative down in Lakeville that is submitting an amendment to terminate the Northstar Commuter rail and utilize those funds in the Twin Cities area for cleanup purposes. Mr. Lenz reviewed the 2022-2025 MnDOT projects that are in the APO.

Adjournment

The meeting adjourned at 10:35 a.m.

Attachment C

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: Vicki Johnson, Senior Transportation Planner
RE: Staff report of April 8, 2020 Central Minnesota Area Transportation Partnership Meeting
DATE: April 13, 2020

The Central Minnesota Area Transportation Partnership (ATP-3) met via Teams on Thursday, April 8, 2020. At that meeting, the following occurred:

1. Transit Vehicle Funding Update and Other Transit Items
    a. MnDOT District 3 Planning Director Steve Voss provided an update on the transit vehicle funding process. Applications for facilities, large capital, and new service projects for fiscal years 2025-2026 will be made available this summer.
2. FY 2021-2024 Local Federal Project Update
    a. MnDOT District 3 State Aid Engineer Kelvin Howieson provided information on the districtwide projects slated to occur in fiscal year 2021. Three local projects (City of Saint Cloud's CR 136 reconstruction and multimodal project and City of Sauk Rapids's CSAH 1 trail) are on track to be completed this year.
3. Greater MN Highway Safety Improvement Program Funding Guidance
    a. Mr. Howieson discussed the Highway Safety Improvement Program (HSIP) projects that were selected this year. Fifteen projects from across the district were selected for funding. Two projects (both Sherburne County sponsored) will be occurring within the APO's planning area. The first project is for the installation of mumble stripes and intersection sign enhancements on various Sherburne County roads in 2023. The second project is for rural intersection street lighting on various Sherburne County roads in 2024.
    b. Mr. Voss also went over the MnDOT sponsored HSIP projects. Five MnDOT HSIP projects were selected in the district. None of these projects will be in the APO's planning area.
4. Review FY 2022-2025 State Transportation Improvement Program Funding Guidance
    a. Mr. Voss detailed the major sources of funding available to the Area Transportation Partnerships statewide. This includes: Surface Transportation Block Grant Program (STBGP), Transportation Alternatives (TA), Highway Safety Improvement Program (HSIP), and statewide performance funding (National Highway Freight Program or NHFP).
    b. Mr. Voss said funding targets for fiscal years 2022, 2023, and 2024 have remained the same as last year. He also revealed that projected available funding for FY 2025 will remain at the same level as 2024. This means the ATP has $10.4 million in STBGP funding and $1.6 million available in TA funding.

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c. Out of the $10.4 million in STBGP funding available to ATP-3 in FY 2025, the Saint Cloud APO is expected to receive 20.35% based upon system size, population, and usage. This equates to $2,135,120.

d. Mr. Voss said there may be impacts to the development of the MnDOT District 3 Capital Highway Investment Plan due to anticipated funding levels for MnDOT's specific funding targets (separate from the ones used by the ATP) falling short of what was anticipated. Mr. Voss said MnDOT District 3 was planning on receiving around $140 million for its various programs, but funding targets from the state have FY 2025 sitting at approximately $114 million.

5. ATIP Development Committee Draft FY 2022-2025 Area Transportation Improvement Program (ATIP) Recommendations

   a. MnDOT District 3 Engineering Specialist/Program Coordinator Jeff Lenz discussed the fiscal year 2025 proposed projects to be funded using Surface Transportation Block Grant Program (STBGP) funding. A total of eight projects from across the district were recommended for funding including two in the APO (City of Sauk Rapids's Second Avenue S reconstruction and Sherburne County's CR 65 realignment). The ATP-3 Board approved these recommendations.

   b. Mr. Lenz also discussed the FY 2025 Transportation Alternatives solicitation. Sixteen applications were received from across the district to compete for the available $1.6 million in Federal funding. Four projects were recommended for funding including the City of Sartell's trail and sidewalk gap project. The ATP-3 Board approved these recommendations.

   c. Mr. Howieson discussed the two applications the district received for the Local Partnership Program (LPP). This funding source is used by local agencies to make improvements on trunk highways. The City of Otsego had applied for LPP funding to install flashing left turn arrows at three intersections with TH 101. Sherburne County had also applied for LPP funding for their realignment of the US 10/BNSF crossings at CR 65 and 45th Avenue. The Sherburne County project does fall within the APO's planning area. The ATP-3 Board approved these projects for inclusion in the State Transportation Improvement Program.

   d. Mr. Voss provided updates on the District's FY 2022-2025 Trunk Highway Construction Program. Some changes were made to the program during 2022-2024. In the APO, this includes the following:

      i. Project cost decrease in the US 10 box culvert project in 2022.

      ii. Switching the fiscal years for rehabilitation of MN 301's retaining wall from 2021 to 2022. This also includes increasing the project cost.

      iii. Project cost increase on the US 10/MN 23 interchange project in 2023.

      iv. Project cost decrease on the I-94 bridge replacements over the BNSF railroad in 2023.

      v. The addition of a bridge overlay project of CR 137 spanning MN 15 in 2025.

   e. The ATP-3 Board approved the MnDOT construction program.

6. MnDOT Cost Estimate Conversion Factor Table

   a. MnDOT's Office of Transportation System Management's Economic Policy Analyst John Wilson presented on how MnDOT calculates the cost estimate inflation conversion factor table. This table is primarily used by engineers to properly inflate their project costs to year of expenditure dollars.

7. FY 2023-2026 STIP Development Timeline
    a. Mr. Voss presented on the draft timeline to develop and complete the FY 2023-2026 STIP. This item is typically brought before the ATP in June, but if a June meeting was not needed, Mr. Voss recommended taking action on April 8 meeting. The ATP-3 Board approved the FY 2023-2026 development schedule.

Suggested Action: None, informational.

Attachment D

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: Brian Gibson, Executive Director
RE: Staff Report on April 8, 2021 Policy Board Meeting
DATE: April 12, 2021

The APO Policy Board met on April 8, 2021. The following is a summary of that meeting:

1. The Board approved a contract with SRF Consulting Group to complete the **Southwest Beltline Corridor Study**;
2. The Board approved the APO's FY2020 **Financial Audit** results;
3. The Board approved a resolution supporting Minnesota Legislature **Senate File 2314**, which would appropriate trunk highway funds for a safety study on US 10 in the APO's planning area and provide funding for Transportation Improvement Program (TIP) and Capital Improvement Program (CIP) projects in the region;
4. The Board approved a **TIP amendment**, as recommended by the TAC, to revise the cost estimates of reconstructing Stearns CR 136 from 22nd Street to 33rd Street – the City will be responsible for providing the additional funds from local monies.

Suggested Action: None, informational.

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Attachment E1

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 TAC
FROM: Alex McKenzie, Planning Technician
RE: 2019 Transportation Performance Monitoring Report
DATE: April 29, 2021

The Transportation Performance Monitoring Report includes a set of performance measures that will track the regions progress towards achievement of transportation goals. Performance measures are designed to serve as a benchmark to evaluate and quantify progress. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. The report serves as an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving towards achieving the goals stated in the MTP.

Attached is the full 2019 Transportation Performance Monitoring Report

Suggested Action: Approval.

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Attachment E2

Saint Cloud Area Planning Organization Transportation Performance Monitoring Report

2019

Photos courtesy of APO

DISCLAIMER AND TITLE VI ASSURANCE

DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Saint Cloud Area Planning Organization: Benton County, Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, City of Saint Cloud, City of Saint Joseph, City of Waite Park, LeSauk Township, and Saint Cloud Metropolitan Transit Commission. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the State of Minnesota, and the Saint Cloud Area Planning Organization does not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.

TITLE VI ASSURANCE

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT or the U.S. DOT. Any such complaint must be in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see the Saint Cloud APO website (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

CIWAANKA VI EE XAQIIJINTA

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Amarka Fulinta 12898 ee ku saabsan Cadaaladda Deegaanka, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taarikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

TITLE VI ASSURANCE AND TITLE II ASSURANCE

GARANTÍA DEL TÍTULO VI

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO 2 SAINT CLOUD AREA PLANNING ORGANIZATION TRANSPORTATION PERFORMANCE MONITORING REPORT 2019 tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al Sitio web de la APO de Saint Cloud (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

TITLE II ASSURANCE

The Saint Cloud Area Planning Organization (APO) herby gives public notice that it is the policy of the APO to fully comply with the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Rehabilitation Act) and related statutes and regulations in all programs and activities. Title II of the Americans with Disabilities Act (ADA) requires all state and local government agencies to take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available as a reasonable modification for persons with disabilities upon request. Complaints should be submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged discriminatory occurrence and should be filed with the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the Saint Cloud APO website (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

TITLE II ASSURANCE

CIWAANKA II EE XAQIIJINTA

Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriira Dhammaan barnaamijyada iyo nashaadaadka. Qodobka II ee Sharciga Naafada Mareykanka (ADA) wuxuu u baahan yahay dhammaan hay'adaha gobolka iyo kuwa maxalliga ah inay qaadaan tillaabooyinka ku habboon si loo hubiyo in xiriirka lala yeesho codsadayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaatada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan 3 SAINT CLOUD AREA PLANNING ORGANIZATION TRANSPORTATION PERFORMANCE MONITORING REPORT 2019 ee suurtogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO II

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al Sitio web de la APO de Saint Cloud (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.

Table of Contents

Common Acronyms

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

AQI: Air Quality Index.

ATAC: Active Transportation Advisory Committee.

CNG: Compressed Natural Gas.

DOT: Department of Transportation.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

DEED: Minnesota Department of Employment and Economic Development.

DIV: Digital Inspection Vehicle.

EDR: Economic Development Region.

FAST Act: Fixing America's Surface Transportation Act.

FHWA: Federal Highway Administration.

FR: Fixed Route.

FTA: Federal Transit Administration.

GPS: Global Positioning System.

HPMS: Highway Performance Monitoring System.

HSIP: Highway Safety Improvement Program.

IRI: International Roughness Index.

MAP-21: Moving Ahead for Progress in the 21st Century Act.

MN: Minnesota.

MnDOT: Minnesota Department of Transportation.

MPCA: Minnesota Pollution Control Agency.

MPO: Metropolitan Planning Organization.

MTC: Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus).

MTP: Metropolitan Transportation Plan.

NCB: Northstar Commuter Bus.

NHS: National Highway System.

NHTSA: National Highway Traffic Safety Administration.

NPMRDS: National Performance Management Research Data Set.

NTD: National Transit Database.

PBP: Performance-Based Planning.

SEP: Stakeholder Engagement Plan.

SGR: State of Good Repair.

SOV: Single-Occupancy Vehicle.

STC: Saint Cloud Regional Airport.

STIP: Statewide Transportation Improvement Program.

TAC: Saint Cloud APO's Technical Advisory Committee.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TPMR: Transportation Performance Management Report.

Tri-CAP: Tri-County Action Program.

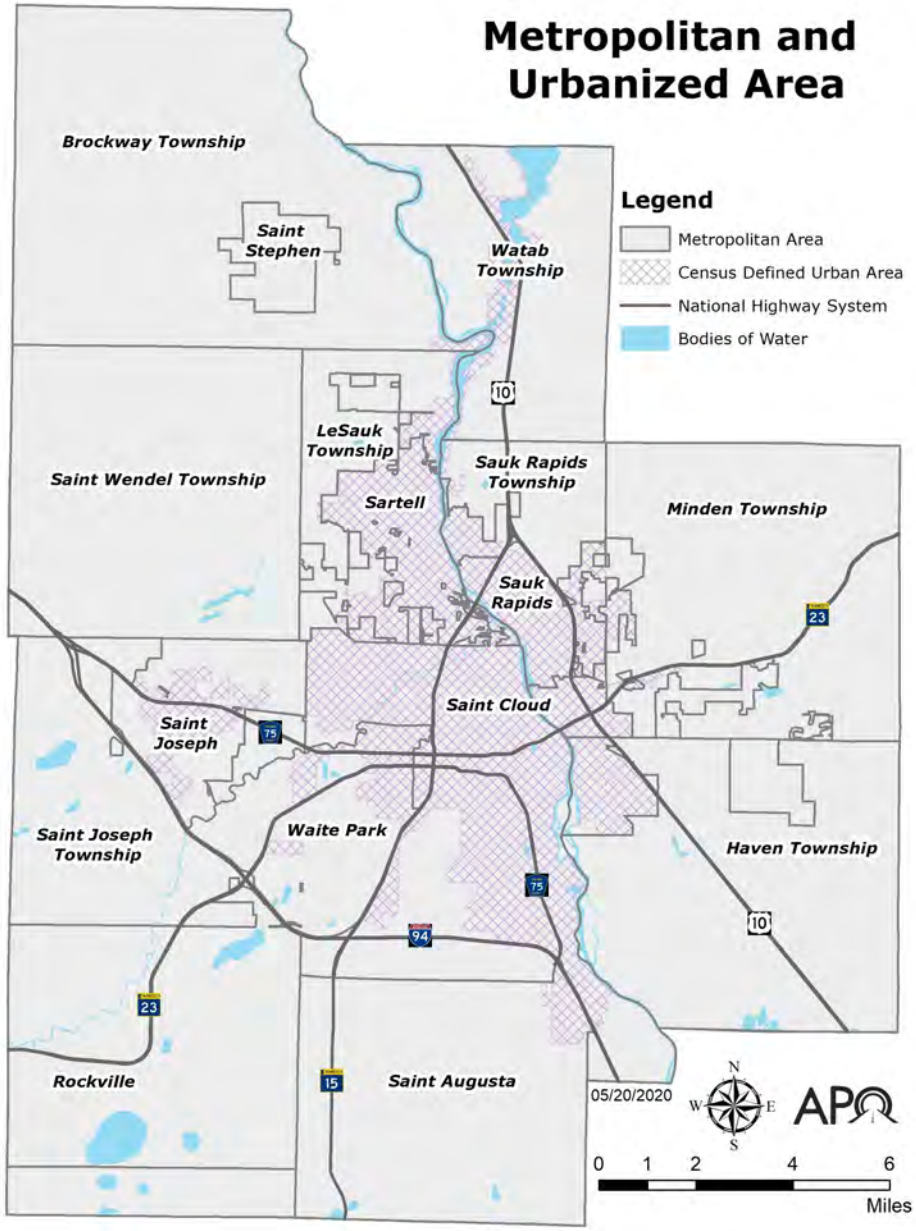
TSM: Transportation System Management.

TTTR: Truck Travel Time Reliability.

VMT: Vehicle Miles Traveled.

Introduction

APO Planning Area



The Saint Cloud Area Planning Organization (APO) is an independent, regional body responsible for transportation planning for the Saint Cloud metropolitan area. The APO serves as the region's Metropolitan Planning Organization (MPO) - an organizational body created under the Federal Aid Highway Acts of 1962 and 1973 designed in part to coordinate transportation planning efforts for urban areas with a population of at least 50,000. MPOs, like the APO, assist local officials in collaboratively deciding how federal transportation funds will be allocated within the planning area.

The APO Urbanized Area is designated by the U.S. Census Bureau every census year. Criteria for defining this area includes population density and density of development. The APO approves a 20-year planning boundary that not only includes the Census-defined Urbanized Area, but also considers expected urbanized growth within that time period.

The APO is comprised of member jurisdictions: Stearns County, Benton County, Sherburne County, City of Saint Cloud, City of Sartell, City of Sauk Rapids, City of Waite Park, City of Saint Joseph, LeSauk Township, and Saint Cloud Metropolitan Transit Commission (MTC). The cities of Rockville, Saint Stephen, and Saint Augusta, along with Brockway Township, Haven Township, Minden Township, Sauk Rapids Township, Saint Wendel Township, Saint Joseph Township, and Watab Township are located within the designated APO planning boundary but are not formal member agencies. Instead they are represented through their respective counties. The APO works cooperatively with Minnesota Department of Transportation (MnDOT) in planning related activities in the region.

1966	137,093
Year the APO was incorporated.	Estimated population in the Saint Cloud APO planning area in 2019.

Data Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates

Introduction

Performance Measures

The APO and Performance Measures

This Transportation Performance Monitoring Report (TPMR) includes a set of performance measures that will track the region's progress toward achievement of transportation goals as defined in the APO's Metropolitan Transportation Plan (MTP). Performance measures are designed to serve as a benchmark to evaluate and quantify progress. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. This progress report serves as an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving towards achieving the goals stated in the APO's Metropolitan Transportation Plan (MTP).

The APO approved its 2045 MTP in October 2019. During that process, staff incorporated federally mandated performance measures into the MTP including but not limited to, those found within this report. In addition, APO staff have been working to develop a variety of other performance measures to assist in future planning and project implementation. The intent is to use the identified performance measures to further align current and future projects with the overall goals and objectives of the MTP.

Based on the Transportation Performance Management (TPM) assessment tool, the APO is currently working towards a maturity level two, the developing phase. Work is underway to strengthen transportation performance management in the APO. A transportation performance management framework is being defined to provide alignment across the organization and across different planning and programming functions. Modifications to data collection and management processes and analysis tools are being planned in order to better support the performance framework. Organizational roles are being defined and a strategy for training and workforce development in support of transportation performance management is being developed.

Strategic Direction

•The APO is developing a collaborative process to set goals and objectives with linkages between agency functions and broader societal concerns still being clarified.

Target Setting

•The APO is collaboratively developing a methodology to understand baselines and set targets within agreed-upon performance areas.

Performance-Based Planning

•The APO is defining a data-driven process for understanding current and future performance to identify and develop strategies.

Performance-Based Programming

•The APO is developing a performance-based programming methodology and process that will: enable project selection to reflect agency goals; determine priorities in planning documents; and identify funding constraints, risk factors, and relative needs across performance areas.

Monitoring and Adjustment

•The APO is developing a plan for system and program/ project monitoring tied to its strategic direction. This will include: a definition of output, outcome measures, frequency of data collection, external influencing factors and users.

Reporting and Communication

•The APO is defining requirements for internal reports to ensure consistency, alignment with strategic direction, and provision of actionable information.

Introduction

Performance Measures

What are Performance Measures?

Performance measures are indicators of progress toward attaining a goal, objective, or target (a desired level of future performance).

What is Transportation Performance Management?

Transportation Performance Management (TPM) is a strategic approach that uses system information such as performance measures to assist policy decisions in order to achieve performance goals.

What is Performance-Based Planning?

Performance-Based Planning (PBP) is the use of agency goals, objectives, and performance trends to drive the development of strategies and priorities in long-range planning documents like the MTP. The resulting documents such as the short-term transportation programming document, the Transportation Improvement Program (TIP) have become the blueprint for how an agency intends to achieve its desired performance outcomes.

How does the APO use performance measures?

Because the APO's transportation system improvement needs exceed available funding, resources are invested in the most strategic, effective, and efficient way possible. Performance measures provide useful "feedback" and are integrated into the APO's planning practice on three levels as indicated in the adjacent graphic.

Strategic Level

Performance measures help to establish and inform goals, objectives, and strategies as well as monitoring the APO's mission attainment. Performance measures also communicate progress toward achieving goals in transportation plans and programs such as the MTP and TIP.

Decision Making Level

Performance measures are used to inform and assess the financial policies for allocating funds among programs such as highway preservation, system expansion, public transportation, multimodal trails, etc. These programs are defined in the TIP. Decision makers also consider various trends impacting transportation system.

Project Delivery Level

After projects are selected, performance measures help to monitor the efficiency and effectiveness of projects and services. Performance measures also support organizational and operational improvements.

Introduction

Performance Measures

Why does the APO use Performance Measures?

- To assess how well the APO's multimodal transportation system is functioning—including feedback from and collaboration with key stakeholder organizations.
- To provide information to support and inform decision-making.
- To assess how effectively and efficiently transportation programs, projects, and services are being delivered.
- To demonstrate transparency and accountability to the APO's citizens and to foster collaboration between the transportation systems of APO member jurisdictions.

Why set targets?

Federal regulations require the APO to either 1) Support MnDOT's performance targets for each performance measure, or 2) Set its own regional target(s). The APO has decided to set its own targets for each of the performance measures.

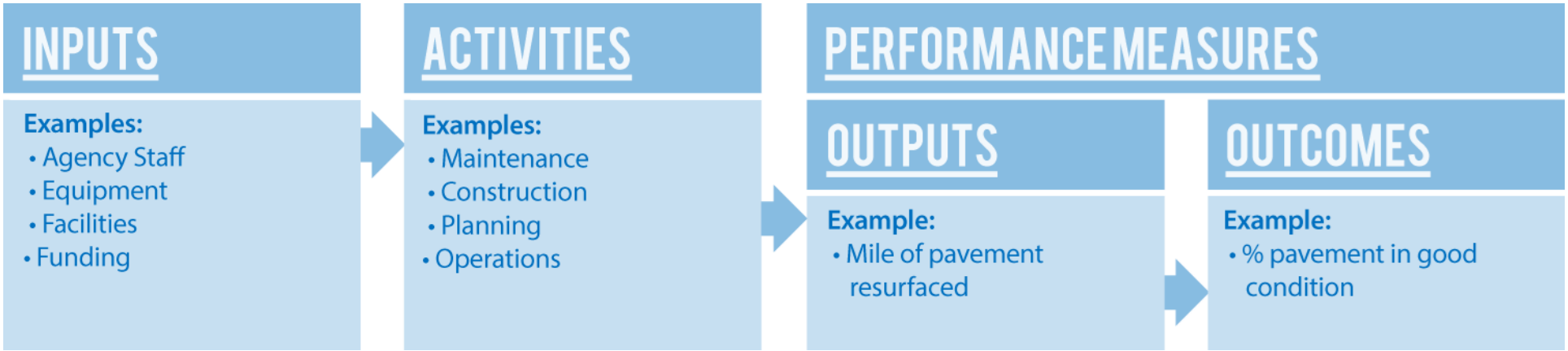
Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the APO's existing conditions and priorities. By adopting its own targets, the APO can focus on localized issues and target funding that will work toward achieving the goals established in the MTP.

Who sets the targets?

APO staff, along with planning partners, the APO's Technical Advisory Committee (TAC), the APO's Policy Board and Metropolitan Transit Commission (MTC) have collaborated to establish these targets.

What are the desired characteristics of performance measures?

- *Measurable data*—Data is quantifiable and able to be tracked year after year.
- *Forecastable*—Enables data-driven target setting based on future conditions.
- *Clear to the public and policymakers*—Allows performance storytelling to citizens and policymakers.
- *Agency has influence over results*—Measure agency activities rather than impact of external factors.



Introduction

Performance Measures

Federal Performance Measures.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), signed into law in 2012, included several provisions that collectively are transforming the Federal surface transportation program to be focused on the achievement of performance outcomes.

The Fixing America's Surface Transportation (FAST) Act, signed in 2015, built on the MAP-21 changes and provided long-term funding certainty for surface transportation infrastructure planning and investment.

The graphic below contains the list of Federally required performance measures:

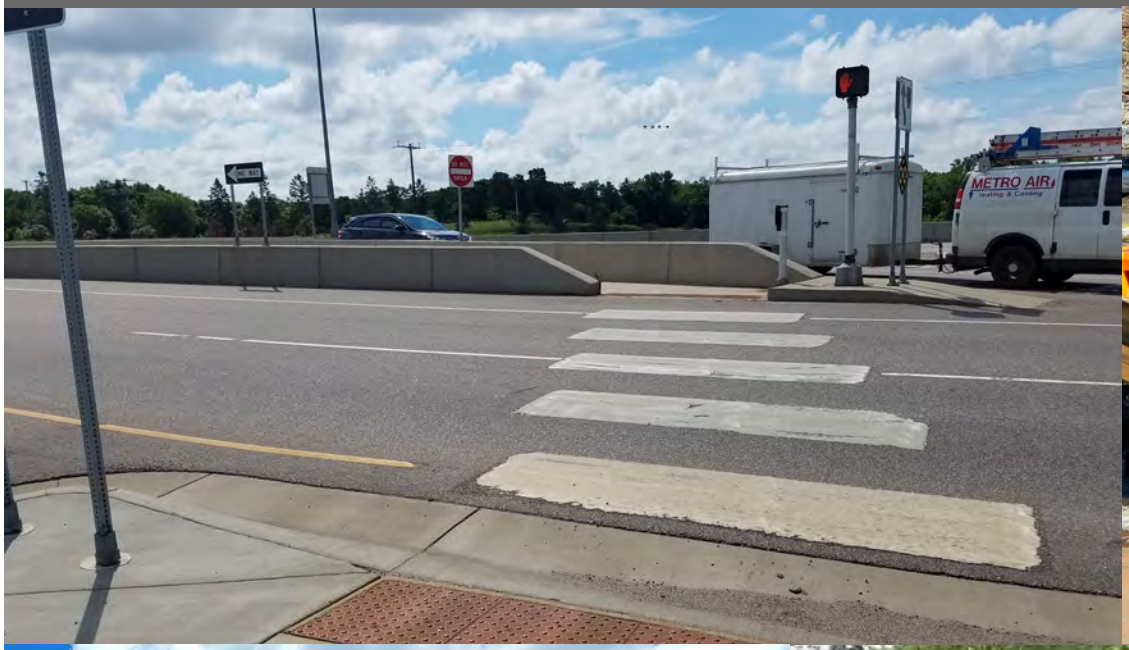
The first federally required performance period began Jan. 1, 2018, and ends on Dec. 31, 2021. Exceptions to this time frame include roadway safety, transit management, and state of good repair which have an annual calendar year reporting period.

Targets established should be reasonable and based on the analysis of trends and projections of future efforts. These efforts include projects identified in the TIP, MTP, and general maintenance of existing infrastructure completed by the counties, municipalities, and townships in the APO planning area. Targets established in accordance with Federal Highway Administrations (FHWA's) performance measure rules should be considered as interim condition/performance levels that lead toward the accomplishment of longer-term performance expectations in transportation plans developed by state departments of transportation (DOTs) and MPOs.

Roadway Safety	Roadway Accessibility, Mobility, and Connectivity	Roadway Management and Preservation	Roadway Metropolitan Vitality and Economic Development
♦ Number of fatalities. ♦ Rate of fatalities. ♦ Number of serious injuries. ♦ Rate of serious injuries. ♦ Number of non-motorized fatalities and serious injuries. ♦ Transit Safety.	♦ Annual percent of person -miles traveled on the Interstate and non-Interstate National Highway System that are reliable. ♦ State of Good Repair for equipment, facilities, and rolling stock. ♦ Transit Economic Requirements Model (TERM) scale for transit.	♦ Interstate system pavement conditions. ♦ Non-Interstate NHS pavement conditions. ♦ Bridge conditions. ♦ Transit Mechanical Failures.	♦ Truck Travel Time Reliability Index.

Goal 1: Maintain and Enhance Transportation Safety

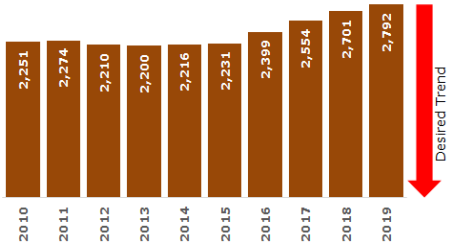
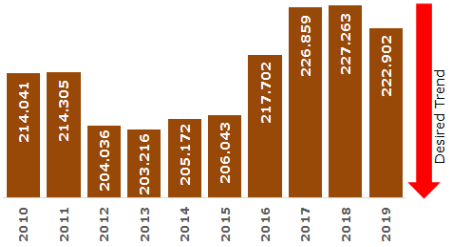
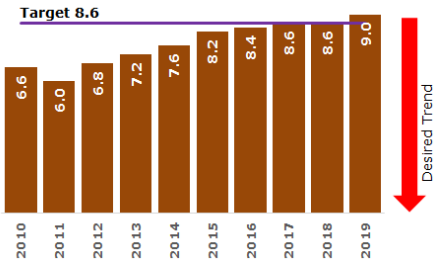
Develop and maintain a transportation system that is safe for all users.



Photos courtesy of APO

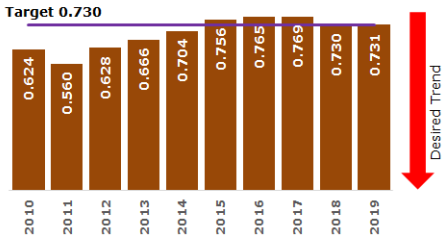
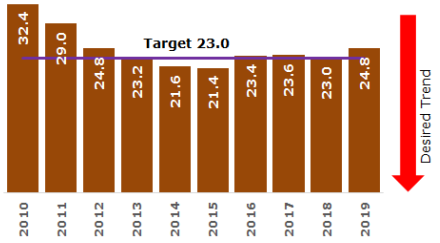
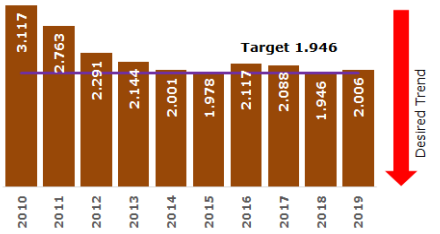
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2019 Target	2019 Result	Multi-Year Trend	Analysis
Number of Crashes Five Year Rolling Average: Number of crashes for five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the nearest whole number.	Performance Indicator	2,792		The 2019 five year rolling average for number of crashes was 2,792. This is a 3.4% increase from the 2018 five year rolling average of 2,701 and a 26.9% increase from the 10 year low from 2013. The APO desires the total number of crashes to decrease.
Rate of Crashes Five Year Rolling Average: Number of crashes per 100 million vehicle miles traveled (VMT) for five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the thousandth decimal place.	Performance Indicator	222.902		The five year rolling average for total crash rate in 2019 was at 222.902. This is a 1.9% decrease from the 10 year high of 227.263 in 2018. The APO desires the total crash rate to decrease.
Number of Fatalities Five Year Rolling Average: Number of fatalities for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place.	< 8.6	9.0		The five year rolling average for fatalities in 2019 was 9.0. This is a 50% increase from the 10 year low of 6.0 in 2011 and is a 10 year high. The APO had set a 2019 target of less than 8.6 fatalities.

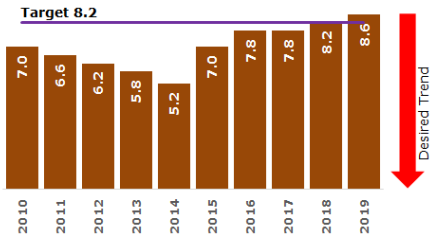
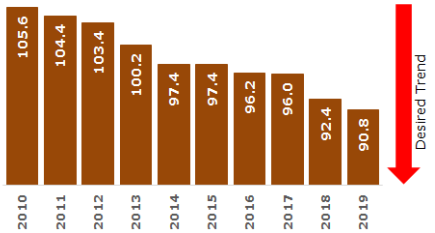
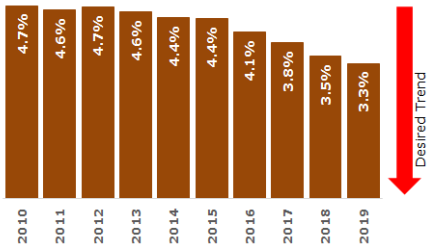
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2019 Target	2019 Result	Multi-Year Trend	Analysis
Rate of Fatalities Five Year Rolling Average: Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent five consecutive years (i.e., 2015-2019), adding the results, dividing by five, and rounding to the thousandth decimal place.	< 0.730	0.731		The 2019 five year rolling average for fatality rate was 0.731. This is a 0.1% increase from the 2018 five year rolling average and a 30.5% increase from the 10 year low of 0.560 from 2011. The APO set a 2019 fatality rate target of less than 0.730.
Number of Suspected Serious Injuries Five Year Rolling Average: Addition of the number of suspected serious injuries for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place.	< 23.0	24.8		The five year rolling average for suspected serious injuries in 2019 was 24.8. This is a 7.8% increase from the five year rolling average of 23.0 in 2018. The 2019 five year rolling average still remains below the 10 year high of 32.4 reported in 2010. The APO had set a 2019 target of less than 23.0 serious injuries.
Rate of Suspected Serious Injuries Five Year Rolling Average: Calculation of the number of suspected serious injuries per 100 million VMT for each of the most recent five consecutive years (i.e., 2015-2019), adding the results, dividing by five, and rounding to the thousandth decimal place.	< 1.946	2.006		The five year rolling average for the suspected serious injury rate in 2019 was 2.006. While this is an increase from the 2018 five year rolling average, the 2019 numbers remain below the 10 year high of 3.117 reported in 2010. The APO had set a serious injury rate 2019 target less than 1.946.

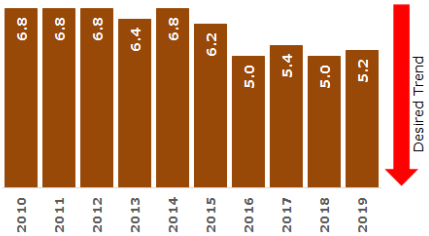
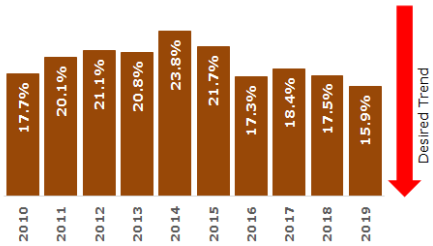
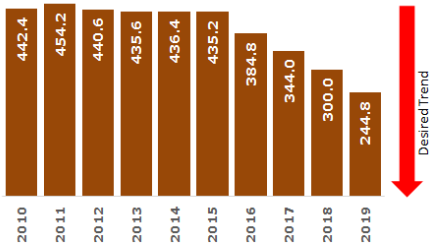
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2019 Target	2019 Result	Multi-Year Trend	Analysis
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average: Addition of the number of non-motorized fatalities and suspected serious injuries for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place.	< 8.2	8.6		The five year rolling average for non-motorized fatalities and suspected serious injuries in 2019 was 8.6, a 10-year high. This is a 4.9% increase from the 2018 five year rolling average of 8.2. The APO had set a 2019 target of less than 8.2 fatalities and suspected serious injuries.
Number of Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place.	Performance Indicator	90.8		The five year average for number of chemical impairment crashes in 2019 was at 90.8 from the five year rolling average reported in 2010 of 105.6 (the 10 year high). The APO desires the number of chemical impairment crashes to decrease.
Percent of Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of chemical impairment crashes divided by the total number of crashes for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place, expressed as a	Performance Indicator	3.3%		The percent of chemical impairment crashes for the five year period ending in 2019 was 3.3%. This is a 1.4 percentage point decrease from the 10 year high of 4.7% in 2010. The APO desires the percent of chemical impairment crashes to decrease.

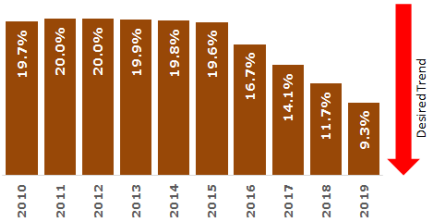
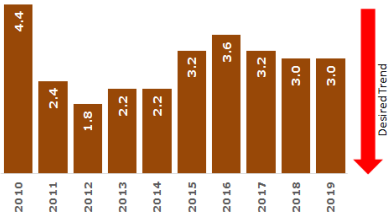
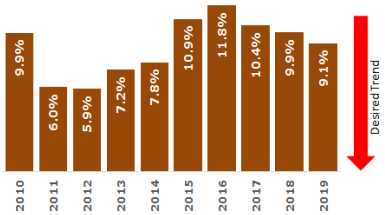
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2019 Target	2019 Result	Multi-Year Trend	Analysis
Number of Fatal and Suspected Serious Injury Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place.	Performance Indicator	5.2		The five year average for number of fatal and suspected serious injury chemical impairment crashes in 2019 was 5.2. This is a 23.5% decrease from the five year rolling average of 6.8 reported in 2010, 2011, 2012, and 2014. The APO desires fatal and suspected serious injury chemical impairment crashes to decrease.
Percent of Fatal and Suspected Serious Injury Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury chemical impairment crashes divided by the total number of fatal and suspected serious injury crashes for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place, expressed as a percent.	Performance Indicator	15.9%		The percent of fatal and suspected serious injury chemical impairment crashes for the five year period ending in 2019 was 15.9%. This is a 7.9 percentage point decrease from the 10 year high of 23.8% in 2015. The APO desires the percent of fatal and suspected serious injury chemical impairment crashes to decrease.
Distracted Driving Crashes Five Year Rolling Average: Addition of the number of crashes of all types involving distracted driving for each of the most recent five consecutive years (i.e., 2015-2019), dividing by five, and rounding to the tenth decimal place. **Statewide definition of distracted driving was redefined in 2015*	Performance Indicator	244.8		The five year average for the number distracted driving crashes in 2019 was 244.8. This is a 46.1% decrease from the 10 year high of 454.2 reported for the 2011 five year rolling average. The APO desires the number of distracted driving crashes to decrease.

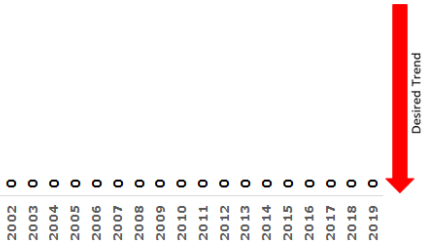
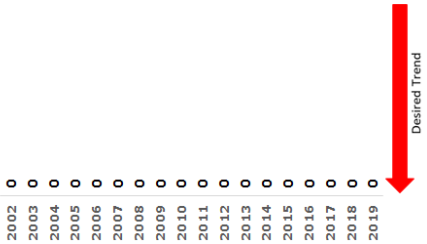
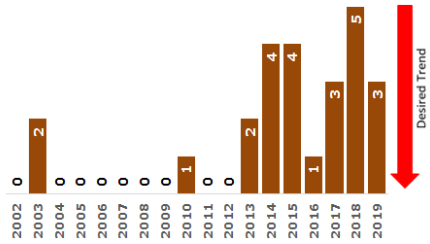
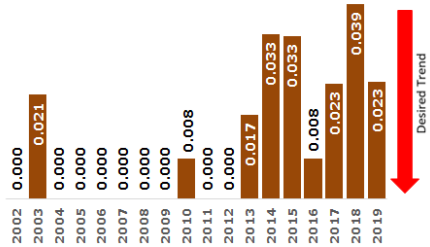
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2019 Target	2019 Result	Multi-Year Trend	Analysis
Percent of Distracted Driving Crashes Five Year Rolling Average: Addition of the number of crashes of all types involving distracted driving divided by the total number of crashes for each of the most recent five consecutive years (i.e., 2015-2019), and rounding to the tenth decimal place, expressed as a percent.	Performance Indicator	9.3%		The percent of distracted driving crashes for the five year period ending in 2019 was 9.3%. This is a 10.7 percentage point decrease from the 10 year high of 20.0% reported in both 2011 and 2012. The APO desires the percent of distracted driving crashes to decrease.
Number of Fatal and Suspected Serious Injury Distracted Driving Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury crashes of all types involving distracted driving for each of the most recent five consecutive years (i.e., 2015-2019), and rounding to the tenth decimal place.	Performance Indicator	3.0		The number of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2019 was 3.0. This is a 31.8% decrease from the 10 year high of 4.4 reported for the five year period ending in 2010. The APO desires the number of fatal and suspected serious injury distracted driving crashes to decrease.
Percent of Fatal and Suspected Serious Injury Distracted Driving Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury distracted driving crashes divided by the total number of fatal and suspected serious injury crashes for each of the most recent five consecutive years (i.e., 2015-2019), and rounding to the tenth decimal place, expressed as a percent.	Performance Indicator	9.1%		The percent of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2019 was 9.1%. This is a 2.7 percentage point decrease from the 10 year high of 11.8% in 2016. The APO desires the percent of fatal and suspected serious injury distracted crashes to decrease.

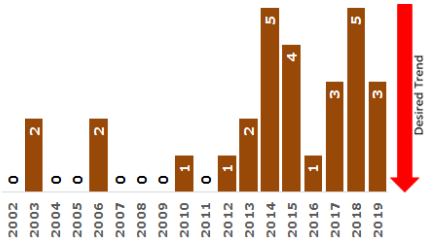
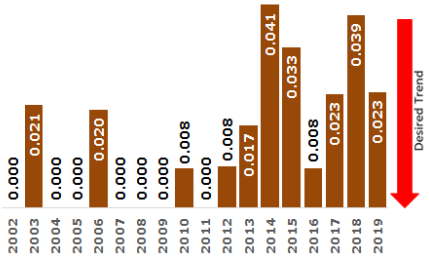
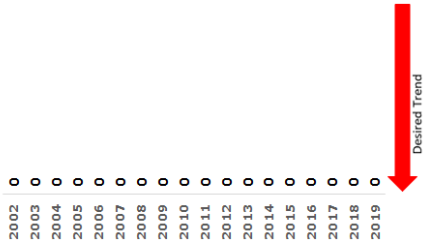
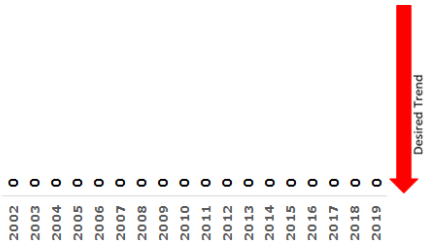
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Result	Multi-Year Trend	Analysis
Number of Fixed Route (FR) Fatalities: Total number of reportable FR fatalities.	TBD in 2020	0		The total number of reportable FR fatalities since 2002 have been zero. The APO desires the number of FR fatalities to stay at zero.
Rate of Fatalities (FR): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0		The FR fate of fatalities since 2002 have been zero. The APO desires the rate of FR fatalities to stay at zero.
Number of FR Injuries: Total number of reportable FR injuries.	TBD in 2020	3		A total of three reportable FR injuries occurred in 2019. This is a 40% decrease from the a 18 year high of five in 2018. The APO desires the number of FR injuries to decrease.
Rate of Injuries (FR): Number of injuries divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.023=0.0000023.	TBD in 2020	0.023		The rate of reportable FR injuries was 0.023 in 2019. This is a 41% decrease from 0.039 in 2018. The APO desires the rate of FR injuries to decrease.

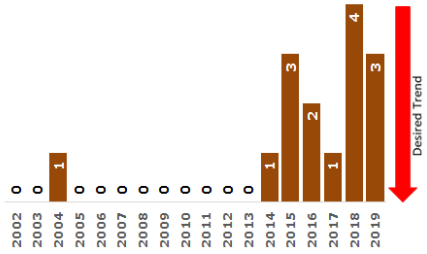
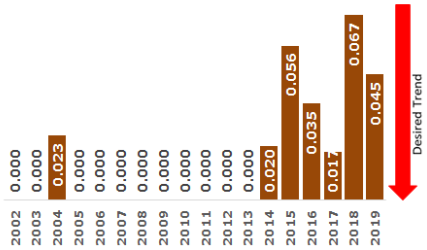
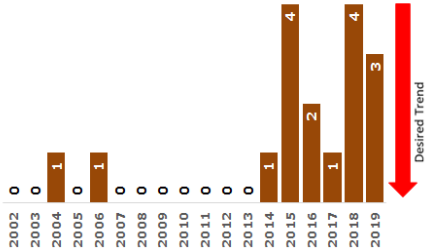
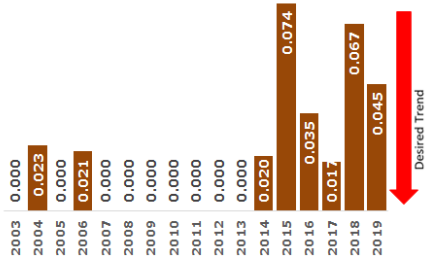
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Result	Multi-Year Trend	Analysis
Number of FR Safety Events: Total number of reportable FR safety events.	TBD in 2020	3		Three safety events were reported in 2019. This is a 40% decrease from five safety events in 2018. The APO desires the number of FR safety events to decrease.
Safety Event Rate (FR): Rate of FR safety events divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.023=0.0000023.	TBD in 2020	0.023		The 2019 FR reportable safety event rate was 0.0023. This is a 41% decrease from 0.039 in 2018. The APO desires the rate of FR safety events to decrease.
Number of Dial-a-Ride (DAR) Fatalities: Total number of reportable DAR fatalities.	TBD in 2020	0		No DAR fatalities have been reported over the past 18 years. The APO desires the number of DAR fatalities to stay at zero.
Fatality Rate (DAR): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0		The DAR fate of fatalities over the time frame have been zero. The APO desires the rate of DAR fatalities to stay at zero.

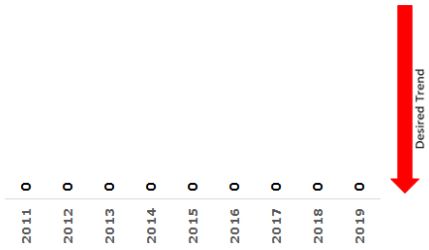
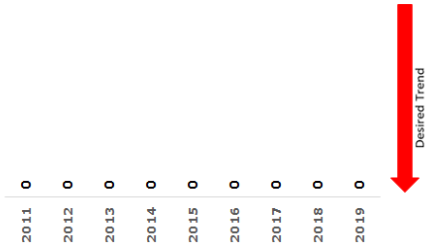
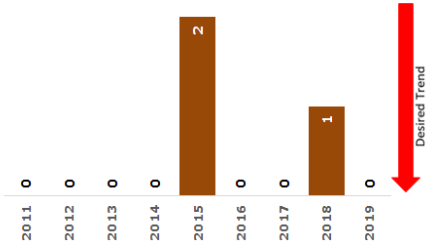
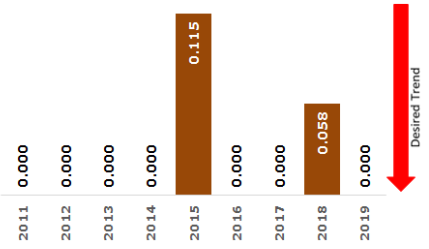
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Result	Multi-Year Trend	Analysis
Number of DAR Injuries: Total number of reportable DAR injuries.	TBD in 2020	3		There were three reportable DAR injuries in 2019. This is a 25% decrease from four reported in 2018. The APO desires the number of DAR injuries to decrease.
Rate of Injury (DAR): Number of injuries divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.045=0.0000045.	TBD in 2020	0.045		The rate of reportable DAR injuries decreased 32.8% from 0.067 in 2018 to 0.045 in 2019. The APO desires the rate of DAR injuries to decrease.
Number of DAR Safety Events: Total number of reportable DAR safety events.	TBD in 2020	3		Three DAR safety events were reported in 2019. This is a 25% decrease from four in 2018. The APO desires the number of DAR safety events to decrease.
Safety Event Rate (DAR): Rate of DAR safety events divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.045=0.0000045.	TBD in 2020	0.045		The rate of reportable DAR safety events decreased 32.8% from 0.067 in 2018 to 0.045 in 2019. The APO desires the rate of DAR safety events to decrease.

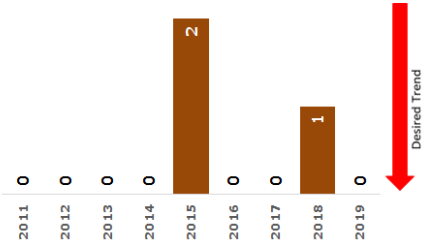
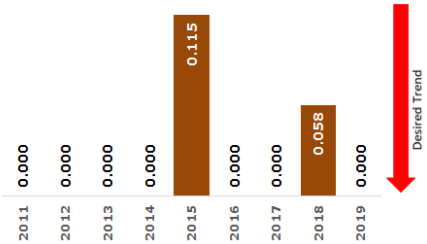
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Result	Multi-Year Trend	Analysis
Number of Northstar Commuter Bus (NCB) Fatalities: Total number of reportable NCB fatalities.	TBD in 2020	0		No fatalities have been reported since the NCB service began in 2011. The APO desires the number of NCB fatalities to stay at zero.
Rate of Fatalities (NCB): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0		The NCB rate of fatalities since the service began in 2011 has been zero. The APO desires the NCB rate of fatalities to stay at zero.
Number of NCB Injuries: Total number of reportable NCB injuries.	TBD in 2020	0		No NCB injuries were reported in 2019. This is down from the one injury reported in 2018. The APO desires the number of NCB injuries to decrease.
Rate of Injuries (NCB): Number of injuries divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.058=0.0000058.	TBD in 2020	0.000		The rate of reportable NCB injuries was at 0.000 in 2019. This is down from the 0.058 injury rate reported in 2018. The APO desires the rate of NCB injury rate to decrease.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Result	Multi-Year Trend	Analysis
Number of NCB Safety Events: Total number of reportable NCB safety events.	TBD in 2020	0		There were no reportable safety events in 2019. This was down from the one safety event reported in 2018. The APO desires the number of NCB safety events to decrease.
Safety Event Rate (NCB): Rate of NCB safety events divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.058=0.0000058.	TBD in 2020	0.000		The rate of reportable NCB safety events was at 0.000 in 2019. This was down from the 2018 rate of 0.058. The APO desires the NCB safety events to decrease.

Goal 1: Maintain and Enhance Transportation Safety

Fatality and Rate of Fatalities

Fatalities are calculated for the most recent five consecutive years. The rate of fatalities is the number of fatalities per 100 million VMT for each of the most recent five consecutive years.

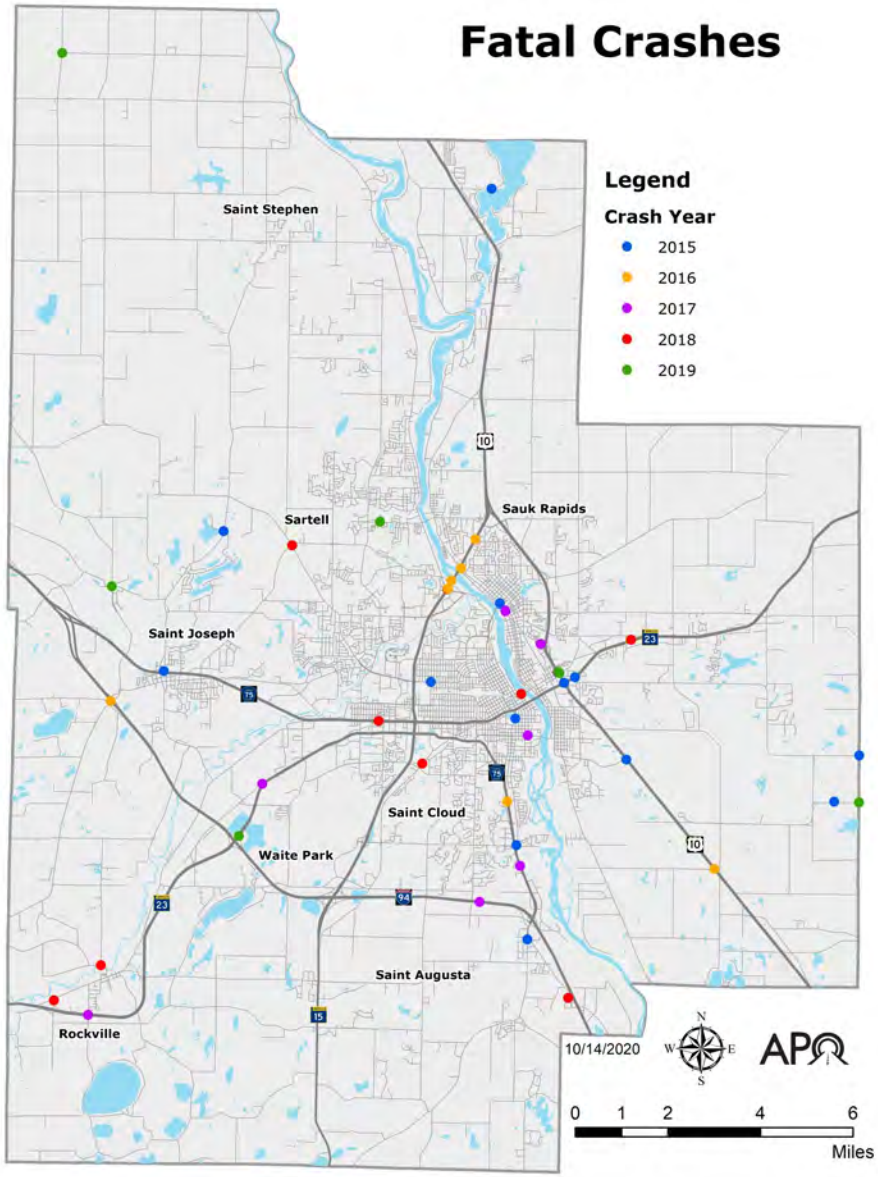


Figure 1.1-Fatal Crashes *Data Source: MnDOT.*

Fatal Crashes

Displayed in Figure 1.1 are traffic fatalities and their locations within the APO planning area from 2015 to 2019. The majority of these crashes occurred on the National Highway System (NHS), which typically has a higher annual average daily traffic (AADT) count. There are no high concentrations of fatalities at any one intersection, but a couple of areas contain crashes within close proximity. Around the US 10 and MN 23 interchange there have been three fatalities within a quarter mile and near the MN 15 bridge in Sartell/Sauk Rapids, there were four fatalities in 2016.

About one-third of all fatal crashes in the MPA involved either pedestrian or people who cycle. Just over half of all fatal crashes occurred at intersections (57.8%). And about a quarter of all fatal crashes within the MPA were angle crashes (22.2%). Even though majority of VMT occurs during daylight hours, about two out of every five fatal crashes (42.2%) take place at night. This could be explained because nearly 40% of fatal crashes occur when daylight hours are shorter in the late fall/winter months of October, November, December, and January.

Seriousness of Crash	
Fatal crash	Any crash in which a death has occurred as a result of the crash.
Suspected Serious Injury	Includes injuries serious enough to prevent normal activity for at least one day, such as massive blood loss, broken bones, etc.
Suspected Minor Injury	Injuries that are evident at the scene, but not serious enough to prevent normal activity, such as cuts, bruises, limping, etc.
Possible injury	Non-visible injuries but there are complaints of pain or momentary unconsciousness, such as headaches, etc.
Property Damage	No injuries as a result of the crash.

Goal 1: Maintain and Enhance Transportation Safety

Suspected Serious Injuries and Rate of Suspected Serious Injuries

Suspected serious injuries are calculated for the most recent five consecutive years. The rate of suspected serious injuries are the number of suspected serious injuries per 100 million VMT for each of the most recent five consecutive years.

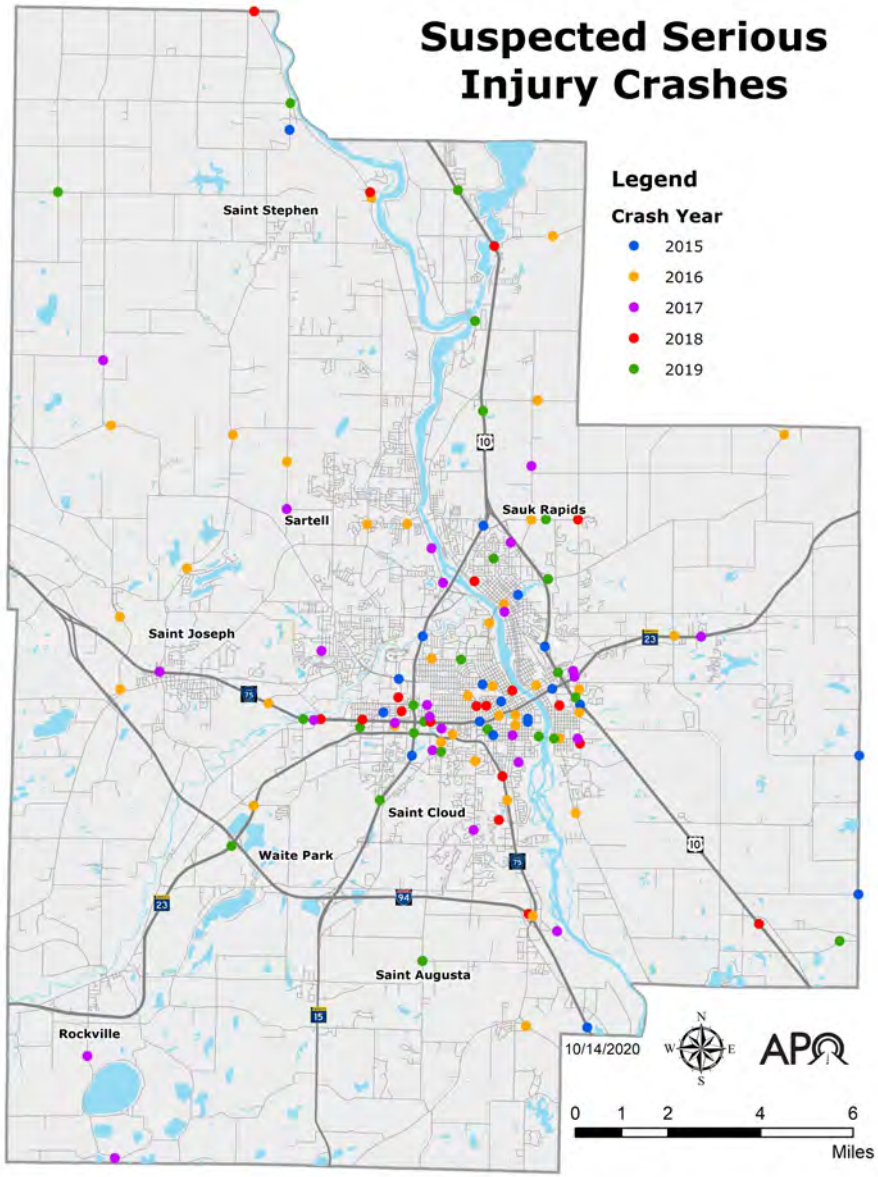


Figure 1.2-Suspected Serious Injury Crashes *Data Source: MnDOT.*

Suspected Serious Injury Crashes

Figure 1.2 illustrates suspected serious injury crashes and their locations within the APO planning area from 2015 to 2019. Nearly one-quarter of suspected serious injury crashes (23.4%) involve pedestrians or people who cycle. This is followed by single vehicle run off the road crashes (20.2%) and angle crashes (16.1%). Intersection related crashes accounted for nearly half of the crashes at 47.6%.

The average cost per crash was developed in 2018 by U.S. Department of Transportation on a per crash basis for use in calculating benefit/cost comparisons. The costs include economic cost factors and a measure of the value of lost quality of life that society is willing to pay to prevent deaths and injuries associated with motor vehicle crashes. For more information about the cost analysis visit the *Benefit-Cost Analysis Guidance for Discretionary Grant Programs* guide *(https://www.greenway.org/uploads/attachments/cjikc7sf12ofitnqiw9vgtdot-benefit-cost-analysis-guidance-2018.pdf).*

Average Cost Per Crash	(2018 Dollars)
Fatal	$9,600,000
Suspected Serious Injury	$459,100
Suspected Minor Injury	$125,000
Possible Injury	$63,900
Property Damage	$3,200

Goal 1: Maintain and Enhance Transportation Safety

Non-Motorized Fatalities and Suspected Serious Injuries

The number of non-motorized fatalities and non-motorized suspected serious injuries for each of the most recent five consecutive years

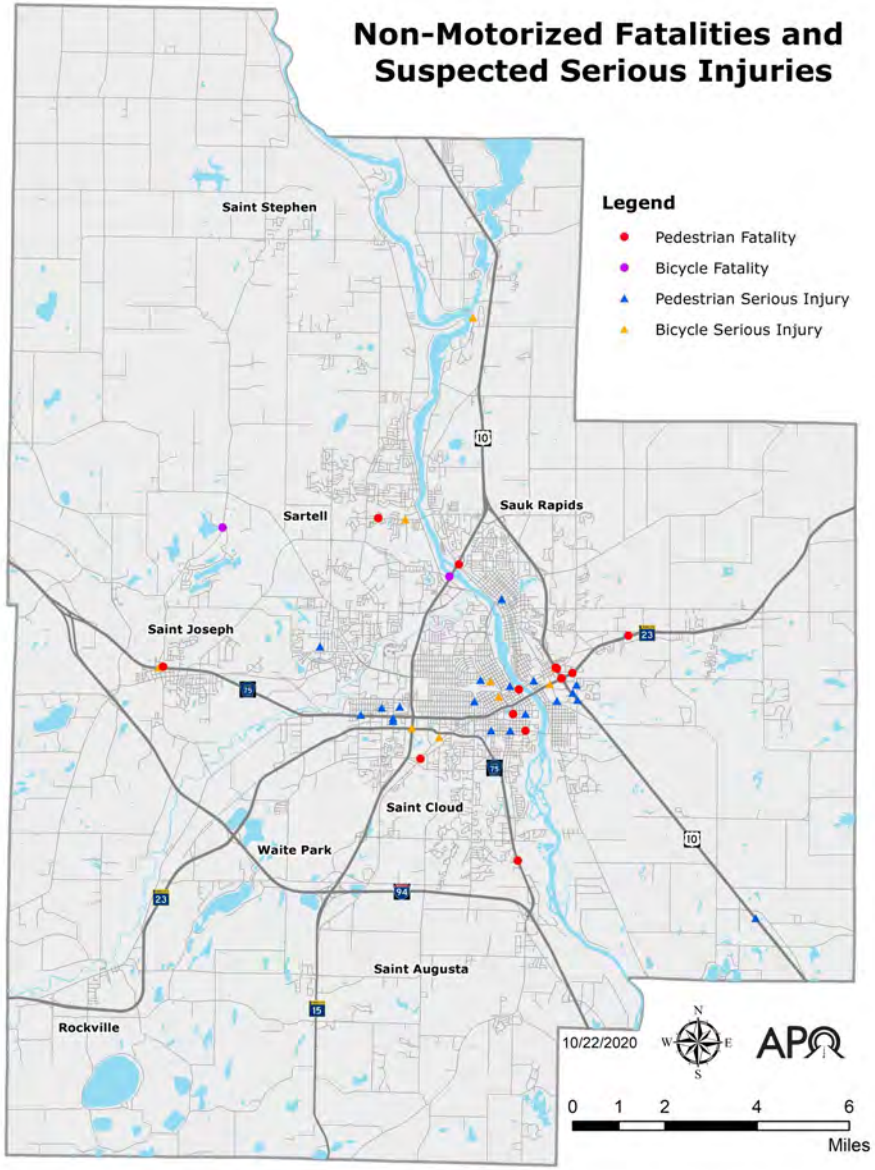


Figure 1.3-Non-Motorized Fatalities and Suspected Serious Injuries
Data Source: MnDOT.

Non-Motorized Fatalities and Suspected Serious Injury Crashes

Figure 1.3 illustrates non-motorized fatalities and suspected serious injury crashes and their locations within the APO planning area from 2015 to 2019. The majority of the crashes occurred within the City of Saint due to its high population and large availability of active transportation infrastructure.

More than half of all fatal and serious injury non-motorized crashes (61.3%) occurred when it was dark. It is recommend to wear high-colored, high-visibility clothing, reflective clothing and have lights when walking or cycling when it is dark.

Non-motorized crashes happen for a variety of reasons, such as the motorized vehicle or pedestrian/bicyclist were inattentive/ distracted or there was alcohol involved. The design of our roadways are also a factor in the seriousness of crashes. In Addition, motor vehicle speed can play a major role in the seriousness of non-motorized crashes. Studies show (https://www.ite.org/technical-resources/topics/speed-management-for-safety/speed-as-a-safety-problem/) that pedestrians hit by vehicles traveling 40 mph are given a 20% survival rate versus those struck by vehicles traveling at 20 mph who have a 90% survival rate.

Top Three Locations of Fatal and Suspected Serious Injury Non-Motorized Crashes in the MPA.

- ◊ **Not at Intersection: *43.2%.***
- ◊ **Four-Way Intersection: *36.4%.***
- ◊ **Intersection-Related: *9.1%.***

Goal 1: Maintain and Enhance Transportation Safety

Chemical Impairment Crashes

The number of crashes wherein the driver had been drinking or taking drugs.

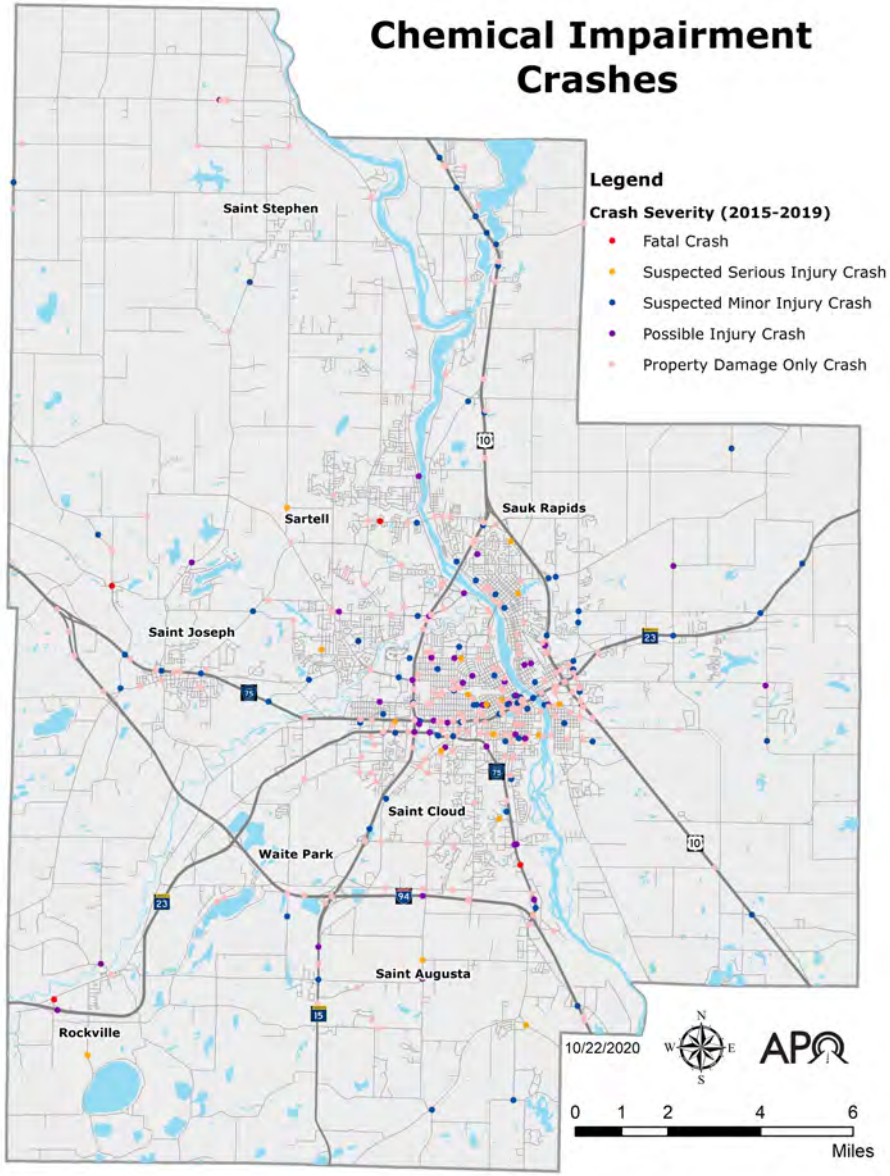


Figure 1.4-Chemical Impairment Crashes *Data Source: MnDOT.*

Chemical Impairment Crashes

Figure 1.4 displays the locations where chemical impairment crashes occurred in the Saint Cloud planning area from 2015 to 2019. In the five year time frame, there were 455 chemically impaired crashes, averaging 91 crashes per year. Chemical impairment crashes contributed to 21.9% of the total fatal and suspected serious injury crashes in 2019 and 2.9% of all crashes. There were many outliers but the majority of crashes are clustered in the Saint Cloud core metropolitan area.

Why Driving After Drinking is Dangerous.

"Driving after drinking is deadly. Yet it still continues to happen across the United States. If you drive while impaired, you could get arrested, or worse—be involved in a traffic crash that causes serious injury or death."

"Approximately one-third of all traffic crash fatalities in the United States involve drunk drivers (with blood alcohol concentrations [BACs] of .08 of higher). In 2016, there were 10,497 people killed in these preventable crashes. In fact, on average over the 11-year period from 2006-2016, more than 10,000 people died every year in drunk-driving crashes."

"In every state, it is illegal to drive with a BAC of .08 or higher, yet one person was killed in a drunk-driving crash every 50 minutes in the United States in 2016."

Data Source: National Highway Traffic Safety Administration (NHTSA).

Goal 1: Maintain and Enhance Transportation Safety

Distracted Crashes

Number of crashes involving distracted driving.

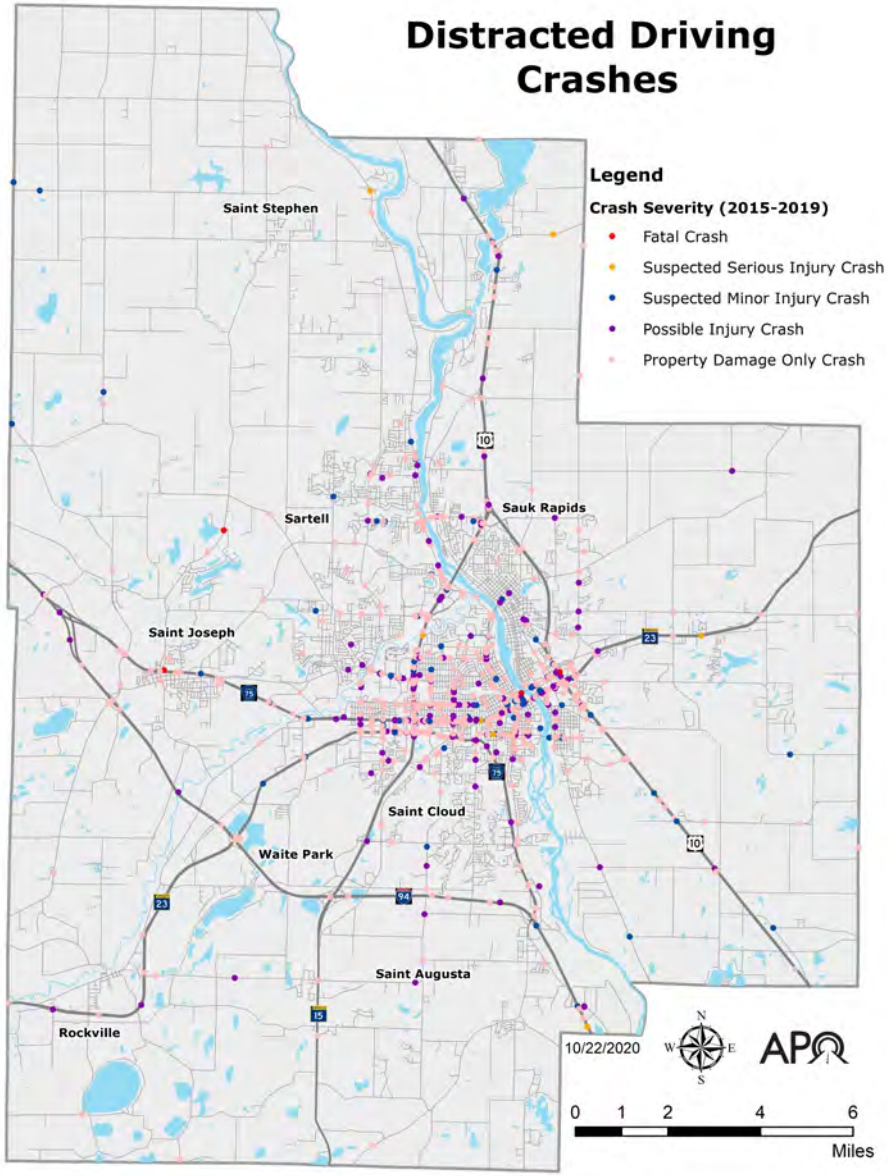


Figure 1.5-Distracted Driving Crashes *Data Source: MnDOT.*

Distracted Driving Crashes

Shown in Figure 1.5 there were 1,224 distracted driving crashes between 2015 and 2019 with a five year average of 244.8. The majority of crashes occurred in the core region of the metropolitan area. Though it is hard to design infrastructure which limits distracted driving, as of Aug. 1, 2019, Minnesota's "Hands-Free Law" law went into effect. In addition to banning texting and driving, it prohibits a driver from holding their phone in their hand while operating a motor vehicle. Voice commands for texting and making phone calls are still legal. For more information about "Hands-Free Law," visit the Office of Traffic Safety website (*https://dps.mn.gov/divisions/ots/hands-free/Pages/default.aspx).*

What Is Distracted Driving?

"Distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, talking to people in your vehicle, fiddling with the stereo, entertainment or navigation system—anything that takes your attention away from the task of safe driving."

"Texting is the most alarming distraction. Sending or reading a text takes your eyes off the road for five seconds. At 55 mph, that's like driving the length of an entire football field with your eyes closed."

"You cannot drive safely unless the task of driving has your full attention. Any non-driving activity you engage in is a potential distraction and increases your risk of crashing."

Data Source: NHTSA.

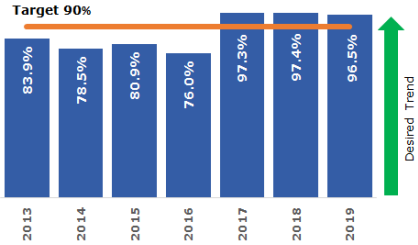
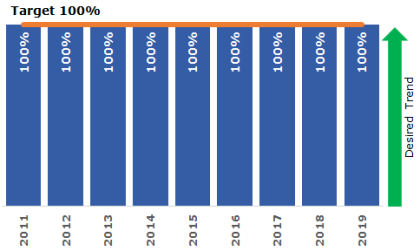
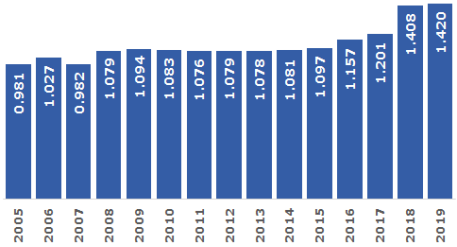
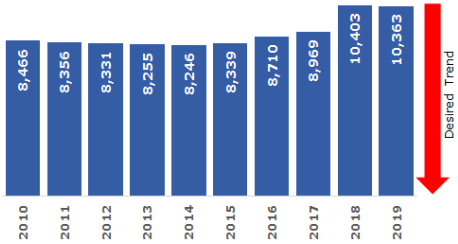
Goal 2: Increase System Accessibility, Mobility, and Connectivity

Increase the accessibility and mobility options for people and freight across and between all modes for all users

Photo courtesy of Saint Cloud APO.

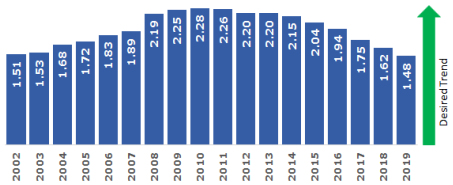
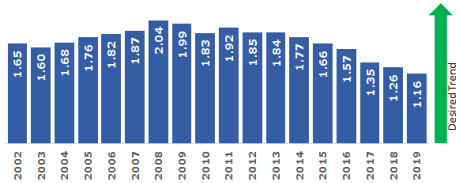
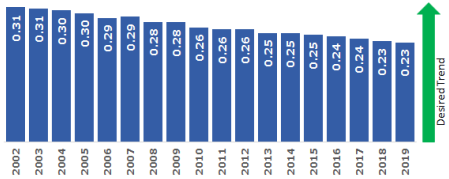
Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2019 Result	Multi-Year Trend	Analysis
***Non-Interstate NHS Reliability*:** Annual percent of person-miles traveled that are reliable.	> 90%	96.5%		Non-Interstate NHS reliability has decreased by 0.9 percentage points, from the seven year high of 97.4% in 2018 to 96.5% in 2019. The APO has set a 2021 target of at least 90% reliability.
Interstate Reliability: Annual percent of person-miles traveled that are reliable.	> 100%	100%		The Interstate has maintained a 100% reliability rating since 2011. The APO has set a 2021 target of at least 100% reliability.
Vehicle Miles Traveled (VMT): Number of miles traveled by motor vehicle expressed in billions.	Performance Indicator	1.420 Billion		VMT has increased 44.8% from 0.981 million miles in 2005 to a 15 year high of 1.420 billion miles in 2019. The APO does not have a set target.
VMT Per Capita: Number of miles traveled by motor vehicle divided by population.	Performance Indicator	10,363		VMT per capita has increased 22.4% from 8,466 in 2010 to 10,363 in 2019. The APO does not have a set target but desires VMT per capita to decrease.

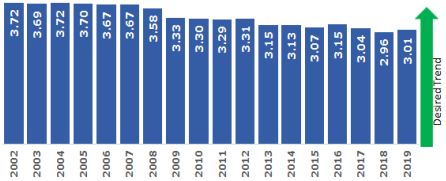
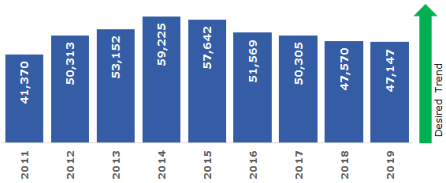
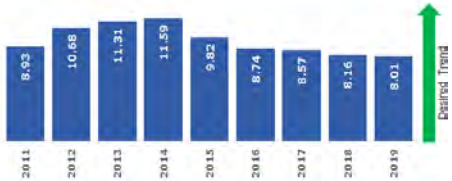
Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Results	Multi-Year Trend	Analysis
Number of Annual Fixed Route (FR) Transit Riders: Annual number of transit riders by FR.	Performance Indicator	1.48 Million		The number of annual FR transit riders has decreased by 35.1% from an 18 year high of 2.28 million in 2010 to 1.48 million riders in 2019. The APO desires the number of fixed route transit riders to increase.
Passengers Per Revenue Mile (FR): The number of passengers divided by the number of miles traveled by FR.	Performance Indicator	1.16		FR passengers per revenue mile has decreased by 43.1% from an 18 year high of 2.04 in 2008 to 1.16 in 2019. The APO desires FR passengers per revenue mile to increase.
Passengers Per Revenue Hour (FR): The number of passengers divided by the number of hours traveled by FR.	Performance Indicator	15.2		FR passengers per revenue hour has decreased by 47.3% from an 18 year high of 28.83 in 2008 to 15.2 in 2019. The APO desires FR passengers per revenue hour to increase.
Number of Annual Dial-a-Ride (DAR) Transit Riders: Annual number of transit riders by DAR.	Performance Indicator	152,239		The number of annual DAR transit riders has increased by 29.5% from 117,543 in 2002 to 152,239 in 2019. The APO desires the number of DAR transit riders to increase.
Passengers Per Revenue Mile (DAR): The number of passengers divided by the number of miles traveled by DAR.	Performance Indicator	0.23		DAR passengers per revenue mile has decreased by 34.8% from 0.31 in 2002 to 0.23 in 2019. The APO desires DAR passengers per revenue mile to increase.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Results	Multi-Year Trend	Analysis
Passengers Per Revenue Hour (DAR): The number of passengers divided by the number of hours traveled by DAR.	Performance Indicator	3.01		DAR passengers per revenue hour increased 1.7% from 2.96 in 2018 to 3.01 in 2019. The APO desires DAR passengers per revenue hour to increase.
Number of Annual Northstar Commuter Bus (NCB) Transit Riders: Annual number of transit riders on NCB.	Performance Indicator	47,147		Annual NCB transit riders has decreased by 0.9% from 2018. This is a 20.4% decrease from the nine year high of 59,225 annul NCB transit riders in 2014.The APO desires the NCB transit ridership to increase.
Passengers Per Revenue Mile (NCB): The number of passengers divided by the number of miles traveled by NCB.	Performance Indicator	0.27		Passengers per revenue mile have decreased by 3.8% from 2018 to 0.27 passengers per revenue mile in 2019. The APO desires NCB passengers per revenue mile to increase.
Passengers Per Revenue Hour (NCB): The number of passengers divided by the number of hours traveled by NCB.	Performance Indicator	8.01		Passengers per revenue hour have decreased by 1.8% from 2018 to 8.01 passenger per revenue hour in 2019. The APO desires NCB passengers per revenue hour to increase.
Percent of Single Occupancy Vehicle (SOV) Travel: Percent of travel alone in a motorized vehicle.	Performance Indicator	81.1%		The percent of SOV travel in 2019 was 81.1%. This is 0.1 percentage point increase from 2018. The APO desires SOV travel to decrease.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Level of Travel Time Reliability

Annual percent of person-miles traveled on the Interstate and non-Interstate National Highway System (NHS) that are reliable.

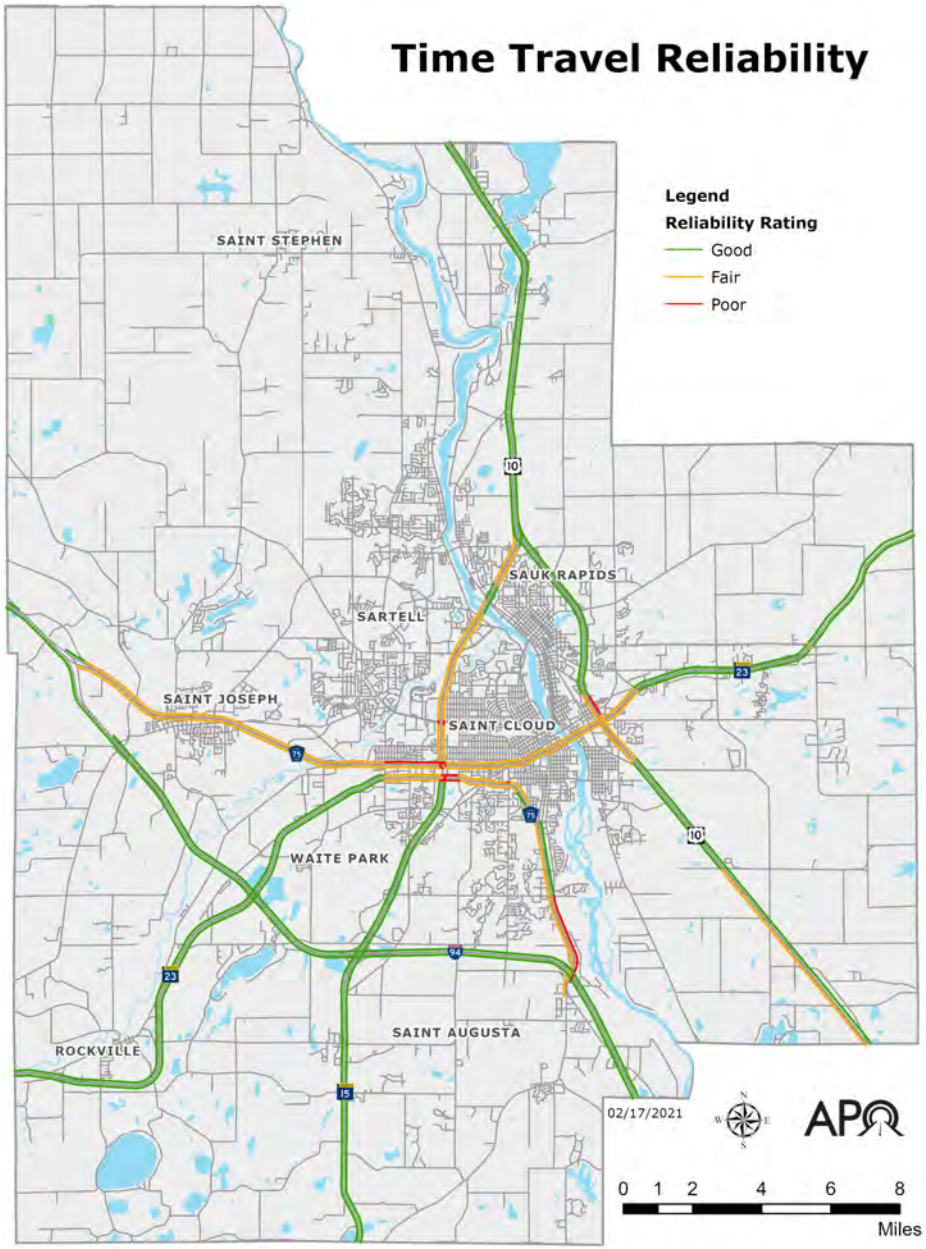


Figure 2.1-Time Travel Reliability *Data Source: NPMRDS.*

Level of Time Travel Reliability

Time travel reliability ratings consider the average amount of time it would take for a vehicle to travel at the 50th percentile speed or average on a stretch of roadway. For example, if a one mile stretch of roadway with a 60 mph average speed has a time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway when normally it would take 1 minute. A time travel reliability rating above 1.5 is deemed unreliable by Federal Highway Administration (FHWA) standards.

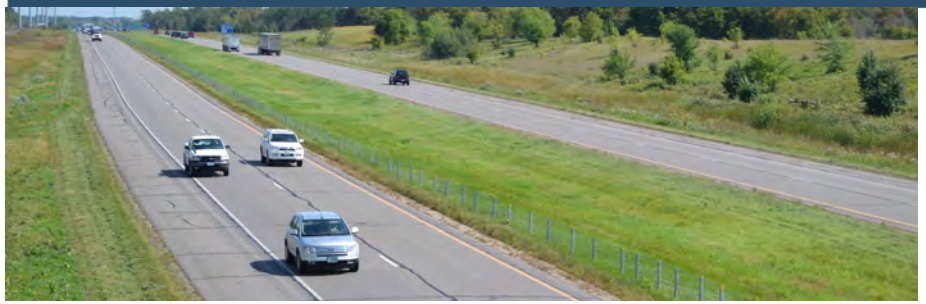
The areas within the APO planning boundaries which experience unreliable travel time above 1.5 are: the westbound lane of Division Street from MN 15 to 10th Avenue N in Waite Park; both lanes of Second Street S from MN 15 to 33rd Avenue S; northbound US 10 from the MN 23 exit north to the Benton Drive South exit; and the northbound lane on CSAH 75 (Roosevelt Road) from the I-94 exit to 33rd Street S.

- ⇒ **Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's National Performance Management Research Data Set (NPMRDS).**
- ⇒ **INRIX was selected by FHWA to collect Global Positioning System (GPS) probe data from a wide array of commercial vehicle fleets, connected cars, and mobile apps to produce the NPMRDS travel time data.**
- ⇒ **Data is collected in 15-minute segments for the following time periods:**
  - ◊ **6 - 10 a.m. weekdays**
  - ◊ **10 a.m. - 4 p.m. weekdays**
  - ◊ **4 - 8 p.m. weekdays**
  - ◊ **6 a.m. - 8. p.m. weekends**

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is a measure of all miles driving within an area within a specific period.



Interstate 94 in Saint Cloud. Photo courtesy of the APO.

What is VMT?

VMT can be influenced by a multitude of factors including population growth, the health of the economy, fuel and parking costs, accessibility of public transit and other transportation alternatives, weather, mix of land uses, and more.

What Do Changes in VMT Mean?

VMT reflects the extent of motor vehicle operation on roadways. Increase in VMT typically correlates to a region's growth in population and economic development. However, increases in VMT also contribute to traffic congestion and air pollution. Since regional population is growing and the APO cannot feasibly reduce absolute VMT, it is important to target VMT by population (per capita VMT). Reductions in VMT per capita will improve air quality and congestion on the transportation system.

Municipality	Annual Vehicle Miles Traveled (2018)	Annual Vehicle Miles Traveled (2019)	Percent Change (2018-2019)
Saint Cloud	560,856,605	563,919,202	0.54%
Sartell	78,290,580	82,326,235	4.90%
Sauk Rapids	60,530,578	62,989,692	3.90%
Waite Park	83,768,888	84,173,029	0.48%
Saint Joseph	32,089,659	40,742,029	21.24%
Saint Augusta	63,736,717	63,461,391	-0.43%
Rockville	58,492,469	60,929,312	4.00%
Saint Stephen	3,789,150	3,831,863	1.11%
Total	**941,554,646**	**962,372,752**	**2.16%**

Data Source: MnDOT.

VMT Travel by Municipality

Saint Joseph had the largest growth in VMT compared to other municipalities. This is most likely due to the city partial annexation of Saint Joseph Township. In terms of residential growth, Sartell saw the largest share of population growth. Many other municipalities experienced VMT growth with the exception of Saint Augusta which saw a slight decline.

Strategies to Lower VMT:

- **Complete Streets.**
- **Encourage and promote biking and walking.**
- **Expand public transportation.**
- **High-occupancy vehicle lanes.**
- **Promote connectivity.**
- **Ride-sharing programs.**
- **Safe Routes to School.**
- **Traffic calming.**

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Average Work Trip Travel Time

Average travel time it takes an employee to travel between their residence and place of employment.

Travel Time to Work

Within the APO region, 82.4% of workers 16 years and older who did not work from home had a commute time of 30 minutes or less in 2019. According to Figure 2.2, about one in five workers travel between 15 and 19 minutes to work (22.9%). The travel time to work percent experiences a sharp decline at the 30 to 34 minute interval. Only 11.6% of workers have a travel time of 34 minutes or longer. Comparing travel time to work from 2010 to 2019 shows little change.

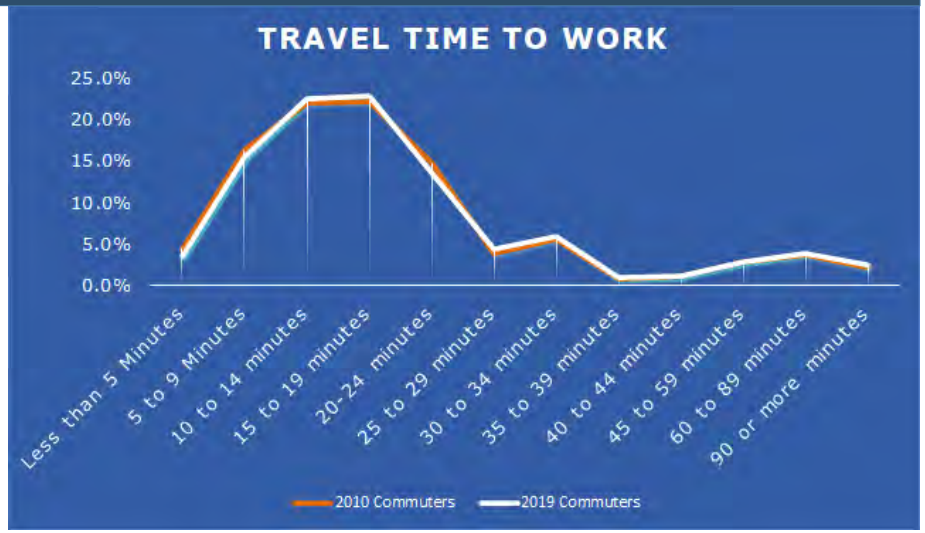


Figure 2.2-Travel Time to Wrok
Data Source: U.S. Census Bureau, 2010-2014 and 2015-2019 American Community Survey 5-Year Estimates

According to the Centers for Disease Control and Prevention (CDC), an estimated one in three adults and almost 17% of young people in this country are obese. Because the transportation system helps shape how communities are designed and operate, it can have a profound influence.

The benefits of physical activity are well known: Exercise, including "active transportation" activities like walking and bicycling, can help prevent weight gain and lower the risks of obesity, diabetes, and heart disease.

Transportation also is a source of pollution— generating air, soil, water, and noise pollutants. Pollutants include particulate matter, carbon monoxide, nitrogen oxide, and carcinogens. Reports by the American Public Health Association and others have linked air pollution to negative health outcomes including asthma, respiratory illness, heart disease, poor birth outcomes, cancer, and premature death.

Region's Top Employers and the Number of Employees

- Saint Cloud Hospital/CentraCare - **6,334**
- State of Minnesota* - **1,930**
- Saint Cloud VA Health Care System - **1,915**
- Saint Cloud Area School District 742 - **1,852**
- Coborn's Inc. - **1,384**
- Pilgrim's - **1,250**
- Stearns County - **955**
- College Saint Benedict/Saint John's University - **935**

**Includes Saint Cloud State University, Saint Cloud Technical and Community College, Saint Cloud Correctional Facility, and MnDOT.*

Data Source: Saint Cloud Area Chamber of Commerce.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Means of Transportation to Work

Percent of single-occupancy vehicle (SOV) travel.

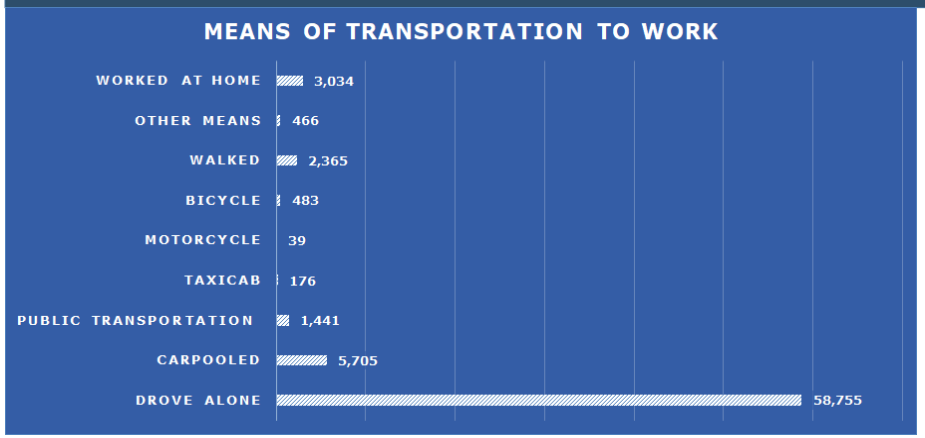


Figure 2.3-Means of Transportation to Work
Data Source: U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates.

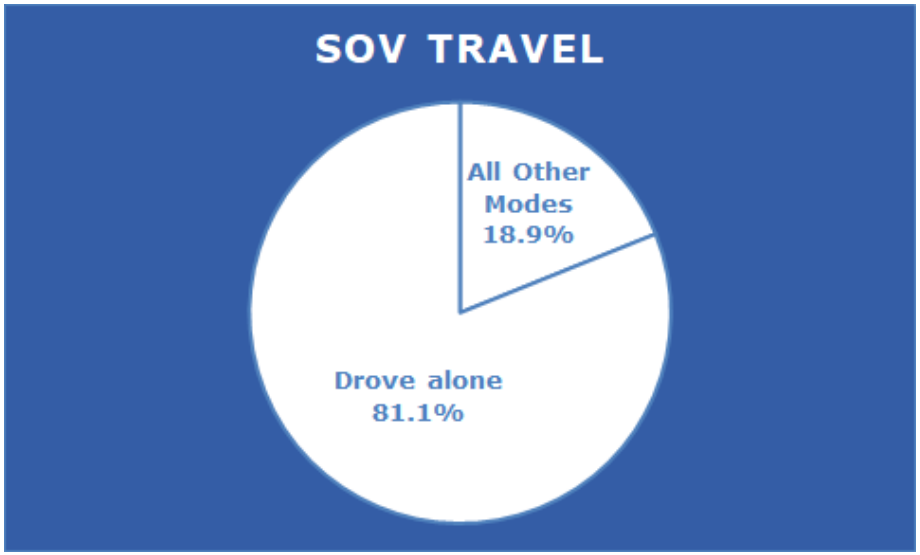
Means of Transportation to Work

Depicted in Figure 2.3, of workers 16 years and older 89% (64,460) used a car, truck, or van as their means of transportation to work. Of those 89%, only 7.9% or (5,705) carpooled.

The next most common forms of work commuting transportation include: working from home (4.2%), walking (3.3%), public transportation (2%). Bicycling, taxicab, motorcycle and other means are all below one percent.

Compared with 2010 census data, means of transportation to work by all modes have remained constant.

Figure 2.4-SOV Travel
Data Source: U.S. Census Bureau, 2015-2019 American Community Survey Five Year Estimates.



SOV Travel

Shown in Figure 2.4, 81.1% of commuters drove alone to their place of employment, while 18.9% used other modes. Encouraging alternative means of transportation will not only help the environment — by improving air quality, pollution, and congestion but could potentially be good for personal health by encouraging more walking and bicycling.

Single occupancy vehicle (SOV) vehicle trips are the total number of unique trips made by a single private vehicle, such as an automobile, van, pickup truck, or motorcycle carrying only one person.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud Metropolitan Transit Commission (MTC)

The Saint Cloud Metropolitan Transit Commission (MTC) was created by the Minnesota Legislature in 1969 to operate as a transit commission. The MTC – more commonly known as Saint Cloud Metro Bus or simply "Metro Bus" – is responsible for the daily management, operation, and maintenance of Fixed Route (FR), Dial-a-Ride (DAR), and Northstar Commuter Bus (NCB) systems. The transit commission provides service for the communities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park.

The Metro Bus FR service operates seven days a week and includes 16 regular public routes as well as three routes servicing Saint Cloud State University (SCSU). The system includes four transit hubs: the Downtown Saint Cloud Transit Center, Crossroads Center mall, the Miller Learning Resources Center at SCSU and Epic Shopping Center in Sartell.

Passengers Per Revenue Mile

* The number of passengers divided by the number of miles traveled by fixed route, demand response, and commuter bus.

Passengers Per Revenue Hour

* The number of passengers divided by the number of hours traveled by fixed route, demand response, and commuter bus.

Number of Annual Transit Riders

* Annual number of transit riders by fixed route, demand response, and commuter bus.

Total Revenue Hours and Revenue Miles

* Annual number of revenue hours and miles served by fixed route, demand response, and commuter bus.

Metro Bus by the numbers:

⇒ ***First in the nation to have all fixed bus routes have 100% transit signal priority coverage since 2004.***

⇒ ***First in the state to open a mobility training center in 2014.***

⇒ ***First in the state to operate a fleet of compressed natural gas (CNG) fueled buses since 2014.***

⇒ ***First in the state to operate a CNG fueling station with outside sales since 2014.***

⇒ ***First in the state to partner with a state university to subsidize bus rides for students.***

⇒ ***Seventy-seven percent of daily bus riders, ride five or more days a week.***

⇒ ***Thirty-one percent of riders have been riding for six or more years.***

⇒ ***Eighty-four percent of riders don't have a car available to them.***

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Fixed Route Buses

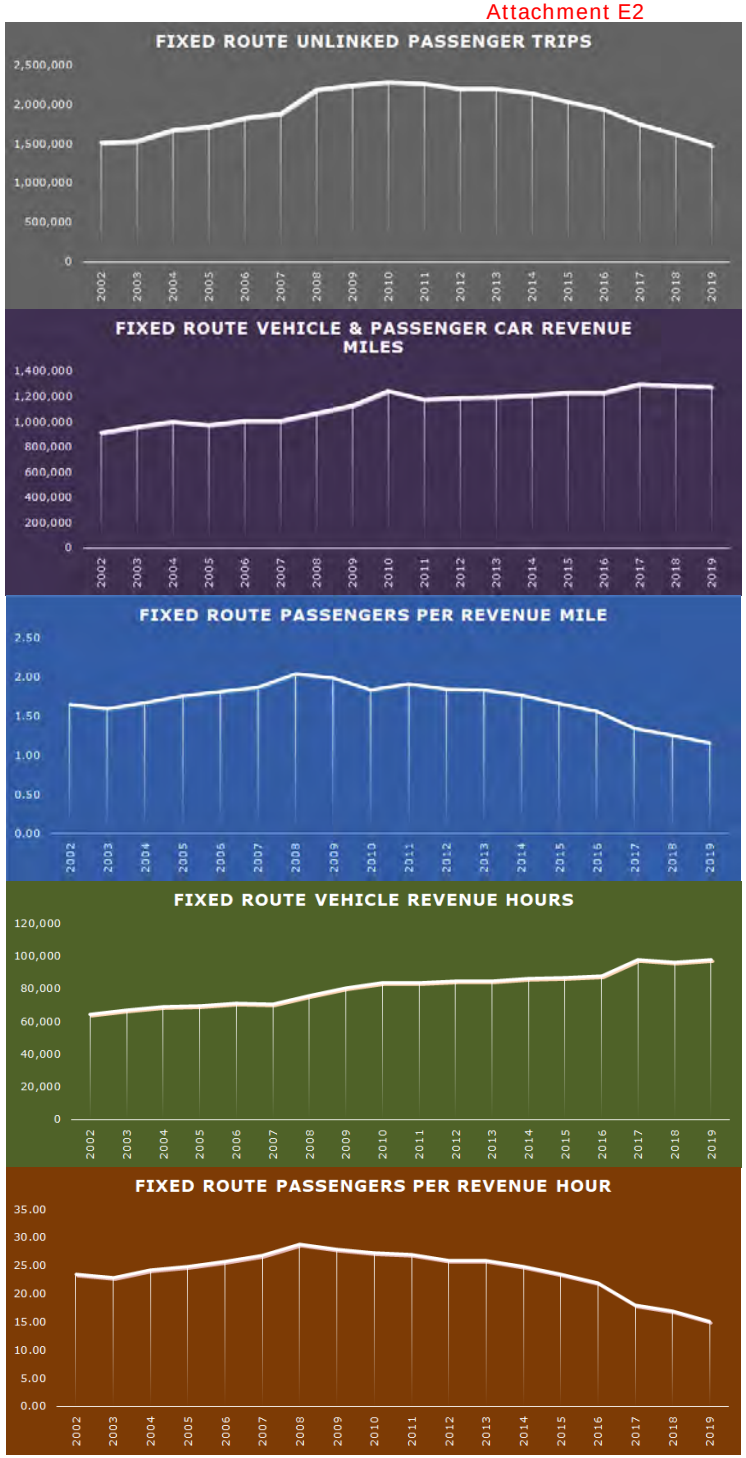
Photo courtesy of Saint Cloud MTC.

Fixed Route Buses

Fixed route passengers per revenue mile decreased 43.1% from a peak of 2.04 in 2008 to a low of 1.16 in 2019. In addition, passengers per revenue hour also experienced a decline — down 35.1% between 2002 and 2019. However, fixed route revenue mileage and revenue hours have steadily increased between 2002 and 2019— up 40.6% and 51.6% respectively.

Despite the increase and expansion of routes, Metro Bus has not been able to acquire additional ridership. In fact, FR has experienced a decrease of 35.1% (800,602) passenger trips since its peak ridership numbers in 2010. In fact, Metro Bus has lost ridership since 2010. This could be due to many economic factors such as cheaper gas prices or the growth of on-demand shared transportation sources such as Uber and Lyft that have entered the market.

39	$6.85	5.6
Fixed route buses	Operating expense per vehicle revenue mile for fixed route buses	Average age of fixed route buses



Data Source: National Transit Database (NTD).

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Dial-a-Ride Buses

Photo courtesy of Saint Cloud MTC.

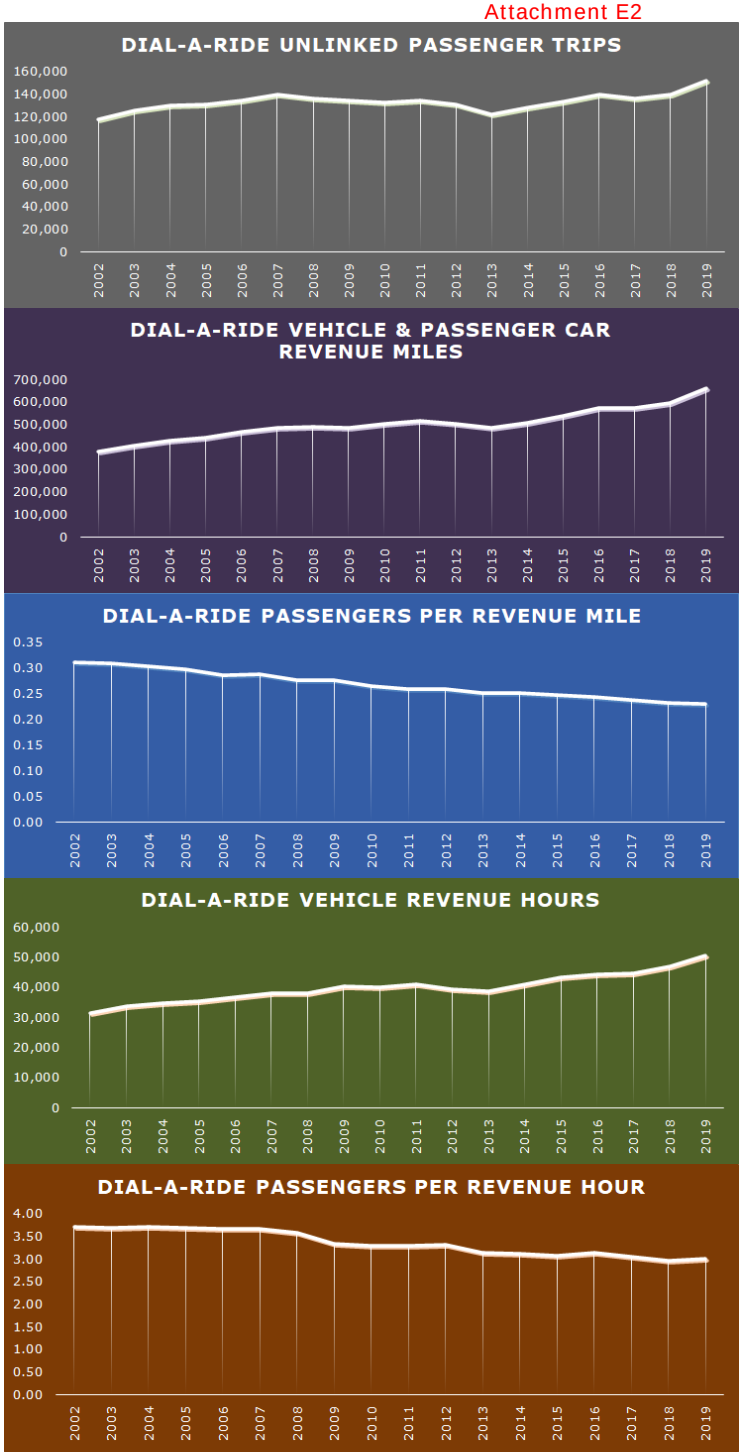
Dial-a-Ride Buses

Metro Bus Dial-a-Ride (DAR) is a shared ride service for individuals with disabilities who are unable to ride fixed route buses and require door-to-door, driver-assisted service.

Similar to FR service, DAR passengers per revenue mile and passengers per revenue hour have decreased between 2002 and 2019 — down 25.8% and 9.1% respectively. However, during this time frame both DAR revenue miles and vehicle revenue hours have increased — up 75.1% and 60.1% respectively. Despite these similar tr3ends between DAR and FR, DAR ridership has instead by nearly 30% since 2002, adding an additional 34,696 trips.

One explanation of why revenue miles and hours are increasing while passenger per mile and hour is decreasing is based on the service type. As Metro Bus has expanded its service area to individuals living further out of the metropolitan area, passengers are traveling longer distances to get to their destinations. According to U.S. Census data, there is a large aging population in rural areas. This population is now relying on services such as DAR as their main source of transportation.

37	$6.72	$86.72
DAR buses	Operating expenses per passenger mile for DAR buses	Operating expenses per vehicle revenue hour for DAR buses



Data Source: NTD.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Northstar Commuter Buses

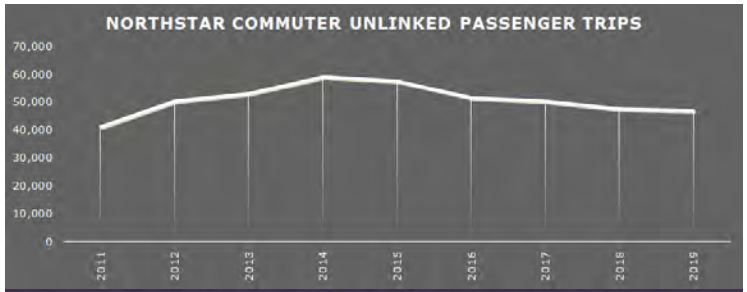
Photos courtesy of Saint Cloud MTC and MnDOT.

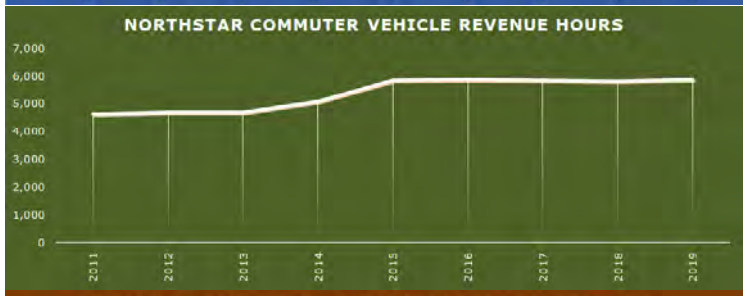
Northstar Commuter Bus

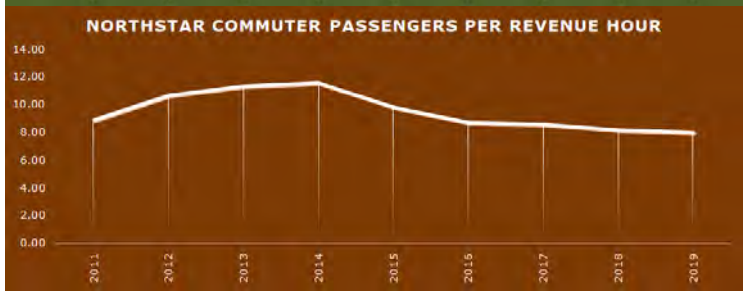
The Northstar Link provides bus service from the Downtown Transit Center in Saint Cloud, SCSU's Miller Center, and the east Saint Cloud park and ride direct to the Northstar Commuter Rail line station in Big Lake. From there, commuters can ride the rail from Big Lake to downtown Minneapolis. As part of the state's first commuter rail line, the Northstar Link and the Northstar Commuter Rail offer a fast, reliable, and safe alternative to workday commuters. Northstar Commuter Rail and Northstar Link are a service of the counties of Anoka, Hennepin, Sherburne, and Stearns in cooperation with the Metropolitan Council which operates Metro Transit. The bus service is operated by Saint Cloud MTC.

Northstar Commuter Bus (NCB) passengers per revenue mile decreased 30.8% from it's peak in 2014 to 2019, even though revenue miles went up 14.8% in that same time frame. Passengers per revenue hour decreased 30.9% from 2014 to 2019, while revenue hours increased 15.1% in that same time frame. Overall, NCB has experienced a 20.4% (12,078) decrease in passenger trips since its peak in 2014.

5	$164.87	97,821
Northstar Commuter Buses	Operating expense per vehicle revenues hour	Northstar Commuter Rail boarding's at Big Lake Station



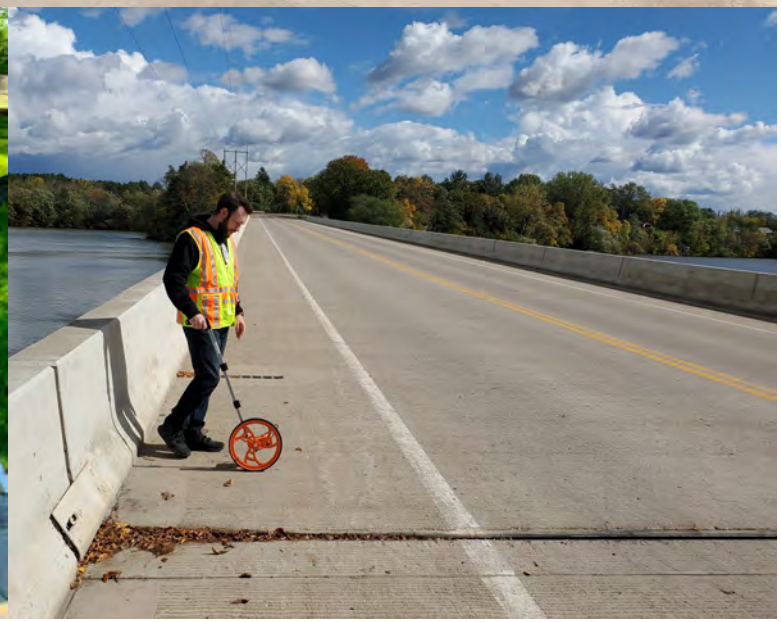




Data Source: NTD.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

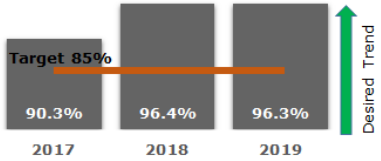
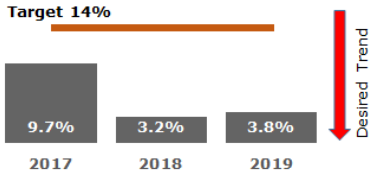
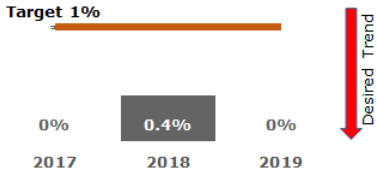
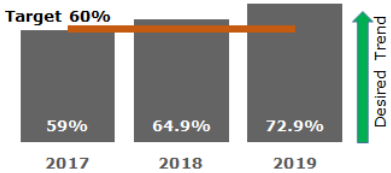
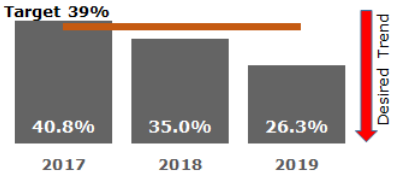
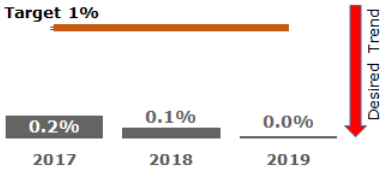
Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.



Photos courtesy of MnDOT and APO

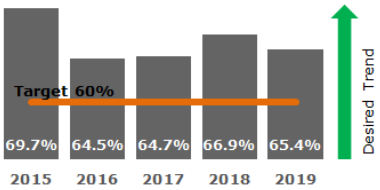
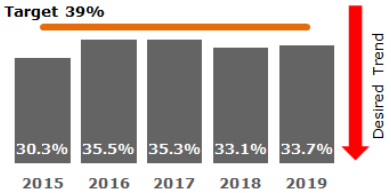
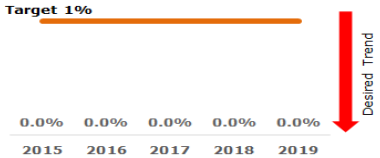
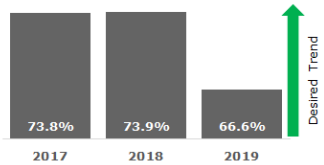
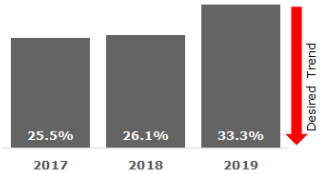
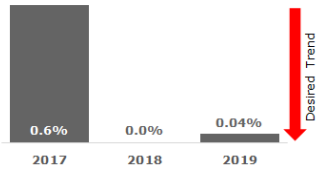
Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2019 Result	Multi-Year Data	Analysis
Interstate Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.	Good > 85%	96.3%		In 2019, 96.3% of the Interstate's pavement was rated in good condition. This is a 0.1 percentage point decrease from 96.4% in 2018. The APO has set a 2021 Interstate pavement contion target of at least 85% in good condition.
	Fair < 14%	3.8%		In 2019, 3.8% of the Interstate's pavement was rated in fair condition. This is a 0.6 percentage point increase from 3.2% in 2018. The APO has set a 2021 Interstate pavement condition target of less than 14% in fair condition.
	Poor < 1%	0.0%		No Interstate pavement within the MPA was rated in poor condition in 2019. This is a 0.4 percentage point decrease from 0.4% in 2018. The APO has set a 2021 Interstate pavement condition target of less than 1% in poor condition.
Non-Interstate NHS Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.	Good > 60%	72.9%		Non-Interstate NHS pavement in 2019 was rated at 72.9% in good condition. This is an 8 percentage point increase from 64.9% in 2018. The APO has set a 2021 non-Interstate NHS pavement condition target of at least 60% in good condition.
	Fair < 39%	26.3%		Non-Interstate NHS pavement in 2019 was rated at 26.3% in fair condition. This is an 8.7 percentage point decrease from 35% in 2018. The APO has set a 2021 non-Interstate NHS pavement condition target of less than 39% in fair condition.
	Poor < 1%	0.0%		No non-Interstate pavement within the MPA was rated in poor condition in 2019. This is a 0.1 percentage point decrease from 0.1% in 2018. The APO has set a 2021 non-Interstate NHS pavement condition target of less than 1% in poor condition.

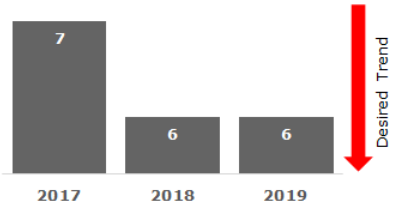
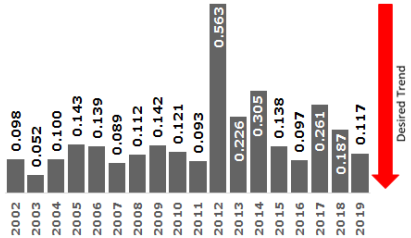
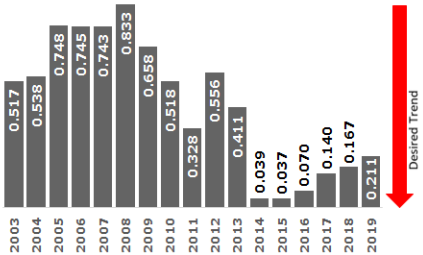
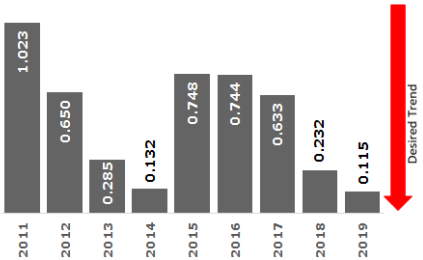
Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2019 Result	Multi-Year Data	Analysis
National Highway System (NHS) Bridge Condition: Percent of bridges by deck area classified in good, fair, and poor condition.	Good > 60%	65.4%		In 2019, 65.4% of NHS bridges were in good condition. This is a 1.5 percentage point decrease from 66.9% in 2018. The APO has set a 2021 NHS bridge condition target of at least 60% in good condition.
	Fair < 39%	33.7%		In 2019, 33.7% of NHS bridges were in fair condition. This is a 0.6 percentage point increase from 33.1% in 2018. The APO has set a 2021 NHS bridge condition target of less than 39% in fair condition.
	Poor < 1%	0%		There were no NHS bridges rated in poor condition in any of the previous years. The APO has set a 2021 target of less than 1% in poor condition.
Condition of All Bridges: Percent of bridges, including NHS bridges by deck area classified in good, fair, and poor condition.	Good - Performance Indicator	66.6%		In 2019, 66.6% of all bridges in the MPA were rated in good condition. This is a 7.3 percentage point decrease from 73.9% in 2018. The APO does not have a set target.
	Fair - Performance Indicator	33.3%		In 2019, 33.3% of all bridges in the MPA were rated in fair condition. This is a 7.2 percentage point increase from 26.1% in 2018. The APO does not have a set target.
	Poor - Performance Indicator	0.04%		In 2019, 0.04% of all bridges in the MPA were rated in poor condition. This is a 0.04 percentage point increase from 0.0% in 2018. The APO does not have a set target.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Target	2019 Result	Multi-Year Data	Analysis
Bridge Weight Restrictions: Number and condition of bridges with a capacity rating posting.	Performance Indicator	6		There was a total of six bridges with weight restrictions in the APO planning area in 2019. One was rated in good condition, four in fair condition, and one in poor condition. The APO has not set target.
Major Mechanical Failures (FR): Mean distance between FR major mechanical failures. Numbers are in the ten thousandths place 0.117=0.0000117.	TBD in 2020	0.117		The mean distance between FR major mechanical failures in 2019 was 0.117. This is a 79.2% decrease from the high of 0.563 in 2012. The APO desires the number of FR mechanical failures to decrease.
Major Mechanical Failures (DAR): Mean distance between DAR major mechanical failures. Numbers are in the ten thousandths place 0.211=0.0000211.	TBD in 2020	0.211		The mean distance between DAR major mechanical failures in 2019 was 0.211, a 74.7% decrease from the high of 0.833 in 2008. The APO desires the number of DAR mechanical failures to decrease.
Major Mechanical Failures (NCB): Mean distance between NCB major mechanical failures. Numbers are in the ten thousandths place 0.115=0.0000115.	TBD in 2020	0.115		The mean distance between NCB major mechanical failures in 2019 was 0.115. This is a 88.7% decrease from the 1.023 in 2011. The APO desires the number of NCB mechanical failures to decrease.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

Saint Cloud Metropolitan Transit Commission (MTC) State of Good Repair (SGR): Measured by calculating the percentage of assets that have met or exceeded the useful life benchmark.

Asset	2019 Target	2019 Result	Multi-Year Data	Analysis
Fixed Route Buses	< 10%	10.3%		The percent of fixed route buses that have exceeded their useful life in 2019 was 10.3%. MTC set a 2020 target of less than 10% exceeding useful life.
Dial-a-Ride Buses	< 10%	48.6%		The percent of Dial-a-Ride buses that have exceeded their useful life in 2019 was 48.6%. MTC set a 2020 target of less than 10% exceeding useful life.
Northstar Commuter Buses	< 10%	0%		The percent of Northstar Commuter Buses that have exceeded their useful life in 2019 was 0%. MTC set a 2020 target of less than 10% exceeding useful life.
Service Automobiles	< 40%	100%		All Metro Bus service automobiles have exceeded their useful life in 2019. MTC set a 2020 target of less than 40% exceeding useful life.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

Saint Cloud Metropolitan Transit Commission (MTC) State of Good Repair (SGR): Measured by calculating the percentage of assets that have met or exceeded the useful life benchmark.

Asset	2019 Target	2019 Result	Data	Analysis
Trucks and Other Rubber Tire Vehicles	< 50%	33%		The percent of service trucks and other rubber tire vehicles that have exceeded their useful life in 2019 was 33%. MTC set a 2020 target of less than 50% exceeding useful life.
Administrative/ Maintenance Facilities	< 0%	33%		There are 33% of administrative/ maintenance facilities rated below three on the TERM scale. MTC set a 2019 target of 0% of facilities below three on the TERM scale.
Passenger/Parking Facilities	< 0%	0%		No Metro Bus passenger/parking facilities were rated below a three on the TERM scale in 2019. MTC set a 2019 target of 0% of facilities below three on the TERM scale.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Interstate and Non-Interstate National Highway System (NHS) Pavement Conditions

Interstate and non-Interstate NHS pavement condition is based on the percent of total lane miles that are rated in good, fair, and poor condition

Photos courtesy of MnDOT.

How is Pavement Condition Calculated?

* Pavement condition is calculated using the International Roughness Index (IRI). IRI is a statistic used to estimate the amount of roughness on a roadway.

* IRI uses three types of pavement distress as measurements:

    1. Cracking.
    2. Rutting.
    3. Faulting.

Types of Distress	Example
Cracking – A visible line in the surface of the pavement due to a variety of environmental conditions and vehicle usage.	
Rutting - A surface depression located in the wheel path of the travel lane.	
Faulting – A difference in elevation between adjacent pavement due to environmental conditions and vehicle usage.	

Data and photos courtesy of MnDOT.

Data Collection Method

Pavement data is collected by MnDOT using a Digital Inspection Vehicle (DIV). The vehicle is driven over every mile of NHS annually, in both directions. This vehicle is equipped with two cameras to collect images for the video log. For pavement distress and rutting measurements, a scanning laser and a 3D laser/ camera system are used to produce images of the pavement surface, from which the type, severity, and amount of cracking can be determined. The vehicle is also equipped with laser height sensors that measure the longitudinal pavement profile from which pavement roughness is calculated.

Data Source: MnDOT.

Equipment Used	Example
MnDOT currently collects pavement condition data using a Pathway Services, Inc. Digital Inspection Vehicle (DIV).	

Data and photo courtesy of MnDOT.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Pavement Conditions

Pavement condition is based on the percent of total lane miles that are rated in good, fair, and poor condition

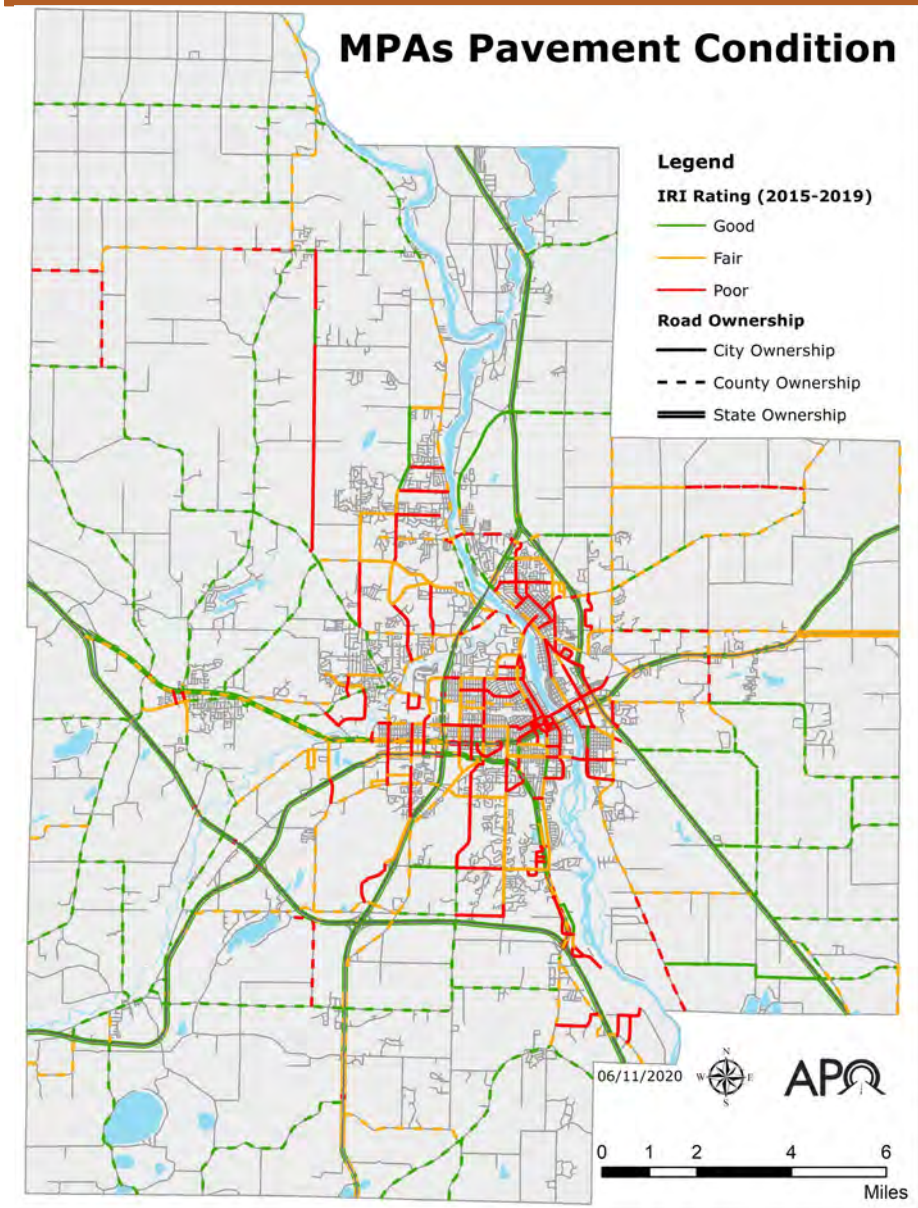


Figure 3.1-Pavement Condition Data Source: MnDOT and GoodPointe Technology.

Pavement Condition

In 2019, 50% of pavement within the APO planning area was in good condition, 31.1% in fair condition, and 18.9% in poor condition as displayed in Figure 3.1.

Pavement condition data is used to monitor the performance of the system, to aid in project selection, and to identify future pavement maintenance or rehabilitation needs. An effective pavement preservation program will address pavement while it is still in good condition and before serious damage occurs. By applying a cost-effective treatment at the right time, the pavement can be restored almost to its original condition: The right treatment to the right road at the right time.

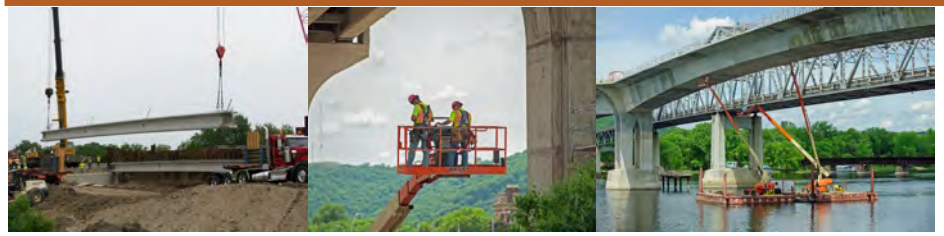
International Roughness Index (IRI)

IRI is a mathematical simulation used to estimate the amount of vertical movement a standard vehicle would experience if driven down the road. In the past, MnDOT has taken a rating panel of 30 to 40 people into the field and driven them over hundreds of test sections to get their perception of the smoothness of various pavement sections. Following right behind them was the digital inspection vehicle. This provides MnDOT with a direct correlation between the IRI, as measured by the van, and the perceived roughness, as felt by the rating panel.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Bridge Condition

Percent of bridges by deck area classified in good, fair, and poor condition



Photos courtesy of MnDOT.

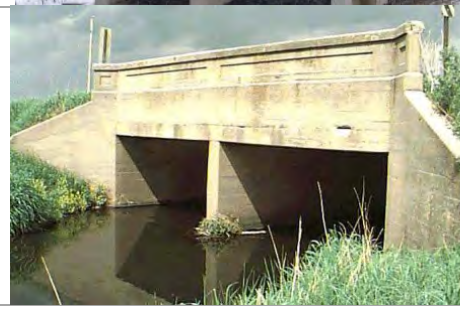
How is Bridge Condition Calculated?

Bridge condition is calculated using the National Bridge Inventory (NBI) ratings for deck, superstructure, substructure, and culvert that are in good, fair, and poor condition. The percentage of bridges in good or poor condition is based on the total deck area of the bridges, not the raw number of bridges in each category.

Routine Inspection

Regularly scheduled inspections of bridges occur every 24 months and consist of: observations and/or measurements to determine the condition of the bridge, identification of any changes from previously recorded conditions, and ensuring that the structure continues to satisfy service requirements.

Data Source: MnDOT.

Bridge Components	Example
Deck - The deck is designed to provide a smooth and safe riding surface for traffic utilizing the bridge.	
Superstructure - The superstructure supports the deck or riding surface of the bridge, as well as the load applied to the deck.	
Substructure - The substructure includes all the elements which support the superstructure.	
Culverts - Culverts transport water flow efficiently. Any culvert 20 feet or greater is defined as a bridge according to FHWA standards.	

Data and photos courtesy of MnDOT.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Bridge Condition

Percent of bridges by deck area classified in good, fair, and poor condition

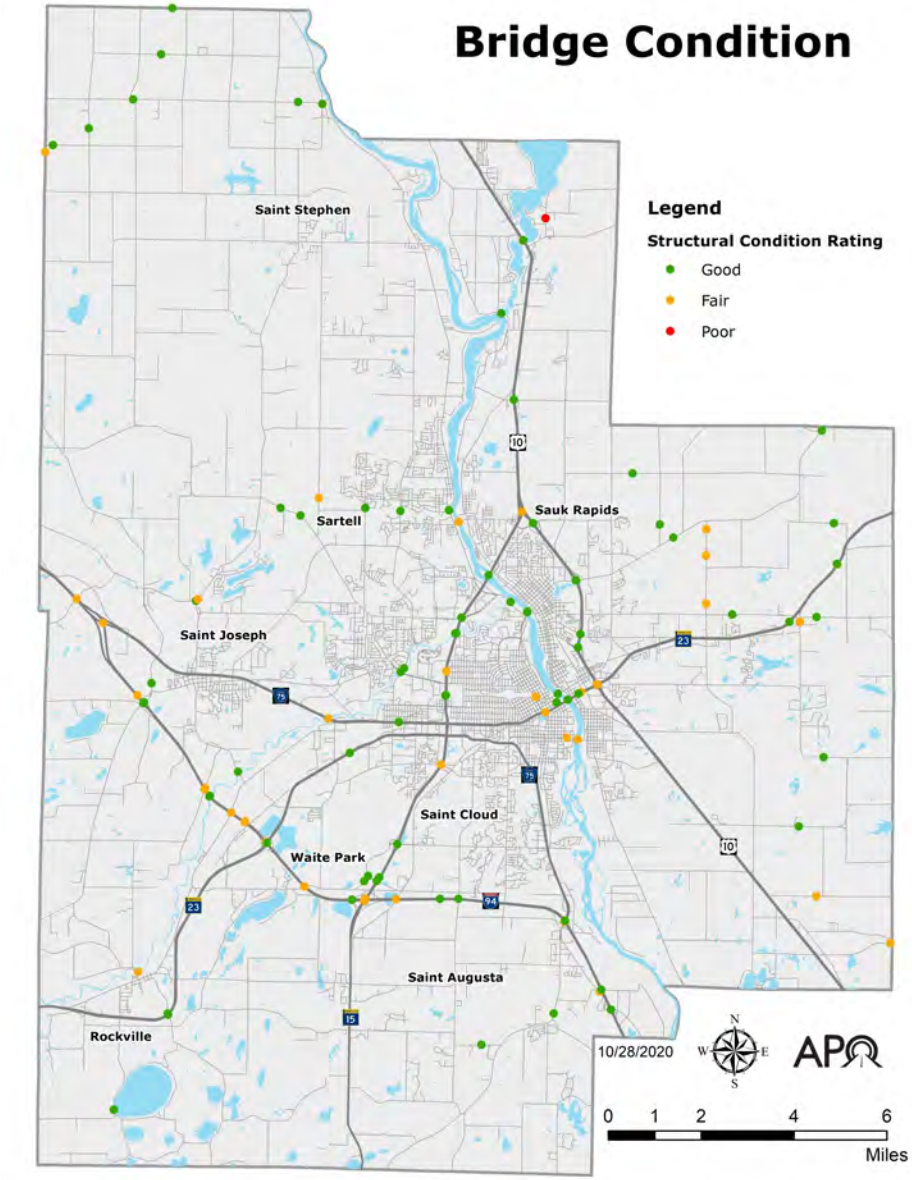


Figure 3.2-Bridge Condition *Data Source: MnDOT.*

Condition of All Bridges

Of the 112 bridges in the APO planning area, 70 are rated in good condition, 41 are in fair condition, and one is in poor condition as illustrated in Figure 3.2.

Bridge L9200 is a timber bridge spanning Sucker Creek and was rated in poor condition in 2019. The bridge is on Sucker Creek Road NW which is a local road with an estimated average daily traffic count of 28 in Watab Township.

Sartell bridge rated in fair condition. Photo courtesy of the APO.

Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud Metropolitan Transit Commission (MTC) state of good repair (SGR)

Facilities are measured on the Transit Economic Requirements Model (TERM) Scale

TERM Rating	Condition	Description
Excellent	4.8-5.0	No visible defects, near-new
Good	4.0-4.7	Some slightly defective or
Adequate	3.0-3.9	Moderately defective or deteriorated
Marginal	2.0-2.9	Defective or deteriorated components in need of replacement.
Poor	1.0-1.9	Seriously damaged components in need of immediate repair.

Factors involved with TERM Scale rating:

- Substructure.
- Shell.
- Interiors.
- Plumbing.
- HVAC.
- Fire Protection.
- Electrical.
- Equipment.
- Fare Collection.
- Site.
- Conveyance (Elevators and Escalators).

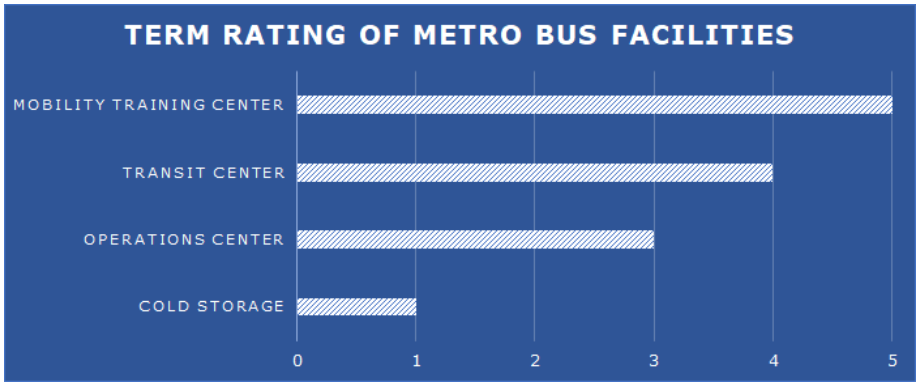


Figure 3.3 *Data Source: National Transit Database.*

Transit Economic Requirements Model (TERM) Rating

Operations Facility: This property houses the maintenance garage, employee break areas, paratransit call center, and administrative offices including finance, planning, procurement, information technology, marketing, operations and human resources.

Transit Center: This property serves as a hub for fixed route buses and the customer service center.

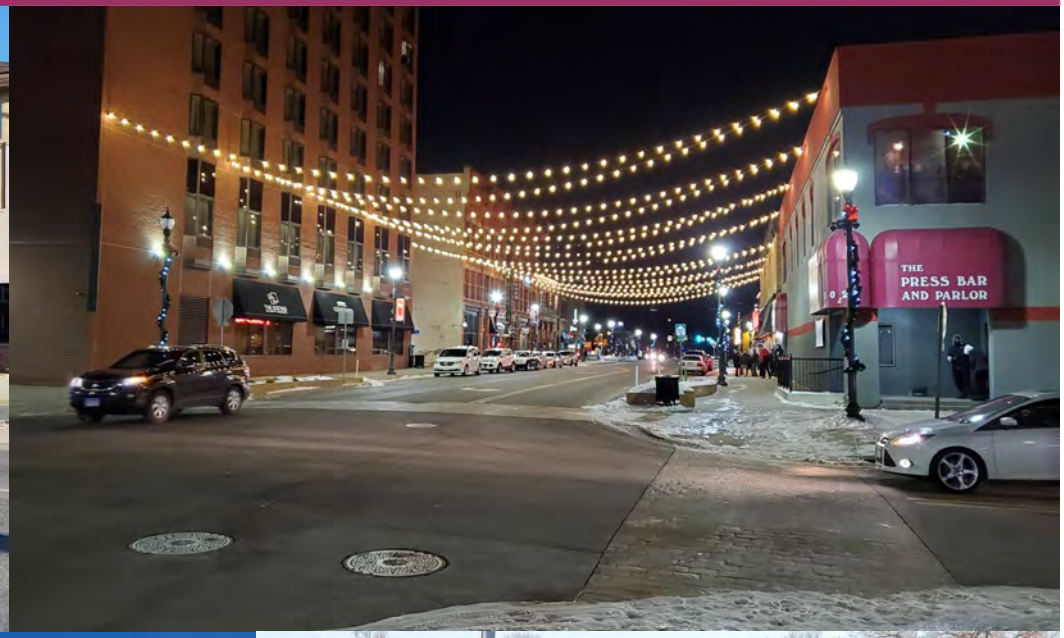
The Mobility Training Center: This property houses outreach, travel training, and the safety departments.

Cold Storage: This property was purchased for future expansion and is currently used for cold storage.

Photos courtesy of Saint Cloud MTC and APO.

Goal 4: Support Metropolitan Vitality and Economic Development

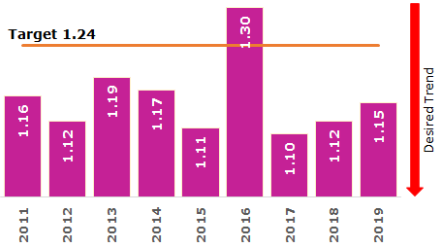
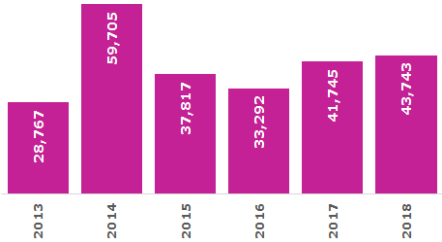
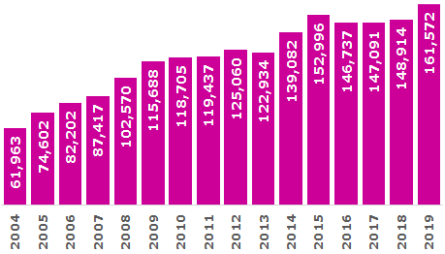
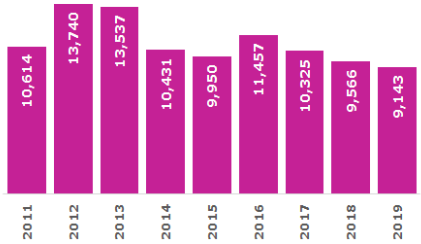
Support the economic vitality of the APO area by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.



Photos courtesy of the APO.

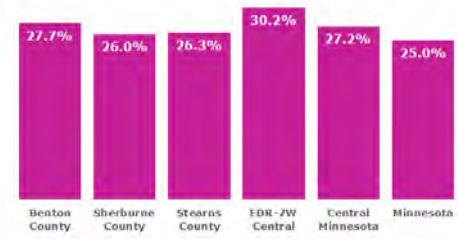
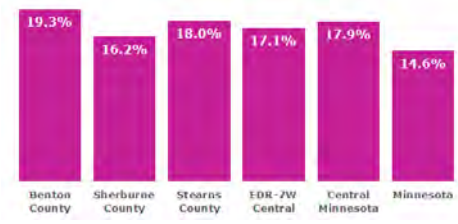
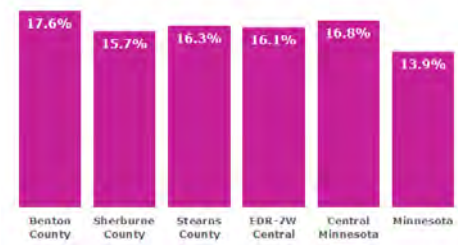
Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2019 Result	Multi-Year Trend	Analysis
Truck Travel Time Reliability (TTTR): Calculated by dividing the ratio of the 95th percentile time by the normal time (50th percentile).	< 1.24	1.15		Truck Travel Time Reliability (TTTR) index has increased by 2.7% from 1.12 in 2018 to 1.15 in 2019. The APO has set a 2021 target of less than 1.24.
Air Passengers at Saint Cloud Regional Airport (STC): Annual number of customers served.	Performance Indicator	43,743		Air passengers at the STC have increased 4.8% from 41,745 passengers in 2017 to 43,743 passengers in 2018. But the 2018 passenger count has decreased 26.7% from the six year high of 59,705 passengers in 2014. The APO does not have a set target.
Tri-CAP One-Way Transit Trips: Annual number of transit trips.	Performance Indicator	161,572		Tri-CAP one-way transit trips increased 8.5% from 148,914 trips in 2018 to 161,572 trips in 2019. This is a 16-year high and an increase of 160.9% trips from 2004. The APO does not have a set target.
Amtrak Ridership: Annual passengers using the Saint Cloud Amtrak station.	Performance Indicator	9,143		Amtrak annual ridership decreased 4.4% from 9,566 passengers in 2018 to 9,143 passengers in 2019. This is a decrease of 33.5% from the nine-year high of 13,740 passengers in 2012. The APO does not have a set target.

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2019 Result	Multi-Year Trend	Analysis
Percent of Monthly Household Budgets Spent on Transportation (One Working Adult, No Children): Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph		In 2019, the percent of monthly household budgets spent on transportation for one adult and no children is highest in ERD-7W Central at 30.2% followed by Benton County at 27.7%, Central Minnesota at 27.2%, Stearns County at 26.3%, and Sherburne County at 26%. All are above the state's 25% of one adult, no children household budget spent on transportation.
Percent of Monthly Household Budgets Spent on Transportation (One Working Adult, One Child): Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph		In 2019, the percent of monthly household budgets spent on transportation for one adult and one child is highest in Benton County at 19.3% followed by Stearns County at 18%, Central Minnesota at 17.9%, EDR-7W Central at 17.1%, and Sherburne County at 16.2%. All are above the state's 14.6% of one adult, one child household budget spent on transportation.
Percent of Monthly Household Budgets Spent on Transportation (Two Working Adults, One Child): Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph		In 2019, the percent of monthly household budgets spent on transportation for two working adults and one child is highest in Benton County at 17.6% followed by Central Minnesota at 16.8%, Stearns County at 16.3%, EDR-7W Central at 16.1%, and Sherburne County at 15.7%. All are above the states 13.9% of two adults, one child household budget spent on transportation.

Goal 4: Support Metropolitan Vitality and Economic Development

Truck Travel Time Reliability (TTTR) Index

The TTTR Index is generated by dividing the ratio of the 95th percentile time by the normal time (50th percentile).

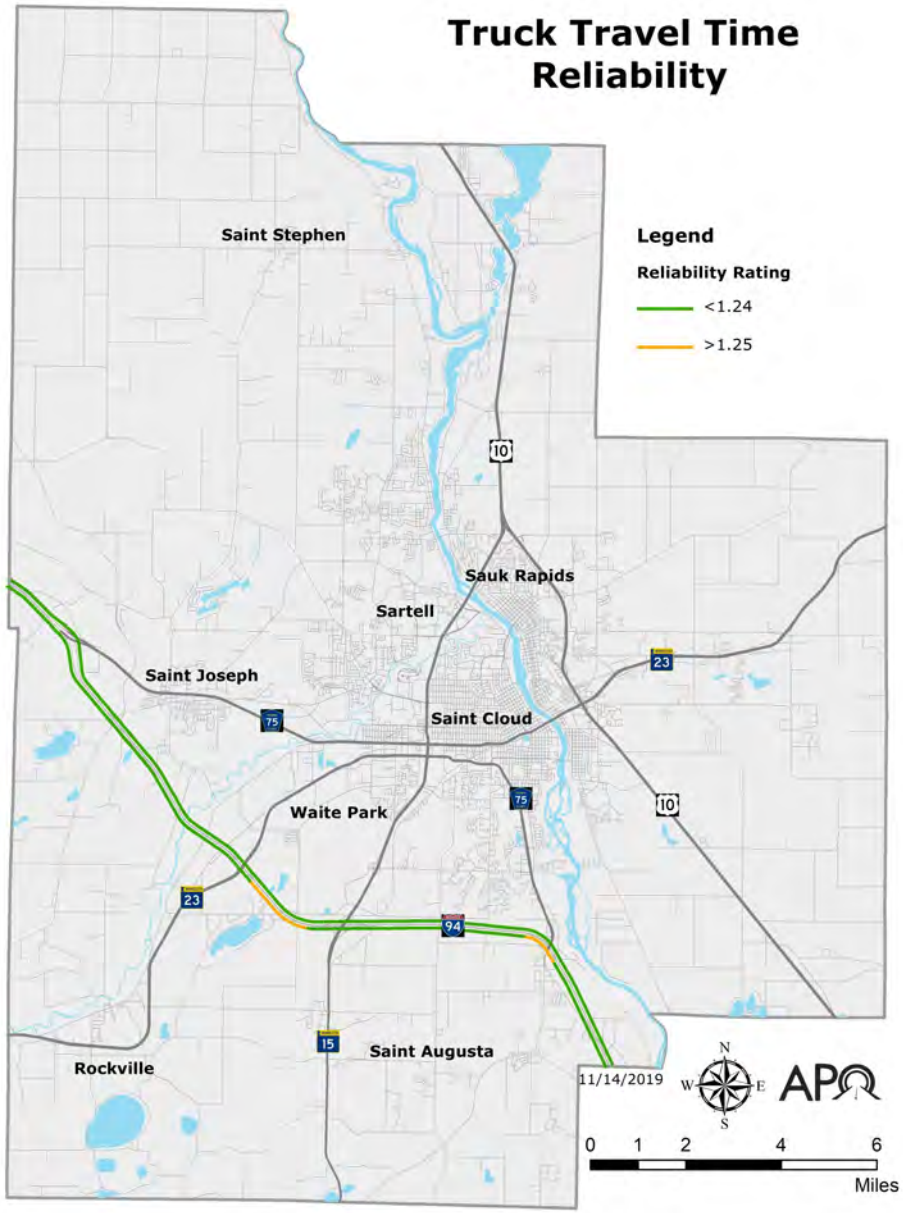


Figure 4.1-Truck Travel Time Reliability *Data Source: NPMRDS.*

Interstate Truck Travel Time Reliability

Truck travel time reliability ratings consider the average amount of time it would take for a truck to travel at an average speed (50th percentile) on a stretch of roadway. For example, if a one-mile stretch of roadway with a 60mph average speed has a time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway when normally it would take 1 minute. A time travel reliability rating above 1.5 is deemed unreliable by Federal Highway Administration (FHWA) standards.

The section of Interstate 94 that passes through the APO's MPA has a TTTR below the 1.5 threshold. This means the system is operating within normal capacity as shown in Figure 4.1. Currently data consisting of truck travel time reliability is only available for the Interstate.

How is TTTR Measured?

⇒ **Reporting of freight movement is divided into five periods:**

- ◊ ***Morning peak (6-10 a.m.)* weekdays.**
- ◊ ***Midday (10 a.m.-4 p.m.)* weekdays.**
- ◊ ***Afternoon peak (4-8 p.m.)* weekdays.**
- ◊ ***(6 a.m.-8 p.m.)* weekends.**
- ◊ ***(8 p.m.-6 a.m.)* Overnights for all days.**

- **The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length -weighted segments by the total length of Interstate.**

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud Regional Airport and Tri-County Action Program (Tri-CAP)

Annual number of customers served at the Saint Cloud Regional Airport and number of trips Tri-CAP provides annually

Photos courtesy of the APO.

Saint Cloud Regional Airport

The Saint Cloud Regional Airport (STC) was officially opened in 1970 at it current location 1550-45th Ave. SE in Saint Cloud. It is the only publicly operated air facility within the APO planning area. The City of Saint Cloud owns and operates the airport.

About 100 general aviation planes are based at STC. The airport owns 55 airplane hangars and contracts directly with plane owners.

Allegiant Airlines has a schedule of two destinations – Phoenix Mesa Gateway International Airport (IWA or AZA) and Punta Gorda, Florida (PGD) – which the airline flies to twice a week.

Sun Country Airlines charters two destinations - Laughlin, Nevada/Bullhead City, Arizona International Airport; and Don Laughlin's Riverside Resort Hotel and Casino in Nevada.

1,400	$20 Million
Number of acres the airport resides on.	Estimated annual impact on the local economy.

What is the Tri-County Action Program?

The Tri-County Action Program (Tri-CAP) is a non-profit organization based in Waite Park that provides a variety of services to "expand opportunities for the economic and social well-being of our residents and the development of our communities." Tri-CAP provides services under three different umbrellas: Basic Needs, Self-Sufficiency, and Building Stability. Tri-CAP also provides transportation services.

Tri-CAP Transit Connection hubs out of four locations within its service area: Little Falls, Elk River, Sauk Centre, and Waite Park. The majority of service provided by Tri-CAP for the Saint Cloud MPA is done out of the Waite Park hub. From this hub, residents living within a 15-mile radius of the Waite Park facility can receive transportation access to and from areas outside of the Saint Cloud Metro Bus service area.

Tri-CAP also provides a volunteer drivers program where drivers provide rides in their own vehicles to residents of Benton, Morrison, Mille Lacs, Sherburne, and Stearns counties. This service is externally funded and primarily used by health insurance providers to transport people to and from medical appointments.

Several of the Tri-CAP service counties will also utilize the volunteer driver service for Department of Human Services work primarily centered on foster care. That work is also funded externally. Drivers with this service are reimbursed the federal mileage rate and are provided a stipend for meals. They are initially given a $4 startup fee as well. As of November 2017, Tri-CAP estimated it has 36 volunteer drivers available.

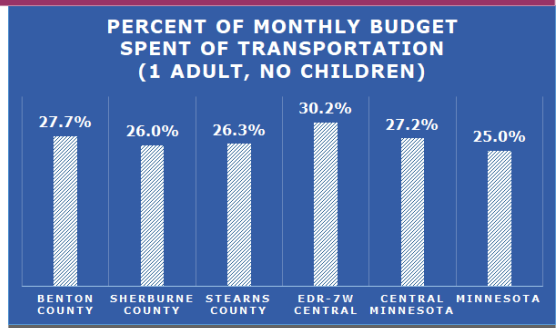
Goal 4: Support Metropolitan Vitality and Economic Development

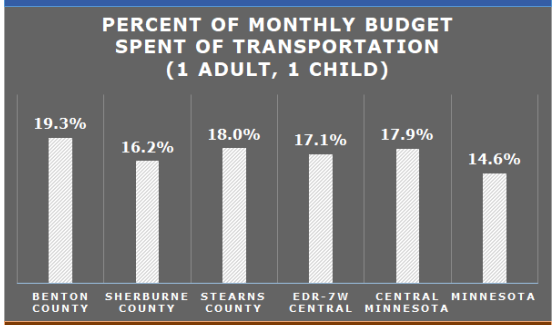
Transportation Costs

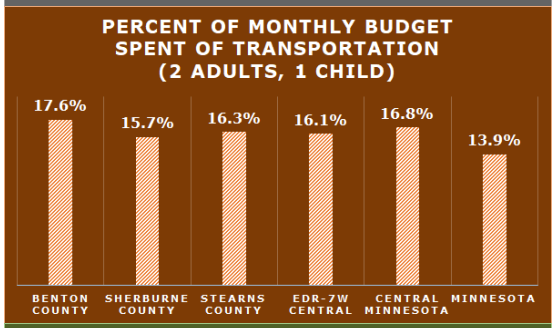
Percent of monthly household budgets spent on transportation.

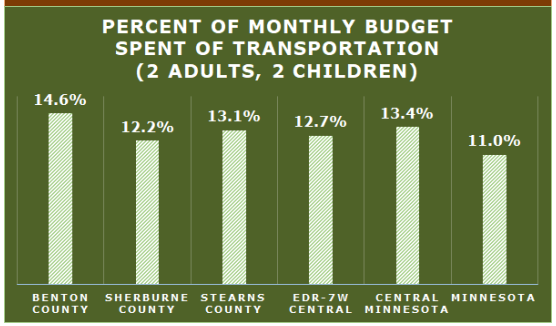
The percent of monthly household budgets spent on transportation in each chart assumes that the adult(s) are working full time. Average yearly costs of transportation is calculated as part of the Cost of Living data gathered by the Minnesota Department of Employment and Economic Development (DEED). The data is broken down by county; the economic development region (EDR) 7W Central (Benton Sherburne, Stearns, and Wright counties); Central Minnesota (Benton, Chisago, Isanti, Kanabec, Kandiyohi, McLeod, Mille Lacs, Meeker, Pine, Renville, Sherburne, Stearns, and Wright counties); and the state.

Based on the four graphs on the right, the state as a whole has a lower percent of monthly household budgets spent on transportation than Central Minnesota, EDR 7W Central, Benton County, Sherburne County and Stearns County. In all the household sizes, the difference between Minnesota and the highest percent of monthly household budgets spent on transportation are within 5 percentage points of each other.









Methodology

The cost of living study provides a yearly estimate of the basic needs cost of living in Minnesota for both individuals and families. Results are broken down by county, region, and statewide. The study examines monthly living costs in seven cost categories: food, housing, health care, transportation, child care, other necessities, and net taxes. Total costs are presented as yearly and hourly dollar amounts.

The Cost of Living represents neither a poverty-level living nor a middle-class living but rather a living that meets basic needs for health and safety.

Transportation figures are derived from the basic costs of owning and operating a car. These basic costs include those for commuting to work, conducting necessary family and personal business, and getting to and from school and place of worship. Costs for social and recreational uses are not included. Public transportation cost estimates are not used in the computations.

Data Source: Minnesota Department Employment and Economic Development.

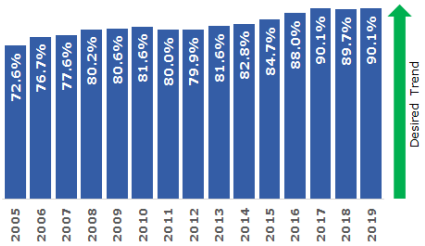
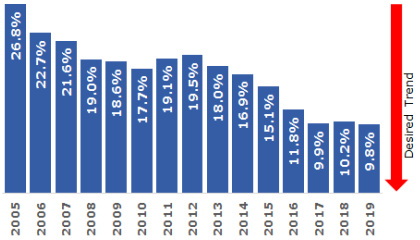
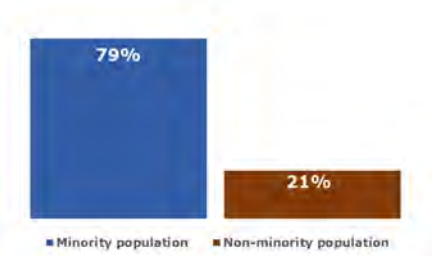
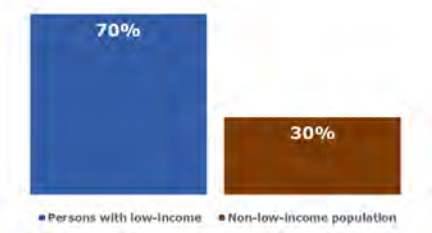
Goal 5: Promote Energy and Environmental Conservation

Support transportation improvements that promote energy conservation and improve public health and quality of life, while sustaining and improving the resiliency and reliability of the transportation system.

Photo courtesy of the APO.

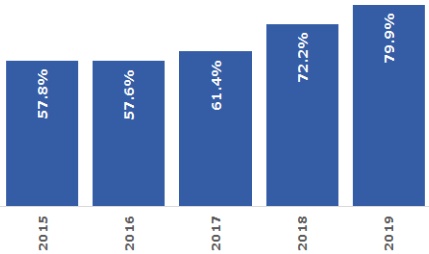
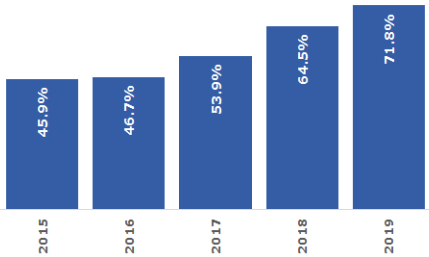
Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2019 Result	Multi-Year Trend	Analysis
Air Quality Five Year Rolling Average - Annual count of days in each Air Quality Index (AQI) category; good, moderate, unhealthy for sensitive groups, and unhealthy.	Good - Performance Indicator	90.1%		The five year rolling average percent of days with good air quality increased 17.5 percentage points since 2005, from 72.6% to 90.1% in 2019. The APO desires the air quality of improve.
	Moderate - Performance Indicator	9.8%		The five year rolling average percent of days with moderate air quality decreased 17 percentage points since 2005, from 26.8% to 9.8% in 2019. The APO desires the air quality of improve.
Annual Percentage of Transportation Investments in Minority Environmental Justice Census Blocks: The percentage of transportation investments in high minority population census blocks.	Performance Indicator	79%		Identified in the 2019-2023 Transportation Improvement Program (TIP), 79% of programmed projects intersect with census blocks with a high minority population.
Annual Percentage of Transportation Investments in Low-income Environmental Justice Census Blocks: The percentage of transportation investments in census blocks with high concentrations of persons with low-income.	Performance Indicator	70%		Identified in the 2019-2023 Transportation Improvement Program (TIP), 70% of programmed projects intersect with census blocks with a low -income population.

Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2019 Result	Multi-Year Trend	Analysis
Percent of Revenue Vehicles Using Compressed Natural Gas (CNG): Percent of CNG used by Metro Bus revenue vehicles versus all other fuel types.	Performance Indicator	79.9%		The percent of CNG has increased 22.1 percentage points since 2015, an additional 170,675 gallons.
Percent of VMT Using CNG by Revenue Vehicles: Percent of vehicle miles traveled using CNG by Metro Bus revenue vehicles versus all other fuel types.	Performance Indicator	71.8%		The percent of vehicle miles traveled using CNG has increased 25.9 percentage points since 2015 or an additional 700,749 vehicle miles traveled.
Number of Electric Vehicles Versus Number of Public Charging Station Outlets: Number of registered electric vehicles (EVs) divided by the number of public charging station outlets.	Performance Indicator	16		The number of EVs per number of public charging station outlets was 16 in 2019.
Number of Public Charging Stations Outlets Versus Number of Electric Vehicles: Number of public charging station outlets divided by the number of registered electric vehicles (EVs).	Performance Indicator	0.06		The number of public charging station outlets per number of EVs was 0.06 in 2019.

Goal 5: Promote Energy and Environmental Conservation

Air Quality

Annual count of days in each Air Quality Index (AQI) category; good, moderate, unhealthy for sensitive groups, and unhealthy.

Photos courtesy of the Saint Cloud APO.

Air Quality	
Good	Current air quality is considered satisfactory and poses little or no health risk.
Moderate	Air quality is acceptable; however individuals who are very sensitive to air pollution may experience adverse health effects.
Unhealthy for Sensitive Groups	People with lung or heart disease, older adults, children, and people participating in activities that require heavy or extended exertion may experience adverse health effects.
Unhealthy	Everyone may begin to experience adverse health effects and members of sensitive groups may experience more serious health effects.

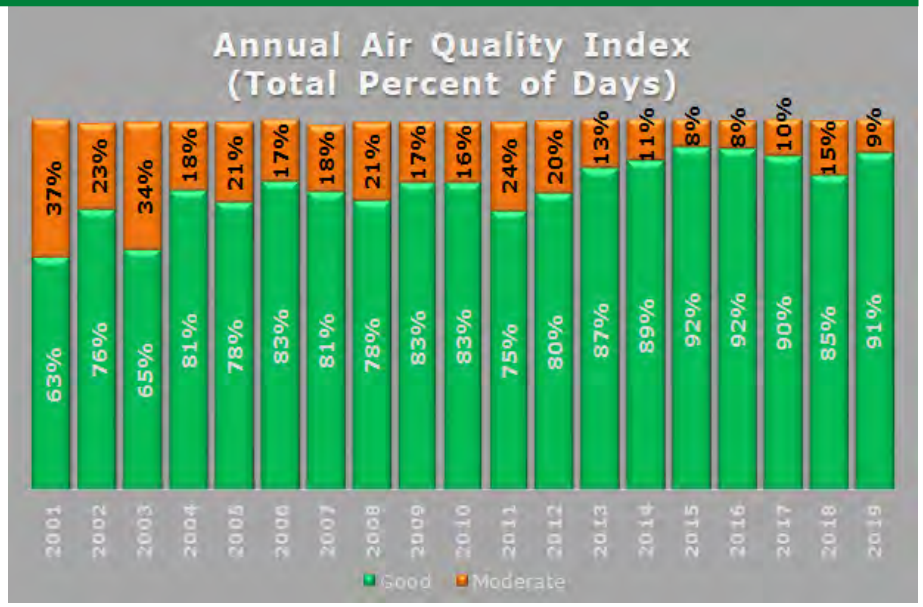


Figure 5.1-Annual Air Quality Index
Data Source: Minnesota Pollution Control Agency (MPCA)

Annual Air Quality Index (AQI)

The Saint Cloud area AQI has seen the share of good air quality days increase 28 percentage points to 91% compared to 63% in 2001 as shown in Figure 5.1. Moderate AQI days have also fallen significantly since 2001 — down to 9% as of 2019. There has been 23 days with an AQI that was unhealthy for sensitive groups and three days that was unhealthy in general since 2011. Changes in technology such as fuel efficient vehicles and manufacturing innovations have helped keep air quality in good condition.

24%	20%
Air pollution caused by on-road vehicles.	Air pollution caused by off-road vehicles (construction and agricultural).

Data Source: MPCA.

Goal 5: Promote Energy and Environmental Conservation

Water Quality

Number of bodies of water that have not meet water quality standards

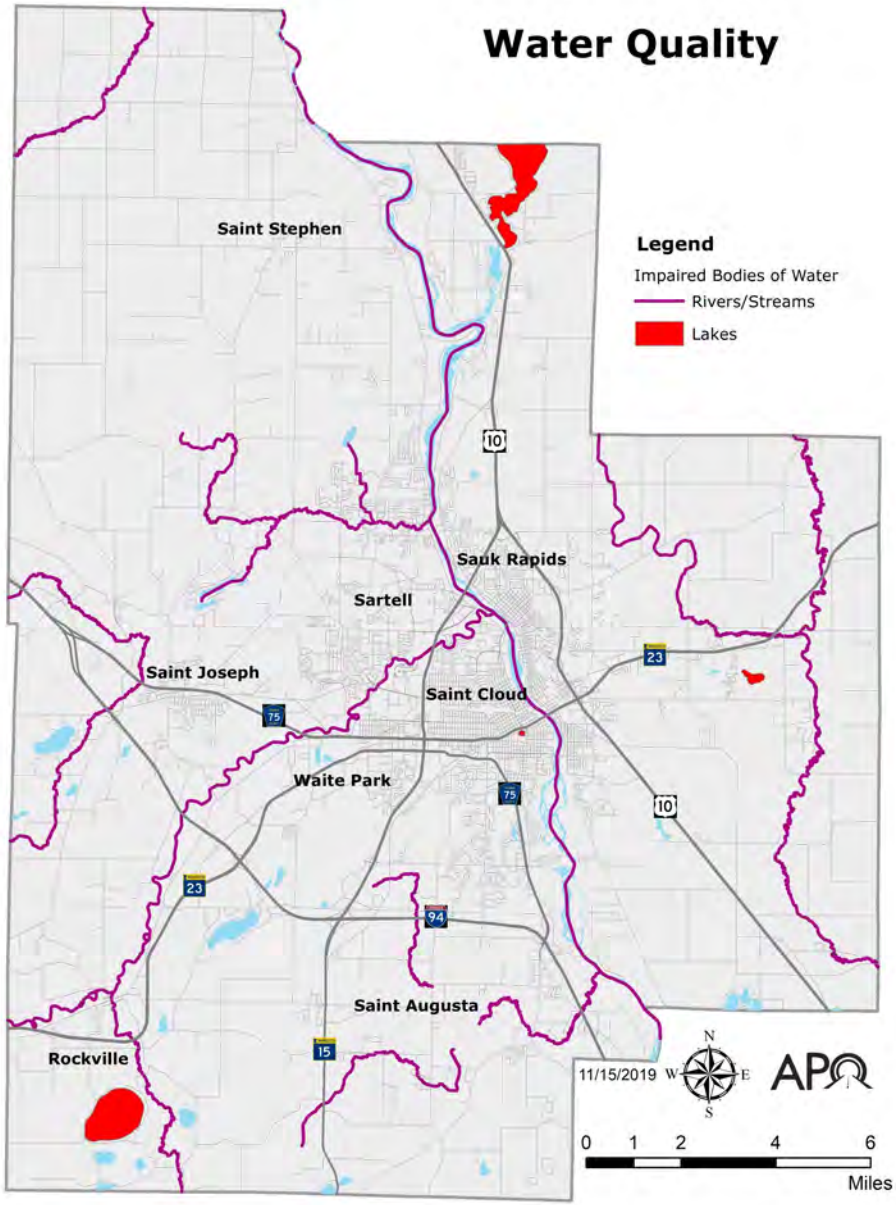


Figure 5.2-Water Quality *Data Source: MPCA.*

Water Quality

As displayed in Figure 5.2, there are a total of five lakes that are being monitored for pollution in the APO planning area: Donovan, Little Rock, Grand, Sagatagan, and Lake George.

There are a total of 13 rivers or streams being monitored for pollution within the APO planning area: Elk River, Mill Creek, Spunk Creek, Watab River (North and South Fork), County ditch 12 & 13, Mississippi River, Sauk River, Mayhew Creek, Luxemburg Creek, Johnson Creek (Meyer Creek), and Robinson Hill Creek.

The most common pollutants in the APO planning area are Escherichia Coli (E. Coli), mercury in fish tissue (Hg-F), and Fecal Coliform (FC).

Photo courtesy of the Saint Cloud APO.

Goal 5: Promote Energy and Environmental Conservation

Registered Electric Vehicles and Public Charging Stations

Percent of registered electric vehicles (EVs) divided by the number of public charging station outlets.
Number of public charging station outlets divided by the number of registered electric vehicles (EVs).

In 2020 there were 115 registered electric vehicles (EVs) in the Saint Cloud metro area compared to 96 in 2019. Of the 96 EVs 51 are in Saint Cloud, 21 in Sartell, 14 in Sauk Rapids, five in Saint Joseph, five in Saint Augusta, and zero is in Waite Park. Our region has a fraction of the 14,484 registered EVs across the State of Minnesota.

An increase in EVs will help our region and the State of Minnesota reduce greenhouse gas (GHG) emissions and provide an overall improvement in quality of life. MnDOT has designated I-94 as an alternative fuels corridor known as the Great Lakes Zero Emission Corridor. The goal of this type of alternative fuel corridor is to promote the electric vehicle charging infrastructure across Minnesota.

EV Registration by City	2019
Saint Cloud	51
Sartell	21
Sauk Rapids	14
Saint Joseph	5
Saint Augusta	5
Waite Park	0
Total	**96**

Figure 5.3 - EV Registration data comes from the Minnesota Pollution Control Agency, Minnesota Department of Public Safety, and Atlas Public Policy, 2019.

Charging Terminology

Level 1: Charging a vehicle at "Level 1" means plugging into a standard 120-volt supply. On average, a Level 1 supply provides 2 to 5 miles of vehicle range per hour the vehicle is connected. The best use cases for a Level 1 charger is workplaces and homes.

Level 2: Charging a vehicle at "Level 2" means plugging into a 240-volt supply. On average, Level 2 stations provide 10 to 20 miles of range per hour the vehicle is connected. Locations where owners will be staying for two hours or more are great use cases for Level 2 chargers.

Direct Current Fast Charging (DCFC): Is only really available as an option for public charging, and are often installed along transportation corridors. DC Fast Chargers can deliver 60-80 miles of charge in only 20 minutes of the vehicle being connected. Locations where owners will be staying for about 20 minutes are great use cases for DCFC.

There are currently six public EV charging station outlets in the Saint Cloud metro area: four being level 2 and two being a DCFC. Two of the four Level 2 chargers are located at Miller Nissan (2930 Second St. in Saint Cloud). The remaining two Level 2 chargers and the two DCFC chargers are located at 504 First St. N in Saint Cloud.

Data Source: MnDOT and Drive Electric Minnesota

65%	95%	39 Months	0.6%
Percent of greenhouse gas reduction by EVs in Minnesota.	Percent of charging of EVs which occur at home.	Months of consecutive growth in sales for EVs.	Percent of new car sales in Minnesota for 2017.

Data Source: Drive Electric Minnesota

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: Vicki Johnson, Senior Transportation Planner
RE: 2021-2025 Regional Infrastructure Investment Plan (RIIP)
DATE: April 13, 2021

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 APO TIP document includes projects from MnDOT District 3 and members jurisdictions that fall within the APO's planning area along with projects found within Saint Cloud Metro Bus's CIP. The projects programmed in the TIP are either partially or fully funded using Federal or state dollars. Projects programmed into the TIP must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."[1]

Federal regulations go on to state:

> "For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual metropolitan planning organizations (MPOs) like the APO.

In order to 1) meet the transparency intent of Federal regulations surrounding regionally significant transportation projects and 2) to facilitate better interjurisdictional coordination of project development and construction, APO staff have developed the Regional Infrastructure Investment Plan (RIIP).

By programming transportation projects into the TIP, they are subject to the regulations issued by FHWA and FTA including the amendment processes outlined in the APO's Stakeholder Engagement Plan (SEP) and APO Policy Board approval. Subjecting projects that are 100 percent locally funded and supported by their respective governing body to these regulations appears to be unduly arduous and time consuming given the fluidity of

[1] Metropolitan Transportation Planning and Programming, 23 C.F.R. §450.326 (2016).

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

many of the jurisdictional CIPs.

The RIIP, in contrast to the TIP, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) ***regardless of funding*** source and includes projects that have been programmed in the TIP. This document, not subject to FHWA/FTA regulations, is designed to provide jurisdictions and residents with a more complete picture of transportation improvement projects occurring in the planning area over a five-year time frame.

In addition, the RIIP will also serve as a means to track construction projects that have been completed within the past 12 months.

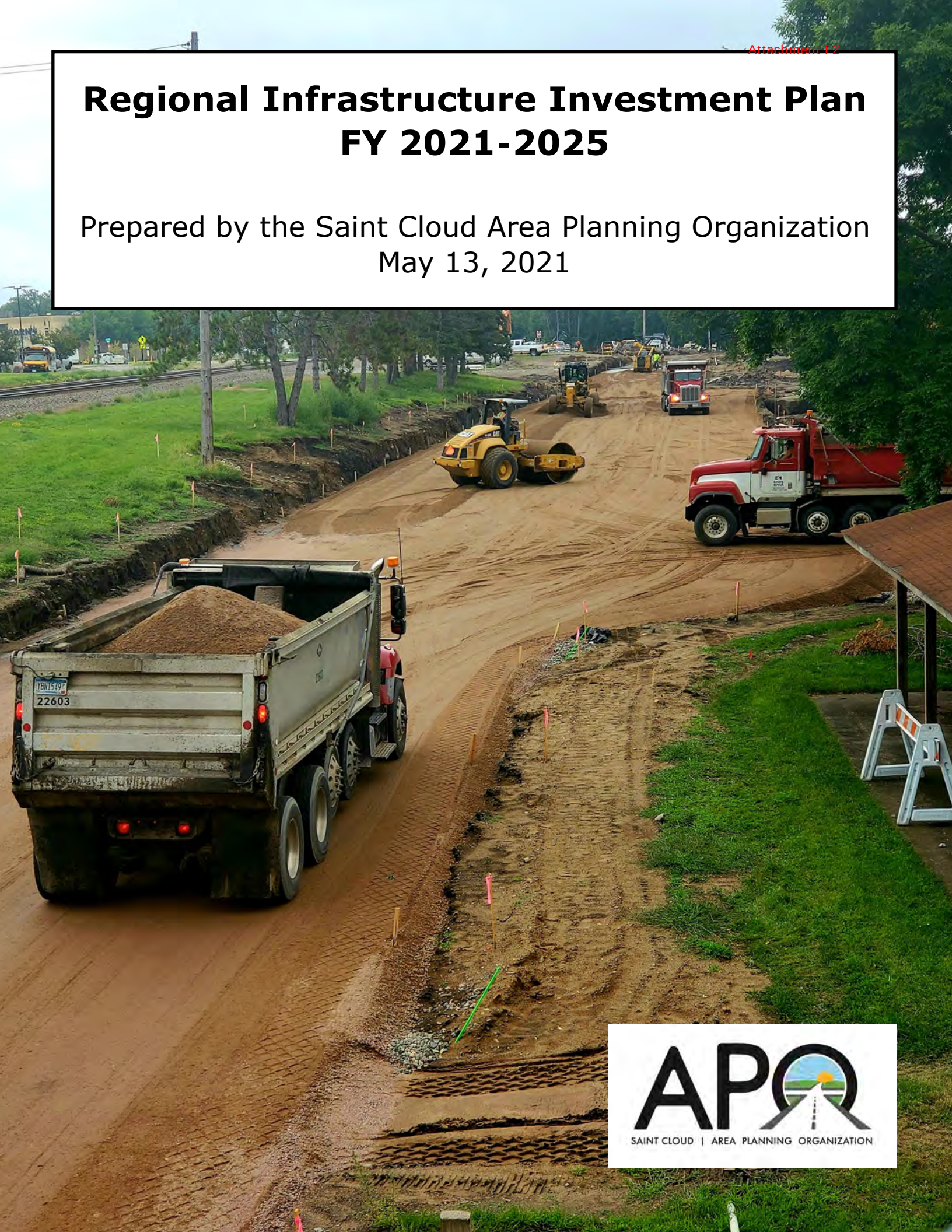
The attached document contains projects programmed into CIPs that have been approved by their respective jurisdictions. Any changes to these documents after the initial approval by the governing body have not been included in the RIIP.

Suggested Action: Recommend Policy Board approval to publish.

Attachment F2

Regional Infrastructure Investment Plan FY 2021-2025

Prepared by the Saint Cloud Area Planning Organization
May 13, 2021



APO
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DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Saint Cloud Area Planning Organization: Benton County, Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, City of Saint Cloud, City of Saint Joseph, City of Waite Park, LeSauk Township, and Saint Cloud Metropolitan Transit Commission. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

This document does not constitute a standard, specification, or regulation. The United States Government, the State of Minnesota, and the Saint Cloud Area Planning Organization does not endorse products or manufacturers. Trade or manufacturers' names may appear therein only because they are considered essential to the objective of this document.

The contents of this document reflect the views of the authors, who are responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the policies of the State and Federal departments of transportation.

SAINT CLOUD | AREA PLANNING ORGANIZATION

TITLE VI ASSURANCE

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint must be in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see the Saint Cloud APO website (www.stcloudapo.org), or you can view a copy at our office at 1040 County Road 4, Saint Cloud, MN 56303.

CIWAANKA VI EE XAQIIJINTA

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Amarka Fulinta 12898 ee ku saabsan Cadaaladda Deegaanka, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taarikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO VI

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona

que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al Sitio web de la APO de Saint Cloud (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

TITLE II ASSURANCE

The Saint Cloud Area Planning Organization (APO) herby gives public notice that it is the policy of the APO to fully comply with the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Rehabilitation Act) and related statutes and regulations in all programs and activities. Title II of the Americans with Disabilities Act (ADA) requires all state and local government agencies to take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint should be in writing and contain information about the alleged discrimination such as name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available as a reasonable modification for persons with disabilities upon request. Complaints should be submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged discriminatory occurrence and should be filed with the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the Saint Cloud APO website *(www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.*

CIWAANKA II EE XAQIIJINTA

Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriira Dhammaan barnaamijyada iyo nashaadaadka. Qodobka II ee Sharciga Naafada Mareykanka (ADA) wuxuu u baahan yahay dhammaan hay'adaha gobolka iyo kuwa maxalliga ah inay qaadaan tillaabooyinka ku habboon si loo hubiyo in xiriirka lala yeesho codsadayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaatada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax

looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan ee suurtogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO II

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al Sitio web de la APO de Saint Cloud (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.

COMMON ACRONYMS

3-C: Comprehensive, Cooperative, and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

BARC: Bridge and Road Construction.

[1]***BB:** Transit.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CIP: Capital Improvement Program.

CHIP: Capital Highway Investment Plan.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride (Paratransit).

EJ: Environmental Justice.

FAST Act: Fixing America's Surface Transportation Act (2015).

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

***I:** Interstate.

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

***LOCAL:** Local Project Not Associated with a Road.

LOS: Level of Service.

***MN:** Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

MTC: Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus).

MTP: Metropolitan Transportation Plan.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

***PED/BIKE:** Pedestrian or Bike Path/Trail (Not Assigned to a Specific Road).

[1] **These acronyms are specifically used in the TIP Project Table.*

***RR:** Railroad.

RSS: Highway Rail Grade Crossing and Rail Safety.

SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users.

SF: State Fund.

SGR: State of Good Repair.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TAC: Saint Cloud APO's Technical Advisory Committee.

TIP: Transportation Improvement Program.

TSM: Transportation System Management.

***US:** Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

GLOSSARY

Active Transportation: A mode of transportation that is human-powered. Examples include bicycling, walking, skateboarding, using a wheelchair.

Aggregate: A substance composed of mineral crystals or mineral rock fragments used in pavement.

Bitumen: A mixture of hydrocarbons (for example tar) occurring naturally or man-made from coal or petroleum. This mixture is used for surfacing roads and for waterproofing.

Bituminous asphalt/blacktop/pavement: A pavement comprising layers of aggregate mixed with a bituminous binder, such as asphalt, coal tars, and natural tars.

Bridge Rehabilitation: Repair, restoration, or replacement of the components of the existing structure, including asphaltic surfacing or concrete overlays, as well as work to correct safety defects.

Bridge Replacement: Building of a new bridge at the location of the existing structure or at a new location usually contiguous to the existing structure.

Capacity Expansion: The construction of an entirely new street/highway/transportation infrastructure or the construction of additional through travel lanes beyond the work associated with a reconstruction.

Capital Improvement Plan (CIP): A capital improvement plan (or capital improvement program) is a short-range plan developed by municipalities and counties which identifies capital projects and equipment purchases. The CIP provides a planning schedule and identifies options for financing projects identified in the plan.

Chip Seal: A surface treatment in which the pavement is sprayed with asphalt (generally emulsified) and then immediately covered with aggregate and rolled. Chip seals are used primarily to seal the surface of a pavement with non-load associated cracks and to improve surface friction. This is typically used to extend the life of the pavement surface by sealing out moisture, which can cause major damage to pavement, until major repairs are made.

Crack: A fracture of the pavement surface not necessarily extending through the entire thickness of the pavement. Cracks generally develop after initial construction of the pavement and may be caused by temperature changes, excess loadings, or excess deflections, which are movements in or under the pavement.

Crack Filling: Placing materials into non-working cracks to reduce the infiltration of water and other matter, while also reinforcing the adjacent pavement.

Crack Sealing: Placing specialized materials into working cracks in unique configurations to keep water and other matter out of the crack and the underlying pavement layers.

Diamond Grinding: A process that uses a series of diamond-tipped saw blades mounted on a shaft to shave the upper surface of a pavement to remove bumps, restore pavement rideability, and improve surface friction.

Hot Mix Asphalt Concrete (HMAC or HMA): A carefully controlled mixture of asphalt binder and well-graded, high quality aggregate thoroughly compacted into a uniform

density. HMAC pavements may also contain additives such as anti-stripping agents and polymers.

Maintenance: The preservation of the entire roadway, including surface, shoulders, roadsides, structures, and such traffic control devices as are necessary for its safe and efficient utilization.

Microsurfacing: A mixture of polymer-modified asphalt emulsion, mineral aggregate, mineral filler, water, and other additives, properly proportioned, mixed, and spread on a paved surface. Unlike a slurry seal, microsurfacing can be used on high volume roadways to correct wheel path rutting and provide a skid resistant pavement surface.

Mill and Overlay: Hot Mix Asphalt (HMA) overlays are placed on existing, intact HMA or Portland Cement Concrete (PCC) pavement that has not been processed (e.g. reclaimed). Typically, HMA overlays are less than 5 inches thick. HMA pavements are often milled prior to replacement of a HMA overlay to remove surface distresses and to reduce the road's profile. Typical design life ranges from 13 to 17 years depending on existing pavement condition, traffic, and HMA overlay thickness.

Milling: Grinding off the top layer of pavement.

Patch: Repair of a localized defect in the pavement surface.

Potholes: A hole in the pavement surface commonly caused by moisture.

Preventive Maintenance: Planned strategy of cost-effective treatments to an existing roadway system to extend the life of the pavement, retard future deterioration, and maintain or improve the functional condition of the system (without increasing the structural capacity).

Reclamation: Reclamation/recycling of Hot Mix Asphalt (HMA) pavement includes processes that grind the existing HMA pavement and reuse it in the new pavement section. This includes full-depth reclamation (FDR), stabilized full-depth reclamation (SFDR), cold in-place recycling (CIR), and cold central plant recycling (CCPR). Typical design life is approximately 20 years.

Reconditioning: Work done in addition to resurfacing or pavement replacement. Reconditioning includes improvement of an isolated grade, curve, intersection or sight distance problem to improve safety, or changing the subgrade to widen shoulders or to correct a structural problem.

Reconstruction: Complete removal and replacement of the existing pavement structure and may include new and/or recycled materials. This includes the rebuilding of both the pavement and the subgrade of the existing roadway. Typical design life is 20 years for Hot Mix Asphalt and 35 years for Portland Cement Concrete.

Rehabilitation: Roadway improvements intended to correct conditions identified as deficient without major changes to the cross section of roadway. These projects should consist of removal and replacement of base and pavement, shouldering and widening, and drainage correction as needed. Typical design life ranges from 13 to 20 years depending on the rehabilitation selection.

Resurfacing: Placing a new surface on an existing roadway to extend or renew the pavement life. Generally no improvements in capacity or geometrics is performed. The overlay must be placed directly on top of existing pavement (no intervening base course).

Rubblize: A process where concrete is broken up into uniform size pieces, rolled flat, and covered with a new surface (usually asphalt).

Seal Coating: Common preventive maintenance activity. Seal coating involves spraying asphalt cement on the surface of an existing pavement followed by the application of a cover aggregate. The asphalt cement is usually emulsified (suspended in water) to allow for it to be applied without the addition of extreme heat. The cover aggregate is normally either naturally occurring gravel or crushed aggregate such as granite, quartzite, or trap rock (basalt). The primary reason to seal coat an asphalt pavement is to protect the pavement from the deteriorating effects of sun and water.

Sealant: A material that has adhesive and cohesive properties to seal joints, cracks, or other various openings against the entrance or passage of water or other debris in pavements.

Sealing: The process of placing sealant material in prepared joints or cracks to minimize intrusion of water and incompressible materials. This terms is also used to describe the application of pavement surface treatments.

Slurry: A mixture of liquid and fine solid particle that together are denser than water.

Slurry Seal: A mixture of slow setting emulsified asphalt, well-graded fine aggregate, mineral filler, and water. It is used to fill cracks and seal areas of old pavement, to restore a uniform surface texture, to seal the surface to prevent moisture and air intrusion into the pavement, and to improve skid resistance.

Surface Treatment: Any material applied to asphalt pavement to restore or protect the surface. Surface treatments are typically less than one inch thick.

Transportation Improvement Program (TIP): The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are programmed for Federal funding over the course of a four year period in a metropolitan area. This document is prepared by the Metropolitan Planning Organization. For the Saint Cloud area, this document is prepared by the Saint Cloud APO.

Working Crack: A crack in a pavement that changes, becoming narrower or wider under different temperature conditions. A working crack develops through movement in or under the pavement.

INTRODUCTION

The Regional Infrastructure Investment Plan (RIIP) is a collection of transportation infrastructure capital improvement plans (CIPs) from the member jurisdictions of the Saint Cloud Area Planning Organization (APO) along with the Minnesota Department of Transportation's (MnDOT's) District 3 10-Year Capital Highway Investment Plan (CHIP).

This document serves as a companion to the APO's Transportation Improvement Program (TIP), a federally mandated, annually prepared document that contains highway, transit, and other transportation projects for which Federal funds are programmed. The RIIP, by contrast, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) ***regardless of funding source*** and includes projects that have been programmed in the TIP.

This document contains CIPs that have been approved by their respective jurisdictions. Any changes to these documents after the initial approval by the governing body have not been included in the RIIP. Due to the nature of CIPs and the individual jurisdiction's ability to reallocate funding for projects that take a sudden precedence, the projects reflected in this document are subject to change. The RIIP is prepared on an annual basis and will not be amended in the case of changes made to scheduled CIP projects. For more up-to-date information about projects notated within this document, please contact the respective jurisdiction.

Saint Cloud Area Planning Organization

The APO Urbanized Area is designated by the U.S. Census Bureau after every decennial census. Criteria for defining this area include population density and density of development. The APO, in conjunction with the Minnesota Department of Transportation (MnDOT), approves a 20-year planning boundary that includes not only the Census-defined Urbanized Area, but also considers expected urbanized growth within that time period.

Member jurisdictions include Benton, Sherburne, and Stearns counties; the cities of Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park; and LeSauk Township. Saint Cloud Metropolitan Transit Commission (MTC) – more commonly referred to as Saint Cloud Metro Bus – is also a member.

The cities of Rockville, Saint Augusta, and Saint Stephen along with the townships of Brockway, Haven, Minden, Saint Joseph, Saint Wendel, Sauk Rapids, and Watab are located within the designated APO 20-year planning boundary but are not formal dues paying members. Instead, these jurisdictions are represented through their respective counties.

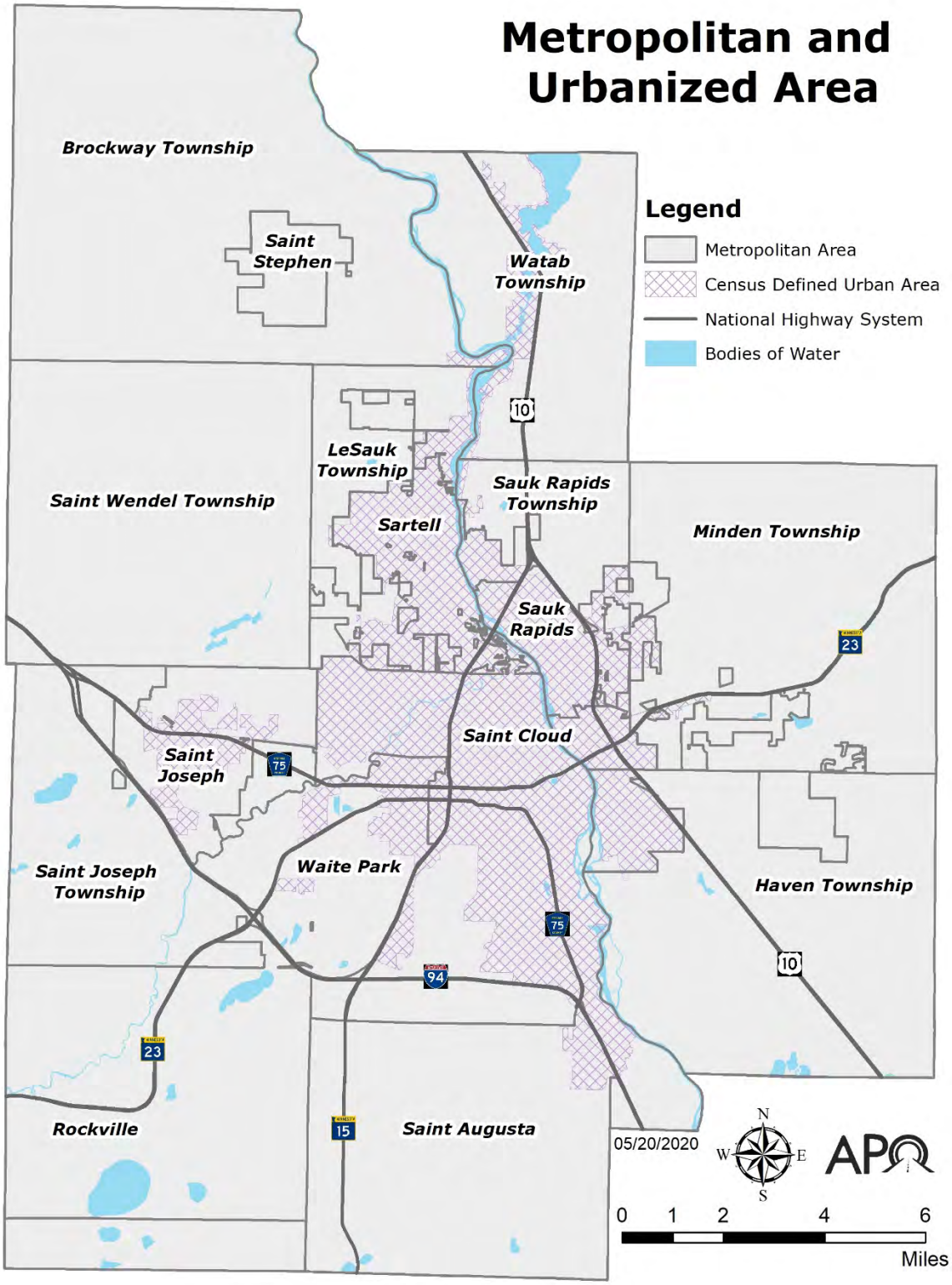

Figure 1: *APO Planning Area.*

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the APO works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and improvement projects.

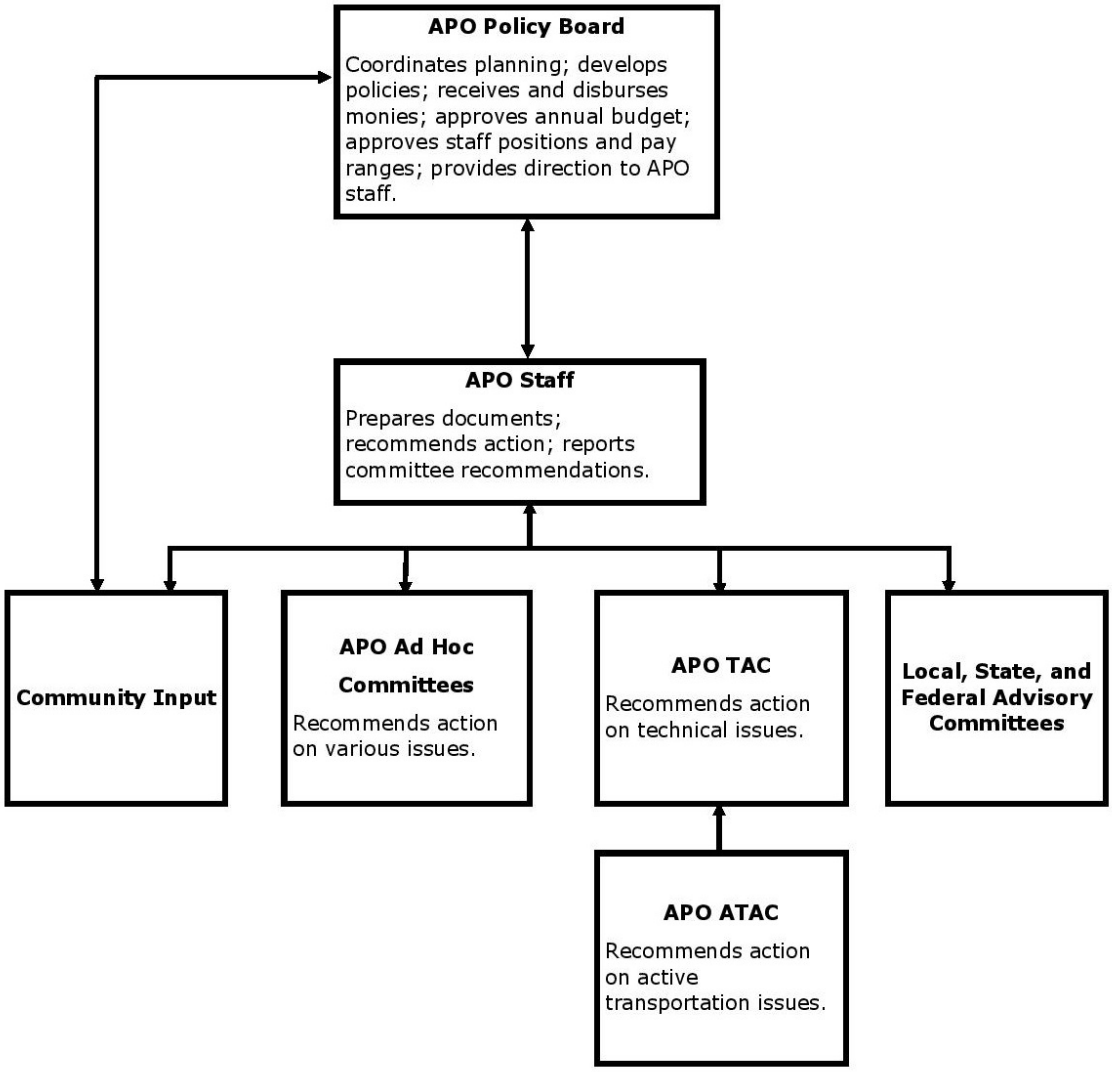

Figure 2: *APO Organizational Chart.*

The APO Policy Board is made up of elected officials and a senior-level management position from Saint Cloud Metro Bus. The Policy Board is the decision-making body of the APO and provides guidance and direction to staff. The Policy Board is advised by a Technical Advisory Committee (TAC) and a TAC citizen subcommittee for active transportation (i.e., bicycle and pedestrian) concerns known as the Active Transportation Advisory Committee (ATAC).

The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud MPA. This mission is accomplished through professional planning initiatives, the

provision of objective information, and building collaborative partnerships that foster consensus.

The APO strives to be:

- Public service-oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.
- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with our partners.
- Continuous learners who constantly seek new information, knowledge, and skills to better serve the Saint Cloud MPA.

In the transportation planning process, the APO's role includes:

- Maintaining a certified "3-C" transportation process: comprehensive, cooperative, and continuing.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective stakeholder engagement process which ensures meaningful public input is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for a multimodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

The RIIP and Its Connection to the TIP

As stated earlier, the RIIP is a complementary document to the TIP.

Projects included in each year's TIP are ultimately derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the transportation system at a regional level.

The APO TIP document includes projects from MnDOT District 3 and member jurisdictions that fall within the APO's planning area and projects found within Saint Cloud Metro Bus's CIP. The projects programmed in the TIP are either partially or fully funded using Federal and/or state dollars. Projects programmed into the TIP must comply with regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

In addition, Federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."[2]

[2] Metropolitan Transportation Planning and Programming, 23 C.F.R. §450.326 (2016)

Federal regulations go on to state:

> "For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual Metropolitan Planning Organizations (MPOs) like the APO.

The APO has developed the RIIP in order to 1) meet the transparency intent of Federal regulations surrounding regionally significant transportation projects and 2) to facilitate better interjurisdictional coordination of project development and construction.

As stated earlier, by programming transportation projects into the TIP, they are subject to the regulations issued by FHWA and FTA including the amendment processes outlined in the APO's Stakeholder Engagement Plan (SEP) and APO Policy Board approval. Subjecting projects that are 100% locally funded and supported by their respective governing body to these regulations appears to be unduly arduous and time consuming given the fluidity of many of the jurisdictional CIPs.

However, in echoing the transparency intent of the Federal Government, along with the need to coordinate regional intergovernmental transportation planning, the APO has opted to compile a list of planned transportation projects – regardless of funding source – into one document. This document, not subject to FHWA/FTA regulations, is designed to provide jurisdictions and residents with a more complete picture of transportation improvement projects occurring in the planning area over a five-year time frame.

FY 2021-2025 RIIP PROJECTS

Projects within the RIIP are denoted by a Project Identification (Project ID) number. These numbers are the expected year of construction followed by a unique identifier. For example, Project ID "2021-01" signifies the project is expected to be constructed in year 2021. The "-01" simply separates the project from other 2021 projects. The order is not intended to convey priority and/or importance. Of note, the Project IDs shown herein are only for this document. Individual jurisdictions may use completely different project numbers for their own purposes. In addition, Project ID numbers found within the RIIP are not the same as those contained within the APO's TIP.

Projects mapped within the RIIP are classified into six "simplified work type" categories. Those categories and the definitions assigned to them are listed below. Definitions of specific roadway improvement terms can be found in the glossary near the beginning of this document.

1. **Active Transportation Facility:** Projects with this designation consist of the construction of new facilities for the exclusive use of non-motorized transportation. Bike/Ped projects include construction of new shared use paths and pedestrian crossings.
2. **Expansion:** Projects with this designation are designed to create a new roadway alignment (i.e., build a new roadway) or add capacity (i.e., more lanes) to an existing roadway.
3. **Level 1 Maintenance:** Projects with this designation are the least involved (both in cost and level of roadway) in preserving the existing network. Level 1 Maintenance projects include seal coating and general street preservation work.
4. **Level 2 Maintenance:** Projects with this designation are considered to involve moderate effort (both in cost and level of roadway) in preserving the existing network. Level 2 Maintenance projects include mill and overlay and resurfacing. An exception to this is the "street preservation" designation for the City of Waite Park. Per Waite Park's engineering staff, street preservation tends to mean edge mill and overlay with some curb and pedestrian ramp repairs and upgrades. However, street preservation can also mean a full-depth mill and overlay or a full-depth reclamation depending on the severity of the road condition. For consistency, APO staff have classified all of Waite Park's "street preservation" projects as Level 2 Maintenance projects.
5. **Level 3 Maintenance:** Projects with this designation are considered the most involved (both in cost and level of roadwork) in preserving the existing network. Often, these projects include utility works such as water and sewer. Level 3 Maintenance projects include bridge rehabilitation, bridge replacement, reclamation, and reconstruction.
6. **Miscellaneous:** Projects with this designation are remaining projects that do not fit within the previous categories. Miscellaneous projects include safety projects, construction of turn lanes, alley reconstruction, restoring retaining walls, and building a roundabout.

A more detailed work type description along with the proposed project cost for each project are included in the accompanying tables.

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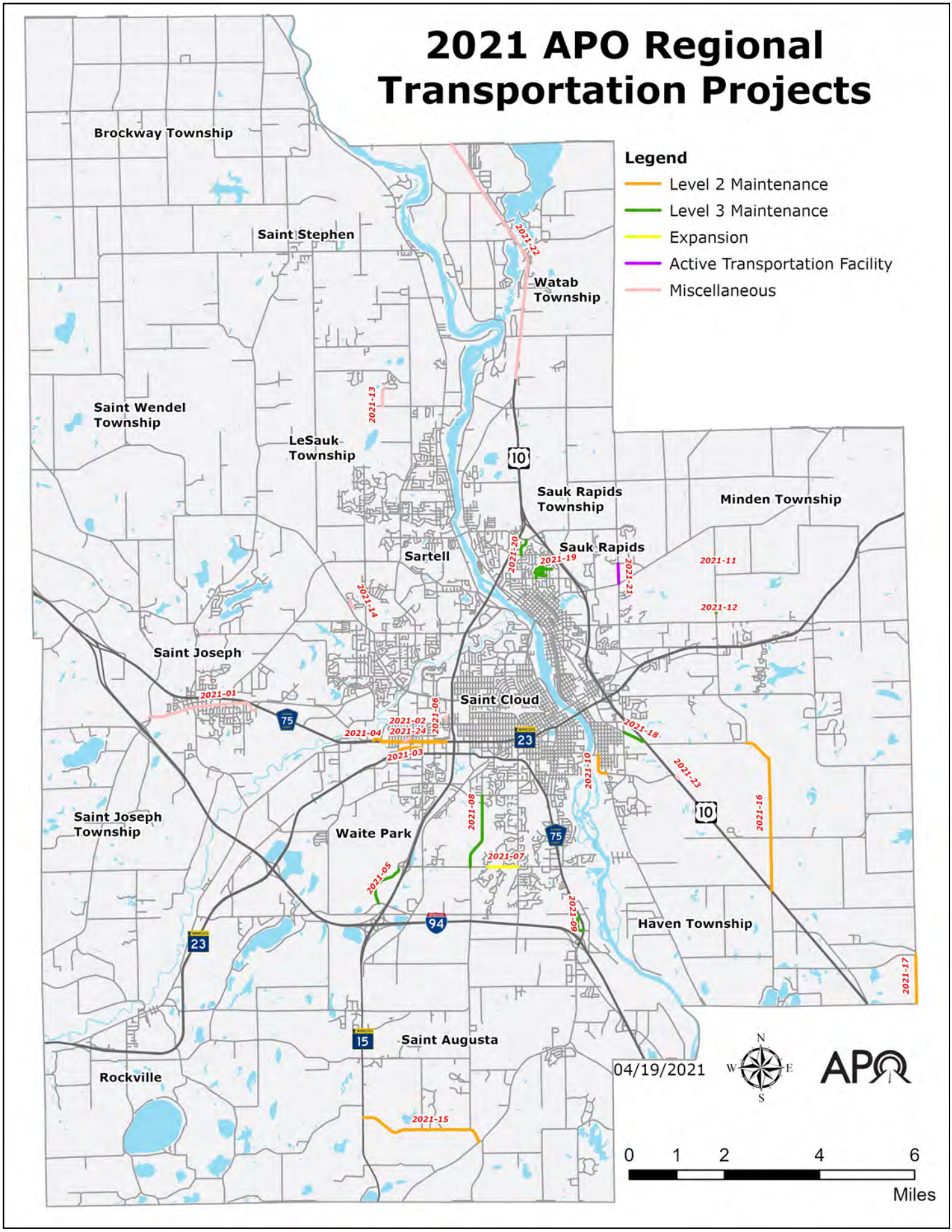
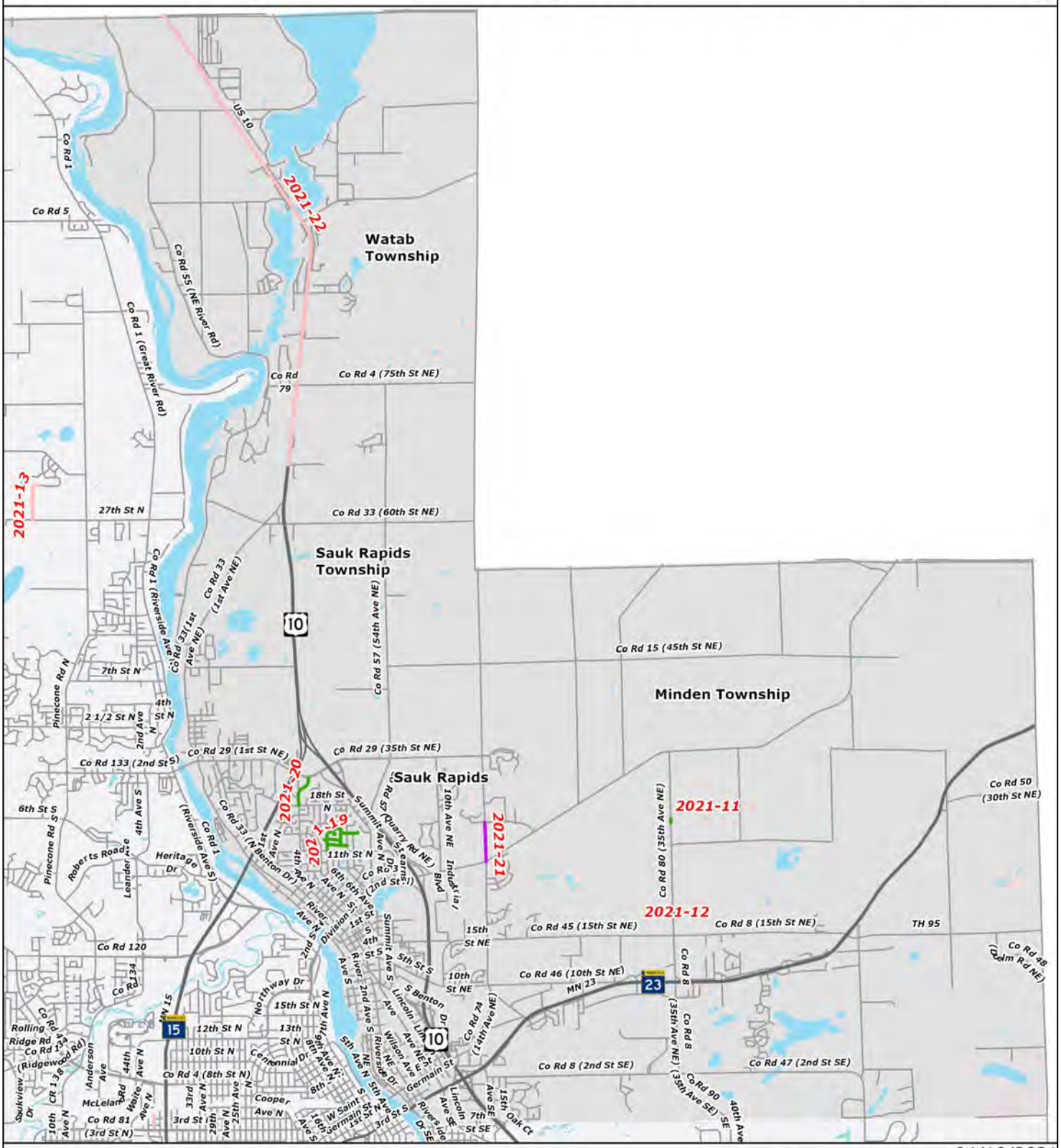

2021 APO Regional Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Expansion
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
Saint Joseph Township
Waite Park
Haven Township
Saint Augusta
Rockville
2021-01
2021-02
2021-03
2021-04
2021-05
2021-06
2021-07
2021-08
2021-09
2021-10
2021-11
2021-12
2021-13
2021-14
2021-15
2021-16
2021-17
2021-18
2021-19
2021-20
2021-21
2021-22
2021-23
2021-24
10
23
75
94
15
04/19/2021
N
W
E
S
0
1
2
4
6
Miles

2021 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2021-01	Saint Joseph	Minnesota Street	Miscellaneous
2021-02	Waite Park	Sixth Alley	Miscellaneous
2021-03	Waite Park	First Street S	Level 2 Maintenance
2021-04	Waite Park	Frontage Road	Level 2 Maintenance
2021-05	Waite Park	Granite View South	Level 3 Maintenance
2021-06	Waite Park	Third Avenue NE Drainage Ditch	Miscellaneous
2021-07	Saint Cloud	33rd Street S	Expansion
2021-08	Saint Cloud	CR 136	Level 3 Maintenance
2021-09	Saint Cloud	Hadrian Road	Level 3 Maintenance
2021-10	Saint Cloud	Kilian Boulevard	Level 2 Maintenance
2021-11	Benton County	35th Avenue	Level 3 Maintenance
2021-12	Benton County	County Road 80	Level 3 Maintenance
2021-13	Sartell	Eagle Ridge 4	Miscellaneous
2021-14	Sartell	Arbor Trails Phase 3B	Miscellaneous
2021-15	Stearns County	CR 141	Level 2 Maintenance
2021-16	Sherburne County	CSAH 7	Level 2 Maintenance
2021-17	Sherburne County	CSAH 20	Level 2 Maintenance
2021-18	Sherburne County	CR 63	Level 3 Maintenance
2021-19	Sauk Rapids	Pleasantwood Addition	Level 3 Maintenance
2021-20	Sauk Rapids	Fourth Avenue N	Level 3 Maintenance
2021-21	Sauk Rapids	CSAH 1 Trail	Active Transportation Facility
2021-22	MnDOT	US 10	Miscellaneous
2021-23	MnDOT	US 10	Miscellaneous
2021-24	Stearns County	CSAH 75	Level 2 Maintenance

2021 Transportation Projects in Benton County



Benton County 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$530,000

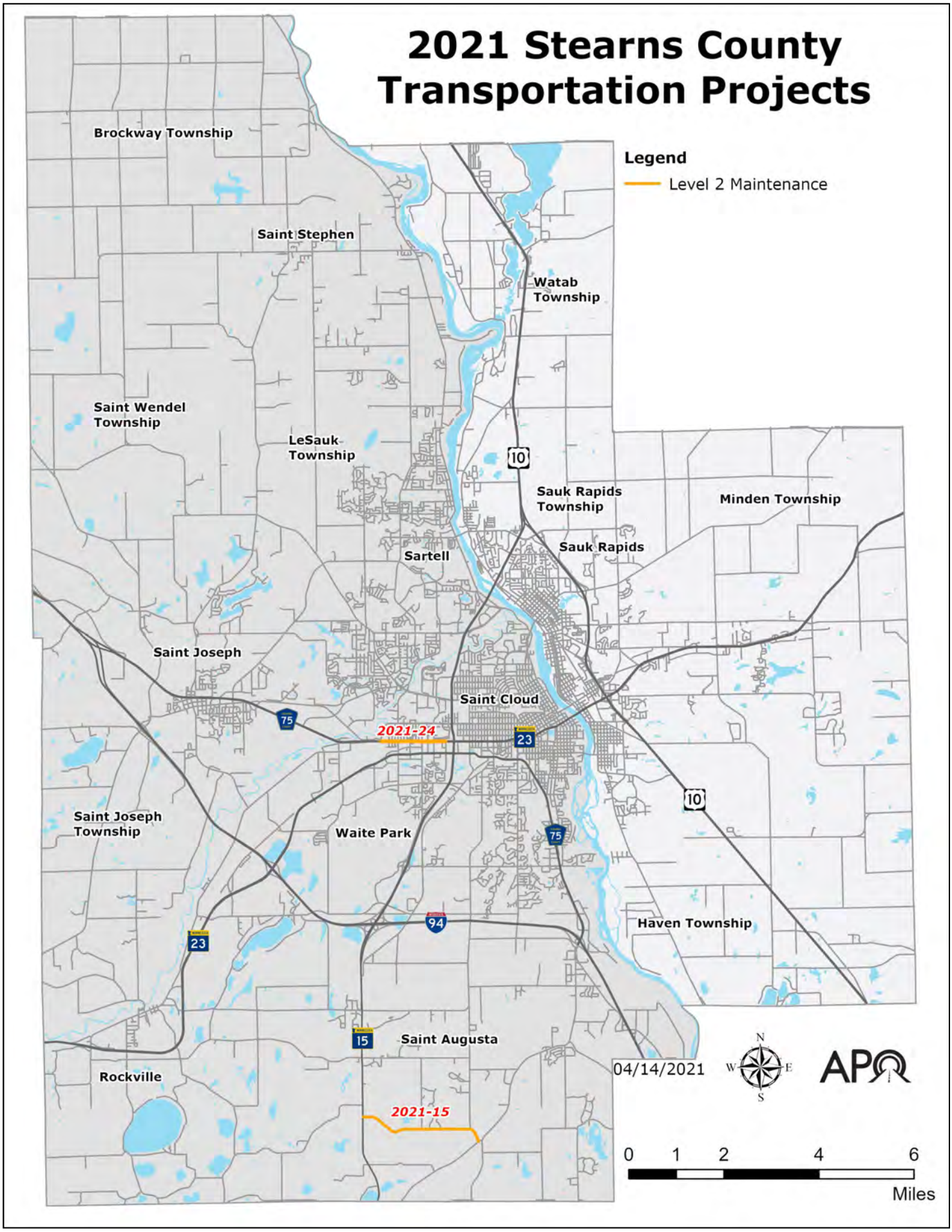
Project ID	Route	Description	Miles	Estimated Project Cost
2021-11	35th Avenue	Replace Bridge L5806 on 35th Avenue over Mayhew Creek	0.1	$265,000
2021-12	County Road 80	Replace Bridge L0041 on County Road 80 over Mayhew Creek	0.1	$265,000

2021 Transportation Projects in Sherburne County

Sherburne County 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	$2,203,146

Project ID	Route	Description	Miles	Estimated Project Cost
2021-16	CSAH 7	Mill and overlay of CSAH 7 from US 10 to 40th Avenue	N/A	$1,173,480
2021-17	CSAH 20	Mill, overlay, and widening of CSAH 20 from southern Haven Township Line to CSAH 16	2.2	$432,666
2021-18	County Road 63	Reconstruction of County Road 63 from CSAH 8 to Park and Ride	0.41	$597,000


2021 Stearns County Transportation Projects
Legend
Level 2 Maintenance
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
2021-24
Saint Joseph Township
Waite Park
Haven Township
Saint Augusta
Rockville
2021-15
10
75
23
94
15
04/14/2021
N
W
E
S
0
1
2
4
6
Miles

Stearns County 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$2,390,056

Project ID	Route	Description	Miles	Estimated Project Cost
2021-15	County Road 141	Resurface County Road 141 from MN 15 to County Road 142	2.7	$675,000
2021-24	CSAH 75	Rehabilitate concrete pavement on CSAH 75 from 15th Avenue in Waite Park to Park Avenue in Saint Cloud	1.4	$1,715,056

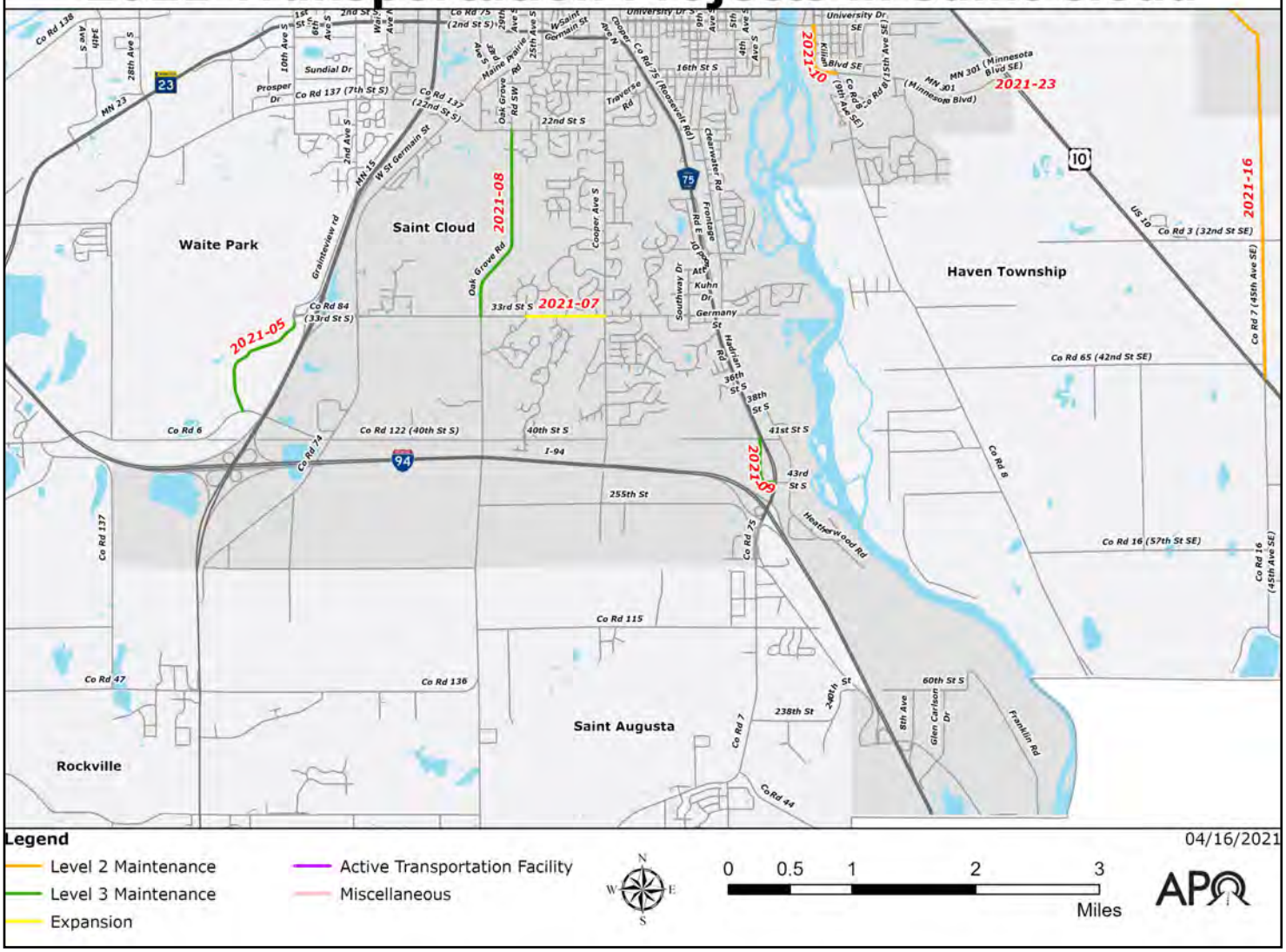
City of Saint Cloud 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	$11,463,343

Miscellaneous Saint Cloud 2021 Projects

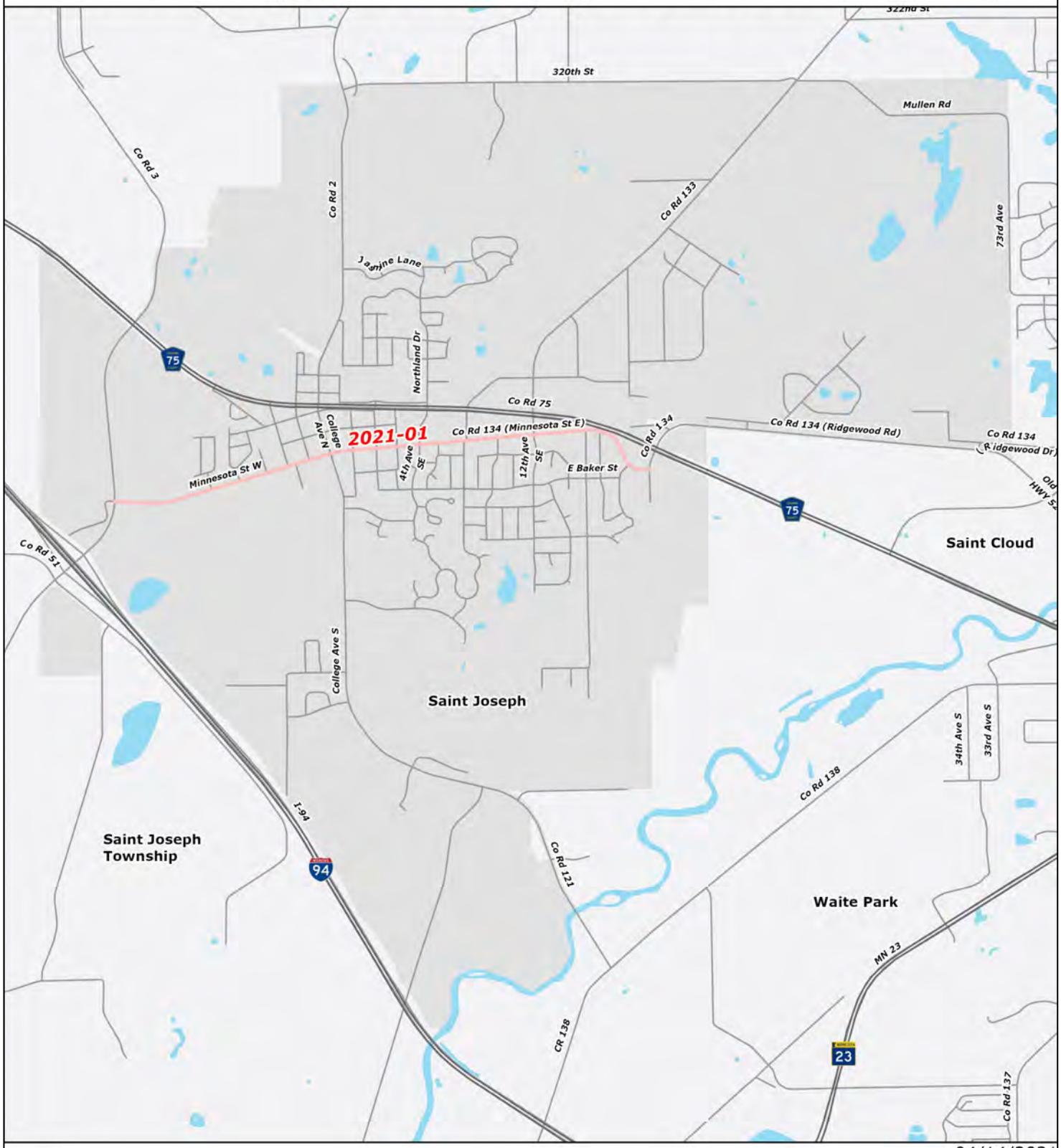
Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2021 street bituminous resurfacing improvements at undetermined locations **(PROJECT NOT MAPPED)**	N/A	$1,250,000

2021 Transportation Projects in Saint Cloud



Project ID	Route	Description	Miles	Estimated Project Cost
2021-07	33rd Street S	Reconstruct 33rd Street from 26th Avenue S to Cooper Avenue S to a four-lane divided roadway with sidewalk on the southside and a bituminous trail on the north side	N/A	$2,900,000
2021-08	County Road 136	Reconstruct County Road 136 from 22nd Street S to south of Oak Hill Elementary School to an urban style roadway. Reconstruct County Road 136 from south of Oak Hill Elementary School to 33rd Street S to rural section with the addition of bike lanes.	1.6	$4,447,543
2021-09	Hadrian Road	Reconstruct Hadrian Road from 40th Street S to CSAH 75	N/A	$2,065,000
2021-10	Kilian Boulevard	Mill and bituminous replacement on Kilian Boulevard from University Drive to Ninth Avenue SE	N/A	$800,800

2021 Transportation Projects in Saint Joseph



04/14/2021

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous

N W E S

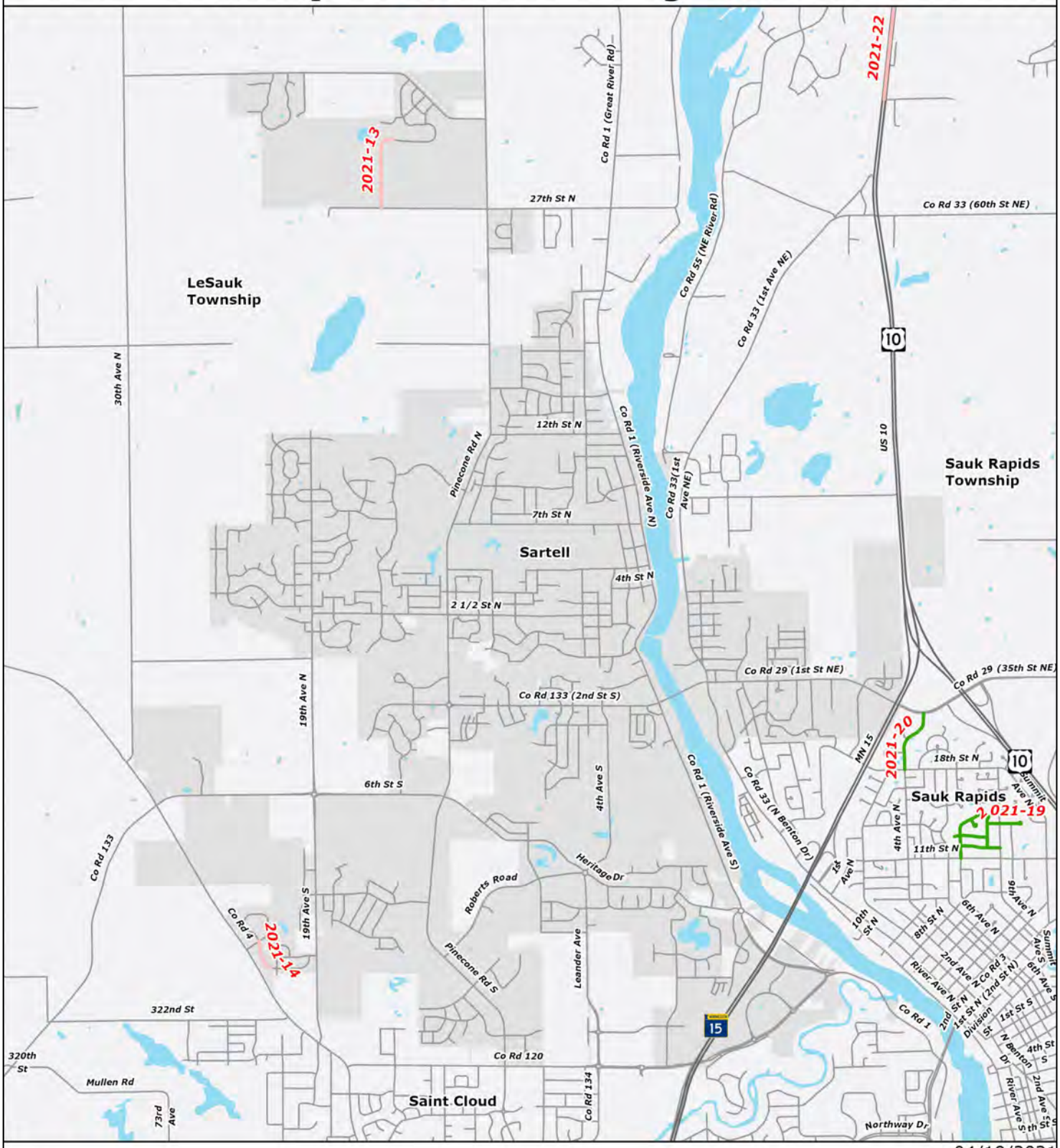
0 0.25 0.5 1 Miles

City of Saint Joseph 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$2,730,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-01	Minnesota Street	Landscaping work along Minnesota Street	N/A	$353,000
N/A	N/A	2021 street overlays on undetermined roadways **(PROJECT NOT MAPPED)**	N/A	$2,377,000

2021 Transportation Projects in Sartell



04/19/2021

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous

N W E S

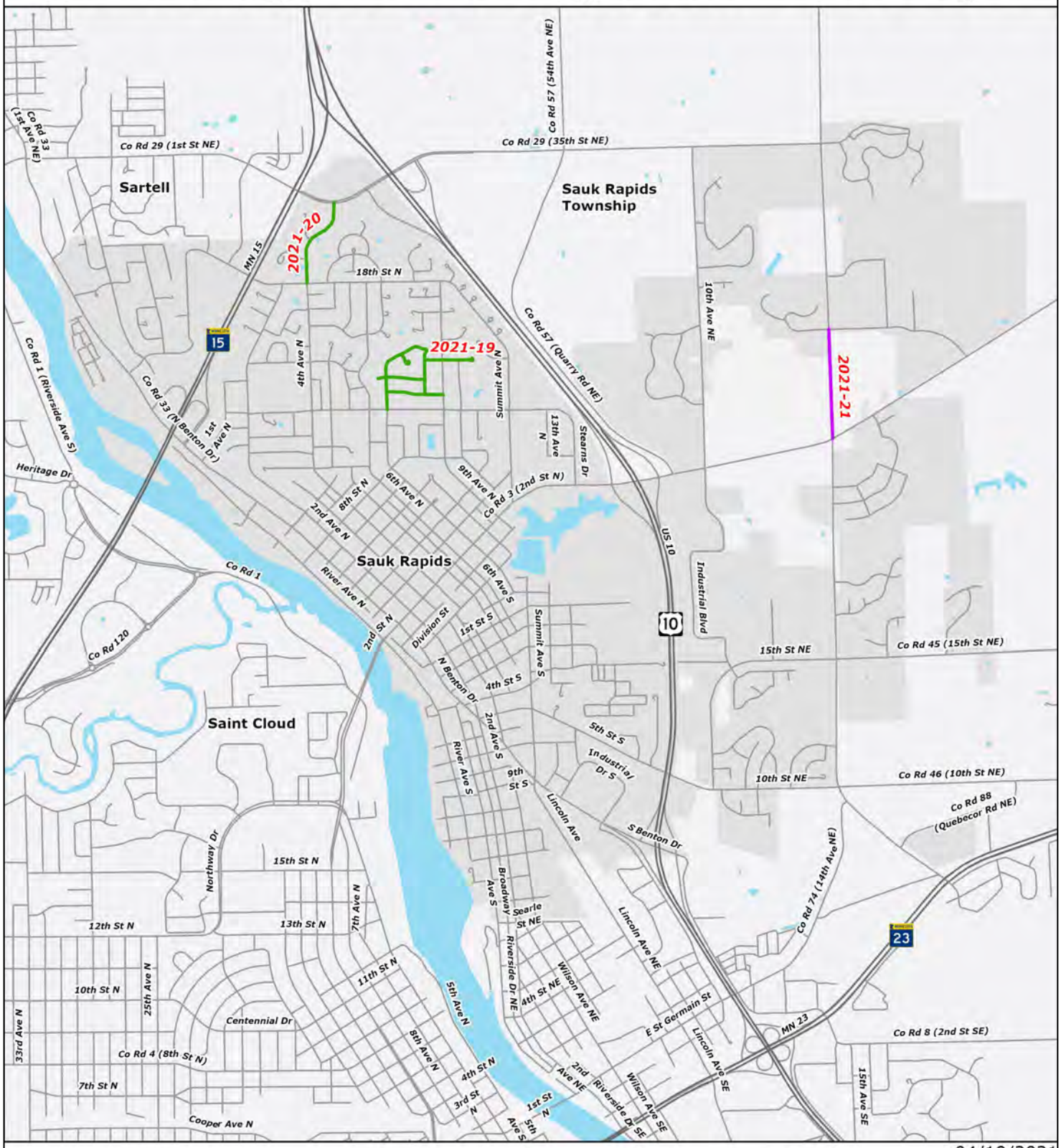
0 0.25 0.5 1 1.5 Miles

City of Sartell 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$1,974,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-13	Eagle Ridge 4	Private developer project around 12th Avenue N as part of the Eagle Ridge 4 Development	N/A	$1,100,000
2021-14	Arbor Trails Phase 3B	Private developer project around Sandstone Loop S as part of the Arbor Trails Phase 3B Development	N/A	$874,000

2021 Transportation Projects in Sauk Rapids

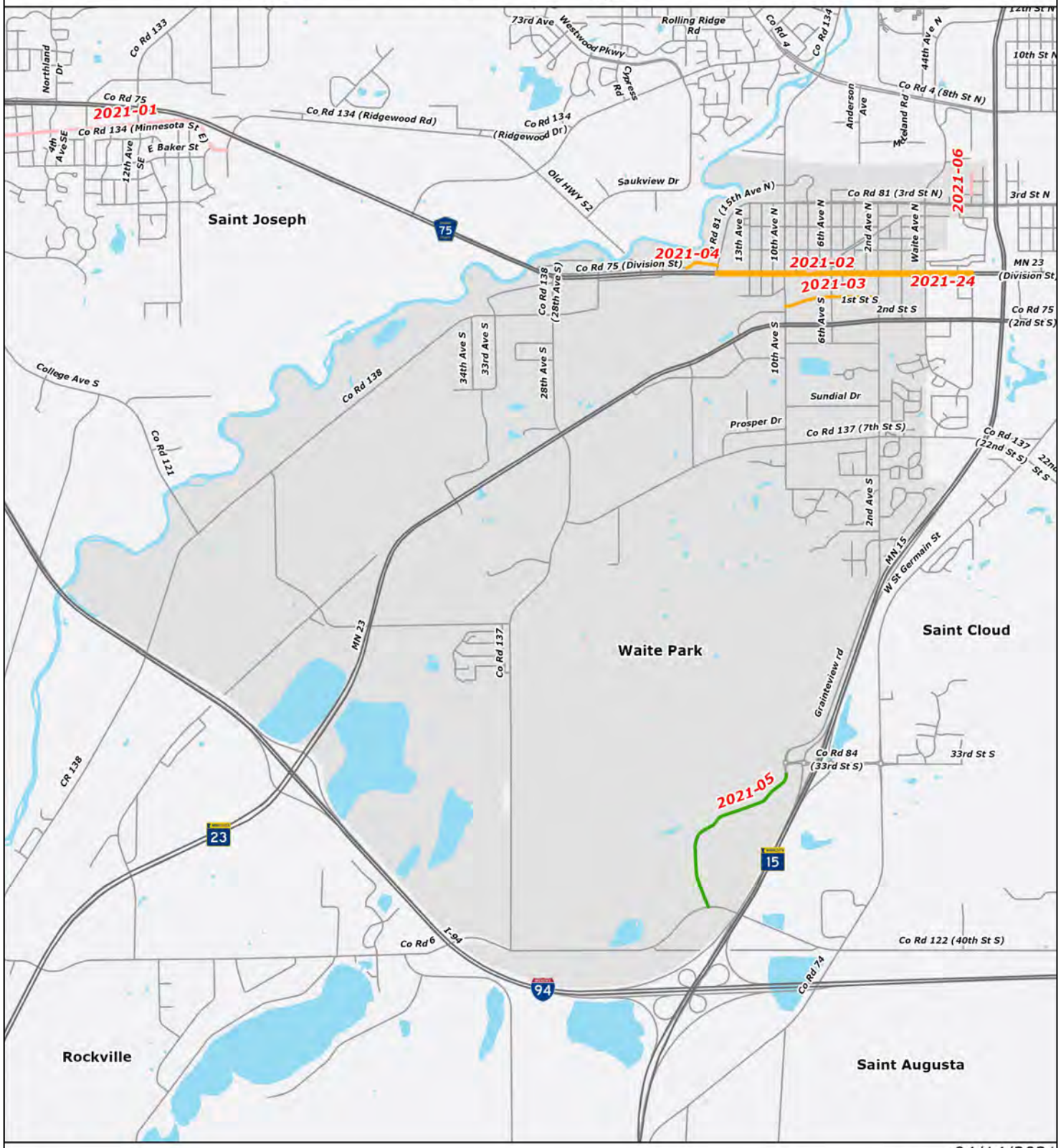


City of Sauk Rapids 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	$3,933,428

Project ID	Route	Description	Miles	Estimated Project Cost
2021-19	Pleasantwood Addition	Reconstruction of portions of Seventh Avenue N, Eighth Avenue N, 11-1/2 Street N, 12th Street N, 13th Street N, and Oak Court	N/A	$2,966,428
2021-20	Fourth Avenue N	Full depth reclamation and bituminous overlay on Fourth Avenue N from 18th Street N to CSAH 29	N/A	$367,000
2021-21	CSAH 1 Trail	Construct a new trail along Mayhew Lake Road from Benton CSAH 3 to Osauka Road	N/A	$600,000

2021 Transportation Projects in Waite Park



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Expansion
- Active Transportation Facility
- Miscellaneous

N W E S

04/14/2021

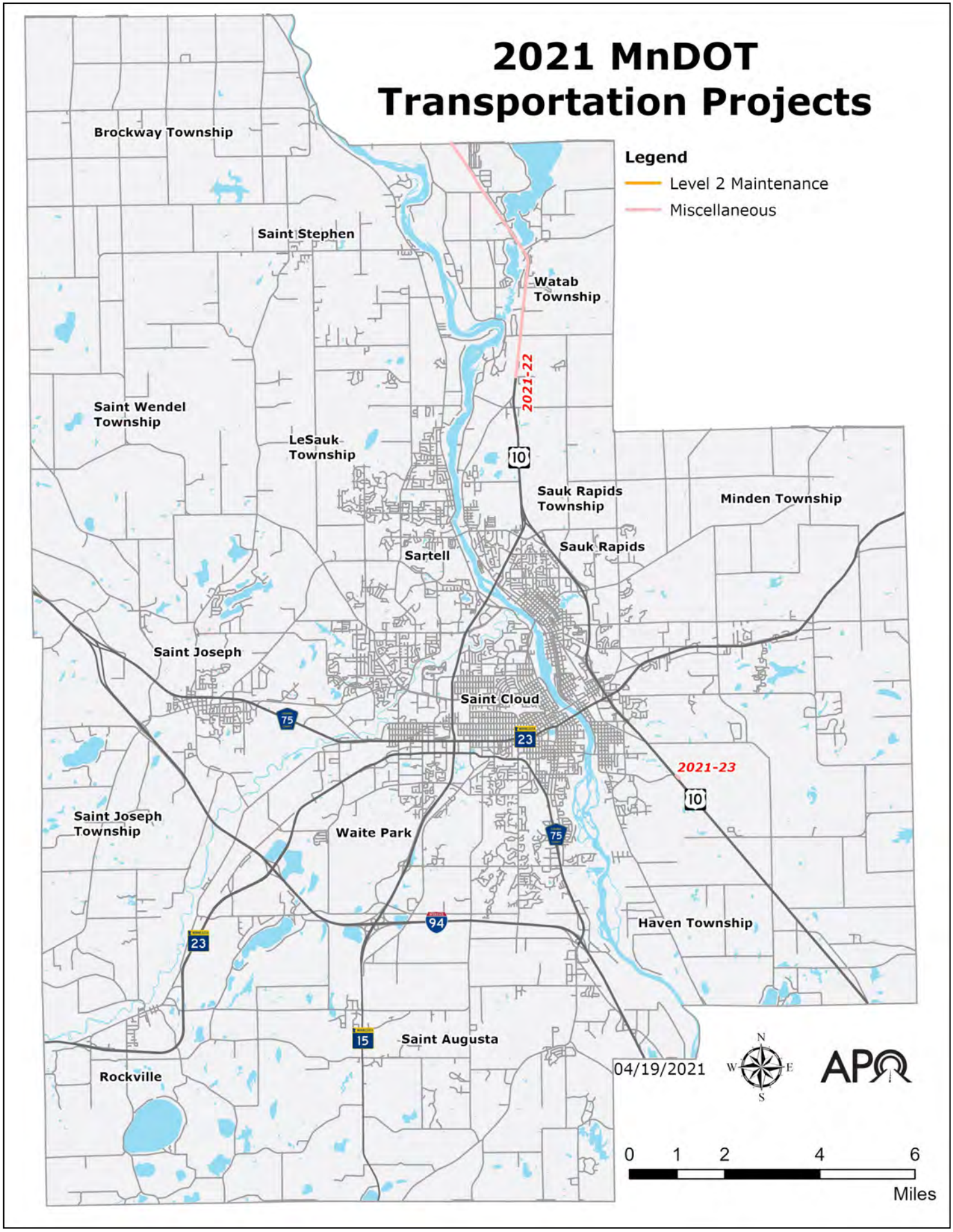
APO

0 0.25 0.5 1 1.5 Miles

City of Waite Park 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	$1,230,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-02	Sixth Alley	Vacating alley right of way and abandoning	N/A	$30,000
2021-03	First Street S	Street preservation on First Street S south of 10th Avenue to Second Street S	N/A	$220,000
2021-04	Frontage Road	Street preservation on Frontage Road N from 15th Avenue N to 900’ west of 15th Avenue N	N/A	$130,000
2021-05	Granite View South	Full depth reclamation and culvert replacement on Granite View South from south of 33rd Street S to County Road 6	N/A	$750,000
2021-06	Third Avenue NE Drainage Ditch	Improving drainage along Third Avenue NE from the railroad tracks to 3-1/2 Street N including the placement of three culverts and a proposed drainage ditch	N/A	$100,000


2021 MnDOT
Transportation Projects
Legend
Level 2 Maintenance
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
2021-22
Saint Wendel Township
LeSauk Township
10
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
75
23
2021-23
10
Saint Joseph Township
Waite Park
75
94
Haven Township
23
15
Saint Augusta
Rockville
04/19/2021
N
W
E
S
0
1
2
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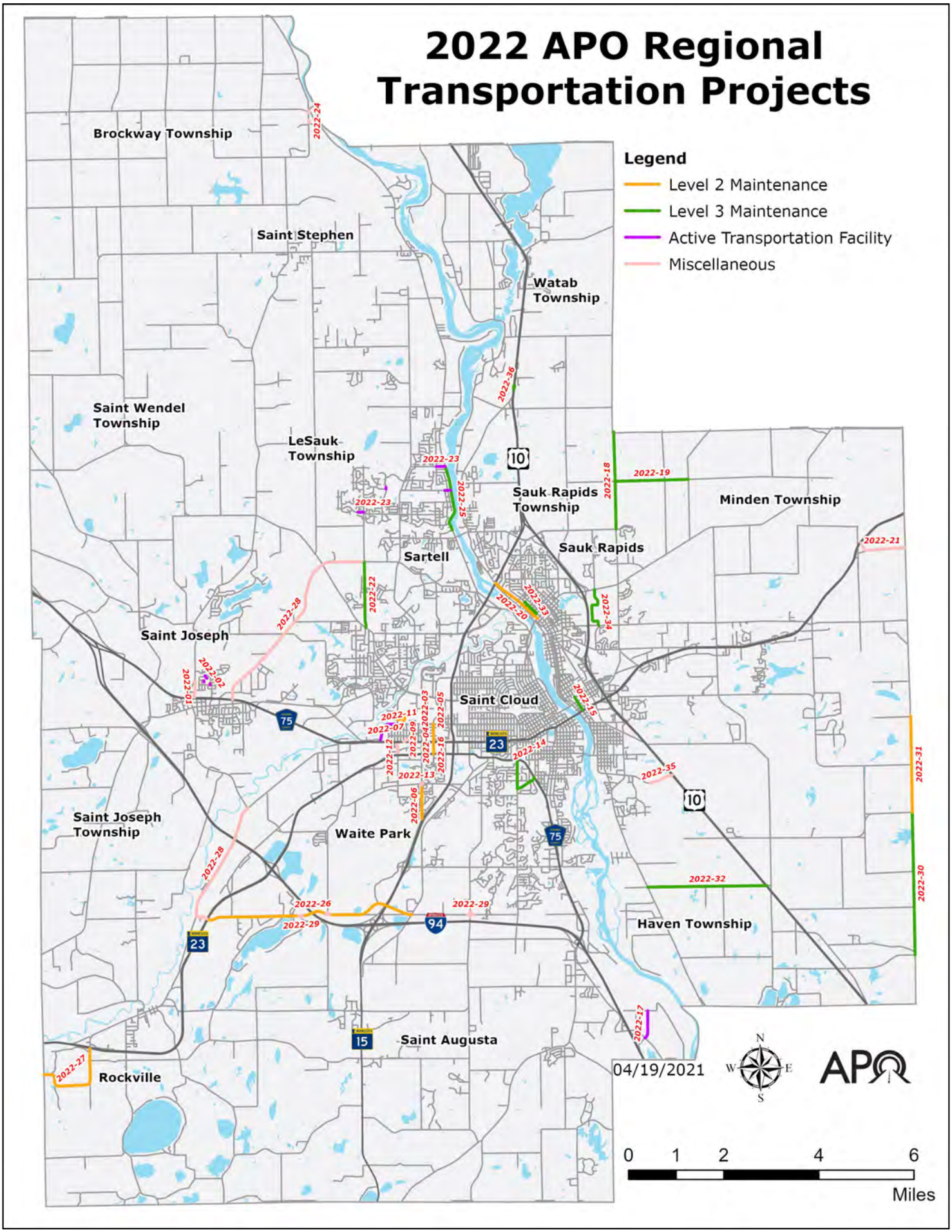
6
Miles

MnDOT 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$1,429,584

Project ID	Route	Description	Miles	Estimated Project Cost
2021-22	US 10	US 10 install median cable barrier guardrail from County Road 40 (north of Rice) to 66th Street (north of Sauk Rapids)	8	$1,379,584
2021-23	US 10	Saint Cloud historical marker site — reinstall interpretive panels with new concrete footings and pad, minor stone repairs to historical marker to stabilize loose stones and repoint mortar cracks	N/A	$50,000


2022 APO Regional Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
Saint Joseph Township
Waite Park
Haven Township
Saint Augusta
Rockville
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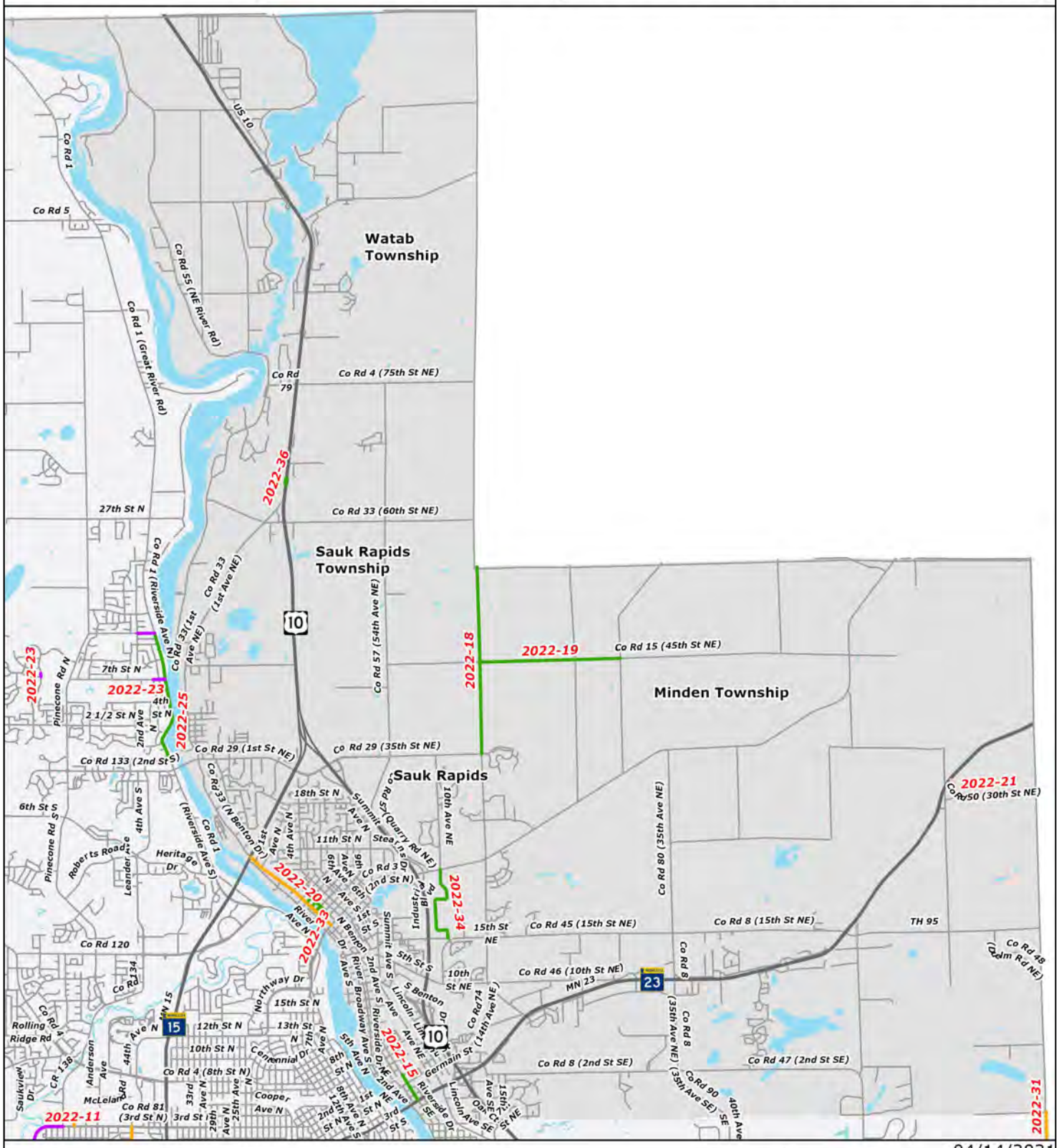
2022 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2022-01	Saint Joseph	First Avenue NE	Miscellaneous
2022-02	Saint Joseph	Northland Park Trail	Active Transportation Facility
2022-03	Waite Park	Waite Avenue N	Level 2 Maintenance
2022-04	Waite Park	Waite Avenue S	Level 2 Maintenance
2022-05	Waite Park	Waite Avenue N	Level 2 Maintenance
2022-06	Waite Park	Second Avenue S	Level 2 Maintenance
2022-07	Waite Park	Great Oak Drive	Level 2 Maintenance
2022-08	Waite Park	Alley between Goodwill and Kohls	Miscellaneous
2022-09	Waite Park	Alley just east of 10th Avenue N (north side of Division) to Eighth Avenue	Miscellaneous
2022-10	Waite Park	Glacial Lakes Trail	Active Transportation Facility
2022-11	Waite Park	Glacial Lakes Trail	Active Transportation Facility
2022-12	Waite Park	10th Avenue/First Street S	Miscellaneous
2022-13	Waite Park	Second Avenue S	Miscellaneous
2022-14	Saint Cloud	Cooper Avenue S	Level 3 Maintenance
2022-15	Saint Cloud	Wilson Avenue	Level 3 Maintenance
2022-16	Saint Cloud	Waite Avenue	Level 2 Maintenance
2022-17	Saint Cloud	Beaver Island Trail	Active Transportation Facility
2022-18	Benton County	County Road 1	Level 3 Maintenance
2022-19	Benton County	County Road 15	Level 3 Maintenance
2022-20	Benton County	County Road 33	Level 2 Maintenance
2022-21	Benton County	County Road 50	Miscellaneous
2022-22	Sartell	19th Avenue	Level 3 Maintenance
2022-23	Sartell	Seventh Street N trail 12th Street N trail 13th Avenue N sidewalk Third Street N sidewalk	Active Transportation Facility
2022-24	Stearns County	CSAH 1	Miscellaneous
2022-25	Stearns County	CSAH 1	Level 3 Maintenance
2022-26	Stearns County	CSAH 6	Level 2 Maintenance
2022-27	Stearns County	County Road 140	Level 2 Maintenance
2022-28	Stearns County	CSAH 133 and CSAH 138	Miscellaneous
2022-29	Stearns County	CSAH 136 and CR 122 CSAH 6 and CSAH 137 CSAH 6 and CR 137	Miscellaneous
2022-30	Sherburne County	CSAH 20	Level 3 Maintenance
2022-31	Sherburne County	CSAH 20	Level 2 Maintenance
2022-32	Sherburne County	County Road 65	Level 3 Maintenance
2022-33	Sauk Rapids	Second Avenue N	Level 3 Maintenance
2022-34	Sauk Rapids	Industrial Boulevard	Level 3 Maintenance
2022-35	MnDOT	MN 301	Miscellaneous
2022-36	MnDOT	US 10	Level 3 Maintenance

2022 Transportation Projects in Benton County

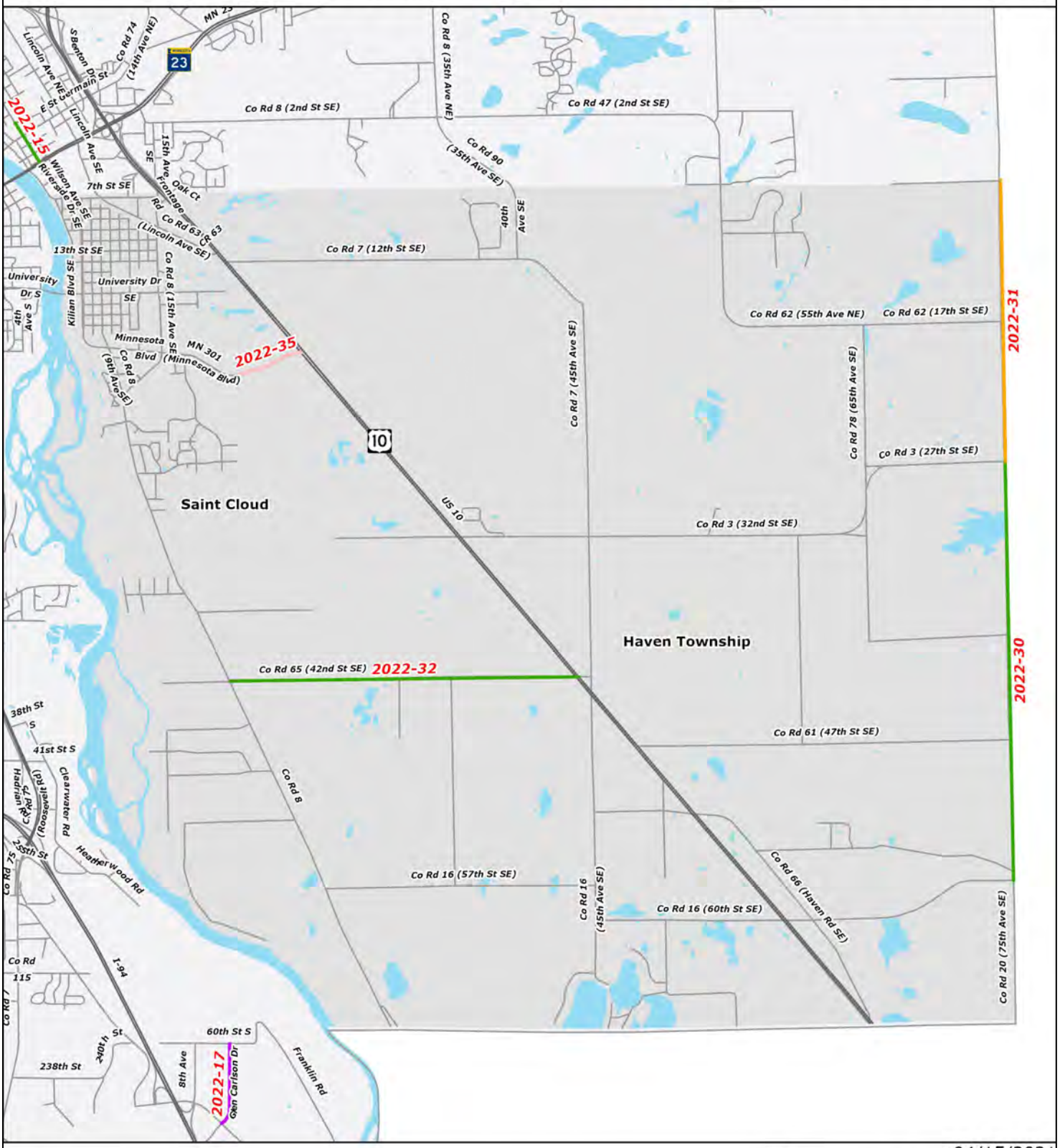


Benton County 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
4	$3,305,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-18	County Road 1	Reclamation of County Road 1 from CSAH 29 to County Road 78	3.3	$1,155,000
2022-19	County Road 15	Reclamation of County Road 15 from CSAH 1 to County Road 58	1.5	$525,000
2022-20	County Road 33	Mill and overlay of County Road 33 from CSAH 3 to MN 15	1.25	$225,000
2022-21	County Road 50	Pave gravel on County Road 50 from MN 23 to County Road 62	4	$1,400,000

2022 Transportation Projects in Sherburne County



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

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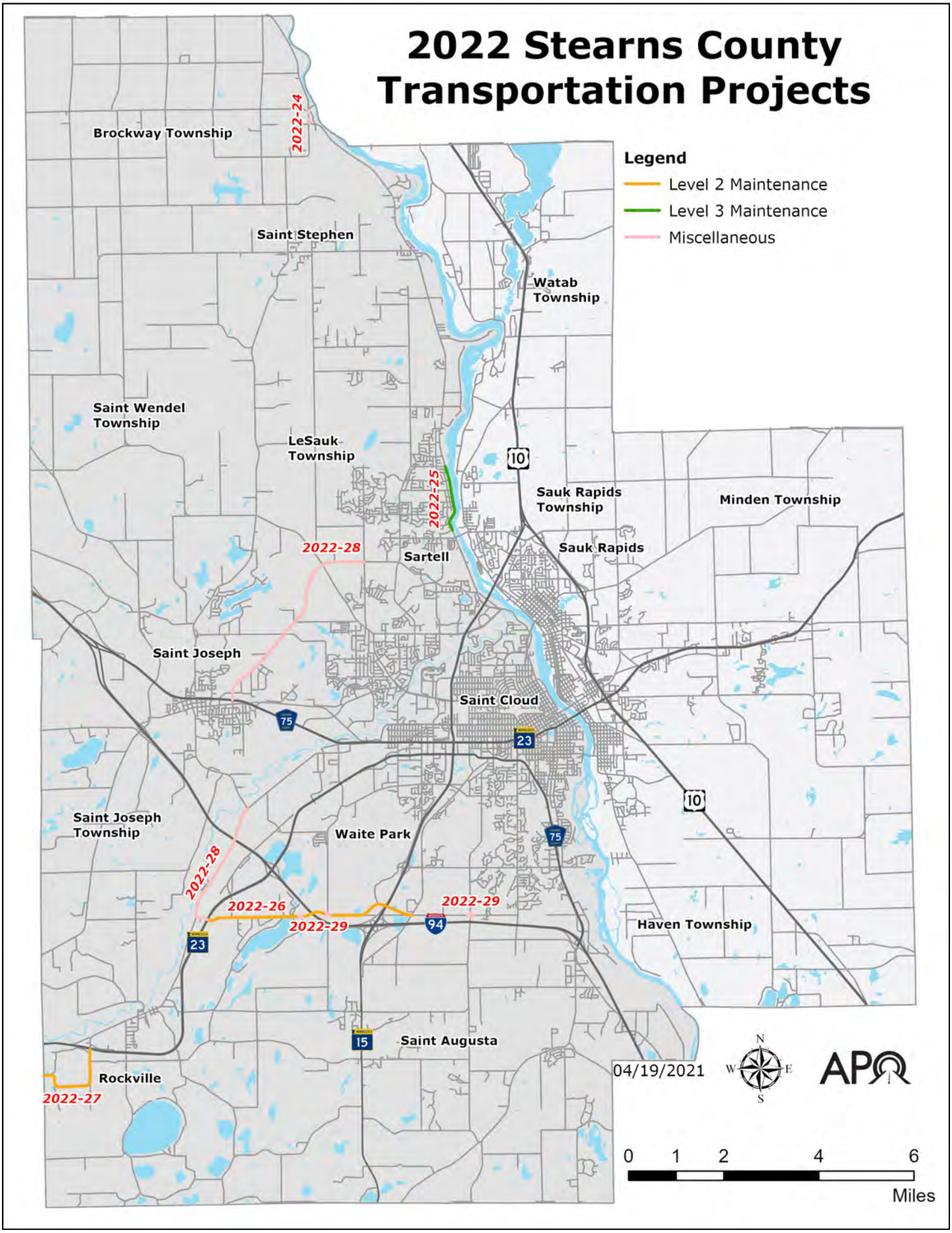
Sherburne County 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	$5,900,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-30	CSAH 20	Reconstruction of CSAH 20 from CSAH 16 to CSAH 3	3	$2,982,000
2022-31	CSAH 20	Mill and overlay of CSAH 20 from CSAH 3 to northern county line	2	$777,000
2022-32	County Road 65	Reconstruction of County Road 65 from CSAH 8 to US 10	2.5	$2,141,000


2022 Stearns County Transportation Projects
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Level 2 Maintenance
Level 3 Maintenance
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
Saint Joseph Township
Waite Park
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Stearns County 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
6	$5,966,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-24	CSAH 1	Intersection improvements with CSAH 2 and CSAH 17	N/A	$1,200,000
2022-25	CSAH 1	Reconstruction of CSAH 1 from Sartell Street to 12th Street N	1.4	$2,600,000
2022-26	CSAH 6	Resurface CSAH 6 from MN 23 to CSAH 74	4.4	$1,100,000
2022-27	County Road 140	Resurface County Road 140 from MN 23 to MN 23	3	$730,000
2022-28	CSAH 133 and CSAH 138	Installation of chevron curve signing along CSAH 133 and CSAH 138	N/A	$240,000
2022-29	CSAH 136 and CR 122 CSAH 6 and CSAH 137 CSAH 6 and CR 137	Installation of rural intersection lighting at CSAH 136 and County Road 122; CSAH 6 and CSAH 137; and CSAH 6 and CR 137	N/A	$96,000

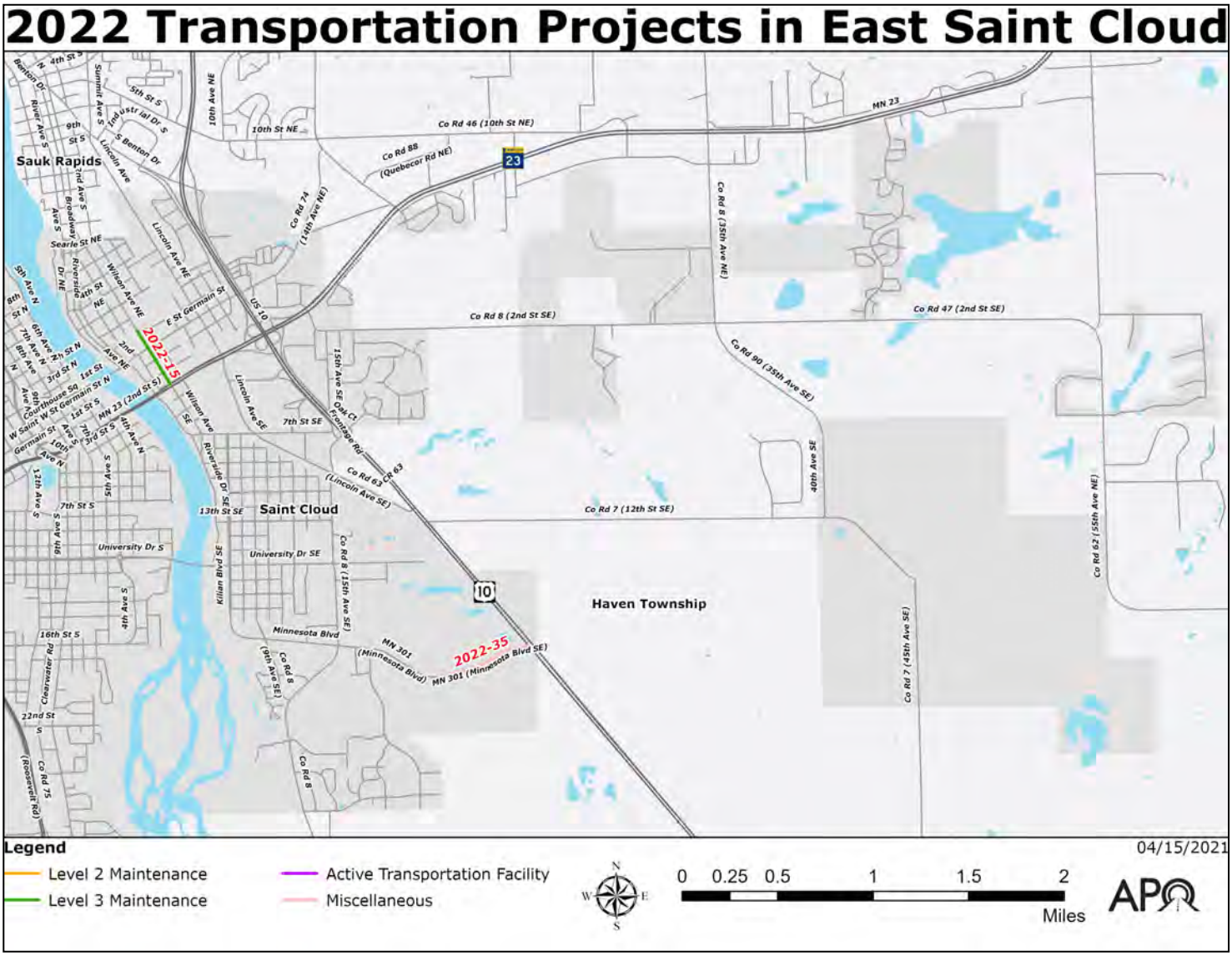
City of Saint Cloud 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
6	$17,050,000

Miscellaneous Saint Cloud 2022 Projects

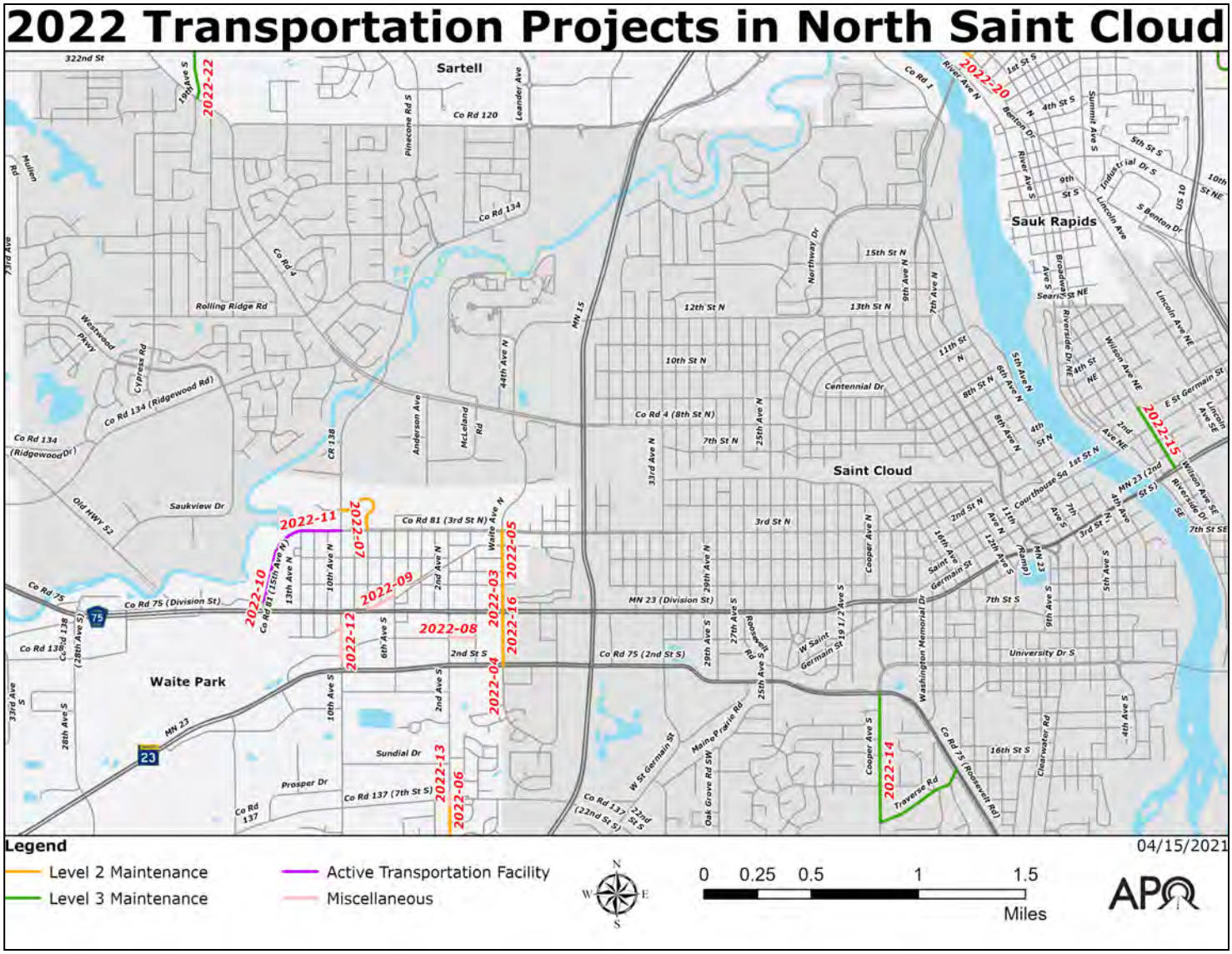
Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2022 street bituminous resurfacing improvements at undetermined locations **(PROJECT NOT MAPPED)**	N/A	$4,500,000
N/A	N/A	Bridge maintenance repairs at undetermined locations **(PROJECT NOT MAPPED)**	N/A	$700,000

East Saint Cloud 2022 Projects



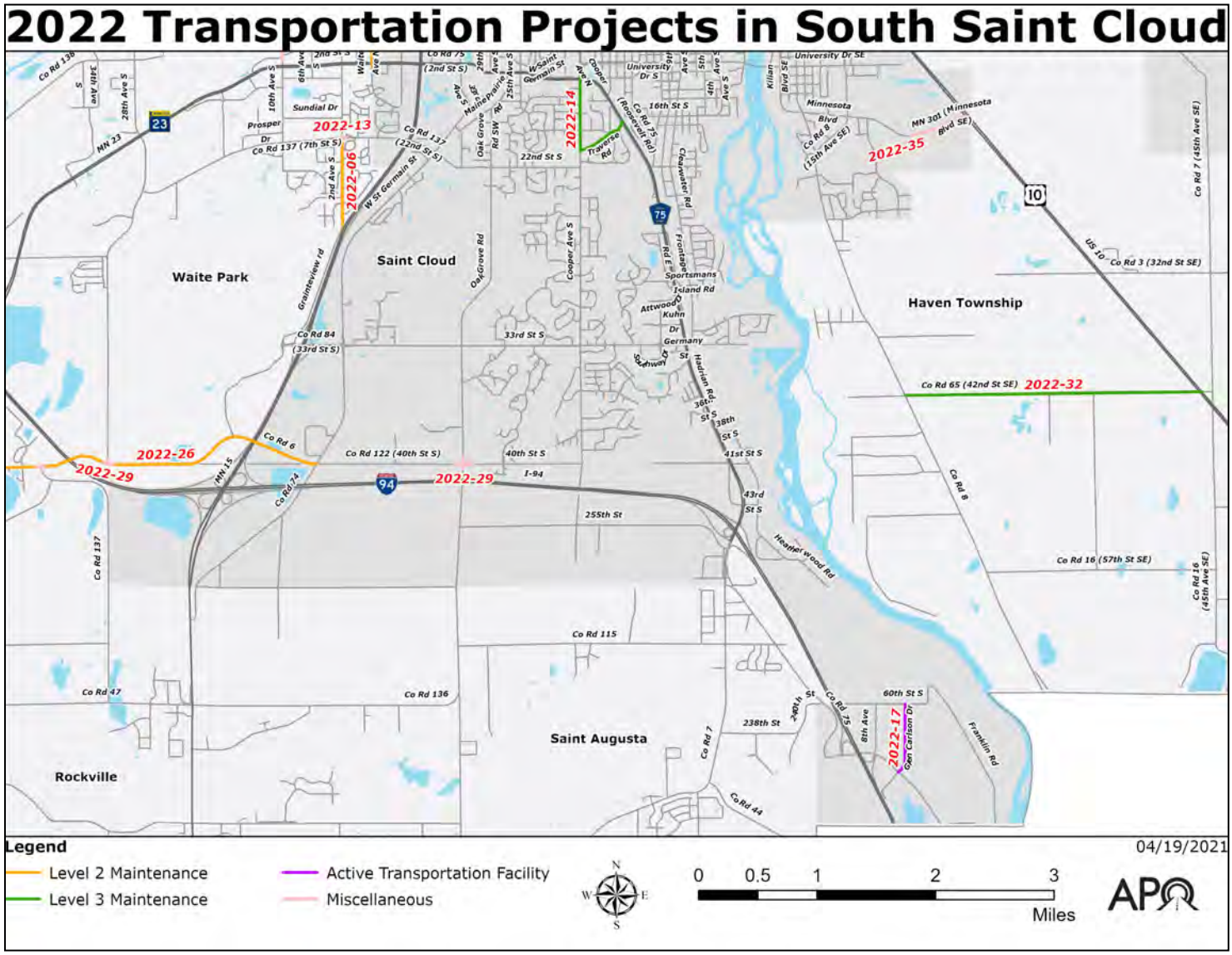
Project ID	Route	Description	Miles	Estimated Project Cost
2022-15	Wilson Avenue	Reconstruct street and utilities on Wilson Avenue from MN 23 to First Street NE	N/A	$4,200,000

North Saint Cloud 2022 Projects



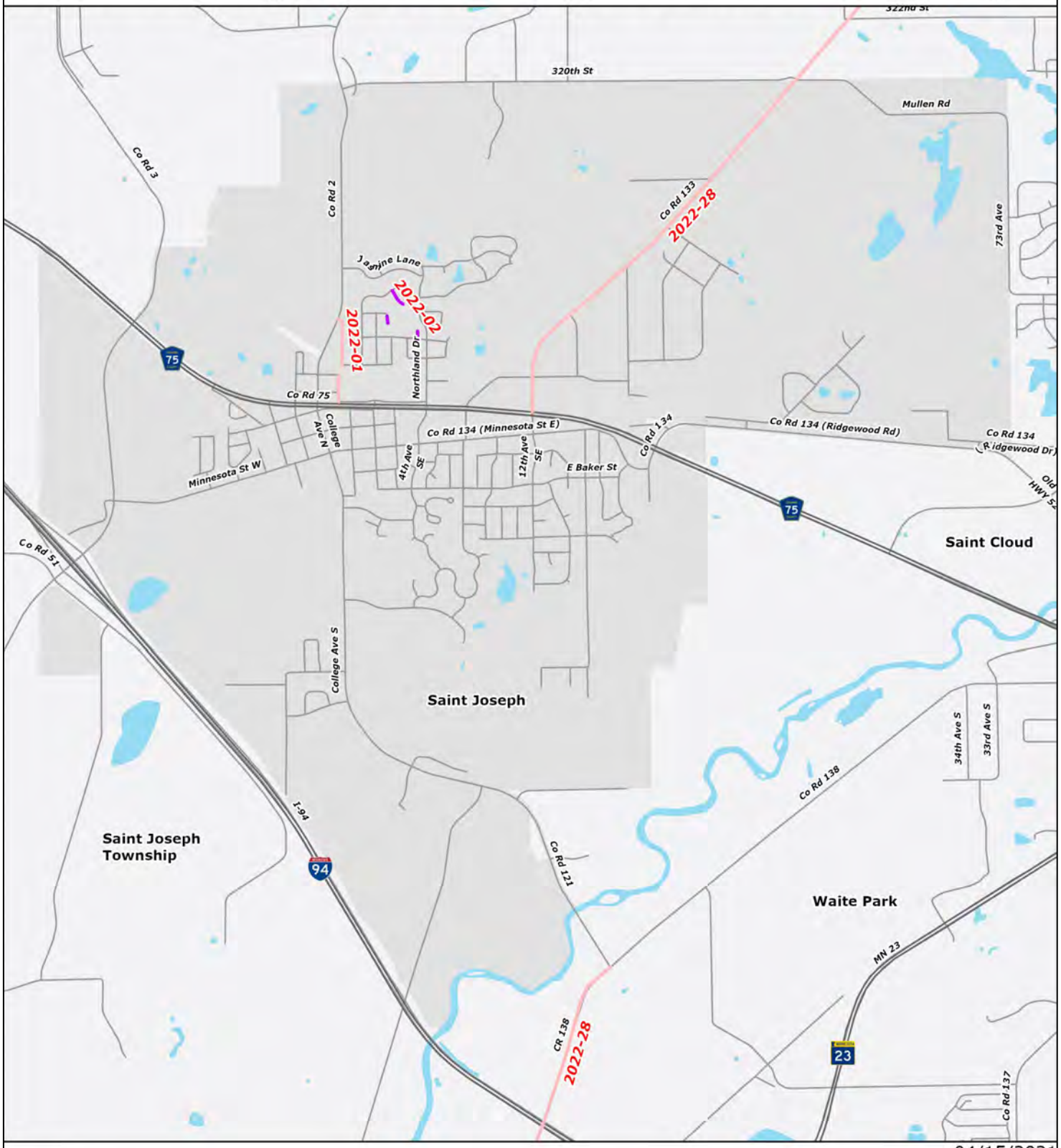
Project ID	Route	Description	Miles	Estimated Project Cost
2022-14	Cooper Avenue S	Reconstruct Cooper Avenue S from CSAH 75 to Traverse Road and 24” water main along Cooper Avenue S from University Drive to Calvary Hill and 20” water main along Cooper Avenue S from Calvary Hill to Traverse Road	0.6	$6,050,000
2022-15	Waite Avenue	Street preservation of Waite Avenue from First Street N to Second Street S. This is a joint project with the City of Waite Park	N/A	$1,000,000

South Saint Cloud 2022 Projects



Project ID	Route	Description	Miles	Estimated Project Cost
2022-17	Beaver Island Trail	Construct Beaver Island Trail Phase 8 from the existing trail at Saint Cloud's Waste Water Treatment Facility to the south Saint Cloud city limits	N/A	$600,000

2022 Transportation Projects in Saint Joseph



04/15/2021

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

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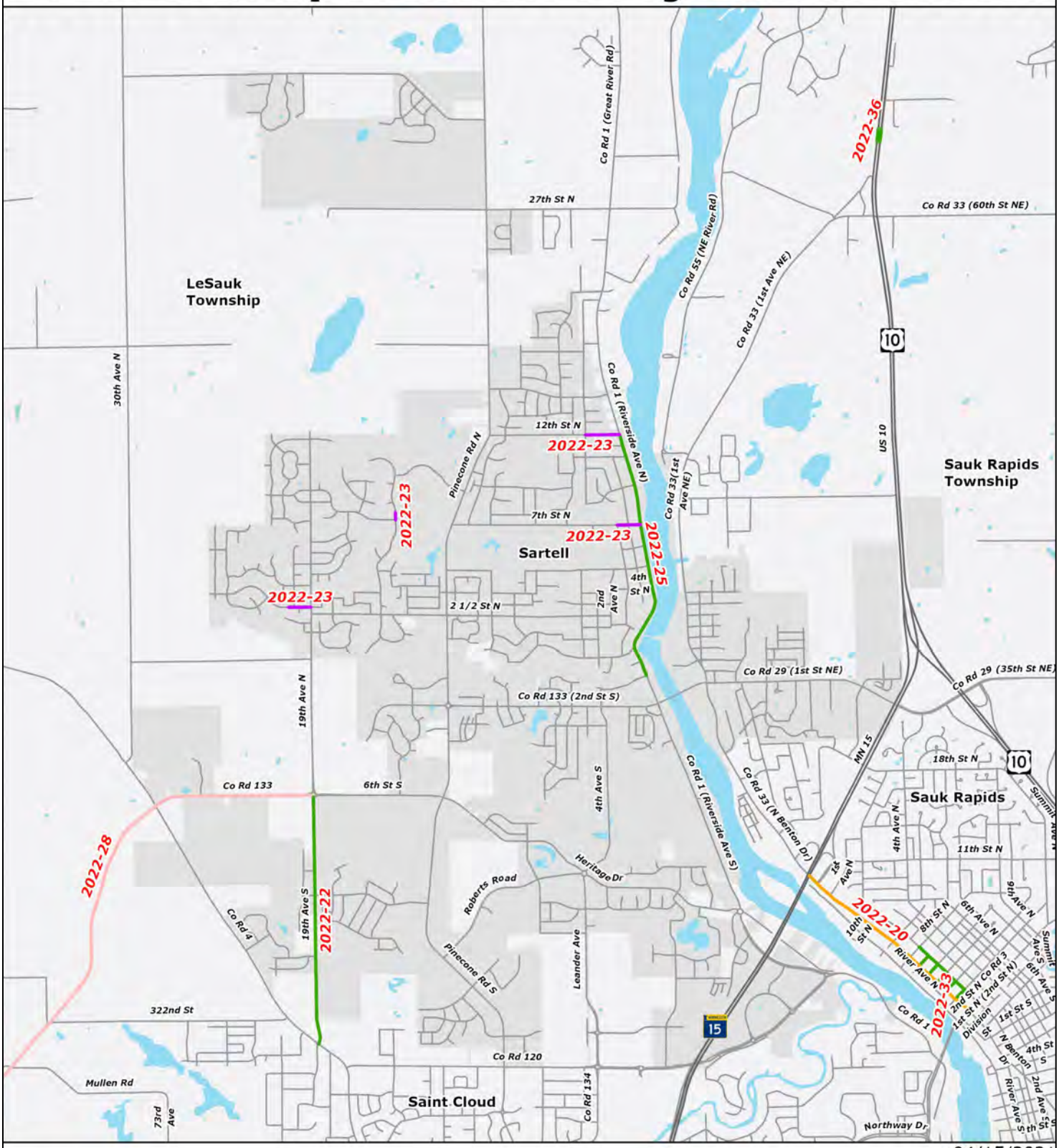
City of Saint Joseph 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
4	$5,824,385

Project ID	Route	Description	Miles	Estimated Project Cost
2022-01	First Avenue NE	Improvements along First Avenue NE	N/A	$2,594,100
2022-02	Northland Park Trail	Construction of the Northland Park Trail	N/A	$320,000
N/A	Gateway Commons	Roadwork in the Gateway Commons area **(PROJECT NOT MAPPED)**	N/A	$2,050,000
N/A	N/A	2022 street overlays on undetermined roadways **(PROJECT NOT MAPPED)**	N/A	$860,285

2022 Transportation Projects in Sartell



04/15/2021

City of Sartell 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$7,496,643

Project ID	Route	Description	Miles	Estimated Project Cost
2022-22	19th Avenue	Reconstruction of 19th Avenue from Stearns CSAH 4 to Stearns CSAH 133	1.3	$7,037,903
2022-23	Seventh Street N Trail 12th Street N Trail 13th Avenue N sidewalk Third Street N sidewalk	Construct new trails and sidewalk in gap areas in the City of Sartell	N/A	$458,740

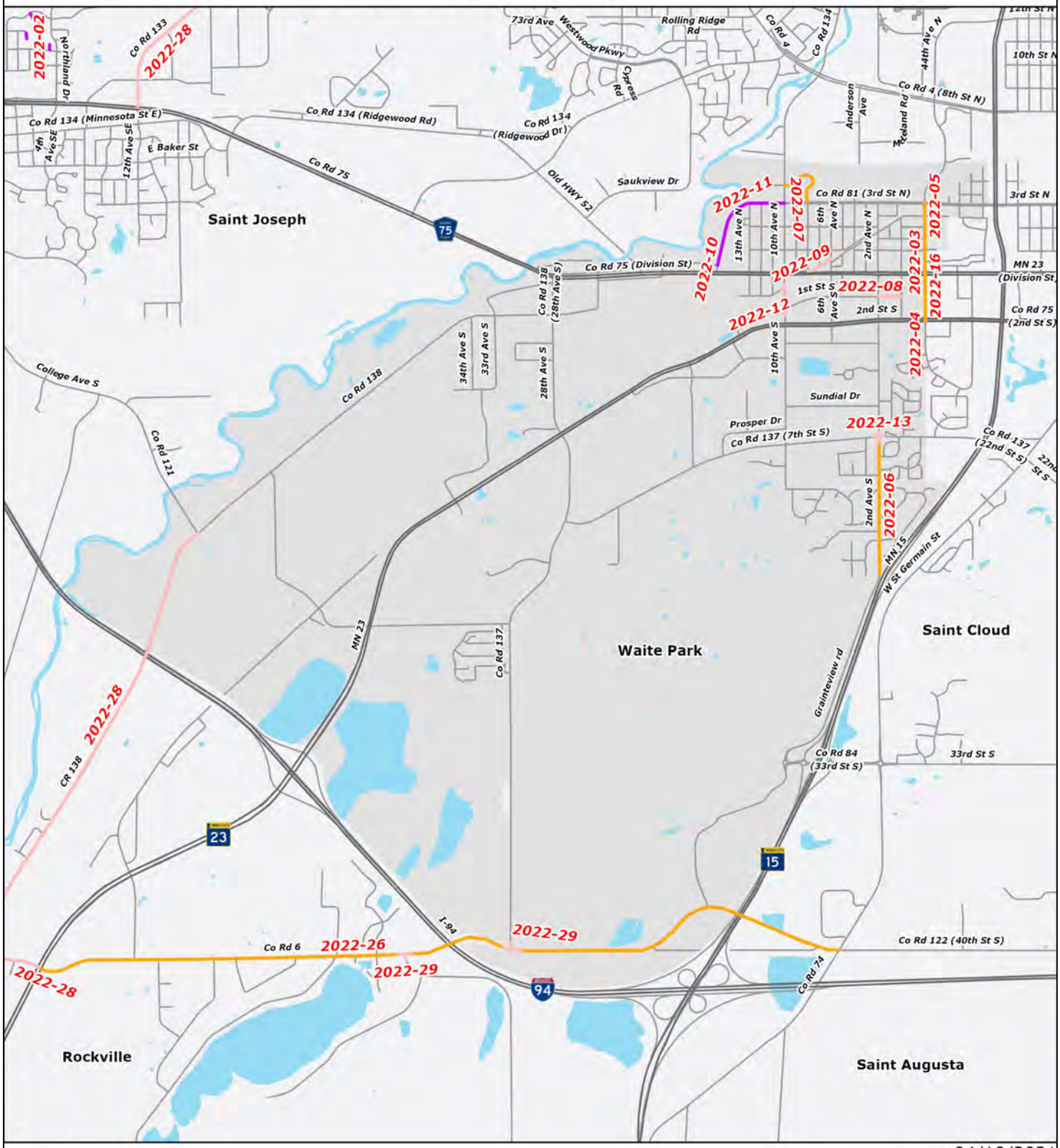
2022 Transportation Projects in Sauk Rapids

City of Sauk Rapids 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$5,458,600

Project ID	Route	Description	Miles	Estimated Project Cost
2022-33	Second Avenue N	Second Avenue N (Third to Eighth Street N); Third, Fourth, Fifth, Sixth, Seventh Street N (Second Avenue N to Benton Drive) storm water, sewer, water, and street reconstruction. No streetscaping	N/A	$4,214,600
2022-34	Industrial Boulevard	Reclamation and bituminous overlay of Industrial Boulevard from CSAH 3 to 15th Street NE	N/A	$1,244,000

2022 Transportation Projects in Waite Park



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

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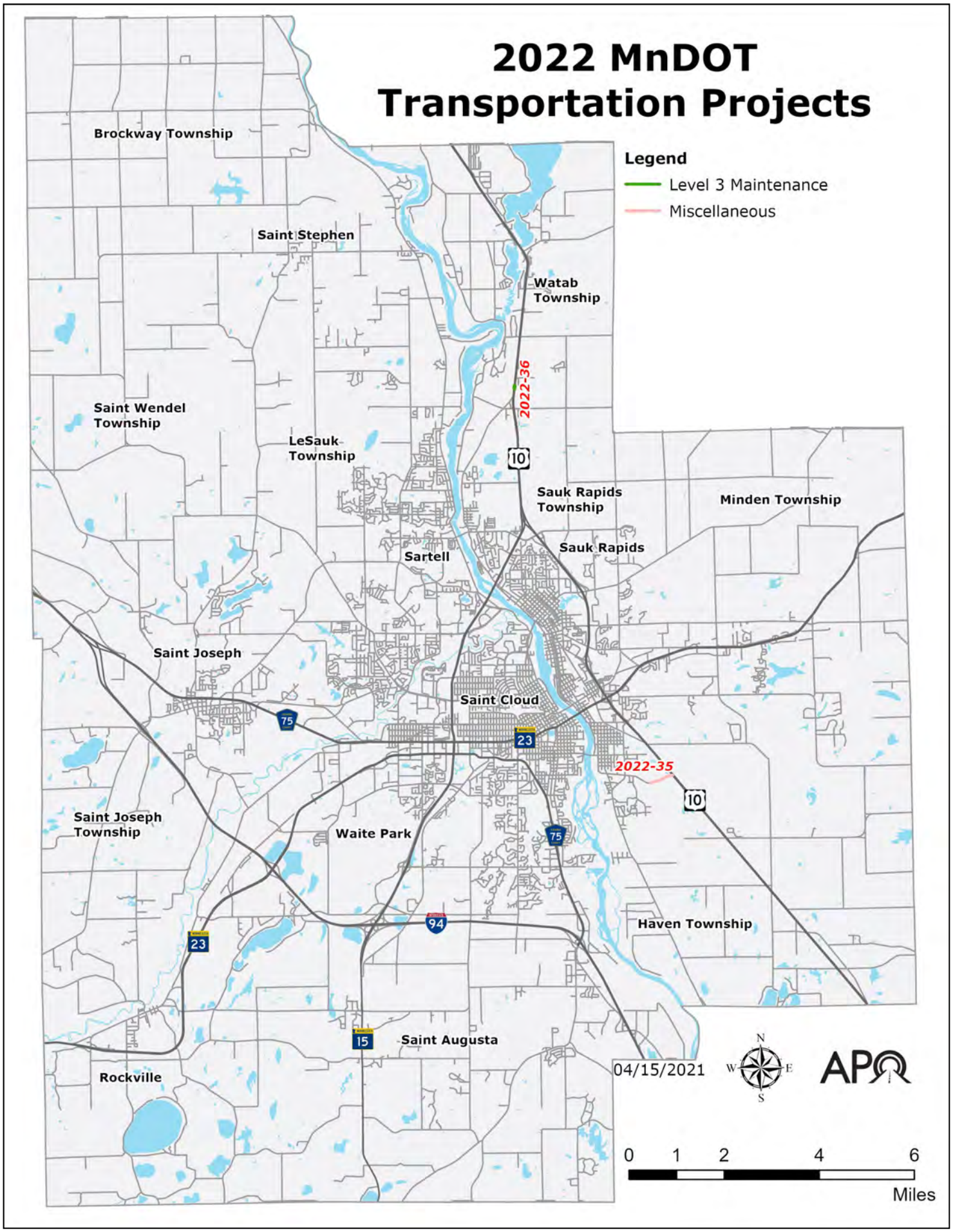
04/19/2021

City of Waite Park 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
11	$2,769,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-03	Waite Avenue	Street preservation on Waite Avenue N from Division Street to First Street N. This is a joint project with the City of Saint Cloud	N/A	$87,000
2022-04	Waite Avenue S	Street preservation on Waite Avenue S from Division Street to Second Street S. This is a joint project with the City of Saint Cloud	N/A	$161,000
2022-05	Waite Avenue N	Street preservation on Waite Avenue N from First Street N to Third Street N	N/A	$182,000
2022-06	Second Avenue S	Street preservation on Second Avenue S from Seventh Street S to Graniteview Road	N/A	$894,000
2022-07	Great Oak Drive	Street preservation on Great Oak Drive from Third Street N to 10th Avenue N	N/A	$250,000
2022-08	Alley between Goodwill and Kohls	Alley reconstruction between Goodwill and Kohls	N/A	$54,000
2022-09	Alley just east of 10th Avenue N (north side of Division) to Eighth Avenue	Alley reconstruction from Sixth Avenue to Eighth Avenue	N/A	$84,000
2022-10	Glacial Lakes Trail	Construction and ROW of trail from Tomcik Property (143-15th Ave. S) to Frontage Road N	N/A	$390,000
2022-11	Glacial Lakes Trail	Construction of new trail from Rivers Edge Park to Tomcik Property (143-15th Ave. S)	N/A	$317,000
2022-12	10th Avenue/ First Street S	Realign First Street S intersection with 10th Avenue S (DESIGN WORK ONLY)	N/A	$150,000
2022-13	Second Avenue S	Second Avenue right turn lane at Second Street S by Grizzly's (RIGHT-OF-WAY ONLY)	N/A	$200,000


2022 MnDOT
Transportation Projects
Legend
Level 3 Maintenance
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Brockway Township
Saint Stephen
Watab Township
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Saint Wendel Township
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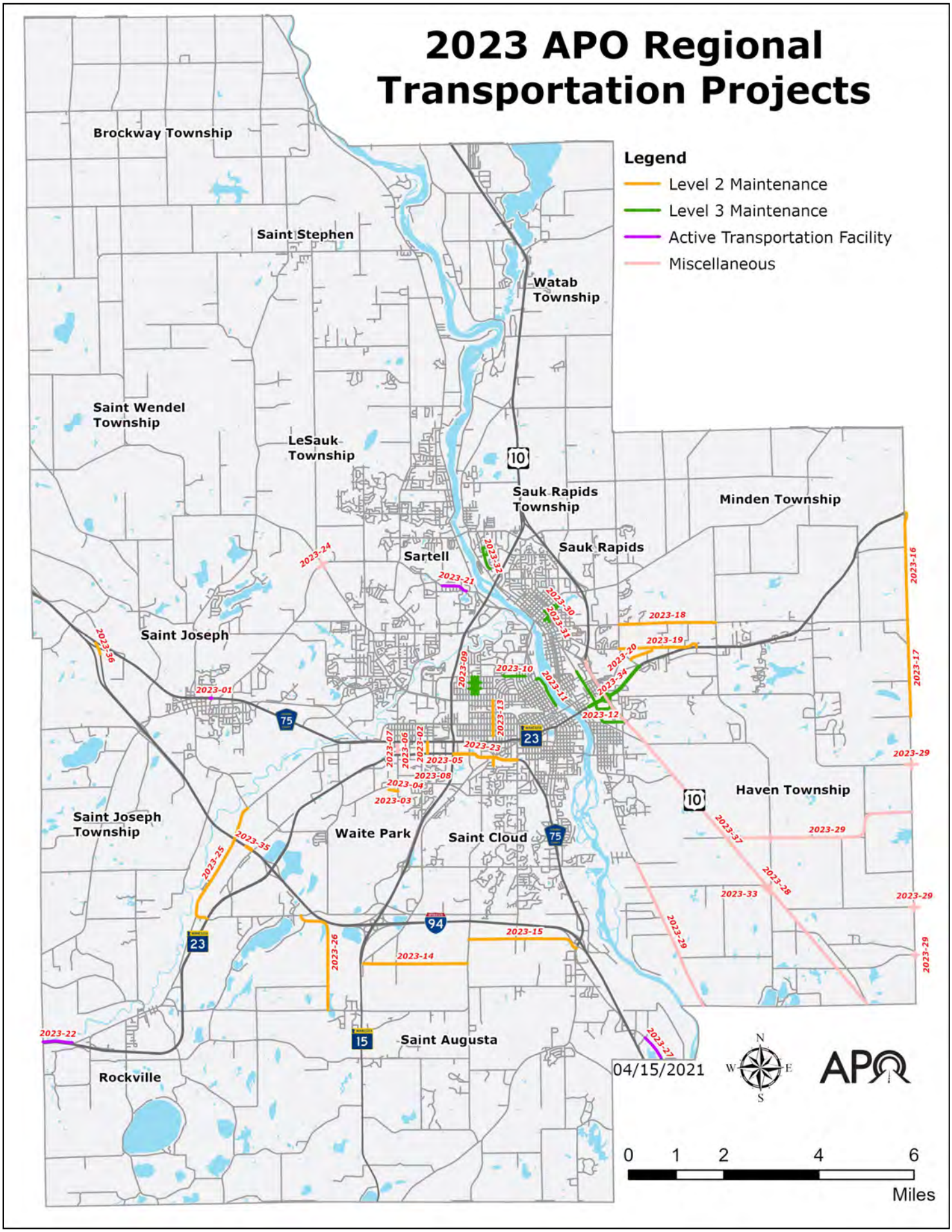
MnDOT 2022 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$2,300,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-35	MN 301	Restore failing retaining walls along MN 301 adjacent to Saint Cloud State Reformatory. Improve drainage, maintainability and safety adjacent to wall	1	$900,000
2022-36	US 10	US 10, replace bridge #3666 over stream with box culvert 0.5 miles northwest of Benton CSAH 33. Place high tension median cable guardrail from 66th Street to CSAH 33	N/A	$1,400,000


2023 APO Regional Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
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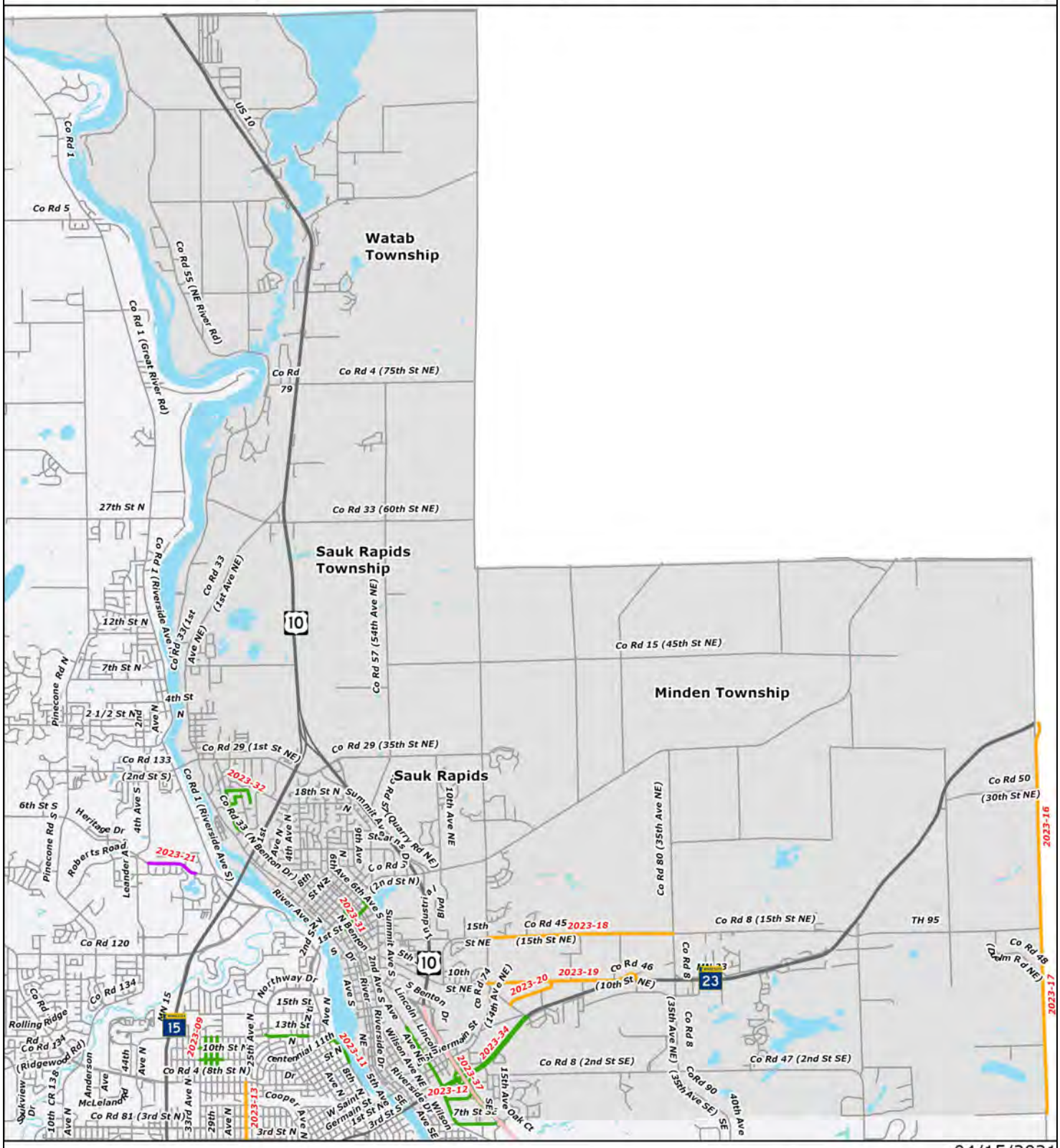
2023 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2023-01	Saint Joseph	CSAH 75	Active Transportation Facility
2023-02	Waite Park	First Avenue S	Level 2 Maintenance
2023-03	Waite Park	11th Avenue S	Level 2 Maintenance
2023-04	Waite Park	Eighth Street S	Level 2 Maintenance
2023-05	Waite Park	Sixth Avenue S	Miscellaneous
2023-06	Waite Park	10th Avenue/First Street S	Miscellaneous
2023-07	Waite Park	10th Avenue/First Street	Miscellaneous
2023-08	Waite Park	Second Avenue S and Seventh Street S	Miscellaneous
2023-09	Saint Cloud	Block radius between 30th and 32nd Avenue N	Level 3 Maintenance
2023-10	Saint Cloud	13th Street N	Level 3 Maintenance
2023-11	Saint Cloud	Fifth Avenue N	Level 3 Maintenance
2023-12	Saint Cloud	Lincoln Avenue, Fourth Street SE, and Seventh Street SE	Level 3 Maintenance
2023-13	Saint Cloud	25th Avenue N and 25th Avenue S	Level 2 Maintenance
2023-14	Saint Cloud	250th Street	Level 2 Maintenance
2023-15	Saint Cloud	255th Street	Level 2 Maintenance
2023-16	Benton County	County Road 25	Level 2 Maintenance
2023-17	Benton County	County Road 25	Level 2 Maintenance
2023-18	Benton County	County Road 45	Level 2 Maintenance
2023-19	Benton County	County Road 46	Level 2 Maintenance
2023-20	Benton County	County Road 88	Level 2 Maintenance
2023-21	Sartell	Heritage Drive Trail	Active Transportation Facility
2023-22	Stearns County	ROCORI Trail	Active Transportation Facility
2023-23	Stearns County	CSAH 75	Level 2 Maintenance
2023-24	Stearns County	CSAH 4	Miscellaneous
2023-25	Stearns County	CSAH 138	Level 2 Maintenance
2023-26	Stearns County	County Road 137	Level 2 Maintenance
2023-27	Stearns County	Beaver Island Trail	Active Transportation Facility
2023-28	Sherburne County	County Road 65	Miscellaneous
2023-29	Sherburne County	*CSAH 8 from 37th Street S to Haven Township Border *CSAH 3 from US 10 to CSAH 20 *Intersection of CSAHs 3 & 7 *Intersection of CSAHs 20 & 16 *Intersection of CSAH 20 & CR 61 *Intersection of CSAHs 20 &3 *Intersection of CSAH 20 and CR 62	Miscellaneous
2023-30	Sauk Rapids	Division Street; Fourth Avenue; Seventh Avenue and Eighth Avenue	Level 3 Maintenance
2023-31	Sauk Rapids	Third Avenue S	Level 3 Maintenance
2023-32	Sauk Rapids	West Highview Drive; North Highview Drive; and Oak Drive	Level 3 Maintenance
2023-33	MnDOT	County Road 65	Miscellaneous
2023-34	MnDOT	MN 23	Level 3 Maintenance
2023-35	MnDOT	I-94	Level 2 Maintenance
2023-36	MnDOT	I-94	Level 2 Maintenance
2023-37	MnDOT	US 10	Miscellaneous

2023 Transportation Projects in Benton County



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

04/15/2021

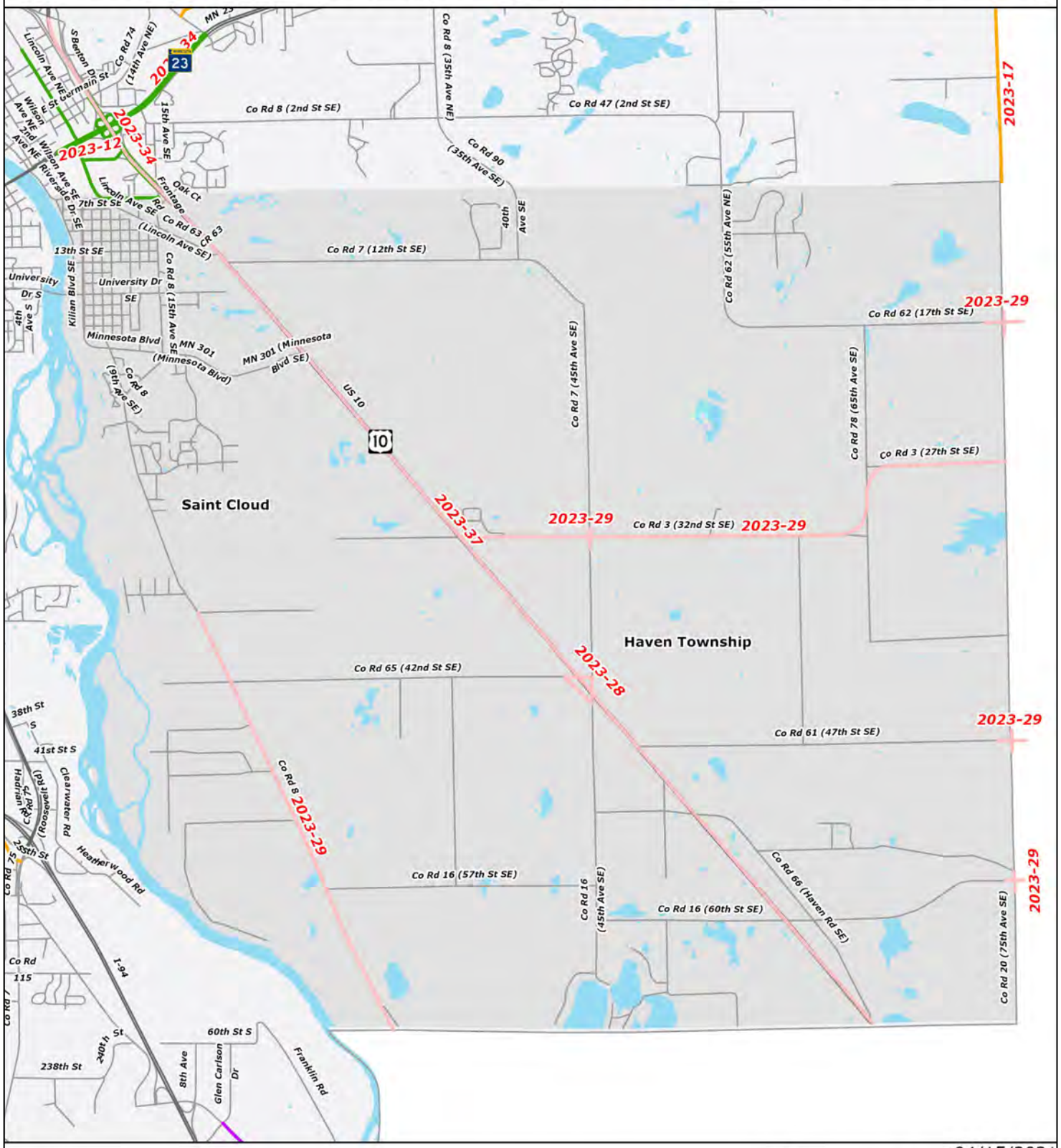
0 0.5 1 2 3 Miles

Benton County 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	$1,312,500

Project ID	Route	Description	Miles	Estimated Project Cost
2023-16	County Road 25	Mill and overlay of County Road 25 from MN 95 to MN 23	2.25	$337,500
2023-17	County Road 25	Mill and overlay of County Road 25 from MN 95 to the Sherburne County line	2	$300,000
2023-18	County Road 45	Mill and overlay of County Road 45 from CSAH 1 to CSAH 8	2	$300,000
2023-19	County Road 46	Mill and overlay of County Road 46 from CSAH 1 to MN 23	2	$300,000
2023-20	County Road 88	Mill and overlay of County Road 88 from CSAH 1 to County Road 46	0.5	$75,000

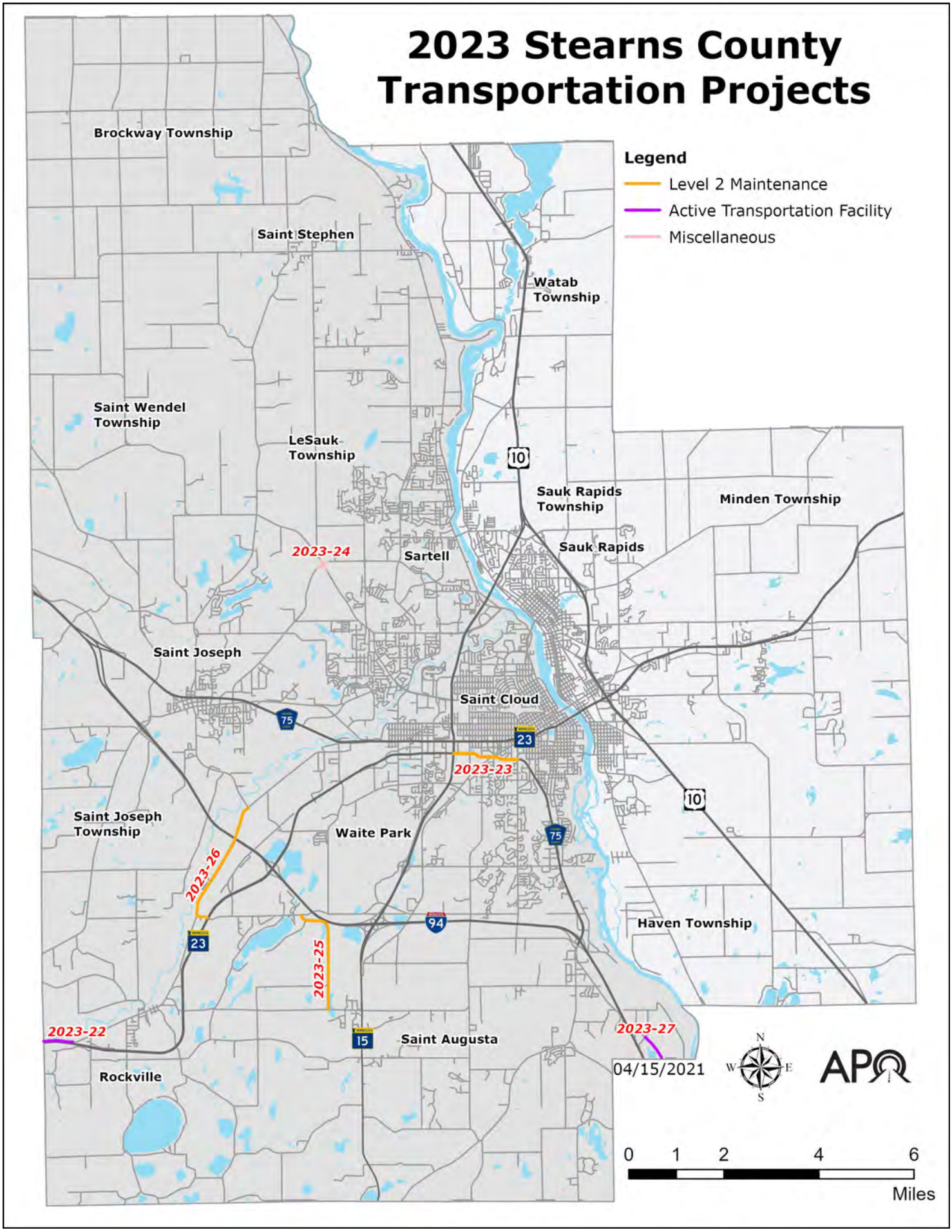
2023 Transportation Projects in Sherburne County



Sherburne County 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$2,650,000

Project ID	Route	Description	Miles	Estimated Project Cost
2023-28	County Road 65	Realignment and access consolidation with US 10 and BNSF railroad crossing	0.6	$2,500,000
2023-29	CSAH 8 from 37th Street S to the Haven Township Border CSAH 3 from US 10 to CSAH 20 Intersection of CSAH 3 and CSAH 7 Intersection of CSAH 20 and CSAH 16 Intersection of CSAH 20 and County Road 61 Intersection of CSAH 20 and CSAH 3 Intersection of CSAH 20 and County Road 62	Installation of mumble stripes and intersection sign enhancements	N/A	$150,000


2023 Stearns County Transportation Projects
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Level 2 Maintenance
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
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Saint Wendel Township
LeSauk Township
Sauk Rapids Township
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Sauk Rapids
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Waite Park
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Stearns County 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
6	$7,443,000

Project ID	Route	Description	Miles	Estimated Project Cost
2023-22	ROCORI Trail	Construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville	2.3	$1,813,000
2023-23	CSAH 75	Resurface CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud	1.5	$1,700,000
2023-24	CSAH 4	Construct a roundabout at the junction of Stearns CSAH 4 and CSAH 133	0	$1,000,000
2023-25	CSAH 138	Resurface CSAH 138 from MN 23 to County Road 121	2.8	$700,000
2023-26	County Road 137	Resurface County Road 137 from CSAH 6 to CSAH 47	2.1	$490,000
2023-27	Beaver Island Trail	Extending the Beaver Island Trail from Opportunity Park in the City of Saint Cloud to the River County Trail in the City of Clearwater	4.5	$1,740,000

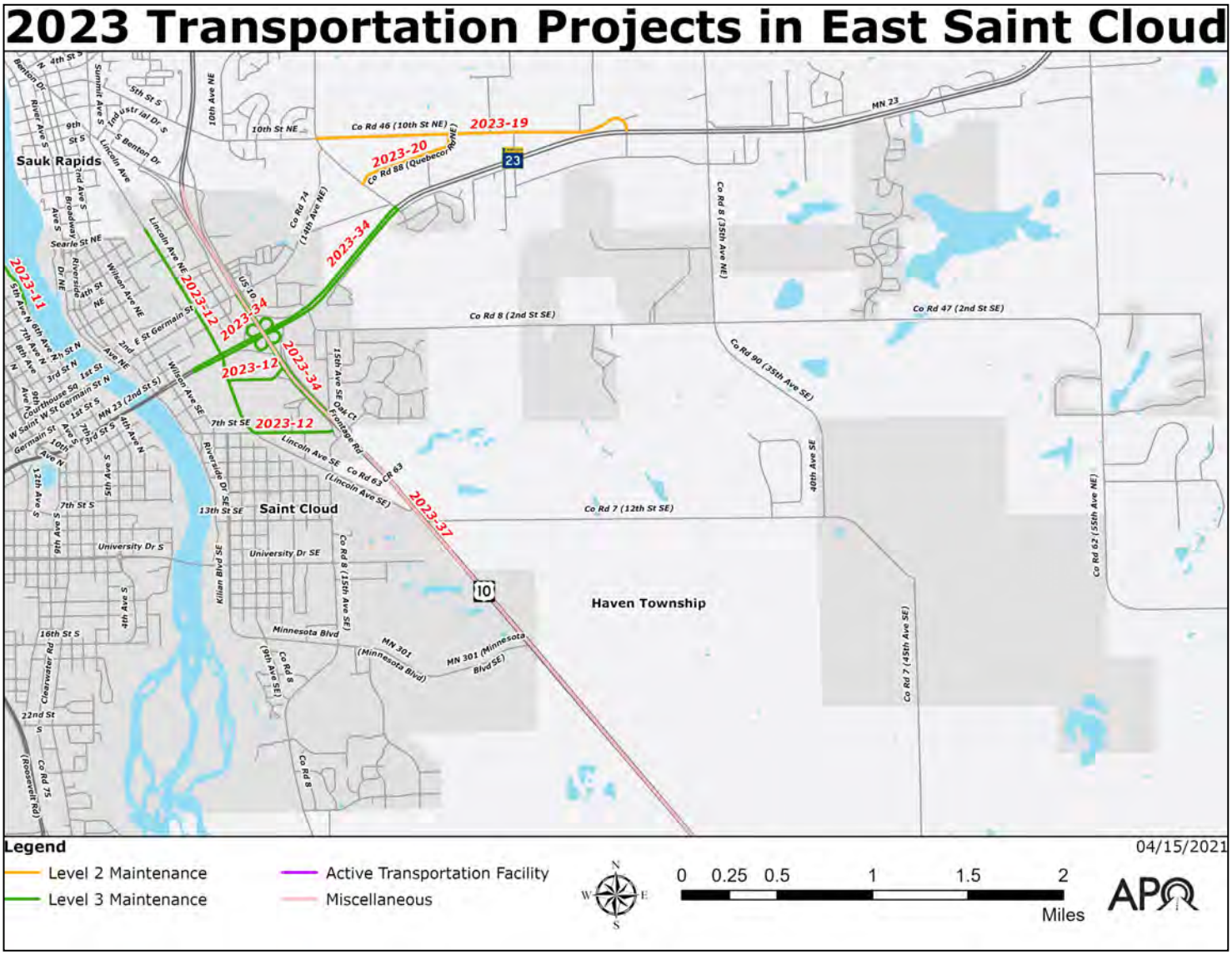
City of Saint Cloud 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
9	$34,500,000

Miscellaneous Saint Cloud 2023 Projects

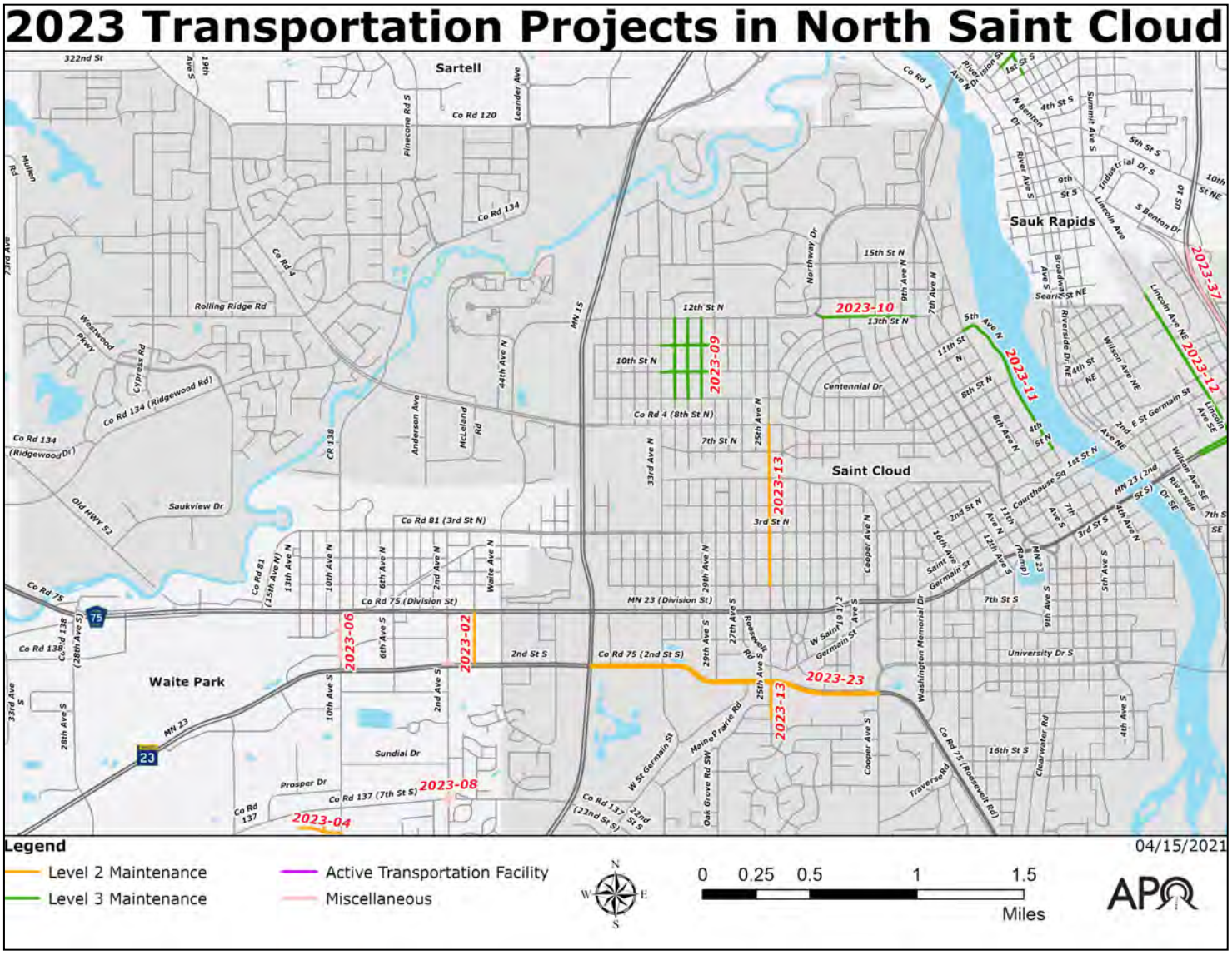
Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2023 street bituminous resurfacing improvements at undetermined locations **(PROJECT NOT MAPPED)**	N/A	$2,500,000
N/A	N/A	Bridge maintenance repairs at undetermined locations **(PROJECT NOT MAPPED)**	N/A	$250,000

East Saint Cloud 2023 Projects



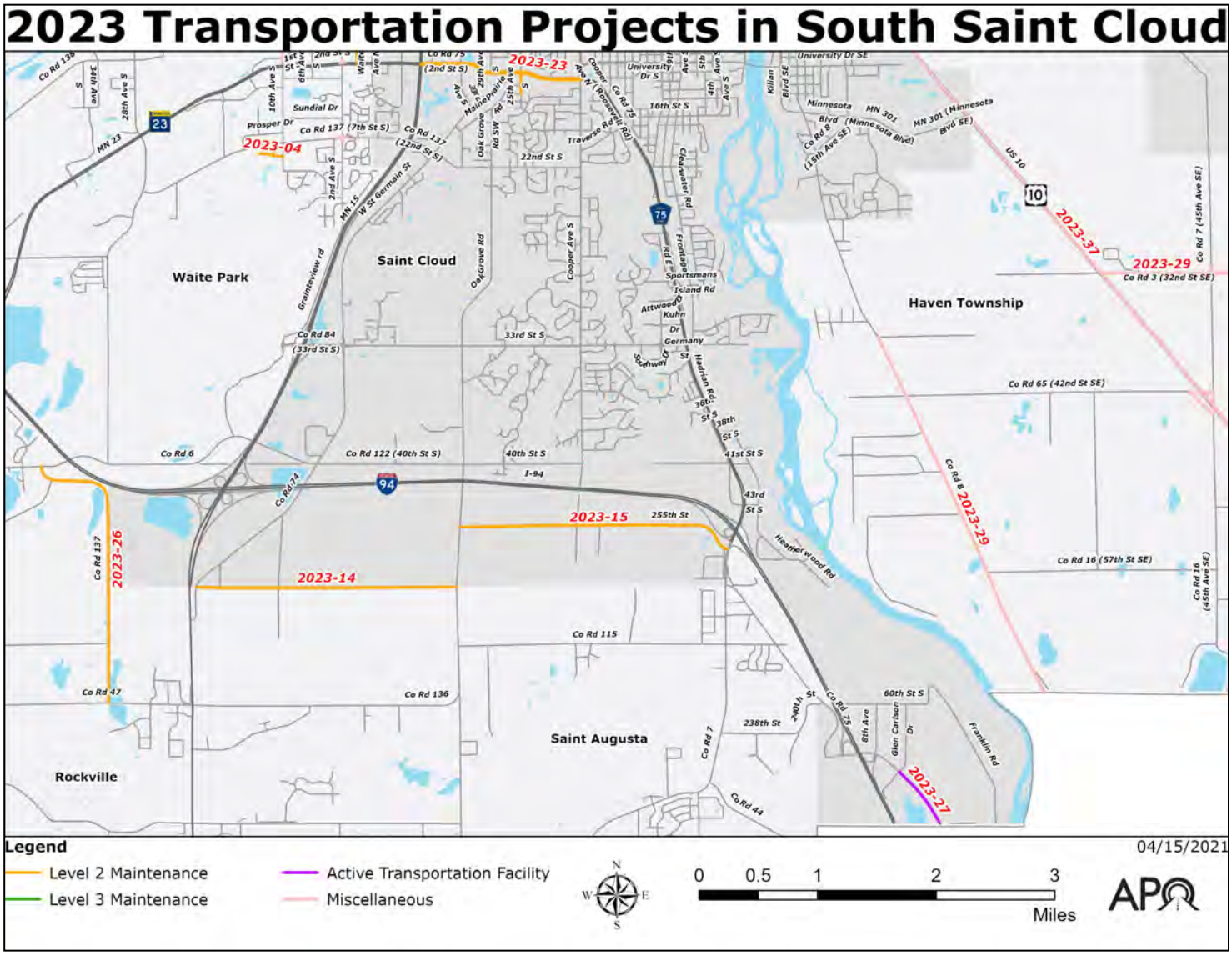
Project ID	Route	Description	Miles	Estimated Project Cost
2023-12	Lincoln Avenue, Fourth Street SE, and Seventh Street SE	Multimodal transportation and utility improvements on Lincoln Avenue from Seventh Street SE to northern corporation limits, Fourth Street SE from Lincoln Avenue SE to US 10 and Seventh Street SE from Lincoln Avenue SE to US 10	N/A	$21,600,000

North Saint Cloud 2023 Projects



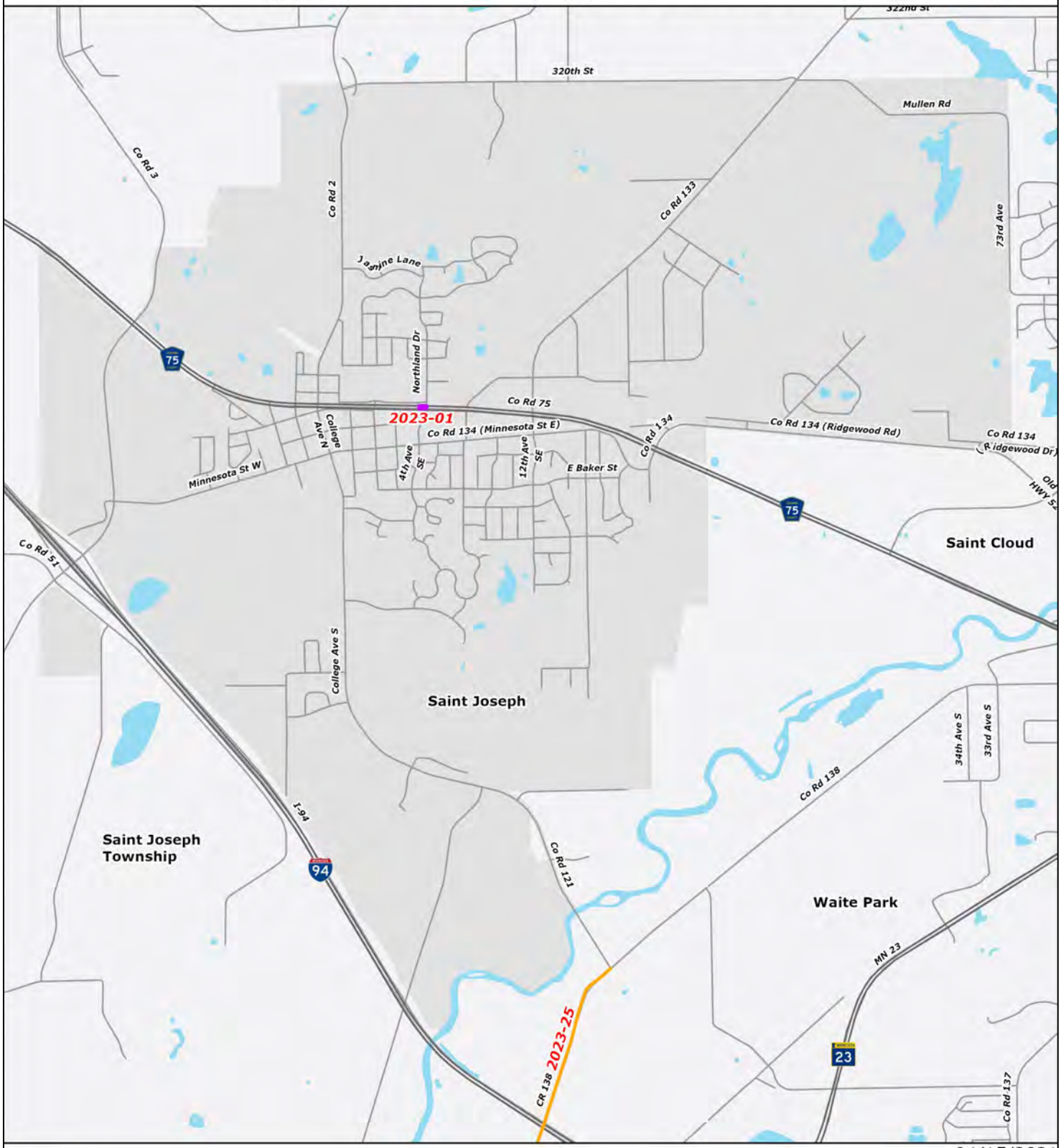
Project ID	Route	Description	Miles	Estimated Project Cost
2023-09	Block radius between 30th and 32nd Avenue N	Neighborhood revitalization project — 30th and 32nd Avenue N from 10th to 12th Street N and 11th Street N from 29th to 33rd Avenue N	N/A	$3,500,000
2023-10	13th Street N	Reconstruct streets and utilities on 13th Street N from Ninth Avenue N to Northway Drive	N/A	$1,750,000
2023-11	Fifth Avenue N	Reconstruct Fifth Avenue N and build Riverwalk	N/A	$1,600,000
2023-13	25th Avenue N and 25th Avenue S	25th Avenue N from First to Eighth Street N and 25th Avenue S from Second to 13th Street S	N/A	$1,500,000

South Saint Cloud 2023 Projects



Project ID	Route	Description	Miles	Estimated Project Cost
2023-14	250th Street	Mill and bituminous replacement on 250th Street from CSAH 136 to CSAH 74. This is a joint project with the City of Saint Augusta	N/A	$900,000
2023-15	255th Street	Mill and bituminous replacement on 255th Street from CSAH 75 to CSAH 136	N/A	$900,000

2023 Transportation Projects in Saint Joseph



04/15/2021

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

N W E S

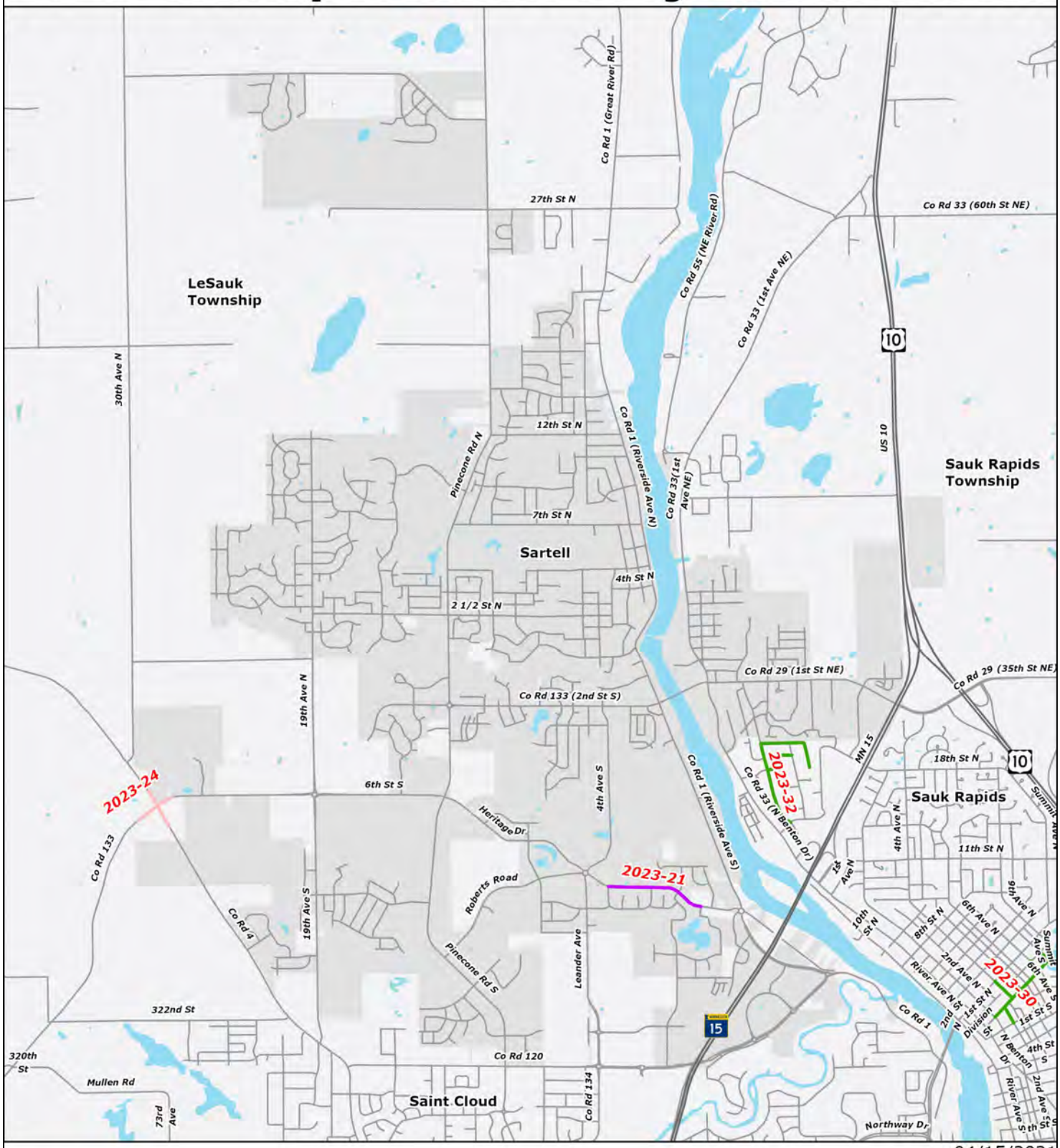
0 0.25 0.5 1 Miles

City of Saint Joseph 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	$7,396,095

Project ID	Route	Description	Miles	Estimated Project Cost
2023-01	CSAH 75	Pedestrian crossing of CSAH 75	N/A	$4,326,000
N/A	N/A	2023 street overlays on undetermined roadways **(PROJECT NOT MAPPED)**	N/A	$674,095
N/A	Downtown Eastside	Downtown eastside improvements **(PROJECT NOT MAPPED)**	N/A	$2,396,000

2023 Transportation Projects in Sartell



04/15/2021

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

N W E S

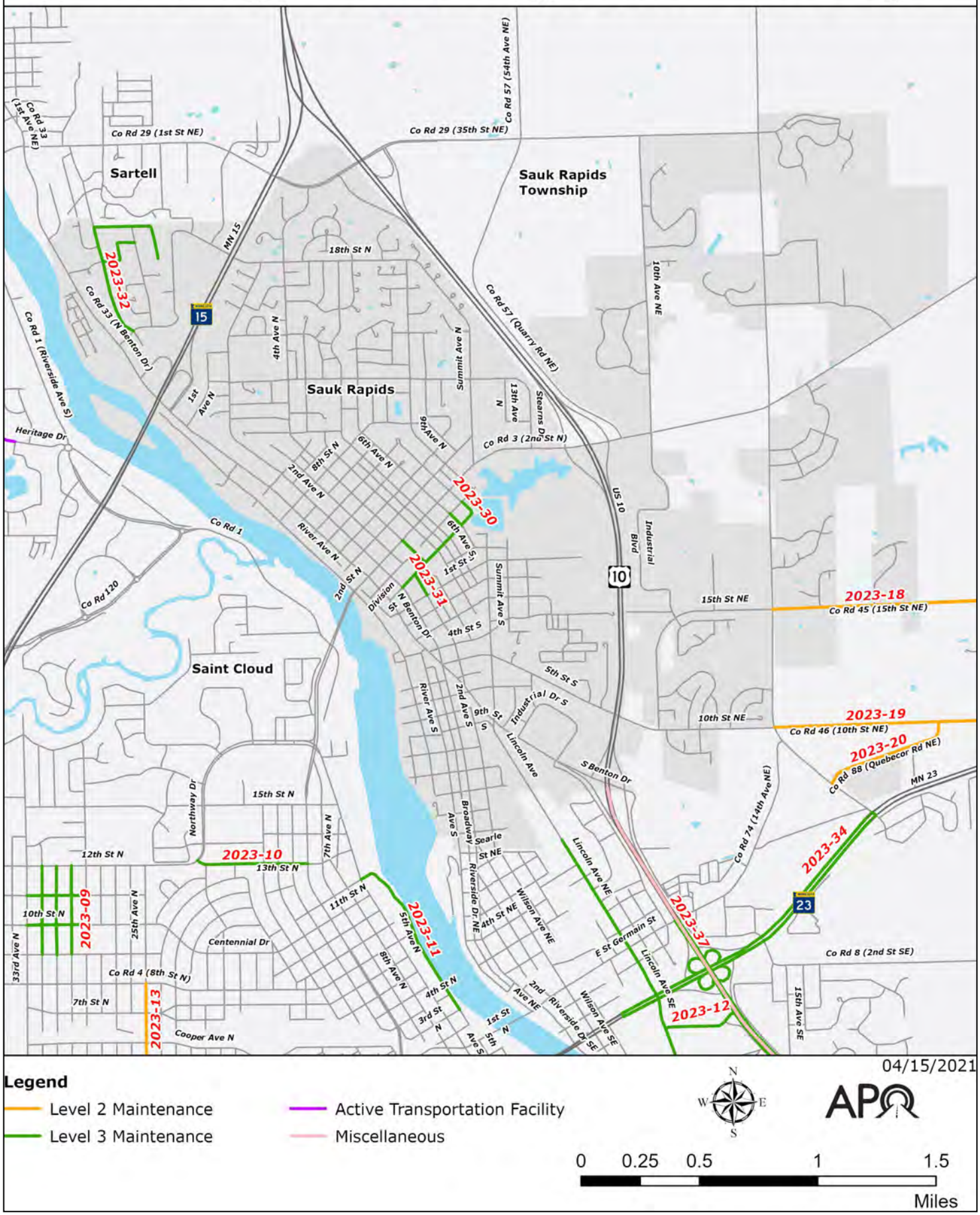
0 0.25 0.5 1 1.5 Miles

City of Sartell 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
1	$459,121

Project ID	Route	Description	Miles	Estimated Project Cost
2023-21	Heritage Drive Trail	Extension of current trail along Heritage Drive from Huntington Drive to Amber Avenue S. Installation of two marked crosswalks along Heritage Drive	N/A	$459,121

2023 Transportation Projects in Sauk Rapids

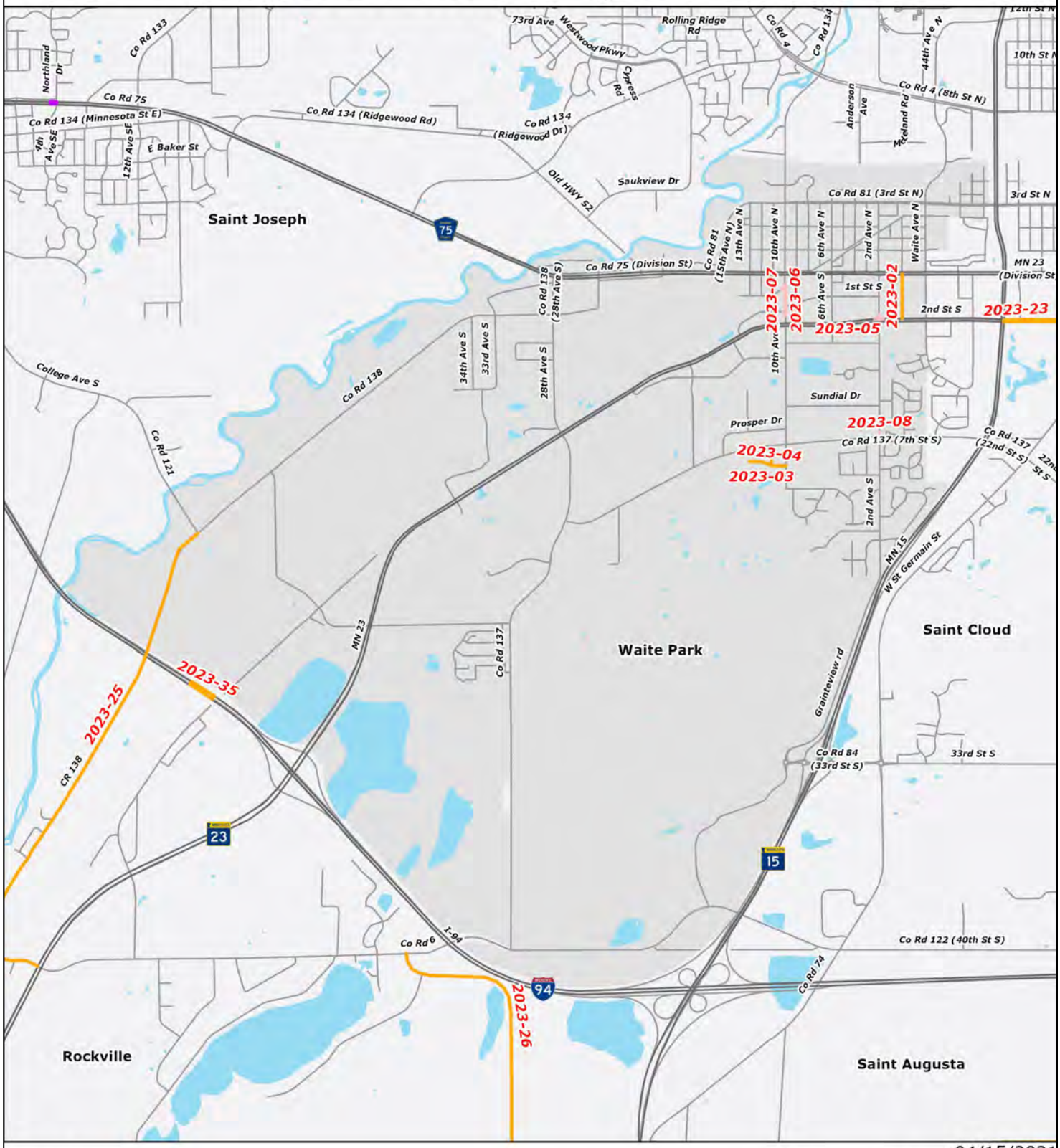


City of Sauk Rapids 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	$5,004,100

Project ID	Route	Description	Miles	Estimated Project Cost
2023-30	Division Street; Fourth Avenue; Seventh Avenue and Eighth Avenue	Street, sanitary sewer, water main, and storm sewer work on Division Street (Second to Eighth Avenue N); Side streets: Fourth Avenue (Division Street to Second Street N); Seventh Avenue and Eighth Avenue (Division Street to First Street N)	N/A	$3,832,300
2023-31	Third Avenue S	Street, storm, sanitary, water, reconstruction of Third Avenue S from Division Street to First Street S	N/A	$378,600
2023-32	West Highview Drive; North Highview Drive; and Oak Drive	Reclamation, reconstruction, and/or overlay of West Highview Drive (Benton Oaks Drive to 18th Street N), North Highview Drive (West Highview Drive to Oak Drive), Oak Drive (N Highview Drive to end). Water main loop on North Highview Drive only	N/A	$793,200

2023 Transportation Projects in Waite Park



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

04/15/2021

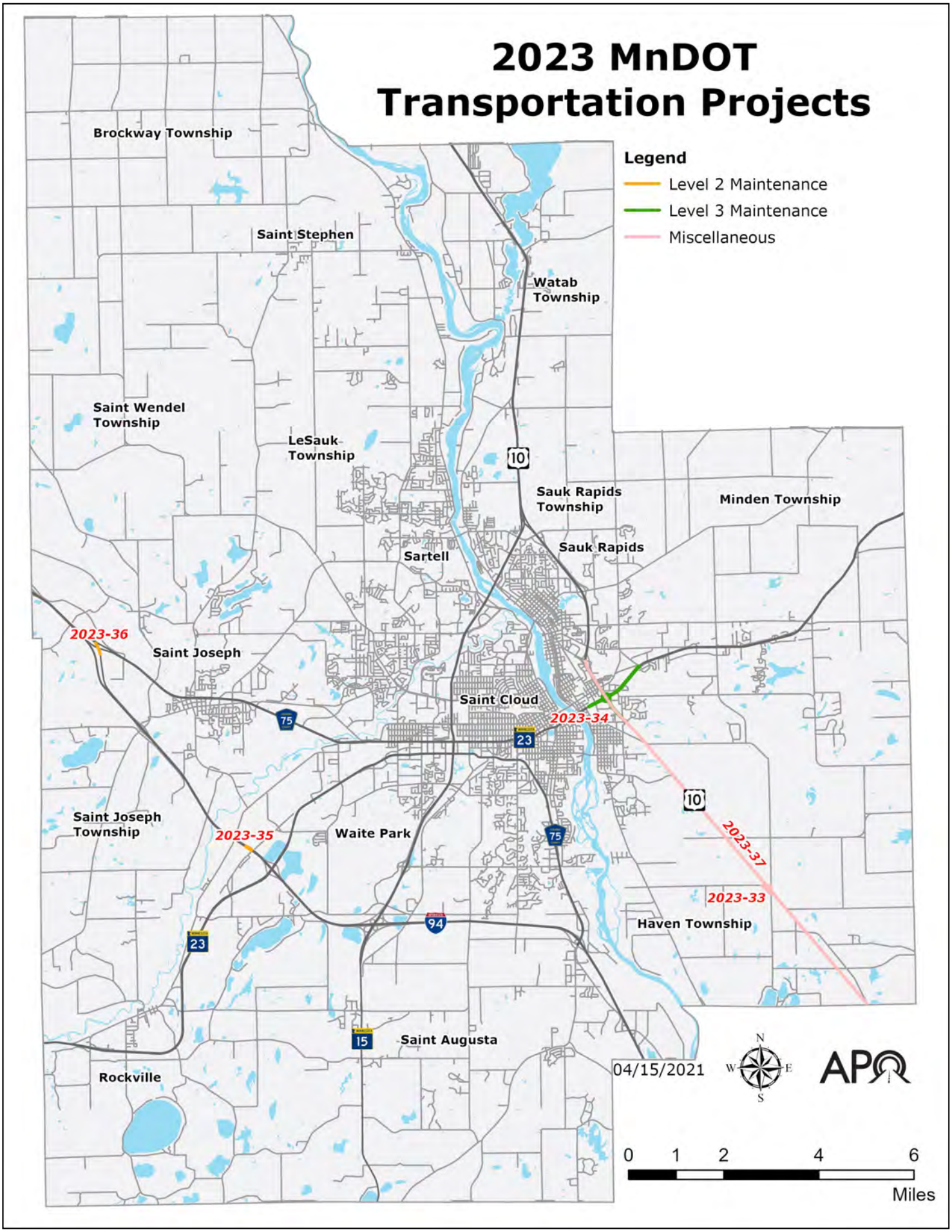
N W E S

0 0.25 0.5 1 1.5 Miles

City of Waite Park 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
8	$4,150,500

Project ID	Route	Description	Miles	Estimated Project Cost
2023-02	First Avenue S	Street preservation on First Avenue S from Division Street to Second Street S	N/A	$552,500
2023-03	11th Avenue S	Street preservation on 11th Avenue S from Eighth Street S to end	N/A	$20,000
2023-04	Eighth Street S	Street preservation on Eighth Street S from 10th Avenue S to end	N/A	$110,000
2023-05	Sixth Avenue S	Sixth Avenue S at Second Street S, turn lane (RIGHT-OF-WAY ONLY)	N/A	$200,000
2023-06	10th Avenue/ First Street S	Work on 10th Avenue and First Street S (PRELIMINARY DESIGN, PLANNING, REDEVELOPMENT ONLY)	N/A	$150,000
2023-07	10th Avenue/ First Street S	10th Avenue and First Street S (RIGHT-OF-WAY ONLY)	N/A	$3,000,000
2023-08	Second Avenue S and Seventh Street S	Roundabout at Second Avenue S and Seventh Street S (DESIGN WORK ONLY)	N/A	$100,000
N/A	N/A	Alley reconstruction at undetermined locations	N/A	$18,000


2023 MnDOT
Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
2023-36
Saint Joseph
Saint Cloud
2023-34
Saint Joseph Township
2023-35
Waite Park
2023-37
2023-33
Haven Township
Saint Augusta
Rockville
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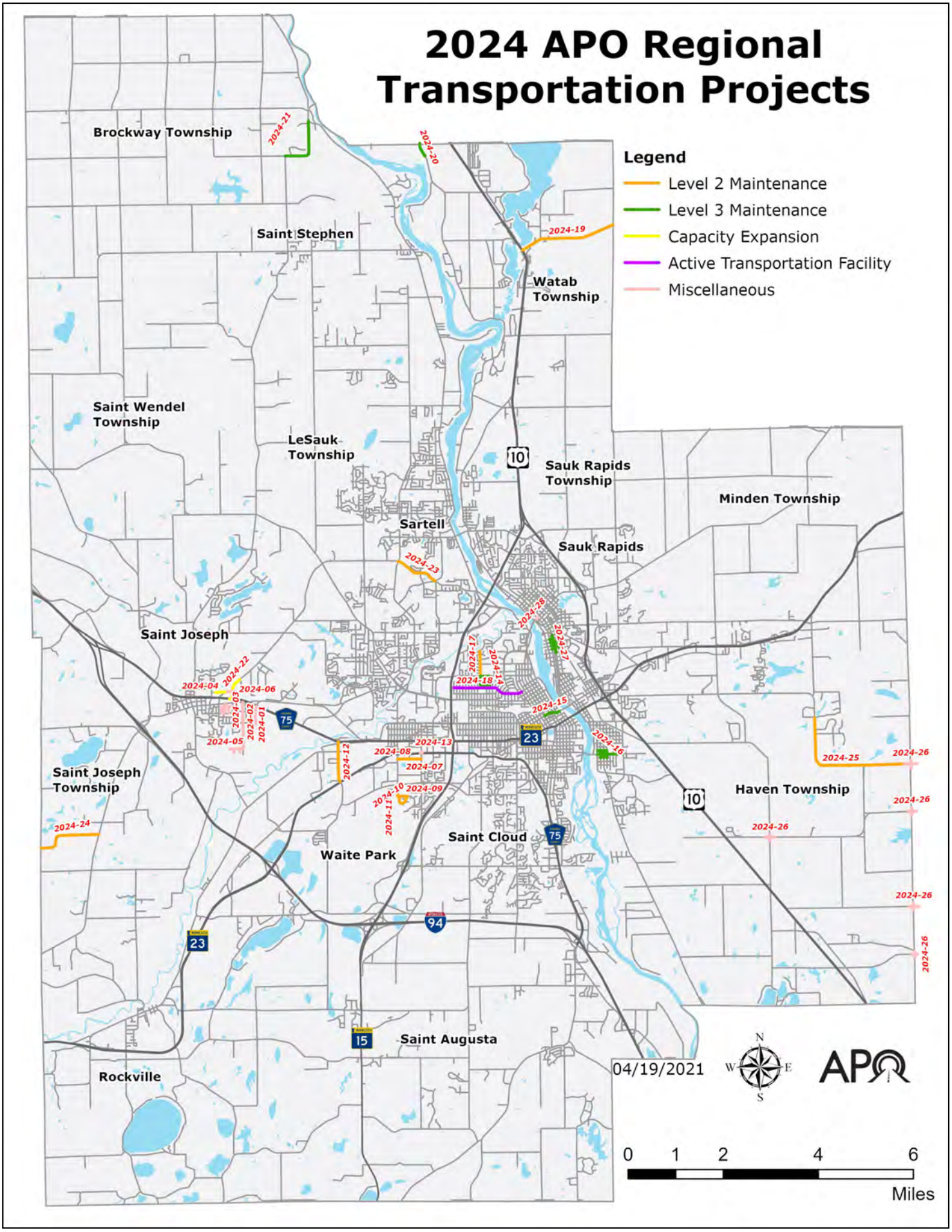
Miles

MnDOT 2023 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	$43,186,000

Project ID	Route	Description	Miles	Estimated Project Cost
2023-33	County Road 65	BNSF railroad, realignment and new signal installation at County Road 65 (42nd Street) in Haven Township	0	$300,000
2023-34	MN 23	MN 23 at US 10 interchange in Saint Cloud, reconstruct MN 23 from 0.1 miles west of Lincoln Avenue to 0.1 miles west of County Road 1; Reconstruct US 10 from 0.2 miles west of Saint Germain Street to 0.1 miles north of 15th Avenue SE; Replace bridges over 10 (Bridge #9021 with Bridge #05019 and Bridge #9022 with Bridge #0518). Includes multimodal improvements and the construction of a Fourth Street bridge over US 10	2.05	$38,186,000
2023-35	I-94	Overlay bridge numbers 73875 and 73876 over the BNSF railroad 0.6 miles west of MN 23	0.2	$1,600,000
2023-36	I-94	Overlay bridge #73868 at the CSAH 75 flyover northwest of Saint Joseph	N/A	$1,200,000
2023-37	US 10	Install median cable barrier guardrail from Saint Cloud to Clear Lake	9.18	$1,900,000


2024 APO Regional Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Capacity Expansion
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Joseph Township
Haven Township
Saint Cloud
Waite Park
Saint Augusta
Rockville
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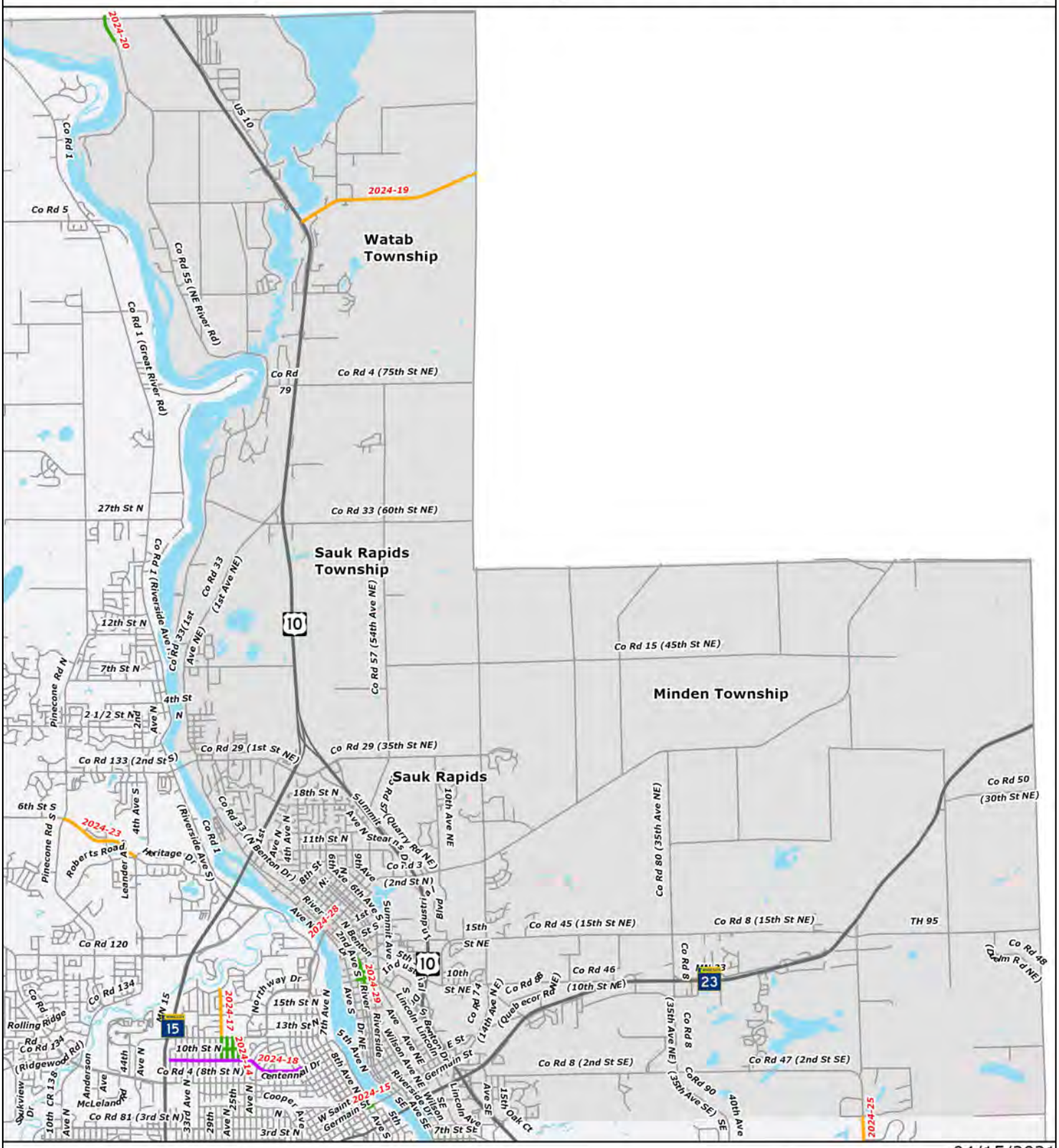
Miles

2024 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2024-01	Saint Joseph	20th Avenue	Miscellaneous
2024-02	Saint Joseph	16th Avenue	Miscellaneous
2024-03	Saint Joseph	Cloverdale Area	Miscellaneous
2024-04	Saint Joseph	Elm Street	Capacity Expansion
2024-05	Saint Joseph	Forest Manor	Miscellaneous
2024-06	Saint Joseph	Elm Street at CSAH 133	Miscellaneous
2024-07	Waite Park	Third Street S	Level 2 Maintenance
2024-08	Waite Park	Third Street S	Level 2 Maintenance
2024-09	Waite Park	Sunwood Park Drive	Level 2 Maintenance
2024-10	Waite Park	Sunwood Park Lane	Level 2 Maintenance
2024-11	Waite Park	10th Avenue S	Level 2 Maintenance
2024-12	Waite Park	28th Avenue S	Level 2 Maintenance
2024-13	Waite Park	Second Avenue S	Miscellaneous
2024-14	Saint Cloud	Block radius between 25th and 29th Avenue N	Level 3 Maintenance
2024-15	Saint Cloud	Second Street N	Level 3 Maintenance
2024-16	Saint Cloud	University Drive area between Kilian Boulevard and 10th Avenue SE	Level 3 Maintenance
2024-17	Saint Cloud	29th Avenue N	Level 2 Maintenance
2024-18	Saint Cloud	11th Street N	Active Transportation Facility
2024-19	Benton County	County Road 13	Level 2 Maintenance
2024-20	Benton County	County Road 55	Level 3 Maintenance
2024-21	Stearns County	CSAH 2	Level 3 Maintenance
2024-22	Stearns County	CSAH 133	Capacity Expansion
2024-23	Stearns County	CSAH 133	Level 2 Maintenance
2024-24	Stearns County	County Road 160	Level 2 Maintenance
2024-25	Sherburne County	County Road 62	Level 2 Maintenance
2024-26	Sherburne County	*Intersection of CSAH 3 and CSAH 7 *Intersection of CSAH 20 and CSAH 16 *Intersection of CSAH 20 and County Road 61 *Intersection of CSAH 20 and CSAH 3 *Intersection of CSAH 20 and County Road 62	Miscellaneous
2024-27	Sauk Rapids	Second Avenue S; Seventh Street S; Sixth Street S; Eighth Street S; Ninth Street S; Third Avenue S	Level 3 Maintenance
2024-28	Sauk Rapids	Sauk Rapids Bridge and Benton Drive	Miscellaneous
2024-29	Sauk Rapids	Second Avenue S	Level 3 Maintenance

2024 Transportation Projects in Benton County



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

04/15/2021

0 0.5 1 2 3 Miles

Benton County 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$2,575,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-19	County Road 13	Mill and overlay of County Road 13 from US 10 to CSAH 1	3.1	$465,000
2024-20	County Road 55	Reconstruction of County Road 55 from Bend River Park to Rice	2	$2,110,000

2024 Transportation Projects in Sherburne County

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

N W E S

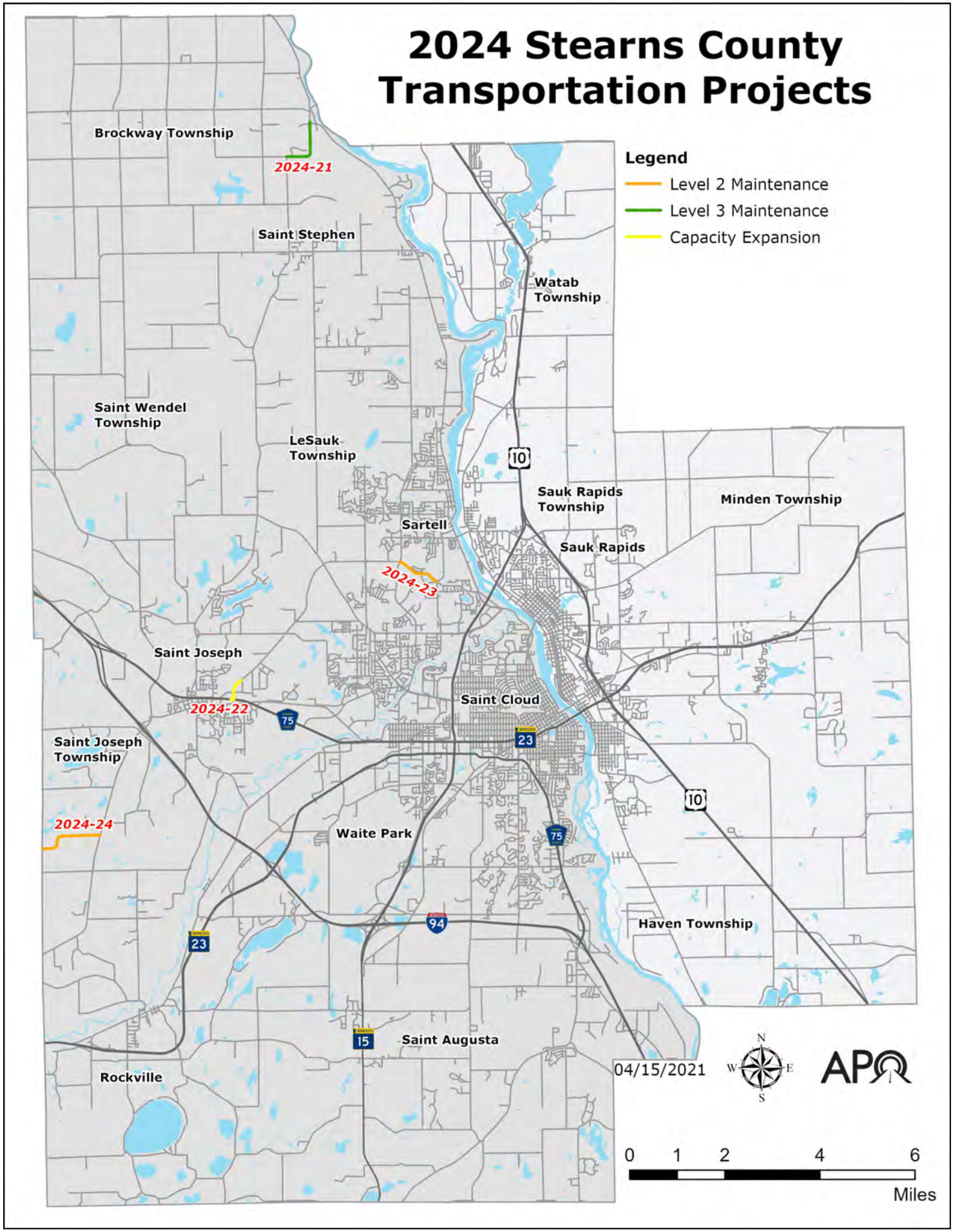
0 0.5 1 2 3 Miles

04/15/2021

Sherburne County 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$1,843,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-25	County Road 62	Mill and overlay of County Road 62 from the northern county line to CSAH 20	2.92	$1,475,000
2024-26	Intersection of CSAH 3 and CSAH 7 Intersection of CSAH 20 and CSAH 16 Intersection of CSAH 20 and County Road 61 Intersection of CSAH 20 and CSAH 3 Intersection of CSAH 20 and County Road 62	Installation of rural intersection lighting	N/A	$368,000


2024 Stearns County Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Capacity Expansion
Brockway Township
2024-21
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
2024-23
Saint Joseph
2024-22
Saint Cloud
Saint Joseph Township
2024-24
Waite Park
Haven Township
Saint Augusta
Rockville
04/15/2021
0 1 2 4 6
Miles

Stearns County 2024 Projects

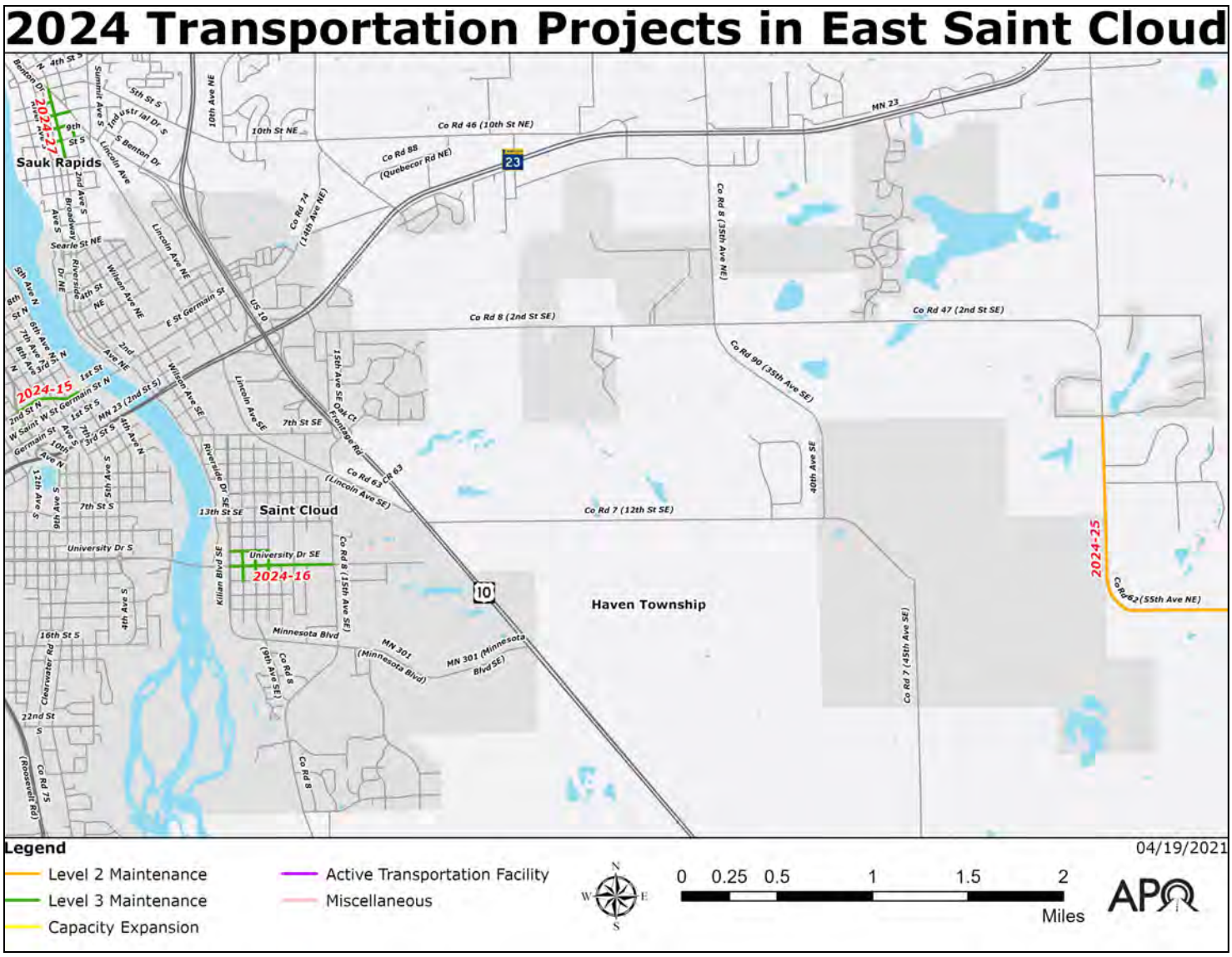
Total Number of Projects	Budgeted Estimated Project Cost
4	$5,090,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-21	CSAH 2	Reconstruction of CSAH 2 from 421st Street to CSAH 1	1.5	$1,250,000
2024-22	CSAH 133	CSAH 133 from Stearns CSAH 75 to 15th Avenue in Saint Joseph; expand to four lanes, intersection improvements at Elm Street, dual left turn lanes from eastbound CSAH 75 to northbound CSAH 133	0.46	$2,040,000
2024-23	CSAH 133	Resurface CSAH 133 from Pinecone Road to Fourth Avenue S in Sartell	1.2	$425,000
2024-24	County Road 160	Resurface County Road 160 from CSAH 50 to CSAH 2	5.5	$1,375,000

City of Saint Cloud 2024 Projects

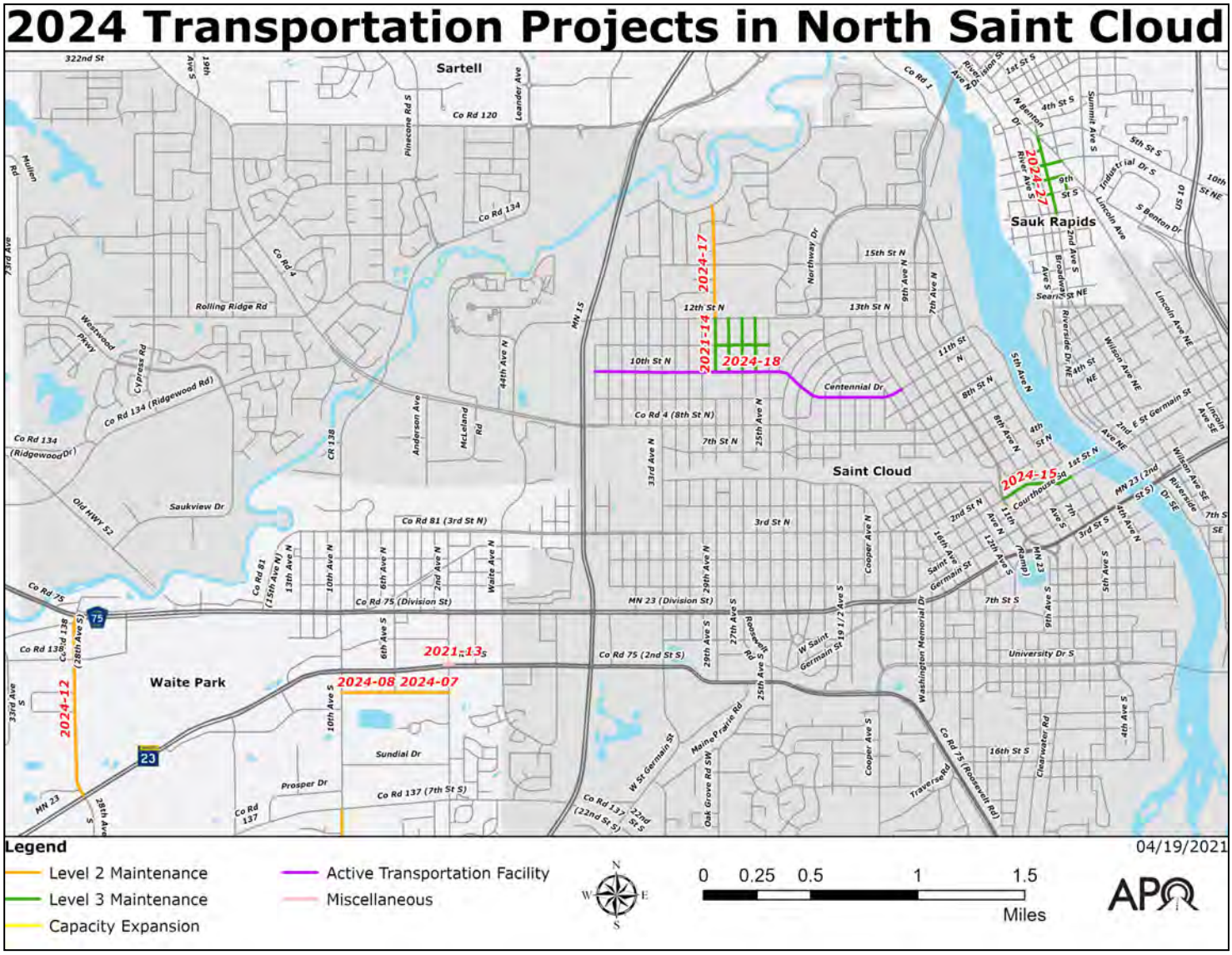
Total Number of Projects	Budgeted Estimated Project Cost
6	$20,050,000

East Saint Cloud 2024 Projects



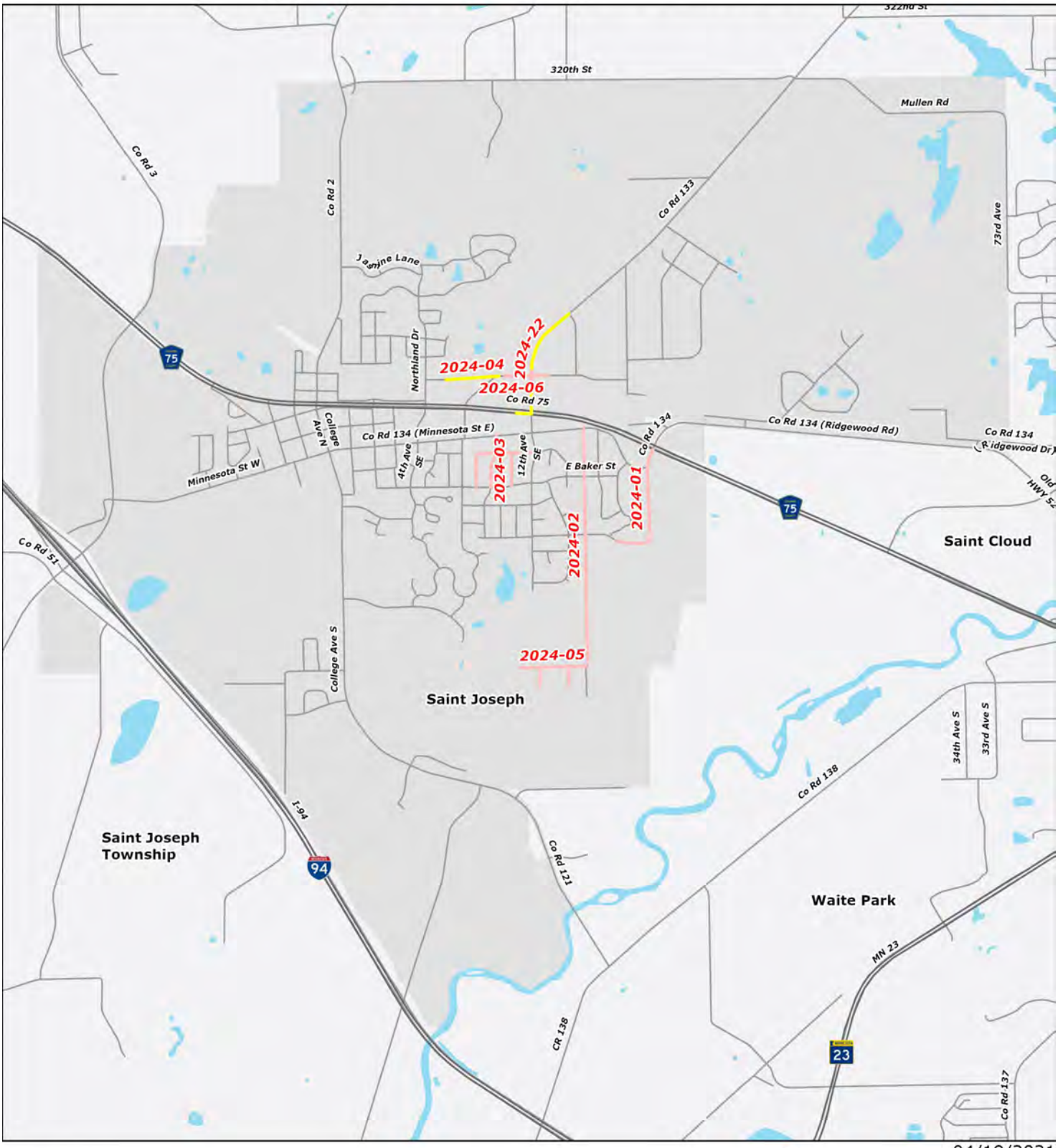
Project ID	Route	Description	Miles	Estimated Project Cost
2024-16	University Drive and area between Kilian Boulevard and 10th Avenue	Reconstruct street and utilities on University Drive from Kilian Boulevard to 15th Avenue SE and area between Kilian Boulevard and 10th Avenue SE from 15th to 16th Street SE	N/A	$4,000,000

North Saint Cloud 2024 Projects



Project ID	Route	Description	Miles	Estimated Project Cost
2024-14	Block radius between 25th and 29th Avenue N	Neighborhood revitalization project — area between 25th and 29th Avenue N from 10th to 12th Street N (26th Avenue N from 10th to 12th Street N, 27th Avenue N from 10th to 12th Street N, 28th Avenue N from 10th to 12th Street N and 29th Avenue N from 10th to 12th Street N, 11th Street N from 25th to 29th Avenue N and including alleys in project area)	N/A	$5,400,000
2024-15	Second Street N	Reconstruct streets and utilities on Second Street N from Fifth to 10th Avenue N	N/A	$7,000,000
2024-17	29th Avenue N	Mill and bituminous replacement on 29th Avenue N from 12th Street to Park Drive	N/A	$250,000
2024-18	11th Street N	Extend the Lake Wobegon bike facility along 11th Street N from 12th to 38th Avenue	N/A	$1,000,000
N/A	N/A	2024 street bituminous resurfacing improvements at undetermined locations **(PROJECT NOT MAPPED)**	N/A	$2,400,000

2024 Transportation Projects in Saint Joseph



04/19/2021

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

N W E S

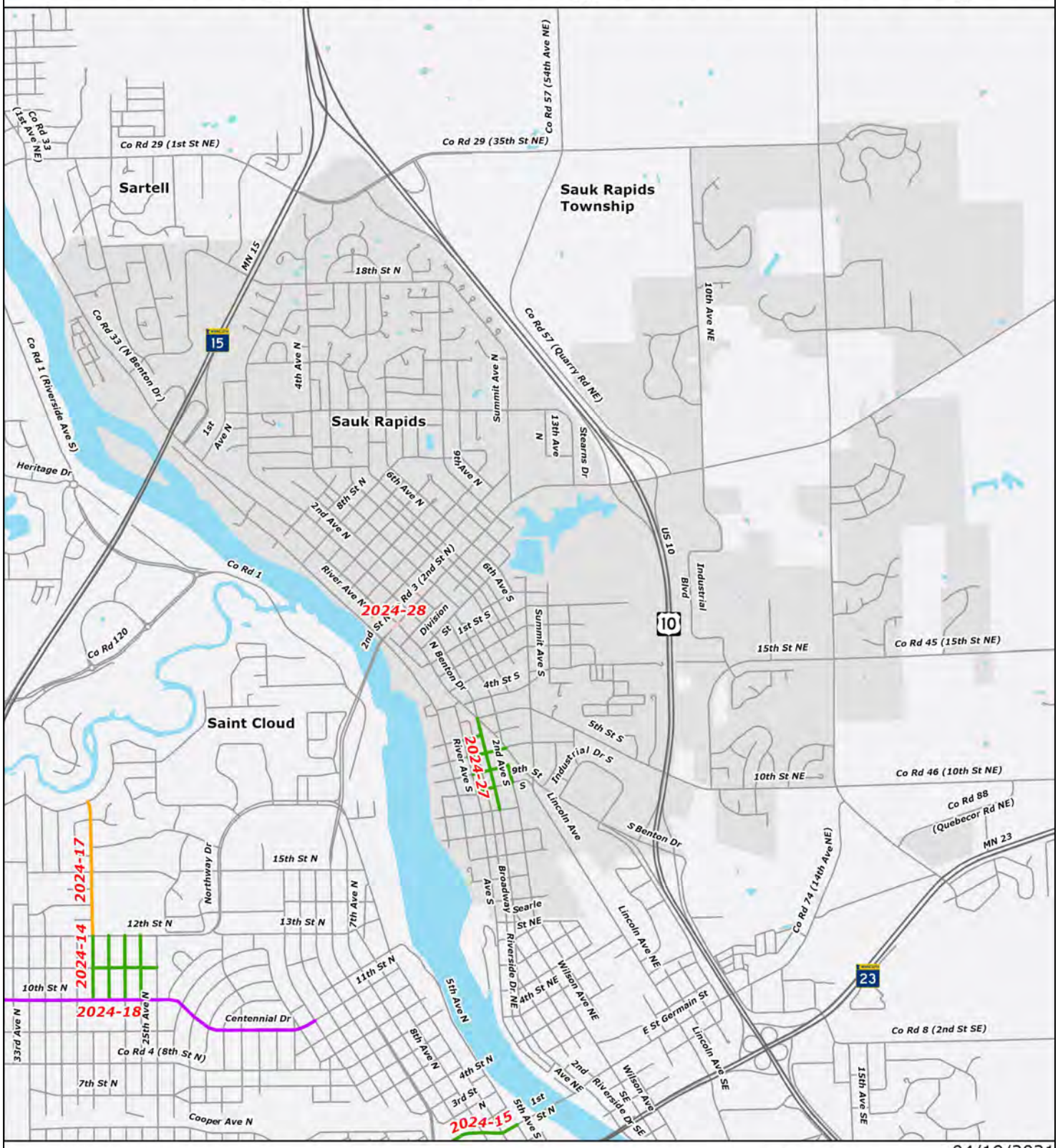
0 0.25 0.5 1 Miles

City of Saint Joseph 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
6	$9,242,925

Project ID	Route	Description	Miles	Estimated Project Cost
2024-01	20th Avenue	Roadwork on 20th Avenue SE from CSAH 75 to Dale Street	N/A	$2,493,100
2024-02	16th Avenue	16th Avenue improvements	N/A	$733,000
2024-03	Cloverdale Area	Cloverdale area improvements	N/A	$1,147,825
2024-04	Elm Street	Extension of Elm Street	N/A	$1,469,000
2024-05	Forest Manor	Forest Manor addition	N/A	$1,500,000
2024-06	Elm Street at CSAH	Construct a roundabout at Elm Street and CSAH 133	N/A	$1,900,000

2024 Transportation Projects in Sauk Rapids



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

04/19/2021

N W E S

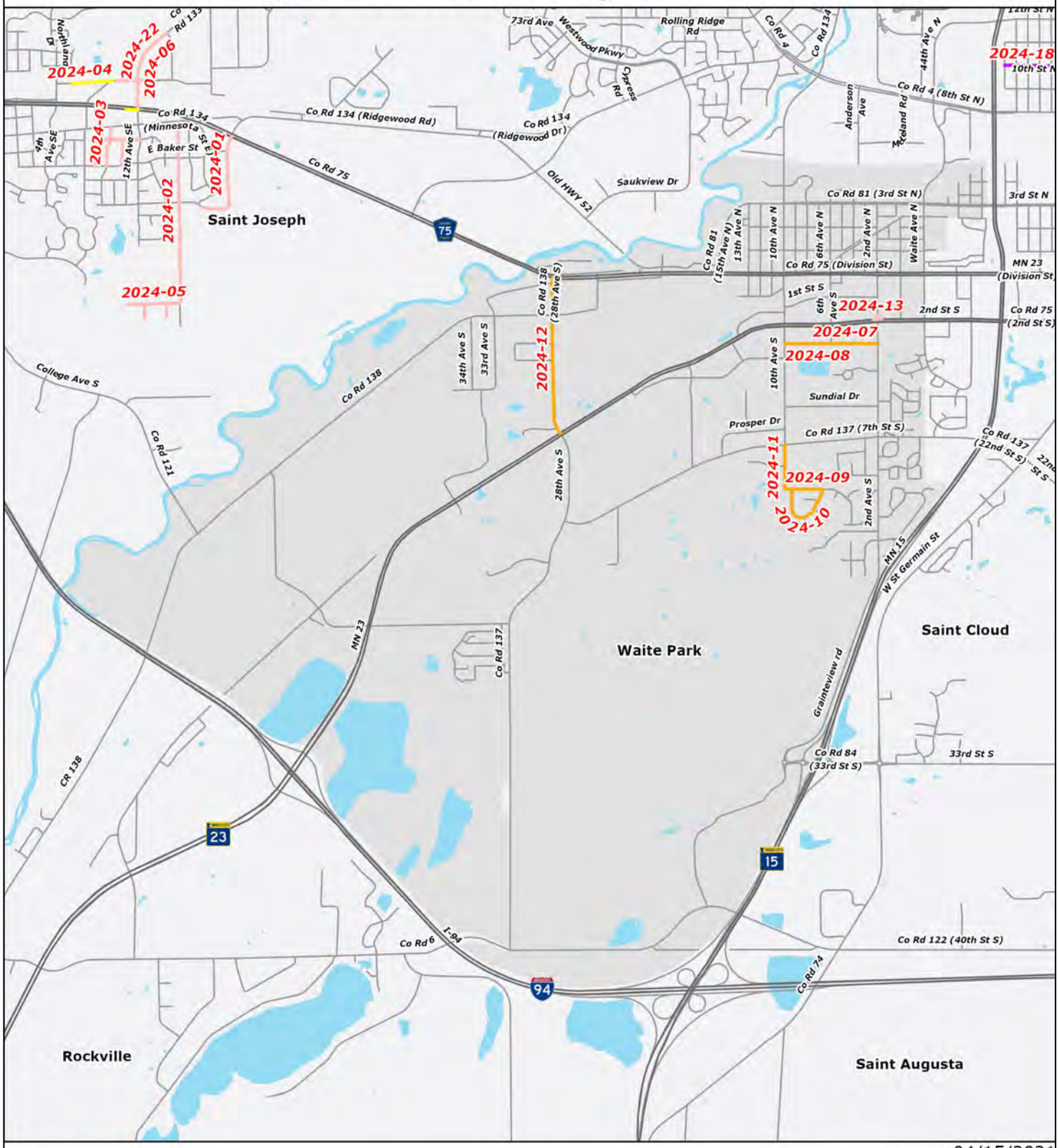
0 0.25 0.5 1 1.5 Miles

City of Sauk Rapids 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$5,357,800

Project ID	Route	Description	Miles	Estimated Project Cost
2024-27	Second Avenue S; Seventh Street S; Sixth Street S; Eighth Street S; Ninth Street S; Third Avenue S	Street reconstruction, storm, lighting, sanitary water of Second Avenue S (Benton Drive to 10th Street S); Seventh Street S (Broadway to railroad tracks); Sixth Street S (Broadway to Second Avenue); Eighth Street S (Broadway to Third Avenue); Ninth Street S (Broadway to Second Avenue); Third Avenue S (Eighth to Ninth Street S)	N/A	$4,757,800
2024-28	Sauk Rapids Bridge and Benton Drive	Right turn lane on Sauk Rapids Bridge and Benton Drive	N/A	$600,000

2024 Transportation Projects in Waite Park



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

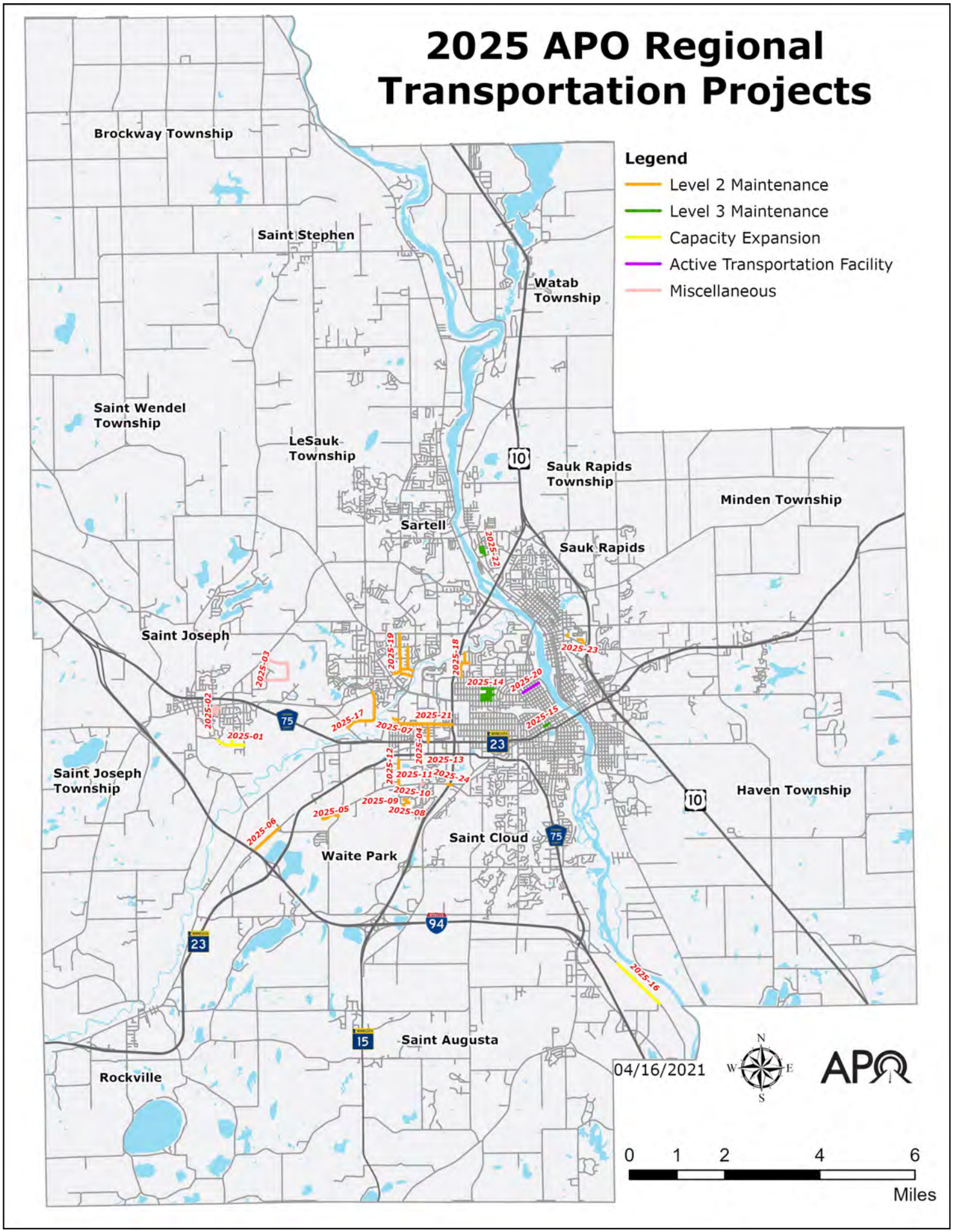
04/15/2021

0 0.25 0.5 1 1.5 Miles

City of Waite Park 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
8	$2,107,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-07	Third Street S	Street preservation on Third Street S from Sixth Avenue S to Second Avenue S	N/A	$182,000
2024-08	Third Street S	Street preservation on Third Street S from Sixth Avenue S to 10th Avenue S	N/A	$182,000
2024-09	Sunwood Park Drive	Street preservation on Sunwood Park Drive from 10th Avenue S to Sunwood Park Lane	N/A	$140,000
2024-10	Sunwood Park Lane	Street preservation on Sunwood Park Lane from Sunwood Park Drive to Sunwood Park Drive	N/A	$210,000
2024-11	10th Avenue S	Street preservation on 10th Avenue S from Seventh Street S to Sunwood Park Drive	N/A	$130,000
2024-12	28th Avenue S	Street preservation on 28th Avenue S from Division Street to MN 23	N/A	$792,000
2024-13	Second Avenue S	Right turn lane construction on Second Avenue S (southbound by Grizzly's) at MN 23	N/A	$385,000
N/A	N/A	Alley reconstruction at undetermined locations	N/A	$86,000


2025 APO Regional Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Capacity Expansion
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Joseph Township
Haven Township
Waite Park
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Rockville
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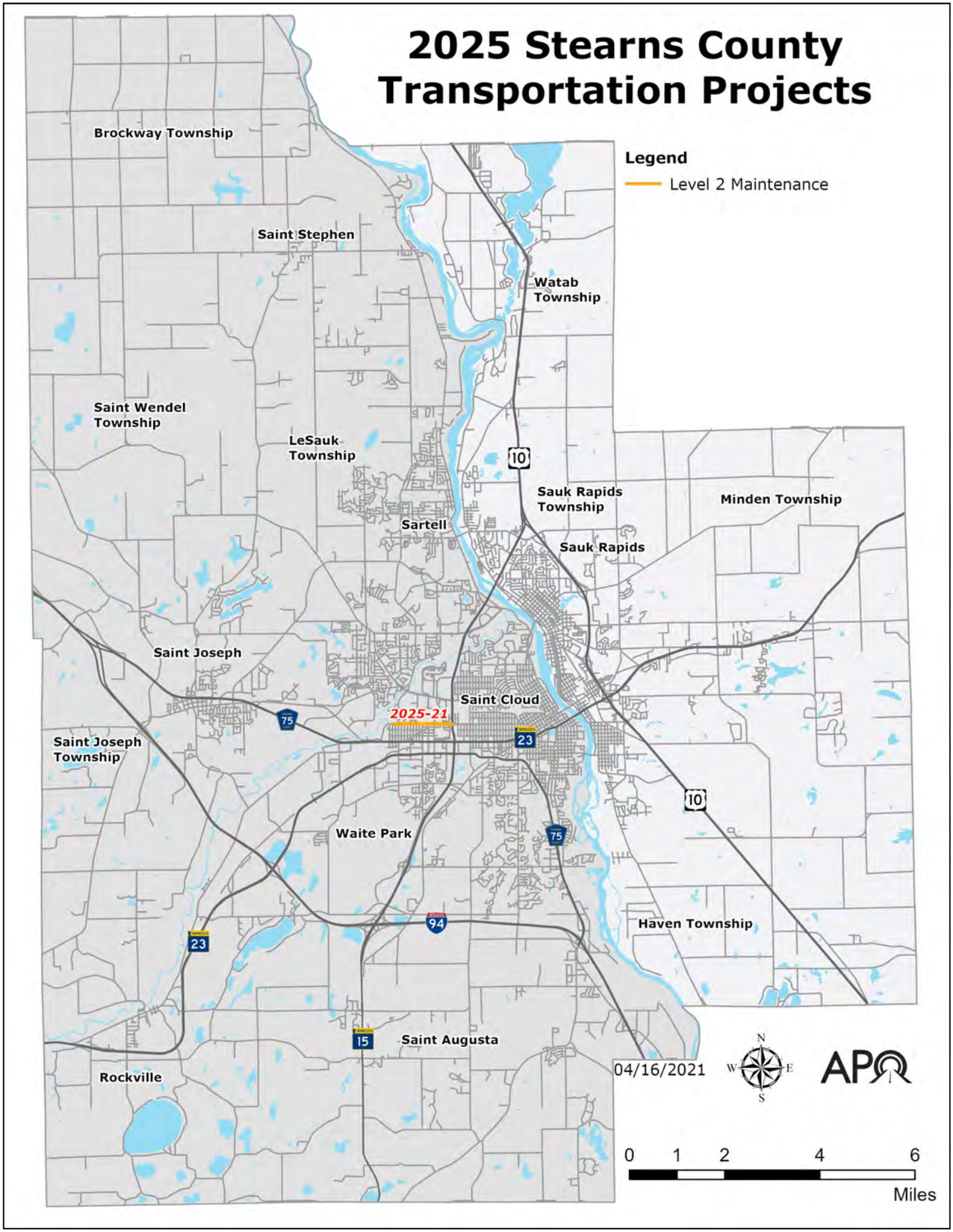
Miles

2025 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2025-01	Saint Joseph	Field Street	Capacity Expansion
2025-02	Saint Joseph	Eastern Park	Miscellaneous
2025-03	Saint Joseph	Industrial Park	Miscellaneous
2025-04	Waite Park	First Avenue N	Level 2 Maintenance
2025-05	Waite Park	Meadowview Lane	Level 2 Maintenance
2025-06	Waite Park	Old Highway North	Level 2 Maintenance
2025-07	Waite Park	Great Oak Drive	Level 2 Maintenance
2025-08	Waite Park	Pinewood Court	Level 2 Maintenance
2025-09	Waite Park	Plumwood Court	Level 2 Maintenance
2025-10	Waite Park	Popplewood Court	Level 2 Maintenance
2025-11	Waite Park	Second Avenue S and Seventh Street S	Miscellaneous
2025-12	Waite Park	10th Avenue S	Level 2 Maintenance
2025-13	Waite Park	Sixth Avenue S	Miscellaneous
2025-14	Saint Cloud	Block radius between 25th and 29th Avenue N	Level 3 Maintenance
2025-15	Saint Cloud	Saint Germain Street	Level 3 Maintenance
2025-16	Saint Cloud	Heatherwood Road	Capacity Expansion
2025-17	Saint Cloud	Saukview Drive	Level 2 Maintenance
2025-18	Saint Cloud	36th Avenue N	Level 2 Maintenance
2025-19	Saint Cloud	Spruce Street, West Oakes Drive, and Case Lane areas	Level 2 Maintenance
2025-20	Saint Cloud	11th Street N	Active Transportation Facility
2025-21	Stearns County	CSAH 81	Level 2 Maintenance
2025-22	Sauk Rapids	West Highview Drive, High Drive, High Court	Level 3 Maintenance
2025-23	Sauk Rapids	Dana Drive and Skyview Drive	Level 2 Maintenance
2025-24	MnDOT	MN 15	Level 2 Maintenance


2025 Stearns County
Transportation Projects
Legend
Level 2 Maintenance
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
2025-21
Saint Joseph Township
Waite Park
Haven Township
Saint Augusta
Rockville
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Miles

Stearns County 2025 Projects

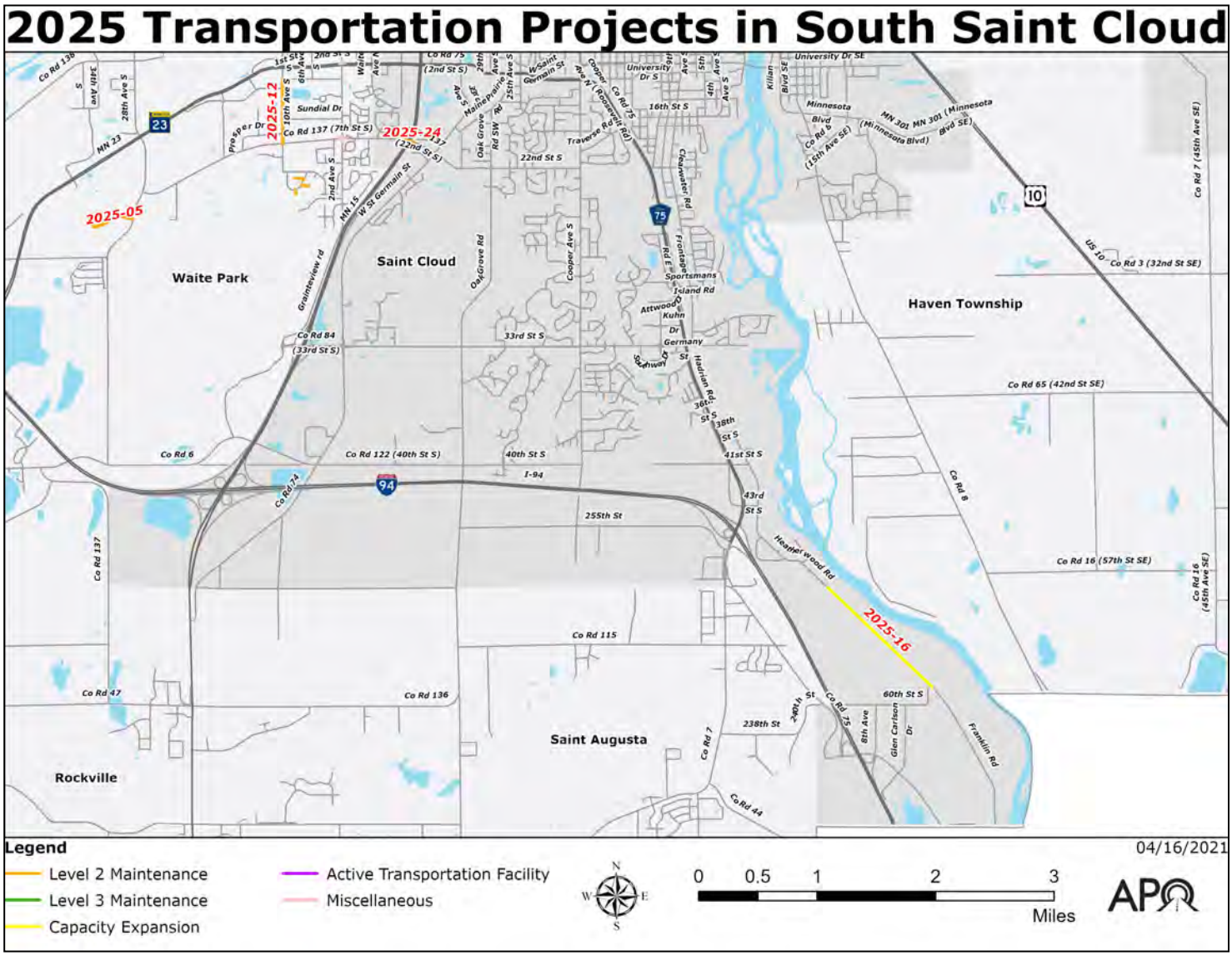
Total Number of Projects	Budgeted Estimated Project Cost
1	$1,000,000

Project ID	Route	Description	Miles	Estimated Project Cost
2025-21	CSAH 81	Resurface CSAH 81 from 12th Avenue to MN 15	1.3	$1,000,000

City of Saint Cloud 2025 Projects

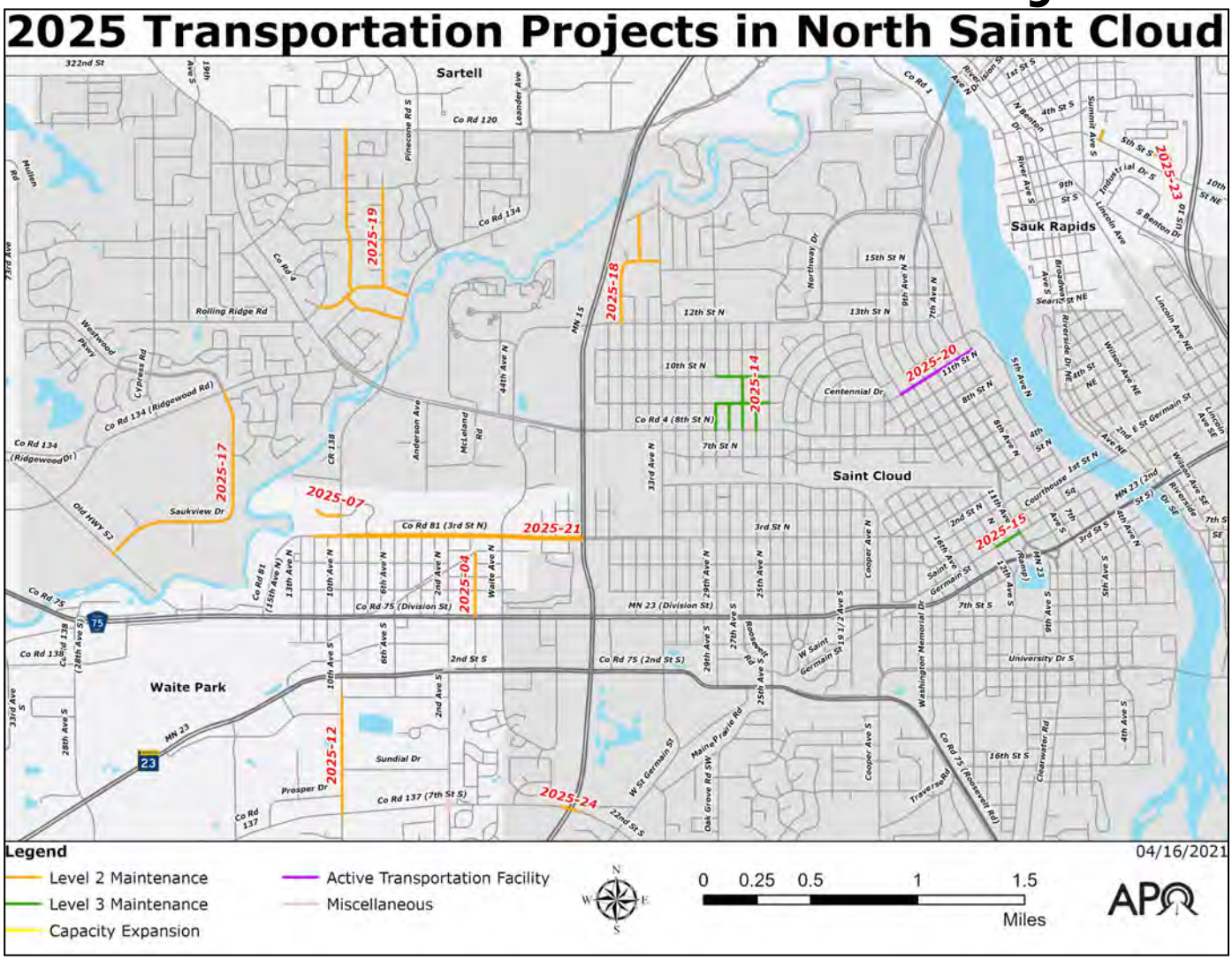
Total Number of Projects	Budgeted Estimated Project Cost
9	$27,600,000

South Saint Cloud 2025 Projects



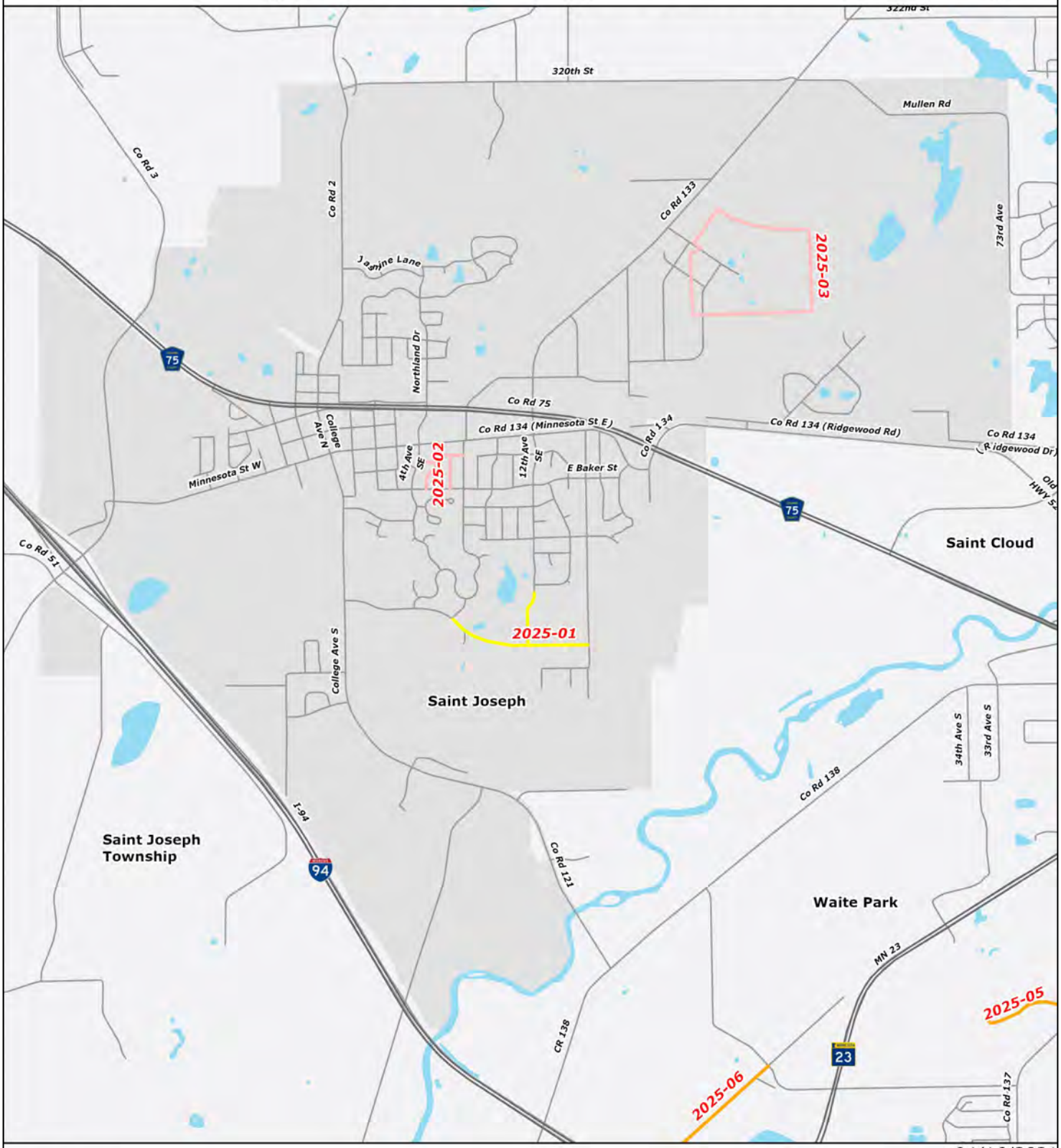
Project ID	Route	Description	Miles	Estimated Project Cost
2025-16	Heatherwood Road	Construct street connection for Heatherwood Road from Clearwater Road to Opportunity Drive	N/A	$12,500,000
N/A	N/A	2025 street bituminous resurfacing improvements at undetermined locations **(PROJECT NOT MAPPED)**	N/A	$3,400,000
N/A	N/A	Municipal State Aid route overlay in the Central Business District area **(PROJECT NOT MAPPED)**	N/A	$600,000

North Saint Cloud 2025 Projects



Project ID	Route	Description	Miles	Estimated Project Cost
2025-14	Block radius between 25th and 29th Avenue N	Neighborhood revitalization project — area between 25th and 29th Avenue N from Seventh to 10th Street N (26th Avenue N from Seventh to 10th Street N, 27th Avenue N from Seventh to 10th Street N, 28th Avenue N from Seventh to 10th Street, and 29th Avenue N from Seventh to 10th Street N, Seventh Street N from 25th to 29th Avenue N, Ninth Street N from 25th to 29th Avenue N, 10th Street N from 25th to 29th Avenue N, and including alleys in project area)	N/A	$5,800,000
2025-15	Saint Germain Street	Reconstruct streets and utilities on Saint Germain Street from 10th to 12th Avenue	N/A	$1,500,000
2025-17	Saukview Drive	Mill and bituminous replacement on Saukview Drive from Old Highway 52 to Ridgewood Road/County Road 134	N/A	$1,700,000
2025-18	36th Avenue N	Mill and bituminous replacement on 36th Avenue N from 12th Street N to 33rd Avenue N and 34th Avenue N from 15th Street N to Park Drive	N/A	$300,000
2025-19	Spruce Street, West Oakes Drive, and Case Lane areas	Mill and bituminous overlay in 1995 township merger area (Spruce Street, West Oakes Drive and Case Lane areas)	N/A	$600,000
2025-20	11th Street N	Construct Lake Wobegon bike facility along 11th Street N from Sixth to 12th Avenue N	N/A	$1,200,000

2025 Transportation Projects in Saint Joseph



04/16/2021

Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

N W E S

0 0.25 0.5 1 Miles

City of Saint Joseph 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	$15,625,355

Project ID	Route	Description	Miles	Estimated Project Cost
2025-01	Field Street	Right-of-Way and construction of Field Street from Seventh Avenue to 16th Avenue	N/A	$6,313,000
2025-02	Eastern Park	Eastern Park improvements	N/A	$1,629,355
2025-03	Industrial Park	Industrial Park Expansion Phase II (Parkway Business Center)	N/A	$7,683,000

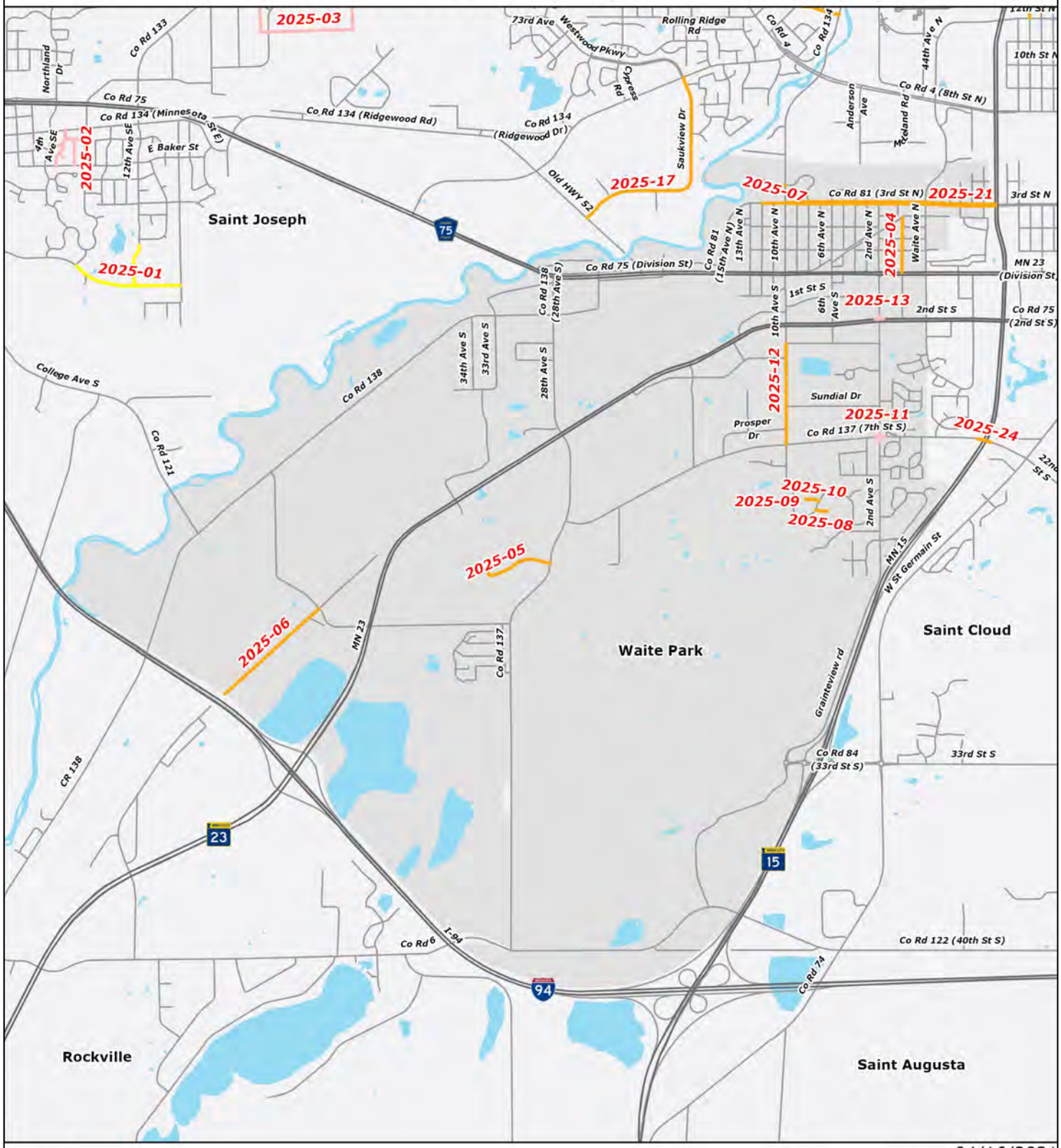
2025 Transportation Projects in Sauk Rapids

City of Sauk Rapids 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	$1,499,200

Project ID	Route	Description	Miles	Estimated Project Cost
2025-22	West Highview Drive, High Drive, and High Court	Reconstruction, storm, water on West Highview Drive (Benton Oaks Drive to northern city limits), High Drive (West Highview to northern city limits), High Court (High Drive to end)	N/A	$1,124,200
2025-23	Dana Drive and Skyview Drive	Full depth mill and bituminous overlay on Dana Drive and Skyview Drive (north from Fifth Street S)	N/A	$375,000

2025 Transportation Projects in Waite Park



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

04/16/2021

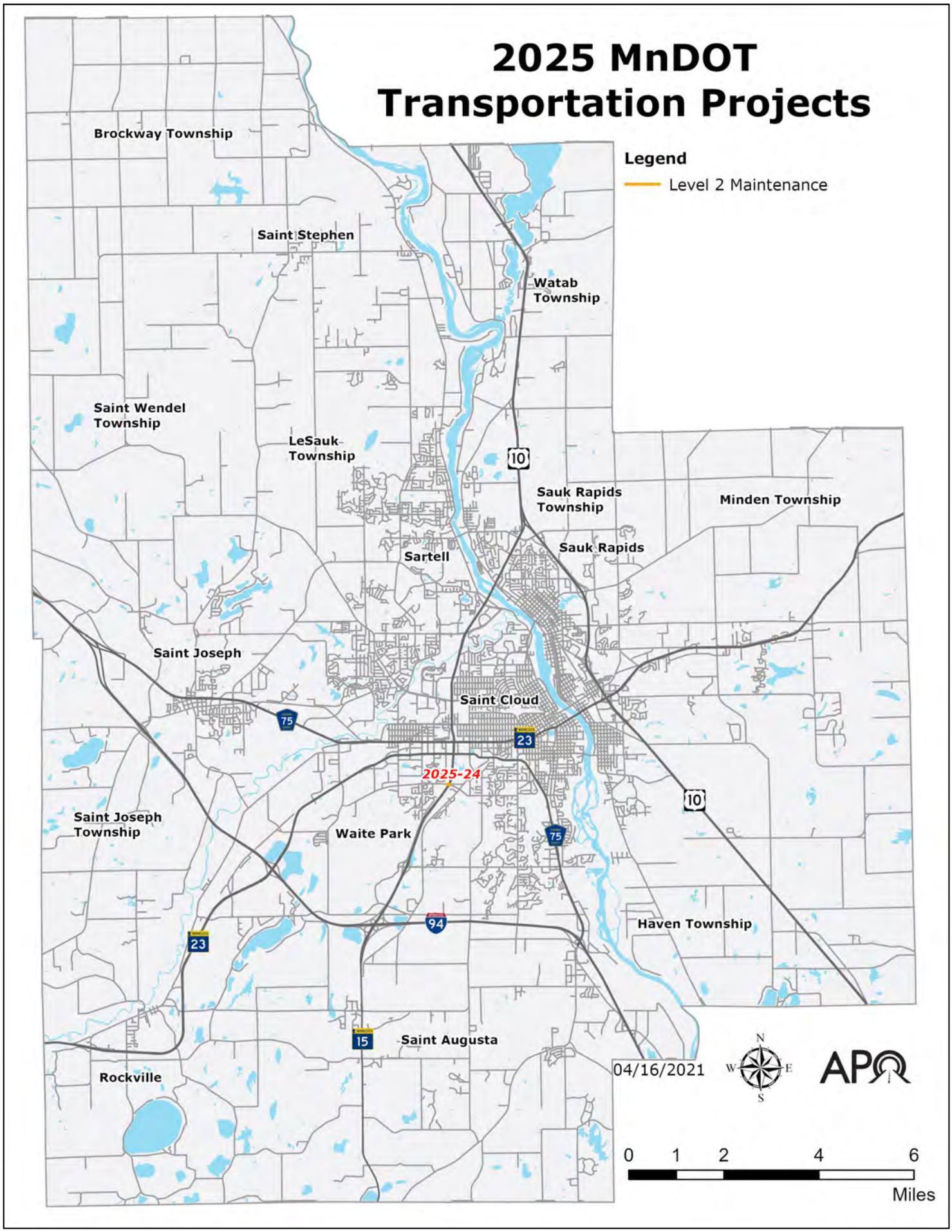
N W E S

0 0.25 0.5 1 1.5 Miles

City of Waite Park 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
11	$2,768,000

Project ID	Route	Description	Miles	Estimated Project Cost
2025-04	First Avenue N	Street preservation on First Avenue N from Division Street to Maple Street N	N/A	$150,000
2025-05	Meadowview Lane	Street preservation on Meadowview Lane from County Road 137 to end	N/A	$200,000
2025-06	Old Highway North	Street preservation on Old Highway North from BelClare Drive to south end	N/A	$350,000
2025-07	Great Oak Drive	Street preservation on Great Oak Drive from 10th Avenue to end	N/A	$60,000
2025-08	Pinewood Court	Street preservation on Pinewood Court from Sunwood Park Lane to end	N/A	$40,000
2025-09	Plumwood Court	Street preservation on Plumwood Court from Sunwood Park Lane to end	N/A	$20,000
2025-10	Popplewood Court	Street preservation on Popplewood Court from Sunwood Park Lane to end	N/A	$40,000
2025-11	Second Avenue S and Seventh Street S	Roundabout construction at Second Avenue S and Seventh Street S	N/A	$1,000,000
2025-12	10th Avenue S	Street preservation on 10th Avenue S from 300’ south of Third Street S to Seventh Street S	N/A	$468,000
2025-13	Sixth Avenue S	Right turn lane construction on Sixth Avenue S at Second Street	N/A	$400,000
N/A	N/A	Alley reconstruction at undetermined locations	N/A	$40,000


2025 MnDOT
Transportation Projects
Legend
Level 2 Maintenance
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
2025-24
Saint Joseph Township
Waite Park
Haven Township
Saint Augusta
Rockville
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04/16/2021
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MnDOT 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
1	$760,000

Project ID	Route	Description	Miles	Estimated Project Cost
2025-24	MN 15	Resurface bridge over MN 15 at Stearns CSAH 137	0	$760,000

FY 2020 CONSTRUCTION PROJECTS

In addition to providing a comprehensive look at future transportation projects anticipated to be constructed within the Saint Cloud MPA, the RIIP also serves as means to track construction projects that have been completed within the past 12 months.

This one-year look is designed to serve two purposes.

Given the fluid nature of jurisdictional CIPs, first, it is important to understand if projects scheduled for construction in the previous year were completed or delayed and/or if outer year projects were advanced. CIPs serve as infrastructure planning documents for many jurisdictions and are subject to change based upon unexpected occurrences across the system, budgetary surpluses/deficits, and other issues.

Furthermore, understanding the estimated-to-actual costs for projects constructed serves to provide APO and jurisdictional staff with a better understanding of the costs to complete various improvements to the transportation system. This becomes important in future planning and programming endeavors including future CIP development at the local level and the long-range transportation plan (Metropolitan Transportation Plan or MTP) at a regional (APO planning) level.

The following is a list of projects constructed in 2020 within the MPA. Similar to those projects listed for construction in 2021-2025, these projects are again identified with a Project ID number and are classified into six “simplified work type” categories. A more detailed work type description along with the estimated final project cost for each project are included in the accompanying tables.

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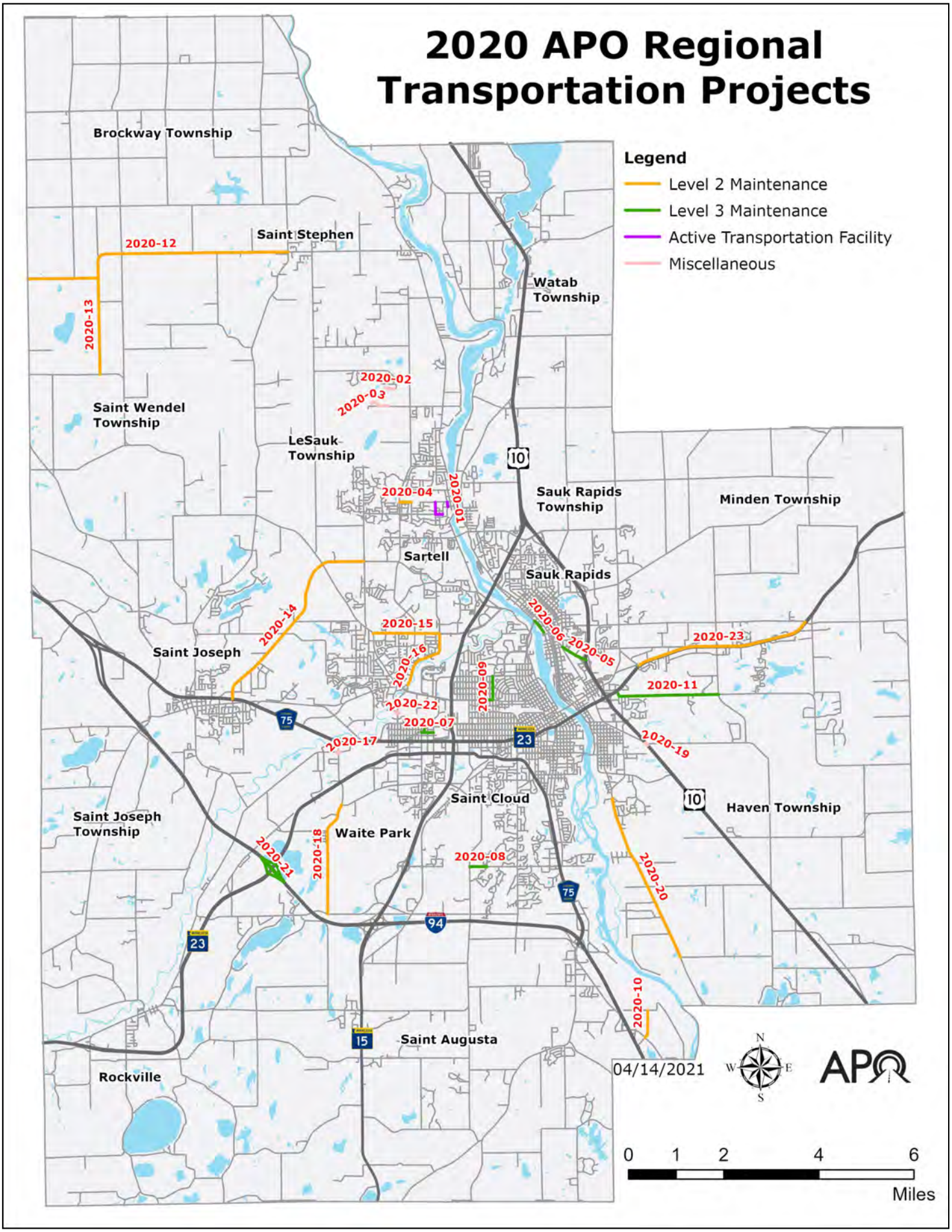
2020 APO Regional Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
Haven Township
Saint Joseph Township
Waite Park
Saint Augusta
Rockville
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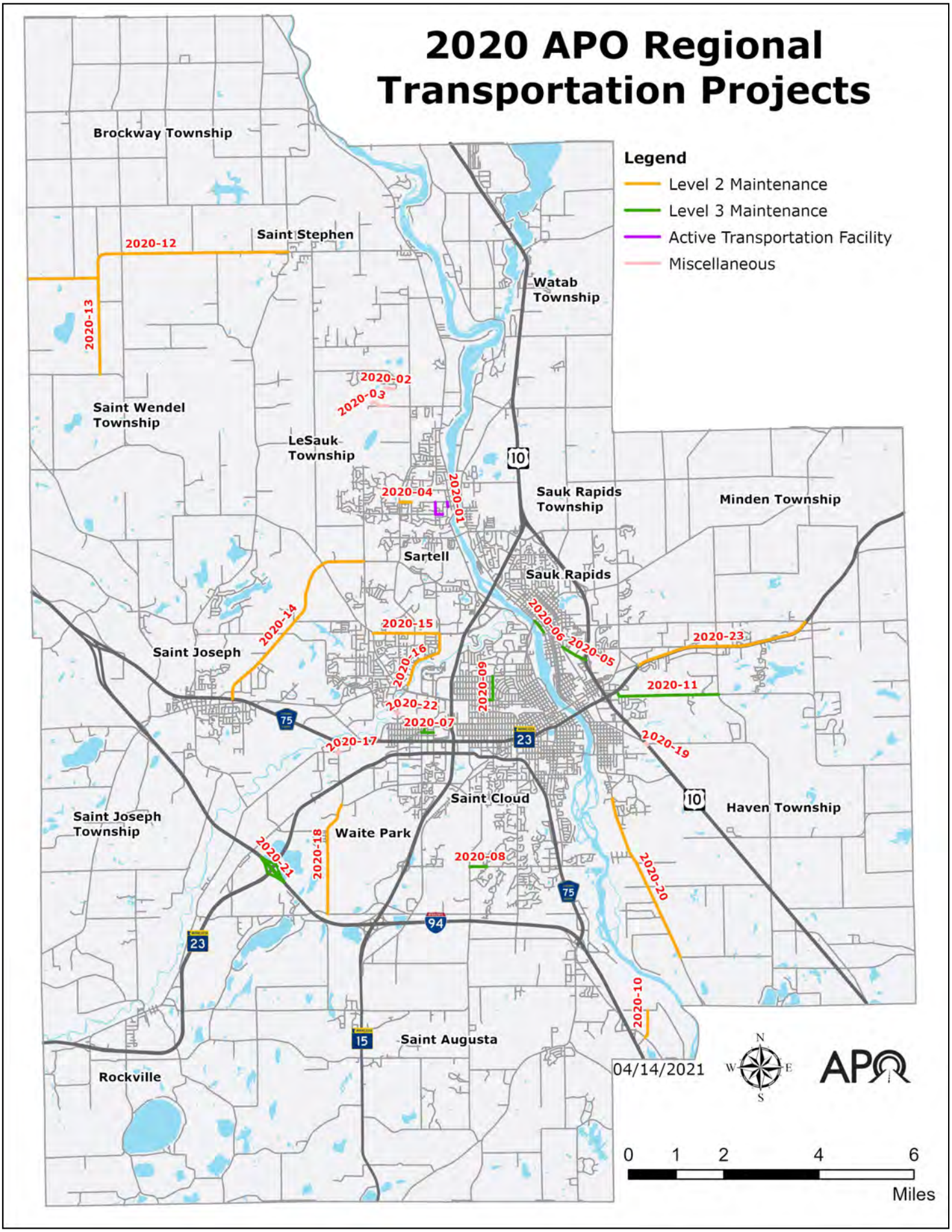
2020 APO Regional Transportation Projects

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
2020-01	Sartell	Construct SRTS infrastructure improvements along Second Avenue N, Fifth Avenue N, and 2-1/2 Street in Sartell	$1,928,342	$1,790,000
2020-02	Sartell	Eagle Ridge 3 private developer project	$358,800	$315,000
2020-03	Sartell	Gates at Blackberry private developer project with extension of 27th Street N	$1,644,500	$1,450,000
2020-04	Sartell	Overlay Fifth Avenue N from Pinecone Road to Ninth Avenue N	$245,300	$210,000
2020-05	Sauk Rapids	Reconstruction of Sauk Rapids MSAS 109 (Benton Drive) from Summit Avenue S to US 10	$2,528,678	$1,950,000 (Construction only, no soft costs)
2020-06	Sauk Rapids	Reconstruction of River Avenue from approximately 250' north of Fourth Street N to the Second Street N bridge	N/A	No final estimated project costs available — construction into 2021
2020-07	Waite Park	Street and utility reconstruction of Second Street N and West Avenue	N/A	$1,300,000
2020-08	Saint Cloud	Reconstruct 33rd Street S from CR 136 to 26th Avenue N to a four-lane divided roadway with sidewalk on the south side and a bituminous trail on the north	$5,100,000	$5,100,000
2020-09	Saint Cloud	Reconstruct streets and utilities on 25th Avenue N from Eighth to 12th Street N and Upper Pan Sanitary Sewer rerouting improvements	$5,904,100	$5,904,100
2020-10	Saint Cloud	Bituminous resurfacing improvements on Glenn Carlson Drive from CSAH 75 to 60th Street S	N/A	$250,000
2020-11	Benton County	Full depth reclamation on CSAH 8 from 0.6 miles east of MN 23 to Benton CR 47	$655,250	$659,265.54
2020-12	Stearns County	Resurface CSAH 5 from CSAH 3 to CSAH 2	$1,500,000	$1,169,172
2020-13	Stearns County	Resurface CR 132 from CSAH 4 to CSAH 5	$425,000	$398,195
2020-14	Stearns County	Resurface CSAH 133 from CSAH 75 to 19th Avenue in Sartell	$1,300,000	$1,756,942
2020-15	Stearns County	Resurface CSAH 120 from CSAH 4 to CR 134	$1,000,000	$901,803
2020-16	Stearns County	Resurface CR 134 from Sauk River to CSAH 120	$600,000	$976,361
2020-17	Stearns County	Construct a roundabout at the intersection of CSAH 138 and 28th Avenue in Waite Park	$1,200,000	$1,146,308
2020-18	Stearns County	Resurface CSAH 137 from 28th Avenue to CSAH 6	$625,000	$542,180


2020 APO Regional Transportation Projects
Legend
Level 2 Maintenance
Level 3 Maintenance
Active Transportation Facility
Miscellaneous
Brockway Township
Saint Stephen
Watab Township
Saint Wendel Township
LeSauk Township
Sauk Rapids Township
Minden Township
Sartell
Sauk Rapids
Saint Joseph
Saint Cloud
Haven Township
Saint Joseph Township
Waite Park
Saint Augusta
Rockville
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Miles

2020 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
2020-19	Sherburne County	Intersection improvements at CSAH 7 and US 10	N/A	$336,076.25
2020-20	Sherburne County	Mill and overlay on CSAH 8 from CSAH 16 to 24th Street	N/A	$1,651,557.68
2020-21	MnDOT	Interchange safety revisions at the MN 23/I-94 interchange south of Waite Park	$2,200,000	$2,022,141.35
2020-22	MnDOT	NLR RR, install gates at CSAH 138, 54th Avenue N in Waite Park	$240,000	No final estimated project costs available — work still ongoing
2020-23	MnDOT	Resurface MN 23 from Benton CR 1 to MN 95; construct a reduced conflict intersection at Benton CR 8 east of Saint Cloud	$3,527,000	Final project costs not available.