

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, MAY 26, 2022 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
ZOOM OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-B*)
 - a. Approve minutes of April 28, 2022, TAC meeting (Attachment A)
 - b. Receive staff report of May 12, 2022, Policy Board meeting (Attachment B)
4. Consider FY 2022-2025 Transportation Improvement Program Administrative Modification (Attachment C): Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Recommend Policy Board approval.**
5. Consider draft FY 2023-2026 Transportation Improvement Program (Attachment D1-D2): Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Recommend Policy Board approval to release document for 30-day public comment period on July 13, 2022.**
6. Consider modifications to the City of Saint Joseph ATP section (Attachments E1-E2): Alex McKenzie, Associate Transportation Planner
 - a. **Suggested Action: Recommend Policy Board approval to release entire ATP document with modifications for 30-day public comment period.**
7. Consider the FY 2020 Transportation Performance Monitoring Report (Attachment F1-F2): James Stapfer, Transportation Planning Technician
 - a. **Suggested Action: Recommend Policy Board approval.**
8. Highway Safety Improvement Program prioritization criteria (Attachment G): Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Recommend Policy Board approval of a final prioritization/ranking process.**

9. Other Business & Announcements

10. Adjournment

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.

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

Thursday, April 28, 2022 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, April 28, 2022. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

In-Person TAC Members:

Steve Voss	MnDOT District 3
Michael Kedrowski	Saint Cloud Metro Bus
Kari Theisen	City of Sartell
Steve Foss	City of Saint Cloud
Chris Byrd	Benton County
Zac Borgerding	City of St. Cloud
Jon Noerenberg	City of Waite Park
Tom Cruikshank	MnDOT District 3
Todd Schultz	City of Sauk Rapids
Matt Glaesman	City of St. Cloud

Non-Member In-Person Attendees:

Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Associate Planner

Zoom Attendees:

Vicki Johnson	APO, Senior Planner
Tammy Buttweiler	Regional Transportation Coord. Council
Anna Pierce	MnDOT
Jeff Lenz	MnDOT
Randy Sabart	City of Saint Joseph
James Stapfer	APO, Planning Technician

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of March 31, 2022, TAC meeting
- b. Receive staff report of April 7, 2022, Central Minnesota Area Transportation Partnership (ATP-3) Meeting
- c. Receive staff report of April 14, 2022, Policy Board meeting

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

CONSIDER FY 2022-2025 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS AND MODIFICATIONS

Ms. Johnson noted the TIP amendments being broken down into two public comment periods. The first public comment period was regarding requests that were received from MnDOT (MN 23 fiber optic from Benton CSAH 1 to MN 25) and from the City of Saint Cloud (Cooper Avenue) for projects in 2022. The second public comment period, that is currently ongoing, is regarding public transit. Requests were received from Metro Bus (2022 CNG DAR replacement buses) and WACOSA (2022 vehicle replacement cost increase). During this time the APO also received information regarding the 2022 Beaver Island Trail project. Ms. Johnson requested the TAC recommend Policy Board approval of all the proposed changes to the TIP.

Mr. Voss made the motion to approve the FY 2022-2025 TIP amendments and modifications for Policy Board approval. Mr. Noerenberg seconded. Motion carried.

CONSIDER FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT AND ADMINISTRATIVE MODIFICATION SCHEDULE

Ms. Johnson summarized the draft schedule that the APO is following for 2023-2026 amendments. Ms. Johnson created the schedule so that everyone knows when to propose changes. Ms. Johnson requested the TAC approve the FY 2023-2026 Transportation Improvement Program amendment and administrative modification schedule.

Mr. Glaesman made the motion to approve the FY 2023-2026 Transportation Improvement Program amendment and administrative modification schedule for Policy Board approval. Mr. Byrd seconded. Motion carried.

CONSIDER DRAFT FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT SCHEDULE

Ms. Johnson summarized the key dates that have been set for the FY 2024-2027 TIP. The schedule is based on the approved ATIP development schedule. Ms. Johnson requested the TAC approve the TIP development schedule

Mr. Noerenberg made the motion to approve the TIP development schedule for Policy Board approval. Mr. Schultz seconded. Motion carried.

PRESENTATION ON POTENTIAL IMPACTS OF FEDERAL TRANSPORTATION AUTHORIZATION

Mr. Gibson presented on the Infrastructure Investment and Job Act (IIJA) that was signed into law on Nov. 15, 2021, resulting in funding increases and new program requirements. It is not yet known how funding will be distributed. To leverage the federal money, more local money will be required. Mr. Gibson noted the APO's 2023

workplan may have some increases to leverage the federal money and jurisdictions will likely see an increase in assessments. Mr. Gibson summarized the new programs including carbon reduction, PROTECT/Resiliency, Bridge, Bridge Investment, EV Charging, Public Transportation, INFRA, Local and Regional Project Assistance, national infrastructure project assistance, safe streets for all users (TZD). Ms. Johnson noted she would like people to participate in the TZD (Towards Zero Deaths) meetings on the second Wednesday of the month from 1-2:30. Mr. Gibson summarized new the planning requirements. Ms. Johnson said she will email the IIA slides to everyone. Mr. Voss provided an update on MnDOT's response to this bill. MnDOT has created small work groups that are trying to figure out how to best utilize funds. Mr. Gibson said the Census outcome can affect the formula on how funding gets distributed. Ms. Pierce said this year MnDOT will be using the current formula because there are no new Census numbers. The new formula will go into effect in 2023. Ms. Pierce noted that at the MPO directors meeting on May 10 MnDOT will go into further detail on this. Mr. Byrd asked if locals could apply directly to the new programs. Mr. Gibson was not sure of the process for every program.

OTHER BUSINESS AND ANNOUNCEMENTS

Ms. Johnson said next month she will be discussing the 2023-2026 TIP. Ms. Johnson noted a public engagement event taking place today for the HWY 10 study. Mr. Voss said it will take place in Clear Lake from 1-3 and a public input meeting is from 4-6 at the town hall.

ADJOURNMENT

The meeting adjourned at 11:07 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: May 13, 2022

A Policy Board meeting was held on Thursday, May 12, 2022. The following is a summary of the actions take:

1. The Board approved the amendments and modifications to the 2022-2025 Transportation Improvement Program, as recommended by the TAC
2. The Board received the APO's 1st Quarter financial report
3. The Board received staff reports regarding the April 28th TAC meeting and the April 7th meeting of the Central Minnesota Area Transportation Partnership (ATP-3)
4. The Board heard a summary of the APO's FY2021 financial performance

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2022-2025 Transportation Improvement Program Administrative Modifications
DATE: May 10, 2022

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.

MnDOT has requested administrative modifications to the APO's FY 2022-2025 TIP.

Minnesota Department of Transportation

- 2022:
 - 7109-08. ****PRS**** MN 301, RECLAIM & REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL. Project will be moving from FY 2022 to FY 2023 per MnDOT District 3.
- 2023:
 - 0503-91. ****PRS**AC**ELLE****: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 AND 2025). Local match contribution from the City of Saint Cloud/Benton County has increased by almost \$2.3 million. Federal and state contribution for this project has dropped by approximately \$200,000 per MnDOT District 3. New funding breakdown: STIP Total: \$11,839,632; Total AC: \$23,794,152; State TH: \$5,950,537; Other: \$5,889,095; Project Total: \$35,633,784.
- 2024:
 - 0503-91AC. ****PRS**AC**ELLE****: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE

OVER US 10. (PAYBACK IN 2024 AND 2025). Local match contribution from the City of Saint Cloud/Benton County has increased by almost \$2.3 million. Federal and state contribution for this project has dropped by approximately \$200,000 per MnDOT District 3. New funding breakdown: STIP Total: \$20,094,152; Total AC Payback: \$20,094,152.

Per the APO's Stakeholder Engagement Plan (SEP), given the nature of these changes, a specific public comment period is not warranted for these changes.

With all the proposed changes, fiscal constraint has been maintained.

Suggested Action: Recommend Policy Board approval.



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: Draft FY 2023-2026 Transportation Improvement Program
DATE: May 10, 2022

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

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the area's transportation system. In addition, all projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

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

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

This update will span the four fiscal year period of 2023 through 2026.

APO staff have provided a preliminary draft of the FY 2023-2026 TIP to MnDOT staff at District 3, the Office of Transportation System Management, and Office of Transit and Active Transportation; along with FHWA and FTA at the beginning of May to review for compliance with Federal regulations. Those comments have been received and incorporated into the draft.

APO staff are now in the final stages of preparing the FY 2023-2026 for final approval and incorporation into the Minnesota State Transportation Improvement Program (STIP). To do this, APO staff will need release the FY 2023-2026 TIP for a 30-day public comment period. Per the TIP development schedule amended by the APO's TAC in February, public comment on the draft TIP will need to begin no later than July 13, 2022.

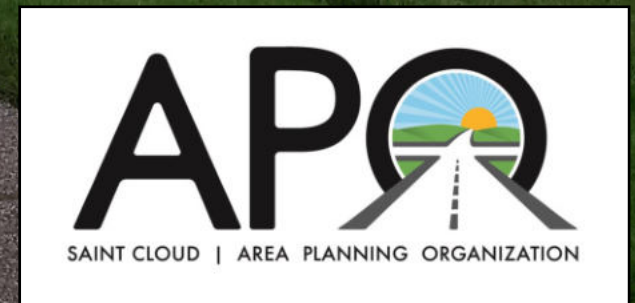
Prior to being released for public comment, APO staff need to seek approval from the APO's Policy Board. As such, APO staff is requesting members of the TAC review and provide comment on the draft FY 2023-2026 TIP by the TAC's May meeting. If TAC members recommend Policy Board approval to release the draft for the 30-day public comment period, the Policy Board will act at its June 2022 meeting.

Final approval of the document is anticipated in September 2022.

Suggested Action: Recommend Policy Board approval to release the draft document for 30-day public comment period.

Transportation Improvement Program FY 2023-2026

*Prepared by the Saint Cloud Area Planning Organization
Sept. 8, 2022*



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.

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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](http://www.stcloudapo.org) (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.

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

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Title II Assurance

The Saint Cloud Area Planning Organization (APO) hereby 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](http://www.stcloudapo.org) (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 dhibaataada. 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 suurtoogalka 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](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.

Resolution #2022-XX

Approving the 2023-2026 Saint Cloud Area Planning Organization Transportation Improvement Program

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

T. 320.252.7568 F. 320.252.6557

RESOLUTION #2022-XX

Approving the 2023-2026 Saint Cloud Area Planning Organization Transportation Improvement Program

WHEREAS, the Saint Cloud Area Planning Organization is the body responsible for making transportation policy decisions and for directing the transportation planning and funding programming within the Saint Cloud urbanized area; and

WHEREAS, the Saint Cloud Area Planning Organization has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the Unified Planning Work Program (UPWP), a Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP) to facilitate Federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

WHEREAS, the U.S. Department of Transportation regulations require the development and annual approval of a Transportation Improvement Program (TIP) for each urbanized area by highway and transit officials; special interest and service organizations, including users of transportation; Federal Highway and Transit Administrations; and

WHEREAS, projects utilizing funding under 23 U.S.C. and 49 U.S.C. Chapter 53 must be included in the Transportation Improvement Program (TIP); and

WHEREAS, the FY 2023-2026 Transportation Improvement Program (TIP) is an implementation of the Saint Cloud Area Planning Organization's fiscally constrained Metropolitan Transportation Plan, Metropolitan Area Planning and Programming: An Innovative Network Guide for 2045 (MAPPING 2045); and

WHEREAS, the U.S. Department of Transportation regulations provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in

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- employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR par 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
 8. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the Saint Cloud Area Planning Organization has solicited a 30-day public comment period on the draft FY 2023-2026 Transportation Improvement Program and any public comments received are documented in the TIP document.

NOW, THEREFORE, BE IT RESOLVED, in accordance with 23 CFR 450.334, the Saint Cloud Area Planning Organization hereby certifies that the metropolitan planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements as described above.

ATTEST:

Commissioner Joseph Perske
Saint Cloud APO Chair

Brian Gibson, PTP
Saint Cloud APO Executive Director

Improving the Transportation Network

A Summary of the Saint Cloud Area Planning Organization's Transportation Improvement Program

There are two types of seasons in Minnesota: winter and road construction. And while no one can truly predict the weather, transportation planning agencies like the Saint Cloud Area Planning Organization (APO) can provide some insight into the construction season.

The APO's Transportation Improvement Program (TIP) serves as a detailed plan of all Federal and/or state funded surface transportation projects set to occur over the next four years. Think of this document like a city's capital improvement program, except on a regional scale.

The TIP is broken down into seven sections.

The Introduction lays the groundwork for understanding this federally required document. This section details how projects are selected for Federal funding, the variety of Federal funding sources available, and how the APO will work to ensure members of the public are kept informed about this process.

[Chapter One](#) provides a detailed look at the individual projects anticipated to receive Federal funding between fiscal years 2023 and 2026. These project pages indicate the scope of work, the estimated project costs, and detail where the funding will come from. In addition, this section provides necessary project status updates including any changes that have occurred such as project advancements, project delays, funding increases/decreases, and project deletions.

Once we have established where projects are anticipated to be constructed in the planning area, it is important to understand the possible impact construction will have on the health and physical environment of the community. This is especially true for people in the community that have been historically underrepresented and underserved – particularly Black, Indigenous, and People-of-Color (BIPOC) and low-income populations. The [Community Impact Assessment](#) provides a closer look at specific transportation projects to be constructed within the APO's planning area in relation to sections of the planning area with high concentrations of BIPOC and low-income household populations.

To assist agencies and jurisdictions in prioritizing projects for current and future consideration of funding, performance measures and targets have been established within the planning area.

In 2019, the Saint Cloud APO's Policy Board adopted its Metropolitan Transportation Plan (MTP). This long-range plan outlines five goals the APO has set for the regional transportation network through 2045. Those goals include:

1. Develop and maintain a transportation system that is safe for all users.
2. Increase the accessibility and mobility options for people and freight across and between all modes for all users.

3. Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.
4. Support the economic vitality of the APO's metropolitan planning area (MPA) by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.
5. 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.

The Federal government has required the APO develop a set of data-driven performance measures and targets designed to ensure 1) progress is being made toward these goals, and 2) funding is prioritized to projects that would assist the APO in improving the overall safety and function of the transportation network.

Performance measures and targets (as outlined in [Chapter Three](#)) have been established for safety, pavement and bridge condition, system performance, transit asset management, and transit safety. It is the intent that over time, through the programming of various transportation projects focusing on these five categories, that the APO will be able to achieve its long-range transportation goals established in the MTP.

Receiving any of the very limited Federal transportation funding is a way agencies and jurisdictions can complete necessary work in a timely manner. While Federal funding can greatly supplement the available funds, it is important to know whether agencies and jurisdictions have the available local resources to afford these projects. The [Financial Capacity Analysis](#) provides a detailed look at the historical spending that agencies and jurisdictions within the APO's planning area have used to maintain and grow their respective transportation systems. Likely future revenue sources are then estimated followed by an analysis to determine if the jurisdiction or agency can afford the required local match.

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 metropolitan planning area. To accomplish this mission, the APO relies heavily on ensuring that coordinated planning and programming efforts involve meaningful public input. That input is a factor in the decision-making process behind the development of every plan and program – including the TIP – the APO does.

The [APO's Stakeholder Engagement Plan – SEP](https://bit.ly/3JySDu8) – (<https://bit.ly/3JySDu8>) is the roadmap for APO staff, advisory committees, and decision-makers on how to engage and reach the community in a way that ensures all community members are given an equal and equitable opportunity to participate in the process.

When it comes to the development and amendment of the APO's TIP, public feedback plays an important role. [Chapter Five](#) details the steps APO staff undertake to ensure the community is provided an opportunity to provide input on the proposed Federal and/or state funded projects within the Saint Cloud region.

Finally, it is important to provide some sort of accountability for projects that were previously given Federal and/or state funding. The Annual Listing of Obligated Projects (ALOP) found in [Chapter Six](#) provides a running list of projects that were allocated funding in years prior to the current TIP four-year cycle and subsequently tracks projects from start to finish.

In conclusion, the APO's Federally required TIP provides a detailed list of regional surface transportation projects to be purchased or constructed within the next four years. The document outlines the potential impact that these projects will have on the community and the overall transportation network. In addition, the TIP provides accountability that implementing agencies and/or jurisdictions will be able to afford to construct these projects and tracks projects that were previously awarded funding. The TIP accomplishes all of this while ensuring that members of the public are informed and are able to provide feedback on the proposed improvements to the transportation system.

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Glossary

3-C Planning Process: As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between metropolitan planning organizations like the APO, state transportation departments, and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

Administrative Modification: More than a minor error correction, administrative modifications make substantial changes to the content of the TIP, but do not require a coordinated review by Federal Highway and/or Federal Transit Administrations, or a determination of conformity, if applicable, by these entities. No public notifications are required for administrative modifications. Administrative modifications require coordination with the Minnesota Department of Transportation.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires the opportunity for public input and consideration by the APO's Policy Board prior to becoming part of the TIP. Guidance on what changes require an amendment, pursuant to U.S. Code of Federal Regulations (CFR) and the APO's adopted Stakeholder Engagement Plan (SEP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior to the end of 2021 Federal Fiscal Year (Sept. 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the State of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. The APO's TIP projects fall under the ATIP for MnDOT District 3. All projects listed in the TIP are required to be listed in the ATIP.

Collector: A road or street that provides for traffic movement between local service roads and arterial roadways.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority and low-income populations.

FAST Act: Fixing America's Surface Transportation Act was introduced in December 2015 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is a bipartisan, bicameral, five-year legislation to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

Federal Functional Classification: Sometimes referred to as “classification,” the federal functional classification system defines the current functioning role a road or street has in the metropolitan planning area network. Generally, the two basic functions of a roadway are: 1) to allow for access to property and 2) to allow travel mobility. The classifications of roadways include arterial, collector, and local which determine the balance of the two roadway functions which range from high mobility/low access (arterials) to high access/low mobility (locals), with collector roadways falling somewhere in between.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

IIJA: The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden in November 2021 as the transportation bill to replace the FAST Act. This five-year legislation is currently the largest long-term investment in the nation’s infrastructure and economy, providing \$550 billion between 2022 and 2026 in new Federal investment in infrastructure, including roads, bridges, mass transit, water infrastructure, resilience, and broadband.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: The member units of government which are within the APO’s planning area. The member jurisdictions of the APO include the following: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, and LeSauk Township.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect on July 6, 2012, and expired Sept. 30, 2014.

Minor Arterials: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land is usually a multi-lane divided road with no provision for parking within the roadway.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: This section further identifies the project to be carried out on the previously stated "location" by describing the limits and types of improvements.

Project Limits: The physical limits of the said project listed "from" said location "to" said location.

Project Location: The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Prioritization: This is an exercise in which the APO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The APO then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

Project Year: This is the year in which the project is funded, or in the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year, however, it is typical that the first year TIP projects are bid or let before the next annual TIP is developed.

Regionally Significant Project: Projects that may not be funded with federal transportation funds but involve major improvements to the transportation system in the APO's planning area. The APO has chosen to define regionally significant projects as those transportation projects funded, in part, with Federal dollars from either FHWA or FTA, or MnDOT sponsored projects regardless of funding sources.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012, and was replaced with MAP-21.

Stakeholder Engagement Plan (SEP): The public participation plan of the Saint Cloud Area Planning Organization Public participation plans are required by 23 CFR §450.316. In addition, the SEP includes the APO's Title VI and Limited English Proficiency (LEP) plans – both of which are also federally required.

State Transportation Improvement Program (STIP): A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the APO's TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the Saint Cloud APO is Saint Cloud Metropolitan Transit Commission (MTC), more commonly known as Saint Cloud Metro Bus.

Transportation Improvement Program (TIP): A compilation of significant surface transportation improvements scheduled for implementation in the APO's planning area during the next four years.

Common Acronyms

3-C: Comprehensive, Cooperative and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

ALOP: Annual Listing of Obligated Projects.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

ATP-3: Central Minnesota Area Transportation Partnership.

BARC: Bridge and Road Construction.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

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.

DOT: Department of Transportation.

EJ: Environmental Justice.

EPA: Environmental Protection Agency.

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.

***¹I:** Interstate Highway.

IIJA: Infrastructure Investment and Jobs Act (2021).

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

¹ *These acronyms are specifically used in the TIP Project Table. See Appendix A for more information.

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

LOS: Level of Service.

LOTTR: Level of Travel Time Reliability.

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

***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.

NBI: National Bridge Inventory.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

NPMRDS: National Performance Management Research Data Set.

O&M: Operations and Maintenance.

PCI: Pavement Condition Index.

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

PM: Performance Measurement.

PM1: FHWA Performance Measure Rule 1 – Safety.

PM2: FHWA Performance Measure Rule 2 – Pavement and Bridge Condition.

PM3: FHWA Performance Measure Rule 3 – System Performance, Freight, and CMAQ.

PTASP: FTA Public Transportation Agency Safety Plan.

***RR:** Railroad

RRS: Highway Rail Grade Crossing and Rail Safety.

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

SEP: Stakeholder Engagement Plan.

SF: State Fund.

SGR: State of Good Repair.

SHSP: State Strategic Highway Safety Plan.

SMS: Safety Management Systems.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TAC: APO's Technical Advisory Committee.

TAM: Transit Asset Management.

TDM: Travel Demand Model.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TTTR: Truck Travel Time Reliability.

TSM: Transportation System Management.

UPWP: Unified Planning Work Program.

***US:** US Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

UZA: Urbanized Area.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

Introduction

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Saint Cloud Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. As a document, the TIP reports how the various jurisdictions and agencies within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding.

The TIP must, at a minimum, be updated and approved every four years by the Metropolitan Planning Organization (MPO) in cooperation with the state department of transportation and local public transit agencies. However, the TIP is normally updated annually.

The Saint Cloud Area Planning Organization (APO) is the MPO for the Saint Cloud MPA. As such, it is the responsibility of the APO to update the TIP.

Projects identified through the TIP process serve to implement the projects identified in the APO's Metropolitan Transportation Plan (MTP).

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 County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of 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 Brockway Township, Haven Township, Minden Township, Saint Joseph Township, Saint Wendel Township, Sauk Rapids Township, and Watab Township are located within the designated APO 20-year planning boundary but are not formal member jurisdictions. Instead, these jurisdictions are represented through the respective counties.



Figure I.1: APO Planning Area Map.

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud MPA, the APO works with member agencies and jurisdictions to facilitate local,

state, and Federal funds for programs and improvement projects.

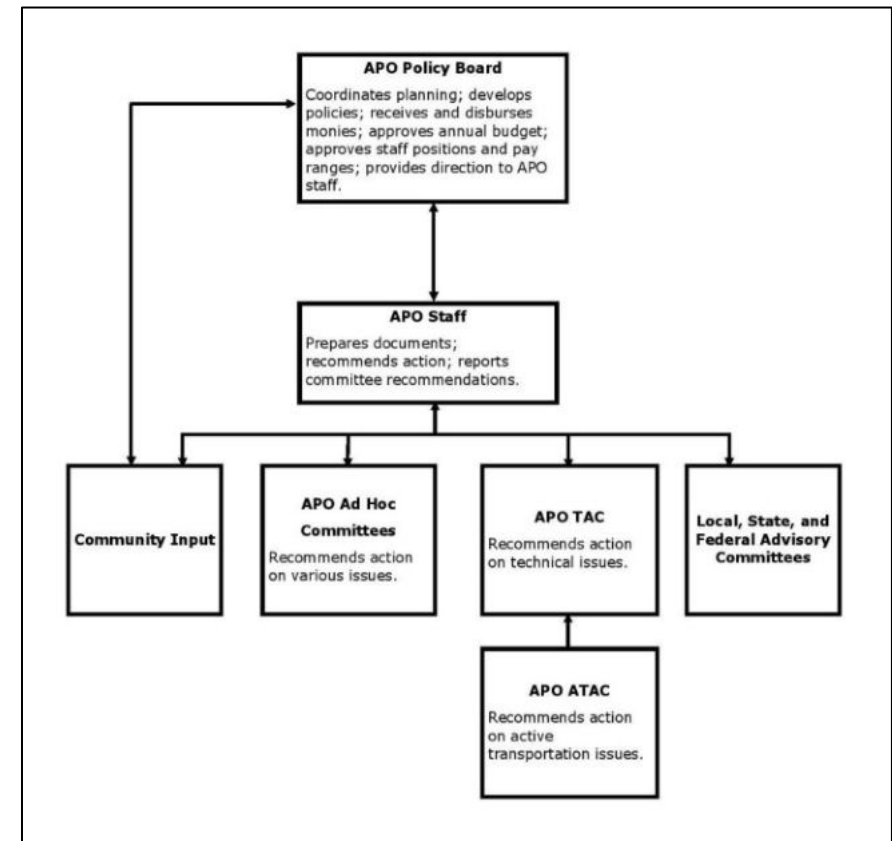


Figure I.2: APO Organizational Chart.

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 subcommittee for bicycle and pedestrian issues – 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 planning 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 an intermodal 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 Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are programmed for Federal funding during the next four years in the metropolitan area.

The projects included in each year's TIP are ultimately derived from the [APO's Metropolitan Transportation Plan \(MTP\)](https://bit.ly/2wYljMA) (<https://bit.ly/2wYljMA>) and are aimed at meeting the long-range needs of the transportation system.

Agencies and jurisdictions propose projects to the APO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next four years.

The APO's TIP includes projects from the Minnesota Department of Transportation (MnDOT) District 3 in the APO's planning area, Saint Cloud Metro Bus, and local projects from member jurisdictions. Local projects that are fully funded by a township, city, or county are not included in the APO TIP.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA.

Projects can be revised or amended at any time during the program year by action of the APO Policy Board. These

listings include information regarding cost, specific funding sources, project timing, etc.

As a management tool for monitoring the progress of implementing the MTP, the TIP identifies criteria and a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and identifies any significant delays in the planned implementation of other projects.

Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the Saint Cloud MPA are included, without change, in the MnDOT District 3 Area Transportation Improvement Program (ATIP) and subsequent [Minnesota State Transportation Improvement Program \(STIP\)](https://bit.ly/2Sstfvj) (<https://bit.ly/2Sstfvj>).

Regionally Significant Projects

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

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 MPOs like the APO.

As such, the APO has chosen to define regionally significant projects as those transportation projects funded, in part, with Federal dollars from either FHWA or FTA, or MnDOT sponsored projects regardless of funding sources.

In keeping with the spirit of Federal regulations, APO staff have developed a comprehensive transportation planning document – the [Regional Infrastructure Investment Plan \(RIIP\)](https://bit.ly/39VNhHf) (<https://bit.ly/39VNhHf>) – which identifies non-transit transportation improvement projects throughout the Saint Cloud MPA regardless of funding source and includes projects that have been programmed in the TIP.

The RIIP is a collection of transportation infrastructure capital improvement plans (CIPs) from the member jurisdictions of the APO along with the MnDOT District 3’s 10-Year Capital Highway Investment Plan (CHIP). More information on the RIIP can be found on the APO’s website.

The TIP and Its Connection to the Metropolitan Transportation Plan

As previously stated, projects reflected in the fiscal year (FY) 2023-2026 TIP originate from the [Saint Cloud APO’s](#)

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

[Metropolitan Transportation Plan \(MTP\)](https://bit.ly/35Qwgwp)

(<https://bit.ly/35Qwgwp>). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over a minimum 20-year time frame.

Projects identified in the MTP

The APO's MTP has identified 27 expansion projects for the metropolitan planning area to tentatively be completed by 2045. Those projects are listed in Figures I.3 and I.4.

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
BEN-1	CSAH 1 (Mayhew Lake Road NE) in Sauk Rapids	CSAH 29 (35 th Street NE) to MN 23	Four-Lane Undivided Arterial
BEN-2	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18 th Street NW	Four-Lane Undivided Arterial
BEN-4	CSAH 29 (35 th Street NE) in Sauk Rapids	MN-15 to US-10	Four-Lane Divided Arterial
BEN-5	CSAH 29 in Sauk Rapids	CSAH 1 (Mayhew Lake Road) to 35 th Avenue NE	Two-Lane Divided Arterial
STR-1	CSAH 1 (River Avenue N) in Sartell	MSAS 145 (Ninth Avenue N) to County Road 120	Four-Lane Undivided Arterial
STR-2	CSAH 133 (Second Street S) in Sartell	Theisen Road to CSAH 133 (Sixth Street S/19th Avenue N)	Four-Lane Undivided Arterial
STR-3	CSAH 133 in Saint Joseph	CSAH 75 to 19th Avenue NE	Four-Lane Undivided Arterial
STR-5	County Road 122 (40th Street S) in Saint Cloud	CSAH 74 to CSAH 136 (Oak Grove Road SW)	Four-Lane Undivided Collector
STR-6	CSAH 75 (Second Street S) in Saint Cloud	MN-15 to MSAS 141 (Cooper Avenue S)	Six-Lane Divided Arterial
STR-13	CSAH 1 (Riverside Avenue S) in Sartell	MSAS 118 (Heritage Drive) to CSAH 78	Four-Lane Undivided Arterial
STR-14	County Road 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Four-Lane Divided Arterial
STR-15	CSAH 4 (Eighth Street North) in Saint Cloud	Anderson Avenue to MN-15	Six-Lane Divided Arterial
STC-1	MSAS 156 (40 th Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
STC-2	MSAS 156 (40 th Street S) in Saint Cloud	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Undivided Collector

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
STC-3	MSAS 114 (Third Street N) in Saint Cloud	31 st Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial
STC-4	MSAS 145 (Ninth Avenue N) in Saint Cloud	MSAS 148 (15 th Street N) to Stearns CSAH 4 (Eighth Street N/Veterans Drive)	Four-Lane Divided Arterial
STC-5	Pinecone Road S in Saint Cloud	Stearns County Road 134 to Stearns CSAH 120	Four-Lane Divided Arterial
STC-6	322 nd Street in Saint Cloud	Stearns CSAH 133 to Stearns CSAH 4	Three-Lane Undivided Collector
STC-7	CSAH 74 (West Saint Germain Street) in Saint Cloud	Stearns County Road 137 (Seventh Street S/22 nd Street S) to 33 rd Street S	Three-Lane Undivided Arterial
STJ-1	Westwood Parkway in Saint Joseph	21 st Avenue NE to 0.68 miles East	Four-Lane Divided Arterial
SAR-1	MSAS 117 (Leander Avenue) in Sartell	Stearns CSAH 120 to MSAS 118 (Heritage Drive)	Three-Lane Undivided Collector
SAR-2	Roberts Road in Sartell	MSAS 103 (Pinecone Road S) to Stearns CSAH 4 (322 nd Street)	Three-Lane Undivided Collector
SAR-3	19 th Avenue N in Sartell	11 th Street N to 27 th Street N	Two-Lane Undivided Local
SAR-4	Scout Drive in Sartell	Scout Drive to Connecticut Avenue S	Two-Lane Undivided Local
SAR-5	Then Avenue in Sartell	Proposed Scout Drive alignment to CSAH 120	Two-Lane Undivided Local
SAR-6	15 th Street N in Sartell	MSAS 103 (Pinecone Road N) to 19 th Avenue N	Four-Lane Undivided Collector
WAT-1	MSAS 103 (10 th Avenue N) in Waite Park	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial

Figure 1.3: A table of MAPPING 2045 roadway expansion projects.

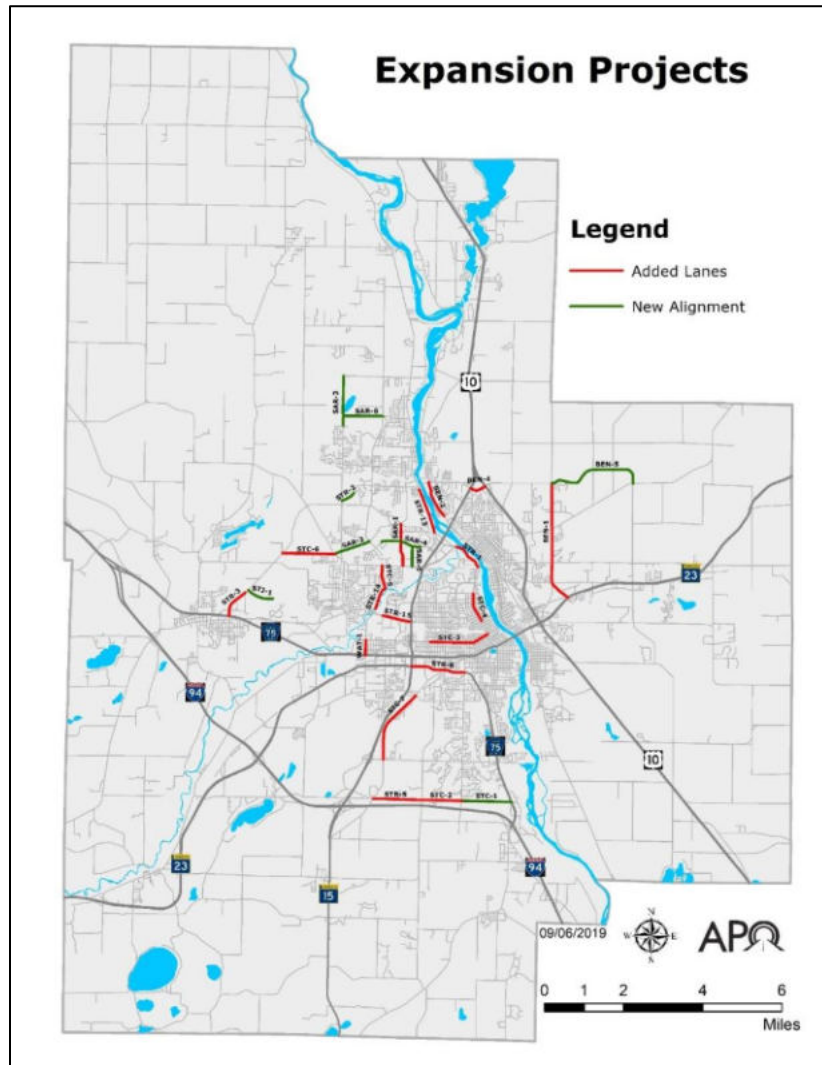


Figure I.4: MAPPING 2045 roadway expansion projects.



Figure I.5: Scout Drive to Connecticut Avenue S expansionary project construction. Photo courtesy Saint Cloud APO.

In addition, the APO has also identified a 33 major reconstruction projects that are tentatively scheduled to be completed by 2045. That information can be found in Figures I.6 and I.7.

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
STR-7	CSAH 2 (Central Avenue N) in Brockway Township	421 st Street to CSAH 1	Two-Lane Arterial Reconstruction
STR-8	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12 th Street N)	Two-Lane Arterial Reconstruction
STR-9	CSAH 1 in Brockway Township	CSAH 17 to North Stearns County Line	Two-Lane Arterial Reconstruction
STR-10	CSAH 75 in Waite Park	Bridge Number 6819 over the Sauk River	Principal Arterial Bridge Replacement
STR-11	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to County Road 121	Minor Collector Reconstruction
STR-12	CSAH 136 (Oak Grove Road SW) in Saint Cloud and Saint Augusta	County Road 115 to 33 rd Street S	Major Collector Reconstruction
STC-8	MSAS 175 (County Road 136/Oak Grove Road SW) in Saint Cloud	MSAS 153 (22 nd Street S) to MSAS 151 (33 rd Street S)	Two-Lane Collector Reconstruction
STC-9	MSAS 141 (Cooper Avenue S) in Saint Cloud	MSAS 146 (Traverse Road) to CSAH 75 (Roosevelt Road)	Two-Lane Arterial Reconstruction
STC-10	MSAS 153 (22 nd Street S) in Saint Cloud	MSAS 175 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue S)	Two-Lane Minor Arterial Reconstruction
STC-11	MSAS 102 (Waite Avenue S) in Saint Cloud	First Street N to 125' South of Wellington Circle	Four-Lane Arterial/Two-Lane Local Reconstruction
STC-12	MSAS 145 (Ninth Avenue S) in Saint Cloud	Fourth Street S to MSAS 101 (University Drive)	Four-Lane Arterial Reconstruction
STC-13	MSAS 106 (Wilson Avenue NE) in Saint Cloud	MN 23 to First Street NE	Two-Lane Collector Reconstruction
STC-14	MSAS 125 (13 th Street N) in Saint Cloud	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction
SAR-7	19 th Avenue S in Sartell	Stearns CSAH 4 to Stearns CSAH 133 (Sixth Street S)	Two-Lane Collector Reconstruction
SAR-8	Fourth Avenue S in Sartell	Stearns CSAH 133 (Second Street S) to Fourth Street S	Two-Lane Collector Reconstruction
SAR-9	35 th Street N in Sartell	75th Avenue (Townline Road) to 12 th Avenue N	Two-Lane Local Reconstruction
SAR-10	75th Avenue (Townline Road) in Sartell	Stearns CSAH 4 to First Street N	Two-lane Collector Reconstruction

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
SAR-11	MSAS 131 (LeSauk Drive) in Sartell	Stearns CSAH 1 (Riverside Avenue S) to Dehler Drive	Two-Lane Local Reconstruction
SAK-1	MSAS 109 (Benton Drive S) in Sauk Rapids	MSAS 103 (Summit Avenue S) to US 10	Four-Lane Arterial Reconstruction
SAK-2	MSAS 104 (Second Avenue S) in Sauk Rapids	MSAS 109 (Benton Drive S) to 10 th Street S	Two-Lane Collector Reconstruction
SAK-3	MSAS 104 (Second Avenue S) in Sauk Rapids	10 th Street S to Searle Street	Two-Lane Collector Reconstruction
SAK-4	MSAS 101 (11 th Street N) in Sauk Rapids	MSAS 104 (Second Avenue N) to MSAS 101 (Sixth Avenue N)	Two-Lane Collector Reconstruction
SAK-5	MSAS 104 (Second Avenue N) in Sauk Rapids	Third Street N to MSAS 108 (Eighth Street N)	Two-Lane Local Reconstruction
SAK-6	MSAS 111 (Fourth Avenue N) in Sauk Rapids	MSAS 108 (Eighth Street N) to 13 th Street N	Two-Lane Collector Reconstruction
WAT-2	MSAS 101 (Waite Avenue) in Waite Park	Stearns CSAH 81 (Third Street N) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
WAT-3	MSAS 103 (10 th Avenue S) in Waite Park	Stearns CSAH 75 (Division Street) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
SBC-1	CR 62 (17 th Street SE) in Haven Township	Tee-To-Green Street to CSAH 20 (75 th Avenue SE)	Two-Lane Collector Reconstruction
SBC-2	CSAH 20 (75 th Avenue SE) in Haven Township	Seventh Street SE to CSAH 16 (57 th Street SE)	Two-Lane Collector Reconstruction
SBC-3	CR 65 (42 nd Street SE) in Haven Township	CAH 8 to US 10	Two-Lane Local Reconstruction
MND-1	I-94 in Saint Joseph Township	I-94 at MN 23	Interchange Reconstruction
MND-2	US 10 in Watab Township	Bridge Number 3666	Bridge Replacement
MND-3	MN 23 in Saint Cloud	MN 23 (from Lincoln Avenue to Benton CSAH 1) to US 10 (from East Saint Germain Street to 15 th Avenue SE)	Interchange Reconstruction
MND-4	I-94 in Saint Joseph Township	Bridge Numbers 73875 and 73876	Bridge Replacement

Figure I.6: A table of MAPPING 2045 roadway reconstruction projects.

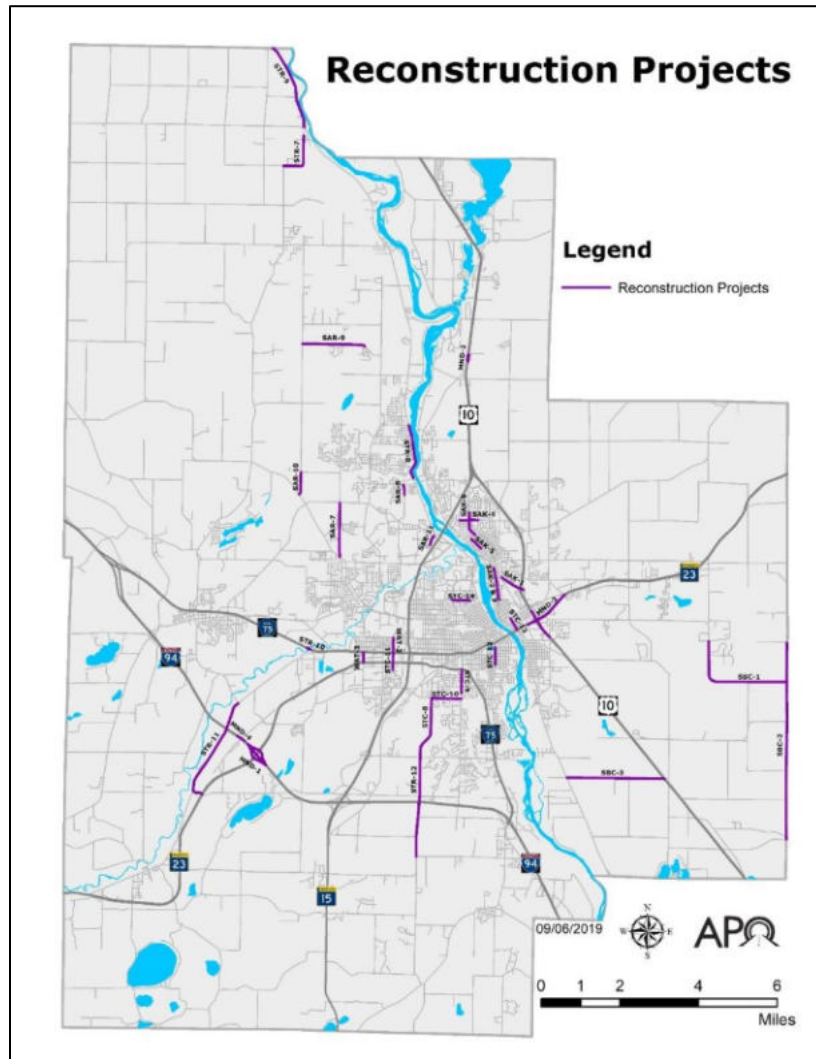


Figure I.7: MAPPING 2045 roadway reconstruction projects.

Other projects within the MTP

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning

transportation improvements in Saint Cloud MPA. Projects programmed into the TIP are intended to come from the MTP or support the long-range goals and objectives established in that framework.

Those goals include:

1. Develop and maintain a transportation system that is safe for all users.
2. Increase the accessibility and mobility options for people and freight across and between all modes for all users.
3. Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.
4. Support the economic vitality of the APO's MPA by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.
5. 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.

Programming the TIP

MnDOT has established eight [Area Transportation Partnerships \(ATPs\)](https://bit.ly/2VRxBxC) (<https://bit.ly/2VRxBxC>) throughout the state to manage the programming of Federal transportation projects. Each of these ATPs is responsible for developing a financially constrained ATIP that is submitted for Federal funding approval and incorporated into a financially constrained STIP.

MnDOT District 3 is represented by [ATP-3](http://www.dot.state.mn.us/d3/atp) (www.dot.state.mn.us/d3/atp).

As the designated MPO for the Saint Cloud urbanized area, the APO must develop its own TIP that is incorporated into

the Central Minnesota ATP and subsequently, the STIP. The STIP must be consistent with the TIP.

The TIP project solicitation and development process begins in October. Projects originate from three main areas:

1. APO [Transportation Performance Monitoring Report](https://bit.ly/2wYljMA) (<https://bit.ly/2wYljMA>).
2. APO [Metropolitan Transportation Plan](https://bit.ly/2wYljMA) (<https://bit.ly/2wYljMA>).
3. Implementing jurisdiction and/or agency project submittals.

Projects meeting the minimum qualifying criteria are prioritized by the APO's TAC into one intermodal project list. Prioritization considerations include the following:

1. Technical engineering criteria developed by the Central Minnesota ATP-3.
2. APO non-technical considerations including public involvement, project deliverability, regional benefit, funding equity, and non-vehicular accommodations.
3. APO sub-targeted local Federal funding available as listed in the [Project Selection](#) section.

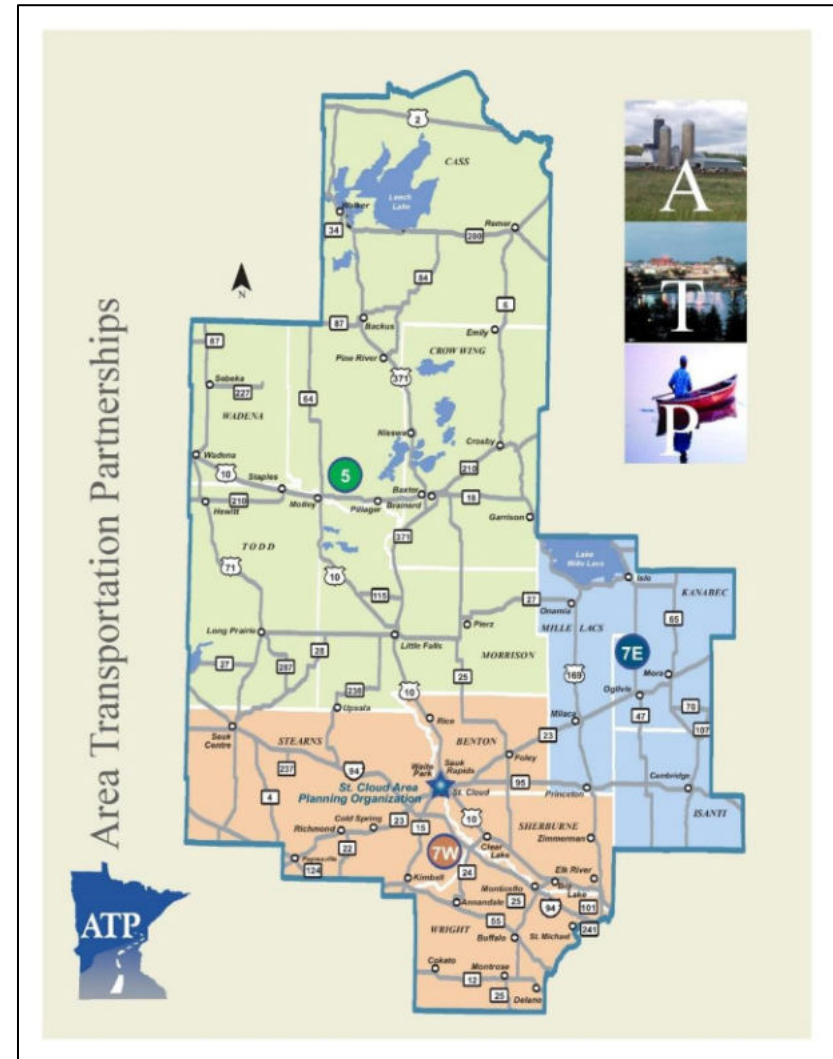


Figure 1.8: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

In addition, the federal planning regulations (23 CFR 450.306(b)) have a set of planning factors that must be

considered in the transportation planning process. They are as follows:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

A prioritized list is then forwarded to the APO's Policy Board for approval or modification.

Funding Sources

Projects included in the TIP will be funded by one or more of the following funding categories. Legislation allows MnDOT to reserve the ability to determine which of these funding

categories – and how much of each – will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modifications.

Bonds (BF)

Funding identified as BF in the TIP indicate that projects are being funded almost exclusively with bond funds.

Federal Transit Administration (FTA)

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded by one of several subcategories that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's [Strategic Highway Safety Plan \(SHSP\)](https://bit.ly/36FzkAC) (<https://bit.ly/36FzkAC>). Funds – allocated based upon merit by MnDOT's Office of Traffic Engineering – may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

Highway Rail Grade Crossing & Rail Safety (RRS)

Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100% of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

Local Funds (LF)

Funding identified as LF in the TIP indicate projects that are being funded almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

National Highway Performance Program (NHPP)

The NHPP provides support for the construction and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

State Funds (SF)

Funding identified as SF in the TIP indicate that projects are being funded almost exclusively with state funds. Funding sources include, but are not limited to, motor fuel, vehicle sales tax, and general fund transfers.

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program. See [Project Selection](#) section for more information on how projects within the APO's MPA qualify for this type of funding.

Transportation Alternatives (TA)

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs oversee selecting projects for the solicitation. See [Project Selection](#) section for more information on how projects within the APO's MPA qualify for this type of funding.

Project Selection

APO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

To be included within the APO's TIP the project must be identified directly and/or support one or more of the goals established with the APO's MTP. Depending on the funding source, the proposed project may need to be reviewed and competitively scored by APO staff and/or at the MnDOT District 3 level.

Surface Transportation Block Grant Program (STBGP) Scoring Process

STBGP funding is received by the state via the Federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota ATPs.

In the Central Minnesota ATP-3, STBGP funding is further divided among specific regions within the district – [Region 5 Development Commission](http://www.regionfive.org) (www.regionfive.org), [East Central Regional Development Commission \(7E\)](http://www.ecrdc.org) (www.ecrdc.org), [Region 7W Transportation Policy Board](http://www.dot.state.mn.us/d3/region7w/index.html) (www.dot.state.mn.us/d3/region7w/index.html), and Saint Cloud APO – based upon a formula that takes into account the roadway network system size and use factors. Regions, like the APO, can then use these funding targets to assist in setting individual transportation priorities.

For the APO MPA, APO staff initiate the solicitation process for projects. Jurisdictions and agencies within the APO's MPA complete an application form for funding that is consistent across MnDOT District 3. APO staff the review, score, and rank those submitted applications using a

technical merit scoring rubric developed in conjunctions with the APO's TAC and approved by the APO's Policy Board prior to the start of the solicitation process.

APO staff scores and preliminary rankings are brought before the TAC. TAC members use these scores and rankings as guidance to prioritize projects to the level of STBGP funds targeted to the region by ATP-3 through MnDOT's ATP Managed Program distribution. The TAC usually defers to the APO staff scores for the rest of the applicant projects considered beyond the availability of funding or fiscal constraints of the APO. This recommended project prioritization list is then brought before the APO's Policy Board for approval.

APO staffers forward the fiscally constrained and ranked list of projects to MnDOT District 3 for consideration by the ATP-3 ATIP subcommittee.

The subcommittee will compile all the scoring and rankings by the various sub-regions of the ATP and will rank all submitted projects into a unified ranked list based on the merit of the project, requested funding amount, and regional equity. These project rankings are typically deferred to the project list developed by each of the ATP sub-regions.

While projects may not get funded if they are not ranked high enough by the ATP-3 ATIP subcommittee, typically every project that has been ranked and fiscally constrained by sub-regions, will receive funding. The overall ranking by the ATP-3 ATIP subcommittee is used only if Congress and/or the State Legislature drastically cuts transportation funding during their respective sessions.

More information about STBGP funding can be found in the [Funding Sources](#) section of this chapter.

Transportation Alternatives (TA) Scoring Process

Jurisdictions within the APO's MPA interested in applying for [Transportation Alternatives \(TA\)](http://www.dot.state.mn.us/ta/) funding (www.dot.state.mn.us/ta/) first must submit a letter of intent to the MnDOT District 3 Office. Within the APO's planning area, the full application is only distributed to applicants that have successfully completed the letter of intent process and said letter has been reviewed by APO staff to ensure the ability of the applicant to meet the requirements necessary to be competitive in the grant application.

Once the completed application has been submitted to the District 3 Office by the jurisdiction, District 3 planners compile all the submitted applications across the district and distributes them to various regional planning representatives including the APO for scoring. This scoring system is based upon a rubric developed by ATP-3.

APO staffers score all the projects based upon this rubric. In addition, the APO can award an additional 10 and five bonus points to the top two TA projects that are submitted by APO member jurisdictions that will be completed within the MPA. Bonus points are awarded based on factors that include, but are not limited to, a) application's total technical score and b) APO TAC recommendation on regional needs. Those scores, along with those by other regional planning representatives across the district, are then submitted back to the district.

MnDOT District 3 convenes a TA subcommittee to review all the scores submitted by the regional planning representatives. This TA subcommittee is responsible for recommending projects – across the Central Minnesota ATP-

3 – based upon the final combined rankings that would be eligible for the limited TA funding available.

These recommendations are then brought before the full ATP-3 board for possible inclusion into the ATIP. If an APO MPA project or projects are awarded funding, those projects are subsequently incorporated into the TIP.

More information about TA funding can be found in the [Funding Sources](#) section of this chapter.

Fiscal Constraint and Environmental Justice

The TIP is fiscally constrained by year and includes a financial analysis that demonstrates which projects are to be implemented using existing and anticipated revenue sources, while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the APO in cooperation with MnDOT, Saint Cloud Metro Bus, and local jurisdictions who provided the APO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the APO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation.

A detailed look at fiscal constraint can be found in [Chapter 4](#).

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low-income populations, consistent with the 1994 Executive

Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

A further look at TIP programmed projects in comparison to EJ areas can be found in [Chapter 2](#).

Public Involvement

The APO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in the St. Cloud Times – the newspaper of record for the APO – and the TIP document is made readily available for review and comment.

The TIP public participation process is consistent with the APO's [Stakeholder Engagement Plan](#) (<https://bit.ly/2s5p2WN>). The process provides stakeholders a reasonable opportunity to comment on the TIP.

[Chapter 5](#) provides a more comprehensive look at public involvement used in developing the FY 2023-2026 TIP.

Public comments obtained via surveys specifically during the initial public outreach can be found in Appendix C.

Self-Certification

The State and the APO must annually certify to FHWA and FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance,
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

FHWA and FTA must jointly find that the TIP is based on a 3-C planning process between MnDOT, the APO, and Saint Cloud Metro Bus. This finding shall be based on the self-certification statement submitted by MnDOT and the APO on an annual basis. Joint certification action will remain in effect for four years.

Chapter One: FY 2023-2026 TIP Projects

The following section lists all the transportation projects scheduled for Federal and/or state funding in the Saint Cloud MPA. See [Appendix A](#) for the APO's FY 2023-2026 TIP project table.

Of note, projects with Advance Construction (AC) – the total estimated amount of future Federal funds being committed to a project, front-ended by jurisdictions and/or agencies – can have construction occur in fiscal years outside of the current time frame (FY 2023-2026). In these cases, jurisdictions and/or agencies are requesting a payback (AC Payback) in the years when Federal funding was originally made available for the project.

For the purposes of the following section, in the event a project was advance constructed in fiscal years outside of the FY 2023-2026 time frame, the project will be identified under the year of first appearance within the current TIP. AC Projects are denoted with "AC" at the end of the project number.

Projects with multiple project numbers that identify the same scope of construction work are also combined and listed under the first year of appearance within the FY 2023-2026 TIP.

2023 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23H	Operating assistance	\$9,600,000	FTA: \$1,500,000 LF: \$8,100,000
TRF-0048-23A	Paratransit operating	\$4,700,000	LF: \$4,700,000
TRF-0048-23B	Northstar commuter operating	\$1,400,000	LF: \$1,400,000

Status updates

TRF-0048-23H: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Operations have not started. Starting date is estimated to be 2022. Completion is estimated to be 2023.

TRF-0048-23A: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Operations have not started. Starting date is estimated to be Oct. 1, 2022. Completion is estimated to be Sept. 30, 2023.

TRF-0048-23B: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Operations have not started. Starting date is estimated to be Oct. 1, 2022. Completion is estimated to be Sept. 30, 2023.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2023 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23D	Purchase office equipment, IT, and communication projects	\$115,000	FTA: \$92,000 LF: \$23,000
TRF-0048-23G	Purchase maintenance tools and equipment	\$15,000	FTA: \$12,000 LF: \$3,000



Photo courtesy of Saint Cloud APO

Status updates

TRF-0048-23D: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024.

TRF-0048-23G: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024.

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2023 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23I	Facility improvements	\$30,000	FTA: \$24,000 LF: \$6,000
TRF-0048-23J	Western transit center	\$4,000,000	LF: \$4,000,000

Status updates

TRF-0048-23I: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** This project has changed from Transit Signal Priority (TSP) projects to facility improvements. Project cost and funding breakdown has remained the same. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024.

TRF-0048-23J: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2025.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2023 WACOSA Bus Purchase

Estimated project cost: \$98,000

Fiscal year: 2023

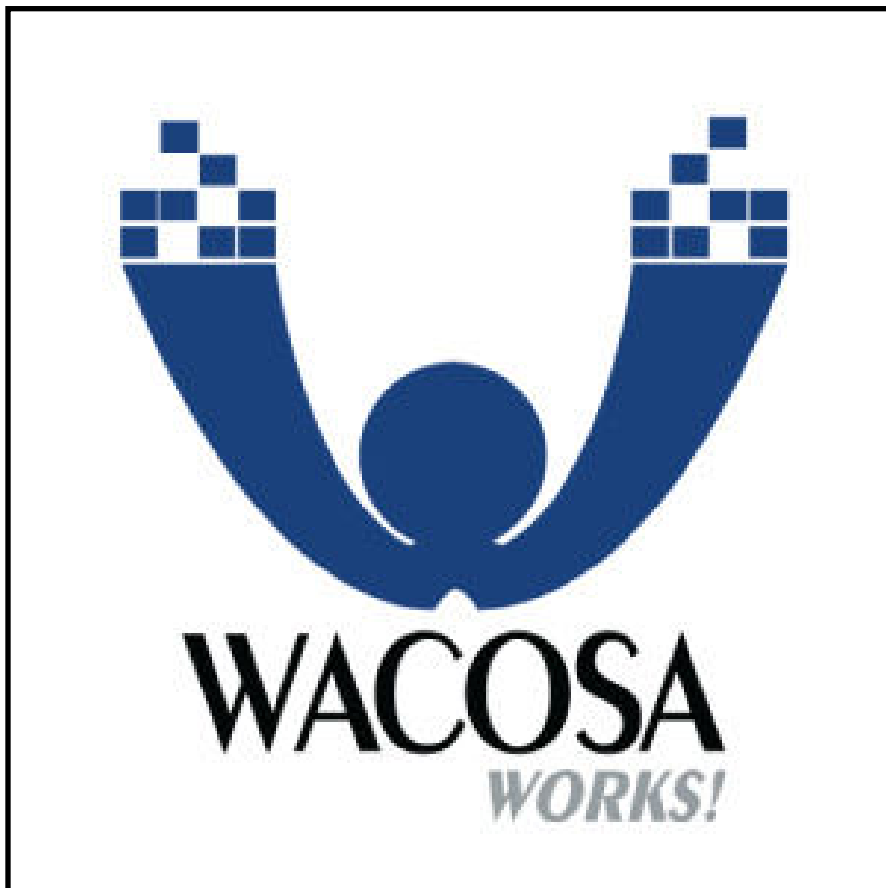


Photo courtesy of WACOSA

Project Description

Purchase one replacement bus.

Project Number: TRF-9503-23

Funding Source: FTA

Status updates

Dec. 21, 2020: Project to be added to APO TIP for a vehicle. Funding awarded via grant on Dec. 17, 2020, per MnDOT Office of Transit and Active Transportation.

Nov. 22, 2021: Grant agreement has been programmed and anticipate vehicle will be ordered late summer/fall 2023. **February 2022:** Project will be moved from FY 2022 to FY 2023. In addition, the project cost has increased from \$96,000 to \$98,000. An administrative modification to the TIP is anticipated in April 2022.

Programmed Funds Breakdown

Total

FTA	\$78,400
LF	\$19,600

Project Sponsor: WACOSA

Project Contact: Steve Howard, Executive Director 320-251-0087 showard@wacosa.org

2023 ConnectAbility RTCC

Estimated project cost: \$49,104

Fiscal year: 2023

Project Description

Mobility management of the Regional Transportation Coordinating Council for Central Minnesota.

Project Number: TRF-9504-23

Funding Source: FTA



Photo courtesy of ConnectAbility of MN

Programmed Funds Breakdown

Total

FTA	\$39,284
LF	\$9,820

Status updates

Nov. 22, 2021: Project is programmed and is anticipated to be under grant agreement July 1, 2023. **February 2022:** Project cost has increased from \$45,210 to \$49,104 per MnDOT's FTA Section 5310 Program Coordinator. Anticipated approval for this modification is slated for April 2022.

Project Sponsor: ConnectAbility of MN, Inc.

Project Contact: Sheri Wegner, Executive Director 320-253-0765 sheri.wegner@connectabilitymn.org

2023 Sherburne County Rural Intersection Lighting



Photo courtesy Saint Cloud APO

Estimated project cost: \$368,000

Fiscal year: 2023

Project Description

Installation of rural intersection lighting at the following locations: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62.

Project Numbers:

2023: 071-070-042

2024: 071-070-042AC

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown

Total

Advance Construction Payback (2024 Only)	\$331,200
LF (2023 Only)	\$36,800

Status updates

Nov. 18, 2021: Project is currently being designed. Project is anticipated to be let in July 2022. This will require an administrative modification to move from current program year FY 2024 to new project year FY 2023.

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2023 Sherburne County Rumble Strips and Sign Enhancements

Project Description

Installation of rumble strips along CSAH 8 from 37th Street south to the Haven Township border and CSAH 3 from US 10 to CSAH 20. Stop sign enhancements to be placed at the following intersections: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62.

Project Number: 071-070-043AC

Funding Source: HSIP

Project Scope: N/A

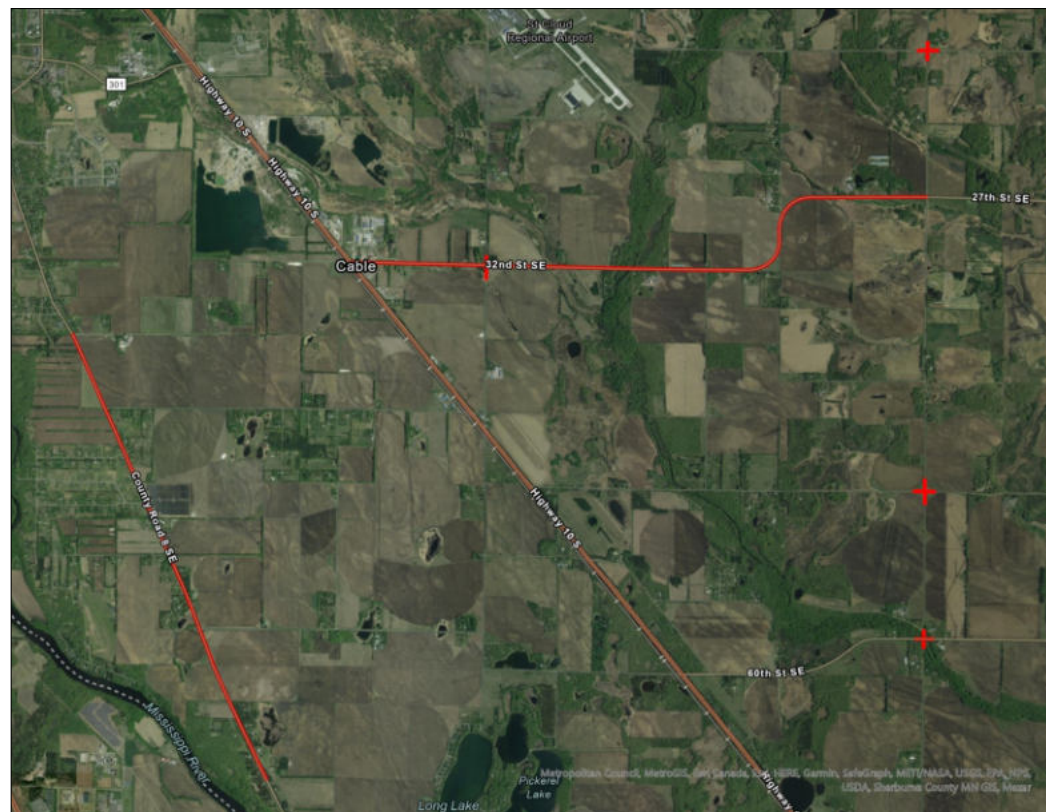


Photo courtesy Saint Cloud APO.

Status updates

Nov. 18, 2021: Project is currently under design. Project is anticipated to be let July 2022. March 2022: Project is being advance constructed in FY 2022 instead of FY 2023. Anticipated approval of this administrative modification will occur in April 2022.

Programmed Funds Breakdown

Total

Advance Construction Payback

\$135,000

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2023 Sherburne County CR 65 & 45th Avenue Realignment



Photo courtesy Saint Cloud APO.

Estimated project cost: \$2,500,000

Fiscal year: 2023

Project Description

Consolidation of two 45-degree intersections of US 10 and BNSF railroad to one 90-degree intersection. Realignment of County Road 65 and 45th Avenue.

Advance Construction

Payback in FY 2025

Project Numbers:

2023: 7103-65

2025: 7103-65AC

Funding Source: STBGP<5K

Project Scope: N/A

Programmed Funds Breakdown

Total

Advance Construction Payback (**2025 Only**)

7103-65AC: \$1,000,000

7103-65AC: \$1,200,000

LF (**2023 Only**)

7103-65: \$300,000

Status updates

Nov. 18, 2021: Project is under design with environmental documentation happening concurrently. Property acquisition will begin within a few months and construction is scheduled for calendar year 2023.

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2023 Stearns County ROCORI Trail

Project Description

Construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville.

Project Numbers:

2023: 073-090-011AC

2024: 073-090-011AC1

Funding Source: STBG TAP 5K-200K

Project Scope: 2.3 miles



Photo courtesy Saint Cloud APO.

Programmed Funds Breakdown

Total

Advance Construction	\$520,000 (2023 Only)
Payback	\$292,270 (2024 Only)

Status updates

Nov. 12, 2019: Project memorandum has been started. Still in the process of securing the local share for the project. **April 9, 2020:** Project cost estimates have increased the cost of this project from \$1,663,863 to \$1,813,000. Federal funding remains the same. The local contribution has increased from \$851,593 to \$1,000,730. **Nov. 17, 2020:** The ROCORI Trail Construction Board has contacted MnDOT District 3 to request the project be delayed a year due to local share funding. **Dec. 21, 2020:** Project has been delayed from FY 2021 construction to FY 2023 due to lack of local share. **Nov. 18, 2021:** Right of way has been secured. Design is 80% complete. Environmental document has been approved. The ROCORI Trail Construction Board is requesting to AC this project to FY 2022 from FY 2023. A TIP administrative modification will be processed from December 2021-February 2022.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Stearns County Beaver Island Trail Extension

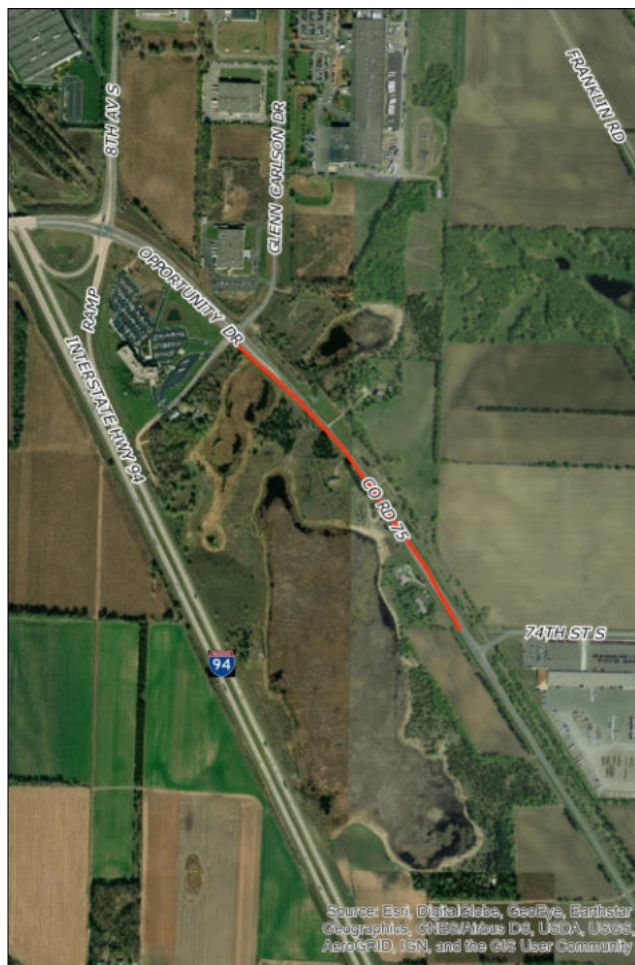


Photo courtesy Saint Cloud APO. Of note, this photo only shows the portion of the trail within the APO's MPA.

Estimated project cost: \$1,740,000

Construction year: 2023

Programmed Funds Breakdown

Total

FHWA

\$400,000

LF

\$1,340,000

Status updates

Nov. 12, 2019: Consultant Request for Proposal will be sent out soon to begin work on the project memorandum and plans. **Nov. 17, 2020:** Preliminary design will begin in late 2021, as will project memorandum. Discussions have been ongoing with property owners from whom right of way will be needed. **Nov. 18, 2021:** The County will be hiring a design consultant in early 2022.

Project Description

Extending the Beaver Island Trail from the Saint Cloud city limits to Stearns County Road 143 just west of Clearwater.

Project Number: 073-090-012

Funding Source: STBGTP 5K-200K

Project Scope: 4.7 miles (a majority of construction will take place outside of the APO's MPA).

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Stearns County CSAH 75 from MN 15 to Cooper Avenue

Estimated project cost: \$1,600,000

Construction year: 2023

Project Description

Mill and overlay on CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud.

Advance Construction

Payback in FY 2024.

Project Numbers:

2023:073-675-041

2024: 073-675-041AC

Funding Source: NHPP

Project Scope: N/A



Photo courtesy of Saint Cloud APO

Status updates

May 21, 2019: Project was incorporated into the FY 2020-2023 TIP table. Per Kelvin Howieson, MnDOT D3 State-Aid Engineer, Stearns County receives NHPP funding every year for CSAH 75. This entry is a placeholder for a project yet to be determined by the county. **August 2019:** Project has been identified to be a mill and overlay on County Road 75 from MN-15 to Cooper Avenue. This description, along with the updated project number (073-675-041) will need to be processed as an amendment to the Transportation Improvement Program. A formal change is anticipated in February 2020. **Nov. 12, 2019:** Project plans and project memorandum have not yet been started. These items should be completed by December 2021 and a letting date in February 2022 is expected. **Dec. 30, 2019:** Local match is increasing from \$307,528 to \$922,584. This is due to Federal funds needing to be pulled from this project to cover cost increase to 073-675-040. Overall project cost will remain the same. **April 10, 2020:** During annual TIP update, Stearns County has opted to allocate its yearly targeted NHPP CSAH 75 funds (approximately \$615,000 for FY 2024) to this project. The influx of \$615,054 in Federal funds has dropped the local funds to \$369,890 from \$922,584. **Nov. 17, 2020:** Project memorandum will be prepared in 2021. **April 2021:** Project has been pushed back from 2022 construction to 2023 construction. **Nov. 18, 2021:** Survey work has been completed. Design work has begun.

Programmed Funds Breakdown

Total

FHWA (2023 only)	\$615,055
Advance Construction Payback (2024 only)	\$615,055
LF (2023 only)	\$369,890

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Stearns County CSAH 4/CSAH 133 Roundabout

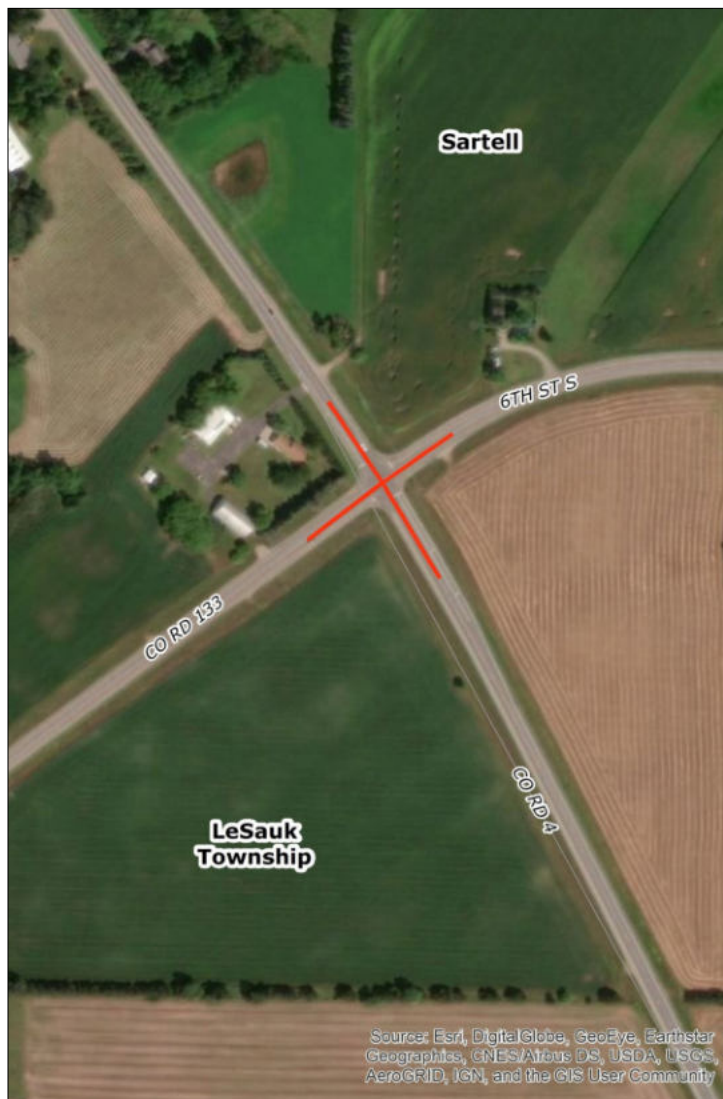


Photo courtesy Saint Cloud APO

Estimated project cost: \$888,900

Construction year: 2023

Status updates

Nov. 17, 2020: Project memorandum will be completed in early 2022. Public outreach will begin in late 2021. **Nov. 18, 2021:** Public input/information meeting to be held in early 2022.

Project Description

Construct a roundabout at the intersection of CSAH 4 and CSAH 133 at Five Points in Stearns County.

Project Number: 073-070-025

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$800,000
LF	\$88,900

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Stearns County CSAH 75 Bridge Replacement

Estimated project cost: \$5,000,000

Construction year: 2023

Project Description

Replace bridge 6819 over the Sauk River.

Advance Construction

Payback in 2025.

Project Numbers:

2023: 073-675-042

2026: 073-675-042AC

Funding Source: STBGP 5K-200K

Project Scope: N/A

Status updates



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

Advance Construction Payback (2026 Only)	\$2,135,120
LF (2023 Only)	\$2,864,800

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2023 Saint Cloud Cooper Avenue

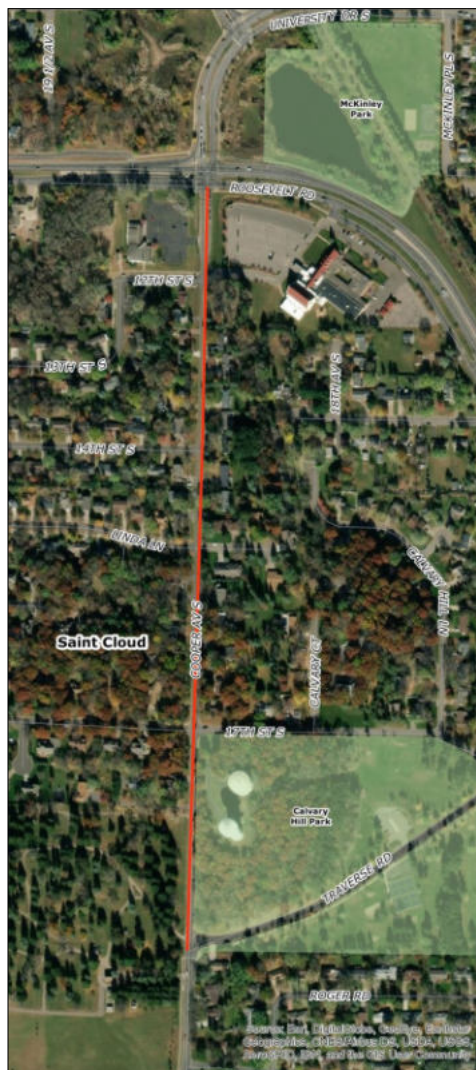


Photo courtesy of Saint Cloud APO

Project Description

Reconstruction of MSAS 141 (Cooper Avenue), from Traverse Road to CSAH 75 (Roosevelt Road). This project also includes bicycle lanes and sidewalks.

Project Number: 162-141-008AC

Funding Source: STBGP 5K-200K

Project Scope: 0.6 miles

Programmed Funds Breakdown

Total

Advance Construction Payback

\$612,000

Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2022 with an anticipated completion date of Fall 2022.

Oct. 21, 2020: Project is programmed to be constructed in 2022. **March 2021:** Per MnDOT, a funding swap has occurred between the City of Saint Cloud, City of Buffalo, and City of Minneapolis. Saint Cloud is swapping state aid from funding for Federal funding. This will allow for \$612,000 in Federal funding to be paid back in FY 2023. Project cost has increased as a result from \$2.5 million to \$2.6 million to account for the additional Federal funding. **Nov. 18, 2021:** April 2022 bid letting. Construction to begin in May 2022 with substantial completion in October 2022. **March 21, 2022:** Project cost has increased from \$2,600,000 to \$5,147,060 due to watermain work. Project is anticipated to be amended in May 2022.

Project Sponsor: City of Saint Cloud

Project Contact: Zac Borgerding, Assistant City Engineer 320-255-7240 zachary.borgerding@ci.stcloud.mn.us

2023 Sartell Heritage Drive Connections



Photo courtesy Saint Cloud APO

Status updates

Nov. 7, 2019: Project memo is anticipated to be completed in the fall of 2021. Final design is anticipated to start in the spring of 2022, and be completed by the winter of 2022/2023. Project is on track. **Sept. 23, 2020:** Plan to begin the preliminary design and project memo in Spring 2021. Project is on track. **Oct. 25, 2021:** Plan to complete the project memorandum and design this winter. Bid during the winter of 2022/23 and construct the trail in 2023. Project is on track.

Estimated project cost \$459,121

Construction year: 2023

Project Description

Extension of current shared use path along Heritage Drive from Huntington Drive South to Amber Avenue South. This project also includes the installation of two marked crosswalks along Heritage Drive.

Project Number: 220-090-002

Funding Source: STBGAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$367,297
LF	\$91,824

Project Sponsor: City of Sartell

Project Contact: April Ryan, City Engineer 320-229-4300 aryan@sehinc.com

2023 Sartell 19th Avenue

Project Description

Reconstruction of 19th Avenue from CSAH 4 to CSAH 133 (Sixth Street S).

Project Number: 220-113-002AC

Funding Source: STBGP 5K-200K

Project Scope: 1.3 miles

Programmed Funds Breakdown

Total

Advance Construction Payback

\$1,929,820

Status updates

Nov. 7, 2019: Topographic surveying and a more detailed preliminary design is anticipated to begin in the spring of 2020. Final design is anticipated to be completed by the winter of 2021. Project is on track. **Sept. 23, 2020:** Project is on track and we are currently working through the preliminary design, project memorandum, and feasibility study for the project. All three of those efforts should be completed by the end of this year and transitioning into final design this winter/spring. **Dec. 21, 2020:** Project cost has increased by nearly 47% due to significant water main and sanitary sewer work added to the project (from \$4,799,920 to \$7,037,903). Cost increase in local match from \$2,710,000 to \$4,947,983. **Oct. 25, 2021:** Project design is 95% complete and will be submitted to MnDOT yet this fall. The project is planned to be bid this winter with construction starting in the spring of 2022. Construction is planned to be substantially completed by the fall 2022 and final completed in the summer of 2023. Project is on track.



Photo courtesy Saint Cloud APO

Project Sponsor: City of Sartell

Project Contact: April Ryan, City Engineer 320-229-4300 aryan@sehinc.com

2023 MnDOT CR 65 Railroad Signal Improvements

Estimated project cost: \$300,000

Construction year: 2023

Project Description

Removing the at-grade rail crossing of the dual BNSF tracks along US 10 at 45th Avenue and realign the County Road 65/42nd Street crossing.

Project Number: 71-00129

Funding Source: RRS

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA	\$222,000
LF	\$78,000

Status updates

Feb. 3, 2020: Project added to the TIP per MnDOT's Office of Freight and Commercial Vehicle Operations. **March 19, 2020:** Project cost has increased from \$300,000 to \$307,000. **Nov. 18, 2020:** Project is currently on track to be let on June 14, 2022. The estimate is current. **March 2021:** To better coordinate with Sherburne County, this project has been pushed back from FY 2022 to FY 2023. Because of this, a project swap needed to occur within Office of Rail causing the cost of this project to drop from \$307,000 to \$300,000. **Nov. 18, 2021:** Project is on schedule for a June 14, 2023, let. Beginning construction in July 2023 and ending construction in November 2023.

Project Sponsor: MnDOT Office of Freight and Commercial Vehicle Operations

Project Contact: Amy Johnson, Program Manager 651-366-3709 amy.l.johnson@state.mn.us

2023 MnDOT MN 23 and US 10

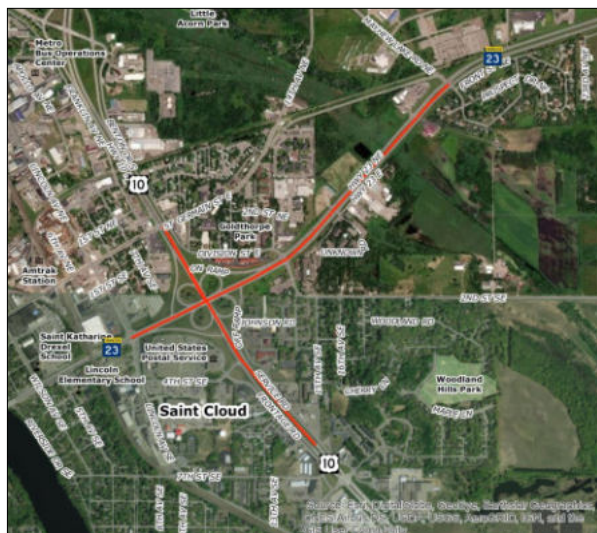


Photo courtesy Saint Cloud APO

Estimated project cost \$40,154,594

Construction year: 2023

Programmed Funds Breakdown	Total
FHWA (2023 Only)	0503-91S: \$675,000 0503-91GMNR: \$3,016,000
Advanced Construction Payback	0503-91AC: \$20,094,152 (2024 ONLY) 0503-91AC1: \$3,700,000 (2025 ONLY)
SF (2023 Only)	0503-91: \$5,950,537 0503-91S: \$75,000 0503-91GMNR: \$754,000
LF (2023 Only)	0503-91: \$5,889,905

Project Description

Reconstruction of MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1/Mayhew Lake Road) and US 10 (from 0.2 miles west of East Saint Germain Street to 0.1 miles north of 15th Avenue SE) interchange. This project will include replacing bridges 9021 and 9022 with 05019 and 05018 respectively along with multimodal improvements. This project also includes the construction of a bridge at Fourth Street spanning US 10.

Project Numbers: 0503-91, 0503-91AC, 0503-91AC1, 0503-91S, and 0503-91GMNR

Advance Construction

Payback in FY 2024 (0503-91AC ONLY) and FY 2025 (0503-91AC1 ONLY)

Funding Source:

0503-91, 0503-91AC, 0503-91AC1: NHPP

0503-91S: HSIP

0503-91GMNR: STBGP 5K-200K

Project Scope: 2.05 miles

Status updates

Oct. 30, 2019: Anticipated letting date for this project is mid to late 2021. **March 19, 2020:** Additional STBGP funds have been added to this project through the Greater Minnesota Reliability Fund program (0503-91GMNR). HSIP funds have also been added to this project (0503-91S). **July 15, 2020:** MnDOT has increased the project cost for this from \$30,300,000 to \$35,580,000. An additional \$2,680,000 in funding has been provided for this project from the City of Saint Cloud (\$2,650,000) and Benton County (\$30,000). Additional Federal and state funds have also been added to this project. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current. **April 2021:** During the annual TIP update, this project has added the construction of a bridge spanning US 10 at Fourth Street. In addition, the cost of this project has increased from \$35,580,000 to \$38,186,000. **Nov. 21, 2021:** Project is on schedule for a Nov. 18, 2022, letting. Beginning construction in April 2023 and ending construction in October 2024. **March 21, 2022:** Project cost estimate has changed from \$33,666,000 to \$33,565,400. In order to maintain fiscal constraint, MnDOT District 3 has split this into two paybacks (one in 2024 and one in 2025). Anticipated administrative modification will be approved in April 2022. **May 10, 2022:** Project cost estimate has changed from \$33,565,400 to \$35,633,784 (0503-90) due to an increase in cost participation from the City of Saint Cloud (now at \$5,804,095) and Benton County (now at \$85,000). Anticipated approval in June 2022.

Project Sponsor: MnDOT District 3

Project Contact: Darren Nelson, Project Development Manager 218-828-5760 darren.nelson@state.mn.us

2023 MnDOT Interstate 94 Bridge Overlay

Estimated project cost \$2,209,000

Construction year: 2023

Project Description

Overlay bridge numbers 73875 and 73876 over the BNSF railroad 0.6 miles west of the MN 23 interchange.

Project Number: 7380-259

Funding Source: NHPP

Project Scope: N/A

Status updates

Oct. 30, 2019: Project letting date is anticipated for Jan. 28, 2022. This could possibly be an Early Let, Late Award (ELLA) project. **March 19, 2020:** Project cost has dropped from \$6,054,000 to \$1,800,000. Original project proposed was scaled back. New cost estimate on the adjusted project was provided. **Nov. 18, 2020:** Project is currently on track to be let on Jan. 28, 2022. The estimate is current.

March 2021: During the annual TIP update, project cost estimate has decreased from \$1,800,000 to \$1,600,000. **Nov. 18, 2021:** This project letting date is being moved to April 2022 from January 2022. The estimate is being significantly changed requiring an administrative modification which will need to be approved by the St. Cloud APO. The new estimate is approximately \$2,200,000. **April 2022:** During the annual TIP update, the Federal/State split has moved from 80/20 to 90/10. This equates to MnDOT's share of the project dropping from \$441,800 to \$220,900.

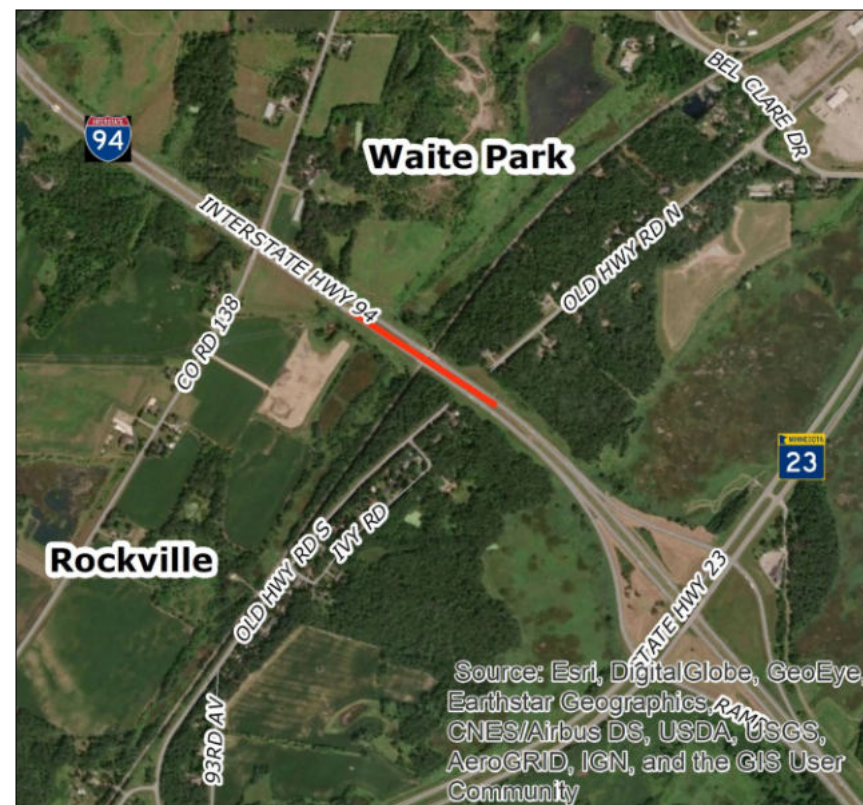


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Programmed Funds Breakdown		Total
FHWA		\$1,988,100
SF		\$220,900

Project Sponsor: MnDOT District 3

Project Contact: Russell Fellbaum, Development Project Manager 320-223-6536 russell.fellbaum@state.mn.us

2023 MnDOT Interstate 94 Bridge Overlay at CSAH 75



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown		Total
FHWA		\$1,080,000
SF		\$120,000

Estimated project cost \$1,200,000

Construction year: 2023

Project Description

Overlay I-94 bridge number 73868 at CSAH 75 northwest of Saint Joseph.

Project Number: 7380-264

Funding Source: NHPP

Project Scope: N/A

Status updates

July 15, 2020: MnDOT has increased the project cost for this from \$1,100,000 to \$1,200,000. The FHWA contribution has increased from \$880,000 to \$960,000 and the state fund contribution has increased from \$220,000 to \$240,000. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current. **Nov. 18, 2021:** This project is on schedule for a March 24, 2023, letting. This project will be constructed in the 2023 construction season beginning mid-summer and ending mid-fall. **April 2022:** During the annual TIP update, the Federal/State split has moved from 80/20 to 90/10. This equates to MnDOT's share of the project dropping from \$240,000 to \$120,000.

Project Sponsor: MnDOT District 3

Project Contact: Kelly Scegura, Construction Project Manager 320-223-6614 kelly.scegura@state.mn.us

2023 MnDOT US 10 Guardrails



Photos courtesy Saint Cloud APO and MnDOT.

Programmed Funds Breakdown	Total
FHWA	\$1,710,000
SF	\$190,000

Estimated project cost \$1,900,000

Construction year: 2023

Project Description

Install median cable barrier guardrails on US 10 from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in Clear Lake.

Project Number: 7103-63

Funding Source: HSIP

Project Scope: 9.18 miles

Status updates

July 23, 2020: The estimated project cost has increased from \$1,634,250 to \$1,900,000. This includes the increase of FHWA funds from \$1,470,825 to \$1,710,000 and state funds from \$163,425 to \$190,000. **Nov. 18, 2020:** Project is currently on track to be let on Jan. 27, 2023. The estimate is current. **Nov. 18, 2021:** This project is on track for a Jan. 27, 2023 letting. This project will be constructed in the 2023 construction season.



Project Sponsor: MnDOT District 3

Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 kenneth.hansen@state.mn.us

2023 MnDOT MN 301 Retaining Wall



Photo courtesy Saint Cloud APO.

Estimated project cost \$3,457,733

Construction year: 2023

Project Description

Restore failing retaining walls along MN 301 adjacent to the Minnesota Department of Corrections building in Saint Cloud. This project will also improve drainage, maintainability, and safety.

Project Number: 7109-08

Funding Source: SF

Project Scope: 1 mile

Status updates

Dec. 30, 2019: Project is being added to the APO's TIP per MnDOT District 3. **Nov. 18, 2020:** Project is currently on track to be let on Feb. 26, 2021. The estimate is current. **Feb. 5, 2021:** Per Historic Roadside Properties Program, project is being pushed back from 2021 to 2022. In addition, the project cost is increasing from \$800,000 to \$900,000. **May 2021:** Project cost has increased from \$900,000 to \$1,900,000 due to additional work being completed on this project. **Nov. 18, 2021:** Project is on track for a June 3, 2022 let. Project should start July of 2022 and end in September of 2022. **Feb. 24, 2022:** Project cost has significantly increased from \$1,900,000 to \$3,457,733 due to additional roadwork associated with this project. This cost increase also includes a \$3,500 contribution from the City of Saint Cloud. Anticipated approval of this change is slated for April 2022. **May 10, 2022:** Per MnDOT District 3, this project is being moved from FY 2022 to FY 2023. An administrative modification will be processed in June 2022.

Programmed Funds Breakdown

Programmed Funds Breakdown	Total
SF	\$3,454,233
LF	\$3,500

Project Sponsor: MnDOT Historic Roadside Properties Program

Project Contact: Andrea Weber, Historic Roadside Properties Program 651-366-4643 andrea.weber@state.mn.us

2024 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-24H	Operating assistance	\$9,600,000	FTA: \$1,500,000 LF: \$8,100,000
TRF-0048-24I	Paratransit operating	\$4,750,000	LF: \$4,750,000
TRF-0048-24J	Northstar commuter operating	\$1,450,000	LF: \$1,450,000

Status updates

TRF-0048-24H: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024.

TRF-0048-24I: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024.

TRF-0048-24J: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-24A	Purchase four replacement fixed route CNG buses	\$2,632,000	STBGP 5K-200K: \$2,105,600 LF: \$526,400
TRF-0048-24D	Long range transportation plan	\$350,000	FTA: \$280,000 LF: \$70,000
TRF-0048-24E	Purchase office equipment, IT, and communication projects	\$114,000	FTA: \$91,200 LF: \$22,800



Photo courtesy of Saint Cloud Metro Bus

Status updates

TRS-0048-24A: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24A to TRS-0048-24A. In addition, per MnDOT's Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has increased from two to four. This has increased the cost of this project from \$1,216,000 to \$2,316,000. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025. **March 2022:** During the annual TIP update, project cost increased from \$2,316,000 to \$2,632,000.

TRF-0048-24D: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025.

TRF-0048-24E: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025.

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-24F	Purchase two replacement Dial-a-Ride CNG buses	\$518,000	STBGP 5K-200K: \$414,400 LF: \$103,600
TRF-0048-24G	Purchase maintenance tools and equipment	\$65,000	FTA: \$52,000 LF: \$13,000
TRF-0048-24K	Facility improvements	\$1,975,000	FTA: \$1,580,000 LF: \$395,000

Status updates

TRS-0048-24F: Sept. 18, 2020: Project is still in the planning stages.

March 2021: Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24F to TRS-0048-24F. In addition, per MnDOT's Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has decreased from eight to two. This has decreased the cost of this project from \$1,920,000 to \$506,000. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025. **March 2022:** During annual TIP update, project cost has increased from \$506,000 to \$518,000.

TRF-0048-24G: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025.

TRF-0048-24K:



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2024 WACOSA Bus Purchase

Estimated project cost: \$101,000

Fiscal year: 2024



Photo courtesy of WACOSA

Project Description

Purchase one replacement bus.

Project Number: TRF-9503-24

Funding Source: FTA

Status updates

Programmed Funds Breakdown

Total

FTA	\$80,800
LF	\$20,200

Project Sponsor: WACOSA

Project Contact: Steve Howard, Executive Director 320-251-0087 showard@wacosa.org

2024 ConnectAbility RTCC

Estimated project cost: \$50,589

Fiscal year: 2024

Project Description

Mobility management of the Regional Transportation Coordinating Council for Central Minnesota.

Project Number: TRF-9504-24

Funding Source: FTA



Photo courtesy of ConnectAbility of MN

Programmed Funds Breakdown

Total

FTA	\$40,471
LF	\$10,118

Status updates

Project Sponsor: ConnectAbility of MN, Inc.

Project Contact: Sheri Wegner, Executive Director 320-253-0765 sheri.wegner@connectabilitymn.org

2024 Sherburne County Rural Intersection Lighting



Photo courtesy Saint Cloud APO

Estimated project cost: \$524,000

Construction year: 2024

Project Description

Installation of rural intersection lighting at the following intersections: CSAH 3 and US 10; CSAH 3 and CR 78; CSAH 8 and CSAH 16; CSAH 8 and CR 65; CSAH 16 and US 10; CSAH 16 and 45th Avenue (both intersections); CR 61 and US 10; and CR 62 and CR 78.

Project Number: 071-070-044

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$471,600
LF	\$52,400

Status updates

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2024 Sherburne County Mumble Strip

Estimated project cost: \$180,000

Construction year: 2024

Project Description

Mumble strip installation on CSAH 7 from US 10 to east of 40th Avenue SE.

Project Number: 071-070-045

Funding Source: HSIP

Project Scope: N/A

Status updates



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA	\$162,000
LF	\$18,000

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2024 Stearns County CSAH 133



Photo courtesy Saint Cloud APO

Estimated project cost: \$1,822,944

Construction year: 2024

Project Description

Expanding CSAH 133 (from two lanes to four lanes) from CSAH 75 to 15th Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of dual left turn lanes on eastbound CSAH 75 to northbound CSAH 133.

Project Number: 073-733-006

Funding Source: STBGP 5K-200K

Project Scope: 0.46 miles

Programmed Funds Breakdown

Total

FHWA	\$1,458,355
LF	\$364,589

Status updates

Nov. 17, 2020: Public input process will begin in 2022. Project terminus is being modified from 19th to 15th Avenue. This TIP change is anticipated to be initiated in early 2021. **Dec. 21, 2020:** TIP amendment process has begun to make this change. **Nov. 18, 2021:** Public input/information meeting will be held in the first half of 2022.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2024 Saint Cloud County Road 136

Project Description

Reconstruction of County Road 136/Oak Grove Road SW from 22nd Street S to 33rd Street S. This includes the addition of sidewalk along the urban section of Oak Grove Road SW near Oak Hill Elementary School.

Project Number: 162-591-005AC

Funding Source: STBGTP 5K-200K

Project Scope: 1.6 miles

Programmed Funds Breakdown

Total

Advance Construction Payback	\$99,000
------------------------------	----------

Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2021 with an anticipated completion by Fall 2021.

April 09, 2020: The City was awarded \$424,000 in Transportation Alternatives funding from the Central Minnesota Area Transportation Partnership (ATP) for fiscal year 2024 to add 6' wide sidewalks and 6' wide bike lanes, curb and gutter from 22nd Street S to Oak Hill Elementary and adding 10' widened shoulders from Oak Hill Elementary to 33rd Street S. The city has elected to construct this portion of the project in 2021 with the existing reconstruction project. As a result, the total project cost has increased from \$1,400,000 to \$2,400,000. Due to expansion in project scope, the local match has increased from \$557,518 to \$1,027,518 for project 162-175-001 ONLY.

Oct. 21, 2020: Project is currently being designed. Anticipate a late May 2021 start date. Project to be completed in fall 2021.

Dec. 21, 2020: Due to available funding from State Aid, an additional \$127,000 in Federal funding has been added to the reconstruction project (162-175-001) therefore decreasing the local match from \$1,027,518 to \$900,518 and increasing the Federal contribution from \$842,482 to \$969,482.

Feb. 22, 2021: Project cost estimate has increased the combined project cost from \$2.4 million to \$3,737,360. Local funding has increased for the roadway portion of the project (from \$900,518 to \$2,231,335) and the active transportation portion (from \$106,000 to \$112,543).

June 2021: Per MnDOT, a funding swap is occurring between the City of Saint Cloud and Becker County. Saint Cloud is receiving \$325,000 out of the \$424,000 in TA funding in 2021 (Becker County's funding). This will decrease the amount of Federal reimbursement in FY 2024 to \$99,000 for this project.

Nov. 18, 2021: Construction began in June 2021 with substantial completion in October 2021.

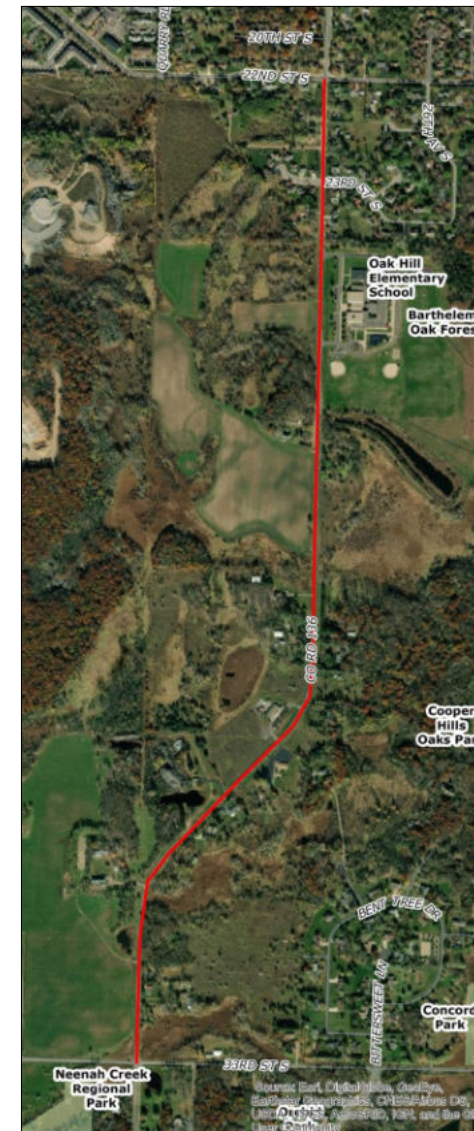


Photo courtesy Saint Cloud APO

Project Sponsor: City of Saint Cloud

Project Contact: Zac Borgerding, Assistant City Engineer 320-255-7240 zachary.borgerding@ci.stcloud.mn.us

2024 Sauk Rapids Second Avenue S

Estimated project cost: \$1,744,000

Construction year: 2024



Photo courtesy Saint Cloud APO

Project Description

Reconstruction of Second Avenue S from Benton Drive to 10th Street S. This project will also include sidewalk, ADA upgrades, lighting, drainage, and watermain improvements.

Advance Construction

Payback in 2025.

Project Numbers:

2024: 191-104-006

2025: 191-104-006AC

Funding Source: STBGP 5K-200K

Project Scope: 0.4 miles

Status updates

Nov. 19, 2021: No progress has been made on this project.

Programmed Funds Breakdown	Total
Advance Construction Payback (2025 Only)	\$1,135,120
LF (2024 Only)	\$608,880

Project Sponsor: City of Sauk Rapids

Project Contact: Scott Hedlund, City Engineer 320-229-4335 shedlund@sehinc.com

2025 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25A	Operating assistance	\$9,700,000	FTA: \$1,500,000 LF: \$8,200,000
TRF-0048-25B	Paratransit operating	\$4,800,000	LF: \$4,800,000
TRF-0048-25C	Northstar commuter operating	\$1,450,000	LF: \$1,450,000

Status updates

TRF-0048-25A: Nov. 22, 2021: Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025.

TRF-0048-25B: Nov. 22, 2021: Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025.

TRF-0048-25C: Nov. 22, 2021: Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025.

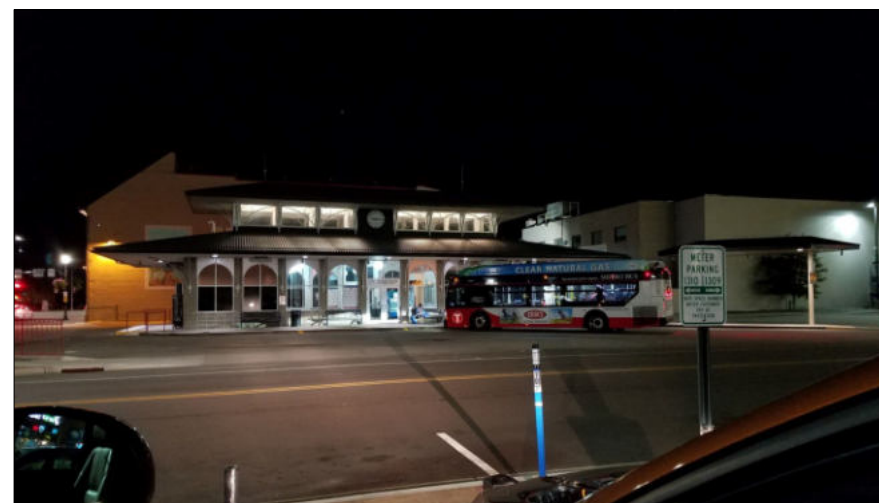


Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2025 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25D	Purchase maintenance tools and equipment	\$15,000	FTA: \$12,000 LF: \$3,000
TRF-0048-25E	Purchase three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000
TRF-0048-25F	Purchase office equipment, IT, and communication projects	\$535,000	FTA: \$428,000 LF: \$107,000



Photo courtesy of Saint Cloud Metro Bus

Status updates

TRF-0048-25D: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

TRF-0048-25E: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

TRF-0048-25F: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2025 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25G	Facility improvements	\$1,500,000	FTA: \$1,200,000 LF: \$300,000
TRS-0048-25A	Purchase four replacement Dial-a-Ride CNG buses	\$1,068,000	STBGP 5K-200K: \$854,000 LF: \$213,600

Status updates

TRF-0048-25G: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

TRS-0048-25A: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **March 2022:** During the annual TIP update the number of buses purchased dropped from six to four. As a result, the project cost has dropped from \$1,566,000 to \$1,068,000.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2025 WACOSA Bus Purchase

Estimated project cost: \$104,000

Fiscal year: 2025

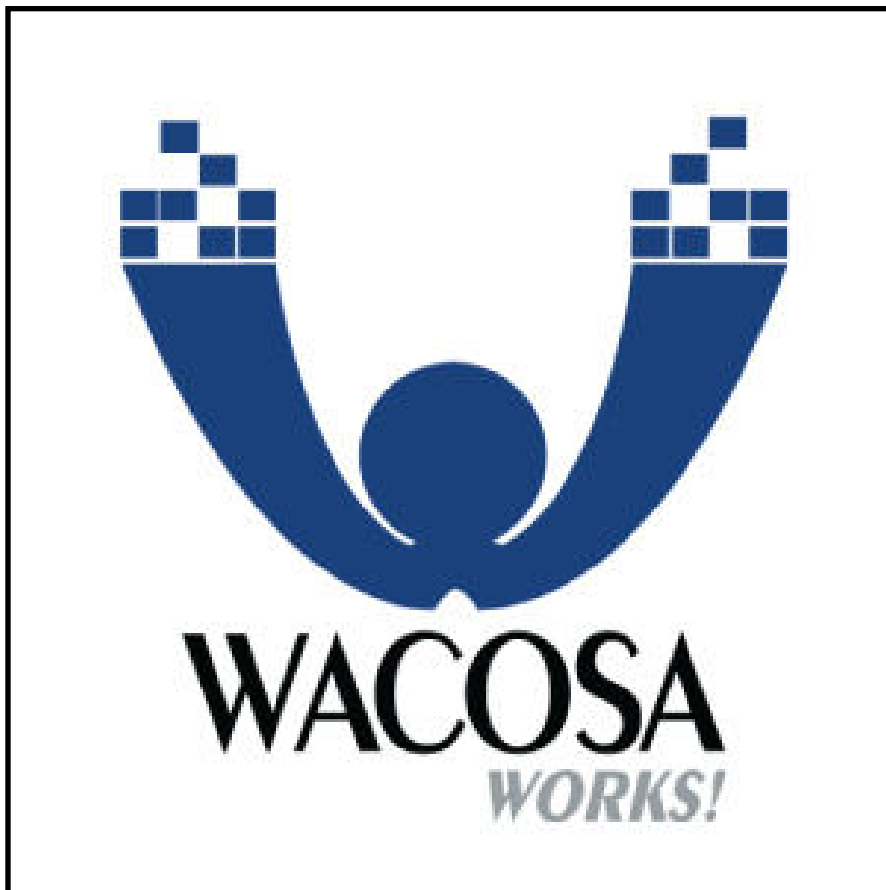


Photo courtesy of WACOSA

Project Description

Purchase one replacement bus.

Project Number: TRF-9503-25

Funding Source: FTA

Status updates

Programmed Funds Breakdown

Total

FTA	\$83,200
LF	\$20,800

Project Sponsor: WACOSA

Project Contact: Steve Howard, Executive Director 320-251-0087 showard@wacosa.org

2025 ConnectAbility RTCC

Estimated project cost: \$52,107

Fiscal year: 2025

Project Description

Mobility management of the Regional Transportation Coordinating Council for Central Minnesota.

Project Number: TRF-9504-25

Funding Source: FTA



Photo courtesy of ConnectAbility of MN

Programmed Funds Breakdown

Total

FTA	\$41,685
LF	\$10,422

Status updates

Project Sponsor: ConnectAbility of MN, Inc.

Project Contact: Sheri Wegner, Executive Director 320-253-0765 sheri.wegner@connectabilitymn.org

2025 Stearns County CSAH 2/Minnesota Street Roundabout



Photo courtesy Saint Cloud APO

Estimated project cost \$1,100,000

Construction year: 2025

Project Description

Install a roundabout at the intersection of CSAH 2 and Minnesota Street near Saint Joseph.

Project Number: 073-070-028

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$500,000
SF	\$600,000

Status updates

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

2025 Sartell Trail and Sidewalk Gaps

Project Description

Completing shared use path gaps on Seventh Street N and 12th Street N and filling in sidewalk gaps along 13th Avenue N and Third Street N.

Project Number: 220-090-003AC

Funding Source: STBG TAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

Total

Advance Construction Payback

\$367,040

Status updates

Oct. 25, 2021: We are currently working on the project memorandum and will be completing the final design this winter. The plan is to bid the project in the spring and construct during the summer/fall of 2022. Project is on track.



Photo courtesy Saint Cloud APO

Project Sponsor: City of Sartell

Project Contact: April Ryan, City Engineer 320-229-4300 aryan@sehinc.com

2025 MnDOT MN 15 Bridge Overlay at CSAH 137

Estimated project cost \$760,000

Construction year: 2025



Photo courtesy Saint Cloud APO

Project Description

Overlay MN 15 bridge number 73019 at CSAH 137.

Project Number: 7303-52

Funding Source: STBGP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$618,792
SF	\$141,208

Status updates

Nov. 18, 2021: This project is on schedule for a June 28, 2024 letting. This project will be constructed during the 2024 construction season beginning in July and being completed by November 2024. **March 2022:** During the annual update, the Federal/State split for this project changed from 80/20 to 81.42/18.58. As a result, the state share for this project has decreased from \$152,000 to \$141,208.

Project Sponsor: MnDOT District 3

Project Contact: Steve Voss, District Planning Director 218-828-5779 steve.voss@state.mn.us

2025 MnDOT I-94 and MN 24 Dynamic Message Signs

Estimated project cost \$500,000

Construction year: 2025

Project Description

Dynamic Message Signs (DMS) installation along I-94 from US 71 in Sauk Centre to MN 24 in Clearwater. Additional DMS installation along MN 24 from I-94 to Stearns CSAH 75 in Clearwater.

Project Number: 8823-375

Funding Source: NHPP

Project Scope: 52.17 miles (a majority of construction will take place outside of the APO's MPA).

Programmed Funds Breakdown

Total

FHWA	\$400,000
SF	\$100,000

Status updates

Dec. 27, 2021: This project is being added to the TIP per MnDOT District 3 Traffic Engineering.

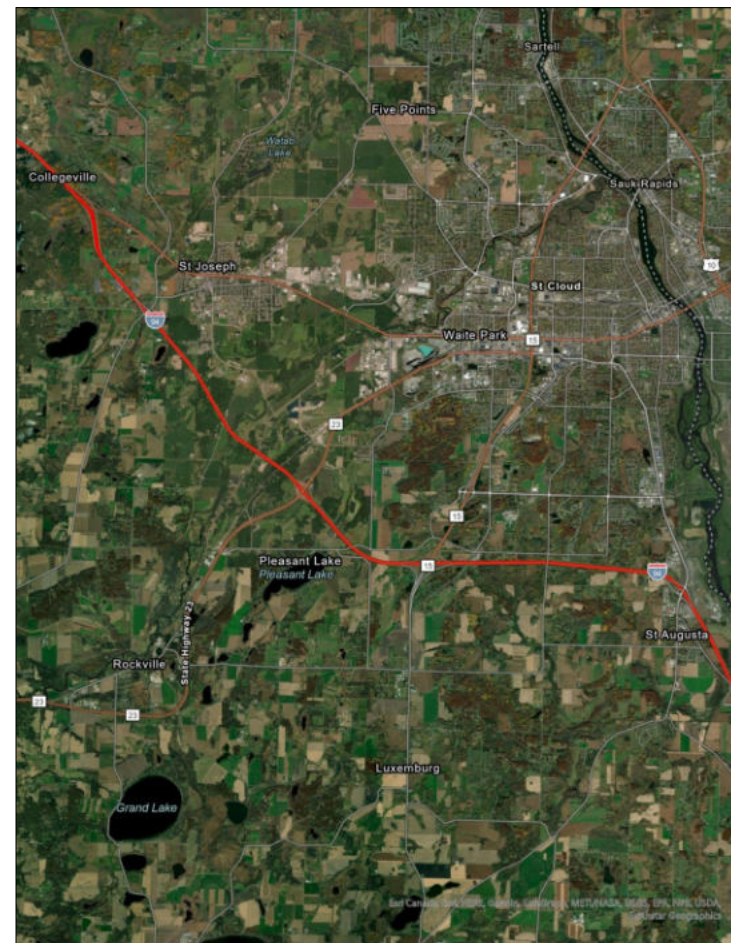


Photo courtesy Saint Cloud APO

Project Sponsor: MnDOT District 3

Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 kenneth.hansen@state.mn.us

2026 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-26A	Operating assistance	\$10,000,000	FTA: \$1,500,000 LF: \$8,500,000
TRF-0048-26B	Paratransit operating	\$4,950,000	LF: \$4,950,000
TRF-0048-26C	Northstar commuter operating	\$1,495,000	LF: \$1,495,000



Photo courtesy of Saint Cloud APO

Status updates

TRF-0048-26A:

TRF-0048-26B:

TRF-0048-26C:

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2026 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-26A	Purchase 12 replacement Dial-a-Ride CNG buses	\$3,300,000	STBGP 5K-200K: \$2,640,000 LF: \$660,000
TRF-0048-26D	Purchase maintenance tools and equipment	\$15,000	FTA: \$12,000 LF: \$3,000
TRF-0048-26E	Purchase three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000

Status updates

TRS-0048-26A:

TRF-0048-26D:

TRF-0048-26E:



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2026 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-26F	Purchase office equipment, IT, and communication projects	\$250,000	FTA: \$200,000 LF: \$50,000
TRF-0048-26G	Bus shelters	\$25,000	FTA: \$20,000 LF: \$5,000
TRF-0048-26H	Facility improvements	\$65,000	FTA: \$52,000 LF: \$13,000



Photo courtesy of Saint Cloud Metro Bus

Status updates

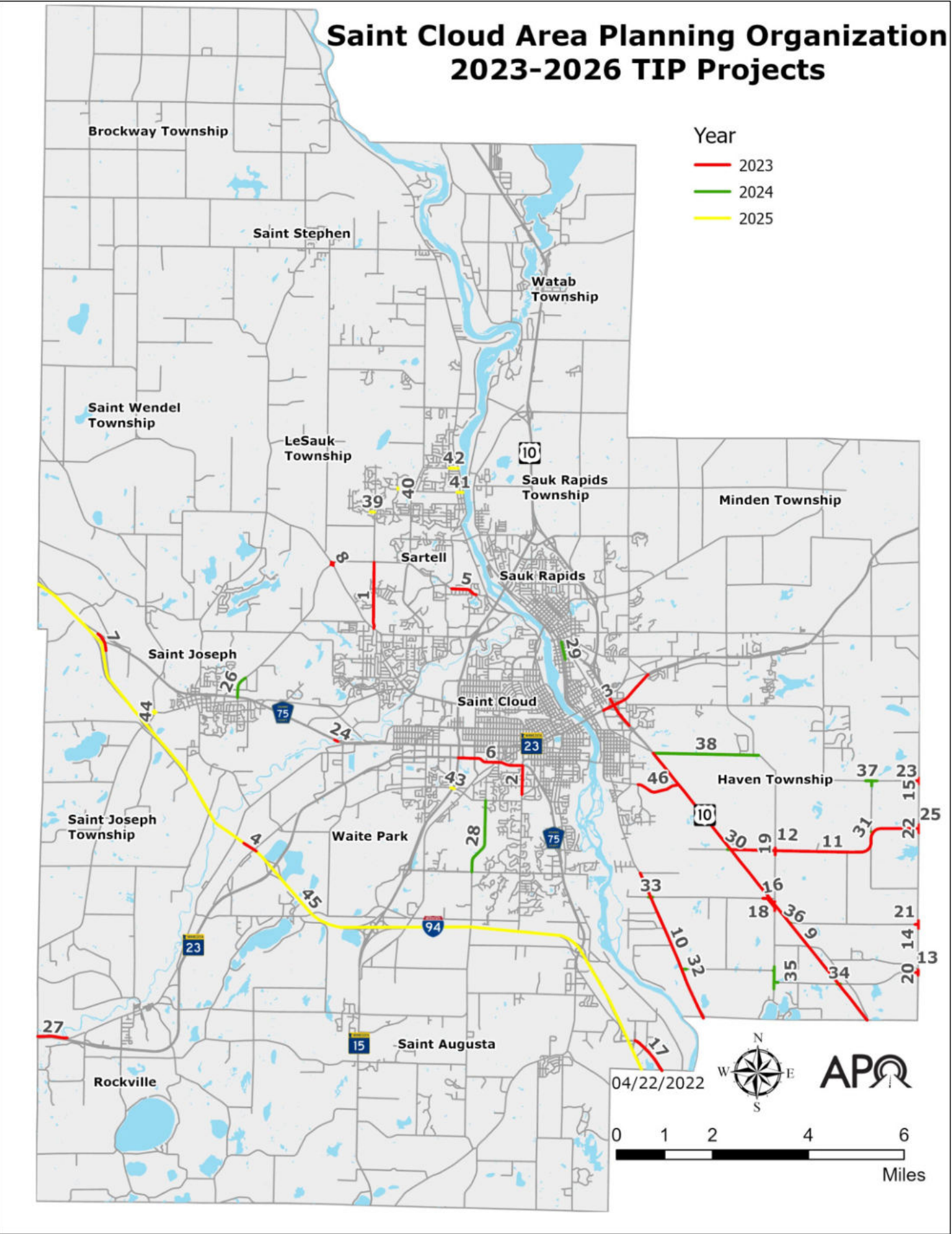
TRF-0048-26F:

TRF-0048-26G:

TRF-0048-26H:

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2023	City of Sartell	19th Avenue	Reconstruction
2	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3	2023	MnDOT	MN 23	Bridge Replacement
4	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6	2023	Stearns County	CSAH 75	Mill and Overlay
7	2023	MnDOT	I-94	Bridge Overlay
8	2023	Stearns County	CSAH 4	Roundabout
9	2023	MnDOT	US 10	Guard Rail
10, 11, 12, 13, 14, 25, 15	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16	2023	Sherburne County	CR 65	Intersection Realignment
17	2023	Stearns County	Beaver Island Trail	New Trail
18	2023	MnDOT	CR 65	Intersection Realignment
19, 20, 21, 22, 23	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24	2023	Stearns County	CSAH 75	Bridge Replacement
26	2024	Stearns County	CSAH 133	Expansion
27	2023	Stearns County	ROCORI Trail	New Trail
28	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30, 31, 32, 33, 34, 35, 36, 37	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2025	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43	2025	MnDOT	MN 15	Bridge Overlay
44	2025	Stearns County	CSAH 2	Roundabout
45	2025	MnDOT	I-94	DMS and Fiber Optic
46	2023	MnDOT	MN 301	Historic Preservation

Figure 1.1: Map of the APO’s FY 2023-2026 TIP project locations.

Chapter Two: Community Impact Assessment

In 1994, Presidential Executive Order 12898 mandated that every Federal agency incorporate environmental justice (EJ) in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low-income populations.

Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation set forth the following three principles to ensure non-discriminatory practices in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Historically underrepresented and underserved communities, including those protected under Federal legislation like EO 12898, Title VI, Americans with Disabilities Act (ADA), Title II of the ADA, Older Americans Act, and EO 13116 for limited English proficient populations must be considered in the APO planning process at the plan development program, and project level.

The Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on historically underrepresented communities – especially minority (Black, Indigenous and People-of-Color – BIPOC) and low-income populations. BIPOC populations include individuals who identify as one or more of the following: Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; and Hispanic or Latino descent regardless of race.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods.

While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects disproportionately affect the health or environments of BIPOC or low-income populations in a negative manner. In the past, the impacts on these groups were often overlooked as potential criteria for project evaluation.

Figures 2.2 and 2.3 on the following pages indicate the locations of large concentrations of BIPOC populations and low-income households within the MPA, respectively.

Figures 2.4 and 2.5 identify the location of the FY 2023-2026 TIP projects (sans transit) in comparison to both BIPOC populations and low-income households within the MPA.

In addition to considering concentrations of BIPOC and low-income populations, the Saint Cloud APO has elected to consider other populations that could be adversely impacted

by transportation. Those populations include people with disabilities, limited English proficient populations, zero vehicle households, people 65 and older, and people 18 and younger. A more detailed demographic breakdown can be found in the APO's [Stakeholder Engagement Plan \(SEP\)](https://bit.ly/2s5p2WN) (<https://bit.ly/2s5p2WN>).

Figure 2.6 identifies block groups within the MPA with concentrations of multiple historically underrepresented communities: BIPOC, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people 65 and older, and people 18 and younger. Figure 2.7 identifies the location of the FY 2023-2026 TIP projects (sans transit) in comparison to these communities.



Figure 2.1: Photo of La Pez Community Apartments located in south Saint Cloud – in a Census block group with a large concentration of low-income households. Photo courtesy Saint Cloud APO.

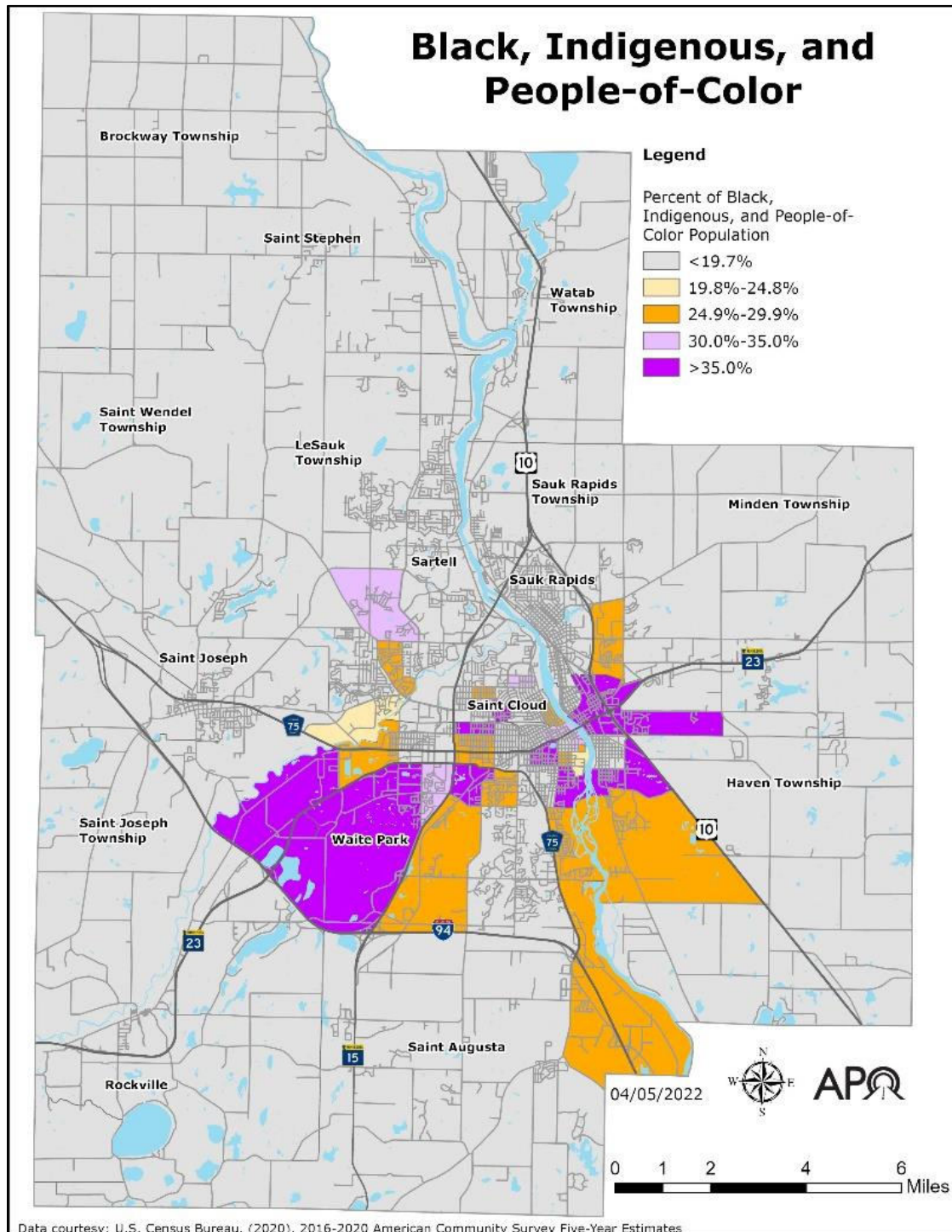


Figure 2.2: Percent of APO member jurisdiction's Black, Indigenous, and People of Color (BIPOC) population by Census block group. According to the U.S. Census Bureau's 2016-2020 American Community Survey (ACS) Five Year Estimates, a total of 27,393 residents (out of 138,401) have been identified as being BIPOC. This corresponds to a regional average of 19.8% (threshold) of the APO's planning area population. The shaded Census block groups indicate areas that have a BIPOC population greater than the regional average. Data courtesy of U.S. Census Bureau's 2016-2020 ACS Five Year Estimates.

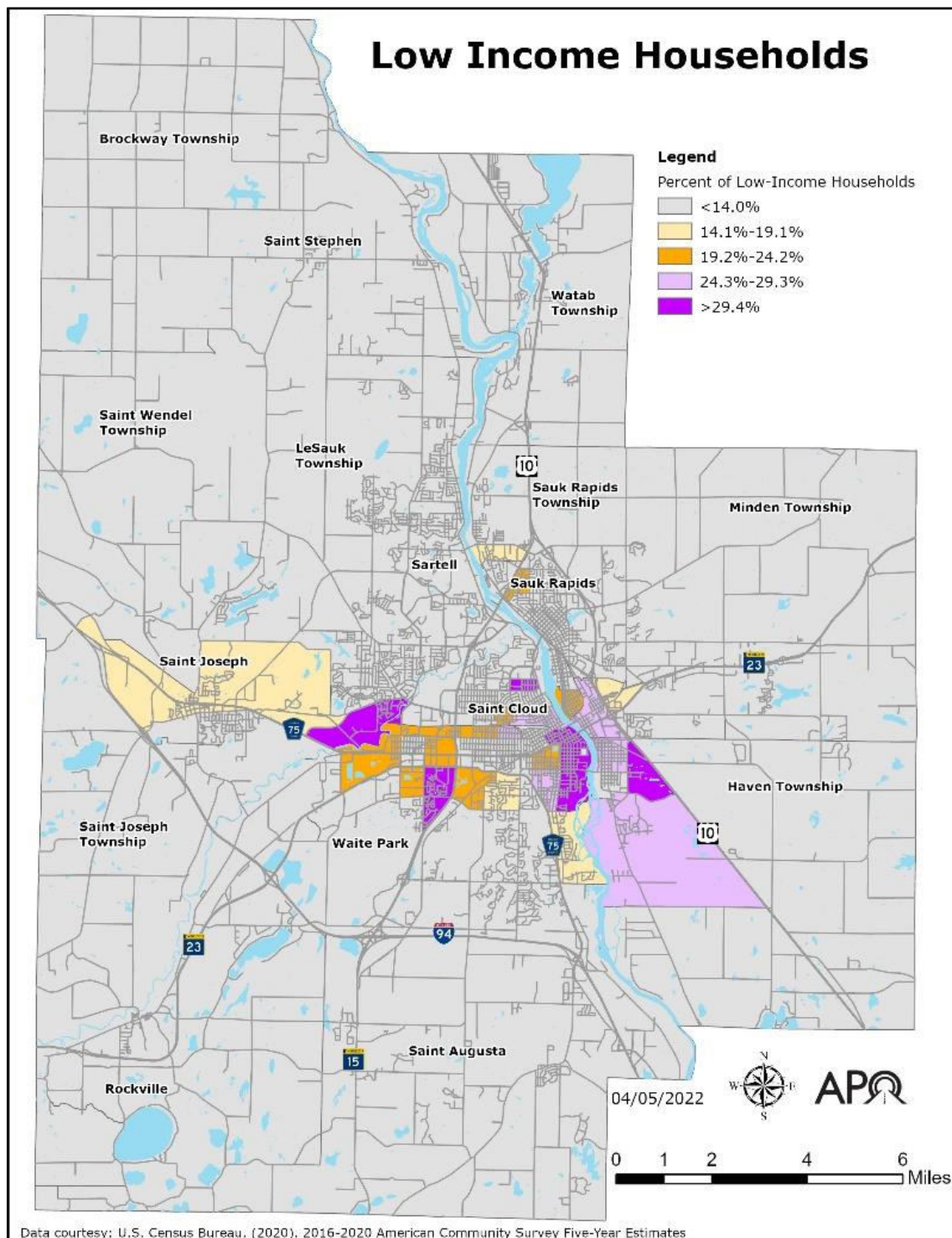


Figure 2.3: Percent of APO member jurisdiction's low-income household population by Census block group. According to the U.S. Census Bureau's 2016-2020 ACS Five Year Estimates, a total of 7,576 households (out of 53,804) have been identified as low-income. This corresponds to a regional average of 14.1% (threshold) of the APO's planning area population. The shaded Census block groups indicate areas that have a low-income household population greater than the regional average. Data courtesy of U.S. Census Bureau's 2016-2020 ACS Five Year Estimates.

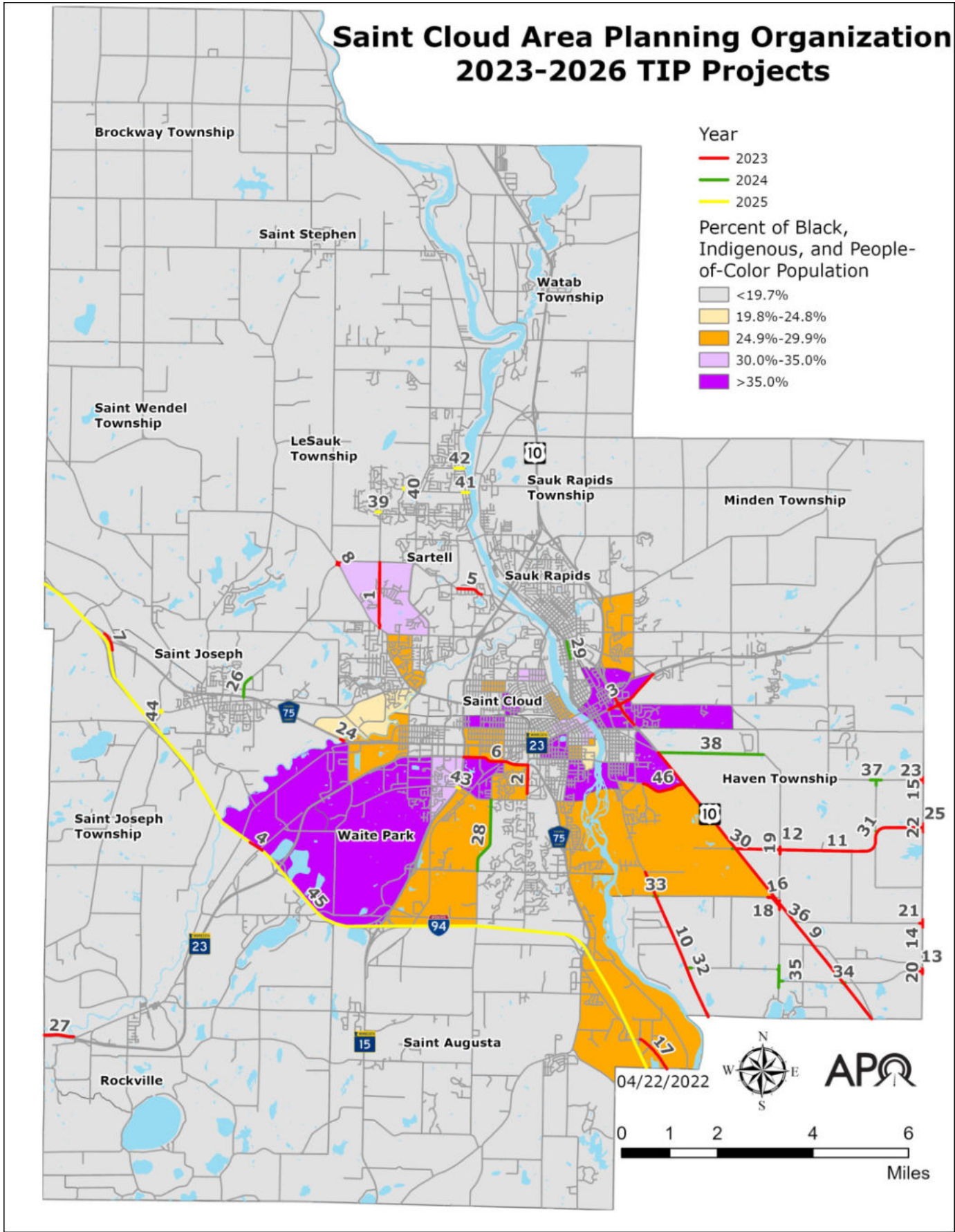


Figure 2.4: Map of the APO’s FY 2023-2026 TIP project locations and the proximity to Census block group areas with high concentrations of BIPOC populations based on the 2016-2020 American Community Survey Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of BIPOC populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1*	2023	City of Sartell	19th Avenue	Reconstruction
2*	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3*	2023	MnDOT	MN 23	Bridge Replacement
4*	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6*	2023	Stearns County	CSAH 75	Mill and Overlay
7	2023	MnDOT	I-94	Bridge Overlay
8*	2023	Stearns County	CSAH 4	Roundabout
9*	2023	MnDOT	US 10	Guard Rail
10*, 11*, 12, 13, 14, 25, 15	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16*	2023	Sherburne County	CR 65	Intersection Realignment
17*	2023	Stearns County	Beaver Island Trail	New Trail
18*	2023	MnDOT	CR 65	Intersection Realignment
19, 20, 21, 22, 23	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24*	2023	Stearns County	CSAH 75	Bridge Replacement
26	2024	Stearns County	CSAH 133	Expansion
27	2023	Stearns County	ROCORI Trail	New Trail
28*	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30*, 31, 32, 33*, 34, 35, 36, 37	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38*	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2025	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43*	2025	MnDOT	MN 15	Bridge Overlay
44	2025	Stearns County	CSAH 2	Roundabout
45*	2025	MnDOT	I-94	DMS and Fiber Optic
46*	2023	MnDOT	MN 301	Historic Preservation

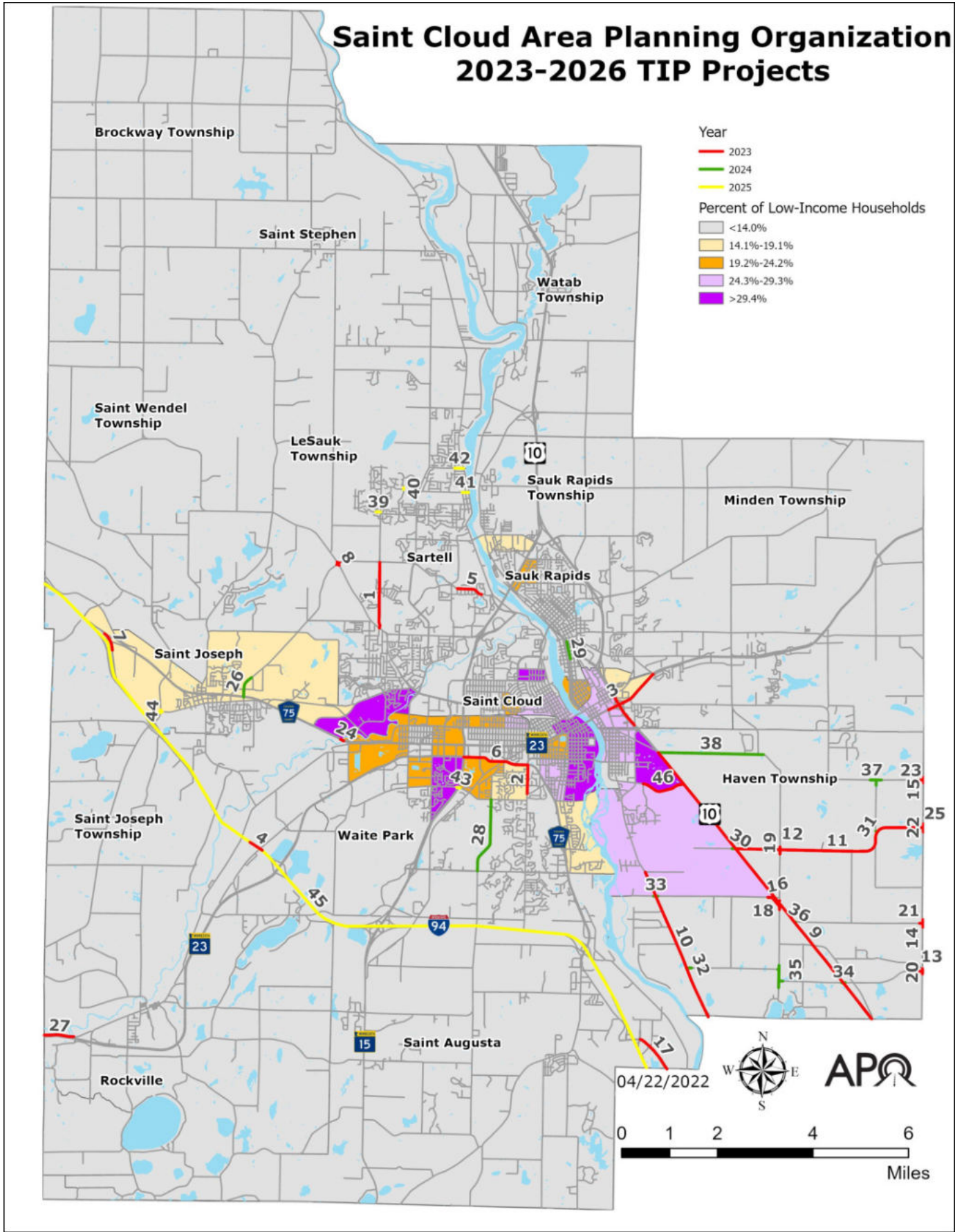


Figure 2.5: Map of the APO’s FY 2023-2026 TIP project locations and the proximity to Census block group areas with high concentrations of low-income household populations based on the 2016-2020 American Community Survey Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of low-income household populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2023	City of Sartell	19th Avenue	Reconstruction
2*	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3*	2023	MnDOT	MN 23	Bridge Replacement
4	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6*	2023	Stearns County	CSAH 75	Mill and Overlay
7*	2023	MnDOT	I-94	Bridge Overlay
8	2023	Stearns County	CSAH 4	Roundabout
9*	2023	MnDOT	US 10	Guard Rail
10,* 11*, 12, 13, 14, 25, 15	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16*	2023	Sherburne County	CR 65	Intersection Realignment
17	2023	Stearns County	Beaver Island Trail	New Trail
18*	2023	MnDOT	CR 65	Intersection Realignment
19, 20, 21, 22, 23	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24*	2023	Stearns County	CSAH 75	Bridge Replacement
26*	2024	Stearns County	CSAH 133	Expansion
27	2023	Stearns County	ROCORI Trail	New Trail
28*	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30*, 31, 32, 33*, 34, 35, 36, 37	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38*	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2025	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43*	2025	MnDOT	MN 15	Bridge Overlay
44*	2025	Stearns County	CSAH 2	Roundabout
45*	2025	MnDOT	I-94	DMS and Fiber Optic
46*	2023	MnDOT	MN 301	Historic Preservation

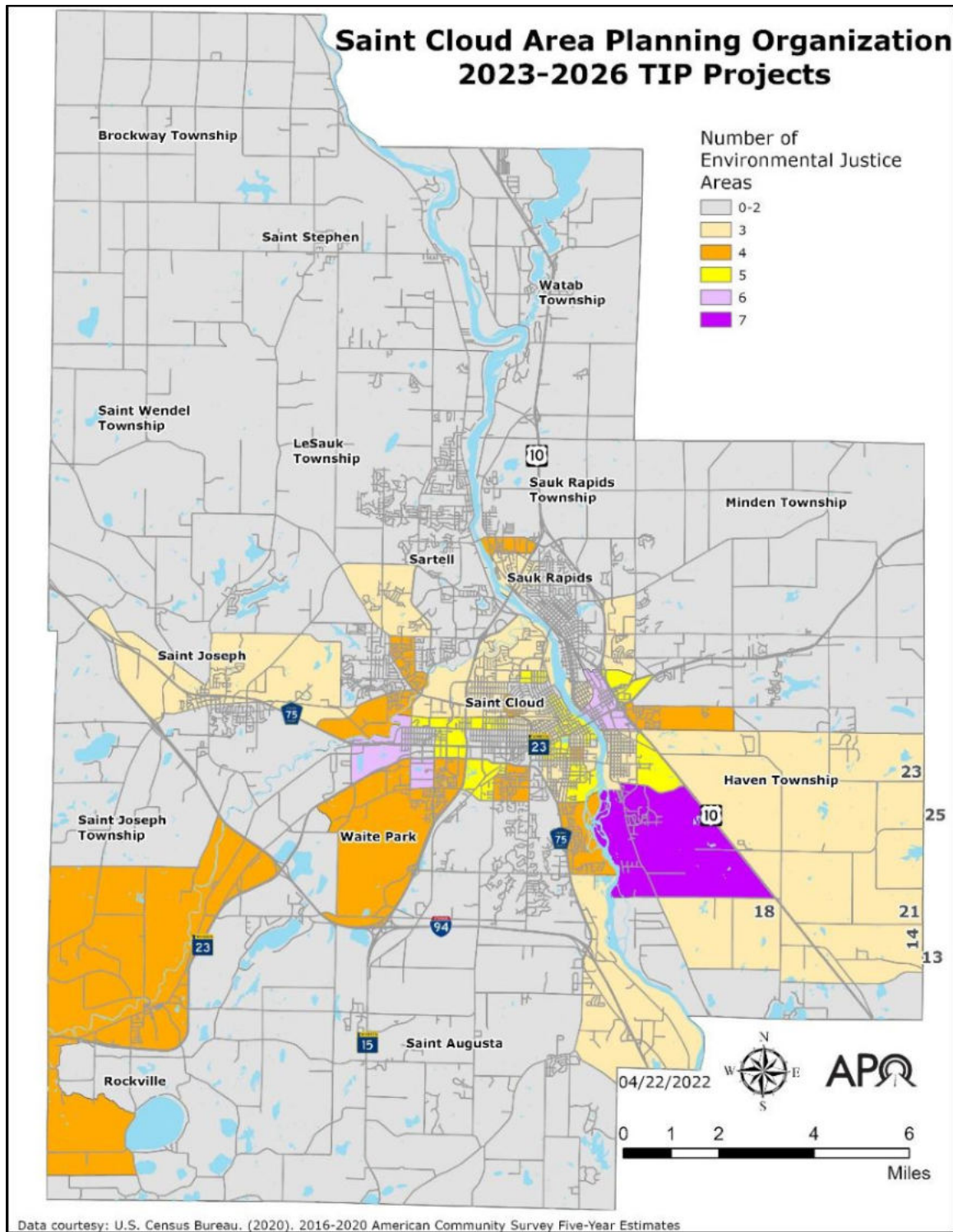


Figure 2.6: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau's 2016-2020 ACS Five Year Estimates.

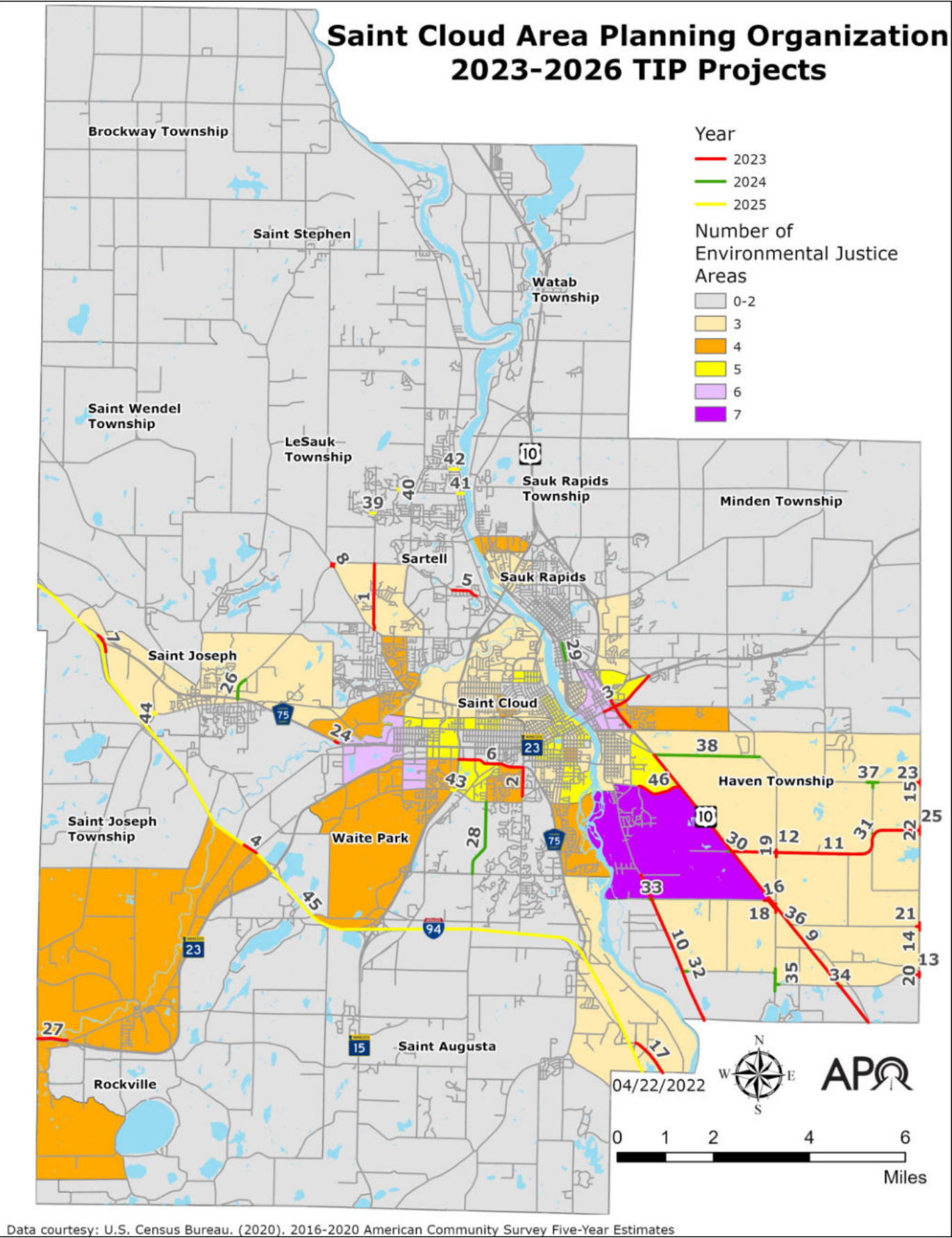


Figure 2.7: Map of the APO’s FY 2023-2026 TIP project locations and the proximity to areas with high concentrations of EJ and Title VI populations. Asterisks and bold font denotes projects that intersect, at least in part, with a block group with a high concentration of EJ and/or Title VI populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1*	2023	City of Sartell	19th Avenue	Reconstruction
2*	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3*	2023	MnDOT	MN 23	Bridge Replacement
4*	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6*	2023	Stearns County	CSAH 75	Mill and Overlay
7*	2023	MnDOT	I-94	Bridge Overlay
8*	2023	Stearns County	CSAH 4	Roundabout
9*	2023	MnDOT	US 10	Guard Rail
10,* 11*, 12*, 13*, 14*, 25*, 15*	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16*	2023	Sherburne County	CR 65	Intersection Realignment
17*	2023	Stearns County	Beaver Island Trail	New Trail
18*	2023	MnDOT	CR 65	Intersection Realignment
19*, 20*, 21*, 22*, 23*	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24*	2023	Stearns County	CSAH 75	Bridge Replacement
26*	2024	Stearns County	CSAH 133	Expansion
27*	2023	Stearns County	ROCORI Trail	New Trail
28*	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30*, 31*, 32*, 33*, 34*, 35*, 36*, 37*	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38*	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2025	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43*	2025	MnDOT	MN 15	Bridge Overlay
44*	2025	Stearns County	CSAH 2	Roundabout
45*	2025	MnDOT	I-94	DMS and Fiber Optic
46*	2023	MnDOT	MN 301	Historic Preservation

A project is defined as having the potential to have an adverse EJ effect if any portion of a project intersected with the defined boundaries of a Census block group with a high percentage of BIPOC individuals or a block group with a high percentage of low-income households.

According to the U.S. Census Bureau's 2016-2020 American Community Survey (ACS) Five Year Estimates, a total of 27,393 MPA residents (out of 138,401) have identified as BIPOC. This corresponds to a regional average of 19.8%. Any a block group with a BIPOC population greater than the regional average (as shown in Figure 2.2) is considered to have a high BIPOC percentage.

A total of 20 projects intersect, at least in part, with block groups with a high BIPOC percentage.

According to the U.S. Census Bureau's 2016-2020 ACS Five Year Estimates, a total of 7,576 MPA households (out of 53,804) have been identified as low-income. This corresponds to a regional average of 14.1%. Any block group with a low-income household population greater than the regional average (as shown in Figure 2.3) is considered to have a high low-income household percentage.

A total of 19 projects intersect with block groups with a high low-income household percentage.

The projects, identified in Figure 2.10, include several safety improvements and roadway reconstruction projects. Transit projects are excluded from this list because they benefit nearly the entire APO planning area.

	Population	Population Percentage	TIP Investment	Percentage of TIP Investment
BIPOC population	27,393	19.8%	\$61,714,627	90%
Non-BIPOC population	111,008	80.2%	\$6,693,665	10%
Total	138,401	100%	\$68,408,292	100%

Figure 2.8: BIPOC population within the APO planning area and TIP project investments within the APO area excluding transit projects. Population data courtesy of U.S. Census Bureau, 2016-2020 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

	Households	Household Percentage	TIP Investment	Percentage of TIP Investment
Households with low-income	7,576	14.1%	\$60,999,671	89%
Non-low-income households	46,228	85.6%	\$7,408,621	11%
Total	53,804	100%	\$68,408,292	100%

Figure 2.9: Low-income households within the APO planning area and TIP project investments within the APO area excluding transit projects. Household data courtesy of U.S. Census Bureau, 2016-2020 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

As is evident in the charts above, most TIP investment projects occur within or directly abutting Census block groups identified as having populations above the respective thresholds for BIPOC and low-income populations. These projects, however, primarily focus on safety improvements and/or system preservation for the transportation network. Both styles of projects have lasting benefits for the entire region. While construction could have adverse impacts on populations living within close proximity of the project – i.e. delays, detours, noise, and dust – once complete, the projects are anticipated to result in positive benefits such as increased capacity, lower commute times, increased safety, and the addition of bicycle and pedestrian facilities to neighborhoods.

It will fall upon the agencies and jurisdictions implementing the project to work toward mitigating and/or minimizing adverse impacts of project construction to both the traveling public and neighborhood areas.

In addition, the completion of the identified TIP projects will aid the APO in achieving its regional performance measures and targets as identified in the next chapter.



Figure 2.10: A photo of apartment buildings located in southeast Saint Cloud in an area with a higher percentage of low-income and BIPOC populations.

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BIPOC Area	Low-Income Household Area
1	LOCAL STREETS	220-116-002AC	2023	SARTELL	**AC**: SARTELL 19 TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1)	\$0	\$0	Yes	No
2	LOCAL STREETS	162-141-008AC	2023	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK 1 OF 1)	\$0	\$0	Yes	Yes
3	HIGHWAY MN 23	0503-91; 0503-91S; 0503-91GMNR	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15 TH AVE SE; REPLACE BRIDGES OVER US 10, BR #9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4 TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	\$40,153,784	\$12,669,442	Yes	Yes
4	HIGHWAY I 94	7380-259	2023	MNDOT	**ELLE**: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE	\$2,209,000	\$220,900	Yes	No
5	LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERTIAGE DR.	\$459,121	\$91,824	No	No
6	HIGHWAY CSAH 75	073-675-041	2023	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2024)	\$1,600,000	\$369,890	Yes	Yes
7	HIGHWAY I 94	7380-264	2023	MNDOT	I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH	\$1,200,000	\$120,000	No	Yes
8	HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.	\$888,900	\$88,900	Yes	No
9	HIGHWAY US 10	7103-63	2023	MNDOT	**SEC 164** US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM SHERBURNE CSAH 7 IN ST CLOUD TO 0.42 MI E OF SHERBURNE CSAH 20 IN CLEARLAKE (HSIP PROJECT)	\$1,900,000	\$190,000	Yes	Yes
10, 11, 12, 13, 14, 25, 15	LOCAL STREETS	071-070-043AC	2023	SHERBURNE COUNTY	**AC** INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS. (PAYBACK 1 OF 1)	\$0	\$0	Yes	Yes
16	LOCAL STREETS	7103-65	2023	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008)	\$2,500,000	\$300,000	Yes	Yes
17	LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER	\$1,740,000	\$1,340,000	Yes	No
18	LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42 ND ST, HAVEN TWP, SHERBURNE COUNTY	\$300,000	\$78,000	Yes	Yes
19, 20, 21, 22, 23	LOCAL STREETS	071-070-042	2023	SHERBURNE COUNTY	**AC** INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS (PAYBACK IN 2024)	\$368,000	\$36,800	No	No
24	HIGHWAY CSAH 75	073-675-042	2023	STEARNS COUNTY	**AC** CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026)	\$5,000,000	\$2,864,880	Yes	Yes
26	HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133, FROM STEARNS CSAH 75 TO 15 TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,822,944	\$364,589	No	Yes
27	LOCAL STREETS	073-090-011AC	2023	STEARNS COUNTY	**AC**: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 1 OF 2)	\$0	\$0	No	No

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BIPOC Area	Low-Income Household Area
28	HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)(PAYBACK 1 OF 1)	\$0	\$0	Yes	Yes
29	LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC** RECONSTRUCT 2 ND AVE S FROM BENTON DR TO 10 TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025)	\$1,744,000	\$608,880	No	No
30, 31, 32, 33, 34, 35, 36, 37	LOCAL STREETS	071-070-044	2024	SHERBURNE COUNTY	INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS	\$524,000	\$52,400	Yes	Yes
38	LOCAL STREETS	071-070-045	2024	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS ON VARIOUS SHERBURNE COUNTY ROADS	\$180,000	\$18,000	Yes	Yes
39, 40, 41, 42	LOCAL STREETS	220-090-003AC	2025	SARTELL	**AC** CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK 1 OF 1)	\$0	\$0	No	No
43	HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, - REOVERLAY	\$760,000	\$141,208	Yes	Yes
44	LOCAL STREETS	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	\$1,100,000	\$600,000	No	Yes
45	HIGHWAY I 94, MN 24	8823-375	2025	MNDOT	I-94, DMS, CAMERA'S AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER	\$500,000	\$100,000	Yes	Yes
46	HIGHWAY MN 301	7109-08	2023	MNDOT	**PRS** MN 301, RECLAIM & REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.	\$3,457,733	\$3,457,733	Yes	Yes
Total						\$62,881,365	\$18,028,471	Yes: 20 No: 8	Yes: 19 No: 9

*Note: Estimated project total and local/state match required for advance construction projects are not reflected due to these costs being allocated in previous years.

Figure 2.10: A list of FY 2023-2026 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of BIPOC and/or low-income individuals.

Chapter Three: Performance Measures

Titles 23 and 49 of United States Code (USC) require that planning agencies such as the APO utilize performance measures and monitoring to help inform the transportation investment decision-making process.

According to 23 CFR 450.326(d):

The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for

FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

APO staff have updated the MTP through planning horizon 2045. During this process, staff have incorporated Federally mandated performance measures into the MTP. In addition, APO staff have been working to develop a variety of other performance measures to assist in future planning and project implementation. It is the goal that these performance measures incorporated into the MTP will help further align current and future TIP-programmed projects with the overall goals and objectives established in the MTP.

Anticipated Effect

The performance measures focus on several major areas:

- PM1: Transportation Safety.
- PM2: Infrastructure (pavement and bridge condition).
- PM3: System Performance (system reliability).
- TAM: Transit Asset Management.
- PTSAP: Public Transportation Agency Safety Plans.

TAM and PTSAP targets emphasize improvement of the regional transit system (Saint Cloud Metro Bus), and the APO must program projects accordingly. The APO maintains current and compliant resolutions for PM1, PM2, PM3, TAM, and PTSAP.

Within these five categories, specific performance measures and targets are identified. Methods of calculation for PMs 1-3 are based on the guidelines outlined by the [TPM](#)

[assessment tool](https://www.fhwa.dot.gov/tpm/rule.cfm) (<https://www.fhwa.dot.gov/tpm/rule.cfm>) and can be found in [Appendix B](#).

Federal regulations require the APO to either 1) support all or some of MnDOT's performance targets for each performance measure, or 2) set all or some of 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 existing conditions and priorities of the APO. Therefore, by adopting different targets from the state, the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within the MTP.

The following sections contain the list of Federally-required performance measures and APO adopted targets which have been incorporated into the FY 2023-2026 TIP. An analysis of how those performance measures/targets are being tracked and/or implemented as part of the APO's FY 2023-2026 TIP.

PM1: Safety

The safety performance measure (PM1) incorporates the following five key targets:

1. Number of Fatalities.
2. Rate of Fatalities per 100 million vehicle miles traveled (VMT).
3. Number of Serious Injuries.
4. Rate of Serious Injuries per 100 million VMT.
5. Number of Non-Motorized Fatalities and Serious Injuries.

Each of these individual targets is based upon a five-year rolling average. Thus, 2020 targets were based on the totals for 2015, 2016, 2017, 2018, and 2019 then divided by five. Subsequently, 2021 targets are based on the total of 2016, 2017, 2018, 2019, and 2020 then divided by five. Hence with each year, the average can change based on new data.

The APO receives its VMT data from MnDOT.

Figure 3.1 outlines the specific safety performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM 1 Performance Measure	MnDOT's 2022 Targets	2020 APO Baseline Measurement	APO's 2022 Target
Number of Fatalities	395.2	13.0	8.6
Rate of Fatalities (per 100 million vehicle miles traveled)	0.613	1.110	0.720
Number of Serious Injuries	1,463.4	30.0	23.0
Rate of Serious Injuries (per 100 million vehicle miles traveled)	2.470	2.562	1.946

PM 1 Performance Measure	MnDOT's 2022 Targets	2020 APO Baseline Measurement	APO's 2022 Target
Number of Non-Motorized Fatalities and Serious Injuries	258.4	11.0	7.8

Figure 3.1: A list of incorporated PM1 performance measures in the APO's FY 2023-2026 TIP and performance targets for those performance measures.

All the safety targets the APO has adopted are lower than MnDOT's targets.

APO PM1 Programmed Projects

For example, MnDOT has adopted a yearly target of 395.2 fatalities in 2022, while the APO selected a yearly target of 8.6 fatalities for 2022. The APO's regional 2020 baseline measurement for fatalities was 13.0. It is unclear what supporting MnDOT's target would mean in this context or how it would help the APO to target investment funding. By electing to pursue targets more relevant to the regional baseline, the APO can better evaluate the effectiveness of its roadway safety and more efficiently monitor changes in this and other roadway safety numbers.

Examples of programmed projects in the FY 2023-2026 TIP that will help achieve the APO's roadway targets include the following: the installation rural intersection street lighting on various Sherburne County roads (project number 071-070-042); construction of a roundabout at the intersection of Stearns CSAH 4 and Stearns CSAH 133 (073-070-025); the installation of median cable barrier guardrail on US 10 from Sherburne County CSAH 7 to CSAH 20 (7103-63); and the installation of mumble strips on various Sherburne County roads (071-070-045). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

It is important to note that while the APO can promote a transportation system that is safe for all users through appropriate safety infrastructure to help prevent crashes, the APO cannot control individual behaviors that may lead to crashes. The APO and its member agencies and jurisdictions can only encourage, educate, and inform citizens of safe driving, walking, and bicycling habits to mitigate crashes.

PM2: Infrastructure

The infrastructure performance measure (PM2) incorporates the following two key target categories:

1. Interstate System and Non-Interstate NHS Pavement Conditions.
2. Non-Interstate NHS Pavement Conditions.

For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement condition targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

- Excellent: 86-100.
- Good: 71-85.
- Fair: 56-70.

- Poor: 0-55.

For the bridge condition targets, each bridge on the National Highway System (NHS) is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection rating of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

- Good: 7-9.
- Fair: 5-6.
- Poor: 0-4.

Figure 3.2 outlines the specific infrastructure performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

APO PM2 Programmed Projects

Like PM1, the APO has opted to set stricter performance targets for infrastructure than MnDOT. APO staff believe that by tailoring targets specifically to the region, the APO is better equipped to track, monitor, and potentially address changes – both positive and negative – in a more effective and efficient manner.

Currently there are no Interstate pavement projects programmed in the APO's MPA.

The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. Roadway management and preservation projects within the FY 2023-2026 TIP include the replacement of MN 23 bridges over US 10 (project number 0503-91) and the replacement of the Stearns CSAH 75 bridge over the Sauk River (073-675-042).

PM2 Performance Measure	MnDOT's 2021 Targets	2020 APO Baseline Measurement	APO's 2021 Target
Percentage of pavements of the Interstate System in Good condition	55%	95.4%	85%
Percentage of pavements of the Interstate System in Poor condition	2%	0%	1%
Percentage of pavements of the non-Interstate NHS in Good condition	50%	69.6%	60%
Percentage of pavements of the non-Interstate NHS in Poor condition	4%	0.1%	1%

PM2 Performance Measure	MnDOT's 2021 Targets	2020 APO Baseline Measurement	APO's 2021 Target
Percent of NHS bridges classified as in Good condition	35%	66.0%	60%
Percentage of NHS bridges classified as in Poor condition	2%	0%	1%

Figure 3.2: A list of incorporated PM2 performance measures in the APO's FY 2023-2026 TIP and performance targets for those performance measures.

PM3: System Performance

The system performance measure (PM3) incorporates the following three key targets:

1. Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.
2. Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.
3. Truck Travel Time Reliability Index.

Each of these individual targets are established every four years, but State DOTs are required to report on each target biennially. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA provides access to the National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times

that are reported every five minutes when data is available on the NHS.

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (80th percentile of travel times)
to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning weekday (6-10 a.m.).
- Midday weekday (10 a.m. – 4 p.m.).
- Afternoon weekday (4-8 p.m.).
- Weekends (6 a.m. – 8 p.m.).

Reliable segments of roadway are considered to have a ratio of 1.5 or less, whereas segments of roadway with a ratio above 1.5 are considered unreliable. In other words, 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.

MnDOT provides data to the APO regarding non-Interstate NHS reliability data.

For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Using the NPMRDS, the Level of Travel Time Reliability (LOTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (95th percentile of travel times)
to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning weekday (6-10 a.m.).
- Midday weekday (10 a.m. – 4 p.m.).
- Afternoon weekday (4-8 p.m.).
- Weekends (6 a.m. – 8 p.m.).
- Overnights (8 p.m. – 6 a.m. all days).

It is important to note that the lower the Reliability Index, the more reliable a roadway segment is.

Figure 3.3 outlines the specific system performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM3 Performance Measure	MnDOT's 2021 Targets	2020 APO Baseline Measurement	APO's 2021 Target
Percent of person-miles traveled on the Interstate that are reliable	80%	100%	100%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	90%	97.5%	90%
Truck Travel Time Reliability (TTTR) Index (minutes)	1.5	1.10	1.24

Figure 3.3: A list of the incorporated PM3 performance measures in the APO's FY 2023-2026 TIP and performance targets for those performance measures.

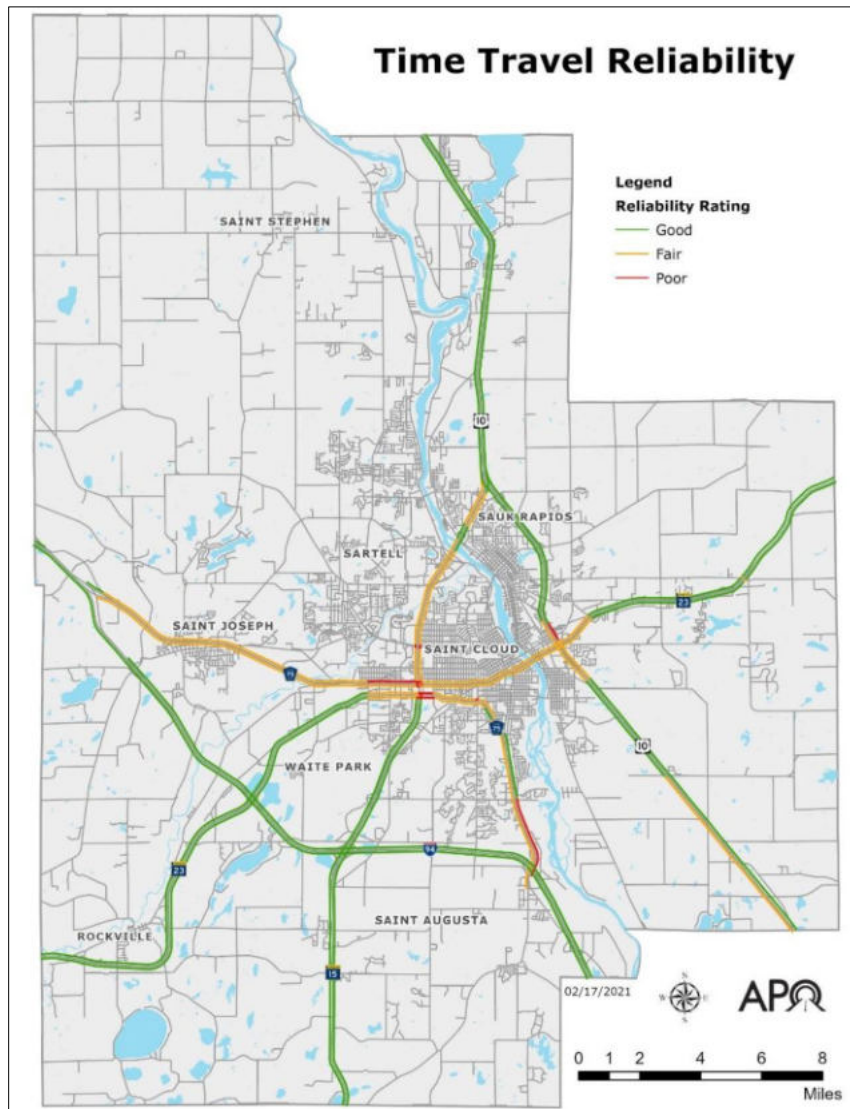


Figure 3.4: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO's planning area.

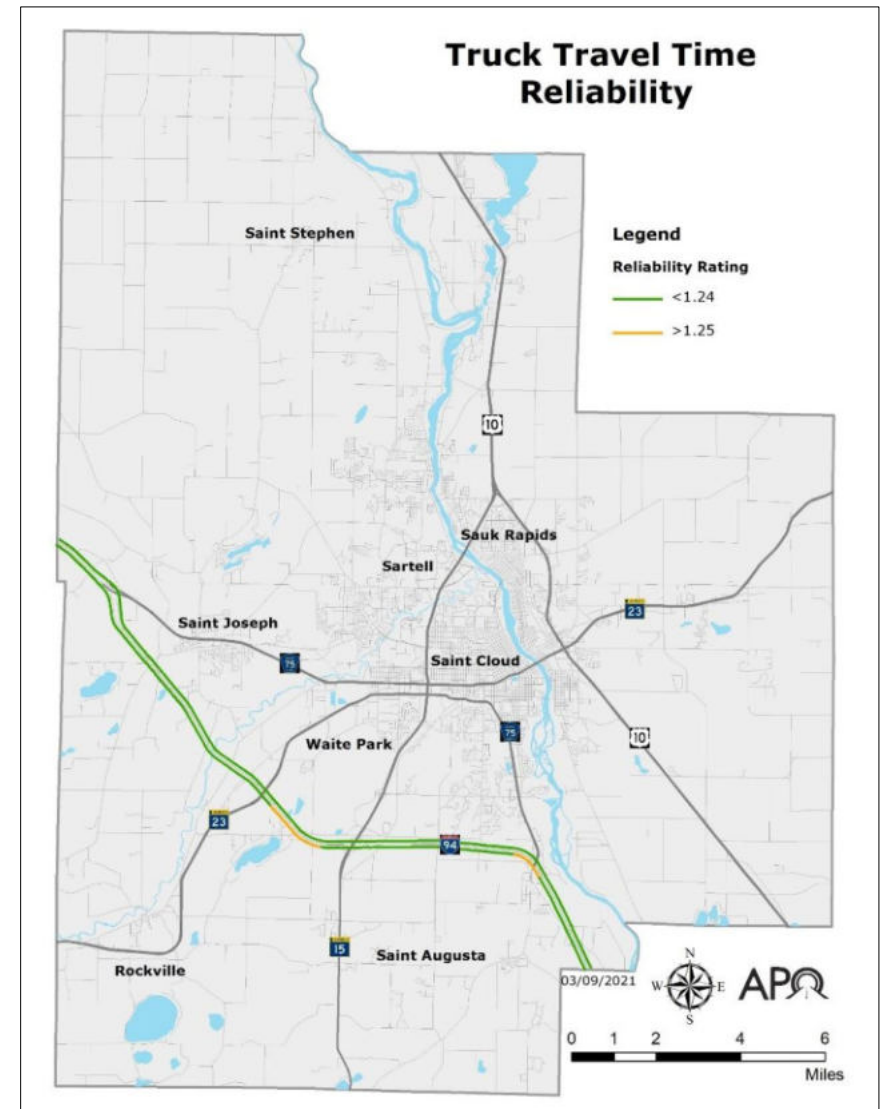


Figure 3.5: A map of the truck travel time reliability of Interstate 94 within the APO's planning area.

APO PM3 Programmed Projects

Percent of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100% and 97.5%, respectively. MnDOT has set targets of Interstate reliability at 80% and non-Interstate NHS at 90%. The APO has reviewed past data trends and determined Interstate reliability should remain at 100%, therefore making supporting the MnDOT targets not as relevant to the APO's planning area.

The non-Interstate NHS reliability has seen a flux of reliability from 2014. The APO has a goal to increase system accessibility, mobility, and connectivity. Like person-miles traveled on the Interstate, the APO's baseline measurement exceeds the targets established by MnDOT. Choosing to support the state targets would not allow the APO to gauge an accurate representation of the area's needs due to the fact they are lower than the current existing conditions for the APO's planning area.

Since there are currently no programmed projects that will increase reliability, APO staff have set a lower target for non-Interstate NHS reliability.

Interstate freight movement is very important to the economy as many businesses are dependent on a reliable system for shipping and delivery. MnDOT has set a target of 1.5 truck travel time reliability (TTTR) while the APO has adopted a target of 1.24. The current TTTR is 1.10 in the APO region. The APO has opted to impose stricter performance targets on its region since the APO's baseline measurement was below that of the MnDOT established targets.

There are currently no programmed projects expected to increase reliability. However, the Interstate system is still

under capacity within the APO region, so there is no evidence travel time reliability will see any adverse impacts.

Transit Asset Management (TAM)

In addition to TPM requirements which focus specifically on the roadway network, a separate set of performance measures is required to be developed and maintained by transit agencies receiving Federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must also establish performance measures which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

1. **Equipment:** Non-revenue support-service and maintenance vehicles.
2. **Rolling Stock:** Revenue vehicles by mode.
3. **Infrastructure:** Only rail-fixed guideway, track, signals and systems.
4. **Facilities:** Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities. Facilities are measured on the Transit Economic Requirements Model (TERM) scale which assigns a numerical rating (1-5) based on conditions.

TAM plan requirements fall into two categories:

- **Tier I:** Operates rail **OR** ≥ 101 vehicles across all fixed route modes **OR** ≥ 101 vehicles in one non-fixed route mode.

- **Tier II:** Subrecipient of 5311 funds **OR** American Indian Tribe **OR** ≤100 vehicles across all fixed route modes **OR** ≤ 100 vehicles in one non-fixed route mode.

Within the APO's planning area, Saint Cloud Metro Bus is required to develop a TAM plan falling under the Tier II requirements. Figure 3.6 outlines Metro Bus's 2021

performance targets for percentage of assets that have met or exceeded their ULB; the 2021 baseline measurement; the percent difference between the 2021 target and baseline; and the 2022 targets.

Figure 3.7 outlines the TERM scale rating and ULB targets for Metro Bus facilities.

Transit Asset Management SGR	Metro Bus 2021 Targets	2021 Metro Bus Baseline Measurement	2021 Performance Percentage Point Difference	Metro Bus 2022 Targets
Equipment (non-revenue service vehicles)	0.00%	0.00%	0.00	0.00%
Rolling Stock (revenue vehicles) – Class 700 buses	2.56%	10.26%	7.70	13.0%
Rolling Stock (revenue vehicles) – Class 400 buses	8.33%	20.00%	11.67	0.00%
Rolling Stock (revenue vehicles) – MCI buses	0.00%	0.00%	0.00	0.00%
Infrastructure (rail, fixed guideway, track signals, and systems)	N/A	N/A	N/A	N/A

Figure 3.6: A list of the incorporated SGR performance measures in the APO's FY 2023-2026 TIP and performance targets for those performance measures

Transit Asset Management TERM Scale	2021 Metro Bus Baseline Measurement	Metro Bus Percent of Assets Rated Below 3
Mobility Training Center	4	0%
Transit Center	3	0%
Operations	3	0%
Cold Storage	2	100%

Figure 3.7: A list of the incorporated TAM TERM scale performance measures in the APO's FY 2023-2026 TIP and performance targets for those TERM scale performance measures.

Staff at Saint Cloud Metro Bus and the APO worked together to establish both transit asset management State of Good Repair targets and the Transit Economic Requirements Model (TERM) scale targets for facilities.

Examples of programmed projects in the FY 2023-2026 TIP that will help achieve these targets include: the purchase of four Class 700 replacement CNG fixed route buses (project number TRS-0048-24A); facility improvements (project number TRF-0048-25G); and the purchase of three replacement operations vehicles (project number TRF-0048-26E).

These TIP projects are anticipated to positively impact target achievement by replacing fixed route and Dial-a-Ride buses past their state of good repair with new buses and maintaining and improving existing facilities.

Public Transportation Agency Safety Plan (PTSAP)

Accompanying TAM plans, FTA has required certain public transportation system operators that receive Federal funds under FTA's Urbanized Area Formula Grants – such as Saint Cloud Metro Bus – to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The SMS components of the PTSAP must include the following:

- Safety Management Policy.
 - Safety objectives.
 - Confidential employee reporting program.
 - Organizational accountabilities and safety responsibilities.
 - Designation of a Chief Safety Officer.

- Safety Risk Management.
 - Process for hazard identification.
 - Risk assessment.
 - Mitigation development.
- Safety Assurance.
 - All operators develop processes for safety performance monitoring and measurement.
 - Rail and large bus operators also develop processes for management of change and continuous improvement.
- Safety Promotion.
 - Comprehensive safety training program.
 - Safety communication.

PTASP regulation requires public transportation providers and state DOTs to also establish safety performance targets to address the safety performance measures identified in the [National Public Transportation Safety Plan](https://bit.ly/2Q8LUAt) (<https://bit.ly/2Q8LUAt>). Guidance from the development of this plan will assist transit agencies in properly identifying and addressing safety concerns or hazardous conditions while evaluating processes to mitigate those risks with the least amount of impact on employees, passengers, and equipment.

The following are a list of transit safety performance measures as established under the National Public Transportation Safety Plan:

1. **Fatalities:** Death confirmed within 30 days excluding trespassing and suicide-related fatalities.
2. **Fatalities per 65,000 Vehicle Revenue Miles (VRM):** Total number of fatalities per total VRM by mode.

3. **Injuries:** Harm to a person requiring immediate medical attention away from the scene excluding injuries resulting from assaults and other crimes.
4. **Safety Events:** All events reported on the Safety & Security (S&S-40) form for the National Transit Database (NTD) such as major safety events excluding major security events.
5. **Safety Events per 65,000 VRM:** Total number of safety events per total VRM by mode.
6. **System Reliability (VRM/Failures):** Mean distance between major mechanical failures as defined by NTD – a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

Performance targets are developed for each mode of transit service provided.

The public transportation provider is required to update the PTSAP on an annual basis, but MPOs are not required to adopt PTSAP targets on an annual basis. Only when a new PTSAP is adopted (at least once every four years) does the MPO have to adopt PTSAP targets.

Figure 3.8 outlines the safety measures by mode of service for Saint Cloud Metro Bus.

Staff at Saint Cloud Metro Bus and the APO worked together to establish these safety targets.

Examples of programmed projects in the FY 2023-2026 TIP that will help achieve these targets include: the purchase of four replacement fixed route buses (TRS-0048-24A), the purchase of two Class 400 CNG Dial-a-Ride buses (TRS-0048-24F), and the purchase of four Class 400 replacement CNG Dial-a-Ride buses (TRS-0048-25A).

These TIP projects are anticipated to positively impact target achievement by replacing fixed route, Dial-a-Ride, and commuter buses past their state of good repair with new buses thus increasing system reliability.

Mode of Transit Service	Total Fatalities	Fatalities per 65,000 VRM	Total Injuries	Injuries per 65,000 VRM	Total Safety Events	Safety Events per 65,000 VRM	System Reliability (65,000 VRM/failure)
Fixed Route Bus	0	0	2	0.2	2	0.25	<3
Paratransit Bus	0	0	2	0.1	3	0.15	<3
Commuter Bus	0	0	0	0.1	0	0.1	<3

Figure 3.8: A list of the incorporated PTSAP safety targets in the APO's FY 2023-2026 TIP.

MPO Investment Priorities

Performance-based programming uses strategies and priorities to guide the allocation of resources to projects that are selected to achieve goals, objectives, and targets. Performance-based programming establishes clear linkages between investments made and expected performance outputs and outcomes.

The responsibility of reporting, gathering, and evaluating existing conditions of the roadway network falls under the purview of the APO's planning technician.

While the APO's [project selection process and investment strategy](#) – as identified in the [Introduction](#) – is anticipated to remain the same, APO staff will conduct studies and use the tools necessary to project future transportation needs and investment priorities through the following techniques:

- A pavement condition database update has been proposed which will assess the pavement conditions. Cost projections for system preservation maintenance has also been included.
- A 2022 study pertaining to current and future operations of Opportunity Drive from the I-94 interchange to at least 74th Street.
- The continuation of the 2021 planning study of possible alignments for a potential Mississippi River bridge crossing connecting 33rd Street S and Roosevelt Road (CSAH 75) to US 10.

The APO has also adopted additional performance measures which will help investment priorities such as crashes involving chemical impairment and distracted driving, volume/capacity (V/C) ratios, and return on investment strategies to name a few.

Future TIP projects – both currently within this document and future subsequent TIP documents – and potential financial implications have been considered by APO staff when establishing performance targets for the region.

An example of this are the three bridge replacement projects programmed into the TIP. These projects replace two bridges on MN 23 (project numbers 0503-91, 0503-91S, 0503-91GMNR, 0503-91AC, and 0503-91AC1); three bridges on I-94 (project numbers 7380-259 and 7380-264); and one bridge on CSAH 75 (073-675-042). With the replacement of these bridges, which currently have a fair condition rating, bridge conditions in the APO's MPA will improve by roughly 11.8 percentage points.

It is anticipated that there will be enough available revenue to ensure performance targets within the APO's planning area are met.

As finalized performance targets become available for additional performance measures, anticipated programmed TIP projects will have to demonstrate how they will contribute to achieving those predetermined targets.

NHS Bridge Condition	2020	2026	Percentage Point Change
Good	66.0%	77.8%	+11.8%
Fair	34.0%	22.2%	-11.8%
Poor	0.0%	0.0%	0.0%

Figure 3.9: A comparison of bridge conditions before and after the completion of bridge replacement projects programmed into the APO's FY 2023-2026 TIP.

Chapter Four: Financial Capacity Analysis

General Legislative and Policy Background

As the Federally designated MPO for the Saint Cloud MPA, the APO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR §450.326(j), the APO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its agencies and/or jurisdictions to fund these projects while continuing to also fund the necessary system preservation work of the existing transportation system.

IIJA & CAAA TIP Financial Requirements

The most recent surface transportation bill, the 2021 Infrastructure Investment and Jobs Act (IIJA), and the Clean Air Act Amendments of 1990 (CAAA) have prescribed the following financial planning requirements for MPOs, state departments of transportations (DOTs), and public transit agencies:

- Be financially constrained by year and include a financial plan that demonstrates through current and projected revenue streams, how implementing agencies requesting Federal funds can provide the required local match, while adequately operating and maintaining their existing transportation system.
- Include only projects for which construction and operating funds are reasonably expected to be available. In the case of new funding sources, strategies for ensuring their availability shall be identified.

- The MPO must consider all projects and strategies funded under title 23 USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. The amount of funding assumed for future years from Federal sources should not exceed currently authorized amounts.
- Show the amount of Federal funds proposed to be obligated in each program year, the proposed sources of Federal and non-Federal funds, and the estimated cost for each project.
- Meet all criteria in the metropolitan and statewide planning regulations.

Financial Analysis Preparation

For projects to be programmed into the TIP, not only do they have to align with the APO's MTP, but they must be fiscally constrained within the respective agency's or jurisdiction's budget.

Estimated local funds, as part of the necessary local match for federally funded projects, must not compromise maintenance and operation – known as system preservation – of the existing roadway network.

Local match amounts allocated to Federal "system preservation" projects are assumed to enhance maintenance and operation of the existing system. These projects focus on activities that retain and/or restore the condition of an existing roadway within a jurisdiction's transportation network. Work classified under system preservation can include activities such as – but not limited to – snow removal, road repair, resurfacing, reconditioning, bridge repair, reconstruction, traffic management, and safety.

For an agency or jurisdiction to be found in financial conformance, local match amounts allocated to “expansion” projects – projects that either add capacity to an already existing roadway or construct an entirely new roadway – should not adversely impact a jurisdiction’s historic local system preservation investment.

Historical Financial Condition

Each agency and jurisdiction that has projects programmed into the FY 2023-2026 TIP has provided historical information on transportation funding. This information, gathered over a period of 10 years, demonstrates how each respective agency or jurisdiction allocates funding to either system preservation or expansionary projects. This information is then averaged out over the 10-year period and reflected as a percentage split between system preservation and expansion projects.

Future Financial Condition

In addition to the historical information provided, each jurisdiction and agency had to provide projected local revenue sources per each year programmed into the FY 2023-2026 TIP. These sources included local tax levies, special assessments, state funding, state-aid funding, bonding, and other miscellaneous local revenue streams.

Determining Fiscal Constraint

To determine the fiscal constraint for each jurisdiction and agency, APO staff consulted both the historical and future financial information provided.

To ensure potential revenue was being allocated appropriately toward system preservation, the historical funding percentage was applied to the total projected local funds by year. The funds remaining would then be allocated

toward expansion projects. Fiscal constraint would be maintained if the local match of the projects programmed into the TIP (either system preservation or capacity expansion) do not exceed the projected revenue allocations.

Calculating fiscal constraint for the three counties and MnDOT District 3 varies from the individual jurisdictions and agencies. This is because only a portion of the county’s or MnDOT’s roadway network falls within the APO’s MPA. Financial information for these jurisdictions is based upon the percentage of the roadway network that falls within the APO’s MPA. For contextual information, the APO has also asked the counties and MnDOT District 3 to provide both historical and future financial information for their entire respective planning areas. Because these entities have larger pools of money to pull from, fiscal constraint may or may not be met within the APO’s MPA but will be maintained on a countywide or districtwide level.

Financial Capability Finding

The sections that follow summarize the existing and forecasted financial condition of implementing agencies and the ability to provide adequate local and/or state funding to match Federal dollars programmed in the FY 2023-2026 TIP.

Benton County

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Benton County has allocated on average 66% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 34% of overall local transportation related dollars to be expended on new transportation related projects.

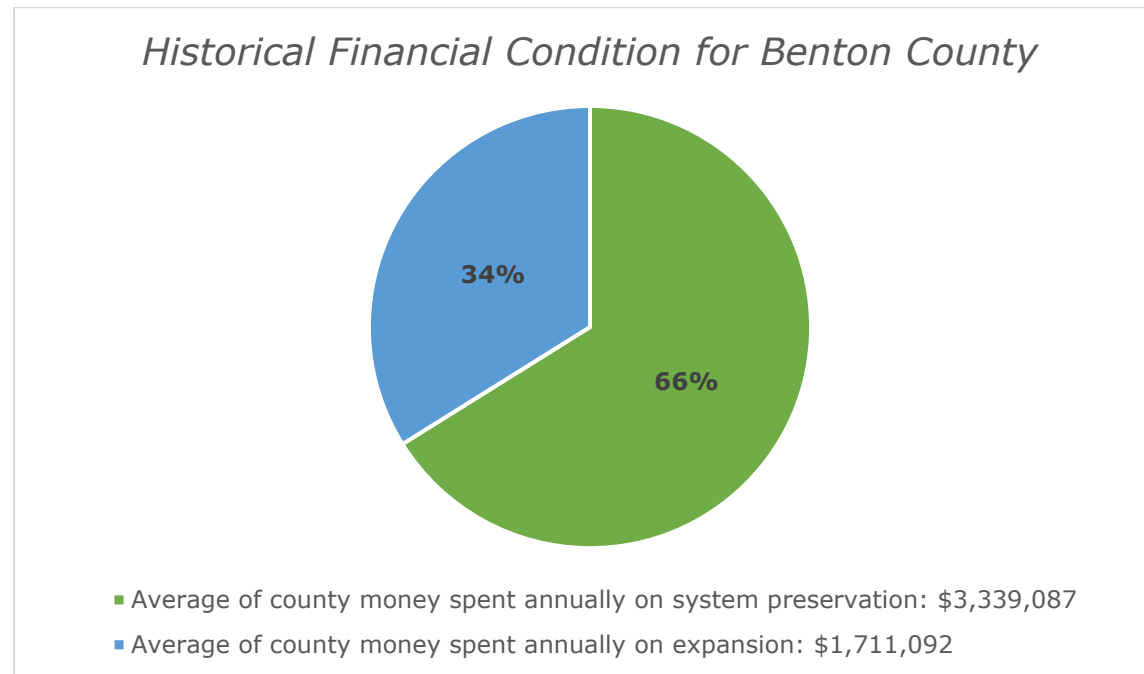


Figure 4.1: Local investment on system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$3,786,495	\$17,296	\$3,803,791
2013	\$2,522,292	\$1,550,646	\$4,072,938
2014	\$4,422,130	\$6,133,846	\$10,555,976
2015	\$3,136,796	\$952,114	\$4,088,910
2016	\$930,787	\$3,878,344	\$4,809,131
2017	\$1,992,607	\$942,160	\$2,934,767
2018	\$6,364,560	\$2,742,697	\$9,107,257
2019	\$941,068	\$0	\$941,068
2020	\$6,301,797	\$0	\$6,301,797
2021	\$2,992,334	\$893,817	\$3,886,151
Total	\$33,390,866	\$17,110,920	\$50,501,786
Average	\$3,339,087	\$1,711,092	\$5,050,179
Percentage of Total County Expense	66%	34%	100%

Figure 4.2: Local investment on system preservation and expansion within Benton County from 2012-2021. Data courtesy of Benton County Highway Department.

Historical Financial Condition within APO's MPA

Approximately 12% of the roadway network for Benton County lies within the APO planning. To approximate the budget expended within the APO planning area, Benton County takes a flat 12% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning. That stated, Benton County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.

Of note, all the expansion projects within Benton County have occurred within the portion of the county within the APO's MPA, thus skewing the system preservation to expansion ratio within the MPA.

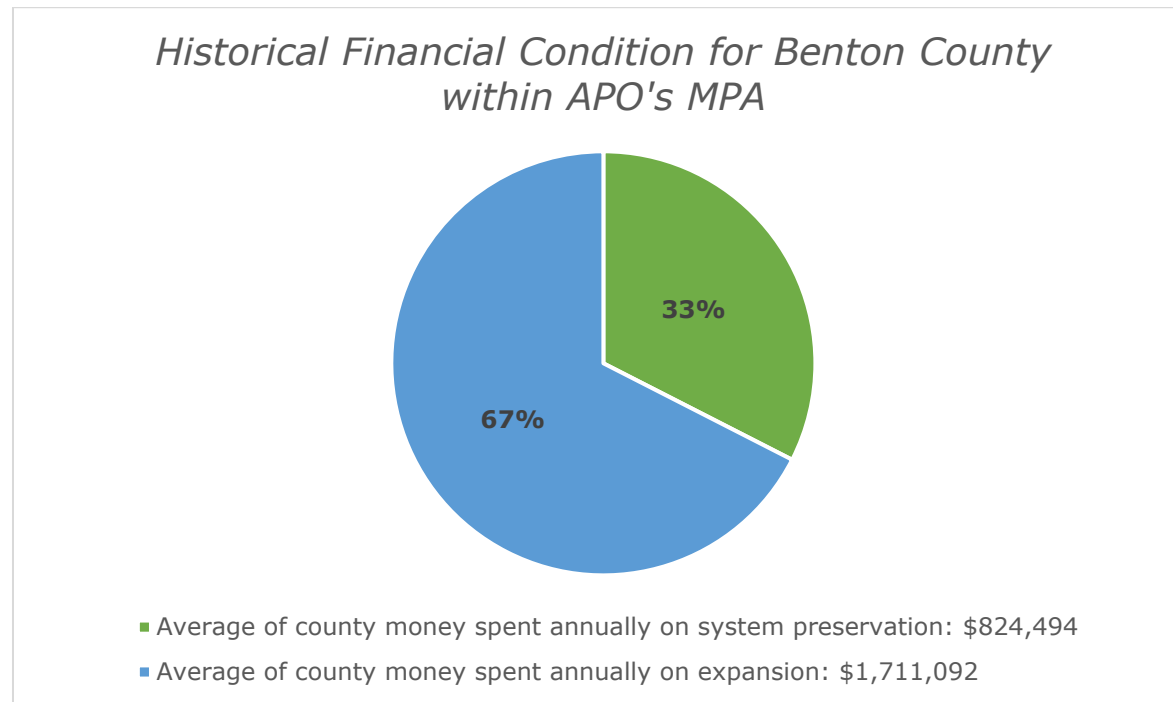


Figure 4.3: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$454,379	\$17,296	\$471,675
2013	\$302,675	\$1,550,646	\$1,853,321
2014	\$530,656	\$6,133,846	\$6,664,502
2015	\$376,416	\$952,114	\$1,328,530
2016	\$111,694	\$3,878,344	\$3,990,038
2017	\$239,113	\$942,160	\$1,181,273
2018	\$3,799,942	\$2,742,697	\$6,542,639
2019	\$112,928	\$0	\$112,928
2020	\$756,216	\$0	\$756,216
2021	\$1,560,926	\$893,817	\$2,454,743
Total	\$8,244,945	\$17,110,920	\$25,355,865
Average	\$824,494	\$1,711,092	\$2,535,586
Percentage of Total County Expense	33%	67%	100%

Figure 4.4: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA from 2012-2021. Data courtesy of Benton County Highway Department.

Future Financial Condition

Operating revenue for local transportation dollars for Benton County come from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$4,516,667	\$0	\$0	\$0	\$4,516,667
State-Aid Funds	\$2,869,042	\$2,885,334	\$2,352,007	\$7,155,000	\$15,261,383
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$4,986,667	\$3,884,789	\$3,165,400	\$11,525,000	\$23,561,856
Total Projected County Funds	\$12,372,376	\$6,770,123	\$5,517,407	\$18,680,000	\$43,339,906

Figure 4.5: Projected County transportation funding sources and amounts for Benton County to be used toward transportation projects. Data courtesy of Benton County Highway Department.

Future Financial Condition within APO's MPA

Like the current financial condition, Benton County reasonably estimates to spend approximately 12% of the county's entire transportation related revenue within the APO planning area. However, Benton County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$542,000	\$0	\$0	\$0	\$542,000
State-Aid Funds	\$344,285	\$346,240	\$282,241	\$2,410,714	\$3,383,480
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$598,400	\$466,175	\$1,266,160	\$1,125,000	\$3,455,735
Total Projected County Funds	\$1,484,685	\$812,415	\$1,548,401	\$3,535,714	\$7,381,215

Figure 4.6: Projected County transportation funding sources and amounts for the portion of Benton County within the APO's MPA to be used toward transportation projects. Data courtesy of Benton County Highway Department.

Fiscal Constraint within APO's MPA

Figure 4.7 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Benton County within the APO's MPA. In total, \$2,435,801 is available for system preservation projects during fiscal years 2023-2026. The remaining \$4,945,414 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (33% of Total)	Historical Expansion Investment (67% of Total)
2023	\$1,484,685	\$489,946	\$994,739
2024	\$812,415	\$268,097	\$544,318
2025	\$1,548,401	\$510,972	\$1,037,429
2026	\$3,535,714	\$1,166,786	\$2,368,928
Total	\$7,381,215	\$2,435,801	\$4,945,414

Figure 4.7: A total of available revenue for the portion of Benton County within the APO's MPA by year from 2023 through 2026. Data courtesy of Benton County Highway Department.

During this time frame, Benton County does not have any projects within the APO's MPA programmed into the TIP. However, the county is contributing \$85,000 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91).

Overall, Benton County has enough funding to finance this contribution and thereby maintains fiscal constraint.

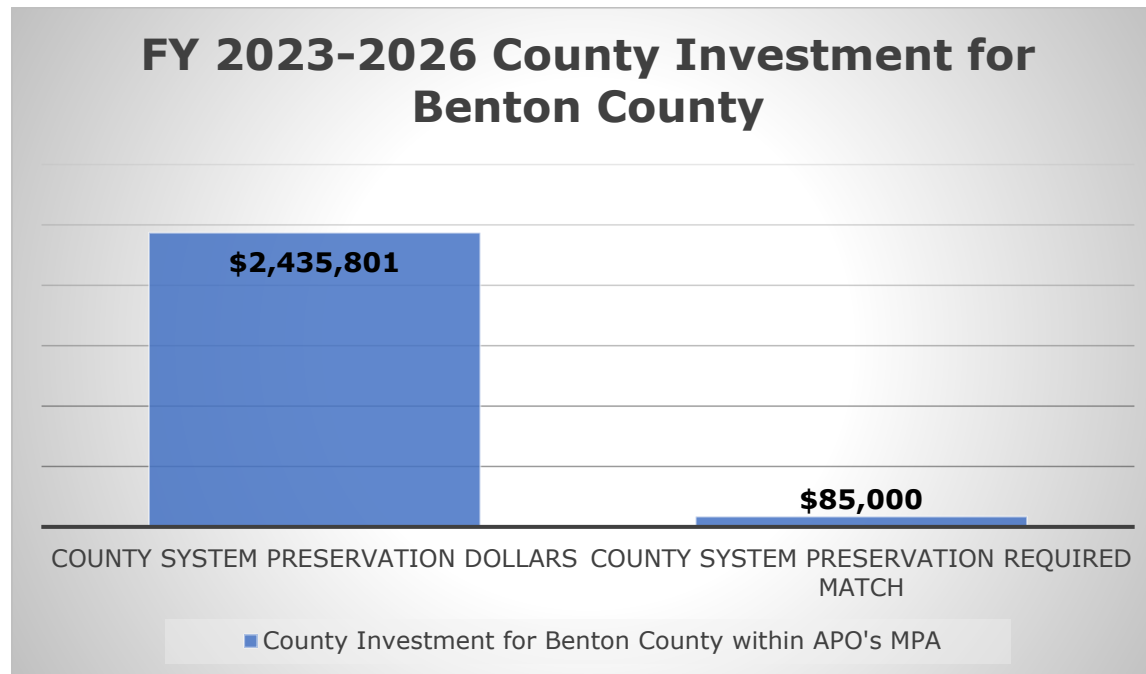


Figure 4.8: Total fiscal constraint for Benton County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Benton County Highway Department.

Sherburne County

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Sherburne County has allocated on average 100% of overall local transportation related dollars to system preservation of the current transportation system.

The county has not completed any capacity expanding projects within that time frame.

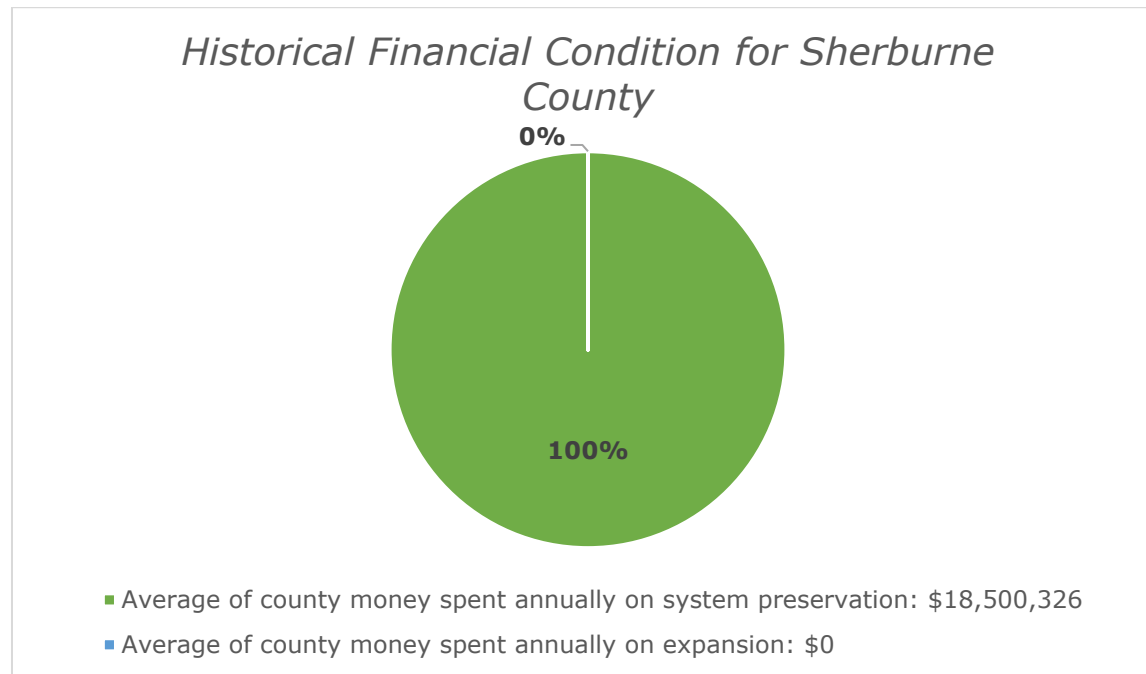


Figure 4.9: Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$16,951,863	\$0	\$16,951,863
2013	\$15,330,074	\$0	\$15,330,074
2014	\$20,358,007	\$0	\$20,358,007
2015	\$18,414,656	\$0	\$18,414,656
2016	\$11,745,584	\$0	\$11,745,584
2017	\$17,229,707	\$0	\$17,229,707
2018	\$17,964,370	\$0	\$17,964,370
2019	\$25,598,083	\$0	\$25,598,083
2020	\$18,808,660	\$0	\$18,808,660
2021	\$22,602,258	\$0	\$22,602,258
Total	\$185,003,261	\$0	\$185,003,261
Average	\$18,500,326	\$0	\$18,500,326
Percentage of Total County Expense	100%	0%	100%

Figure 4.10: Local investment on system preservation and expansion within Sherburne County from 2012-2021. Data courtesy of Sherburne County Highway Department.

Historical Financial Condition within APO's MPA

Approximately 9% of the roadway network for Sherburne County lies within the APO planning area. To approximate the budget expended within the APO planning area, Sherburne County takes a flat 9% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Sherburne County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.

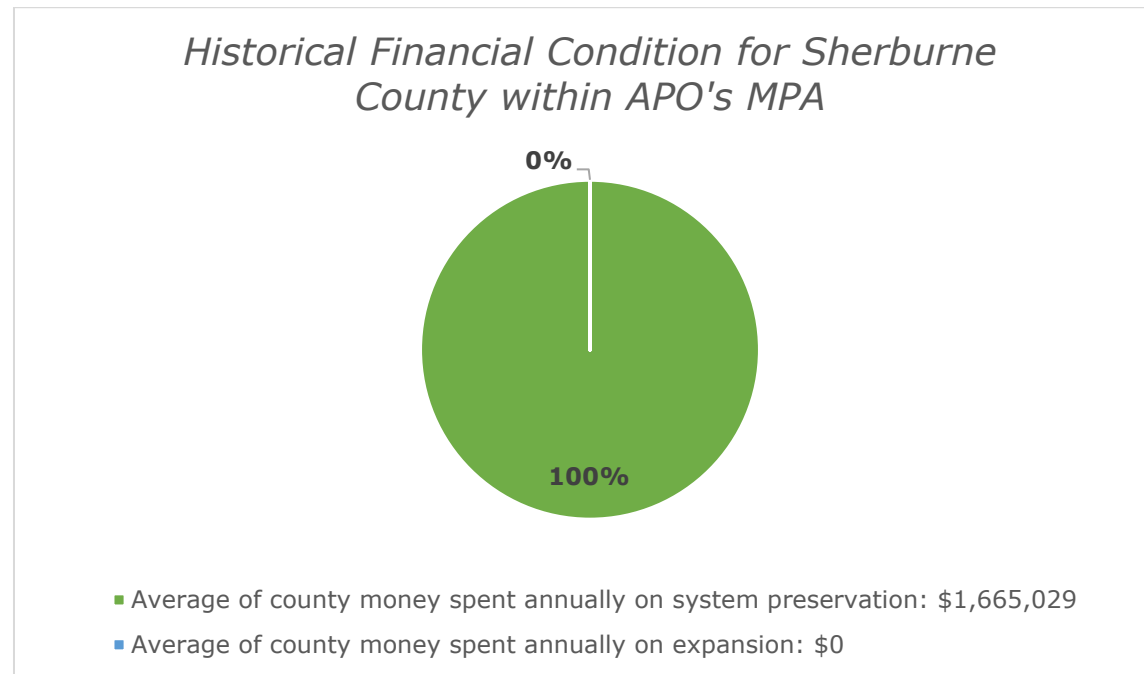


Figure 4.11: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$1,525,668	\$0	\$1,525,668
2013	\$1,379,707	\$0	\$1,379,707
2014	\$1,832,221	\$0	\$1,832,221
2015	\$1,657,319	\$0	\$1,657,319
2016	\$1,057,103	\$0	\$1,057,103
2017	\$1,550,674	\$0	\$1,550,674
2018	\$1,616,793	\$0	\$1,616,793
2019	\$2,303,827	\$0	\$2,303,827
2020	\$1,692,779	\$0	\$1,692,779
2021	\$2,034,203	\$0	\$2,034,203
Total	\$16,650,293	\$0	\$16,650,293
Average	\$1,665,029	\$0	\$1,665,029
Percentage of Total County Expense	100%	0%	100%

Figure 4.12: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2012-2021. Data courtesy of Sherburne County Highway Department.

Future Financial Condition

Operating revenue for local transportation dollars for Sherburne County comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$5,885,000	\$4,611,000	\$5,655,200	\$4,480,000	\$20,631,200
State-Aid Funds	\$8,207,600	\$3,148,000	\$2,837,000	\$4,336,000	\$18,528,600
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$1,313,000	\$0	\$0	\$0	\$1,313,000
Other County	\$10,731,000	\$5,675,000	\$8,584,000	\$5,516,000	\$30,506,000
Total Projected County Funds	\$26,136,600	\$13,434,000	\$17,076,200	\$14,332,000	\$70,978,800

Figure 4.13: Projected County transportation funding sources and amounts for Sherburne County to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.

Future Financial Condition within APO's MPA

In reviewing Sherburne County's most recently adopted Capital Improvement Program, the County's Public Works Finance department was able to calculate the anticipated projected county transportation revenues to be expended with the APO's planning area between 2023 and 2026. It should also be noted that the County can and will redistribute local transportation revenue across the county as need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$1,821,000	\$1,376,000	\$0	\$0	\$3,197,000
State-Aid Funds	\$0	\$0	\$0	\$0	\$0
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Total Projected County Funds	\$4,621,000	\$1,376,000	\$0	\$0	\$5,997,000

Figure 4.14: Projected County transportation funding sources and amounts for the portion of Sherburne County within the APO's MPA to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.

Fiscal Constraint within APO's MPA

Figure 4.15 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Sherburne County within the APO's MPA. In total, \$5,997,000 is available for system preservation projects during fiscal years 2023-2026. There is no funding set aside for expansion projects.

Year	Total Projected County Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2023	\$4,621,000	\$4,621,000	\$0
2024	\$1,376,000	\$1,376,000	\$0
2025	\$0	\$0	\$0
2026	\$0	\$0	\$0
Total	\$5,997,000	\$5,997,000	\$0

Figure 4.15: A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2023 through 2026. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County has five system preservation projects within the APO's MPA programmed into the TIP requiring a county match of \$407,200 in year of expenditure dollars.

Overall, Sherburne County has enough funding to finance these projects and thereby maintains fiscal constraint.

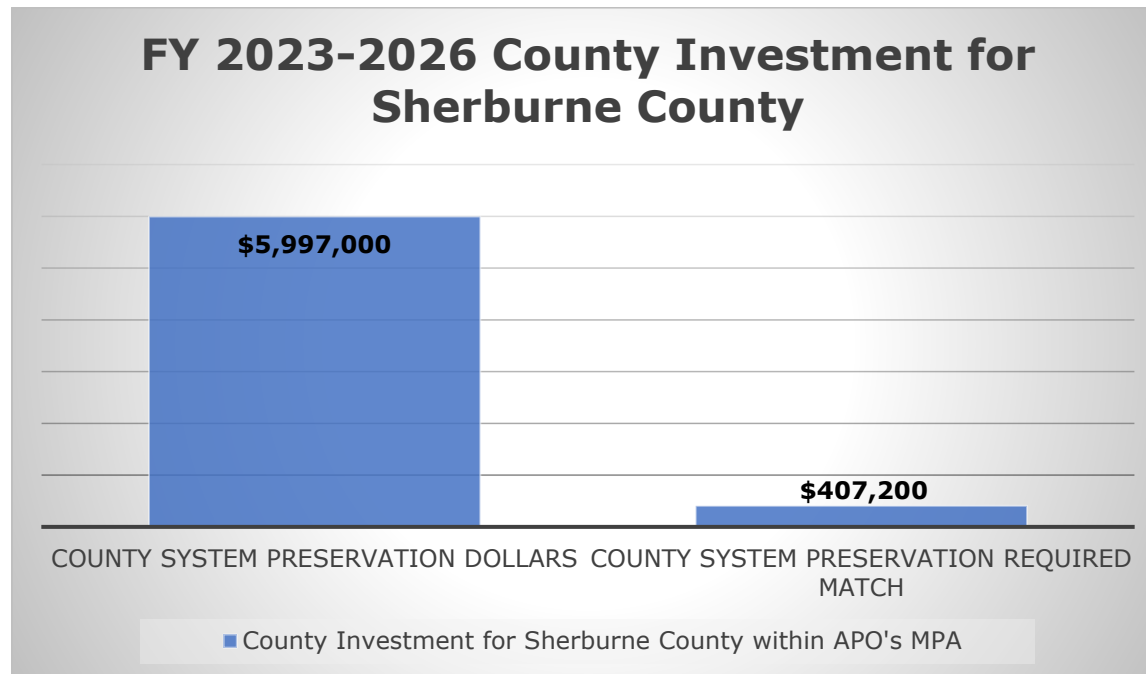


Figure 4.16: Total fiscal constraint for Sherburne County within the APO's MPA for TIP cycle FY 2023-2026. Data courtesy of Sherburne County Highway Department.

Stearns County

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Stearns County has allocated on average 97% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 3% of overall local transportation related dollars to be expended on new transportation related projects.

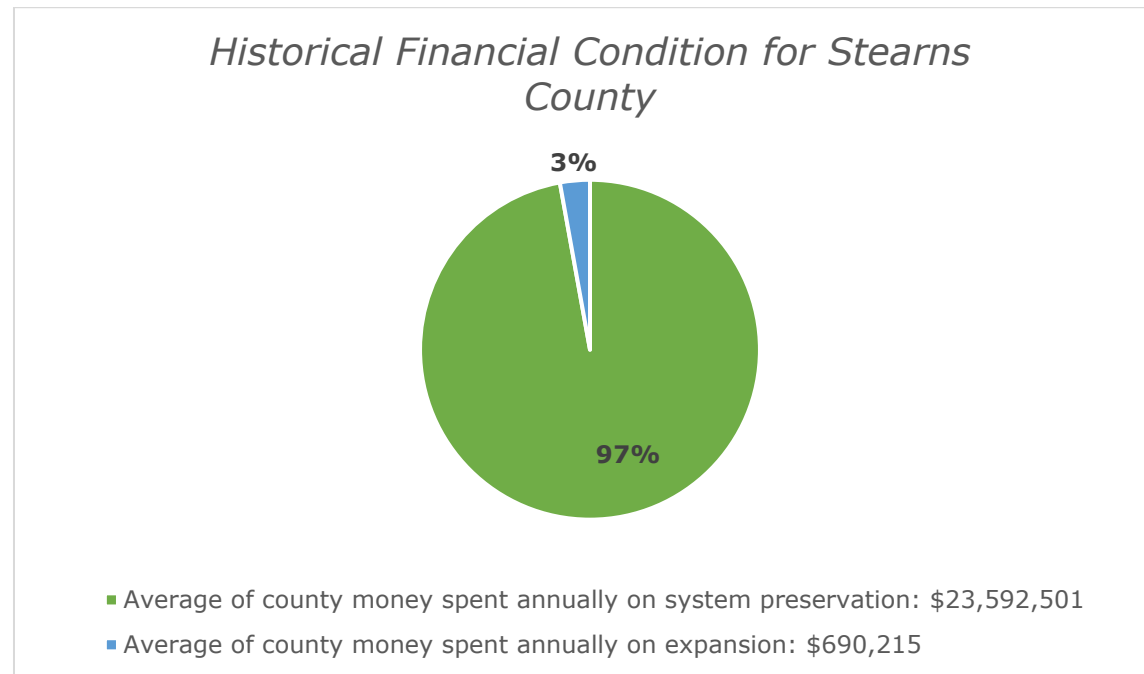


Figure 4.17: Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$19,235,253	\$3,232,149	\$22,467,402
2013	\$21,553,328	\$2,450,000	\$24,003,328
2014	\$25,337,708	\$0	\$25,337,708
2015	\$22,305,722	\$0	\$22,305,722
2016	\$17,754,405	\$1,220,000	\$18,974,405
2017	\$17,336,156	\$0	\$17,336,156
2018	\$30,779,580	\$0	\$30,779,580
2019	\$27,140,227	\$0	\$27,140,227
2020	\$26,667,632	\$0	\$26,667,632
2021	\$27,814,997	\$0	\$27,814,997
Total	\$235,925,008	\$6,902,149	\$242,827,157
Average	\$23,592,501	\$690,215	\$24,282,716
Percentage of Total County Expense	97%	3%	100%

Figure 4.18: Local investment on system preservation and expansion within Stearns County from 2012-2021. Data courtesy of Stearns County Highway Department.

Historical Financial Condition within APO's MPA

Approximately 18% of the roadway network for Stearns County lies within the APO planning area. To approximate the budget expended within the APO planning area, Stearns County takes a flat 18% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Stearns County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.

Of note, all the expansion projects within Stearns County have occurred within the portion of the county within the APO's MPA, thus skewing the system preservation to expansion ratio within the MPA.

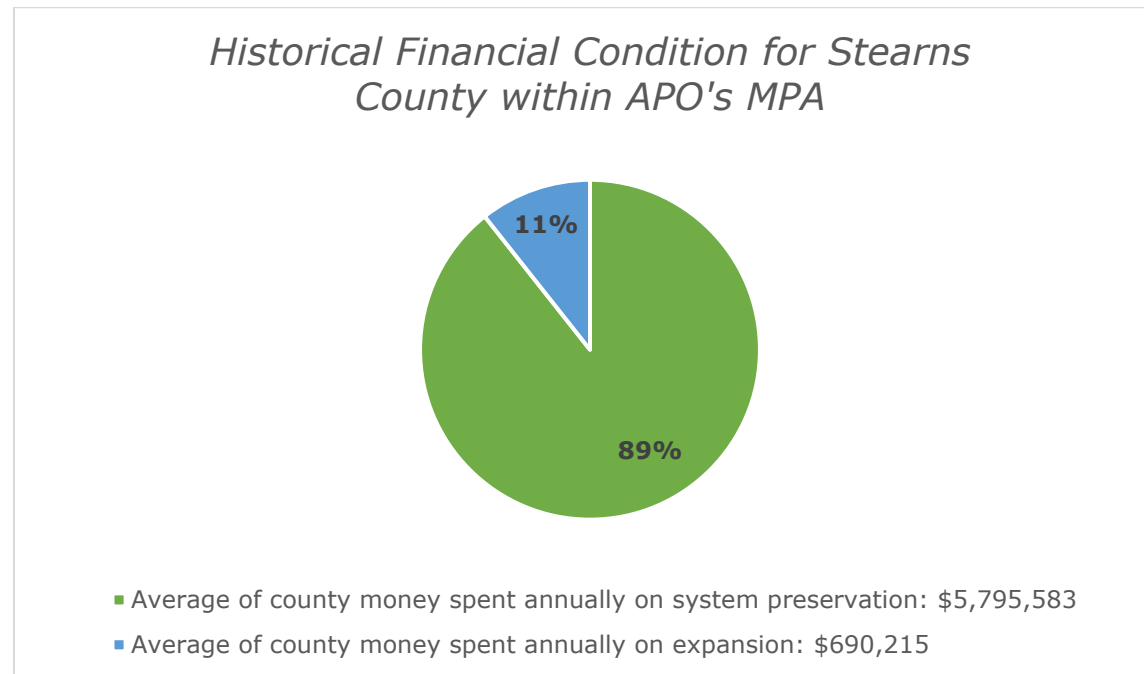


Figure 4.19: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$7,647,846	\$3,232,149	\$10,879,995
2013	\$6,313,225	\$2,450,000	\$8,763,225
2014	\$3,288,670	\$0	\$3,288,670
2015	\$6,173,953	\$0	\$6,173,953
2016	\$1,421,185	\$1,220,000	\$2,641,185
2017	\$1,923,110	\$0	\$1,923,110
2018	\$15,276,833	\$0	\$15,276,833
2019	\$3,914,521	\$0	\$3,914,521
2020	\$10,213,186	\$0	\$10,213,186
2021	\$1,783,306	\$0	\$1,783,306
Total	\$57,955,835	\$6,902,149	\$64,857,984
Average	\$5,795,583	\$690,215	\$6,485,798
Percentage of Total County Expense	89%	11%	100%

Figure 4.20: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA from 2012-2021. Data courtesy of Stearns County Highway Department.

Future Financial Condition

Operating revenue for local transportation dollars for Stearns County come from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$7,665,000	\$7,725,000	\$7,775,000	\$7,810,000	\$30,975,000
State-Aid Funds	\$15,136,127	\$15,363,169	\$15,593,616	\$15,827,521	\$61,920,433
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$15,262,500	\$6,250,000	\$5,782,000	\$5,775,000	\$33,069,500
Total Projected County Funds	\$38,063,627	\$29,338,169	\$29,150,616	\$29,412,521	\$125,964,933

Figure 4.21: Projected County transportation funding sources and amounts for Stearns County to be used toward transportation projects. Data courtesy of Stearns County Highway Department.

Future Financial Condition within APO's MPA

Like the current financial condition, Stearns County reasonably estimates to spend approximately 18% of the county's entire transportation related revenue within the APO planning area. However, Stearns County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$1,379,700	\$1,390,500	\$1,399,500	\$1,405,800	\$5,575,500
State-Aid Funds	\$2,724,503	\$2,765,370	\$2,806,851	\$2,848,954	\$11,145,678
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$2,747,250	\$1,125,000	\$1,040,760	\$1,039,500	\$5,952,510
Total Projected County Funds	\$6,851,453	\$5,280,870	\$5,247,111	\$5,294,254	\$22,673,688

Figure 4.22: Projected County transportation funding sources and amounts for the portion of Stearns County within the APO's MPA to be used toward transportation projects. Data courtesy of Stearns County Highway Department.

Fiscal Constraint within APO's MPA

Figure 4.23 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Stearns County within the APO's MPA. In total, \$20,179,582 is available for system preservation projects during fiscal years 2023-2026. The remaining \$2,494,106 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (89% of Total)	Historical Expansion Investment (11% of Total)
2023	\$6,851,453	\$6,097,793	\$753,660
2024	\$5,280,870	\$4,699,974	\$580,896
2025	\$5,247,111	\$4,669,929	\$577,182
2026	\$5,294,254	\$4,711,886	\$582,368
Total	\$22,673,688	\$20,179,582	\$2,494,106

Figure 4.23: A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2023 through 2026. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has four system preservation projects within the APO's MPA programmed into the TIP, requiring a local match of \$3,923,670 in year of expenditure dollars. The county also has three expansion projects programmed

requiring a local match of \$1,704,589. Overall, Stearns County has enough funding to finance these projects and thereby maintains fiscal constraint.

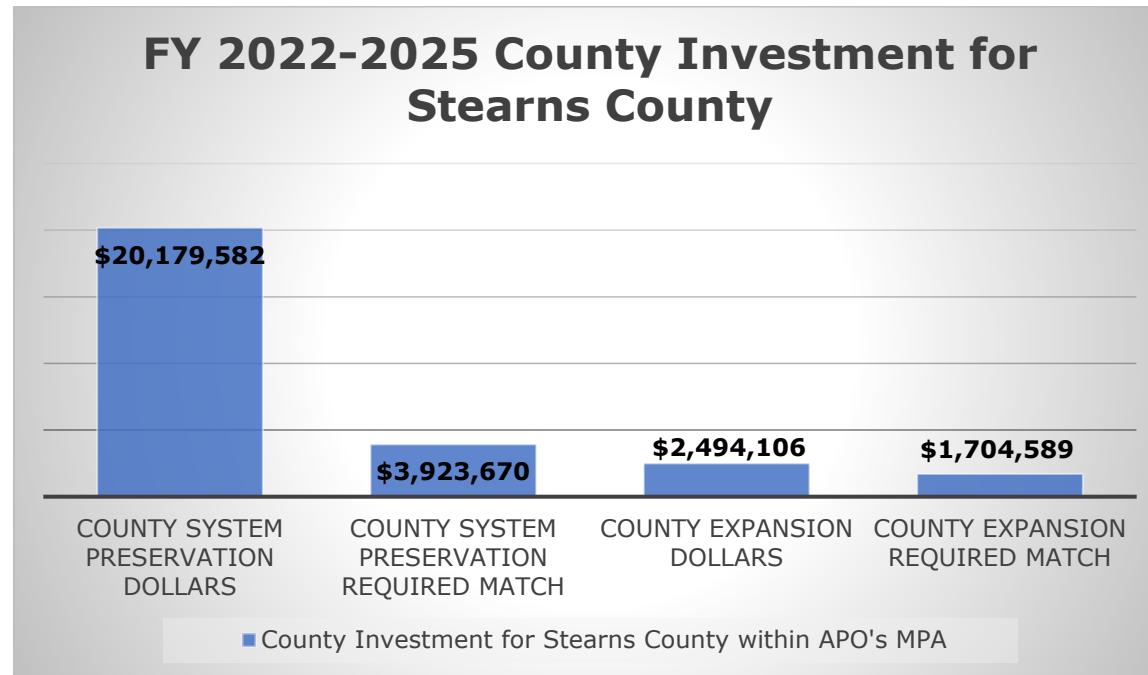


Figure 4.24: Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2023-2026. Data courtesy of Stearns County Highway Department.

City of Saint Cloud

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Saint Cloud has allocated on average 80% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 20% of overall local transportation related dollars to be expended on new transportation related projects.

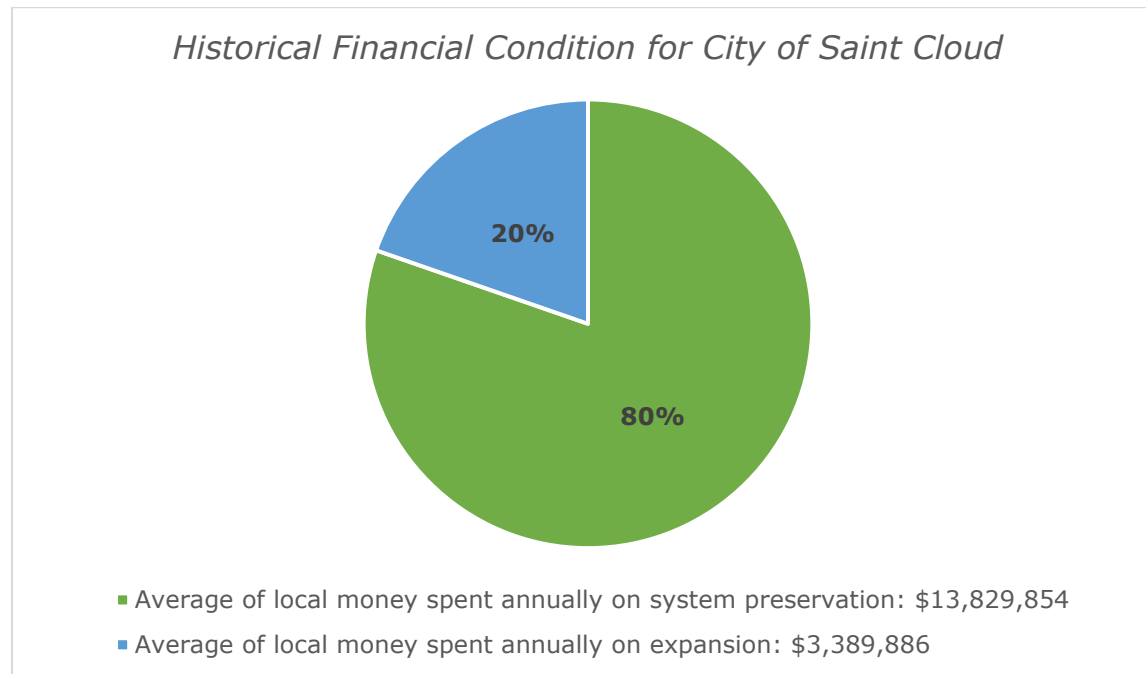


Figure 4.25 Local investment on system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

Year	System Preservation	Expansion	Total Local Investment
2012	\$20,317,905	\$2,475,000	\$22,792,905
2013	\$17,206,909	\$3,278,700	\$20,485,609
2014	\$25,495,287	\$3,600,000	\$29,095,287
2015	\$12,688,129	\$1,656,000	\$14,344,129
2016	\$10,297,070	\$2,025,000	\$12,322,070
2017	\$10,657,080	\$1,440,000	\$12,097,080
2018	\$11,415,690	\$4,770,000	\$16,185,690
2019	\$13,123,620	\$5,924,160	\$19,047,780
2020	\$7,682,670	\$4,590,000	\$12,272,670
2021	\$9,414,180	\$4,140,000	\$13,554,180
Total	\$138,298,540	\$33,898,860	\$172,197,400
Average	\$13,829,854	\$3,389,886	\$17,219,740
Percentage of Total Local Expense	80%	20%	100%

Figure 4.26: Local investment on system preservation and expansion in the City of Saint Cloud from 2012-2021. Data courtesy of City of Saint Cloud.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Saint Cloud comes from a variety of sources including state-aid funds, assessments, bonding, and other local investments.

Local Transportation Funding Source	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$0	\$0	\$0	\$0	\$0
State-Aid Funds	\$1,500,000	\$3,500,000	\$1,500,000	\$3,000,000	\$9,500,000
Assessments	\$1,050,000	\$2,400,000	\$1,360,000	\$1,000,000	\$5,810,000
Bonding	\$4,035,000	\$2,900,000	\$4,640,000	\$5,000,000	\$16,575,000
Other Local	\$10,781,400	\$14,880,250	\$18,779,150	\$20,000,000	\$64,440,800
Total Projected Local Funds	\$17,366,400	\$23,680,250	\$26,279,150	\$29,000,000	\$96,325,800

Figure 4.27: Projected local transportation funding sources and amounts for the City of Saint Cloud to be used toward transportation projects. Data courtesy of City of Saint Cloud.

Fiscal Constraint

Figure 4.28 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Cloud. In total, \$77,060,640 is available for system preservation projects during fiscal years 2023-2026. The remaining \$19,265,160 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation (80% of Total)	Historical Expansion Investment (20% of Total)
2023	\$17,366,400	\$13,893,120	\$3,473,280
2024	\$23,680,250	\$18,944,200	\$4,736,050
2025	\$26,279,150	\$21,023,320	\$5,255,830
2026	\$29,000,000	\$23,200,000	\$5,800,000
Total	\$96,325,800	\$77,060,640	\$19,265,160

Figure 4.28: A total of available revenue for the City of Saint Cloud by year from 2023 through 2026. Data courtesy of City of Saint Cloud.

During this time frame, the City of Saint Cloud has one system preservation project programmed into the TIP requiring no local match during this period (this project was constructed in previous years). The city is contributing \$5,804,095 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91). The City is also contributing \$3,500 to the 2023 MnDOT District 3 sponsored system preservation project along MN 301 (7109-08).

Saint Cloud also has one expansion project programmed between fiscal years 2023-2026, however, since this was constructed in previous years, the local match for this project has already been provided.

Overall, the City of Saint Cloud has enough funding to finance the cost participation in the US 10/MN 23 interchange project and the MN 301 project, thereby maintaining fiscal constraint.

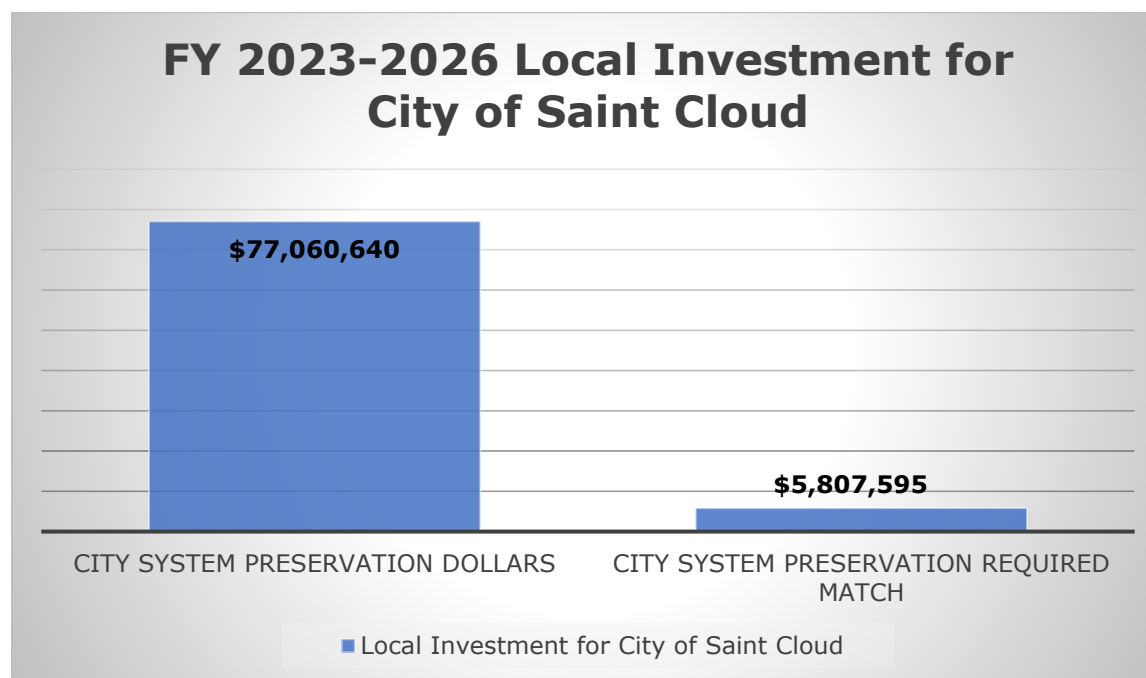


Figure 4.29: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2023-2026. Data courtesy of City of Saint Cloud.

City of Saint Joseph

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Saint Joseph has allocated on average 73% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 27% of overall local transportation related dollars to be expended on new transportation related projects.

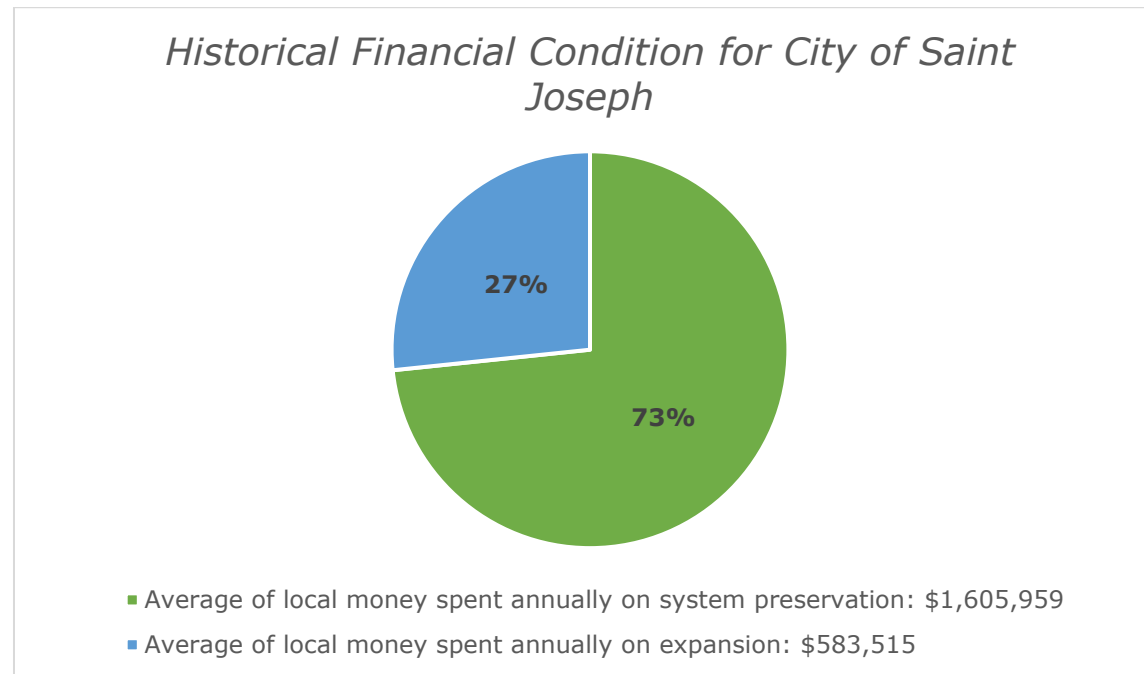


Figure 4.30: Local investment on system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

Year	System Preservation	Expansion	Total Local Investment
2012	\$375,254	\$0	\$375,254
2013	\$776,613	\$0	\$776,613
2014	\$1,908,827	\$0	\$1,908,827
2015	\$1,200,636	\$0	\$1,200,636
2016	\$604,680	\$916,594	\$1,521,274
2017	\$700,822	\$1,033,923	\$1,734,745
2018	\$716,615	\$0	\$716,615
2019	\$4,040,433	\$2,389,830	\$6,430,263
2020	\$2,817,948	\$936,476	\$3,754,424
2021	\$2,917,764	\$558,327	\$3,476,091
Total	\$16,059,592	\$5,835,150	\$21,894,742
Average	\$1,605,959	\$583,515	\$2,189,474
Percentage of Total Local Expense	73%	27%	100%

Figure 4.31: Local investment on system preservation and expansion in the City of Saint Joseph from 2012-2021. Data courtesy of City of Saint Joseph.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Saint Joseph comes from a variety of sources including general tax levies, state-aid funds, assessments, bonding, and other local investments.

Local Transportation Funding Source	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$106,500	\$128,500	\$141,000	\$140,750	\$516,750
State-Aid Funds	\$0	\$300,000	\$0	\$0	\$300,000
Assessments	\$1,904,460	\$688,695	\$1,015,415	\$633,160	\$4,241,730
Bonding	\$1,008,135	\$1,059,130	\$772,440	\$422,105	\$3,261,810
Other Local	\$32,000	\$34,000	\$150,000	\$250,000	\$466,000
Total Projected Local Funds	\$3,051,095	\$2,210,325	\$2,078,855	\$1,446,015	\$8,786,290

Figure 4.32: Projected local transportation funding sources and amounts for the City of Saint Joseph to be used toward transportation projects. Data courtesy of City of Saint Joseph.

Fiscal Constraint

Figure 4.33 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Joseph. In total, \$6,413,992 is available for system preservation projects during fiscal years 2023-2026. The remaining \$2,372,298 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (73% of Total)	Historical Expansion Investment (27% of Total)
2023	\$3,051,095	\$2,227,299	\$823,796
2024	\$2,210,325	\$1,613,537	\$596,788
2025	\$2,078,855	\$1,517,564	\$561,291
2026	\$1,446,015	\$1,055,591	\$390,424
Total	\$8,786,290	\$6,413,992	\$2,372,298

Figure 4.33: A total of available revenue for the City of Saint Joseph by year from 2023 through 2026. Data courtesy of City of Saint Joseph.

During this time frame, the City of Saint Joseph does not have any projects programmed into the APO's TIP. Thereby, the City of Saint Joseph maintains fiscal constraint.

City of Sartell

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Sartell has allocated on average 51% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 49% of overall local transportation related dollars to be expended on new transportation related projects.

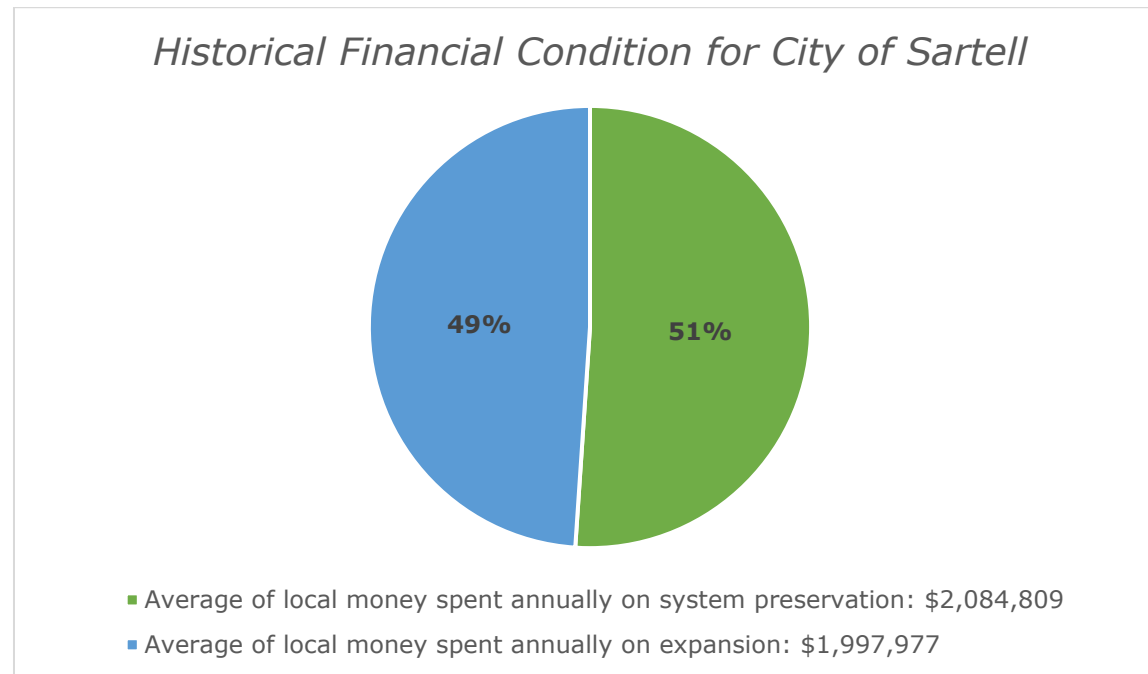


Figure 4.34: Local investment on system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

Year	System Preservation	Expansion	Total Local Investment
2012	\$947,253	\$809,855	\$1,757,138
2013	\$1,197,314	\$0	\$1,197,314
2014	\$2,028,068	\$0	\$2,028,068
2015	\$1,693,048	\$4,956,596	\$6,649,644
2016	\$1,875,414	\$0	\$1,875,414
2017	\$2,219,341	\$2,070,460	\$4,289,801
2018	\$2,348,075	\$4,402,035	\$6,750,110
2019	\$5,833,750	\$2,120,000	\$7,953,750
2020	\$2,381,825	\$2,189,695	\$4,571,520
2021	\$324,000	\$3,431,100	\$3,755,100
Total	\$20,848,088	\$19,979,771	\$40,827,859
Average	\$2,084,809	\$1,997,977	\$4,082,786
Percentage of Total Local Expense	51%	49%	100%

Figure 4.35: Local investment on system preservation and expansion in the City of Sartell from 2012-2021. Data courtesy of City of Sartell.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Sartell comes from a variety of sources including general tax levies, state-aid funds, assessments, and bonding.

Local Transportation Funding Source	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$400,000	\$500,000	\$600,000	\$700,000	\$2,200,000
State-Aid Funds	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Assessments	\$225,000	\$220,000	\$215,000	\$200,000	\$860,000
Bonding	\$0	\$0	\$10,000,000	\$0	\$10,000,000
Other Local	\$2,089,889	\$2,148,890	\$2,210,351	\$2,274,375	\$8,723,515
Total Projected Local Funds	\$2,714,889	\$3,868,890	\$14,025,351	\$4,174,375	\$24,783,505

Figure 4.36: Projected local transportation funding sources and amounts for the City of Sartell to be used toward transportation projects. Data courtesy of City of Sartell.

Fiscal Constraint

Figure 4.37 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sartell. In total, \$12,639,588 is available for system preservation projects during fiscal years 2023-2026. The remaining \$12,143,917 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (51% of Total)	Historical Expansion Investment (49% of Total)
2023	\$2,714,889	\$1,384,593	\$1,330,296
2024	\$3,868,890	\$1,973,134	\$1,895,756
2025	\$14,025,351	\$7,152,929	\$6,872,422
2026	\$4,174,375	\$2,128,931	\$2,045,444
Total	\$24,783,505	\$12,639,588	\$12,143,917

Figure 4.37: A total of available revenue for the City of Sartell by year from 2023 through 2026. Data courtesy of City of Sartell.

During this time frame, the City of Sartell has two system preservation projects programmed into the TIP requiring no local during this period (these projects were constructed in previous years). The city also has one expansion project programmed requiring a local match of \$91,824 in year of expenditure dollars. Overall, the City of Sartell has enough funding to finance this project and thereby maintains fiscal constraint.

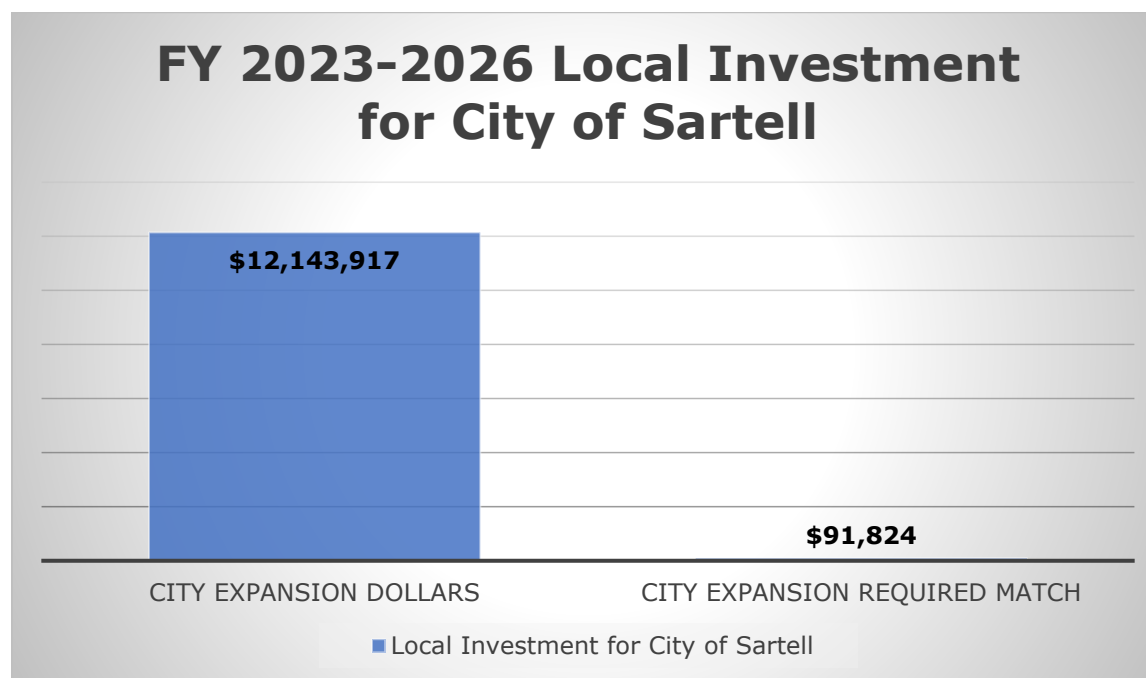


Figure 4.38: Total fiscal constraint for the City of Sartell for TIP cycle FY 2023-2026. Data courtesy of City of Sartell.

City of Sauk Rapids

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Sauk Rapids has allocated on average 83% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 17% of overall local transportation related dollars to be expended on new transportation related projects.

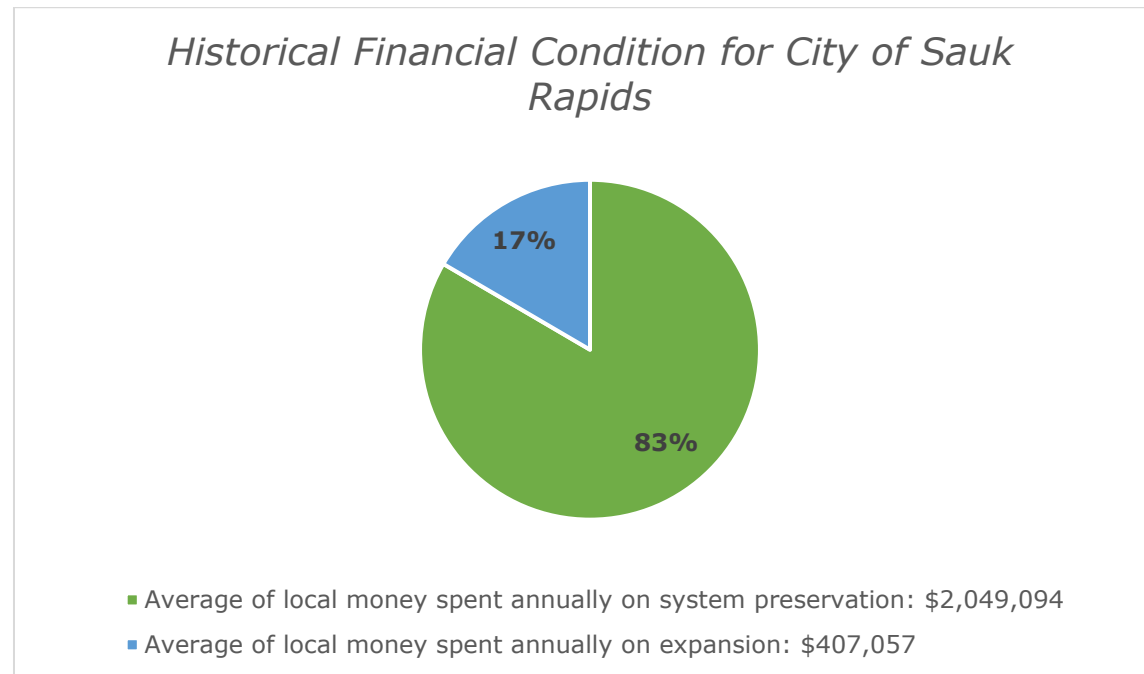


Figure 4.39: Local investment on system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

Year	System Preservation	Expansion	Total Local Investment
2012	\$1,801,156	\$161,063	\$1,962,219
2013	\$958,748	\$0	\$958,748
2014	\$934,802	\$2,957,841	\$3,892,643
2015	\$3,096,470	\$165,017	\$3,261,487
2016	\$1,372,767	\$781,827	\$2,154,594
2017	\$2,685,161	\$4,826	\$2,689,987
2018	\$838,208	\$0	\$838,208
2019	\$2,184,983	\$0	\$2,184,983
2020	\$4,126,788	\$0	\$4,126,788
2021	\$2,491,859	\$0	\$2,491,859
Total	\$20,490,942	\$4,070,574	\$24,561,516
Average	\$2,049,094	\$407,057	\$2,456,152
Percentage of Total Local Expense	83%	17%	100%

Figure 4.40: Local investment on system preservation and expansion in the City of Sauk Rapids from 2012-2021. Data courtesy of City of Sauk Rapids.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Sauk Rapids comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

Local Transportation Funding Source	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$920,000	\$1,050,000	\$1,070,000	\$1,100,000	\$4,140,000
State-Aid Funds	\$0	\$768,000	\$0	\$2,600,000	\$3,368,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$1,800,000	\$0	\$0	\$0	\$1,800,000
Other Local	\$3,798,500	\$252,780	\$1,427,600	\$1,641,200	\$7,120,080
Total Projected Local Funds	\$6,518,500	\$2,070,780	\$2,497,600	\$5,341,200	\$16,428,080

Figure 4.41: Projected local transportation funding sources and amounts for the City of Sauk Rapids to be used toward transportation projects. Data courtesy of City of Sauk Rapids.

Fiscal Constraint

Figure 4.42 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sauk Rapids. In total, \$13,635,306 is available for system preservation projects during fiscal years 2023-2026. The remaining \$2,792,774 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (83% of Total)	Historical Expansion Investment (17% of Total)
2023	\$6,518,500	\$5,410,355	\$1,108,145
2024	\$2,070,780	\$1,718,747	\$352,033
2025	\$2,497,600	\$2,073,008	\$424,592
2026	\$5,341,200	\$4,433,196	\$908,004
Total	\$16,428,080	\$13,635,306	\$2,792,774

Figure 4.42: A total of available revenue for the City of Sauk Rapids by year from 2023 through 2026. Data courtesy of City of Sauk Rapids.

During this time frame, the City of Sauk Rapids has one system preservation project programmed into the TIP requiring a local match of \$608,880 in year of expenditure dollars. Overall, the City of Sauk Rapids has enough funding to finance this project and therefore maintains fiscal constraint.

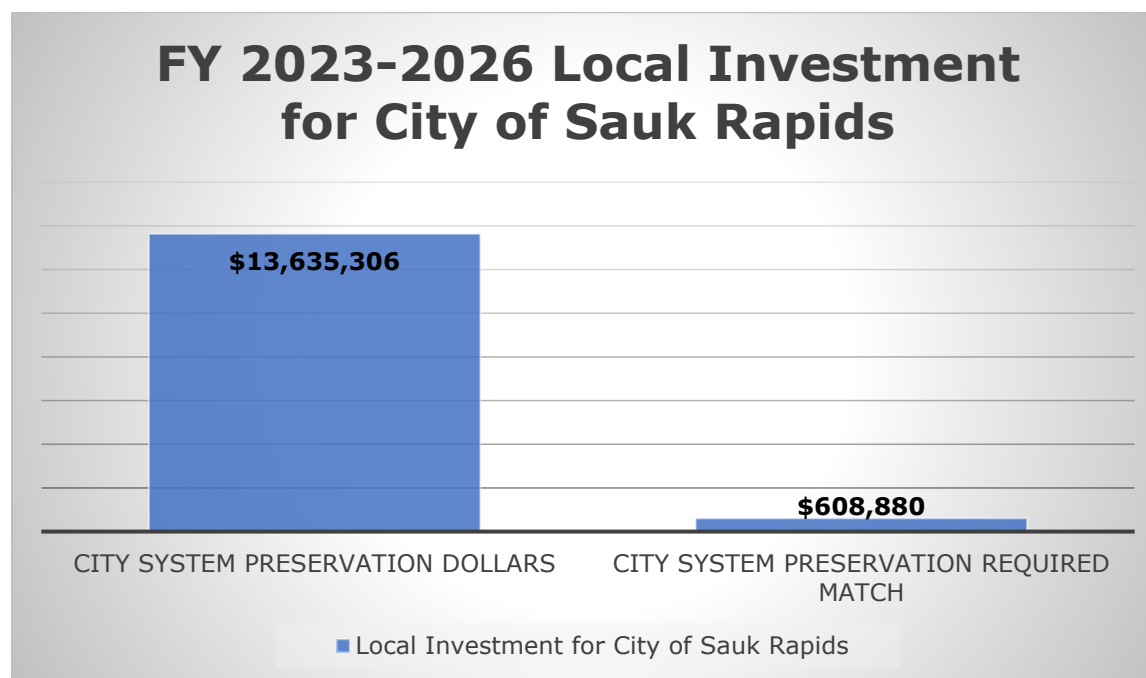


Figure 4.43: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2023-2026. Data courtesy of City of Sauk Rapids.

City of Waite Park

Historical Financial Condition

In discussions with staff at the City of Waite Park, it was determined that basing future financial conditions on past data would not garner an accurate picture of possible transportation revenue and transportation revenue allocations for the city. According to Public Works Director Bill Schluez, the city had reconfigured the way it had allocated funds for transportation in 2018, therefore, basing our assumptions on years prior to 2018 would not be an accurate representation.

APO staff have been coordinating with city staff to build a database like the historical transportation spending databases found with the other cities. It is the hope that ideally 10 years of data would be amassed prior to determining a consistent approximate split between the amount typically allocated to system preservation and that which is allocated to expansion for the City of Waite Park.

Below is the historical financial condition for the City of Waite Park that was provided to APO staff. During this time the city has not completed any capacity expanding projects.

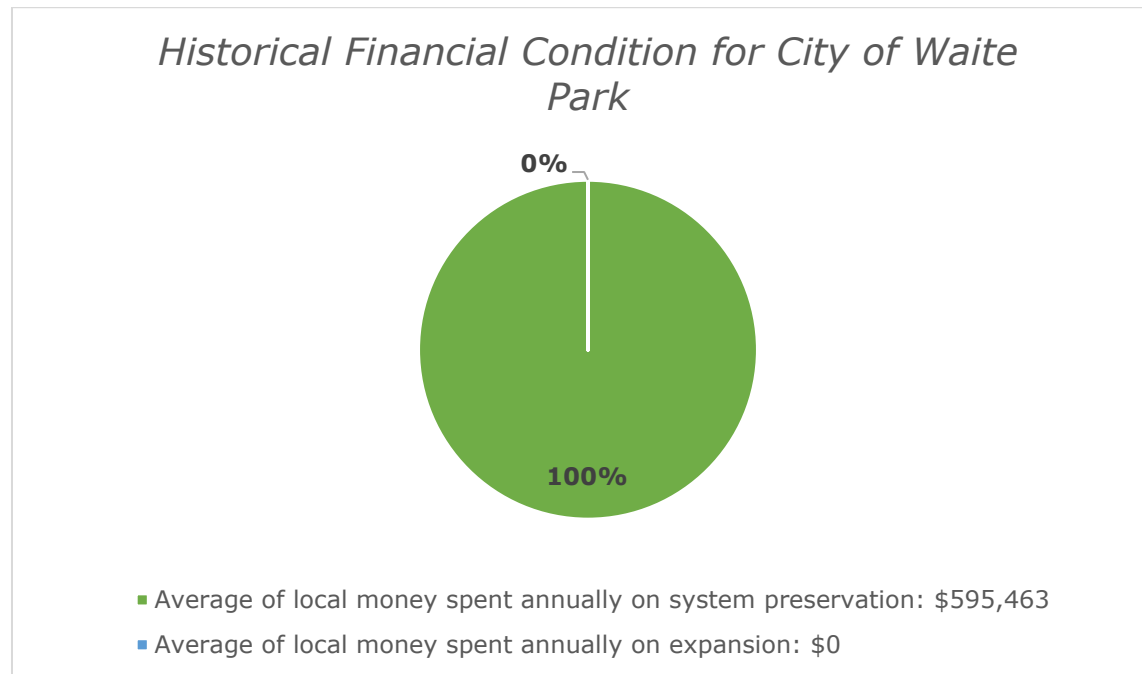


Figure 4.44: Local investment on system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

Year	System Preservation	Expansion	Total Local Investment
2018	\$813,000	\$0	\$813,000
2019	\$0	\$0	\$0
2020	\$1,256,950	\$0	\$1,256,950
2021	\$311,900	\$0	\$311,900
Total	\$2,381,850	\$0	\$2,381,850
Average	\$595,463	\$0	\$595,463
Percentage of Total Local Expense	100%	0%	100%

Figure 4.45: Local investment on system preservation and expansion in the City of Waite Park from 2018-2021. Data courtesy of City of Waite Park.

Future Financial Condition

Operating revenue for local transportation dollars for the City of Waite Park comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

Local Transportation Funding Source	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$1,000,000	\$1,000,000	\$1,100,000	\$1,100,000	\$4,200,000
State-Aid Funds	\$380,000	\$380,000	\$380,000	\$380,000	\$1,520,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other Local	\$700,000	\$700,000	\$800,000	\$2,000,000	\$4,200,000
Total Projected Local Funds	\$2,080,000	\$2,080,000	\$2,280,000	\$3,480,000	\$9,920,000

Figure 4.46: Projected local transportation funding sources and amounts for the City of Waite Park to be used toward transportation projects. Data courtesy of City of Waite Park.

Fiscal Constraint

Figure 4.47 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Waite Park. In total, \$9,920,000 is available for system preservation projects during fiscal years 2023-2026.

Year	Total Projected Local Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2023	\$2,080,000	\$2,080,000	\$0
2024	\$2,080,000	\$2,080,000	\$0
2025	\$2,280,000	\$2,280,000	\$0
2026	\$3,480,000	\$3,480,000	\$0
Total	\$9,920,000	\$9,920,000	\$0

Figure 4.47: A total of available revenue for the City of Waite Park by year from 2023 through 2026. Data courtesy of City of Waite Park.

During this time frame, the City of Waite Park does not have any projects programmed into the APO's TIP. Thereby, the City of Waite Park maintains fiscal constraint.

Saint Cloud Metro Bus

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Saint Cloud Metro Bus has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.

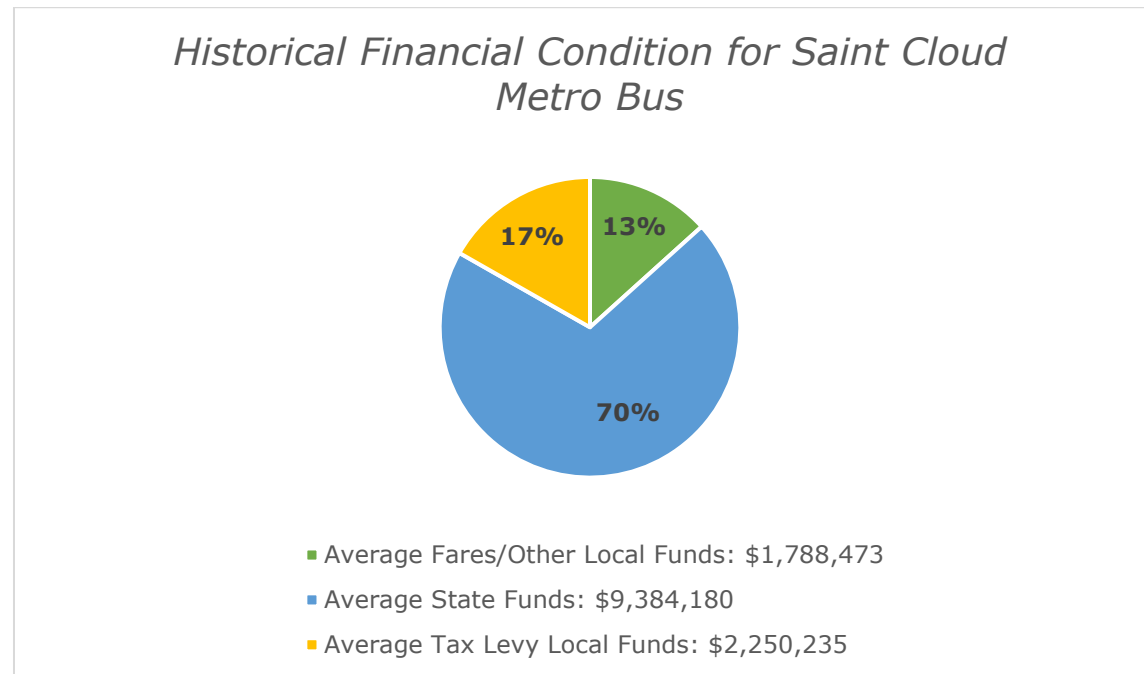


Figure 4.48: Historic split of local and state revenues for Saint Cloud Metro Bus from 2012 through 2021. Data courtesy of Saint Cloud Metro Bus.

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
2012	\$1,863,927	\$2,409,037	\$1,069,528	\$5,342,493
2013	\$1,937,840	\$1,739,493	\$1,056,722	\$4,734,055
2014	\$2,176,080	\$13,275,907	\$1,068,621	\$16,520,607
2015	\$2,092,306	\$7,174,978	\$2,467,058	\$11,734,341
2016	\$2,160,173	\$8,565,188	\$2,467,387	\$13,192,748
2017	\$1,832,920	\$12,347,804	\$2,478,528	\$16,659,252
2018	\$2,148,575	\$14,453,125	\$2,472,245	\$19,073,945
2019	\$1,823,628	\$12,744,212	\$3,139,250	\$17,707,090
2020	\$1,250,628	\$9,226,520	\$3,143,620	\$13,620,768
2021	\$598,656	\$11,905,540	\$3,139,390	\$15,643,586
Total	\$17,844,732	\$93,841,804	\$22,502,349	\$134,228,886
Average	\$1,788,473	\$9,384,180	\$2,250,235	\$13,422,889
Percentage of Total Local Funds	13%	70%	17%	100%

Figure 4.49: Historic split of local and state revenues for Saint Cloud Metro Bus from 2012 through 2021. Data courtesy of Saint Cloud Metro Bus.

Future Financial Condition

Operating revenue for local transit comes from local tax levies, fares/other local funding, and state funds.

Transit Funding Source	Projected 2023 Funds	Projected 2024 Funds	Projected 2025 Funds	Projected 2026 Funds	Total 2023-2026 Projected Funds
Local Tax Levy	\$3,136,403	\$3,136,403	\$3,230,492	\$3,327,410	\$12,830,711
Fares/Other Local	\$1,217,479	\$1,223,566	\$1,229,684	\$1,235,833	\$4,906,562
State Funds	\$16,388,833	\$16,419,498	\$14,953,233	\$17,051,794	\$64,813,358
Total Projected Local Funds	\$20,742,715	\$20,779,467	\$19,413,412	\$21,615,036	\$82,550,631

Figure 4.50: Projected local transit funding sources for Saint Cloud Metro Bus for FY 2023-2026. Data courtesy of Saint Cloud Metro Bus.

Fiscal Constraint

Figure 4.51 demonstrates the projected local funds available for Saint Cloud Metro Bus considering the current operation expenditures. Out of the total transit funding source dollars available – \$82,550,631 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of \$57,895,000. The remaining dollars – a total of \$24,655,631 – can be allocated toward new capital improvement projects.

Due to Federal requirements, a minimum 20% local match must be provided should any capital improvement project require the use of Federal funds. However, as of late 2019, MnDOT's Office of Transit and Active Transportation (OTAT) has opted to have the state split the local match necessary for vehicle purchases that utilized Federal Highway Administration's (FHWA's) Surface Transportation Block Grant Program (STBGP) funding during fiscal years 2023-2026. Metro Bus has four vehicle replacement projects programmed in the FY 2023-2026 TIP. With this new guidance, MnDOT is contributing half of the necessary \$1,503,600 in year-of-expenditure dollars needed as match to the Federal grant – the equivalent of \$751,800. This funding is separate from that allocated to MnDOT District 3 – a detailed financial plan and fiscal constraint analysis can be found in the next section. MnDOT must prove fiscal constraint as part of development of the STIP, which includes the allocation of funding for transit projects. More information relating to MnDOT's fiscal constraint can be found within the most recent copy of the [STIP](https://bit.ly/37kEfl3) (<https://bit.ly/37kEfl3>).

In addition, MnDOT's OTAT had successfully secured \$2 million in state bond funding for Saint Cloud Metro Bus for the purchase/acquisition of a western transit center in fiscal year 2023 (project TRF-0048-23J). The state is also looking to contribute \$1.2 million in funding to this project as well, requiring Saint Cloud Metro Bus to provide \$800,000 in local match funding.

During fiscal years 2023-2026, Saint Cloud Metro Bus has 21 capital projects programmed into the TIP requiring a local match of \$2,590,600 in year of expenditure dollars. Overall, Saint Cloud Metro Bus has enough funding to finance these projects along with the organization's operation costs. Thereby, fiscal constraint is maintained.

Year	Total Projected Local Funds	Local Match Required for Operating Costs	Projected Local Dollars Available to Match Capital Projects
2023	\$20,742,715	\$14,200,000	\$6,542,715
2024	\$20,779,467	\$14,300,000	\$6,479,467
2025	\$19,413,412	\$14,450,000	\$4,963,412
2026	\$21,615,036	\$14,945,000	\$6,670,036
Total	\$82,550,631	\$57,895,000	\$24,655,631

Figure 4.51: A total of available revenue for Saint Cloud Metro Bus by year from 2023 through 2026. Data courtesy of Saint Cloud Metro Bus.

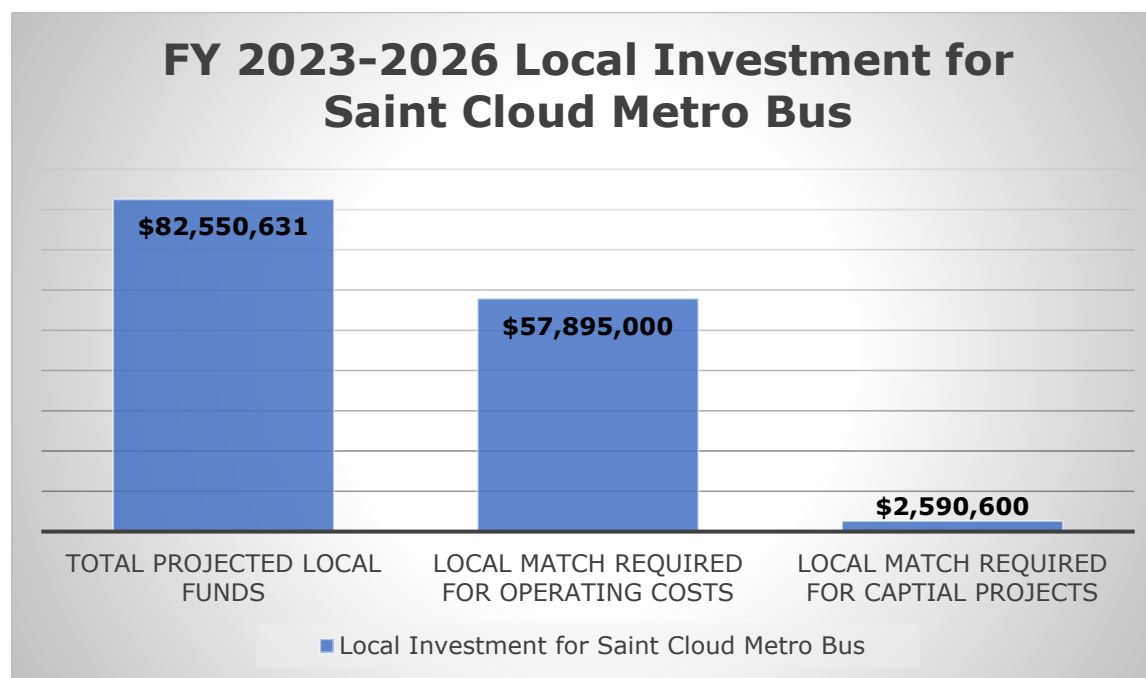


Figure 4.52: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2023-2026. Data courtesy of Saint Cloud Metro Bus.

Minnesota Department of Transportation (MnDOT District 3)

MnDOT District 3 encompasses a 13-county area comprised of the counties of Aitkin, Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wright, and Wadena. In total, MnDOT District 3 supports among other items 1,607 centerline miles of state, U.S., and interstate highways along with 423 bridges and eight transit systems.

The APO MPA is incorporated into MnDOT District 3. Approximately 308 lane miles – a split between roughly 289 miles of rural roadway and just over 18 miles of urban roadway – within the APO's planning area fall under the jurisdiction of MnDOT District 3. This is equal to roughly 7.7% of MnDOT District 3.

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – MnDOT District 3 has allocated on average 82% of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 18% of overall state transportation related dollars to be expended on new transportation related projects.

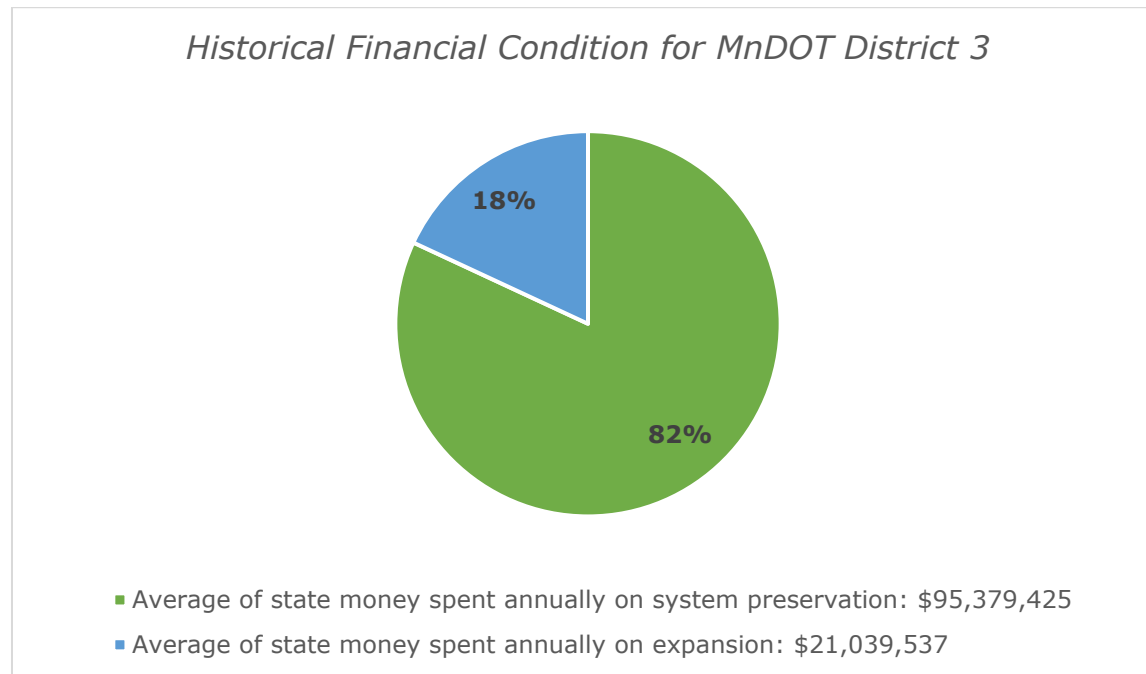


Figure 4.53: State investment on system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2012	\$106,448,774	\$30,959,481	\$137,408,255
2013	\$95,408,924	\$4,827,778	\$100,236,702
2014	\$84,586,402	\$0	\$84,586,402
2015	\$104,075,557	\$0	\$104,075,557
2016	\$114,865,331	\$49,858,419	\$164,723,750
2017	\$95,956,886	\$0	\$95,956,886
2018	\$93,661,958	\$0	\$93,661,958
2019	\$100,011,414	\$60,000,000	\$160,011,414
2020	\$72,188,661	\$33,799,691	\$105,988,352
2021	\$86,590,340	\$30,950,000	\$117,540,340
Total	\$953,794,247	\$210,395,369	\$1,164,189,616
Average	\$95,379,425	\$21,039,537	\$116,418,962
Percent of Total State Expense	82%	18%	100%

Figure 4.54: State investment on system preservation and expansion within entire MnDOT District 3 from 2012 through 2021. Data courtesy of MnDOT District 3.

Historic Financial Condition within APO MPA

Approximately 7.7% of the roadway network under the jurisdiction of MnDOT District 3 falls within the APO planning area.

Over a 10-year period – 2012 through 2021 – MnDOT District 3 has allocated on average 87% of overall state transportation related dollars to system preservation of the current transportation system within the APO's MPA. This has left approximately 13% of overall state transportation related dollars to be expended on new transportation related projects.

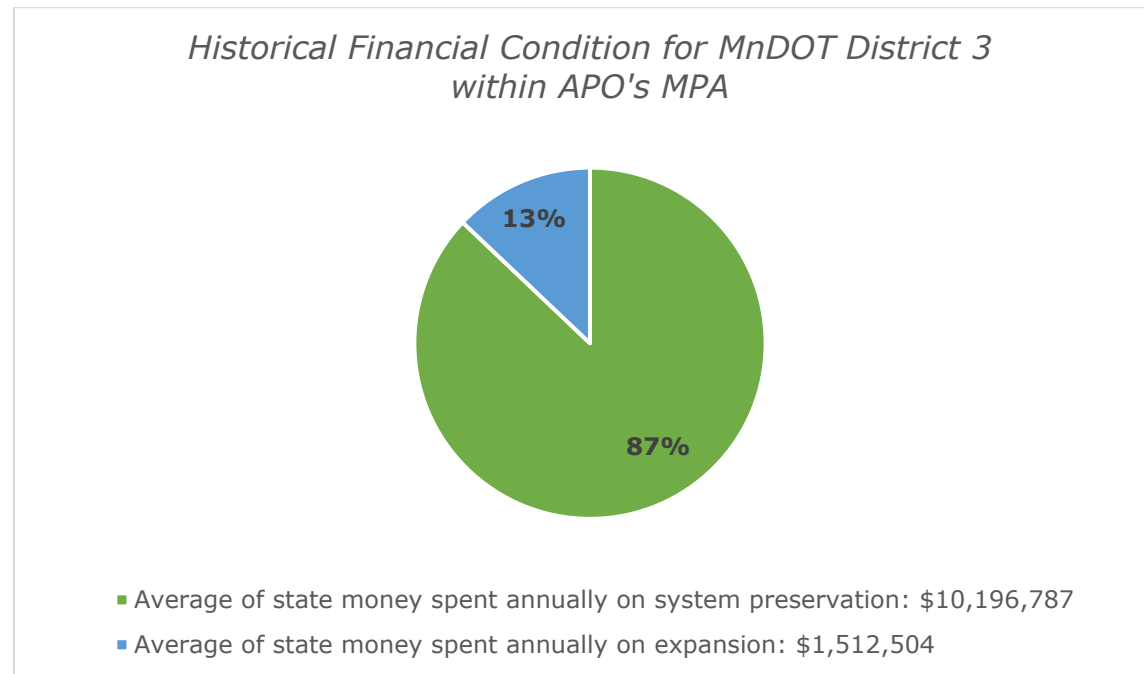


Figure 4.55: State investment on system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2012	\$4,956,284	\$14,159,481	\$19,115,765
2013	\$7,352,881	\$965,556	\$8,318,437
2014	\$4,937,621	\$0	\$4,937,621
2015	\$28,709,541	\$0	\$28,709,541
2016	\$19,322,121	\$0	\$19,322,121
2017	\$4,830,318	\$0	\$4,830,318
2018	\$4,504,881	\$0	\$4,504,881
2019	\$13,645,730	\$0	\$13,645,730
2020	\$5,950,014	\$0	\$5,950,014
2021	\$7,758,484	\$0	\$7,758,484
Total	\$101,967,874	\$15,125,037	\$117,092,911
Average	\$10,196,787	\$1,512,504	\$11,709,291
Percent of Total State Expense	87%	13%	100%

Figure 4.56: State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2012 through 2021. Data courtesy of MnDOT District 3.

Overall Future Financial Condition

Operating revenue for state transportation dollars for the entire MnDOT District 3 comes from a variety of sources including state non-project specific maintenance, state project specific funds, districtwide set asides, and bonding.

Of note, most expansion projects on the Interstate and state trunk highway routes are funded through special funding sources outside of MnDOT's normal federal and state target funding distribution process. In these instances, state funded programs like the Corridors of Commerce and MnDOT's Transportation Economic Development program can be accessed to address congestion and mobility needs. At the Federal level, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants are a possible funding source. In all these examples, funding is highly competitive and should not be depended upon for planning purposes.

State Transportation Funding Source	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Projected 2026 State Funds	Total 2023-2026 Projected State Funds
State Non-Project Specific Maintenance	\$29,281,000	\$29,281,000	\$30,159,000	\$30,159,000	\$118,880,000
State Project Specific Funds	\$45,692,000	\$47,881,000	\$88,120,000	\$81,860,000	\$263,553,000
Districtwide Set Asides	\$26,683,556	\$25,080,000	\$27,037,778	\$30,121,111	\$108,922,445
Bonding	\$420,950	\$0	\$30,000,000	\$0	\$30,420,950
Total State Funds Projected	\$102,077,506	\$102,242,000	\$175,316,778	\$142,140,111	\$521,776,395

Figure 4.57: Projected state transportation funding sources and amounts for MnDOT District 3 to be used toward transportation projects. Data courtesy of MnDOT District 3.

Future Financial Condition within APO MPA

Operating revenue for state transportation dollars for MnDOT District 3 within the APO MPA comes from a variety of sources including state non-project specific maintenance, state project specific funds, APO share of districtwide set asides – equivalent to 7.7% – and bonding.

To approximate the budget forecasted within the APO boundary, MnDOT District 3 takes a flat 7.7% from its total budget and reasonably estimates a budget for the portion of district within the APO planning area. That stated, MnDOT District 3 will redistribute funding across the district as need arises to maintain, operate, and expand its roadway network.

State Transportation Funding Source	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Projected 2026 State Funds	Total 2023-2026 Projected State Funds
State Non-Project Specific Maintenance	\$2,254,637	\$2,254,637	\$2,322,243	\$2,322,243	\$9,153,760
State Project Specific Funds	\$18,492,000	\$16,338,000	\$760,000	\$0	\$35,590,000
APO Share of District Set Asides	\$2,054,634	\$1,931,160	\$2,081,909	\$2,319,326	\$8,387,028
Bonding	\$0	\$0	\$0	\$0	\$0
Total State Funds Projected	\$22,801,271	\$20,523,797	\$5,164,152	\$4,641,569	\$53,130,788

Figure 4.58: Projected state transportation funding sources and amounts for MnDOT District 3 within the APO's MPA to be used toward transportation projects. Data courtesy of MnDOT District 3.

Fiscal Constraint within APO MPA

Figure 4.59 demonstrates the projected state funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of MnDOT District 3 within the APO's MPA. In total, \$42,185,621 is available for system preservation projects during fiscal years 2023-2026. The remaining \$6,907,003 is available for expansion.

Year	Total State Funds Projected	Historical System Preservation Investment (87% of Total)	Historical Expansion Investment (13% of Total)
2023	\$22,801,271	\$19,837,106	\$2,964,165
2024	\$20,523,797	\$17,855,703	\$2,668,094
2025	\$5,164,152	\$4,492,812	\$671,340
2026	\$4,641,569	\$4,038,165	\$603,404
Total	\$53,130,788	\$42,185,621	\$6,907,003

Figure 4.59: A total of available revenue for MnDOT District 3 within the APO's MPA by year from 2023 through 2026. Data courtesy of MnDOT District 3.

During this time frame, MnDOT has 10 system preservation projects programmed into the TIP requiring a match of \$11,083,878 in year of expenditure dollars.

MnDOT District 3 is also the recipient of six FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of subrecipients WACOSA and ConnectAbility of Minnesota, Inc. This funding provided by the state is separate from that allocated to MnDOT District 3. MnDOT – as a whole – must prove fiscal constraint as part of the

development of the STIP, which includes the allocation of funding for these transit projects. More information relating to MnDOT's fiscal constraint can be found within the most recent copy of the [STIP \(https://bit.ly/37kEfl3\)](https://bit.ly/37kEfl3).

In fiscal years 2023-2025 WACOSA has been awarded three separate grants to purchase vehicles. In 2023, WACOSA has a replacement vehicle scheduled to be purchased for \$98,000 requiring a local match of \$19,600. Another vehicle is scheduled for replacement in 2024 costing approximately \$101,000 requiring a local match of \$20,200. Finally, the third vehicle replacement in 2025 is estimated to cost \$104,000 requiring a local match of \$20,800. Of note, this is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA.

ConnectAbility of Minnesota, Inc., is a local non-profit organization within Central Minnesota. The organization has been awarded mobility management funding for the Regional Transportation Coordinating Council (RTCC). The MnDOT-established RTCC program is designed to gather groups of stakeholders together to improve mobility for the "transportation disadvantaged" – older adults, individuals with disabilities, individuals with low-incomes, and/or military veterans.

In fiscal years 2023-2025 ConnectAbility has been awarded three mobility management grants funded through FTA's 5310 program. The 2023 project for \$49,104 requires a local match of \$9,820. The 2024 project for \$50,589 requires a local match of \$10,118. The 2025 project for \$52,107 requires a local match of \$10,422. Similar to WACOSA, the funding for ConnectAbility is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA.

Therefore, MnDOT District 3 has enough funding to finance these projects and thereby maintains fiscal constraint.

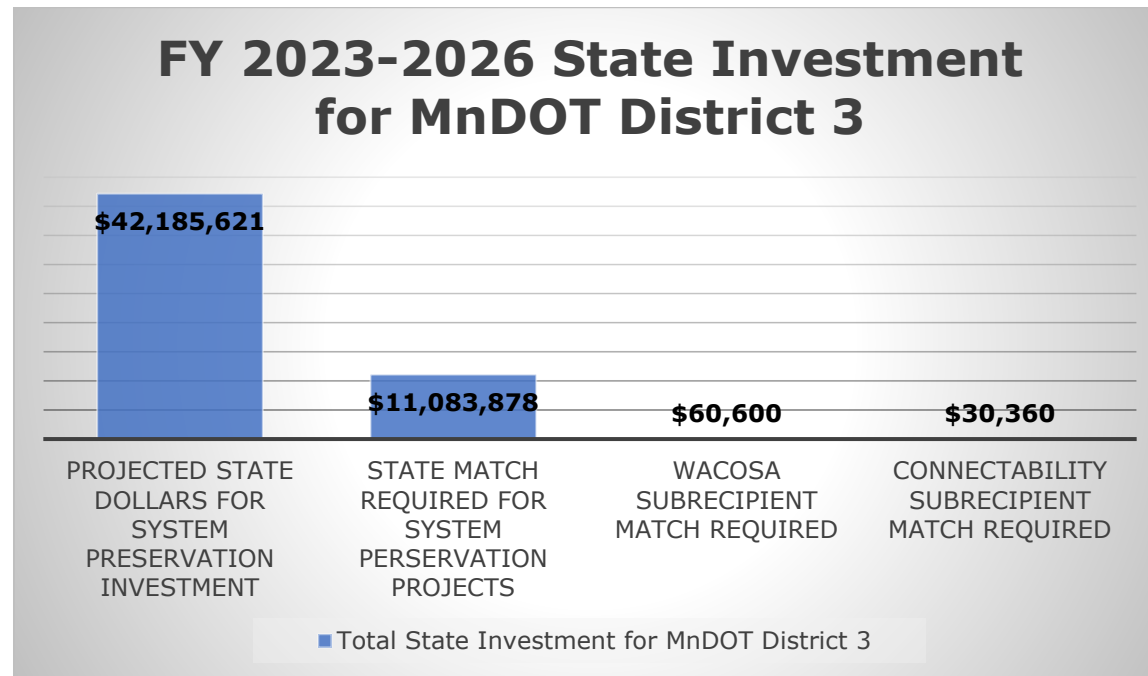


Figure 4.60: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2023-2026. Data courtesy of MnDOT District 3.

Chapter Five: Public Involvement

The Saint Cloud APO is committed to be a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the [APO website](http://www.stcloudapo.org) (www.stcloudapo.org) and provide comment via phone or email.

FY 2023-2026 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2023-2026 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2023-2026 TIP was distributed via email to members of the APO's TAC and Policy Board in May and June 2022, respectively. In addition, individuals on the interested stakeholders list – including those stakeholders who work specifically with traditionally underserved populations such as people-of-color, individuals with low-income, individuals with disabilities, limited English proficient individuals, and elderly populations – were also emailed a copy of the draft TIP.

Upon release of the draft FY 2023-2026 TIP on **July 13, 2022**, for the official 30-day public review period, the APO initiated several outreach efforts.

A copy of the draft TIP was posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), a legal notice was published in the St. Cloud Times, the newspaper of record, and information about the public comment period was posted on the [APO's Facebook page](https://www.facebook.com/stcloudapo) (www.facebook.com/stcloudapo). In addition, several surveys were created via SurveyMonkey to solicit feedback on the proposed Federal and state funded projects that were included in the FY 2023-2026 TIP. These surveys were also posted on the APO's Facebook page and emailed to individuals on the interested stakeholders list and those who have expressed interest in various planning activities of the APO.

APO staff hosted two TIP open houses. An in-person open house was held **at the APO's Office (1040 County Road 4, Saint Cloud) from 1-3 p.m. on Tuesday, July 27. Two people attended this open house. No public comments were received during this event. A second – virtual – open house was hosted on Thursday, July 29 via Facebook Live. This open house began around 12:40 p.m.**

An estimated **XX** people were reached with this video. About **XX** people watched a minimum of three seconds with an average video watch time of **28 seconds. Five people reacted to the video (liked), and no one shared this post.**

In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 2023-2026 TIP was open to public review for a period of 30 calendar days starting on July 13, 2022.

Notification of this public comment period was published in the St. Cloud Times, the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), and on the [APO's Facebook page](https://www.facebook.com/stcloudapo/) (www.facebook.com/stcloudapo/). Copies of the TIP were also emailed to a list of stakeholders including MnDOT, APO TAC members, and organizations identified as working closely with EJ and Title VI populations.

The comments contained in this chapter are from email correspondence and comments obtained from both the in-person and virtual open houses. All comments obtained from the online surveys developed via SurveyMonkey can be found in **Appendix X** of this document.

Date Received	Source	Comment	Disposition

Figure XX: Public comment disposition matrix.

Chapter Six: Monitoring Progress

Per Federal regulations, the Saint Cloud APO must submit annual updates for projects programmed in the TIP. The annual project updates allow the MnDOT state-aid engineer the ability to assess project costs and project development status for federally funded projects. The project updates also allow the APO's TAC to meet and discuss at the beginning of every year the status of currently programmed Federal projects within the APO's MPA.

These status reports are intended to encourage early initiation of project development work, so unforeseen issues can be addressed without delaying project implementation. If unavoidable delays occur, project status reports provide a mechanism for the implementing agency to communicate project issues and associated delays directly to the APO, MnDOT, and any potentially affected local units of government.

The status of the projects programmed in the previous years' TIPs (FY 2018-2021, FY 2019-2023, FY 2020-2023, FY 2021-2024, and FY 2022-2025), have been updated with this TIP (FY 2023-2026). The projects programmed in FY 2018, FY 2019, FY 2020, FY 2021, and FY 2022 however, are presently being constructed and have dropped out of this updated TIP. They are listed below in the following table.



Figure 6.1: Photo of Stearns County Road 136/Oak Grove Road SW. This project, constructed in 2021, received Federal funding to complete.

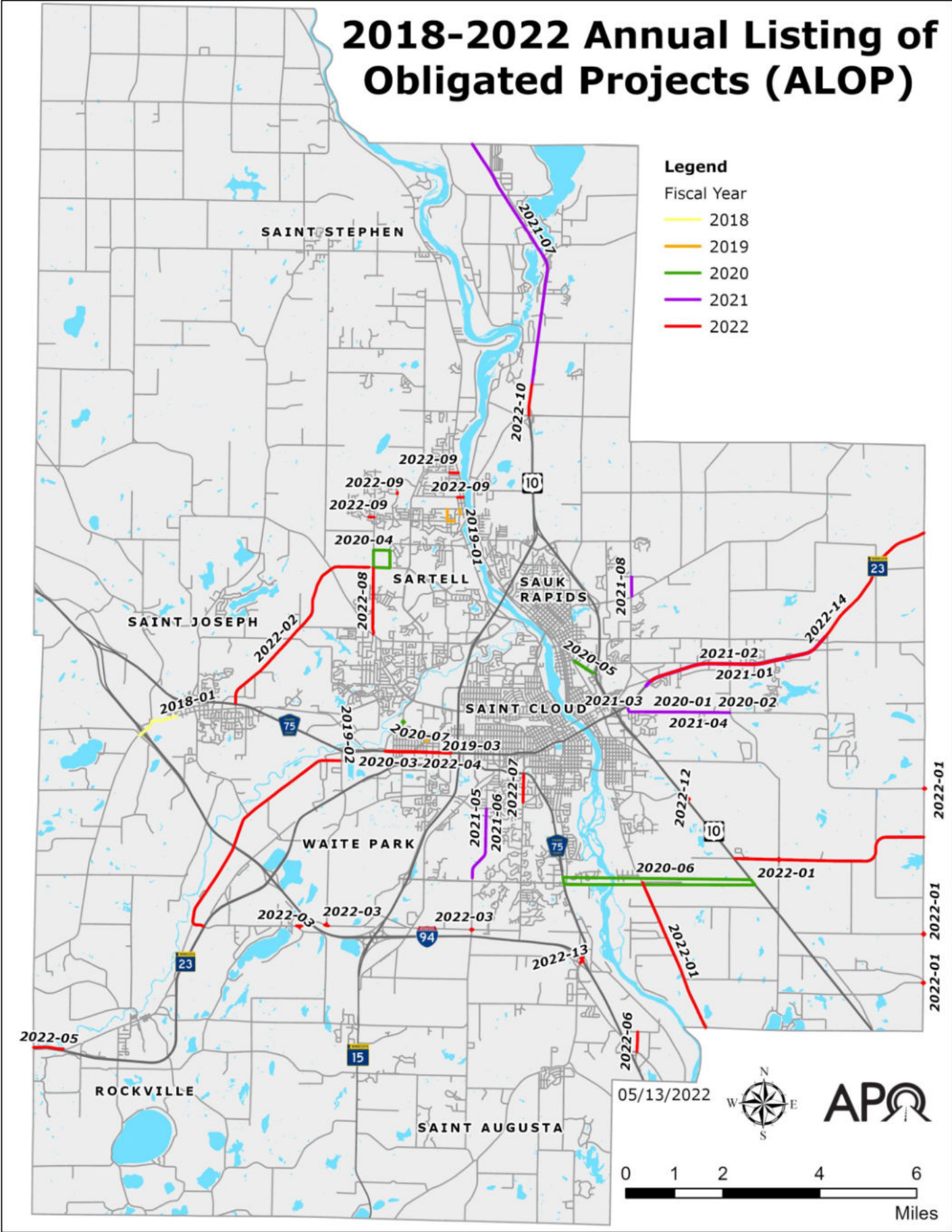


Figure 6.2: A map of the roadway, bridge, and active transportation projects previously programmed in the APO’s Transportation Improvement Program.

Project ID	Fiscal Year	Sponsor	Route	Work Type
2018-01	2018	City of Saint Joseph	CSAH 2/Minnesota Street	New trail
2019-01	2019	City of Sartell	Second Avenue N; Fifth Avenue N; 2-1/2 Street N	SRTS
2019-02	2019	MnDOT	CSAH 134 (Ridgewood Road)	Railroad safety
2019-03	2019	MnDOT	MSAS 102 (Second Avenue N)	Railroad safety
2020-01	2020	Benton County	CSAH 8	Reclamation
2020-02	2020	Benton County	CSAH 8	Rumble strip
2020-03	2020	Stearns County	CSAH 75	Rehabilitation
2020-04	2020	Stearns County	CSAH 133	Planning study
2020-05	2020	City of Sauk Rapids	MSAS 109 (Benton Drive)	Reconstruction
2020-06	2020	Saint Cloud APO	33rd Street S	Planning study
2020-07	2020	MnDOT	CSAH 138 (54th Avenue N)	Railroad safety
2021-01	2021	MnDOT	MN 23	Mill and overlay
2021-02	2021	MnDOT	MN 23	Reduced conflict intersection
2021-03	2021	Benton County	CSAH 8	Rumble strip
2021-04	2021	Benton County	CSAH 8	Reclamation
2021-05	2021	City of Saint Cloud	CR 136 (Oak Grove Road SW)	Reconstruction
2021-06	2021	City of Saint Cloud	CR 136 (Oak Grove Road SW)	Bicycle/pedestrian infrastructure
2021-07	2021	MnDOT	US 10	Guardrail
2021-08	2021	City of Sauk Rapids	CSAH 1 (Mayhew Lake Road)	New trail
2022-01	2022	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Rumble strips and sign enhancements
2022-02	2022	Stearns County	CSAH 138 and CSAH 133	Signing
2022-03	2022	Stearns County	CSAH 136 and CR 122 CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
2022-04	2022	Stearns County	CSAH 75	Rehabilitation
2022-05	2022	Stearns County	ROCORI Trail	New trail
2022-06	2022	City of Saint Cloud	Beaver Island Trail	New trail
2022-07	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Reconstruction
2022-08	2022	City of Sartell	19th Avenue S	Reconstruction
2022-09	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	Bicycle/pedestrian infrastructure
2022-10	2022	MnDOT	US 10	Box culvert
2022-12	2022	MnDOT	US 10	Historic preservation
2022-13	2022	MnDOT	I-94	DMS replacement
2022-14	2022	MnDOT	MN 23	Fiber optic

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
N/A	TRANSIT	TRF-0048-18E	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL BUS SHELTER AMENITIES	\$25,000	In Progress	March 11, 2022: In progress. Estimated completion remains 2022.
N/A	TRANSIT	TRS-0048-18TA	2018	METRO BUS	ST. CLOUD MTC; PURCHASE MOBLE FARE COLLECTION EQUIPMENT	\$150,000	Completed	March 11, 2022: All funding from this grant has been implemented. Project is complete.
2018-01	PED/BIKE	233-090-011	2018	ST JOSEPH	CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4 TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	\$951,401	Constructed	Feb. 7, 2022: The construction contract has been closed and the final Delegated Contract Process paperwork was submitted to District State Aid Engineer on July 22, 2021.
N/A	TRANSIT	TRF-0048-19T	2019	METRO BUS	ST. CLOUD MTC; PURCHASE 9 (CLASS 400) <30 FT. REPLACEMENT CNG DAR BUSES	\$1,890,000	Completed	Feb. 7, 2022: Buses are complete and in service.
N/A	TRANSIT	TRF-0048-19E	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES	\$25,000	In Progress	March 11, 2022: Estimated completion in 2023.
N/A	TRANSIT	TRF-0048-19M	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$700,000	Completed	Feb. 7, 2022: All funding from this grant has been implemented. Project is complete.
N/A	TRANSIT	TRF-0048-19G	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$250,000	Completed	Feb. 7, 2022: Projects are complete.
2019-01	PED/BIKE	220-591-005	2019	SARTELL	CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 2 ND AVE N, 5 TH AVE N, AND 2-1/2 STREET IN SARTELL	\$1,928,342	Completed	Feb. 7, 2022: The project is complete.
2019-02	RR	73-00137	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	\$194,984	Constructed	April 4, 2022: Still waiting on final bill.
2019-03	RR	73-00138	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2 ND AVE N, WAITE PARK, STEARNS COUNTY	\$212,992	Constructed	Feb. 7, 2022: Final bill was submitted and paid. Project is completed. Final project cost was \$205,237.03.
N/A	TRANSIT	TRF-0048-20B	2020	METRO BUS	ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	\$35,000	In Progress	March 11, 2022: Estimated completion in 2022.
N/A	TRANSIT	TRF-0048-20C	2020	METRO BUS	ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	\$15,000	Completed	Feb. 7, 2022: Projects are complete.
N/A	TRANSIT	TRS-0048-20T	2020	METRO BUS	ST. CLOUD MTC; REPLACE FIVE (5) 35 FT. CLASS 400 REPLACEMENT BUSES (CNG)	\$1,125,000	In Progress	March 11, 2022: In progress. Purchase order has been issued.
N/A	TRANSIT	TRS-0048-20TA	2020	METRO BUS	ST. CLOUD MTC; PURCHASE (1) STD 40 FT. REPLACEMENT CNG FIXED ROUTE BUS	\$573,000	In Progress	March 11, 2022: Grant has been approved. Waiting on Consortium contract.
N/A	TRANSIT	TRF-0048-20J	2020	METRO BUS	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$1,000,000	In Progress	March 11, 2022: In progress. Estimated completion in 2022.
N/A	TRANSIT	TRF-0048-20I	2020	METRO BUS	SECT 5307: FACILITY IMPROVEMENTS	\$21,500	Completed	March 22, 2022: Project is completed.
N/A	TRANSIT	TRF-9503-20	2020	WACOSA	PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$87,000	In Progress	Feb. 15, 2022: Vehicle has been ordered but not delivered.
2020-01	CSAH 8	005-608-009	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007) (PAYBACK IN 2021)	\$650,000	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is completed.
2020-02	CSAH 8	005-070-007	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIP (TIED TO SP 005-608-009) (PAYBACK IN 2021)	\$5,250	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is completed.
2020-03	CSAH 75	073-675-040	2020	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM 15 TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE	\$1,715,056	Constructed	March 23, 2022: Minor punch list work remaining.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
					CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)			
2020-04	LOCAL STREETS	073-733-005	2020	STEARNS COUNTY	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF STEARNS CSAH 133 (2 ND STREET S IN SARTELL) BETWEEN THEISEN ROAD AND 19 TH AVENUE N	\$85,000	In Progress	March 23, 2022: Study is underway. First open house to be held late April/early May 2022.
2020-05	MSAS 109	191-109-006	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$2,528,678	Constructed	March 28, 2022: Construction is complete. Due to drought conditions, turf monitoring will continue through next spring. Once that has been signed off, project will be closed out.
2020-06	LOCAL STREETS	091-070-027	2020	ST. CLOUD APO	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF SAINT CLOUD 33 RD STREET SOUTH MISSISSIPPI RIVER BRIDGE AND CORRIDOR CONNECTING STEARNS CSAH 75 (ROOSEVELT ROAD) WITH US 10	\$167,000	In Progress	Feb. 15, 2022: After giving the MnDNR several months to review and provide comments, the decision was recently made to move ahead with the corridor study. The consultant has developed alternative evaluation criteria and some sample alternative alignments for review by the Project Management Team.
2020-07	RR	73-00139	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54 TH AVE N, WAITE PARK, STEARNS COUNTY	\$240,000	Constructed	Feb. 7, 2022: Construction is complete, final bill was submitted and paid. Final project cost was \$228,295.58.
N/A	TRANSIT	TRF-9503-21	2021	WACOSA	SECTION 5310: WACOSA, PURCHASE ONE (1) REPLACEMENT <30 (CLASS 400) BUS	\$89,610	In Progress	Feb. 15, 2022: Vehicle has been ordered but has not been delivered.
2021-01	MN 23	0503-90	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD	\$3,261,524	Constructed	April 4, 2022: Received final acceptance from CPG and passed for final payment on Dec. 2, 2021. Contract total for both -90 and -90S is \$4,077,444.19.
2021-02	MN 23	0503-90S	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	\$50,000	Constructed	April 4, 2022: Received final acceptance from CPG and passed for final payment on Dec. 2, 2021. Contract total for both -90 and -90S is \$4,077,444.19.
N/A	TRANSIT	TRF-0048-21	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,400,000	Completed	Feb. 7, 2022: Operations completed Sept. 30, 2021.
N/A	TRANSIT	TRF-0048-21E	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,200,000	Completed	March 11, 2022: CARES funding was used to offset maintenance expenses. Project has been completed.
N/A	TRANSIT	TRF-0048-21J	2021	SAINT CLOUD	ST. CLOUD MTC – PARATRANSIT OPERATING	\$4,500,000	Completed	Feb. 7, 2022: Operations completed Sept. 30, 2021.
N/A	TRANSIT	TRF-0048-21K	2021	SAINT CLOUD	ST. CLOUD MTC – NORTHSTAR COMMUTER OPERATING	\$1,300,000	Completed	Feb. 7, 2022: Operations completed Sept. 30, 2021.
N/A	TRANSIT	TRF-0048-21B	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT OPERATIONS VEHICLES	\$120,000	Completed	Feb. 7, 2022: Vehicles are complete and in service.
N/A	TRANSIT	TRF-0048-21C	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	\$68,500	In Progress	March 11, 2022: Estimated completion in 2023.
N/A	TRANSIT	TRF-0048-21F	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS AND EQUIPMENT	\$135,000	In Progress	March 11, 2022: In progress. Estimated completion in 2023.
N/A	TRANSIT	TRF-0048-21L	2021	SAINT CLOUD	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS	\$1,250,000	In Progress	March 11, 2022: Estimated completion in 2024.
N/A	TRANSIT	TRF-0048-21M	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; WEBSITE UPDATE	\$25,000	In Progress	March 11, 2022: In progress. Estimated completion in 2022.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
N/A	TRANSIT	TRS-0048-21TD	2021	SAINT CLOUD	ST. CLOUD MTC; PURCHASE (2) 40 FT. CLASS 700 REPLACEMENT CNG BUSES	\$1,180,000	In Progress	March 11, 2022: Grant has been approved. Waiting on Consortium contract.
N/A	TRANSIT	TRF-9504-21	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/21 – 6/30/22	\$122,500	In Progress	Feb. 15, 2022: Under current grant agreement. Grant terminates on June 30, 2022.
N/A	TRANSIT	TRF-9504-22	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 – 6/30/23	\$126,617	Not Started	Feb. 15, 2022: Will be under grant agreement effective July 1, 2022, through June 30, 2023.
2021-03	CSAH 8	005-070-007AC	2021	BENTON COUNTY	**AC**: BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009) (PAYBACK 1 OF 1)	\$5,250	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is complete.
2021-04	CSAH 8	005-608-009AC	2021	BENTON COUNTY	**AC**: BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007) (PAYBACK 1 OF 1)	\$650,000	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is complete.
2021-05	HIGHWAY CR 136	162-175-001	2021	SAINT CLOUD	ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)	\$3,200,817	Constructed	Feb. 15, 2022: Project is substantially completed as of October 2021.
2021-06	HIGHWAY CR 136	162-591-005	2021	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR, PAYBACK IN 2024. (ASSOCIATED WITH 162-175-001)	\$536,543	Constructed	Feb. 15, 2022: Project is substantially completed as of October 2021.
2021-07	HIGHWAY US 10	0502-116	2021	MNDOT	US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM CR 40 (N OF RICE) TO 66 TH ST (N OF SAUK RAPIDS) (HSIP)	\$1,379,584	Let, Not Constructed	April 4, 2022: This project was let and awarded but due to a material supply issue it has not been completed.
2021-08	PED/BIKE	191-090-002	2021	SAUK RAPIDS	CONSTRUCT NEW TRAIL ALONG MAYHEW LAKE ROAD FROM BENTON CSAH 3 TO OSAUKA RD IN CITY OF SAUK RAPIDS	\$393,000	Constructed	March 25, 2022: Construction is complete and final inspection has been done. Final punch list items including turf monitoring will continue into next spring.
N/A	TRANSIT	TRF-0048-22	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,500,000	In Progress	March 11, 2022: In progress. Fiscal year operations are October through September.
N/A	TRANSIT	TRF-0048-22C	2022	SAINT CLOUD	SECT 5307: ST CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,300,000	In Progress	March 11, 2022: None applied for. Emergency Relief funding used to offset operating expenditures.
N/A	TRANSIT	TRF-0048-22A	2022	SAINT CLOUD	ST CLOUD MTC – PARATRANSIT OPERATING	\$4,600,000	In Progress	March 11, 2022: In progress. Fiscal year operations are October through September.
N/A	TRANSIT	TRF-0048-22B	2022	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER	\$1,300,000	In Progress	March 11, 2022: In progress. Fiscal year operations are October through September.
N/A	TRANSIT	TRF-0048-22D	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	\$63,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-0048-21I	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$25,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-0048-22H	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT	\$15,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-0048-22K	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; BUS SHELTERS	\$25,000	In Progress	March 11, 2022: Grant application in process.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
N/A	TRANSIT	TRS-0048-22TA	2022	SAINT CLOUD	ST. CLOUD MTC; PURCHASE THREE (3) CLASS 400LF CNG DAR REPLACEMENT BUSES	\$786,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-9503-22	2022	SAINT CLOUD	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$128,000	Not Started	Feb. 15, 2022: Vehicle is not under grant agreement. Plan to have under grant agreement in Summer 2022.
N/A	TRANSIT	TRF-9504-22	2022	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 – 6/30/23	\$41,910	Not Started	Feb. 15, 2022: Will be under grant agreement effective July 1, 2022, through June 30, 2023.
2022-01	LOCAL STREETS	071-070-043	2022	SHERBURNE COUNTY	**AC** INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS (PAYBACK IN 2023)	\$150,000	Design Stage	April 5, 2022: Plans are in for State Aid review with plans to bid the project in 2022. Construction is tentatively scheduled to begin in August 2022.
2022-02	LOCAL STREETS	073-070-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS	\$240,000	Design State	March 23, 2022: Final plans submitted to St. Paul on March 17, 2022.
2022-03	LOCAL STREETS	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	\$96,000	Bidding Open	March 23, 2022: Bid opening on March 24, 2022.
2022-04	HIGHWAY CSAH 75	073-675-040AC	2022	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM 15 TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST, REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK 1 OF 1)	\$1,715,056	Constructed	March 23, 2022: Minor punch list work remaining.
2022-05	LOCAL STREETS	073-090-011	2022	STEARNS COUNTY	**AC**: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2023 AND 2024)	\$1,813,000	Bidding Open	March 23, 2022: Waiting for STIP amendment approval to advertise. Tentative bid opening of April 21, 2022.
2022-06	LOCAL STREETS	162-090-007	2022	SAINT CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	\$600,000	In Progress	Feb. 14, 2022: Project is scheduled to be done in 2022.
2022-07	LOCAL STREETS	162-141-008	2022	SAINT CLOUD	**AC**: ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK IN 2023)	\$5,147,060	Project Let May/June	Feb. 14, 2022: Project is being let approximately May/June 2022.
2022-08	LOCAL STREETS	220-113-002	2022	SARTELL	**AC**: SARTELL 19 TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	\$7,037,903	Awarded	March 25, 2022: The project is designed and submitted for agency review. The project is planned to be bid in April 2022 with award in May 2022. Construction is scheduled to take place June 2022 – July 2023.
2022-09	LOCAL STREETS	220-090-003	2022	SARTELL	**AC**: CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)	\$458,740	Design Stage	March 25, 2022: The project is currently in design. The project will be bid fall of 2022 with a planned construction in 2023.
2022-10	HIGHWAY US 10	0502-115	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.5 MI NW OF BENTON CSAH 33. PLACE HIGH TENSION MEDIAN CABLE GUARDRAIL FROM 66 TH STREET TO CSAH 33	\$1,400,000	Awarded	April 4, 2022: Bid was \$1,587,019. Project to be constructed summer 2022.
2022-12	HIGHWAY US 10	7103-64	2022	MNDOT	ST CLOUD HISTORICAL MARKER SITE – REINSTALL INTERPRETIVE PANELS WITH NEW CONCRETE FOOTINGS AND PAD, MINOR STONE REPAIRS TO HISTORICAL MARKER TO	\$50,000	In Progress	April 4, 2022: Bid came in at \$34,992. Start date is April 15, 2022, ending June 30, 2022.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
					STABILIZE LOOSE STONES AND REPOINT MORTAR CRACKS			
2022-13	HIGHWAY I 94	8823-403	2022	MNDOT	I-94, DYNAMIC MESSAGE SIGN REPLACEMENT AT 5 LOCATIONS IN STEARNS AND WRIGHT COUNTIES	\$140,000	In Progress	April 4, 2022: Project to be constructed in summer 2022.
2022-14	HIGHWAY MN 23	0503-92	2022	MNDOT	MN 23, INSTALL FIBER OPTIC FROM BENTON CSAH 1 TO MN 25 IN FOLEY	\$380,000	In Progress	April 4, 2022: Project to be constructed in summer 2022.

Figure 6.3: Annual listing of obligated projects for the Saint Cloud APO.

Appendix A

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Reading the TIP

Route System: The name and number in which the project is located.

Project Number: Project identifier.

Work Type: The intent of the project.

STIP Total: The total estimated cost of the project relative to federal funding to be used in year of letting. This includes advance construction (AC) conversion funding. It does not include the original advance construction funding.

FHWA: The total estimated Federal-aid highway funding to be used for the project. This includes advance construction conversion funding.

AC: The total estimated amount of future Federal funds being committed to a project, front-ended by local/state funds.

FTA: The total estimated Federal-aid transit funding to be used for the project.

TH: The total estimated state trunk highway funding to be used for the project.

Other: Estimate of funding other than FHWA, FTA, or State TH to be used for the project. This includes local match, local funds, private contributions and special legislative appropriations.

Saint Cloud Area Planning Organization FY 2021-2024 Project Table										Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
										\$144,326,588	\$35,130,164			\$15,028,729			\$12,926,330	\$16,972,888	\$8,926,544			\$0	\$68,268,263	\$142,224,189
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total	
Transit	TRF-0048-21	2021	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance		B9	TRANSIT OPERATIONS	FTA	9,400,000								1,340,000					8,060,000	9,400,000	
Transit	TRF-0048-21E	2021	Metro Bus	Sect 5307: St. Cloud MTC; Preventive maintenance		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000	

Program:
Categories included are in the following tables.

Program	Description
AM	Municipal Agreement
BI	Bridge Improvement
BR	Bridge Replacement
BT	Bike Trail (not an enhancement)
CA	Consultant Agreement
DA	Detour Agreement
DR	Drainage
EN	Enhancement (STBGP)

Program	Description
EN	Enhancement (STBGP)
FB	Ferry Boat Program
FL	Federal Lands Access Program
IR	Indian Reservation Roads
JT	Jurisdictional Transfer
MA	Miscellaneous Agreements
MC	Major Construction
NO	Noise Walls
PL	Planning
PM	Preventive Maintenance
RB	Rest Area/Beautification

Program	Description
RC	Reconstruction
RD	Recondition
RS	Resurfacing
RT	Recreational Trail (DNR only)
RW	Right of Way Acquisition
RX	Road Repair (Bridge and Road Construction) (BARC)
SA	Supplemental Agreement/ Cost Overruns
SC	Safety Capacity
SH	Highway Safety Improvement Program (HSIP)

Program	Description
SR	Safety Railroads
TA	Non-Traditional Transportation Alternatives
TM	Transportation Management
TR	Transit (FHWA)
B3	FTA Capital Program— Section 5309
B9	FTA Urbanized Area Formula—Section 5307
BB	Bus and Bus Facilities
GR	FTA—State of Good Repair—Section 5337
NB	FTA Elderly and Persons with Disabilities—Section 5310
OB	FTA Non-Urbanized Areas—Section 5311 & Section 5311(f)

Saint Cloud Area Planning Organization FY 2023-2026 Project Table

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
TRANSIT	TRF-0048-23H	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
TRANSIT	TRF-0048-23A	2023	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,700,000													4,700,000	4,700,000
TRANSIT	TRF-0048-23B	2023	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER		TR	TRANSIT OPERATIONS	LF	1,400,000													1,400,000	1,400,000
TRANSIT	TRF-0048-23D	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	115,000								92,000					23,000	115,000
TRANSIT	TRF-0048-23G	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
TRANSIT	TRF-0048-23I	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	30,000								24,000					6,000	30,000
TRANSIT	TRF-0048-23J	2023	SAINT CLOUD	ST. CLOUD MTC; WESTERN TRANSIT CENTER		TR	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	LF	4,000,000													4,000,000	4,000,000
TRANSIT	TRF-9503-23	2023	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		NB	TRANSIT VEHICLE PURCAHSE	FTA	98,000								78,400					19,600	98,000
TRANSIT	TRF-9504-23	2023	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/23 -- 6/30/24		NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	49,104								39,284					9,820	49,104
LOCAL STREETS	071-070-042	2023	SHERBURNE COUNTY	**AC** INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS (PAYBACK IN 2024)		SH	LIGHTING	HSIP	36,800							331,200						36,800	368,000
LOCAL STREETS	071-070-043AC	2023	SHERBURNE COUNTY	**AC** INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE		SH	SIGNING	HSIP	135,000				135,000		135,000								

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				COUNTY HIGHWAYS. (PAYBACK 1 OF 1)																			
LOCAL STREETS	7103-65	2023	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008)		LP	NEW PAVEMENT BITUMINOUS	STBGP<5K								1,200,000							1,200,000
LOCAL STREETS	7103-65	2023	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008)		LP	NEW PAVEMENT BITUMINOUS	STBGP<5K	300,000							1,000,000						300,000	1,300,000
LOCAL STREETS	073-090-011AC	2023	STEARNS COUNTY	**AC**: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 1 OF 2)		EN	NEW TRAIL	STBGTAP 5K-200K	520,000				520,000		520,000								
LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER.		RT	NEW TRAIL	STBGTAP 5K-200K	1,740,000	400,000		400,000										1,340,000	1,740,000
HIGHWAY CSAH 75	073-675-041	2023	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2024)		RS	MILL AND OVERLAY	NHPP	984,945	615,055		615,055				615,055						369,890	1,600,000
HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.		SH	ROUNDAABOUT	HSIP	888,900	800,000		800,000										88,900	888,900
HIGHWAY CSAH 75	073-675-042	2023	STEARNS COUNTY	**AC** CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026)		BR	BRIDGE REPLACEMENT	STBGP 5K-200K	2,864,880							2,135,120						2,864,880	5,000,000
LOCAL STREETS	162-141-008AC	2023	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH	0	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	612,000				612,000		612,000								

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK 1 OF 1)																			
LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERITAGE DR.		RT	NEW TRAIL	STBG TAP 5K-200K	459,121	367,297		367,297										91,824	459,121
LOCAL STREETS	220-113-002AC	2023	SARTELL	**AC**: SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1)		RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	1,929,820				1,929,820		1,929,820								
LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42ND ST, HAVEN TWP, SHERBURNE COUNTY		SR	R.R. X-ING IMPROVEMENTS	RRS	300,000		222,000	222,000										78,000	300,000
HIGHWAY MN 23	0503-91	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)		MC	BRIDGE NEW	NHPP	11,839,632							23,794,152		5,950,537		5,950,537		5,889,095	35,633,784

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY MN 23	0503-91S	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)		MC	BRIDGE NEW	HSIP	750,000	675,000		675,000						75,000		75,000			750,000
HIGHWAY MN 23	0503-91GMNR	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)		MC	BRIDGE NEW	STBGP 5K-200K	3,770,000	3,016,000		3,016,000						754,000		754,000			3,770,000
HIGHWAY I 94	7380-259	2023	MNDOT	**ELLE**: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON		BI	BRIDGE DECK OVERLAY, BRIDGE NEW	NHPP	2,209,000	1,988,100		1,988,100						220,900		220,900			2,209,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY I 94	7380-264	2023	MNDOT	MN 23 INTERCHANGE																			
				I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH		BI	BRIDGE DECK OVERLAY	NHPP	1,200,000	1,080,000		1,080,000						120,000		120,000			1,200,000
HIGHWAY MN 301	7109-08	2023	MNDOT	**PRS** MN 301, RECLAIM & REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.		RD	APP	SF	3,457,733										3,454,233	3,454,233		3,500	3,457,733
HIGHWAY US 10	7103-63	2023	MNDOT	**SEC 164** US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM SHERBURNE CSAH 7 IN ST CLOUD TO 0.42 MI E OF SHERBURNE CSAH 20 IN CLEARLAKE (HSIP PROJECT)		SH	GUARD RAIL	HSIP	1,900,000		1,710,000	1,710,000						190,000		190,000			1,900,000
TRANSIT	TRF-0048-24H	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
TRANSIT	TRF-0048-24I	2024	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,750,000													4,750,000	4,750,000
TRANSIT	TRF-0048-24J	2024	SAINT CLOUD	ST CLOUD MTC -- NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,450,000													1,450,000	1,450,000
TRANSIT	TRS-0048-24A	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE FOUR (4) CLASS 700 REPLACEMENT CNG BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,632,000		2,105,600	2,105,600										526,400	2,632,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
TRANSIT	TRF-0048-24D	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; LONG RANGE TRANSPORTATION PLAN		B9	TRANSIT OPERATIONS	FTA	350,000								280,000					70,000	350,000
TRANSIT	TRF-0048-24E	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	114,000								91,200					22,800	114,000
TRANSIT	TRS-0048-24F	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE TWO (2) CLASS 400LF CNG REPLACEMENT BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	518,000		414,400	414,400										103,600	518,000
TRANSIT	TRF-0048-24G	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	65,000								52,000					13,000	65,000
TRANSIT	TRF-0048-24K	2024	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,975,000								1,580,000					395,000	1,975,000
TRANSIT	TRF-9503-24	2024	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		NB	TRANSIT VEHICLE PURCHASE	FTA	101,000								80,800					20,200	101,000
TRANSIT	TRF-9504-24	2024	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/24 -- 6/30/25		NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	50,589								40,471					10,118	50,589
LOCAL STREETS	071-070-042AC	2024	SHERBURNE COUNTY	**AC** INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS (PAYBACK 1 OF 1)		SH	LIGHTING	HSIP	331,200				331,200		331,200								
LOCAL STREETS	071-070-044	2024	SHERBURNE COUNTY	INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS		SH	LIGHTING	HSIP	524,000	471,600		471,600										52,400	524,000
LOCAL STREETS	071-070-045	2024	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS ON VARIOUS SHERBURNE COUNTY ROADS		SH	OTHER	HSIP	180,000	162,000		162,000										18,000	180,000
LOCAL STREETS	073-090-011AC1	2024	STEARNS COUNTY	**AC** CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR		EN	NEW TRAIL	STBGTAP 5K-200K	292,270				292,270		292,270								

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Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 2 OF 2)																			
HIGHWAY CSAH 75	073-675-041AC	2024	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK 1 OF 1)		RS	MILL AND OVERLAY	NHPP	615,055				615,055		615,055								
HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133		MC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	1,822,944	1,458,355		1,458,355										364,589	1,822,944
HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)(PAYBACK 1 OF 1)		RC	BITUMINOUS RECLAMATION	STBGTAP 5K-200K	99,000				99,000		99,000								
LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC** RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025)		RC	MAJOR CONSTRUCTION	STBGP 5K-200K	608,880							1,135,120						608,880	1,744,000

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									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY MN 23	0503-91AC	2024	MNDOT	*PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 1 OF 2)		MC	BRIDGE NEW	NHPP	20,094,152				20,094,152		20,094,152								
TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,700,000								1,500,000					8,200,000	9,700,000
TRANSIT	TRF-0048-25B	2025	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,800,000													4,800,000	4,800,000
TRANSIT	TRF-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,450,000													1,450,000	1,450,000
TRANSIT	TRF-0048-25D	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
TRANSIT	TRF-0048-25E	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; (3) REPLACEMENT OPERATIONS VEHICLES		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000								96,000					24,000	120,000
TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	535,000								428,000					107,000	535,000

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									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
TRANSIT	TRF-0048-25G	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,500,000								1,200,000					300,000	1,500,000
TRANSIT	TRS-0048-25A	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE FOUR (4) CLASS 400LF CNG REPLACEMENT BUSES.		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,068,000		854,400	854,400										213,600	1,068,000
TRANSIT	TRF-9503-25	2025	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		NB	TRANSIT VEHICLE PURCHASE	FTA	104,000								83,200					20,800	104,000
TRANSIT	TRF-9504-25	2025	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/25 -- 6/30/26		NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	52,107								41,685					10,422	52,107
LOCAL STREETS	7103-65AC	2025	SHERBURNE COUNTY	**AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED WITH SP 071-596-008)(PAYBACK 1 OF 1)		LP	NEW PAVEMENT BITUMINOUS	STBGP<5K	1,000,000				1,000,000		1,000,000								
LOCAL STREETS	7103-65AC	2025	SHERBURNE COUNTY	**AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED WITH SP 071-596-008)(PAYBACK 1 OF 1)		LP	NEW PAVEMENT BITUMINOUS	STBGP<5K	1,200,000				1,200,000		1,200,000								
LOCAL STREETS	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-ABOUT AT MINNESOTA ST IN ST JOSEPH		SH	OTHER	HSIP	1,100,000	500,000		500,000										600,000	1,100,000
LOCAL STREETS	220-090-003AC	2025	SARTELL	**AC**CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK 1 OF 1)		AM	NEW TRAIL	STBGTAP 5K-200K	367,040				367,040		367,040								
LOCAL STREETS	191-104-006AC	2025	SAUK RAPIDS	**AC**RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S,		RC	MAJOR CONSTRUCTION	STBGP 5K-200K	1,135,120				1,135,120		1,135,120								

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)																			
HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, - REOVERLAY		BI	BRIDGE DECK OVERLAY	STBGP 5K-200K	760,000	618,792		618,792						141,208		141,208			760,000
HIGHWAY I 94, MN 24	8823-375	2025	MNDOT	I-94, DMS, CAMERA'S AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER		EN	OTHER	NHPP	500,000	400,000		400,000						100,000		100,000			500,000
HIGHWAY MN 23	0503-91AC1	2025	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 2 OF 2)		MC	BRIDGE NEW	NHPP	3,700,000				3,700,000		3,700,000								
TRANSIT	TRF-0048-26A	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	10,000,000								1,500,000					8,500,000	10,000,000
TRANSIT	TRF-0048-26B	2026	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,950,000													4,950,000	4,950,000
TRANSIT	TRF-0048-26C	2026	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR		TR	TRANSIT OPERATIONS	LF	1,495,000													1,495,000	1,495,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$143,939,412	\$20,498,599			\$34,165,777			\$30,210,647	\$9,111,040	\$11,005,878			\$0	\$69,158,118	\$139,984,282
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
				COMMUTER OPERATING																			
TRANSIT	TRS-0048-26A	2026	SAINT CLOUD	ST CLOUD MTC; PURCHASE TWELVE (12) CLASS 400LF CNG REPLACEMENT BUSES.		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	3,300,000		2,640,000	2,640,000										660,000	3,300,000
TRANSIT	TRF-0048-26D	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
TRANSIT	TRF-0048-26E	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; (3) REPLACEMENT OPERATIONS VEHICLES		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000								96,000					24,000	120,000
TRANSIT	TRF-0048-26F	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000								200,000					50,000	250,000
TRANSIT	TRF-0048-26G	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000								20,000					5,000	25,000
TRANSIT	TRF-0048-26H	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	65,000								52,000					13,000	65,000
HIGHWAY CSAH 75	073-675-042AC	2026	STEARNS COUNTY	**AC** CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 1 OF 1)		BR	BRIDGE REPLACEMENT	STBGP 5K-200K	2,135,120				2,135,120		2,135,120								

Appendix B

Method of Calculation for Performance Measures

Roadway Safety Performance Measures	Method of Calculation
Number of Fatalities	Number of fatalities for each of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.
Rate of Fatalities	Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent five consecutive years ending in the year for which the targets are established, adding the results, dividing by five, and rounding to the thousandth decimal place.
Number of Serious Injuries	Addition of the number of serious injuries for each of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.
Rate of Serious Injuries	Calculation of the number of serious injuries per 100M VMT for each of the most recent five consecutive years ending the in year for which the targets are established, adding the results, dividing by five, and rounding to the thousandth decimal place.
Number of Non-Motorized Fatalities and Serious Injuries	Addition of the number of non-motorized fatalities to the number of non-motorized serious injuries for each of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.

Figure B.1: A list of roadway safety performance measures adopted into the APO's FY 2023-2026 TIP including method of calculation.

Roadway Accessibility, Mobility, and Connectivity Performance Measures	Method of Calculation
Annual Percent of Person-Miles Traveled on the Interstate that are Reliable	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80 th percentile travel time of a reporting segment to a "normal" travel time (50 th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m. –

Roadway Accessibility, Mobility, and Connectivity Performance Measures	Method of Calculation
	6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Interstate that are reliable.
Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	LOTTR is defined as the ratio of the 80 th percentile travel time of a reporting segment to a “normal” travel time (50 th percentile), using data from FHWA’s free NPMRDS or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m. – 6 a.m. local time. The measures are the percent of person-miles traveled on the relevant non-Interstate NHS that are reliable.
Annual Vehicle Miles Traveled	Addition of the number of vehicle miles traveled for the most recent year for which the target is being established and rounding to the tenth decimal place.

Figure B.2: A list of roadway accessibility, mobility, and connectivity performance measures incorporated into the APO’s FY 2023-2026 TIP and the method of calculation.

Transit Management and Preservation Performance Measures	Method of Calculation
State of Good Repair for Equipment, Facilities, and Rolling Stock	Revenue vehicles (rolling stock) and service vehicles (equipment) are measured by calculating the percentage of vehicles that have met or exceeded the useful life benchmark. Facilities are measured on the Transit Economic Requirements Model (TERM) scale that are rated less than 3.0.

Figure B.3: A list of transit management and preservation performance measures incorporated into the APO’s FY 2023-2026 TIP and the method of calculation.

Roadway Metropolitan Vitality and Economic Development Performance Measures	Method of Calculation
Truck Travel Time Reliability Index	Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m. – 4 p.m.), and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m. – 8 p.m.); and overnights for all days (8 p.m. – 6 a.m.). The TTTR ratio will be generated by dividing the 95 th percentile time by the normal time (50 th percentile) for each segment. Then, the TTTR Index will be

Roadway Metropolitan Vitality and Economic Development Performance Measures	Method of Calculation
	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.

Figure B.4: A list of the roadway metropolitan vitality and economic development performance measures incorporated into the APO's FY 2023-2026 TIP and the method of calculation.

Roadway Management and Preservation Performance Measures	Method of Calculation
Interstate System Pavement Conditions	Interstate pavement condition is based on the percent of total lane miles that are rated in good, fair, and poor condition calculated using the International Roughness Index, cracking percent, rutting, and faulting as measurements. International Roughness Index (IRI) is a statistic used to estimate the amount of roughness in a measured longitudinal profile. The IRI is computed from a single longitudinal profile using a quarter-car simulation. If an IRI value of a pavement section is less than 95, the IRI rating is good; between 95 and 170 the IRI rating is fair; and greater than 170 the IRI rating is poor.
Non-Interstate NHS Pavement Conditions	Non-Interstate NHS pavement condition is based on the percent of total lane miles that are rated in good, fair, and poor condition calculated using the IRI, cracking percent, rutting, and faulting as measurements.
Pavement Maintenance	Measure of the number of years since last preservation treatment on a segment of roadway within the Federal-aid system.
Bridge Conditions	Percent of bridges by deck area classified in good, fair, and poor condition using the NBI ratings for deck, superstructure, substructure, and culvert.

Figure B.5: A list of roadway management and preservation performance measures incorporated into the APO's FY 2023-2026 TIP and the method of calculation.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: Draft Regional Active Transportation Plan - Saint Joseph Project Changes
DATE: May 26, 2022

The Regional Active Transportation Plan (ATP) aims to provide a long-range planning framework to support non-motorized forms of transportation in the Saint Cloud Metropolitan Planning Area (MPA). This plan identifies needs, resources, and strategies to enhance the safe and convenient use of non-motorized modes of transportation and the facilities necessary to accommodate them.

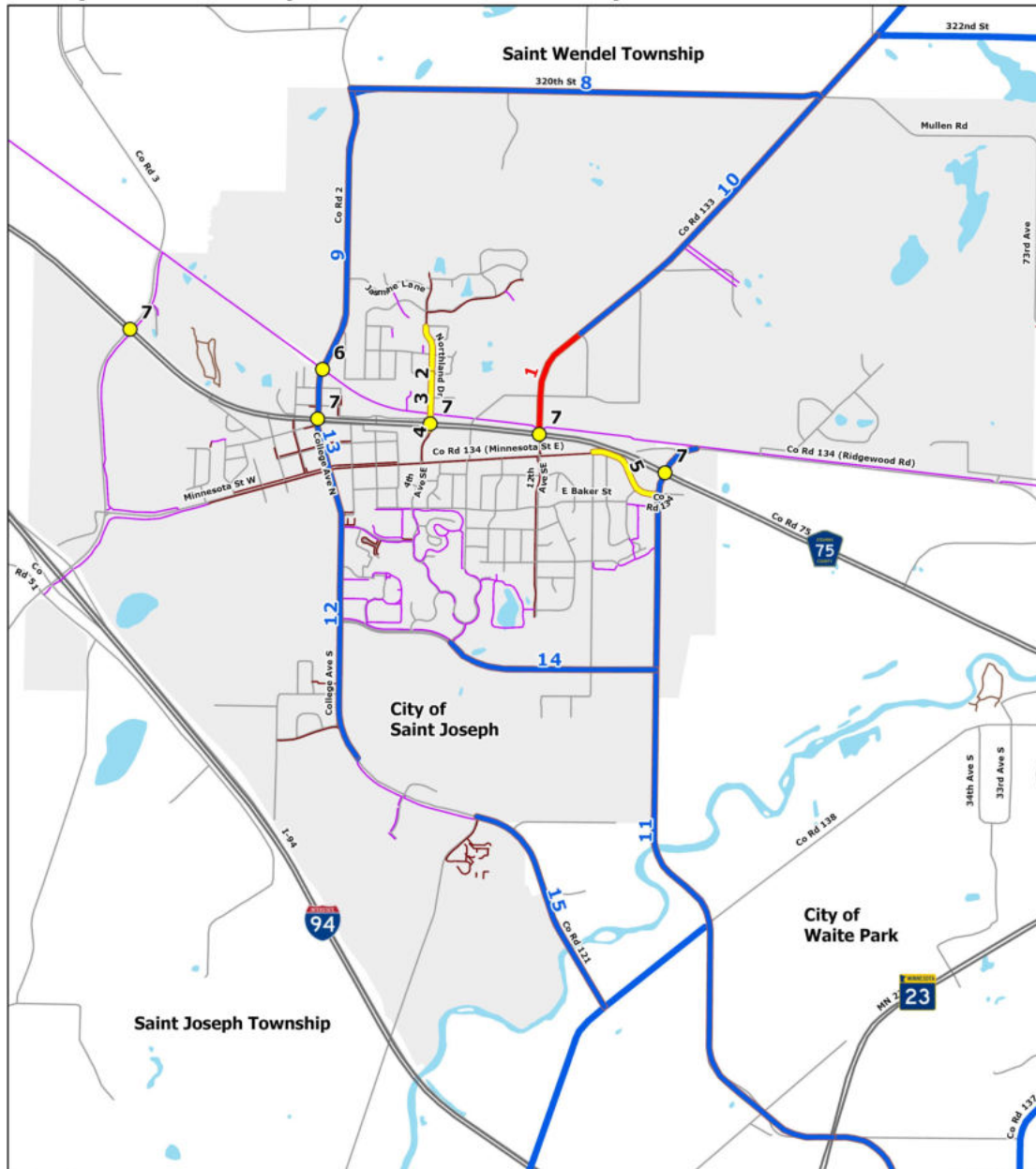
This plan focuses on non-motorized commuter needs and does not consider recreational purposes such as a walking trail in a park. The proposed projects are **not** fiscally constrained and **do not** have a set construction year. The projects the APO recommends are based on our needs assessment methodology. We developed focuses areas based on the needs assessment, and within these areas, we recommended projects. These are recommendations and **not** necessarily the only projects possible at those locations. Further studies and engineering work will need to be done if you choose to construct projects in these locations to determine feasibility.

As shown in the attachment below are the proposed projects in Saint Joseph. The changes include:

- Deleted a bike lane from Lake Wobegon Trail to Fir Street NE and replaced it with projects 2 & 3.
- Project 2: Construct a sidewalk from CSAH 75 to Hickory Drive.
- Project 3: Install a shared use path from CSAH 75 to Fifth Avenue NE.
- Project 5: Added verbiage to include the option to construct a sidewalk or shared use path.
- Project 11: Realigned based on the most recent Southwest Beltline Study results.
- Project 13: Replaced shared use path with on-road bicycle facilities.

Suggested Action: Recommend Policy Board approval to release the entire ATP document with modifications for a 30-day public comment period.

City of Saint Joseph Future Active Transportation Recommendations



Legend

Signed Bicycle Routes

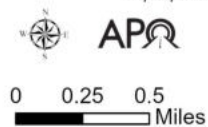
- Signed Bicycle Lane
- Signed Paved Shoulder
- Signed Shared Lane

Off-Road Facilities

- Shared Use Path
- Unpaved Trail
- Sidewalk

Project Type

- Programmed Project (2021-2024)
- Recommended Project (>2025)
- Regional Bicycle Project (>2025)



Map Number and Description	
1	Install sidewalks along Stearns CSAH 133 from 15th Avenue NE to Stearns CSAH 75.
2	Construct a sidewalk from CSAH 75 to Hickory Drive.
3	Install a shared use path from CSAH 75 to Fifth Avenue NE.
4	Build a grade separated crossing of Stearns CSAH 75 at the Northland Drive/4th Avenue SE crossing.
5	Construct a sidewalk or shared use path along Stearns CSAH 134 from end Minnesota Street sidewalk to 20th Avenue SE.
6	Improve the Stearns CSAH 2 crossing of the Lake Wobegon Trail.
7	Add a leading pedestrian interval (LPI) at signalized intersections on Stearns CSAH 75 as warranted.
8	Construct a regional shared use path along 320th Street.
9	Build a regional shared use path along Stearns CSAH 2.
10	Construct a regional shared use path along Stearns CSAH 133.
11	Build a regional shared use path along future beltway connection.
12	Construct a regional shared use path along College Avenue S (Stearns County Road 121) from Minnesota Street to southern shared use path.
13	Install bicycle facilities along College Avenue between Minnesota Street to CSAH 75.
14	Build a regional shared use path along future Field Street that will connect to the future beltway.
15	Construct a regional shared use path along College Avenue S (Stearns County Road 121).



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: James Stapfer, Planning Technician
RE: 2020 Transportation Performance Monitoring Report
DATE: May 12, 2022

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 2020 Transportation Performance Monitoring Report

Suggested Action: Approval.

Saint Cloud Area Planning Organization Transportation Performance Monitoring Report



2020



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 midabtakoork. 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) hereby 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 codsadaayaasha, 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 dhibaataada. 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 suurtoogalka 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.

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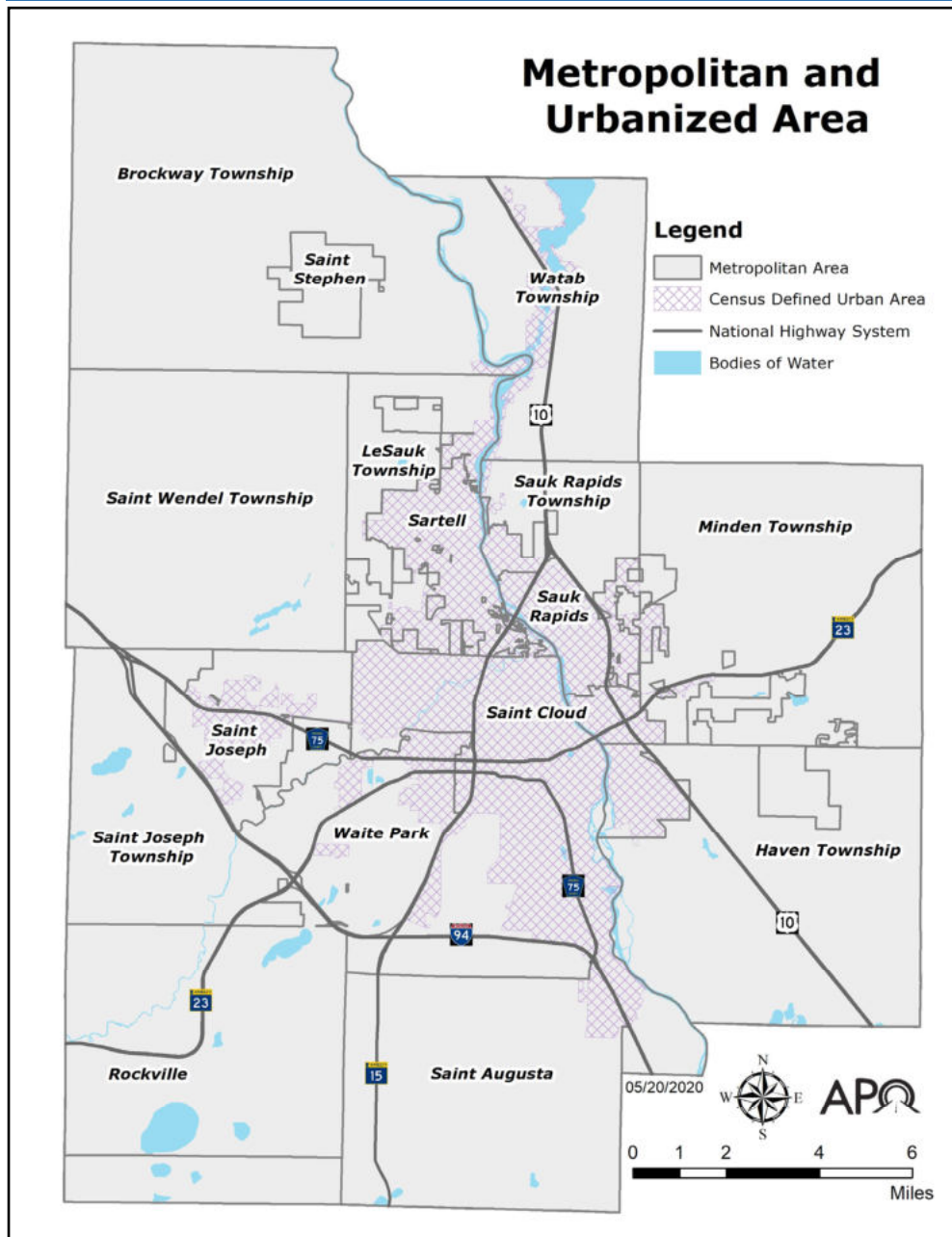
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Common Acronyms

ADT: Average Daily Traffic.	MPCA: Minnesota Pollution Control Agency.
APO: Saint Cloud Area Planning Organization.	MPO: Metropolitan Planning Organization.
AQI: Air Quality Index.	MTC: Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus).
ATAC: Active Transportation Advisory Committee.	MTP: Metropolitan Transportation Plan.
CNG: Compressed Natural Gas.	NCB: Northstar Commuter Bus.
DOT: Department of Transportation.	NHS: National Highway System.
CR: County Road.	NHTSA: National Highway Traffic Safety Administration.
CSAH: County State-Aid Highway.	NPMRDS: National Performance Management Research Data Set.
D3: Minnesota Department of Transportation District 3.	NTD: National Transit Database.
DAR: Dial-a-Ride.	PBP: Performance-Based Planning.
DEED: Minnesota Department of Employment and Economic Development.	SEP: Stakeholder Engagement Plan.
DIV: Digital Inspection Vehicle.	SGR: State of Good Repair.
EDR: Economic Development Region.	SOV: Single-Occupancy Vehicle.
FAST Act: Fixing America's Surface Transportation Act.	STC: Saint Cloud Regional Airport.
FHWA: Federal Highway Administration.	STIP: Statewide Transportation Improvement Program.
FR: Fixed Route.	TAC: Saint Cloud APO's Technical Advisory Committee.
FTA: Federal Transit Administration.	TERM: Transit Economic Requirements Model.
GPS: Global Positioning System.	TH: Trunk Highway.
HPMS: Highway Performance Monitoring System.	TIP: Transportation Improvement Program.
HSIP: Highway Safety Improvement Program.	TPMR: Transportation Performance Management Report.
IRI: International Roughness Index.	Tri-CAP: Tri-County Action Program.
MAP-21: Moving Ahead for Progress in the 21st Century Act.	TSM: Transportation System Management.
MN: Minnesota.	TTTR: Truck Travel Time Reliability.
MnDOT: Minnesota Department of Transportation.	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

Year the APO was incorporated.

137,093

Estimated population in the Saint Cloud APO planning area in 2019.

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). (<https://bit.ly/35Ct7FH>). 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 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.

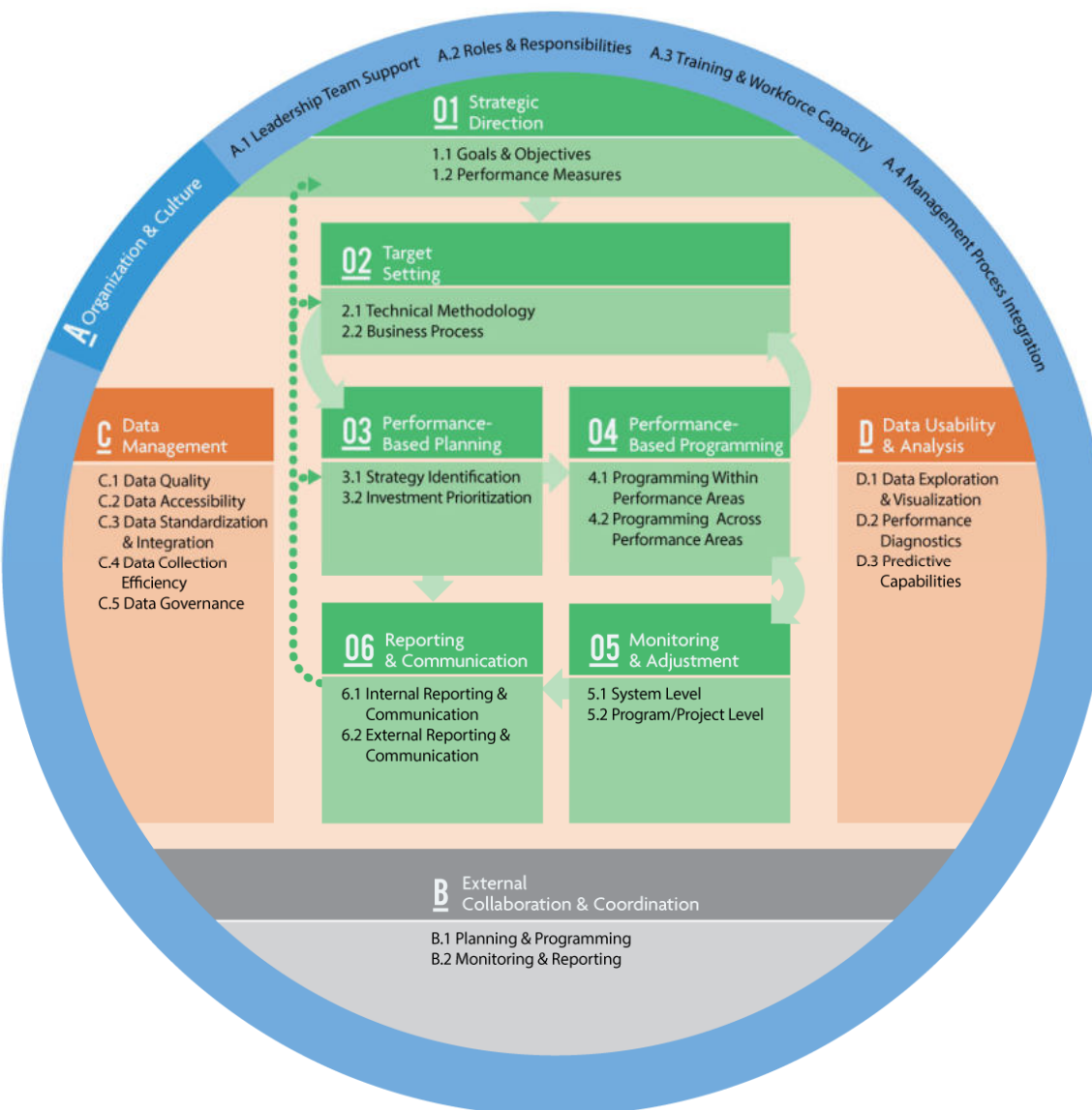
Based on the Transportation Performance Management (TPM) (<https://bit.ly/3MIOV2P>) assessment tool, the APO is currently working towards a maturity level two, the developing phase. Work is underway to strengthen transportation performance management in the APO. A transportation performance management 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.



Photo of roadway pavement in poor condition. Photo courtesy of Saint Cloud APO.

Introduction

Performance Measures



Graphic courtesy of tpmtools.org

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 decision-makers 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 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 the allocation of 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 performance.

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.

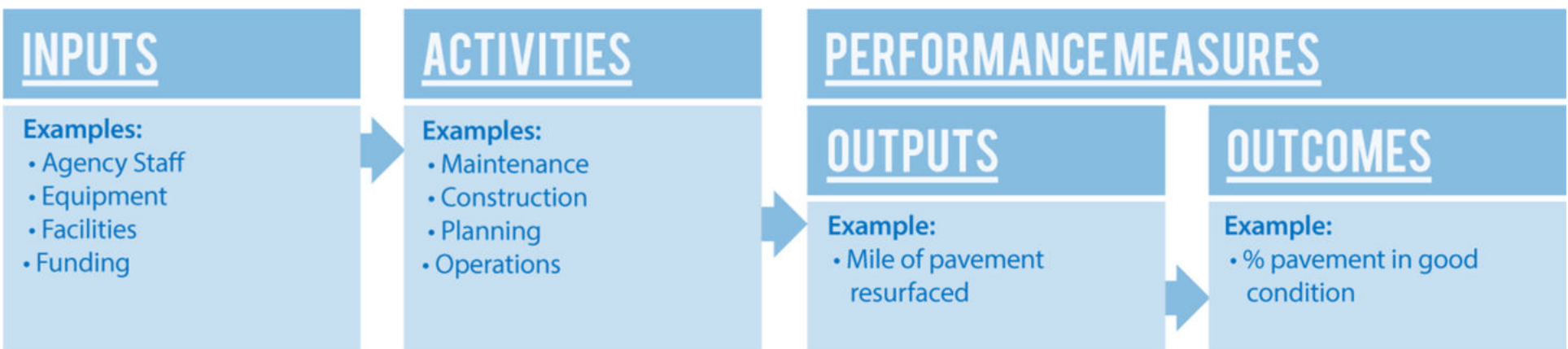
Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the APO's existing conditions and priorities. By adopting its own targets, the APO can focus on localized issues and target funding that will work toward achieving the goals 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 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
<ul style="list-style-type: none"> ◆ Number of fatalities. ◆ Rate of fatalities per 100 million vehicle miles travelled (VMT). ◆ Number of serious injuries. ◆ Rate of serious injuries per 100 million VMT. ◆ Number of non-motorized fatalities and serious injuries. 	<ul style="list-style-type: none"> ◆ 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. 	<ul style="list-style-type: none"> ◆ Interstate system pavement conditions. ◆ Non-Interstate NHS pavement conditions. ◆ Bridge conditions. ◆ Transit Mechanical Failures. 	<ul style="list-style-type: none"> ◆ 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 Analysis

Unprecedented. The year 2020 started off rather typical, but its finish was anything but. When the COVID-19 global pandemic set in during March 2020, a myriad of changes to day-to-day life ensued. From school closures and working from home to travel bans and business shut downs, the COVID-19 global pandemic not only impacted public health, but greatly affected travel patterns both on a national scale and within the Saint Cloud MPA.

Due in part to government shutdowns and stay-at-home orders which began in March, vehicle miles traveled (VMT) within the MPA experienced a 20% year-over-year decrease in comparison to 2019.

While a reduction in the number of miles people traveled did lead to fewer crashes (2016-2020 crash rate five year rolling average), the severity of those crashes has been a mixed bag.

When crashes occur, vehicles and property get damaged and people get injured. Frequently, the number of crashes differs from the number of injuries. The highest level of injury suffered by a person involved in a crash is what defines the crash severity.

Crashes are broken down into three main categories: fatal crashes, injury crashes, and property damage only crashes. Injury crashes are further broken down into serious, minor, or possible injury crashes.

Fatal crashes within the MPA did experience a slight dip – 2.1% (2016-2020 fatality rate five year rolling average). However, during this same time frame, suspected serious injury (SSI) crashes rose by 8.9%.

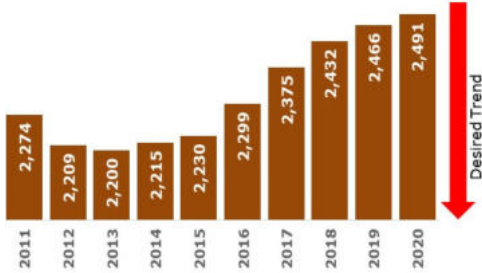
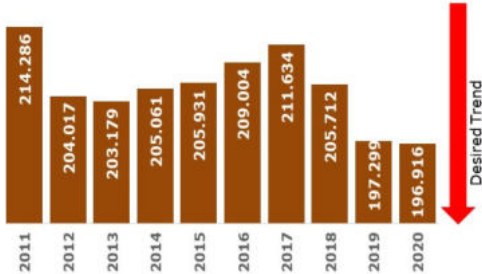
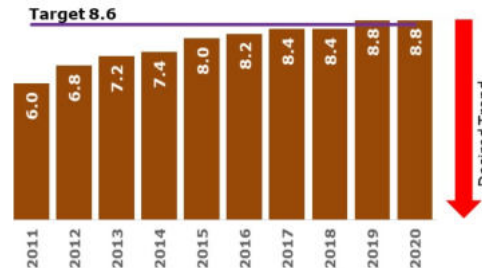
A closer look at both fatal and SSI crashes within the MPA reveal that nearly one-third of fatalities and one-fifth of SSI crashes involve an active transportation user (someone walking and/or biking). While these types of crashes represent a rather small percentage of overall crashes within the MPA – only 2.2% -- these vulnerable road users account for a significant share of both fatal and serious injuries.

Intersections, particularly along arterial corridors (MN 23, US 10, MN 15, I-94, CSAH 75) tend to be where some of the most severe crashes occur within the MPA. Right angle crashes tend to be the most common type of crash associated with a fatal or SSI.

It remains to be seen the extent to which 2020 will change overall VMT and the associated safety of the MPA's transportation network in the long run. But it is one thing APO staff will continue to observe and analyze in future iterations of this report.

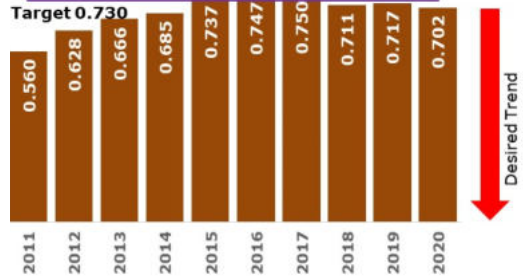

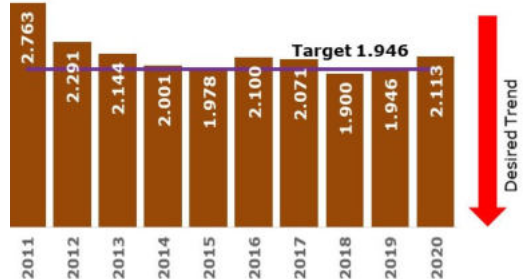
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis																						
<p>Number of Crashes Five Year Rolling Average: Number of crashes for five consecutive years (i.e., 2016-2020), dividing by five, and rounding to the nearest whole number.</p>	 <table><thead><tr><th>Year</th><th>Number of Crashes</th></tr></thead><tbody><tr><td>2011</td><td>2,274</td></tr><tr><td>2012</td><td>2,209</td></tr><tr><td>2013</td><td>2,200</td></tr><tr><td>2014</td><td>2,215</td></tr><tr><td>2015</td><td>2,230</td></tr><tr><td>2016</td><td>2,299</td></tr><tr><td>2017</td><td>2,375</td></tr><tr><td>2018</td><td>2,432</td></tr><tr><td>2019</td><td>2,466</td></tr><tr><td>2020</td><td>2,491</td></tr></tbody></table>	Year	Number of Crashes	2011	2,274	2012	2,209	2013	2,200	2014	2,215	2015	2,230	2016	2,299	2017	2,375	2018	2,432	2019	2,466	2020	2,491	<p>The five year rolling average for number of crashes in 2020 was 2,491. This is a 1% increase from the 2019 five year rolling average of 2,466 and a 13.2% increase from the 10-year low of 2,200 in 2013. The APO desires the total number of crashes to decrease.</p>
Year	Number of Crashes																							
2011	2,274																							
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2020	2,491																							
<p>Rate of Crashes Five Year Rolling Average: Number of crashes per 100 million vehicle miles traveled (VMT) for five consecutive years (i.e., 2016-2020), dividing by five, and rounding to the thousandth decimal place.</p>	 <table><thead><tr><th>Year</th><th>Rate of Crashes</th></tr></thead><tbody><tr><td>2011</td><td>214.286</td></tr><tr><td>2012</td><td>204.017</td></tr><tr><td>2013</td><td>203.179</td></tr><tr><td>2014</td><td>205.061</td></tr><tr><td>2015</td><td>205.931</td></tr><tr><td>2016</td><td>209.004</td></tr><tr><td>2017</td><td>211.634</td></tr><tr><td>2018</td><td>205.712</td></tr><tr><td>2019</td><td>197.299</td></tr><tr><td>2020</td><td>196.916</td></tr></tbody></table>	Year	Rate of Crashes	2011	214.286	2012	204.017	2013	203.179	2014	205.061	2015	205.931	2016	209.004	2017	211.634	2018	205.712	2019	197.299	2020	196.916	<p>The five year rolling average for total crash rate in 2020 was at 196.916. This is an 8.1% decrease from the 10-year high of 214.286 in 2011. This follows the more recent trend of decreasing rates over time. The APO desires the total crash rate to decrease.</p>
Year	Rate of Crashes																							
2011	214.286																							
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<p>Number of Fatalities Five Year Rolling Average: Number of fatalities for each of the most recent five consecutive years (i.e., 2016-2020), dividing by five, and rounding to the tenth decimal place.</p>	 <table><thead><tr><th>Year</th><th>Number of Fatalities</th></tr></thead><tbody><tr><td>2011</td><td>6.0</td></tr><tr><td>2012</td><td>6.8</td></tr><tr><td>2013</td><td>7.2</td></tr><tr><td>2014</td><td>7.4</td></tr><tr><td>2015</td><td>8.0</td></tr><tr><td>2016</td><td>8.2</td></tr><tr><td>2017</td><td>8.4</td></tr><tr><td>2018</td><td>8.4</td></tr><tr><td>2019</td><td>8.8</td></tr><tr><td>2020</td><td>8.8</td></tr></tbody></table>	Year	Number of Fatalities	2011	6.0	2012	6.8	2013	7.2	2014	7.4	2015	8.0	2016	8.2	2017	8.4	2018	8.4	2019	8.8	2020	8.8	<p>The five year rolling average for fatalities in 2020 was 8.8. This is an increase of 2.8 fatalities per year from the 10-year low of 6.0 in 2011 and is tied with 2019 as a 10-year high. The APO had set a 2020 target of less than 8.6 fatalities.</p>
Year	Number of Fatalities																							
2011	6.0																							
2012	6.8																							
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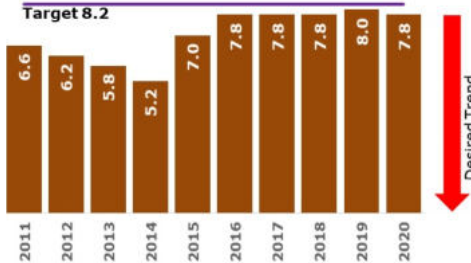
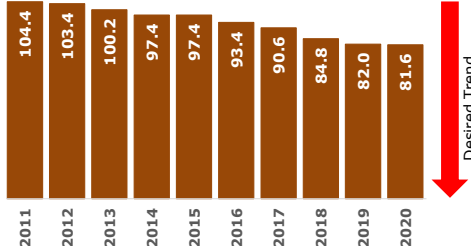
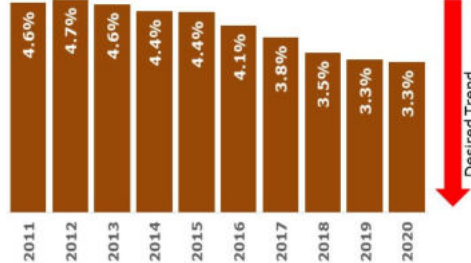
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis																						
<p>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., 2016-2020), adding the results, dividing by five, and rounding to the thousandth decimal place.</p>	 <table><tr><th>Year</th><th>Rate of Fatalities (per 100M VMT)</th></tr><tr><td>2011</td><td>0.560</td></tr><tr><td>2012</td><td>0.628</td></tr><tr><td>2013</td><td>0.666</td></tr><tr><td>2014</td><td>0.685</td></tr><tr><td>2015</td><td>0.737</td></tr><tr><td>2016</td><td>0.747</td></tr><tr><td>2017</td><td>0.750</td></tr><tr><td>2018</td><td>0.711</td></tr><tr><td>2019</td><td>0.717</td></tr><tr><td>2020</td><td>0.702</td></tr></table>	Year	Rate of Fatalities (per 100M VMT)	2011	0.560	2012	0.628	2013	0.666	2014	0.685	2015	0.737	2016	0.747	2017	0.750	2018	0.711	2019	0.717	2020	0.702	<p>The 2020 five year rolling average for fatality rate was 0.702. This is a 2.1% decrease from the 2019 five year rolling average and an increase of 0.142 from the 10 year low of 0.560 in 2011. The APO set a 2020 fatality rate target of less than 0.730.</p>
Year	Rate of Fatalities (per 100M VMT)																							
2011	0.560																							
2012	0.628																							
2013	0.666																							
2014	0.685																							
2015	0.737																							
2016	0.747																							
2017	0.750																							
2018	0.711																							
2019	0.717																							
2020	0.702																							
<p>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., 2016-2020), dividing by five, and rounding to the tenth decimal place.</p>	 <table><tr><th>Year</th><th>Number of Suspected Serious Injuries</th></tr><tr><td>2011</td><td>29.0</td></tr><tr><td>2012</td><td>24.8</td></tr><tr><td>2013</td><td>23.2</td></tr><tr><td>2014</td><td>21.6</td></tr><tr><td>2015</td><td>21.4</td></tr><tr><td>2016</td><td>23.2</td></tr><tr><td>2017</td><td>23.4</td></tr><tr><td>2018</td><td>22.4</td></tr><tr><td>2019</td><td>24.0</td></tr><tr><td>2020</td><td>26.2</td></tr></table>	Year	Number of Suspected Serious Injuries	2011	29.0	2012	24.8	2013	23.2	2014	21.6	2015	21.4	2016	23.2	2017	23.4	2018	22.4	2019	24.0	2020	26.2	<p>The five year rolling average for suspected serious injuries in 2020 was 26.2. This is a 9.2% increase from the five year rolling average of 24.0 in 2019. The 2020 five year rolling average still remains below the 10 year high of 29 reported in 2011. The APO had set a 2020 target of less than 23.0 serious injuries.</p>
Year	Number of Suspected Serious Injuries																							
2011	29.0																							
2012	24.8																							
2013	23.2																							
2014	21.6																							
2015	21.4																							
2016	23.2																							
2017	23.4																							
2018	22.4																							
2019	24.0																							
2020	26.2																							
<p>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., 2016-2020), adding the results, dividing by five, and rounding to the thousandth decimal place.</p>	 <table><tr><th>Year</th><th>Rate of Suspected Serious Injuries (per 100M VMT)</th></tr><tr><td>2011</td><td>2.763</td></tr><tr><td>2012</td><td>2.291</td></tr><tr><td>2013</td><td>2.144</td></tr><tr><td>2014</td><td>2.001</td></tr><tr><td>2015</td><td>1.978</td></tr><tr><td>2016</td><td>2.100</td></tr><tr><td>2017</td><td>2.071</td></tr><tr><td>2018</td><td>1.900</td></tr><tr><td>2019</td><td>1.946</td></tr><tr><td>2020</td><td>2.113</td></tr></table>	Year	Rate of Suspected Serious Injuries (per 100M VMT)	2011	2.763	2012	2.291	2013	2.144	2014	2.001	2015	1.978	2016	2.100	2017	2.071	2018	1.900	2019	1.946	2020	2.113	<p>The five year rolling average for the suspected serious injury rate in 2020 was 2.113. While this is an increase from the 2019 five year rolling average, the 2020 numbers remain below the 10 year high of 2.763 reported in 2011. While the rate of fatalities has fallen slightly, the rate of suspected serious injuries has increased. The APO had set a serious injury rate 2020 target less than 1.946.</p>
Year	Rate of Suspected Serious Injuries (per 100M VMT)																							
2011	2.763																							
2012	2.291																							
2013	2.144																							
2014	2.001																							
2015	1.978																							
2016	2.100																							
2017	2.071																							
2018	1.900																							
2019	1.946																							
2020	2.113																							

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	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., 2016-2020), dividing by five, and rounding to the tenth decimal place.	 <table><tr><th>Year</th><th>Value</th></tr><tr><td>2011</td><td>6.6</td></tr><tr><td>2012</td><td>6.2</td></tr><tr><td>2013</td><td>5.8</td></tr><tr><td>2014</td><td>5.2</td></tr><tr><td>2015</td><td>7.0</td></tr><tr><td>2016</td><td>7.8</td></tr><tr><td>2017</td><td>7.8</td></tr><tr><td>2018</td><td>7.8</td></tr><tr><td>2019</td><td>8.0</td></tr><tr><td>2020</td><td>7.8</td></tr></table>	Year	Value	2011	6.6	2012	6.2	2013	5.8	2014	5.2	2015	7.0	2016	7.8	2017	7.8	2018	7.8	2019	8.0	2020	7.8	The five year rolling average for non-motorized fatalities and suspected serious injuries in 2020 was 7.8. This is a 2.5% decrease from the 10-year high recorded in 2019. The APO had set a 2020 target of less than 8.2 fatalities and suspected serious injuries.
Year	Value																							
2011	6.6																							
2012	6.2																							
2013	5.8																							
2014	5.2																							
2015	7.0																							
2016	7.8																							
2017	7.8																							
2018	7.8																							
2019	8.0																							
2020	7.8																							
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., 2016-2020), dividing by five, and rounding to the tenth decimal place.	 <table><tr><th>Year</th><th>Value</th></tr><tr><td>2011</td><td>104.4</td></tr><tr><td>2012</td><td>103.4</td></tr><tr><td>2013</td><td>100.2</td></tr><tr><td>2014</td><td>97.4</td></tr><tr><td>2015</td><td>97.4</td></tr><tr><td>2016</td><td>93.4</td></tr><tr><td>2017</td><td>90.6</td></tr><tr><td>2018</td><td>84.8</td></tr><tr><td>2019</td><td>82.0</td></tr><tr><td>2020</td><td>81.6</td></tr></table>	Year	Value	2011	104.4	2012	103.4	2013	100.2	2014	97.4	2015	97.4	2016	93.4	2017	90.6	2018	84.8	2019	82.0	2020	81.6	The five year average for number of chemical impairment crashes in 2020 was at 81.6. This is a 21.8% decrease from the five year rolling average reported in 2011 of 104.4 (the 10 year high). The APO desires the number of chemical impairment crashes to decrease.
Year	Value																							
2011	104.4																							
2012	103.4																							
2013	100.2																							
2014	97.4																							
2015	97.4																							
2016	93.4																							
2017	90.6																							
2018	84.8																							
2019	82.0																							
2020	81.6																							
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., 2016-2020), dividing by five, and rounding to the tenth decimal place, expressed as a percent.	 <table><tr><th>Year</th><th>Value</th></tr><tr><td>2011</td><td>4.6%</td></tr><tr><td>2012</td><td>4.7%</td></tr><tr><td>2013</td><td>4.6%</td></tr><tr><td>2014</td><td>4.4%</td></tr><tr><td>2015</td><td>4.4%</td></tr><tr><td>2016</td><td>4.1%</td></tr><tr><td>2017</td><td>3.8%</td></tr><tr><td>2018</td><td>3.5%</td></tr><tr><td>2019</td><td>3.3%</td></tr><tr><td>2020</td><td>3.3%</td></tr></table>	Year	Value	2011	4.6%	2012	4.7%	2013	4.6%	2014	4.4%	2015	4.4%	2016	4.1%	2017	3.8%	2018	3.5%	2019	3.3%	2020	3.3%	The percent of chemical impairment crashes for the five year period ending in 2020 was 3.3%. This is a 1.4 percentage point decrease from the 10 year high of 4.7% in 2012. The APO desires the percent of chemical impairment crashes to decrease.
Year	Value																							
2011	4.6%																							
2012	4.7%																							
2013	4.6%																							
2014	4.4%																							
2015	4.4%																							
2016	4.1%																							
2017	3.8%																							
2018	3.5%																							
2019	3.3%																							
2020	3.3%																							

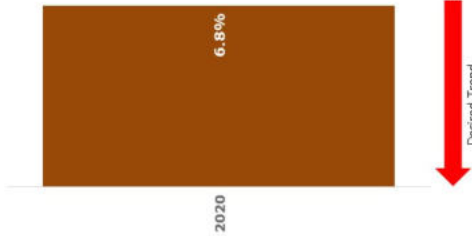
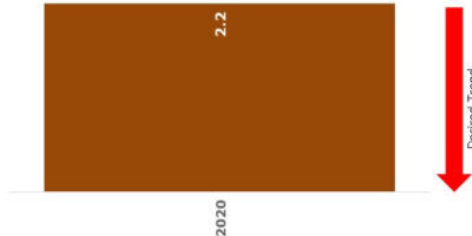
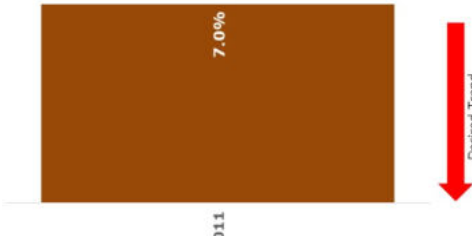
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis																						
<p>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., 2016-2020), dividing by five, and rounding to the tenth decimal place.</p>	<table><tr><th>Year</th><th>Five Year Rolling Average</th></tr><tr><td>2011</td><td>6.8</td></tr><tr><td>2012</td><td>6.8</td></tr><tr><td>2013</td><td>6.4</td></tr><tr><td>2014</td><td>6.8</td></tr><tr><td>2015</td><td>6.2</td></tr><tr><td>2016</td><td>5.0</td></tr><tr><td>2017</td><td>5.4</td></tr><tr><td>2018</td><td>4.8</td></tr><tr><td>2019</td><td>5.0</td></tr><tr><td>2020</td><td>5.6</td></tr></table>	Year	Five Year Rolling Average	2011	6.8	2012	6.8	2013	6.4	2014	6.8	2015	6.2	2016	5.0	2017	5.4	2018	4.8	2019	5.0	2020	5.6	<p>The five year average for number of fatal and suspected serious injury chemical impairment crashes in 2020 was 5.6. This is a decrease of 1.2 from the five year rolling average of 6.8 reported in 2011, 2012, and 2014. But, there is a slight increase from the previous 4 averages. The APO desires fatal and suspected serious injury chemical impairment crashes to decrease.</p>
Year	Five Year Rolling Average																							
2011	6.8																							
2012	6.8																							
2013	6.4																							
2014	6.8																							
2015	6.2																							
2016	5.0																							
2017	5.4																							
2018	4.8																							
2019	5.0																							
2020	5.6																							
<p>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., 2016-2020), dividing by five, and rounding to the tenth decimal place, expressed as a percent.</p>	<table><tr><th>Year</th><th>Percent of Fatal and Suspected Serious Injury Chemical Impairment Crashes</th></tr><tr><td>2011</td><td>20.1%</td></tr><tr><td>2012</td><td>21.1%</td></tr><tr><td>2013</td><td>20.8%</td></tr><tr><td>2014</td><td>23.8%</td></tr><tr><td>2015</td><td>21.7%</td></tr><tr><td>2016</td><td>17.4%</td></tr><tr><td>2017</td><td>18.4%</td></tr><tr><td>2018</td><td>17.3%</td></tr><tr><td>2019</td><td>15.9%</td></tr><tr><td>2020</td><td>16.8%</td></tr></table>	Year	Percent of Fatal and Suspected Serious Injury Chemical Impairment Crashes	2011	20.1%	2012	21.1%	2013	20.8%	2014	23.8%	2015	21.7%	2016	17.4%	2017	18.4%	2018	17.3%	2019	15.9%	2020	16.8%	<p>The percent of fatal and suspected serious injury chemical impairment crashes for the five year period ending in 2020 was 16.8%. While the number of impairment crashes has slowly been declining in recent years, the level of severity has remained constant. Thus the percent of fatal and suspected serious injury crashes remains virtually unchanged. The APO desires the percent of fatal and suspected serious injury chemical impairment crashes to decrease.</p>
Year	Percent of Fatal and Suspected Serious Injury Chemical Impairment Crashes																							
2011	20.1%																							
2012	21.1%																							
2013	20.8%																							
2014	23.8%																							
2015	21.7%																							
2016	17.4%																							
2017	18.4%																							
2018	17.3%																							
2019	15.9%																							
2020	16.8%																							
<p>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., 2016-2020), dividing by five, and rounding to the tenth decimal place.</p>	<table><tr><th>Year</th><th>Distracted Driving Crashes</th></tr><tr><td>2020</td><td>172.4</td></tr></table>	Year	Distracted Driving Crashes	2020	172.4	<p>The five year average for the number of distracted driving crashes in 2020 was 172.4. The way in which distracted driving was reported changed between 2015 and 2016. Data from prior years is no longer comparable to data from after the change. The APO desires the number of distracted driving crashes to decrease.</p>																		
Year	Distracted Driving Crashes																							
2020	172.4																							

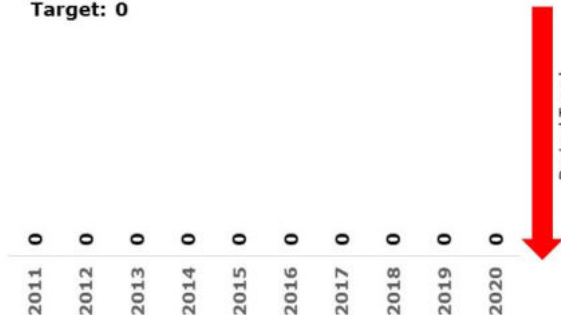
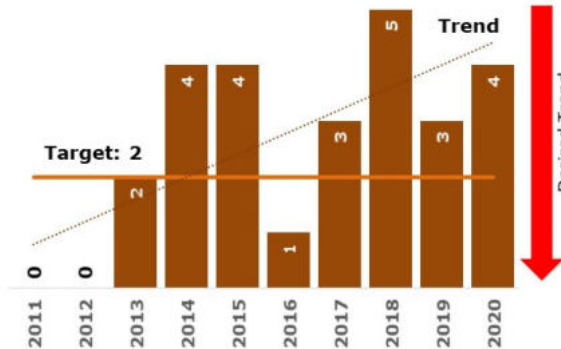
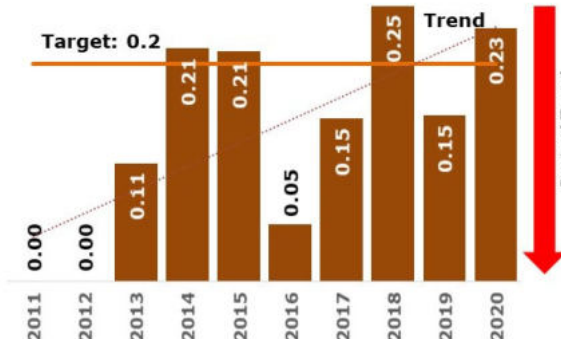
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
<p>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., 2016-2020), and rounding to the tenth decimal place, expressed as a percent.</p>	 <p>A bar chart for the year 2020 showing a value of 6.8%. To the right of the bar is a red arrow pointing downwards, labeled 'Desired Trend'.</p>	<p>The percent of distracted driving crashes for the five year period ending in 2020 was 6.8%. The APO desires the percent of distracted driving crashes to decrease.</p>
<p>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., 2016-2020), and rounding to the tenth decimal place.</p>	 <p>A bar chart for the year 2020 showing a value of 2.2. To the right of the bar is a red arrow pointing downwards, labeled 'Desired Trend'.</p>	<p>The number of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2020 was 2.2. The APO desires the number of fatal and suspected serious injury distracted driving crashes to decrease.</p>
<p>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., 2016-2020), and rounding to the tenth decimal place, expressed as a percent.</p>	 <p>A bar chart for the year 2021 showing a value of 7.0%. To the right of the bar is a red arrow pointing downwards, labeled 'Desired Trend'.</p>	<p>The percent of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2020 was 7%. The APO desires the percent of fatal and suspected serious injury distracted driving crashes to decrease.</p>

Goal 1: Maintain and Enhance Transportation Safety

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Transit Measure	Multi-Year Trend	Analysis																						
<p>Number of Fixed Route (FR) Fatalities: Total number of reportable FR fatalities.</p>	<p>Target: 0</p>  <table><tr><th>Year</th><th>2011</th><th>2012</th><th>2013</th><th>2014</th><th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th></tr><tr><td>Fatalities</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td><td>0</td></tr></table>	Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Fatalities	0	0	0	0	0	0	0	0	0	0	<p>No reportable fixed route fatalities have occurred over the past 10 years. The APO desires this trend to continue.</p>
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020														
Fatalities	0	0	0	0	0	0	0	0	0	0														
<p>Number of FR Injuries: Total number of reportable FR injuries.</p>	<p>Target: 2</p>  <table><tr><th>Year</th><th>2011</th><th>2012</th><th>2013</th><th>2014</th><th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th></tr><tr><td>Injuries</td><td>0</td><td>0</td><td>2</td><td>4</td><td>4</td><td>1</td><td>3</td><td>5</td><td>3</td><td>4</td></tr></table>	Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Injuries	0	0	2	4	4	1	3	5	3	4	<p>Four reportable FR injuries occurred in 2020, one more than 2019. The APO desires the number of FR injuries to decrease.</p>
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020														
Injuries	0	0	2	4	4	1	3	5	3	4														
<p>Rate of Injuries (FR): Number of injuries divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.</p>	<p>Target: 0.2</p>  <table><tr><th>Year</th><th>2011</th><th>2012</th><th>2013</th><th>2014</th><th>2015</th><th>2016</th><th>2017</th><th>2018</th><th>2019</th><th>2020</th></tr><tr><td>Rate</td><td>0.00</td><td>0.00</td><td>0.11</td><td>0.21</td><td>0.21</td><td>0.05</td><td>0.15</td><td>0.25</td><td>0.15</td><td>0.23</td></tr></table>	Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Rate	0.00	0.00	0.11	0.21	0.21	0.05	0.15	0.25	0.15	0.23	<p>The rate of reportable FR injuries per 65,000 vehicle revenue miles was 0.23 in 2020. This is an increase of 0.08 from 0.15 in 2019. The APO desires the rate of FR injuries to decrease.</p>
Year	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020														
Rate	0.00	0.00	0.11	0.21	0.21	0.05	0.15	0.25	0.15	0.23														

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Transit Measure	Multi-Year Trend	Analysis																						
Number of FR Safety Events: Total number of reportable FR safety events.	<table><tr><th>Year</th><th>Number of FR Safety Events</th></tr><tr><td>2011</td><td>0</td></tr><tr><td>2012</td><td>1</td></tr><tr><td>2013</td><td>2</td></tr><tr><td>2014</td><td>5</td></tr><tr><td>2015</td><td>4</td></tr><tr><td>2016</td><td>1</td></tr><tr><td>2017</td><td>3</td></tr><tr><td>2018</td><td>5</td></tr><tr><td>2019</td><td>3</td></tr><tr><td>2020</td><td>5</td></tr></table>	Year	Number of FR Safety Events	2011	0	2012	1	2013	2	2014	5	2015	4	2016	1	2017	3	2018	5	2019	3	2020	5	Five safety events were reported in 2020. This is two more safety events than what was reported in 2019. The APO desires the number of FR safety events to decrease.
Year	Number of FR Safety Events																							
2011	0																							
2012	1																							
2013	2																							
2014	5																							
2015	4																							
2016	1																							
2017	3																							
2018	5																							
2019	3																							
2020	5																							
Safety Event Rate (FR): Number of fixed route safety events divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.	<table><tr><th>Year</th><th>Safety Event Rate (FR)</th></tr><tr><td>2011</td><td>0.00</td></tr><tr><td>2012</td><td>0.05</td></tr><tr><td>2013</td><td>0.11</td></tr><tr><td>2014</td><td>0.27</td></tr><tr><td>2015</td><td>0.21</td></tr><tr><td>2016</td><td>0.05</td></tr><tr><td>2017</td><td>0.15</td></tr><tr><td>2018</td><td>0.25</td></tr><tr><td>2019</td><td>0.15</td></tr><tr><td>2020</td><td>0.29</td></tr></table>	Year	Safety Event Rate (FR)	2011	0.00	2012	0.05	2013	0.11	2014	0.27	2015	0.21	2016	0.05	2017	0.15	2018	0.25	2019	0.15	2020	0.29	The 2020 FR reportable safety event rate per 65,000 vehicle revenue miles was 0.29. This is an increase of 0.14 from the 0.15 in 2019. The APO desires the rate of FR safety events to decrease.
Year	Safety Event Rate (FR)																							
2011	0.00																							
2012	0.05																							
2013	0.11																							
2014	0.27																							
2015	0.21																							
2016	0.05																							
2017	0.15																							
2018	0.25																							
2019	0.15																							
2020	0.29																							
Number of Dial-a-Ride (DAR) Fatalities: Total number of reportable DAR fatalities.	<table><tr><th>Year</th><th>Number of DAR Fatalities</th></tr><tr><td>2011</td><td>0</td></tr><tr><td>2012</td><td>0</td></tr><tr><td>2013</td><td>0</td></tr><tr><td>2014</td><td>0</td></tr><tr><td>2015</td><td>0</td></tr><tr><td>2016</td><td>0</td></tr><tr><td>2017</td><td>0</td></tr><tr><td>2018</td><td>0</td></tr><tr><td>2019</td><td>0</td></tr><tr><td>2020</td><td>0</td></tr></table>	Year	Number of DAR Fatalities	2011	0	2012	0	2013	0	2014	0	2015	0	2016	0	2017	0	2018	0	2019	0	2020	0	No reportable DAR fatalities have occurred over the past 10 years. The APO desires this trend to continue.
Year	Number of DAR Fatalities																							
2011	0																							
2012	0																							
2013	0																							
2014	0																							
2015	0																							
2016	0																							
2017	0																							
2018	0																							
2019	0																							
2020	0																							
Number of DAR Injuries: Total number of reportable DAR injuries.	<table><tr><th>Year</th><th>Number of DAR Injuries</th></tr><tr><td>2011</td><td>0</td></tr><tr><td>2012</td><td>0</td></tr><tr><td>2013</td><td>0</td></tr><tr><td>2014</td><td>1</td></tr><tr><td>2015</td><td>3</td></tr><tr><td>2016</td><td>2</td></tr><tr><td>2017</td><td>1</td></tr><tr><td>2018</td><td>4</td></tr><tr><td>2019</td><td>3</td></tr><tr><td>2020</td><td>0</td></tr></table>	Year	Number of DAR Injuries	2011	0	2012	0	2013	0	2014	1	2015	3	2016	2	2017	1	2018	4	2019	3	2020	0	There were no reportable DAR injuries in 2020. The APO desires the number of DAR injuries to remain at zero.
Year	Number of DAR Injuries																							
2011	0																							
2012	0																							
2013	0																							
2014	1																							
2015	3																							
2016	2																							
2017	1																							
2018	4																							
2019	3																							
2020	0																							

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis																						
Rate of Injury (DAR): Number of injuries divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.	<table><tr><th>Year</th><th>Rate of Injury (DAR)</th></tr><tr><td>2011</td><td>0.00</td></tr><tr><td>2012</td><td>0.00</td></tr><tr><td>2013</td><td>0.00</td></tr><tr><td>2014</td><td>0.13</td></tr><tr><td>2015</td><td>0.36</td></tr><tr><td>2016</td><td>0.23</td></tr><tr><td>2017</td><td>0.11</td></tr><tr><td>2018</td><td>0.43</td></tr><tr><td>2019</td><td>0.29</td></tr><tr><td>2020</td><td>0.00</td></tr></table>	Year	Rate of Injury (DAR)	2011	0.00	2012	0.00	2013	0.00	2014	0.13	2015	0.36	2016	0.23	2017	0.11	2018	0.43	2019	0.29	2020	0.00	The rate of reportable DAR injuries per 65,000 vehicle revenue miles decreased from 0.29 in 2019 to zero in 2020. The APO desires the rate of DAR injuries to remain at zero.
Year	Rate of Injury (DAR)																							
2011	0.00																							
2012	0.00																							
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2018	0.43																							
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2020	0.00																							
Number of DAR Safety Events: Total number of reportable DAR safety events.	<table><tr><th>Year</th><th>Number of DAR Safety Events</th></tr><tr><td>2011</td><td>0</td></tr><tr><td>2012</td><td>0</td></tr><tr><td>2013</td><td>0</td></tr><tr><td>2014</td><td>1</td></tr><tr><td>2015</td><td>4</td></tr><tr><td>2016</td><td>2</td></tr><tr><td>2017</td><td>1</td></tr><tr><td>2018</td><td>4</td></tr><tr><td>2019</td><td>3</td></tr><tr><td>2020</td><td>0</td></tr></table>	Year	Number of DAR Safety Events	2011	0	2012	0	2013	0	2014	1	2015	4	2016	2	2017	1	2018	4	2019	3	2020	0	No DAR safety events were reported in 2020, down from the three that were reported in 2019. The APO desires the number of DAR safety events to remain at zero.
Year	Number of DAR Safety Events																							
2011	0																							
2012	0																							
2013	0																							
2014	1																							
2015	4																							
2016	2																							
2017	1																							
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Safety Event Rate (DAR): Number of safety events divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.	<table><tr><th>Year</th><th>Safety Event Rate (DAR)</th></tr><tr><td>2011</td><td>0.00</td></tr><tr><td>2012</td><td>0.00</td></tr><tr><td>2013</td><td>0.00</td></tr><tr><td>2014</td><td>0.13</td></tr><tr><td>2015</td><td>0.48</td></tr><tr><td>2016</td><td>0.23</td></tr><tr><td>2017</td><td>0.11</td></tr><tr><td>2018</td><td>0.43</td></tr><tr><td>2019</td><td>0.29</td></tr><tr><td>2020</td><td>0.00</td></tr></table>	Year	Safety Event Rate (DAR)	2011	0.00	2012	0.00	2013	0.00	2014	0.13	2015	0.48	2016	0.23	2017	0.11	2018	0.43	2019	0.29	2020	0.00	The rate of reportable DAR safety events per 65,000 vehicle revenue miles decreased from 0.29 in 2019 to zero in 2020. The APO desires the rate of DAR safety events to remain at zero.
Year	Safety Event Rate (DAR)																							
2011	0.00																							
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2016	0.23																							
2017	0.11																							
2018	0.43																							
2019	0.29																							
2020	0.00																							
Number of Northstar Commuter Bus (NCB) Fatalities: Total number of reportable NCB fatalities.	<table><tr><th>Year</th><th>Number of NCB Fatalities</th></tr><tr><td>2011</td><td>0</td></tr><tr><td>2012</td><td>0</td></tr><tr><td>2013</td><td>0</td></tr><tr><td>2014</td><td>0</td></tr><tr><td>2015</td><td>0</td></tr><tr><td>2016</td><td>0</td></tr><tr><td>2017</td><td>0</td></tr><tr><td>2018</td><td>0</td></tr><tr><td>2019</td><td>0</td></tr><tr><td>2020</td><td>0</td></tr></table>	Year	Number of NCB Fatalities	2011	0	2012	0	2013	0	2014	0	2015	0	2016	0	2017	0	2018	0	2019	0	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.
Year	Number of NCB Fatalities																							
2011	0																							
2012	0																							
2013	0																							
2014	0																							
2015	0																							
2016	0																							
2017	0																							
2018	0																							
2019	0																							
2020	0																							

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis																						
Number of NCB Injuries: Total number of reportable NCB injuries.	<table><tr><th>Year</th><th>Number of NCB Injuries</th></tr><tr><td>2011</td><td>0</td></tr><tr><td>2012</td><td>0</td></tr><tr><td>2013</td><td>0</td></tr><tr><td>2014</td><td>0</td></tr><tr><td>2015</td><td>2</td></tr><tr><td>2016</td><td>0</td></tr><tr><td>2017</td><td>0</td></tr><tr><td>2018</td><td>1</td></tr><tr><td>2019</td><td>0</td></tr><tr><td>2020</td><td>0</td></tr></table>	Year	Number of NCB Injuries	2011	0	2012	0	2013	0	2014	0	2015	2	2016	0	2017	0	2018	1	2019	0	2020	0	No NCB injuries were reported in 2020. This is down from the two injuries reported in 2015 and one reported in 2018. The APO desires the number of NCB injuries to stay at zero.
Year	Number of NCB Injuries																							
2011	0																							
2012	0																							
2013	0																							
2014	0																							
2015	2																							
2016	0																							
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2018	1																							
2019	0																							
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Rate of Injuries (NCB): Number of injuries divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.	<table><tr><th>Year</th><th>Rate of Injuries (NCB)</th></tr><tr><td>2011</td><td>0</td></tr><tr><td>2012</td><td>0</td></tr><tr><td>2013</td><td>0</td></tr><tr><td>2014</td><td>0</td></tr><tr><td>2015</td><td>0.75</td></tr><tr><td>2016</td><td>0</td></tr><tr><td>2017</td><td>0</td></tr><tr><td>2018</td><td>0.38</td></tr><tr><td>2019</td><td>0</td></tr><tr><td>2020</td><td>0</td></tr></table>	Year	Rate of Injuries (NCB)	2011	0	2012	0	2013	0	2014	0	2015	0.75	2016	0	2017	0	2018	0.38	2019	0	2020	0	The rate of reportable NCB injuries per 65,000 vehicle revenue miles was at 0.00 in 2020. This is down from the reported injury rates of 0.75 in 2015 and 0.38 in 2018. The APO desires the rate of NCB injury rate to remain at zero.
Year	Rate of Injuries (NCB)																							
2011	0																							
2012	0																							
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2016	0																							
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Year	Number of NCB Safety Events																							
2011	0																							
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Year	Safety Event Rate (NCB)																							
2011	0																							
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2016	0																							
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2018	0.38																							
2019	0																							
2020	0																							

Goal 1: Maintain and Enhance Transportation Safety

Fatalities

Number of fatalities for the most recent 10 consecutive years.

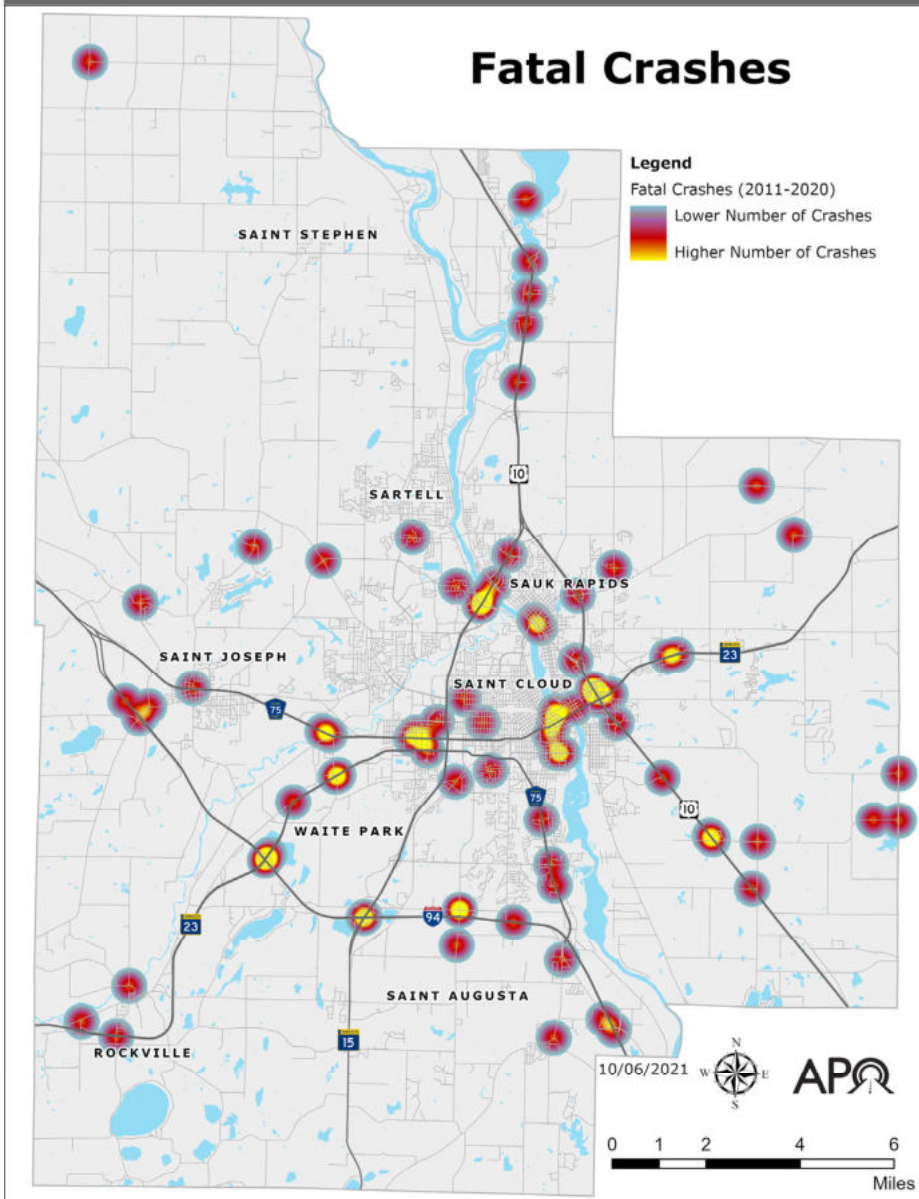


Figure 1.1-Fatal Crashes

Data Source: MnDOT.

Fatal Crashes

Displayed in Figure 1.1 are traffic fatalities and their locations within the APO planning area from 2011 to 2020. The majority of these crashes occurred on the National Highway System (NHS), which typically has a higher annual average daily traffic (AADT) count.

- ◇ Nearly 29% of fatal crashes involve an active transportation user.
- ◇ The percent of fatal crashes in which an active transportation user was involved increased from 25% in 2011-15 to 32.6% in 2016-20.
- ◇ Single vehicle crashes account for nearly 22% of fatal crashes.
- ◇ Right angle crashes are most common, accounting for 26.5% of all fatal crashes, and half of all fatal crashes occur at an intersection.
- ◇ Crashes in which someone is under the influence account for 5.1% of crash fatalities.
- ◇ Nearly 70% of fatal crashes included at least one male driver, even though males make up about 49.7% of the areas population.
- ◇ Forty-one percent of crashes that occur when it is dark out result in a fatality.

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

Number of suspected serious injuries for the most recent 10 consecutive years.

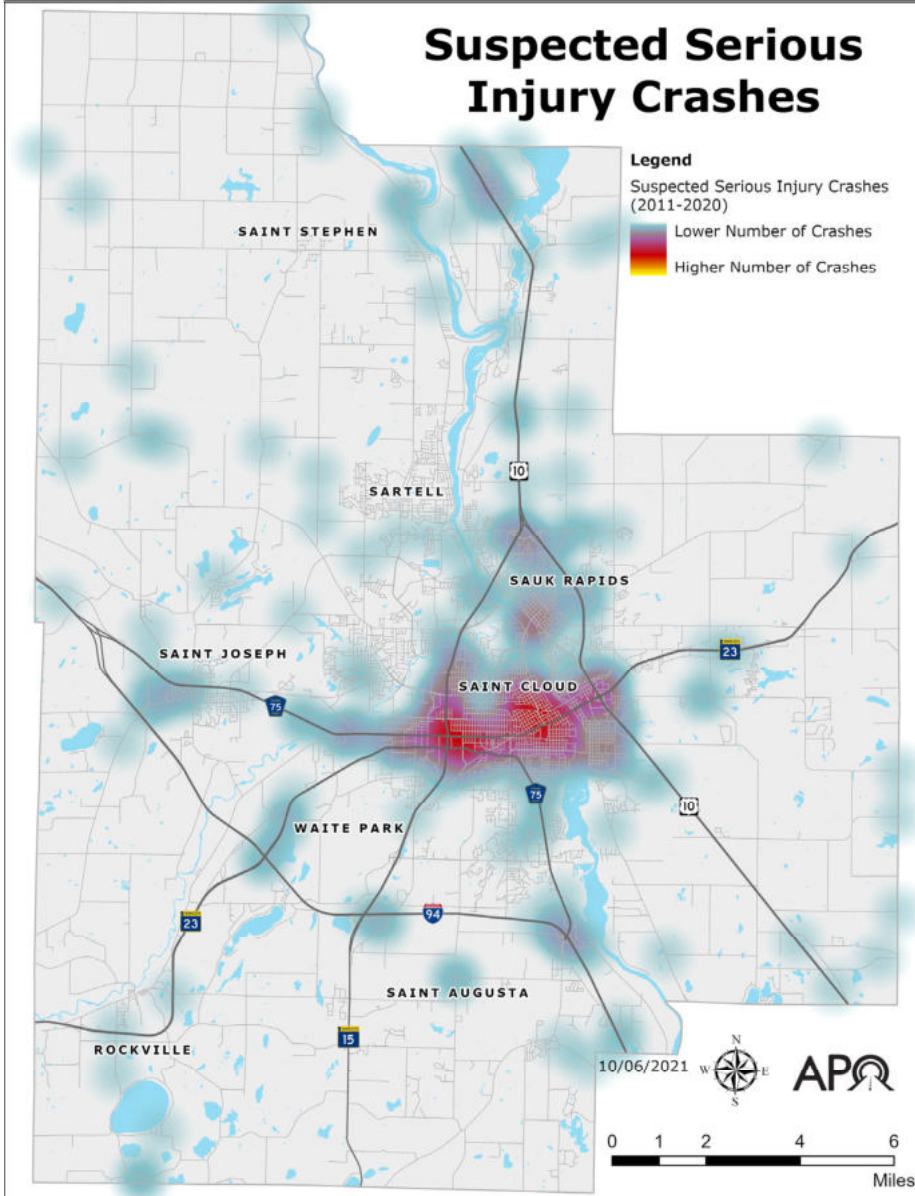


Figure 1.2-Suspected Serious Injury Crashes

Data Source: MnDOT.

Suspected Serious Injury Crashes

Figure 1.2 illustrates suspected serious injury crashes and their locations within the APO planning area from 2011 to 2020.

- ◇ Active transportation users are involved in 21% of suspected serious injury crashes.
- ◇ Single-vehicle crashes account for 28.6% of suspected serious injury crashes.
- ◇ Right-Angle crashes make up 21% of suspected serious injury crashes.
- ◇ Intersections account for 48.3% of suspected serious injury crashes.
- ◇ Crashes in which a driver was under the influence account for 12.4% of suspected serious injury crashes.
- ◇ Nearly 66% of suspected serious injury crashes involve at least one male driver, even though males make up about 49.7% of the areas population.
- ◇ Approximately 34.1% of suspected serious injury crashes occur when it is dark outside.

The average cost per crash was developed in 2021 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://bit.ly/3MFq53N) (<https://bit.ly/3MFq53N>).

Average Cost Per Crash	(2019 Dollars)
Fatal	\$10,900,000
Suspected Serious Injury	\$521,300
Suspected Minor Injury	\$142,000
Possible Injury	\$72,500
Property Damage	\$3,700

Goal 1: Maintain and Enhance Transportation Safety

Non-Motorized Fatalities and Suspected Serious Injuries

The number of active transportation fatalities and non-motorized suspected serious injuries for each of the most recent 10 consecutive years.

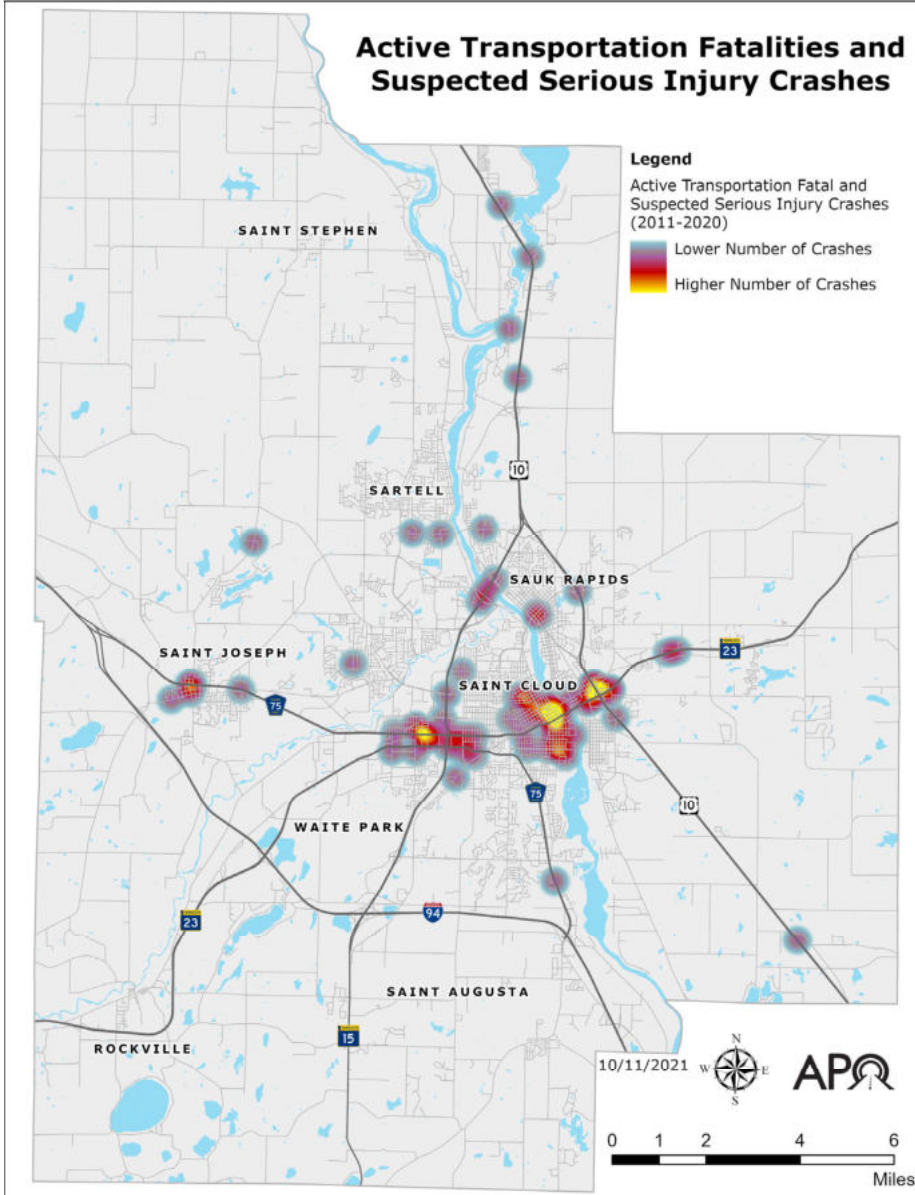


Figure 1.3– Active Transportation Fatalities and Suspected Serious Injuries
Data Source: MnDOT.

Active Transportation Fatalities and Suspected Serious Injury Crashes

Figure 1.3 illustrates active transportation fatalities and suspected serious injury crashes and their locations within the APO planning area from 2011 to 2020. Active transportation involves any non-motorized user, such as a person or walks or cycles.

- ◇ Approximately 60% of drivers were males in active transportation fatality and suspected serious injury crashes.
- ◇ Also, approximately 60% of active transportation users involved in fatal and suspected serious injury crashes were males.
- ◇ Four-way intersections make up 47.1% of these crashes locations, while 37.1% do not occur at an intersection.
- ◇ Chemical impairment is responsible for 10.6% of active transportation fatality and suspected serious injury crashes.
- ◇ A majority, 58.5%, of these crashes occur when it is dark outside.
- ◇ Clear weather conditions accounted for 74.3% of these crashes.

Safe Speeds Save Lives

Risk to pedestrians increases as driver speed increases.

- ◇ **"13% of pedestrians will die or suffer a severe injury hit by a vehicle a 20 mph."**
- ◇ **"40% of pedestrians will die or suffer a severe injury hit by a vehicle a 30 mph."**
- ◇ **"73% of pedestrians will die or suffer a severe injury hit by a vehicle a 40 mph."**

Data Source: National Highway Traffic Safety Administration (NHTSA)—
National Pedestrian Safety Month 2021 Resource Guide.

Goal 1: Maintain and Enhance Transportation Safety

Chemical Impairment Crashes

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

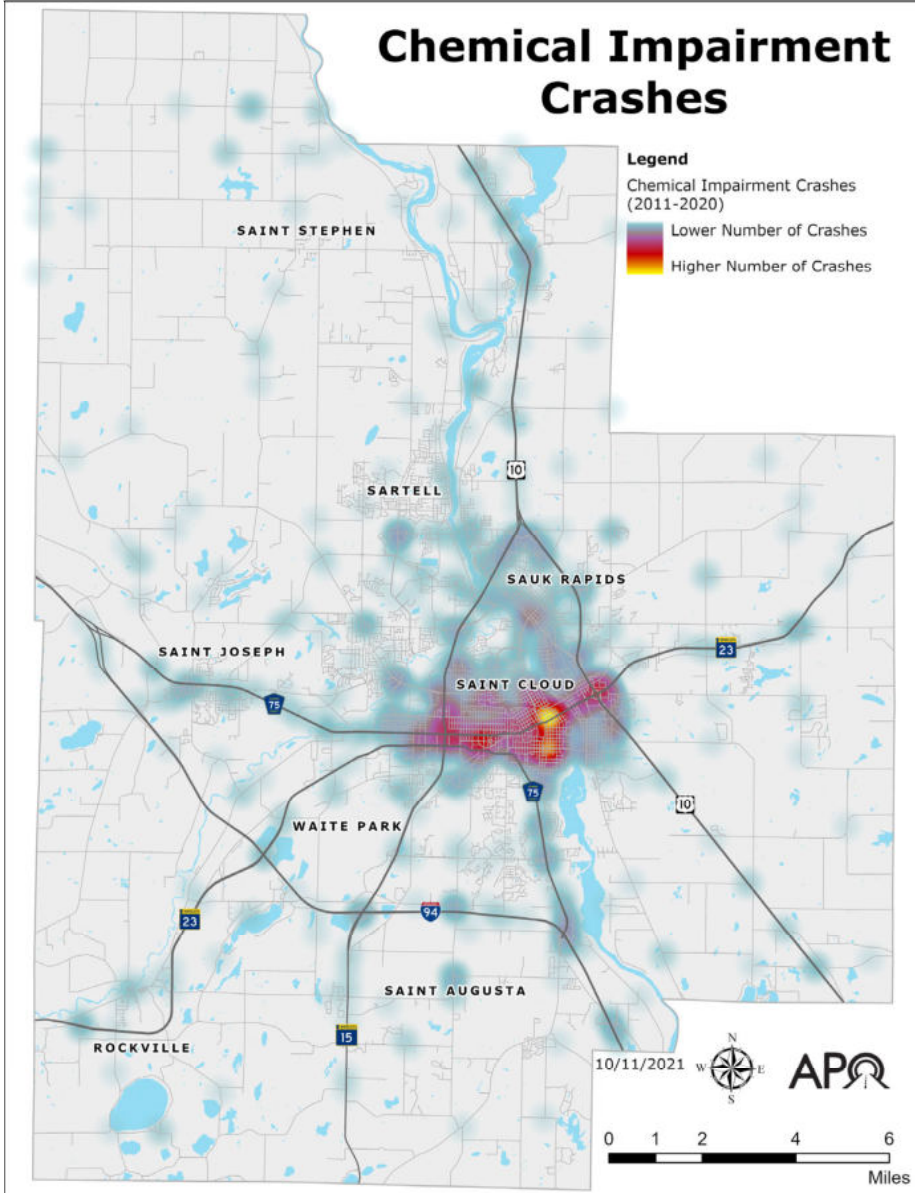


Figure 1.4-Chemical Impairment Crashes

Data Source: MnDOT.

Chemical Impairment Crashes

Figure 1.4 displays the locations where chemical impairment crashes occurred in the APO planning area from 2011 to 2020.

- ◇ *Property damage only crashes account for 58.9% of chemical impairment crashes.*
- ◇ *Crashes involving a single vehicle account for 48.7% of chemical impairment crashes.*
- ◇ *Rear end crashes account for 16.9% of chemical impairment crashes.*
- ◇ *Males between the ages of 21 and 34 account for 49.2% of chemical impairment crashes, while only making up about 8% of the areas population.*
- ◇ *Approximately 61.4% of chemical impairment crashes occur when it is dark outside.*

Why Driving After Drinking is Dangerous

“Driving impaired by any substance—alcohol or other drugs, whether legal or illegal—is against the law in all 50 states and the District of Columbia. Even in states where marijuana laws have changed, it is still illegal to drive under the influence of the drug.

“Approximately one-third of all traffic crash fatalities in the United States involve drunk drivers (with BACs of .08 g/dL or higher). In 2019, there were 10,142 people killed in these preventable crashes. In fact, on average over the 10-year period from 2010-2019, more than 10,000 people died every year in drunk-driving crashes.”

Data Source: NHTSA.

Goal 1: Maintain and Enhance Transportation Safety

Distracted Crashes

Number of crashes involving distracted drivers.

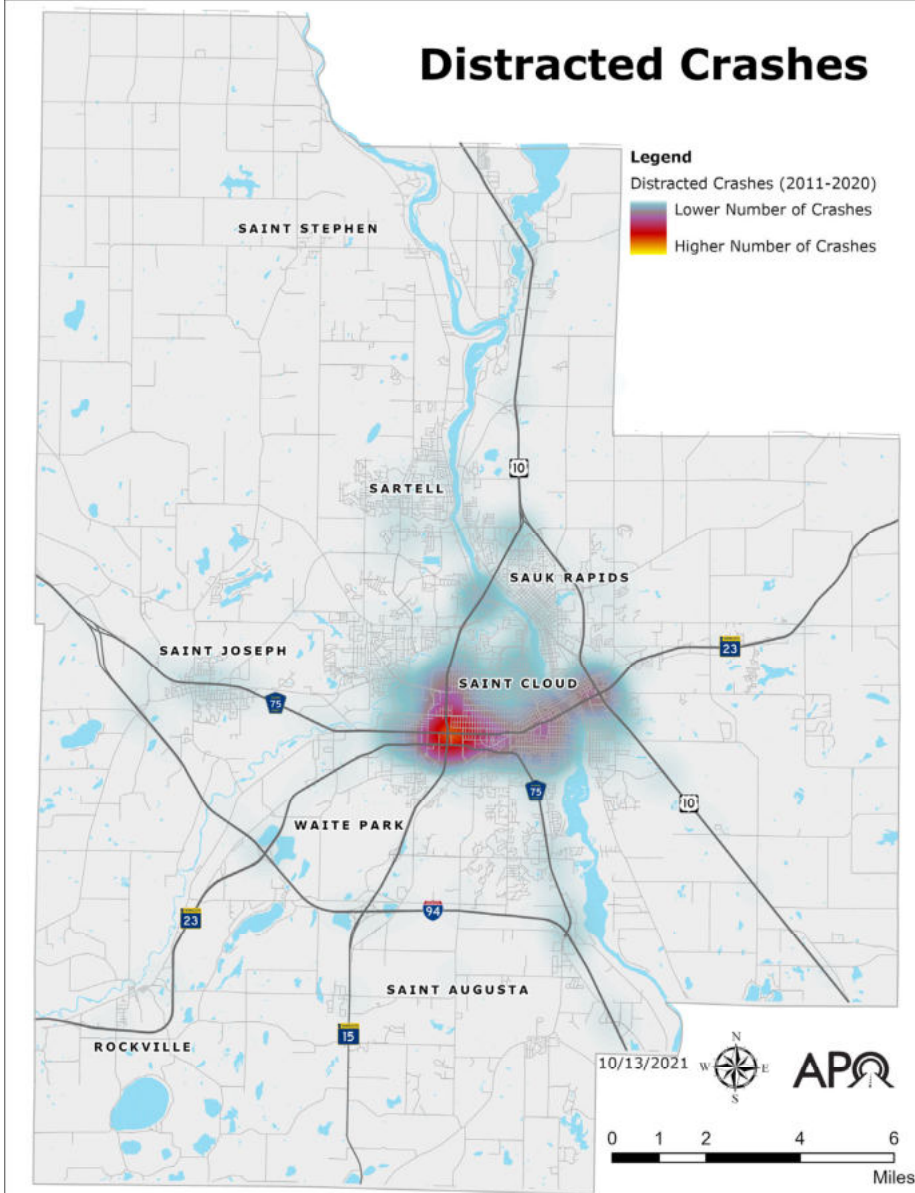


Figure 1.5-Distracted Crashes

Data Source: MnDOT.

Distracted Crashes

Figure 1.5 displays the locations where distracted crashes occurred in the APO planning area from 2011 to 2020.

- ◇ *Property damage only crashes account for 66.9% of distracted crashes.*
- ◇ *Rear ended crashes resulted in 72.5% of distracted crashes.*
- ◇ *Intersections account for 59.2% of distracted crashes locations.*
- ◇ *Approximately 79.6% of distracted crashes occur during daylight hours.*
- ◇ *Drivers of ages 21-29 are involved in nearly 25% of distracted crashes.*

What Is Distracted Driving?

"Distracted or inattentive driving is when a driver engages in any activity that might distract them from the primary task of driving — and increases their risk of crashing."

"It is illegal for drivers of all ages to compose, read, or send electronic messages or access the Internet on a wireless device when the vehicle is in motion or part of traffic. This includes being stopped in traffic or at a light."

"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 and Metro Bus.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis																						
Non-Interstate NHS Reliability: Annual percent of person-miles traveled that are reliable.	<table><tr><th>Year</th><th>Reliability (%)</th></tr><tr><td>2013</td><td>83.9%</td></tr><tr><td>2014</td><td>78.5%</td></tr><tr><td>2015</td><td>80.9%</td></tr><tr><td>2016</td><td>76.0%</td></tr><tr><td>2017</td><td>97.3%</td></tr><tr><td>2018</td><td>97.4%</td></tr><tr><td>2019</td><td>96.5%</td></tr><tr><td>2020</td><td>97.5%</td></tr></table>	Year	Reliability (%)	2013	83.9%	2014	78.5%	2015	80.9%	2016	76.0%	2017	97.3%	2018	97.4%	2019	96.5%	2020	97.5%	The non-Interstate NHS has continued to operate reliably over the last four years. The APO has set a 2021 target of at least 90% reliability.				
Year	Reliability (%)																							
2013	83.9%																							
2014	78.5%																							
2015	80.9%																							
2016	76.0%																							
2017	97.3%																							
2018	97.4%																							
2019	96.5%																							
2020	97.5%																							
Interstate Reliability: Annual percent of person-miles traveled that are reliable.	<table><tr><th>Year</th><th>Reliability (%)</th></tr><tr><td>2011</td><td>100%</td></tr><tr><td>2012</td><td>100%</td></tr><tr><td>2013</td><td>100%</td></tr><tr><td>2014</td><td>100%</td></tr><tr><td>2015</td><td>100%</td></tr><tr><td>2016</td><td>100%</td></tr><tr><td>2017</td><td>100%</td></tr><tr><td>2018</td><td>100%</td></tr><tr><td>2019</td><td>100%</td></tr><tr><td>2020</td><td>100%</td></tr></table>	Year	Reliability (%)	2011	100%	2012	100%	2013	100%	2014	100%	2015	100%	2016	100%	2017	100%	2018	100%	2019	100%	2020	100%	I-94 continues to operate extremely well with no reliability issues in the last 10 years. The APO has set a 2021 target of at least 100% reliability.
Year	Reliability (%)																							
2011	100%																							
2012	100%																							
2013	100%																							
2014	100%																							
2015	100%																							
2016	100%																							
2017	100%																							
2018	100%																							
2019	100%																							
2020	100%																							
Vehicle Miles Traveled (VMT): Number of miles traveled by motor vehicle expressed in billions.	<table><tr><th>Year</th><th>VMT (billions)</th></tr><tr><td>2011</td><td>1.076</td></tr><tr><td>2012</td><td>1.079</td></tr><tr><td>2013</td><td>1.078</td></tr><tr><td>2014</td><td>1.081</td></tr><tr><td>2015</td><td>1.097</td></tr><tr><td>2016</td><td>1.157</td></tr><tr><td>2017</td><td>1.201</td></tr><tr><td>2018</td><td>1.408</td></tr><tr><td>2019</td><td>1.420</td></tr><tr><td>2020</td><td>1.171</td></tr></table>	Year	VMT (billions)	2011	1.076	2012	1.079	2013	1.078	2014	1.081	2015	1.097	2016	1.157	2017	1.201	2018	1.408	2019	1.420	2020	1.171	VMT has decreased 17.5% from 1.420 billion miles in 2019 to 1.171 billion miles in 2020. This decrease is likely due to the many shutdowns due to the COVID-19 pandemic. The APO does not have a set target.
Year	VMT (billions)																							
2011	1.076																							
2012	1.079																							
2013	1.078																							
2014	1.081																							
2015	1.097																							
2016	1.157																							
2017	1.201																							
2018	1.408																							
2019	1.420																							
2020	1.171																							
VMT Per Capita: Number of miles traveled by motor vehicle divided by population.	<table><tr><th>Year</th><th>VMT Per Capita</th></tr><tr><td>2011</td><td>8,356</td></tr><tr><td>2012</td><td>8,331</td></tr><tr><td>2013</td><td>8,255</td></tr><tr><td>2014</td><td>8,246</td></tr><tr><td>2015</td><td>8,339</td></tr><tr><td>2016</td><td>8,710</td></tr><tr><td>2017</td><td>8,969</td></tr><tr><td>2018</td><td>10,403</td></tr><tr><td>2019</td><td>10,363</td></tr><tr><td>2020</td><td>8,387</td></tr></table>	Year	VMT Per Capita	2011	8,356	2012	8,331	2013	8,255	2014	8,246	2015	8,339	2016	8,710	2017	8,969	2018	10,403	2019	10,363	2020	8,387	VMT per capita decreased 19.1% from 10,363 in 2019 to 8,387 in 2020. This decrease is likely due to the reduction in VMT associated with the COVID-19 shutdowns. The APO does not have a set target but desires VMT per capita to decrease.
Year	VMT Per Capita																							
2011	8,356																							
2012	8,331																							
2013	8,255																							
2014	8,246																							
2015	8,339																							
2016	8,710																							
2017	8,969																							
2018	10,403																							
2019	10,363																							
2020	8,387																							

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis																						
Number of Annual Fixed Route (FR) Transit Riders: Annual number of transit riders by FR (in millions).	<table><tr><th>Year</th><th>Transit Riders (Millions)</th></tr><tr><td>2011</td><td>2.26</td></tr><tr><td>2012</td><td>2.20</td></tr><tr><td>2013</td><td>2.20</td></tr><tr><td>2014</td><td>2.15</td></tr><tr><td>2015</td><td>2.04</td></tr><tr><td>2016</td><td>1.94</td></tr><tr><td>2017</td><td>1.75</td></tr><tr><td>2018</td><td>1.62</td></tr><tr><td>2019</td><td>1.48</td></tr><tr><td>2020</td><td>0.96</td></tr></table>	Year	Transit Riders (Millions)	2011	2.26	2012	2.20	2013	2.20	2014	2.15	2015	2.04	2016	1.94	2017	1.75	2018	1.62	2019	1.48	2020	0.96	Due in part to the COVID-19 pandemic, the number of annual FR transit riders has decreased by 35.1% from the 2019 number of 1.48 million to 0.96 million in 2020. Since 2011, FR ridership has fallen nearly 58%. The APO desires the number of fixed route transit riders to increase.
Year	Transit Riders (Millions)																							
2011	2.26																							
2012	2.20																							
2013	2.20																							
2014	2.15																							
2015	2.04																							
2016	1.94																							
2017	1.75																							
2018	1.62																							
2019	1.48																							
2020	0.96																							
Passengers Per Revenue Mile (FR): The number of passengers divided by the number of miles traveled by FR.	<table><tr><th>Year</th><th>Passengers Per Revenue Mile</th></tr><tr><td>2011</td><td>1.92</td></tr><tr><td>2012</td><td>1.85</td></tr><tr><td>2013</td><td>1.84</td></tr><tr><td>2014</td><td>1.77</td></tr><tr><td>2015</td><td>1.66</td></tr><tr><td>2016</td><td>1.57</td></tr><tr><td>2017</td><td>1.35</td></tr><tr><td>2018</td><td>1.26</td></tr><tr><td>2019</td><td>1.16</td></tr><tr><td>2020</td><td>0.86</td></tr></table>	Year	Passengers Per Revenue Mile	2011	1.92	2012	1.85	2013	1.84	2014	1.77	2015	1.66	2016	1.57	2017	1.35	2018	1.26	2019	1.16	2020	0.86	FR passengers per revenue mile has decreased by 0.3 from 1.16 in 2019 to 0.86 in 2020. The number of revenue miles has also been decreasing over the years. The APO desires FR passengers per revenue mile to increase.
Year	Passengers Per Revenue Mile																							
2011	1.92																							
2012	1.85																							
2013	1.84																							
2014	1.77																							
2015	1.66																							
2016	1.57																							
2017	1.35																							
2018	1.26																							
2019	1.16																							
2020	0.86																							
Passengers Per Revenue Hour (FR): The number of passengers divided by the number of hours traveled by FR.	<table><tr><th>Year</th><th>Passengers Per Revenue Hour</th></tr><tr><td>2011</td><td>26.95</td></tr><tr><td>2012</td><td>25.96</td></tr><tr><td>2013</td><td>25.92</td></tr><tr><td>2014</td><td>24.93</td></tr><tr><td>2015</td><td>23.47</td></tr><tr><td>2016</td><td>22.04</td></tr><tr><td>2017</td><td>18.0</td></tr><tr><td>2018</td><td>16.9</td></tr><tr><td>2019</td><td>15.2</td></tr><tr><td>2020</td><td>11.4</td></tr></table>	Year	Passengers Per Revenue Hour	2011	26.95	2012	25.96	2013	25.92	2014	24.93	2015	23.47	2016	22.04	2017	18.0	2018	16.9	2019	15.2	2020	11.4	FR passengers per revenue hour has decreased by 3.8 from 15.2 in 2019 to 11.4 in 2020. The number of revenue hours dropped significantly. The APO desires FR passengers per revenue hour to increase.
Year	Passengers Per Revenue Hour																							
2011	26.95																							
2012	25.96																							
2013	25.92																							
2014	24.93																							
2015	23.47																							
2016	22.04																							
2017	18.0																							
2018	16.9																							
2019	15.2																							
2020	11.4																							
Number of Annual Dial-a-Ride (DAR) Transit Riders: Annual number of transit riders by DAR.	<table><tr><th>Year</th><th>Transit Riders</th></tr><tr><td>2011</td><td>134,746</td></tr><tr><td>2012</td><td>130,880</td></tr><tr><td>2013</td><td>122,263</td></tr><tr><td>2014</td><td>128,087</td></tr><tr><td>2015</td><td>133,303</td></tr><tr><td>2016</td><td>139,414</td></tr><tr><td>2017</td><td>136,422</td></tr><tr><td>2018</td><td>139,399</td></tr><tr><td>2019</td><td>152,239</td></tr><tr><td>2020</td><td>98,687</td></tr></table>	Year	Transit Riders	2011	134,746	2012	130,880	2013	122,263	2014	128,087	2015	133,303	2016	139,414	2017	136,422	2018	139,399	2019	152,239	2020	98,687	Due in part to the COVID-19 pandemic, the number of annual DAR transit riders has decreased by 35.2% from 152,239 in 2019 to 98,687 in 2020. The APO desires the number of DAR transit riders to increase.
Year	Transit Riders																							
2011	134,746																							
2012	130,880																							
2013	122,263																							
2014	128,087																							
2015	133,303																							
2016	139,414																							
2017	136,422																							
2018	139,399																							
2019	152,239																							
2020	98,687																							
Passengers Per Revenue Mile (DAR): The number of passengers divided by the number of miles traveled by DAR.	<table><tr><th>Year</th><th>Passengers Per Revenue Mile</th></tr><tr><td>2011</td><td>0.26</td></tr><tr><td>2012</td><td>0.26</td></tr><tr><td>2013</td><td>0.25</td></tr><tr><td>2014</td><td>0.25</td></tr><tr><td>2015</td><td>0.25</td></tr><tr><td>2016</td><td>0.24</td></tr><tr><td>2017</td><td>0.24</td></tr><tr><td>2018</td><td>0.23</td></tr><tr><td>2019</td><td>0.23</td></tr><tr><td>2020</td><td>0.22</td></tr></table>	Year	Passengers Per Revenue Mile	2011	0.26	2012	0.26	2013	0.25	2014	0.25	2015	0.25	2016	0.24	2017	0.24	2018	0.23	2019	0.23	2020	0.22	DAR passengers per revenue mile has decreased by 0.01 from 0.23 in 2019 to 0.22 in 2020. The number of revenue miles has been decreasing over the years. The APO desires DAR passengers per revenue mile to increase.
Year	Passengers Per Revenue Mile																							
2011	0.26																							
2012	0.26																							
2013	0.25																							
2014	0.25																							
2015	0.25																							
2016	0.24																							
2017	0.24																							
2018	0.23																							
2019	0.23																							
2020	0.22																							

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis																						
Passengers Per Revenue Hour (DAR): The number of passengers divided by the number of hours traveled by DAR.	<table><tr><th>Year</th><th>Passengers Per Revenue Hour (DAR)</th></tr><tr><td>2011</td><td>3.29</td></tr><tr><td>2012</td><td>3.31</td></tr><tr><td>2013</td><td>3.15</td></tr><tr><td>2014</td><td>3.13</td></tr><tr><td>2015</td><td>3.07</td></tr><tr><td>2016</td><td>3.15</td></tr><tr><td>2017</td><td>3.04</td></tr><tr><td>2018</td><td>2.96</td></tr><tr><td>2019</td><td>3.01</td></tr><tr><td>2020</td><td>2.75</td></tr></table>	Year	Passengers Per Revenue Hour (DAR)	2011	3.29	2012	3.31	2013	3.15	2014	3.13	2015	3.07	2016	3.15	2017	3.04	2018	2.96	2019	3.01	2020	2.75	DAR passengers per revenue hour decreased by 0.26 from 3.01 in 2019 to 2.75 in 2020. Revenue hours had been increasing, however in 2020 they decrease significantly. The APO desires DAR passengers per revenue hour to increase.
Year	Passengers Per Revenue Hour (DAR)																							
2011	3.29																							
2012	3.31																							
2013	3.15																							
2014	3.13																							
2015	3.07																							
2016	3.15																							
2017	3.04																							
2018	2.96																							
2019	3.01																							
2020	2.75																							
Number of Annual Northstar Commuter Bus (NCB) Transit Riders: Annual number of transit riders on NCB.	<table><tr><th>Year</th><th>Number of Annual Northstar Commuter Bus (NCB) Transit Riders</th></tr><tr><td>2011</td><td>41,378</td></tr><tr><td>2012</td><td>50,313</td></tr><tr><td>2013</td><td>53,152</td></tr><tr><td>2014</td><td>59,225</td></tr><tr><td>2015</td><td>57,642</td></tr><tr><td>2016</td><td>51,569</td></tr><tr><td>2017</td><td>50,305</td></tr><tr><td>2018</td><td>47,570</td></tr><tr><td>2019</td><td>47,147</td></tr><tr><td>2020</td><td>24,280</td></tr></table>	Year	Number of Annual Northstar Commuter Bus (NCB) Transit Riders	2011	41,378	2012	50,313	2013	53,152	2014	59,225	2015	57,642	2016	51,569	2017	50,305	2018	47,570	2019	47,147	2020	24,280	Annual NCB transit riders has decreased by 49% from 47,147 in 2019 to 24,280 in 2020. Due to COVID-19 and a decline in ridership, Northstar rail use greatly decreased and due to that the bus use greatly decreased as well in 2020. The APO desires the NCB transit ridership to increase.
Year	Number of Annual Northstar Commuter Bus (NCB) Transit Riders																							
2011	41,378																							
2012	50,313																							
2013	53,152																							
2014	59,225																							
2015	57,642																							
2016	51,569																							
2017	50,305																							
2018	47,570																							
2019	47,147																							
2020	24,280																							
Passengers Per Revenue Mile (NCB): The number of passengers divided by the number of miles traveled by NCB.	<table><tr><th>Year</th><th>Passengers Per Revenue Mile (NCB)</th></tr><tr><td>2011</td><td>0.30</td></tr><tr><td>2012</td><td>0.36</td></tr><tr><td>2013</td><td>0.38</td></tr><tr><td>2014</td><td>0.39</td></tr><tr><td>2015</td><td>0.33</td></tr><tr><td>2016</td><td>0.29</td></tr><tr><td>2017</td><td>0.29</td></tr><tr><td>2018</td><td>0.28</td></tr><tr><td>2019</td><td>0.27</td></tr><tr><td>2020</td><td>0.22</td></tr></table>	Year	Passengers Per Revenue Mile (NCB)	2011	0.30	2012	0.36	2013	0.38	2014	0.39	2015	0.33	2016	0.29	2017	0.29	2018	0.28	2019	0.27	2020	0.22	Passengers per revenue mile have decreased by 0.05 from 0.27 in 2019 to 0.22 passengers per revenue mile in 2020. Revenue miles for NCB fell due to COVID-19. The APO desires NCB passengers per revenue mile to increase.
Year	Passengers Per Revenue Mile (NCB)																							
2011	0.30																							
2012	0.36																							
2013	0.38																							
2014	0.39																							
2015	0.33																							
2016	0.29																							
2017	0.29																							
2018	0.28																							
2019	0.27																							
2020	0.22																							
Passengers Per Revenue Hour (NCB): The number of passengers divided by the number of hours traveled by NCB.	<table><tr><th>Year</th><th>Passengers Per Revenue Hour (NCB)</th></tr><tr><td>2011</td><td>8.93</td></tr><tr><td>2012</td><td>10.68</td></tr><tr><td>2013</td><td>11.31</td></tr><tr><td>2014</td><td>11.59</td></tr><tr><td>2015</td><td>9.82</td></tr><tr><td>2016</td><td>8.74</td></tr><tr><td>2017</td><td>8.57</td></tr><tr><td>2018</td><td>8.16</td></tr><tr><td>2019</td><td>8.01</td></tr><tr><td>2020</td><td>6.32</td></tr></table>	Year	Passengers Per Revenue Hour (NCB)	2011	8.93	2012	10.68	2013	11.31	2014	11.59	2015	9.82	2016	8.74	2017	8.57	2018	8.16	2019	8.01	2020	6.32	Passengers per revenue hour have decreased by 1.69 from 8.01 in 2019 to 6.32 passenger per revenue hour in 2020. Revenue hours fell due to COVID-19. The APO desires NCB passengers per revenue hour to increase.
Year	Passengers Per Revenue Hour (NCB)																							
2011	8.93																							
2012	10.68																							
2013	11.31																							
2014	11.59																							
2015	9.82																							
2016	8.74																							
2017	8.57																							
2018	8.16																							
2019	8.01																							
2020	6.32																							
Percent of Single Occupancy Vehicle (SOV) Travel: Percent of travel alone in a motorized vehicle.	<table><tr><th>Year</th><th>Percent of Single Occupancy Vehicle (SOV) Travel</th></tr><tr><td>2015</td><td>79.1%</td></tr><tr><td>2016</td><td>79.8%</td></tr><tr><td>2017</td><td>80.0%</td></tr><tr><td>2018</td><td>81.0%</td></tr><tr><td>2019</td><td>81.1%</td></tr></table>	Year	Percent of Single Occupancy Vehicle (SOV) Travel	2015	79.1%	2016	79.8%	2017	80.0%	2018	81.0%	2019	81.1%	Updated information for 2020 was not available at the time of publication.										
Year	Percent of Single Occupancy Vehicle (SOV) Travel																							
2015	79.1%																							
2016	79.8%																							
2017	80.0%																							
2018	81.0%																							
2019	81.1%																							

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.

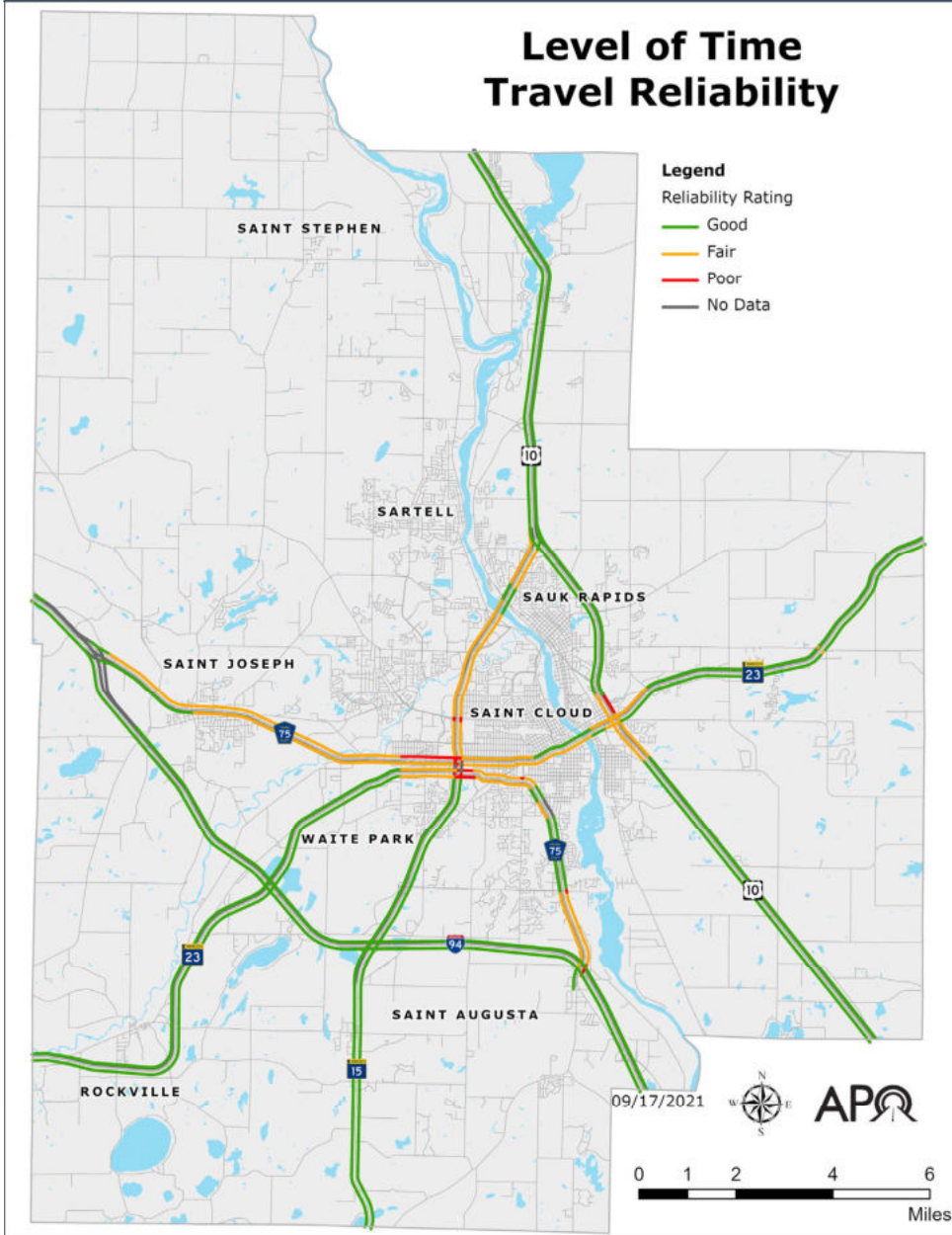


Figure 2.1-Time Travel Reliability

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 include, but are not limited to: 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; and northbound US 10 from the MN 23 exit north to the Benton Drive South exit.

- ⇒ **Level of Travel Time Reliability (LOTR)** 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 influences 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 (2019)	Annual Vehicle Miles Traveled (2020)	Percent Change (2019-2020)
Saint Cloud	563,919,202	464,902,416	-17.6%
Sartell	82,326,235	68,010,746	-17.4%
Sauk Rapids	62,989,692	52,901,252	-16.0%
Waite Park	84,173,029	71,689,036	-14.8%
Saint Joseph	40,742,029	34,185,400	-16.1%
Saint Augusta	63,461,391	54,096,601	-14.8%
Rockville	60,929,312	54,306,336	-10.9%
Saint Stephen	3,831,863	3,541,016	-7.6%
Total	962,372,752	803,632,803	-16.5%

Data Source: MnDOT.

VMT Travel by Municipality

Vehicle miles traveled in 2020 was heavily impacted by the COVID-19 pandemic. Many businesses such as restaurants, bars and other entertainment related establishments were required to close and non-essential workers were required to work from their place of residence under Minnesota's Peace Time Emergency Order. In the APO region VMT in the municipalities dropped 16.5% from the previous year.

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

Means of Transportation to Work

Percent of single-occupancy vehicle (SOV) travel.

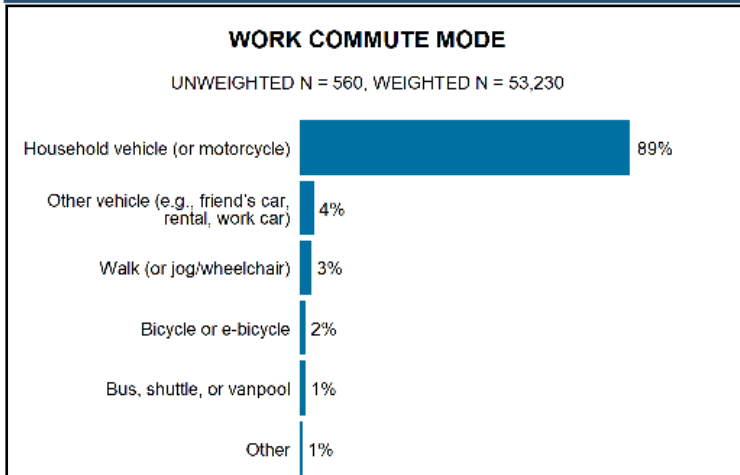


Figure 2.3-Means of Transportation to Work

Data Source: St. Cloud APO

Means of Transportation to Work

Depicted in Figure 2.3, of workers 15 years and older 89% (64,460) used a household car, truck, van, or motorcycle as their means of transportation to work.

The next most common forms of work commuting transportation include: using another vehicle such as a friend's car or a work car (4%), walking (3%), and biking (2%). Buses, taxis and other means are all at or below 1%.

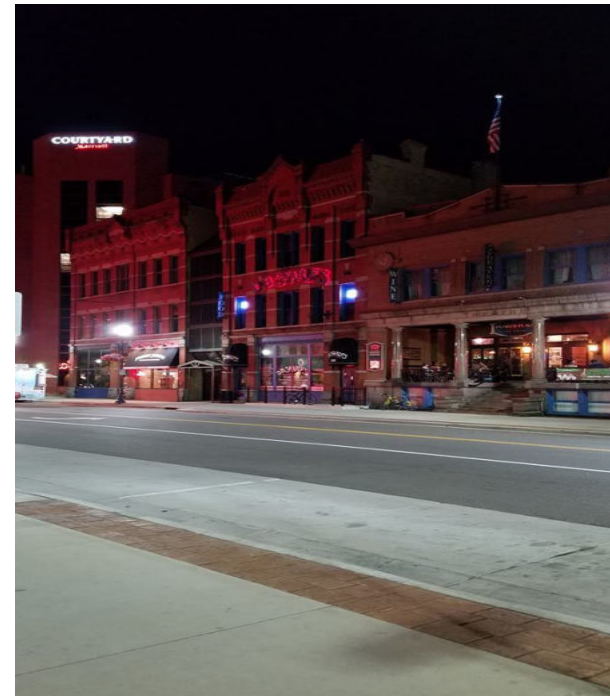
Compared with 2015-2019 ACS Five Year Estimates, means of transportation to work by all modes have remained fairly constant with public transportation decreasing slightly and bicycling increasing slightly.

Region's Top 10 Employers and the Number of Employees

- ◆ Saint Cloud Hospital/CentraCare - **7,541**
- ◆ Saint Cloud VA Health Care System - **1,850**
- ◆ State of Minnesota* - **1,838**
- ◆ Saint Cloud Area School District 742 - **1,800**
- ◆ Stearns County - **954**
- ◆ Fulfillment Distribution Center - **900**
- ◆ College Saint Benedict/Saint John's University - **868**
- ◆ Coborn's, Inc - **755**
- ◆ New Flyer of America - **730**
- ◆ Bernick's - **680**

*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

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 17 regular public routes as well as three routes servicing Saint Cloud State University (SCSU). However, the service with the SCSU routes was suspended at least since July 2020 due to contract negotiation issues. 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. COVID-19 influenced the service of Metro Bus as seen through a regular route being dropped and several routes being changed from half-hour to hour service.



Metro Bus by the numbers:

- ⇒ *People who ride the bus daily 5 or more days a week make up 77% of riders.*
- ⇒ *About 31% of riders have been riding for 6+ years.*
- ⇒ *While 44% of riders have been riding for under 2 years.*
- ⇒ *Work is the most common trip purpose for riders with 46% of trips being for work.*
- ⇒ *Although school is a close second with 39% of trips being for school purposes.*
- ⇒ *There are 850+ signed bus stops throughout the four-city transit*
- ⇒ *Of people who use the bus, 84% do not have a car available to them.*
- ⇒ *Most riders (48%) are aged 18-29.*

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 by 0.76 from a peak of 1.92 in 2011 to a low of 1.16 in 2020. In addition, passengers per revenue hour also experienced a decline — down 1.06 between 2011 and 2020. While revenue hours had been increasing over time, there was a sharp decline due in part to COVID-19 shutdowns. Revenue miles has been on a steady decline.

FR has experienced a steady decline of passenger trips since its peak ridership numbers in 2011. This could be due to many factors such as gas prices or the growth of on-demand shared transportation sources such as Uber and Lyft that have entered the market. This decline is also due to COVID-19 shutdowns and the overall decrease in travel with some people now working from home and some concerned about their health on public transportation.

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Fixed route buses

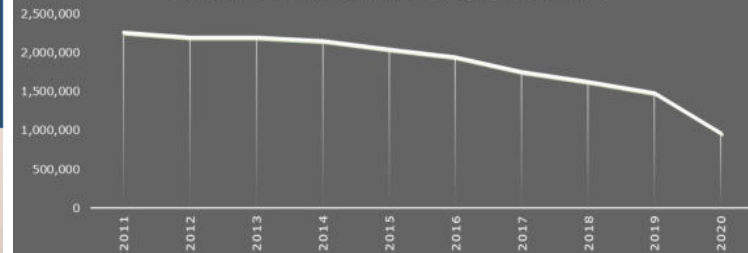
\$8.25

Operating expense per vehicle revenue mile for fixed route buses

6.7

Average age of fixed route buses

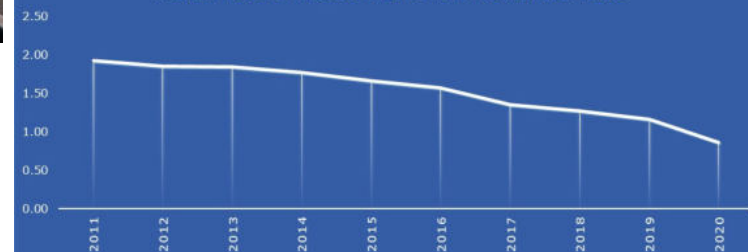
FIXED ROUTE UNLINKED PASSENGER TRIPS



FIXED ROUTE VEHICLE & PASSENGER CAR REVENUE MILES



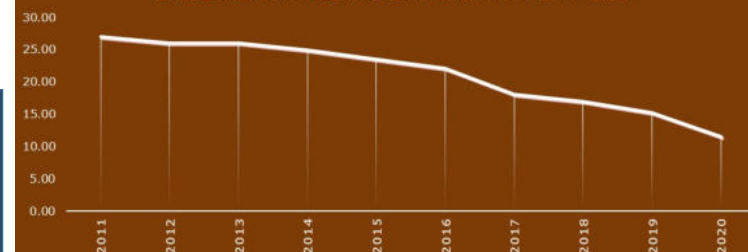
FIXED ROUTE PASSENGERS PER REVENUE MILE



FIXED ROUTE VEHICLE REVENUE HOURS



FIXED ROUTE PASSENGERS PER REVENUE HOUR



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 (PPRM) and passengers per revenue hour (PPRH) have decreased between 2011 and 2020 — down 0.04 PPRM and 0.54 PPRH. From 2011-2019 both DAR revenue miles and vehicle revenue hours had increased, however due in part to COVID-19 shutdowns, these have both decreased to below 2011 levels in 2020. Despite these similar trends between DAR and FR, DAR ridership had been increasing until 2020 when there was a significant decline of 53,552 trips.

COVID-19 had differing magnitudes of effect for FR and DAR. Compared to FR, DAR experienced a similar level of decline relative to their normal ridership numbers. However, the change in PPRM seen by DAR is relatively negligible (.01) compared to the larger change noticed in FR (.3). FR PPRH has fallen to below half of 2011 levels while DAR has stayed close to previous levels despite the pandemic.

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DAR buses

\$9.75

Operating expenses per
passenger mile for DAR buses

\$123.25

Operating expenses per vehicle
revenue hour for DAR buses

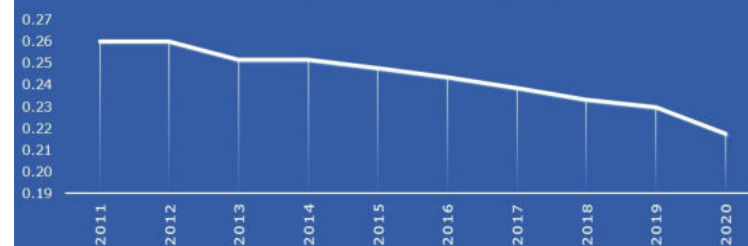
DIAL-A-RIDE UNLINKED PASSENGER TRIPS



DIAL-A-RIDE VEHICLE & PASSENGER CAR REVENUE MILES



DIAL-A-RIDE PASSENGERS PER REVENUE MILE



DIAL-A-RIDE VEHICLE REVENUE HOURS



DIAL-A-RIDE PASSENGERS PER REVENUE HOUR



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 0.08 from its peak in 2011 to 2020. Revenue miles also dropped by 61,230 to 112,717 from the average over the prior five years of 173,947. Passengers per revenue hour decreased by 2.4 from 2016 to 2020, while revenue hours also decreased by 34.9% from 5,900 in 2016 to 3,842 in 2020. Overall, NCB has experienced a 59.0% (34,945) decrease in passenger trips since its peak in 2014.

These decreases are due in part to the COVID-19 pandemic. Fewer rail trips were needed leading to less demand for rail. This in turn caused fewer buses to be needed because fewer people were using the rail transport, so as less buses were needed the number of revenue miles and revenue hours also decreased. The drops caused by the pandemic worse for NCB than FR in both passenger numbers and PPRH. Although, the degree of change for PPRM was somewhat worse for FR than NCB.

5

Northstar Commuter Buses

\$188.52

Operating expense per vehicle revenues hour

10,368

Northstar Commuter Rail boarding's at Big Lake Station

NORTHSTAR COMMUTER BUS UNLINKED PASSENGER TRIPS



NORTHSTAR COMMUTER BUS VEHICLE & PASSENGER CAR REVENUE MILES



NORTHSTAR COMMUTER BUS PASSENGERS PER REVENUE MILE



NORTHSTAR COMMUTER BUS VEHICLE REVENUE HOURS



NORTHSTAR COMMUTER BUS PASSENGERS PER REVENUE HOUR



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	Multi-Year Data	Analysis										
Interstate Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.	<table><tr><th>Year</th><th>Good Condition</th></tr><tr><td>2017</td><td>90.3%</td></tr><tr><td>2018</td><td>96.4%</td></tr><tr><td>2019</td><td>96.3%</td></tr><tr><td>2020</td><td>95.4%</td></tr></table>	Year	Good Condition	2017	90.3%	2018	96.4%	2019	96.3%	2020	95.4%	In 2020, 95.4% of the Interstate’s pavement was rated in good condition. This is a 0.9 percentage point decrease from 96.3% in 2019. The APO has set a 2021 Interstate pavement condition target of at least 85% in good condition.
	Year	Good Condition										
	2017	90.3%										
2018	96.4%											
2019	96.3%											
2020	95.4%											
<table><tr><th>Year</th><th>Fair Condition</th></tr><tr><td>2017</td><td>9.7%</td></tr><tr><td>2018</td><td>3.2%</td></tr><tr><td>2019</td><td>3.8%</td></tr><tr><td>2020</td><td>4.6%</td></tr></table>	Year	Fair Condition	2017	9.7%	2018	3.2%	2019	3.8%	2020	4.6%	In 2020, 4.6% of the Interstate’s pavement was rated in fair condition. This is a 0.8 percentage point increase from 3.8% in 2019. The APO has set a 2021 Interstate pavement condition target of less than 14% in fair condition.	
Year	Fair Condition											
2017	9.7%											
2018	3.2%											
2019	3.8%											
2020	4.6%											
<table><tr><th>Year</th><th>Poor Condition</th></tr><tr><td>2017</td><td>0.0%</td></tr><tr><td>2018</td><td>0.4%</td></tr><tr><td>2019</td><td>0.0%</td></tr><tr><td>2020</td><td>0.0%</td></tr></table>	Year	Poor Condition	2017	0.0%	2018	0.4%	2019	0.0%	2020	0.0%	No Interstate pavement within the MPA was rated in poor condition in 2020. The APO has set a 2021 Interstate pavement condition target of less than 1% in poor condition.	
Year	Poor Condition											
2017	0.0%											
2018	0.4%											
2019	0.0%											
2020	0.0%											
Non-Interstate NHS Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.	<table><tr><th>Year</th><th>Good Condition</th></tr><tr><td>2017</td><td>59.0%</td></tr><tr><td>2018</td><td>64.9%</td></tr><tr><td>2019</td><td>72.9%</td></tr><tr><td>2020</td><td>69.6%</td></tr></table>	Year	Good Condition	2017	59.0%	2018	64.9%	2019	72.9%	2020	69.6%	Non-Interstate NHS pavement in 2020 was rated at 69.6% in good condition. This is an 3.3 percentage point decrease from 72.9% in 2019. The APO has set a 2021 non-Interstate NHS pavement condition target of at least 60% in good condition.
	Year	Good Condition										
	2017	59.0%										
2018	64.9%											
2019	72.9%											
2020	69.6%											
<table><tr><th>Year</th><th>Fair Condition</th></tr><tr><td>2017</td><td>40.8%</td></tr><tr><td>2018</td><td>35.0%</td></tr><tr><td>2019</td><td>26.3%</td></tr><tr><td>2020</td><td>30.3%</td></tr></table>	Year	Fair Condition	2017	40.8%	2018	35.0%	2019	26.3%	2020	30.3%	Non-Interstate NHS pavement in 2020 was rated at 30.3% in fair condition. This is an four percentage point increase from 26.3% in 2019. The APO has set a 2021 non-Interstate NHS pavement condition target of less than 39% in fair condition.	
Year	Fair Condition											
2017	40.8%											
2018	35.0%											
2019	26.3%											
2020	30.3%											
<table><tr><th>Year</th><th>Poor Condition</th></tr><tr><td>2017</td><td>0.2%</td></tr><tr><td>2018</td><td>0.1%</td></tr><tr><td>2019</td><td>0.9%</td></tr><tr><td>2020</td><td>0.1%</td></tr></table>	Year	Poor Condition	2017	0.2%	2018	0.1%	2019	0.9%	2020	0.1%	Non-Interstate NHS pavement in 2020 was rated at 0.1% in poor condition. This is a 0.8 percentage point decrease from 0.9% in 2019. The APO has set a 2021 non-Interstate NHS pavement condition target of less than 1% in poor condition.	
Year	Poor Condition											
2017	0.2%											
2018	0.1%											
2019	0.9%											
2020	0.1%											

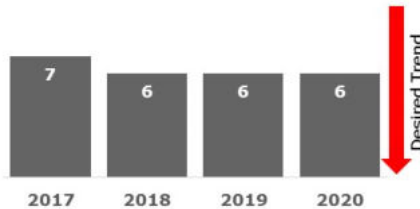

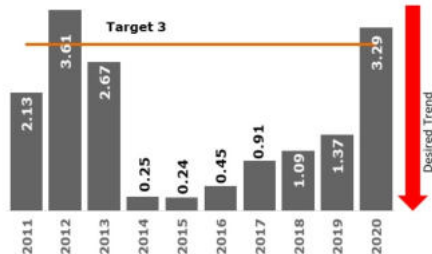
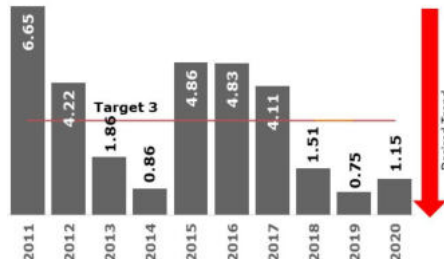
Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2020 Result	Multi-Year Data	Analysis
National Highway System (NHS) Bridge Condition: Percent of bridges by deck area classified in good, fair, and poor condition.				<p>In 2020, 65.4% of NHS bridges were in good condition. This is the same as the previous year. The APO has set a 2021 NHS bridge condition target of at least 60% in good condition.</p> <p>In 2020, 33.7% of NHS bridges were in fair condition. This is the same as the previous year. The APO has set a 2021 NHS bridge condition target of less than 39% in fair condition.</p> <p>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.</p>
Condition of All Bridges: Percent of bridges, including NHS bridges by deck area classified in good, fair, and poor condition.				<p>In 2020, 66.2% of all bridges in the MPA were rated in good condition. This remains relatively unchanged from 2019. The APO does not have a set target.</p> <p>In 2020, 33.7% of all bridges in the MPA were rated in fair condition. This remains relatively unchanged from 2019. The APO does not have a set target.</p> <p>In 2020, 0.1% of all bridges in the MPA were rated in poor condition. This remains relatively unchanged from 2019. The APO does not have a set target.</p>

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

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Data	Analysis																						
Bridge Weight Restrictions: Number and condition of bridges with a capacity rating posting.	 <table><thead><tr><th>Year</th><th>Number of Bridges</th></tr></thead><tbody><tr><td>2017</td><td>7</td></tr><tr><td>2018</td><td>6</td></tr><tr><td>2019</td><td>6</td></tr><tr><td>2020</td><td>6</td></tr></tbody></table>	Year	Number of Bridges	2017	7	2018	6	2019	6	2020	6	There was a total of six bridges with weight restrictions in the APO planning area in 2020. Four of these bridges are in fair condition, and two of these bridges are in poor condition. The APO has not set target.												
Year	Number of Bridges																							
2017	7																							
2018	6																							
2019	6																							
2020	6																							
Major Mechanical Failures (FR): Mean major mechanical failures for FR per 65,000 vehicle revenue miles.	 <table><thead><tr><th>Year</th><th>Mean Major Mechanical Failures (FR)</th></tr></thead><tbody><tr><td>2011</td><td>0.61</td></tr><tr><td>2012</td><td>3.66</td></tr><tr><td>2013</td><td>1.47</td></tr><tr><td>2014</td><td>1.98</td></tr><tr><td>2015</td><td>0.90</td></tr><tr><td>2016</td><td>0.63</td></tr><tr><td>2017</td><td>1.70</td></tr><tr><td>2018</td><td>1.22</td></tr><tr><td>2019</td><td>0.76</td></tr><tr><td>2020</td><td>1.98</td></tr></tbody></table>	Year	Mean Major Mechanical Failures (FR)	2011	0.61	2012	3.66	2013	1.47	2014	1.98	2015	0.90	2016	0.63	2017	1.70	2018	1.22	2019	0.76	2020	1.98	The mean number of major mechanical failures per 65,000 vehicle revenue miles for FR in 2020 was 1.98. This is an increase of 1.22 from the 0.76 recorded in 2019. The age of FR buses is 6.7 years on average. The APO desires the number of FR mechanical failures to decrease.
Year	Mean Major Mechanical Failures (FR)																							
2011	0.61																							
2012	3.66																							
2013	1.47																							
2014	1.98																							
2015	0.90																							
2016	0.63																							
2017	1.70																							
2018	1.22																							
2019	0.76																							
2020	1.98																							
Major Mechanical Failures (DAR): Mean major mechanical failures for DAR per 65,000 vehicle revenue miles.	 <table><thead><tr><th>Year</th><th>Mean Major Mechanical Failures (DAR)</th></tr></thead><tbody><tr><td>2011</td><td>2.13</td></tr><tr><td>2012</td><td>3.61</td></tr><tr><td>2013</td><td>2.67</td></tr><tr><td>2014</td><td>0.25</td></tr><tr><td>2015</td><td>0.24</td></tr><tr><td>2016</td><td>0.45</td></tr><tr><td>2017</td><td>0.91</td></tr><tr><td>2018</td><td>1.09</td></tr><tr><td>2019</td><td>1.37</td></tr><tr><td>2020</td><td>3.29</td></tr></tbody></table>	Year	Mean Major Mechanical Failures (DAR)	2011	2.13	2012	3.61	2013	2.67	2014	0.25	2015	0.24	2016	0.45	2017	0.91	2018	1.09	2019	1.37	2020	3.29	The mean number of major mechanical failures per 65,000 vehicle revenue miles for DAR in 2020 was 3.29, an increase of 1.92 from the 1.37 recorded in 2019. The age of DAR buses is 5.6 years on average. The APO desires the number of DAR mechanical failures to decrease.
Year	Mean Major Mechanical Failures (DAR)																							
2011	2.13																							
2012	3.61																							
2013	2.67																							
2014	0.25																							
2015	0.24																							
2016	0.45																							
2017	0.91																							
2018	1.09																							
2019	1.37																							
2020	3.29																							
Major Mechanical Failures (NCB): Mean major mechanical failures for NCB per 65,000 vehicle revenue miles.	 <table><thead><tr><th>Year</th><th>Mean Major Mechanical Failures (NCB)</th></tr></thead><tbody><tr><td>2011</td><td>6.65</td></tr><tr><td>2012</td><td>4.22</td></tr><tr><td>2013</td><td>1.86</td></tr><tr><td>2014</td><td>0.86</td></tr><tr><td>2015</td><td>4.86</td></tr><tr><td>2016</td><td>4.83</td></tr><tr><td>2017</td><td>4.11</td></tr><tr><td>2018</td><td>1.51</td></tr><tr><td>2019</td><td>0.75</td></tr><tr><td>2020</td><td>1.15</td></tr></tbody></table>	Year	Mean Major Mechanical Failures (NCB)	2011	6.65	2012	4.22	2013	1.86	2014	0.86	2015	4.86	2016	4.83	2017	4.11	2018	1.51	2019	0.75	2020	1.15	The mean number of major mechanical failures per 65,000 vehicle revenue miles for NCB in 2020 was 1.15. This is an increase of 0.4 from the 0.75 recorded in 2019. The average age of NCB buses is 2.6 years. The APO desires the number of NCB mechanical failures to decrease.
Year	Mean Major Mechanical Failures (NCB)																							
2011	6.65																							
2012	4.22																							
2013	1.86																							
2014	0.86																							
2015	4.86																							
2016	4.83																							
2017	4.11																							
2018	1.51																							
2019	0.75																							
2020	1.15																							

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.

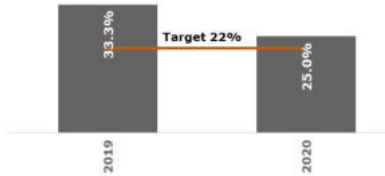
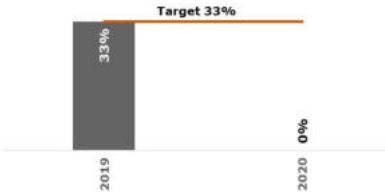
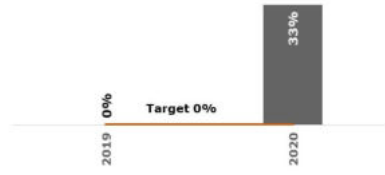
Asset	Multi-Year Data	Analysis								
Fixed Route Buses	<table><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2019</td><td>10.3%</td></tr><tr><td>2020</td><td>10.0%</td></tr><tr><td>Target</td><td>8%</td></tr></tbody></table>	Year	Percentage	2019	10.3%	2020	10.0%	Target	8%	The percent of FR buses that have exceeded their useful life in 2020 was 10%. MTC set a 2020 target of less than 8% exceeding useful life.
Year	Percentage									
2019	10.3%									
2020	10.0%									
Target	8%									
Dial-a-Ride Buses	<table><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2019</td><td>48.6%</td></tr><tr><td>2020</td><td>43.8%</td></tr><tr><td>Target</td><td>8%</td></tr></tbody></table>	Year	Percentage	2019	48.6%	2020	43.8%	Target	8%	The percent of DAR buses that have exceeded their useful life in 2020 was 43.8%. MTC set a 2020 target of less than 8% exceeding useful life.
Year	Percentage									
2019	48.6%									
2020	43.8%									
Target	8%									
Northstar Commuter Buses	<table><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2019</td><td>0.0%</td></tr><tr><td>2020</td><td>0.0%</td></tr><tr><td>Target</td><td>8%</td></tr></tbody></table>	Year	Percentage	2019	0.0%	2020	0.0%	Target	8%	None of the Northstar commuter buses are past their useful life as they recently acquired five new buses. MTC set a 2020 target of less than 8% exceeding useful life.
Year	Percentage									
2019	0.0%									
2020	0.0%									
Target	8%									
Service Automobiles	<table><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2019</td><td>100.0%</td></tr><tr><td>2020</td><td>100.0%</td></tr><tr><td>Target</td><td>33%</td></tr></tbody></table>	Year	Percentage	2019	100.0%	2020	100.0%	Target	33%	All of Metro Bus’ service automobiles continue to exceed their useful life in 2020. MTC set a 2020 target of less than 33% exceeding useful life.
Year	Percentage									
2019	100.0%									
2020	100.0%									
Target	33%									

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	Data	Analysis								
Trucks and Other Rubber Tire Vehicles	 <table><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2019</td><td>33.3%</td></tr><tr><td>2020</td><td>25.0%</td></tr><tr><td>Target</td><td>22%</td></tr></tbody></table>	Year	Percentage	2019	33.3%	2020	25.0%	Target	22%	The percent of service trucks and other rubber tire vehicles that have exceeded their useful life in 2020 was 25%. MTC set a 2020 target of less than 22% exceeding useful life.
Year	Percentage									
2019	33.3%									
2020	25.0%									
Target	22%									
Administrative/Maintenance Facilities	 <table><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2019</td><td>33%</td></tr><tr><td>2020</td><td>0%</td></tr><tr><td>Target</td><td>33%</td></tr></tbody></table>	Year	Percentage	2019	33%	2020	0%	Target	33%	There are 0% of administrative/maintenance facilities rated below three on the TERM scale. MTC set a 2020 target of 0% of facilities below three on the TERM scale.
Year	Percentage									
2019	33%									
2020	0%									
Target	33%									
Passenger/Parking Facilities	 <table><thead><tr><th>Year</th><th>Percentage</th></tr></thead><tbody><tr><td>2019</td><td>0%</td></tr><tr><td>2020</td><td>33%</td></tr><tr><td>Target</td><td>0%</td></tr></tbody></table>	Year	Percentage	2019	0%	2020	33%	Target	0%	Thirty-three percent of Metro Bus passenger/parking facilities were rated below a three on the TERM scale in 2020. MTC set a 2020 target of 0% of facilities below three on the TERM scale.
Year	Percentage									
2019	0%									
2020	33%									
Target	0%									

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.

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.

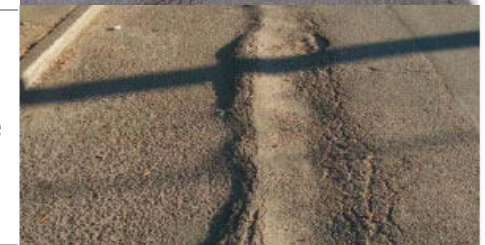
Types of Distress

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.

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

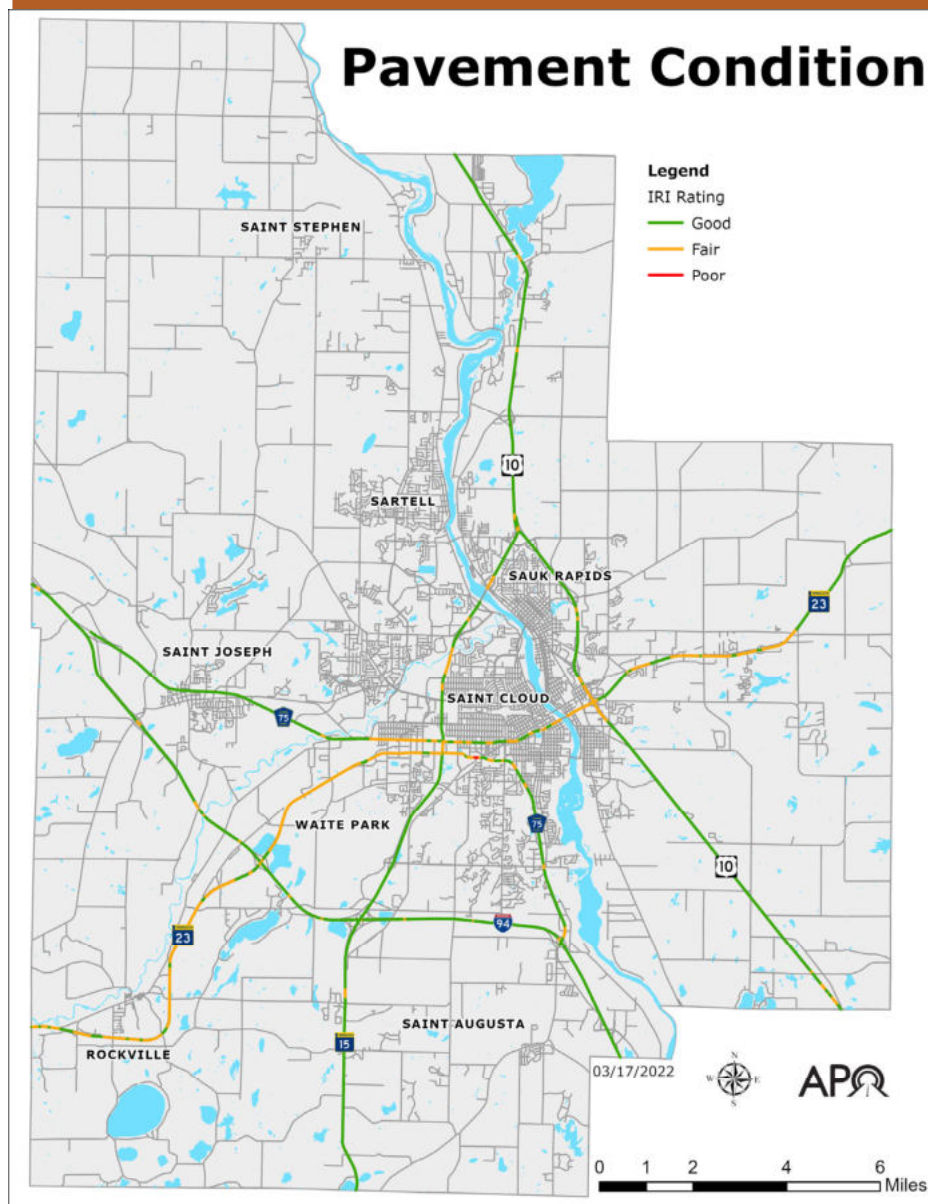


Figure 3.1-Pavement Condition Data Source: MnDOT

Pavement Condition

In 2020, 74.7% of Interstate and NHS pavement within the APO planning area was in good condition, 25.2% in fair condition, and 0.1% in poor condition as displayed in Figure 3.1. These percentages changed so much from 2019 because 2020 data was only collected for the above mentioned type of roads.

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

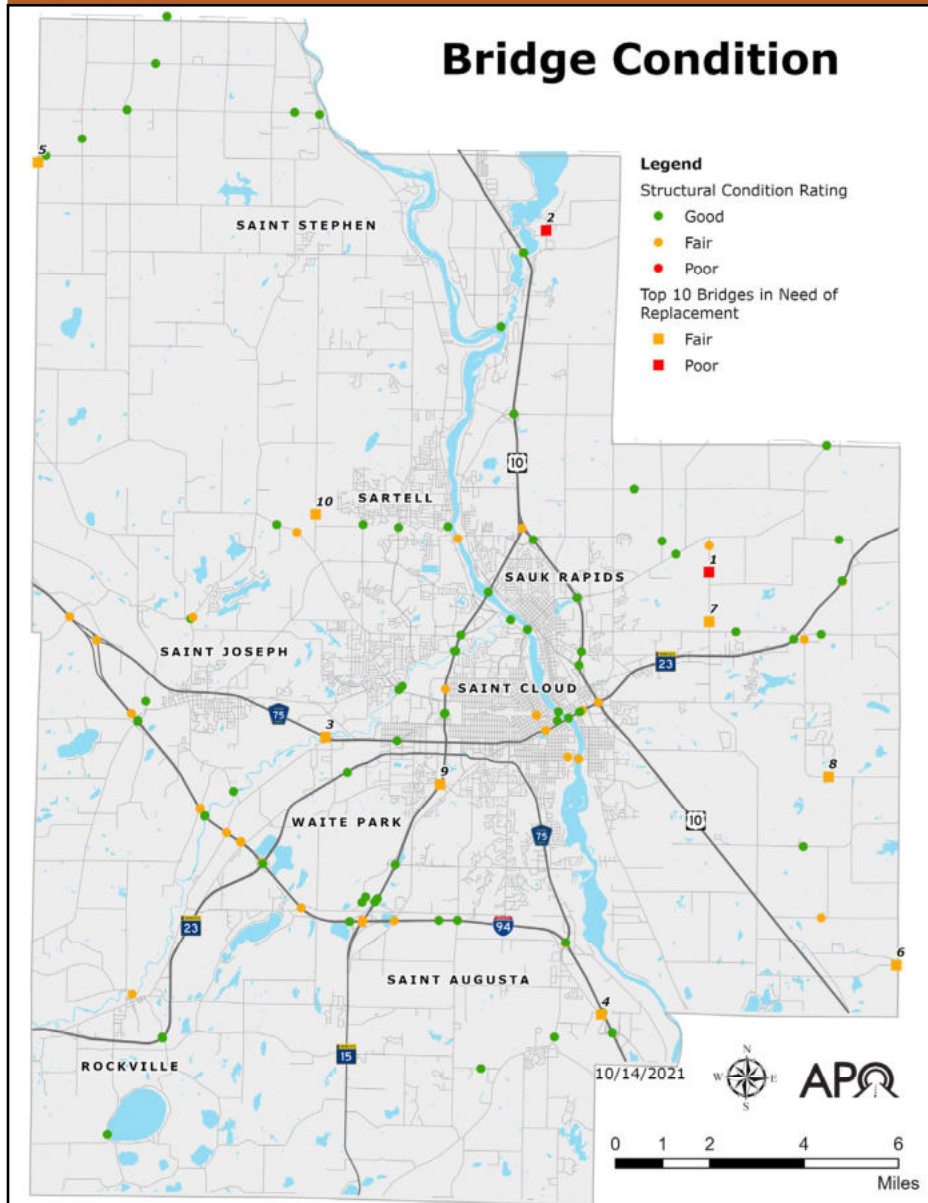


Figure 3.2-Bridge Condition

Data Source: MnDOT.

Condition of All Bridges

Of the 112 bridges in the APO planning area, 68 are rated in good condition, 42 are in fair condition, and two were in poor condition as illustrated in Figure 3.2.

As bridges age and are in need of repair, the Local Bridge Planning Index (LPI) takes into account multiple factors and assigns a risk level score of the likelihood and consequences of a bridge being no longer in service. The LPI only assigns scores to bridges owned by local agencies to assist in replacement schedules. Below is the top 10 local bridges in the APO planning area in most need of replacement.

Rank	Location of Bridge	Owner
1	35th Avenue NE over Mayhew Creek	Benton County
2	Sucker Creek Road over Sucker Creek	Watab Township
3	CSAH 75 over Sauk River	Stearns County
4	CSAH 75 over Saint Augusta Creek	Stearns County
5	CSAH 3 over Spunk Creek	Stearns County
6	CSAH 16 over Elk River	Sherburne County
7	CR 80 over Mayhew Creek	Benton County
8	CR 62 over Elk River	Sherburne County
9	CSAH 137 (17th St S over MN 15)	State Highway
10	75th Avenue over Watab River	Le Sauk Township

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 condition.
Good	4.0-4.7	Some slightly defective or deteriorated components.
Adequate	3.0-3.9	Moderately defective or deteriorated components.
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).

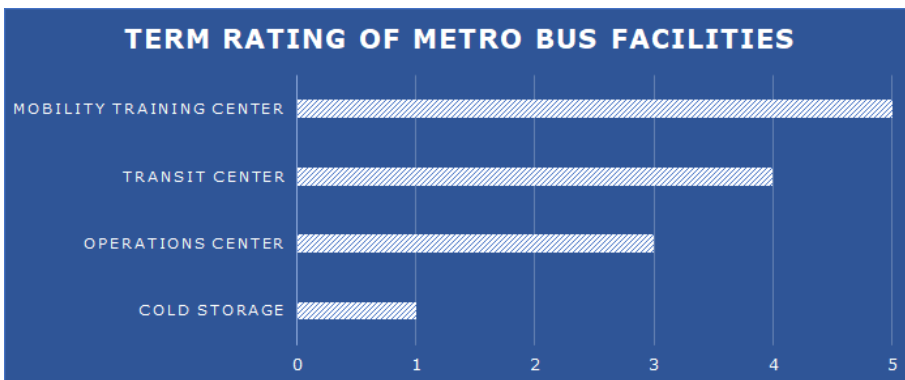


Figure 3.3

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	Multi-Year Trend	Analysis																						
<p>Truck Travel Time Reliability (TTTR): Calculated by dividing the ratio of the 95th percentile time by the normal time (50th percentile).</p>	<table><tr><th>Year</th><th>TTTR Index</th></tr><tr><td>2011</td><td>1.16</td></tr><tr><td>2012</td><td>1.12</td></tr><tr><td>2013</td><td>1.19</td></tr><tr><td>2014</td><td>1.17</td></tr><tr><td>2015</td><td>1.11</td></tr><tr><td>2016</td><td>1.30</td></tr><tr><td>2017</td><td>1.10</td></tr><tr><td>2018</td><td>1.12</td></tr><tr><td>2019</td><td>1.15</td></tr><tr><td>2020</td><td>1.10</td></tr></table>	Year	TTTR Index	2011	1.16	2012	1.12	2013	1.19	2014	1.17	2015	1.11	2016	1.30	2017	1.10	2018	1.12	2019	1.15	2020	1.10	<p>Truck Travel Time Reliability (TTTR) index has decreased by 0.05 from 1.15 in 2019 to 1.10 in 2020. Overall TTTR appears to be relatively constant. The APO has set a 2021 target of less than 1.24.</p>
Year	TTTR Index																							
2011	1.16																							
2012	1.12																							
2013	1.19																							
2014	1.17																							
2015	1.11																							
2016	1.30																							
2017	1.10																							
2018	1.12																							
2019	1.15																							
2020	1.10																							
<p>Air Passengers at Saint Cloud Regional Airport (STC): Annual number of customers served.</p>	<table><tr><th>Year</th><th>Air Passengers</th></tr><tr><td>2013</td><td>28,767</td></tr><tr><td>2014</td><td>59,705</td></tr><tr><td>2015</td><td>37,817</td></tr><tr><td>2016</td><td>33,292</td></tr><tr><td>2017</td><td>41,745</td></tr><tr><td>2018</td><td>43,743</td></tr><tr><td>2019</td><td>42,912</td></tr><tr><td>2020</td><td>31,196</td></tr></table>	Year	Air Passengers	2013	28,767	2014	59,705	2015	37,817	2016	33,292	2017	41,745	2018	43,743	2019	42,912	2020	31,196	<p>Air passengers at the STC have decreased 27.3% from 42,912 passengers in 2019 to 31,196 passengers in 2020 due to the COVID-19 pandemic. Otherwise the annual number of customers appears fairly constant. The APO does not have a set target.</p>				
Year	Air Passengers																							
2013	28,767																							
2014	59,705																							
2015	37,817																							
2016	33,292																							
2017	41,745																							
2018	43,743																							
2019	42,912																							
2020	31,196																							
<p>Tri-CAP One-Way Transit Trips: Annual number of transit trips.</p>	<table><tr><th>Year</th><th>Transit Trips</th></tr><tr><td>2011</td><td>119,437</td></tr><tr><td>2012</td><td>125,060</td></tr><tr><td>2013</td><td>122,934</td></tr><tr><td>2014</td><td>139,082</td></tr><tr><td>2015</td><td>152,996</td></tr><tr><td>2016</td><td>146,737</td></tr><tr><td>2017</td><td>147,091</td></tr><tr><td>2018</td><td>148,914</td></tr><tr><td>2019</td><td>161,572</td></tr><tr><td>2020</td><td>79,319</td></tr></table>	Year	Transit Trips	2011	119,437	2012	125,060	2013	122,934	2014	139,082	2015	152,996	2016	146,737	2017	147,091	2018	148,914	2019	161,572	2020	79,319	<p>Tri-CAP one-way transit trips decreased 51% from 161,572 trips in 2019 to 79,319 trips in 2020. This is a 15-year low likely due to COVID-19. However, Tri-CAP numbers had been growing along with them adding Milaca in 2019 to their service area. The APO does not have a set target.</p>
Year	Transit Trips																							
2011	119,437																							
2012	125,060																							
2013	122,934																							
2014	139,082																							
2015	152,996																							
2016	146,737																							
2017	147,091																							
2018	148,914																							
2019	161,572																							
2020	79,319																							
<p>Amtrak Ridership: Annual passengers using the Saint Cloud Amtrak station.</p>	<table><tr><th>Year</th><th>Ridership</th></tr><tr><td>2011</td><td>10,614</td></tr><tr><td>2012</td><td>13,740</td></tr><tr><td>2013</td><td>13,537</td></tr><tr><td>2014</td><td>10,431</td></tr><tr><td>2015</td><td>9,950</td></tr><tr><td>2016</td><td>11,457</td></tr><tr><td>2017</td><td>10,325</td></tr><tr><td>2018</td><td>9,566</td></tr><tr><td>2019</td><td>9,143</td></tr><tr><td>2020</td><td>5,953</td></tr></table>	Year	Ridership	2011	10,614	2012	13,740	2013	13,537	2014	10,431	2015	9,950	2016	11,457	2017	10,325	2018	9,566	2019	9,143	2020	5,953	<p>Amtrak numbers decreased by 34.9% from 9,143 in 2019 to 5,953 in 2020. This decrease is due in part to the COVID shutdowns and more people working from home during those shutdowns and after. Although prior to the pandemic we were already seeing a downwards trend in ridership.</p>
Year	Ridership																							
2011	10,614																							
2012	13,740																							
2013	13,537																							
2014	10,431																							
2015	9,950																							
2016	11,457																							
2017	10,325																							
2018	9,566																							
2019	9,143																							
2020	5,953																							

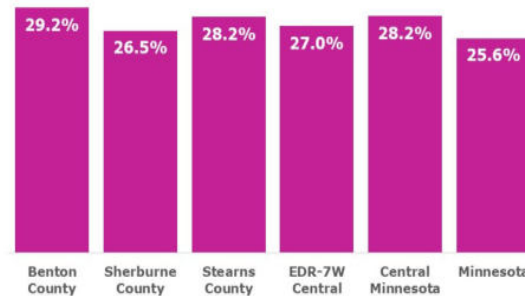
Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2020 Result	Multi-Year Trend	Analysis
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Percent of Monthly Household Budgets Spent on Transportation (One Working Adult, No Children):

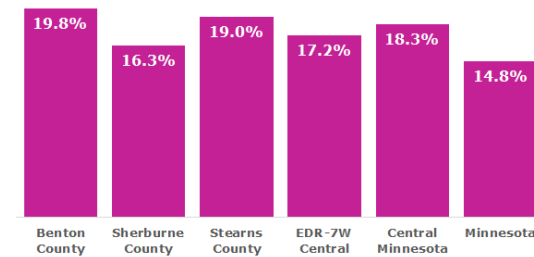
Average percent of monthly budget spent on transportation.



All are above the state's 25.6% of one adult, no children household budget spent on transportation. For these households the average salary in the counties was \$15.49, which is \$0.36 less than the state average of \$15.85 and on average these families spend \$44 more on transportation, \$748 to the states average \$704.

Percent of Monthly Household Budgets Spent on Transportation (One Working Adult, One Child):

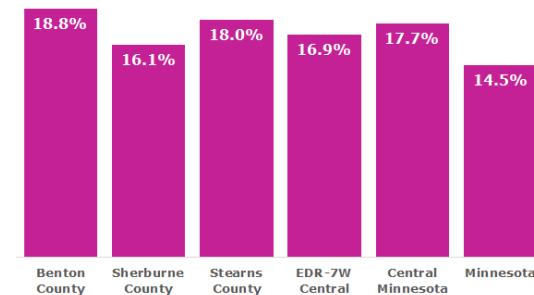
Average percent of monthly budget spent on transportation.



All are above the state's 14.8% of one adult, one child household budget spent on transportation. For these households the average salary in the counties was \$23.94, which is \$3.67 less than the state average of \$27.61, and on average these families pay \$44 more for transportation, \$753 to the states \$709.

Percent of Monthly Household Budgets Spent on Transportation (Two Working Adults, One Child):

Average percent of monthly budget spent on transportation.



All are above the states 14.5% of two adults, one child household budget spent on transportation. The average wage for these households is \$14.39 per adult, \$1.86 less than the state average of \$16.25. The transportation cost difference between the counties and the state is \$54, with \$873 and \$819 respectively being the transportation costs.

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).

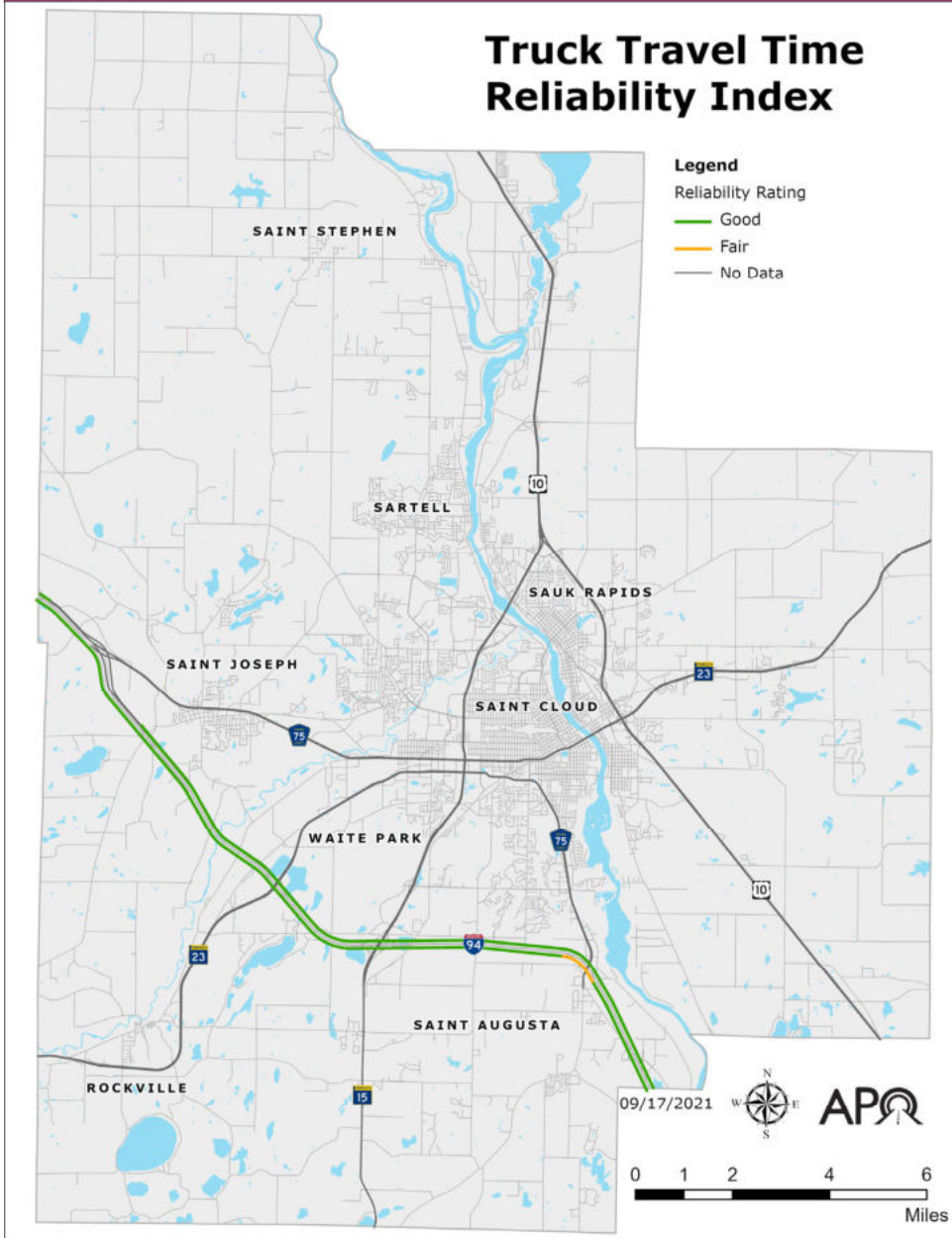


Figure 4.1-Truck Travel Time Reliability

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 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 section of Interstate 94 (I-94) that passes through the APO's MPA has a TTTR of either good or fair. Only a small stretch of I-94 around the CSAH 75 interchange has a rating below good. 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 its current location 1550-45th Ave. SE in Saint Cloud. Up until Jan. 1, 2022, the City of Saint Cloud served as the airport's owner/operator. Ownership status has since switched to the Saint Cloud Regional Airport Authority -- a nine member board comprised of representatives from Benton, Sherburne, and Stearns counties; the City of Saint Cloud; and an aviation planner.

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

1,400

Number of acres the airport resides on.

\$20 Million

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.

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.

The average wage difference for households with two working adults and two children when compared to the state is \$2.80, with those in the counties making \$19.08 on average per adult and \$21.88 on average in Minnesota. The transportation cost difference is \$58.67 on average with those who live in these counties averaging \$921.67 and in the state overall \$863 on average. While the differences highlighted prior may seem small this roughly 6%-7% higher cost of transportation is seen throughout all households. These differences in costs can occur due to many economic factors such as gasoline price differences between regions and car maintenance/repair cost discrepancies. However, access to other mobility options such as public transit (using buses/railways), which has been declining, as well as using active transportation (walking, biking, etc.) can also play a role.

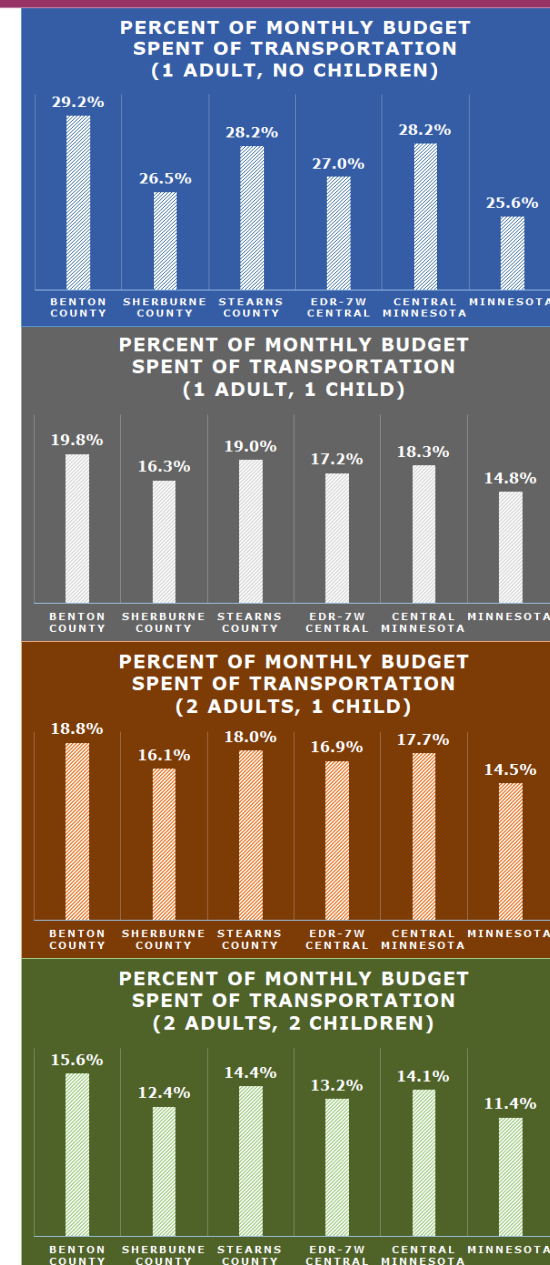
Methodology

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


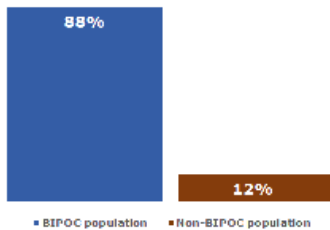
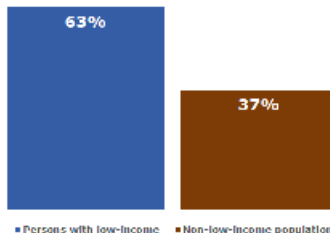
Support transportation improvements that promote energy conservation and improve public health and quality of life, while sustaining and improving the resiliency and reliability of the transportation system.



Photo courtesy of the APO.

Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2020 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 dividing by five, and rounding to the nearest tenth decimal place.		 <table><caption>Air Quality Five Year Rolling Average (2011-2020)</caption><thead><tr><th>Year</th><th>Good (%)</th><th>Moderate (%)</th></tr></thead><tbody><tr><td>2011</td><td>79.3%</td><td>19.9%</td></tr><tr><td>2012</td><td>79.2%</td><td>20.3%</td></tr><tr><td>2013</td><td>81.2%</td><td>18.4%</td></tr><tr><td>2014</td><td>82.6%</td><td>17.1%</td></tr><tr><td>2015</td><td>84.6%</td><td>15.2%</td></tr><tr><td>2016</td><td>88.0%</td><td>11.9%</td></tr><tr><td>2017</td><td>90.1%</td><td>9.9%</td></tr><tr><td>2018</td><td>89.7%</td><td>10.2%</td></tr><tr><td>2019</td><td>90.1%</td><td>9.8%</td></tr><tr><td>2020</td><td>90.0%</td><td>9.9%</td></tr></tbody></table>	Year	Good (%)	Moderate (%)	2011	79.3%	19.9%	2012	79.2%	20.3%	2013	81.2%	18.4%	2014	82.6%	17.1%	2015	84.6%	15.2%	2016	88.0%	11.9%	2017	90.1%	9.9%	2018	89.7%	10.2%	2019	90.1%	9.8%	2020	90.0%	9.9%	<p>The five year rolling average percent of days with good air quality increased 10.7 percentage points since 2011, from 79.3% to 90% in 2020. Air quality will likely plateau although that could occur at a higher percentage of “Good” quality days. The APO desires the air quality of improve.</p> <p>The five year rolling average percent of days with moderate air quality decreased 10 percentage points since 2011, from 19.9% to 9.9% in 2020. Again there will likely be a plateau in air quality at some point though it could be at a percent with fewer “Moderate” days. The APO desires the air quality of improve.</p>
Year	Good (%)	Moderate (%)																																		
2011	79.3%	19.9%																																		
2012	79.2%	20.3%																																		
2013	81.2%	18.4%																																		
2014	82.6%	17.1%																																		
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2016	88.0%	11.9%																																		
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2019	90.1%	9.8%																																		
2020	90.0%	9.9%																																		
Annual Percentage of Transportation Investments in Black, Indigenous, and People-of-Color (BIPOC) population Environmental Justice Census Blocks: The percentage of transportation investments in high BIPOC population census blocks.		 <table><caption>Annual Percentage of Transportation Investments in BIPOC population (2020-2023 TIP)</caption><thead><tr><th>Population Type</th><th>Percentage</th></tr></thead><tbody><tr><td>BIPOC population</td><td>88%</td></tr><tr><td>Non-BIPOC population</td><td>12%</td></tr></tbody></table>	Population Type	Percentage	BIPOC population	88%	Non-BIPOC population	12%	Identified in the 2020-2023 Transportation Improvement Program (TIP), 88% of programmed projects intersect with census blocks with a high BIPOC population.																											
Population Type	Percentage																																			
BIPOC population	88%																																			
Non-BIPOC population	12%																																			
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.		 <table><caption>Annual Percentage of Transportation Investments in Low-income population (2020-2023 TIP)</caption><thead><tr><th>Population Type</th><th>Percentage</th></tr></thead><tbody><tr><td>Persons with low-income</td><td>63%</td></tr><tr><td>Non-low-income population</td><td>37%</td></tr></tbody></table>	Population Type	Percentage	Persons with low-income	63%	Non-low-income population	37%	Identified in the 2020-2023 Transportation Improvement Program (TIP), 63% of programmed projects intersect with census blocks with a low-income population.																											
Population Type	Percentage																																			
Persons with low-income	63%																																			
Non-low-income population	37%																																			

Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2020 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.		<table><tr><th>Year</th><th>Percent of Revenue Vehicles Using CNG</th></tr><tr><td>2015</td><td>57.8%</td></tr><tr><td>2016</td><td>57.6%</td></tr><tr><td>2017</td><td>61.4%</td></tr><tr><td>2018</td><td>72.2%</td></tr><tr><td>2019</td><td>79.9%</td></tr><tr><td>2020</td><td>83.6%</td></tr></table>	Year	Percent of Revenue Vehicles Using CNG	2015	57.8%	2016	57.6%	2017	61.4%	2018	72.2%	2019	79.9%	2020	83.6%		The percent of CNG has increased 25.8 percentage points since 2015. However, CNG usage has decreased from 512,000 gallons in 2019 to 411,000 gallons in 2020.
Year	Percent of Revenue Vehicles Using CNG																	
2015	57.8%																	
2016	57.6%																	
2017	61.4%																	
2018	72.2%																	
2019	79.9%																	
2020	83.6%																	
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.		<table><tr><th>Year</th><th>Percent of VMT Using CNG by Revenue Vehicles</th></tr><tr><td>2015</td><td>45.9%</td></tr><tr><td>2016</td><td>46.7%</td></tr><tr><td>2017</td><td>53.9%</td></tr><tr><td>2018</td><td>64.5%</td></tr><tr><td>2019</td><td>71.8%</td></tr><tr><td>2020</td><td>78.0%</td></tr></table>	Year	Percent of VMT Using CNG by Revenue Vehicles	2015	45.9%	2016	46.7%	2017	53.9%	2018	64.5%	2019	71.8%	2020	78.0%		The percent of vehicle miles traveled using CNG in 2020 has increased 32.1 percentage points since 2015.
Year	Percent of VMT Using CNG by Revenue Vehicles																	
2015	45.9%																	
2016	46.7%																	
2017	53.9%																	
2018	64.5%																	
2019	71.8%																	
2020	78.0%																	
Number of Electric Vehicles (EVs) Versus Number of Public Charging Station Outlets: Number of registered EVs divided by the number of public charging station outlets.		<table><tr><th>Year</th><th>Ratio (EVs / Charging Outlets)</th></tr><tr><td>2019</td><td>16</td></tr><tr><td>2020</td><td>19.2</td></tr></table>	Year	Ratio (EVs / Charging Outlets)	2019	16	2020	19.2		The number of EVs per number of public charging station outlets increased 20% from 16 in 2019 to 19 in 2020.								
Year	Ratio (EVs / Charging Outlets)																	
2019	16																	
2020	19.2																	
Number of Public Charging Stations Outlets Versus Number of Electric Vehicles (EVs): Number of public charging station outlets divided by the number of registered EVs.		<table><tr><th>Year</th><th>Ratio (Charging Outlets / EVs)</th></tr><tr><td>2019</td><td>0.06</td></tr><tr><td>2020</td><td>0.05</td></tr></table>	Year	Ratio (Charging Outlets / EVs)	2019	0.06	2020	0.05		The number of public charging station outlets per number of EVs decreased 20% from 0.06 in 2019 to 0.05 in 2020.								
Year	Ratio (Charging Outlets / EVs)																	
2019	0.06																	
2020	0.05																	

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 dividing by five, and rounding to the nearest tenth decimal place.



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.

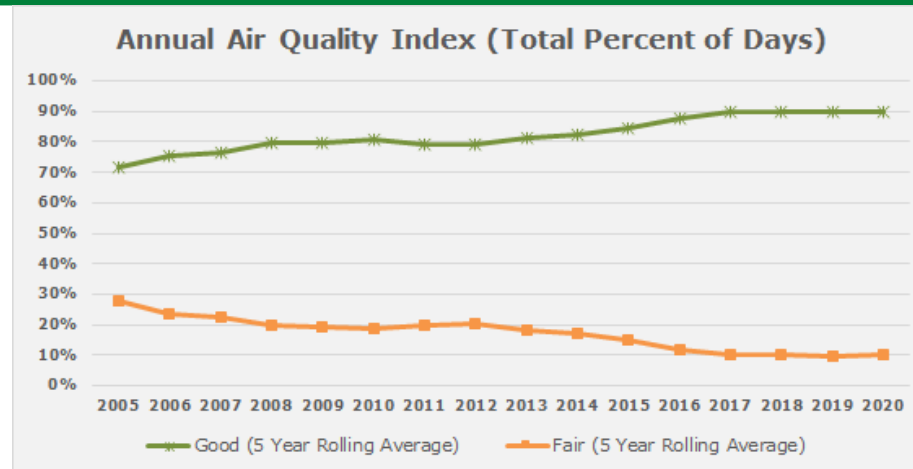


Figure 5.1-Annual Air Quality Index

Data Source: Minnesota Pollution Control Agency (MPCA)

Annual Air Quality Index (AQI)

The Saint Cloud area AQI five year average has seen the share of good air quality days increase 18.4 percentage points to 90% compared to 71.6% in 2005 as shown in Figure 5.1. Moderate AQI days five year average have also fallen significantly since 2005 — down to 9.9% as of 2020 compared to 27.7% in 2005. There has been 25 days with an AQI that was unhealthy for sensitive groups and three days that was unhealthy in general since 2001. Changes in technology such as fuel efficient vehicles and manufacturing innovations have helped keep air quality in good condition.

24%

Air pollution caused by on-road vehicles.

20%

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 met water quality standards

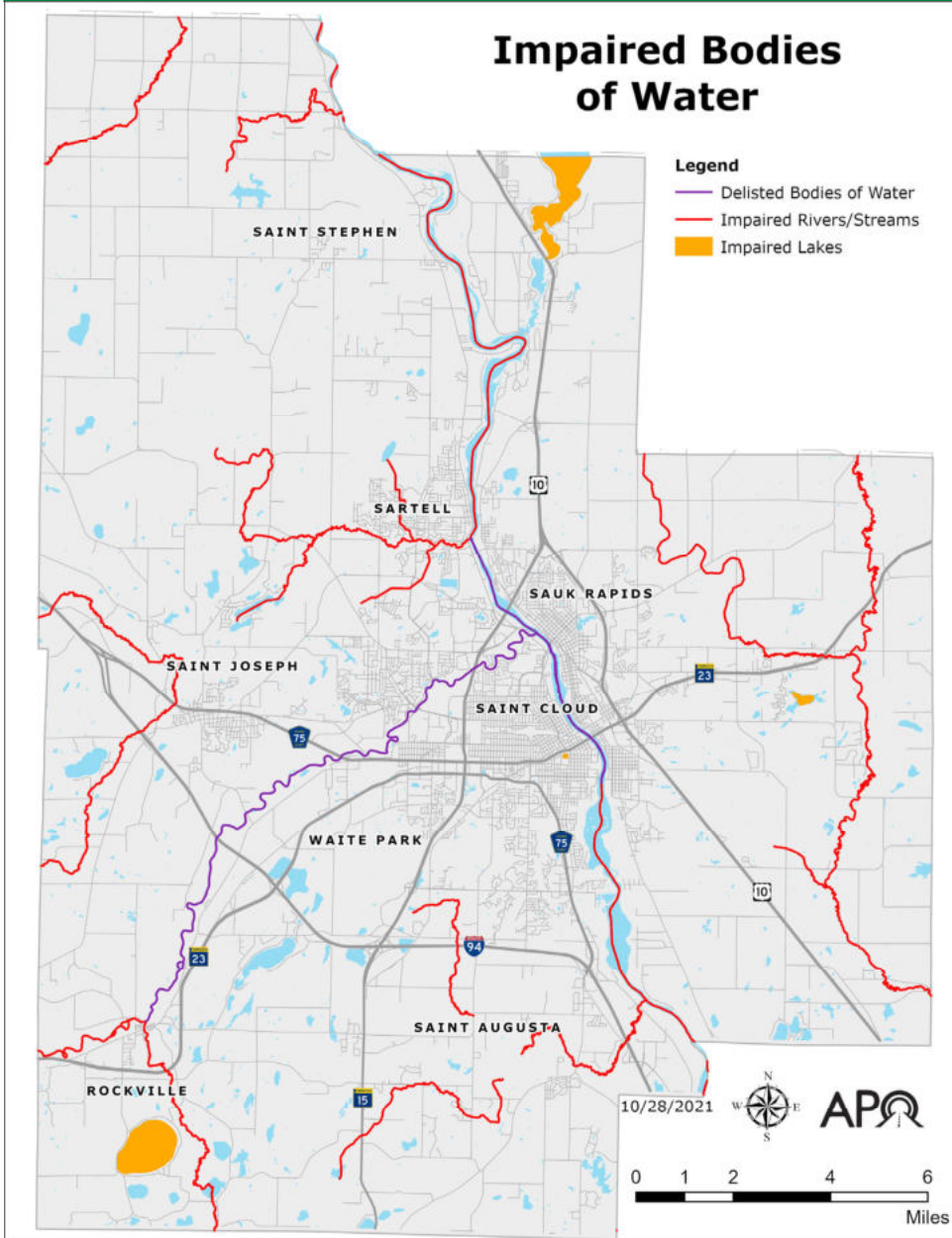


Figure 5.2-Water Quality

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 15 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, and 16; Mississippi River; Sauk River; Mayhew Creek; Luxemburg Creek; Johnson Creek (Meyer Creek); Plum Creek; and Robinson Hill Creek.

Part of the Mississippi River and Sauk River were previously listed as impaired but have since been delisted and meet current water quality standards.

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 115 EVs 60 are in Saint Cloud, 28 in Sartell, 15 in Sauk Rapids, four in Saint Joseph, seven in Saint Augusta, and one 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	2020
Saint Cloud	51	60
Sartell	21	28
Sauk Rapids	14	15
Saint Joseph	5	4
Saint Augusta	5	7
Waite Park	0	1
Total	96	115

Figure 5.3 - EV Registration data comes from the Minnesota Pollution Control Agency, Minnesota Department of Public Safety, and Atlas Public Policy, 2020.

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%

Percent reduction in greenhouse gas emissions EV's provide over gas powered vehicles

95%

Percent of charging of EVs which occur at home.

39 Months

Months of consecutive growth in sales for EVs.

1.9%

Percent of Minnesota new car sales that were EV's in 2020.



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TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Highway Safety Improvement Program prioritization
DATE: May 10, 2022

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and Federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the Federal Government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the Federal Government uses is the Highway Safety Improvement Program (HSIP). The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match (though some qualifying projects may not require any match) with a maximum cap for a project being \$500,000 per location.

In 2021, MnDOT's Office of Traffic Engineering (OTE) altered the solicitation process to further involve Metropolitan Planning Organizations (MPOs) in project selection. This change required MPOs to review and prioritize HSIP applications within their planning area. Those priorities – which would ultimately include a ranking – would be submitted to OTE for their incorporation into the selection process.

Last year, without an understanding of the OTE selection process, the APO opted to rank all projects equally.

As a result, APO staff committed to further research/clarify the HSIP scoring process utilized by MnDOT's Central Office to help inform the local prioritization discussion at the APO in the future.

In November, APO staff reached out to MnDOT Traffic Safety Engineer Derek Leuer and MnDOT Research Analyst Specialist Eric DeVoe to learn more about their scoring criteria. APO staff also participated in an HSIP presentation at the February MPO Director's meeting. It was determined that MnDOT employs the following process when evaluating HSIP

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projects:

1. Projects are separated into proactive versus reactive project categories for initial scoring. Weighting is then factored in so that all projects (regardless of type) can be ranked and ultimately selected for funding.
 - a. Proactive/Data Driven projects (which make up approximately 70% of all funded HSIP projects):
 - i. Based on crash data for fatalities and serious injuries.
 - ii. Deployed system wide (or across much of the system).
 - iii. Typically rural in location.
 - iv. Typically lower in cost.
 - v. Focused on prevention.
 - b. Reactive projects
 - i. Needs to be based on crash data (across all crash severities) and must have a fatal or severe crash with a need for a fatal and severe crash history.
 - ii. Typically higher volume intersections.
 - iii. Deployed at a single location.
 - iv. Typically higher in cost with a benefit-to-cost ratio greater than 1.00.
2. OTE utilizes five factors in its scoring process.

Factor	Criteria Considered
Screening Criteria	Site has a sustained fatal and serious injury crash history OR has a systemic risk of fatal and serious injury crashes.
Coverage	Wide deployment, partnerships with other agencies.
Expected Impact	Cost effective, i.e., benefit cost > 1.00 (for crashes ONLY)
Planning	Site identified in a safety plan (e.g., District or County Safety Plan, Road Safety Audit, other safety plan)
Alignment with HSIP Goals	Other considerations including project readiness, local support, effectiveness of strategy, etc. This can also include unique project factors.

During this last solicitation cycle, MPOs from across the state opted to assign equal ranking for their projects. Per discussions held at the February MPO Director's meeting, OTE is still in the process of determining exactly how MPO rankings will factor into the final scoring process. It is believed at this time that rankings from MPOs will serve more as a tiebreaker or a "tipping point" in comparing two very similar project (similar in nature and technical scoring).

With this information, APO staff are recommending the APO explore the following possibility when prioritizing future HSIP projects.

Given the stark differences between reactive and proactive/data driven projects, APO staff would recommend separating and prioritizing projects separately regardless of which fiscal year the applicant would be requesting funding. This would result in two separate prioritization lists being considered by OTE. However, given the nature of these two types of projects and limited understanding of OTE's weighting process, this would ensure that

both high crash areas and systemic risks areas are being appropriately considered for funding.

In addition, rather than developing a scoring criteria – especially given the limited input this would have on the final decision – APO staff are recommending the APO approach HSIP much like the current approach to assigning the regional significant points for the Transportation Alternatives program. This would not be a formal ranking process, but rather brief presentations from project sponsors with a flexible “discussion based” ranking to reflect the most pressing local needs.

After the March 31 meeting, Stearns County Engineer Jodi Teich provided APO staff with the following feedback:

I think it would be difficult at best to rank projects from various agencies that are proactive. Proactive projects in general are taken from an agency's County Road Safety Plan so have already been determined 'needed' by an outside consultant. For proactive projects I think it would be fair for the APO to say the project does or does not meet the goals of the MTP. I have concerns with bringing politics into a strictly technical process.

I can accept ranking reactive projects since those would already have a rough benefit/cost ratio. While OTE does this analysis for the 'official' results an agency can go through the motions to get a rough idea of what that ratio might be and that could be considered in the ranking. For the record I think if a proposed project meets the goals of the MTP, regardless of whether it's proactive or reactive, the APO should simply support the project. BUT I can accept ranking on reactive projects if that's how the TAC and board want to proceed.

APO staff feel these comments should be addressed by the TAC and should be considered as the final recommendations regarding the HSIP ranking/prioritization process are developed.

Suggested Action: Recommend Policy Board approval of a final prioritization/ranking process.