

AGENDA

APO POLICY BOARD MEETING

THURSDAY, JUNE 9, 2022 - 4:30 P.M.
GREAT RIVER REGIONAL LIBRARY, BREMER ROOM
1300 W ST GERMAIN ST, ST CLOUD, MN 56301

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Consideration of Consent Agenda Items (*Attachments A – D*)
 - a. Approve Minutes of April 14, 2022 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists for May and June (*Attachments B1 & B2*)
 - c. Approve FY 2022-2025 Transportation Improvement Program Modifications (*Attachments C*)
 - d. Receive Staff Report of May 26th Meeting of the Technical Advisory Committee (*Attachment D*)
6. Presentation on MetroBus (*Attachment E*) *Ryan Daniel, Executive Director*
 - a. Suggested Action: None, information only
7. Consider Public Release of FY 2023-2026 Transportation Improvement Program (TIP) for Review and Comment (*Attachments F1 & F2*), *Vicki Johnson, Senior Planner*
 - a. Suggested Action: Consider Release of Draft TIP for Public Review/Comment
8. Consider Public Release of Draft Active Transportation Plan for Review and Comment (*Attachment G1 & G2*), *Alex McKenzie, Associate Planner*
 - a. Suggested Action: Approval Release of Draft Plan for Public Review/Comment
9. Consider Highway Safety Improvement Program Prioritization Criteria (*Attachment H*), *Vicki Johnson, Senior Planner*
 - a. Suggested Action: Approve HSI P Prioritization Criteria
10. Presentation on FY 2020 Transportation Performance (*Attachment I1 & I2*), *James Stapfer, Planning Technician*
 - a. Suggested Action: None, Informational Only

11. Other Business & Announcements

12. 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 POLICY BOARD
Thursday, April 14, 2022 – 4:30 p.m.

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, April 14 at 4:30 p.m. APO Chair Joe Perske presided with the following members:

Raeanne Danielowski	Sherburne County
Dottie Seamans	City of Sauk Rapids
Kevin Kluesner	City of Saint Joseph
Jeff Westerlund	LeSauk Township
Ed Popp	Benton County
Ryan Daniel	Metro Bus
Rick Miller	City of Waite Park
Carol Lewis	City of St. Cloud
Jeff Goerger	City of St. Cloud

Also in attendance were:

Kari Steinbeisser	Conway, Deuth, Schmiesing (CDS)
Leigh Lenzmeier	Stearns County
Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
James Stapfer	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Amber Blattner	Saint Cloud APO

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Mr. Georger motioned to approve the agenda, and Ms. Seamans seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD: No members of the public were in attendance.

CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of March 10, 2022 Policy Board Meeting (Attachment A)
- b. Approve Bills Lists for March and April (Attachments B1 & B2)
- c. Approve FY 2022-2025 Transportation Improvement Program Modifications and Amendments (Attachments C1-C2)
- d. Approve Not Waiving Tort Liability Limits for 2022 (Attachment D)
- e. Approve Contract for Travel Demand Model Calibration & 2050 Socioeconomic Forecast (Attachment E)
- f. Approve Contract for Accountant (Attachment F)
- g. Approve Contract for Auditor (Attachment G)
- h. Approve Time Extension for Mississippi River Bridge Planning Contract (Attachment H)
- i. Receive Staff Report of March

Mr. Miller motioned to approve the consent agenda items a-g and item i, and Mr. Goerger seconded the motion. Motion carried.

Mr. Perske wanted to discuss where the APO was at with item h. Mr. Gibson said the project consultant had approached the DNR to have them review the Mississippi River Bridge study information. The DNR has had the information for six months and have not yet responded with any comments, so the APO is going to move forward in the planning process.

Mr. Perske motioned to approve item h. Mr. Miller seconded the motion. Motion carried.

Consider Results of FY 2021 Audit of Financial Statements

Ms. Steinbeisser thanked the board for CDS being able to provide the audit review.

Ms. Steinbeisser said the financial statements are presented fairly in CDS's opinion.

The audit was conducted in accordance with the Generally Accepted Auditing Standards and Government Auditing Standards. Financial statements are the responsibility of the **APO's** management. Ms. Steinbeisser provided the statement on the net position and reviewed the APOs revenue and expenses. Mr. Kluesner asked who is monitoring the cash and investments. Mr. Gibson said the APO has accounts with Liberty Bank and two investments with US Bancorp and RBC. Mr. Perske noted you can look at the monthly accounts in the agenda of each Policy Board meeting to review the APO finances. Ms. Steinbeisser compared the 2021 and 2020 revenue and expenses. Ms. Steinbeisser also summarized the APO cash flows. Mr. Kluesner asked why employee salary was lower in 2020 than in 2021. Mr. Gibson explained the employees leaving and being hired were at different pay rates. Ms. Steinbeisser said there were no difficulties encountered and no disagreements with management. Mr. Perske asked if there were any weaknesses for misuse of funds. Ms. Steinbeisser said she did not see any and the board reviews and approves the bills every month.

Mr. Goerger motioned to approve FY 2021 Audit Financial Statements. Mr. Daniel seconded the motion. Motion carried.

2021 Household Travel Survey Results

Mr. Gibson summarized the purpose and the needs of the household travel survey. The survey ran from October 6 to November 24, 2021. Smartphone participants completed a seven-day travel diary and online and call center participants completed a one-day travel diary. The survey was available in English, Spanish, and Somali. Mr. Gibson summarized the survey results. The college age population (18-24) had the lowest percent response and 65 and older accounted for nearly 30 percent of the results. All results were weighted to account for any over or under participation of a certain group. The City of Saint Cloud had the highest response of 441 (49% of responders). Mr. Kluesner asked if this is the first year the survey was completed. Mr. Gibson said this is the first year this survey was completed, and the survey was \$300,000, so it will not be completed annually. Mr. Popp asked if the APO compared their results to other communities of similar size. Mr. Gibson said that Mr. Stapfer would investigate that. Mr. Perske asked if any results from this survey will change the way APO staff works. Mr. Gibson said he thought the most interesting information came from the low-income households and that they are walking and biking in greater numbers. Ms. Johnson said the survey did ask a visioning question on where the APO wants to go as a region and what does the public want to see in terms of transportation for the future. The visioning survey

had 2,000 comments and there was a surprising number of comments regarding electronic vehicles. Mr. Perske asked Mr. Daniel asked if the information affects anything that MetroBus does. Mr. Daniel said most of the ridership is minorities. Mr. Daniel said they are trying to make sure everyone who needs bus services has access and are looking toward moving out by Waite Park and Saint Joseph. Ms. Seamans noted that there are not many people walking to K-12 school because there are not many safe routes to school. Mr. Daniel said they will start working with 742 school district and allow kids to use the MetroBus service for school, visiting friends, etc.

OTHER BUSINESS & ANNOUNCEMENTS:

Ms. Johnson wished Mr. Gibson a happy birthday. Mr. Kluesner asked about congressional directed spendings. Mr. Gibson said every year the board identifies regional priorities, and this year David Turch is submitting on the APOs behalf two congressionally directed spending requests. Mr. Perske noted information from the Transportation Alliance Minnesota meeting that took place this month in St. Paul. Ms. Johnson added the ATIP development committee could note what criteria they were looking for the Central Minnesota Region. Mr. Perske noted that Highway 23 collision had its meeting this month and over 100 people were in attendance. Mr. Perske noted Northstar and not being able to ride anymore for the **Twin's** games. Anoka County has pulled out funding on Northstar. Ms. Danielowski noted that during Highway 10 having improvements done would have been a time that the Northstar would be used. Mr. Perske noted the region 7 survey concluded last week if you want to review comments and data. Mr. Perske noted Town Line Road may get improvements and we are waiting on information on funding. Ms. Lewis noted Jim Flaaen from the City of Saint Cloud is moving to MnDOT if you need a person to contact.

ADJOURNMENT:

The meeting was adjourned at 5:34 p.m.

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor - Actual Disbursements & Bank Deposits
May 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
Adobe Creative Cloud				
05/13/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
05/16/2022	Bill Payment (Credit Card)		IT Support & Services	52.99
AFLAC				
05/12/2022	Bill Payment (Check)		Employee Health Dental & Other	735.38
Alex Mckenzie				
05/02/2022	Bill Payment (Check)		April 2022 mileage reimbursement	133.26
BCBS of MN				
05/20/2022	Bill Payment (Check)		Employee Health Insurance-June22	3,613.78
Brian Gibson Exp Reimb				
05/27/2022	Bill Payment (Check)		April 2022 mileage reimbursement	94.24
City of St. Cloud - Water/Sewer				
05/16/2022	Bill Payment (Check)		Water and sewer services	44.74
Cloudnet				
05/16/2022	Bill Payment (Check)		IT Support	10.00
David Turch & Associates				
05/18/2022	Bill Payment (Check)		Lobbying	4,000.00
Delta Dental				
05/05/2022	Bill Payment (Check)		Employee Health Insurance	236.65
Emerald Companies Inc				
05/27/2022	Bill Payment (Check)		Maintenance - lawn services	808.97
Heating and Service LLC				
05/13/2022	Bill Payment (Check)		Heating system repair	2,495.81
Innovation Works				
05/16/2022	Bill Payment (Credit Card)		Bicycle - GIS toolbox	50.00
League of MN Cities Insur Trust P&C				

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor - Actual Disbursements & Bank Deposits
May 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
05/27/2022	Bill Payment (Check)		Property/casualty insurance	5,687.00
		Loffler Companies		
05/13/2022	Bill Payment (Check)		Copier useage fees	99.63
		Net V Pro		
05/06/2022	Bill Payment (Check)		IT Support & Services	321.00
05/18/2022	Bill Payment (Check)		IT Support & Services	1,335.00
05/18/2022	Bill Payment (Check)		IT Support & Services	321.00
		Premium Waters, Inc.		
05/23/2022	Bill Payment (Check)		Office Supplies - Drinking Water	13.00
		Principal Mutual Life Insurance		
05/12/2022	Bill Payment (Check)		Employee Health Insurance	260.88
		SFM		
05/02/2022	Bill Payment (Check)		Workers Comp Insurance	826.00
		Spectrum Business (Charter)		
05/12/2022	Bill Payment (Check)		Communications - telephone/internet	419.94
		Stearns Electric Association		
05/25/2022	Bill Payment (Check)		Utilities - electric	146.66
		Transportation Collaborative & Consultants LLC		
05/06/2022	Bill Payment (Check)		Opportunity Drive Project	8,585.00
		Traut Companies		
05/18/2022	Bill Payment (Check)		Yard - sprinkler system start up	115.00
		Vicki B Johnson2		
05/18/2022	Bill Payment (Check)		May 2022 mileage reimbursement	76.52
		Weisman Cleaning Inc		
05/27/2022	Bill Payment (Check)		Maintenance - Office Cleaning	140.00
		West Central Sanitation, Inc		

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor - Actual Disbursements & Bank Deposits
May 2022

Date	Transaction Type	Vendor	Accounting Description	Amount
05/24/2022	Bill Payment (Check)		Utilities - garbage	51.49
		Xcel Energy		
05/04/2022	Bill Payment (Check)		Utilities - heat - gas	236.96
		Your CFO Inc		
05/02/2022	Bill Payment (Check)	LB3CKXZL	Accounting services - May 2022	1,549.00
				32,512.89

LIBERTY BANK DEPOSITS

		Deposit Date	Amount
MN DOT	Mississippi Demo	05/25/22	15,802.90
MN DOT	1st MN DOT Grant	05/16/22	15,703.75
MN DOT	1st Qtr CPG Funds	05/16/22	99,197.96
	Bank interest earned - estimated	05/31/22	10.00
			130,714.61

PROPOSED June 2022 and July 2022 DISBURSEMENTS
 prepared 5/29/2022

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Direct Dep.	Net Payroll (including insurance reimbursement)	6/3/2022 Payroll Paid	Payroll	\$ 8,824.65
Electronic	Expense Reimbursemt - Employee mileage	6/3/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	6/3/2022 Payroll Paid	Payroll	\$ 2,543.08
Electronic	MN Department of Revenue-Withholding PAID	6/3/2022 Payroll Paid	Payroll	\$ 655.00
Electronic	PERA	6/3/2022 Payroll Paid	Payroll	\$ 1,842.04
Electronic	Great West Annuity	6/3/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	6/3/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	6/3/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	6/20/2022 Payroll Paid	Payroll	\$ 8,824.65
Electronic	Expense Reimbursemt - Employee mileage	6/20/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	6/20/2022 Payroll Paid	Payroll	\$ 2,543.08
Electronic	MN Department of Revenue-Withholding PAID	6/20/2022 Payroll Paid	Payroll	\$ 655.00
Electronic	PERA	6/20/2022 Payroll Paid	Payroll	\$ 1,842.04
Electronic	Great West Annuity	6/20/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	6/20/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	6/20/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	7/5/2022 Payroll Paid	Payroll	\$ 8,824.65
Electronic	Expense Reimbursemt - Employee mileage	7/5/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	7/5/2022 Payroll Paid	Payroll	\$ 2,543.08
Electronic	MN Department of Revenue-Withholding PAID	7/5/2022 Payroll Paid	Payroll	\$ 655.00
Electronic	PERA	7/5/2022 Payroll Paid	Payroll	\$ 1,842.04
Electronic	Great West Annuity	7/5/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	7/5/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	7/5/2022 Payroll Paid	Payroll	\$ 328.46
Direct Dep.	Net Payroll (including insurance reimbursement)	7/20/2022 Payroll Paid	Payroll	\$ 8,824.65
Electronic	Expense Reimbursemt - TRB conference	7/20/2022 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	7/20/2022 Payroll Paid	Payroll	\$ 2,543.08
Electronic	MN Department of Revenue-Withholding PAID	7/20/2022 Payroll Paid	Payroll	\$ 655.00
Electronic	PERA	7/20/2022 Payroll Paid	Payroll	\$ 1,842.04
Electronic	Great West Annuity	7/20/2022 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	7/20/2022 Payroll Paid	Payroll	\$ 128.12
Electronic	Select Account (H.S.A.)	7/20/2022 Payroll Paid	Payroll	\$ 328.46
Credit Card	Adobe Creative Cloud - June 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Credit Card	Adobe Creative Cloud - July 2022	Subscription service to PDF software	IT Support & Software	\$ 146.32
Check	AFLAC - June 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Check	AFLAC - July 2022	Employee Addtl Insurance	Payroll	\$ 735.38
Electronic	BCBS of MN - June 2022	Employee Health Insurance	Payroll	\$ 3,613.78
Electronic	BCBS of MN - July 2022	Employee Health Insurance	Payroll	\$ 3,613.78
Check	Brian Gibson	April 2022 Mileage Reimbursement	Travel	\$ 94.24
Check	City of St Cloud - Water/Sewer - June 2022	Utilities - water / sewer	Utilities	\$ 40.00
Check	City of St Cloud - Water/Sewer - July 2022	Utilities - water / sewer	Utilities	\$ 40.00
Check	Cloudnet - June 2022	Internet Service	Utilities	\$ 10.00
Check	Cloudnet - July 2022	Internet Service	Utilities	\$ 10.00
Check	David Turch & Associates- June 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	David Turch & Associates- July 2022	Lobbyist Services	Lobbying	\$ 4,000.00
Check	Delta Dental - June 2022	Employee dental insurance	Payroll	\$ 236.65
Check	Delta Dental - July 2022	Employee dental insurance	Payroll	\$ 236.65
Check	Emerald Companies Inc	May and June Lawn Services	Maintenance	\$ 808.97
Credit Card	Facebook - estimate	Advertising	Printing & Publishing	\$ 100.00
Credit Card	Google Inc - estimate - June 2022	G Suite Basic - Commitment	Utilities	\$ 48.00
Credit Card	Google Inc - estimate - July 2022	G Suite Basic - Commitment	Utilities	\$ 48.00
Check	Heating and Service LLC	Heating system repair	Maintenance	\$ 2,495.81
Credit Card	Innovation Works	Bicycle Level of Service GIS Toolbox	IT Support & Software	\$ 50.00

PROPOSED June 2022 and July 2022 DISBURSEMENTS
 prepared 5/29/2022

Agenda Item 5b
 AGENDA ITEM B2

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Check	League of MN Cities Insurance Trust	Property / Casualty Coverage	Insurance	\$ 5,687.00
Check	Loffler Companies - estimate - June 2022	Copier Supplies	Copy Machine	\$ 90.26
Check	Loffler Companies - estimate - July 2022	Copier Supplies	Copy Machine	\$ 150.00
Credit Card	Mailchimp.com - estimate - June 2022	Monthly IT Support	IT Support & Software	\$ 17.00
Credit Card	Mailchimp.com - estimate - July 2022	Monthly IT Support	IT Support & Software	\$ 17.00
Credit Card	Neopost USA, Inc.	Postage Meter	Meter Lease	\$ 59.25
Credit Card	Neopost USA, Inc.	Postage Meter	Postage	\$ 200.00
Check	Net V Pro - addtl services	IT Support	IT Support & Software	\$ 1,335.00
Check	Net V Pro - June 2022	Monthly IT Support	IT Support & Software	\$ 321.00
Check	Net V Pro - July 2022	Monthly IT Support	IT Support & Software	\$ 321.00
Check	Premium Water Inc - estimate - June 2022	office drinking water	Utilities	\$ 30.00
Check	Premium Water Inc - estimate - July 2022	office drinking water	Utilities	\$ 30.00
Check	Principal Financial - June 2022	Employee disability insurance	Payroll	\$ 261.00
Check	Principal Financial - July 2022	Employee disability insurance	Payroll	\$ 261.00
Credit Card	Quill.com - estimate - June 2022	Office Supplies	office Supplies	\$ 100.00
Credit Card	Quill.com - estimate - July 2022	Office Supplies	office Supplies	\$ 100.00
Check	Spectrum Business (Charter) - June 2022	Internet Service	Utilities	\$ 414.94
Check	Spectrum Business (Charter) - July 2022	Internet Service	Utilities	\$ 414.94
Electronic	Stearns Electric Association - June 2022	Utilities - electric	Utilities	\$ 150.00
Electronic	Stearns Electric Association - July 2022	Utilities - electric	Utilities	\$ 200.00
Check	SC Times - estimate - estimate - June 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	SC Times - estimate - estimate - July 2022	Public Postings	Printing/Publishing	\$ 200.00
Check	Transportation Collaborative & Consultants LLC	Opportunity Drive Project	Opportunity Drive Project	\$ 8,585.00
Check	Traut Companies	Yard Sprinkler System start up	Maintenance	\$ 115.00
Check	Vicki Johnson	May 2022 Mileage Reimbursement	Travel	\$ 76.52
Check	Weisman Cleaning Inc - estimate - June 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	Weisman Cleaning Inc - estimate - July 2022	Office Cleaning Services	Maintenance	\$ 150.00
Check	West Central Sanitation Inc - estimate - June 2022	Utility - garbage	Utilities	\$ 51.49
Check	West Central Sanitation Inc - estimate - July 2022	Utility - garbage	Utilities	\$ 51.49
Electronic	Xcel Energy - estimate - June 2022	Utilities - gas	Utilities	\$ 200.00
Electronic	Xcel Energy - estimate - July 2022	Utilities - gas	Utilities	\$ 150.00
Check	Your CFO Inc	2021 accounting services - June 2022	Accounting Services	\$ 1,549.00
Check	Your CFO Inc	2021 accounting services - July 2022	Accounting Services	\$ 1,580.00
TOTAL				<u>\$ 101,752.57</u>



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2022-2025 Transportation Improvement Program Administrative
Modifications
DATE: May 27, 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.

At the May 26 meeting, **the APO's Technical Advisory Committee (TAC) recommended Policy Board approval** of these administrative modifications.

Suggested Action: Approval.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on May 26, 2022, Technical Advisory Committee meeting
DATE: May 27, 2022

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, May 26, 2022. At that meeting, the following topics were discussed:

1. Consider FY 2022-2025 Transportation Improvement Program Amendments and Modifications
 - a. APO Senior Transportation Planner Vicki Johnson discussed two proposed administrative modifications to the FY 2022-2025 TIP requested by the Minnesota Department of Transportation (MnDOT). TAC representatives recommended Policy Board approval.
2. Consider draft FY 2023-2026 Transportation Improvement Program
 - a. Ms. Johnson presented on the draft FY 2023-2026 TIP. She reviewed the new projects that are found within the document and discussed several changes to the overall look and readability of the document. She stated public comment on the proposed draft, if approved to be released, would begin on Wednesday, July 13. TAC representatives recommended Policy Board approval to release the draft for public comment.
3. Consider modifications to the City of Saint Joseph ATP section
 - a. APO Associate Transportation Planner Alex McKenzie discussed modifications made to the Active Transportation Plan project recommendations for the City of Saint Joseph. Mr. McKenzie said once these projects are approved, he will incorporate them into the final draft of the ATP and release the document for public comment. TAC representatives recommended Policy Board approval to release the ATP out for public comment with the modifications to the City of **Saint Joseph's project recommendations.**
4. Consider the FY 2020 Transportation Performance Monitoring Report
 - a. APO Transportation Planning Technician James Stapfer presented on the draft 2020 Transportation Performance Monitoring Report (TPMR). His discussion focused heavily on network safety targets and performance along with brief discussions on system condition, system reliability, economic viability, and environmental considerations. TAC representatives recommended Policy Board approval of the 2020 TPMR.
5. Highway Safety Improvement Program prioritization criteria
 - a. Ms. Johnson provided a recap of the March HSIP discussion for the TAC and opened the floor up to TAC representatives to further vet a proposed HSIP prioritization process. TAC representatives recommended Policy Board approve the equal prioritization of proactive/data driven projects and a discussion-based ranking for reactive projects.

6. Other Business

- a. APO Executive Director Brian Gibson reminded TAC representatives about project solicitations **to be incorporated into the APO's Unified Planning Work Program (UPWP)**. Deadline is mid-June.
- b. Minnesota Pollution Control Agency (MPCA) Principal State Planner Innocent Eyoh brought up a report MPCA and the Department of Health collaborated on to discuss the impacts of air quality. He also brought up grant programs for diesel emission reduction for off-road equipment (i.e., construction).
- c. MnDOT District 3 Planning Director Steve Voss provided updates on the allocation of the Infrastructure Investment and Jobs Act (IIJA) funding. Discussions are being had by the programming update work group on how to deal with the 2022 funding in particular. Mr. Voss also brought up preliminary discussions being had regarding the allocation of Surface Transportation Block Grant Program (STBGP) funding based upon the Census data and direction from IIJA. He will continue to provide updates to the TAC.

Suggested Action: None, informational only.



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

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TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, PTP, Executive Director
RE: MetroBus Presentation
DATE: May 31, 2022

As part of our ongoing series to keep the Board informed about regional transportation issues and opportunities, MetroBus Executive Director Ryan Daniel and COO Dave Green will provide an update on current operations at MetroBus and their plans for the future.

Requested Action: None, informational only



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Draft FY 2023-2026 Transportation Improvement Program
DATE: May 27, 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.

Representatives of the APO's Technical Advisory Committee (TAC) reviewed the draft TIP at their May 26 meeting. At that meeting, the TAC recommended Policy Board approval to release the draft FY 2023-2026 TIP out for 30-days of public comment starting on July 13.

Final approval of the document is anticipated in September 2022.

Suggested Action: Approve release of the draft TIP 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.

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](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

asistencia financiera Federal. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (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](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 codsabayaasha, 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 they 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.

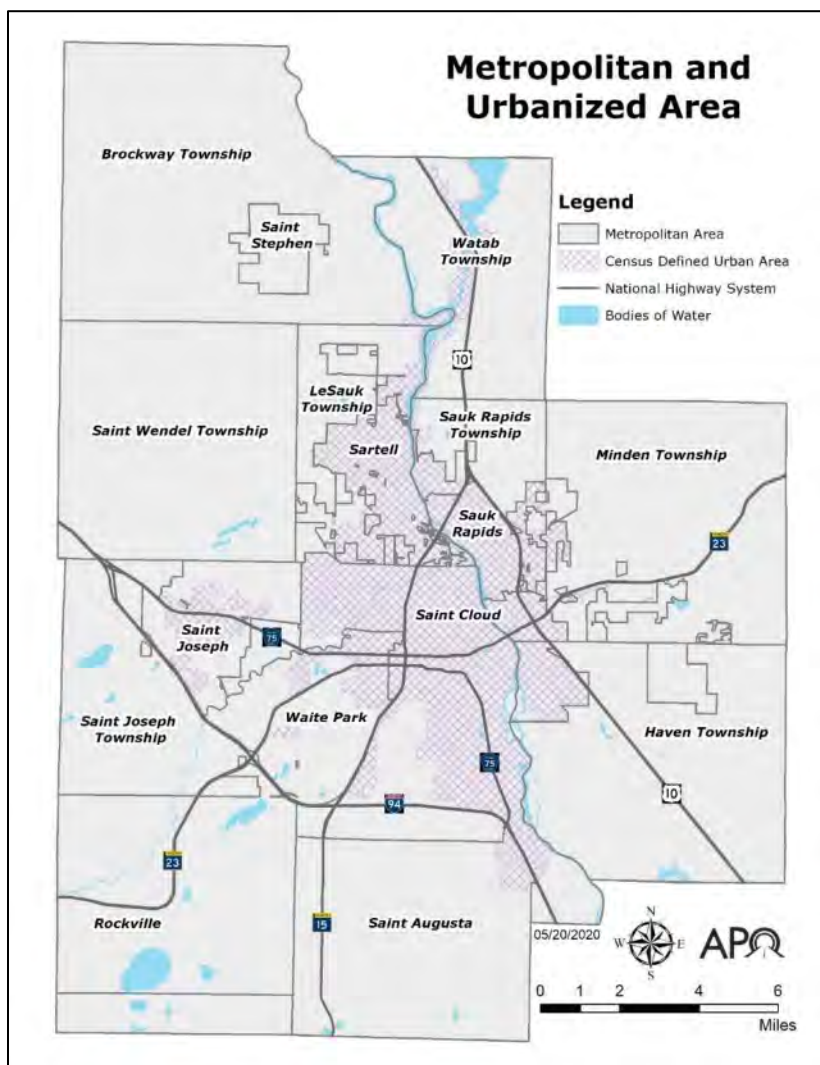


Figure I.1: APO Planning Area Map.

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.

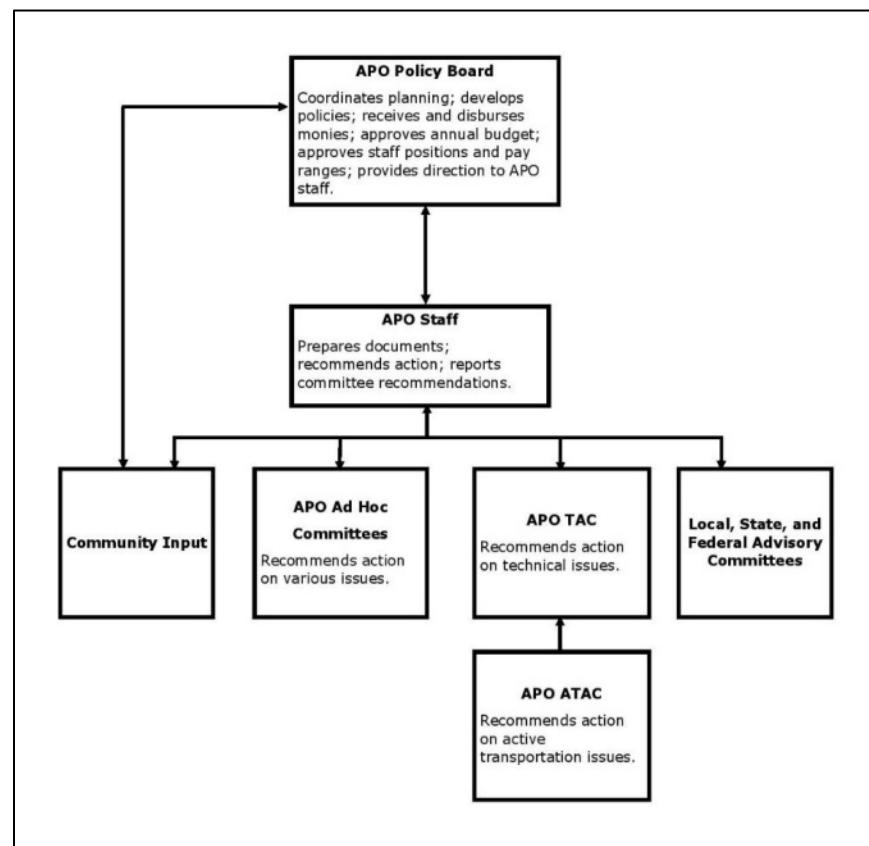


Figure I.2: APO Organizational Chart.

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.

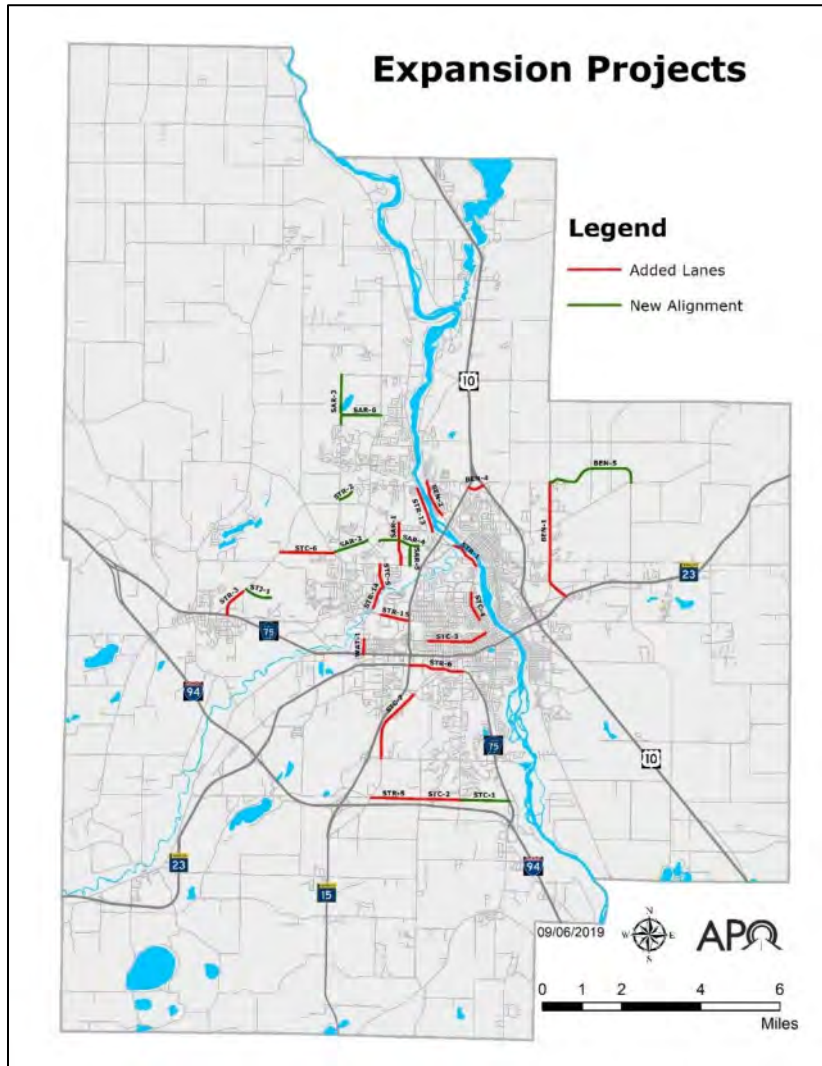


Figure I.4: MAPPING 2045 roadway expansion projects.



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.

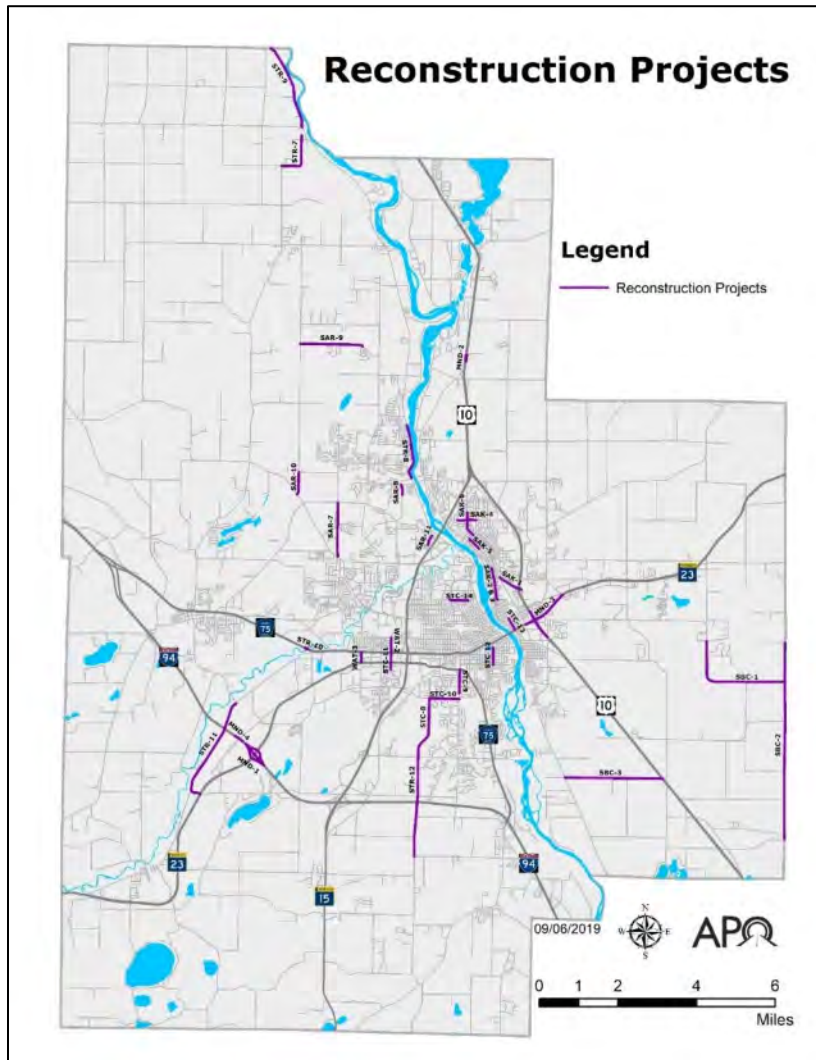


Figure I.7: MAPPING 2045 roadway reconstruction projects.

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 ATIP 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.

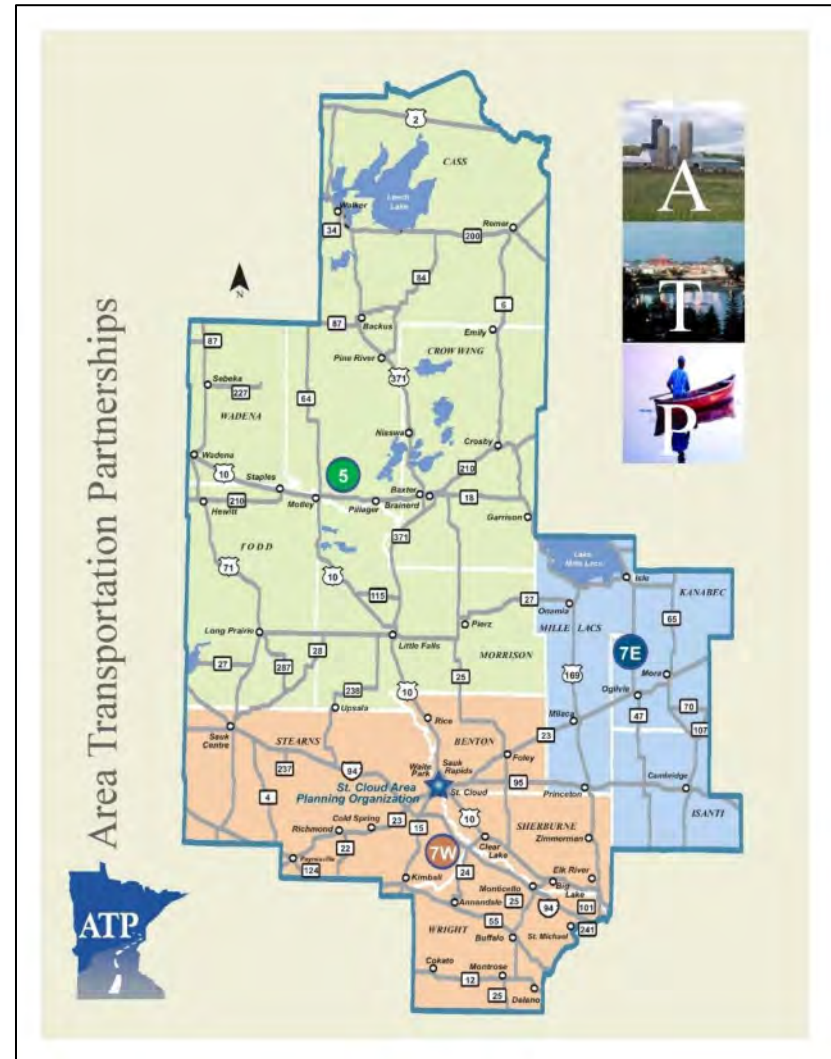


Figure 1.8: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

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 \(TA\)](#) 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
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FTA	\$39,284
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LF	\$9,820
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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

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.

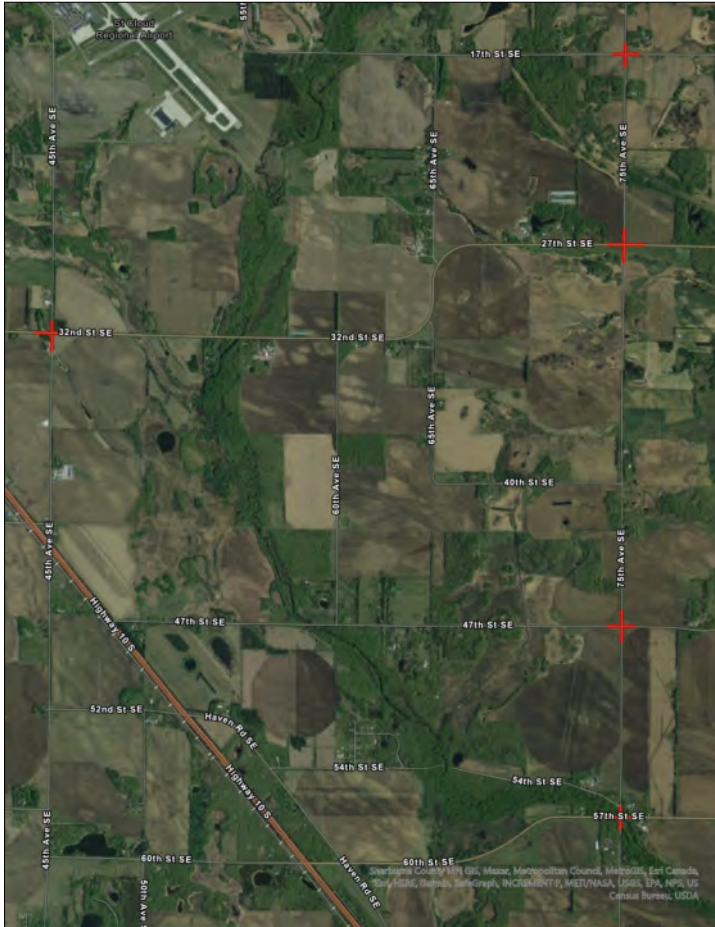


Photo courtesy Saint Cloud APO

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 mumble 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

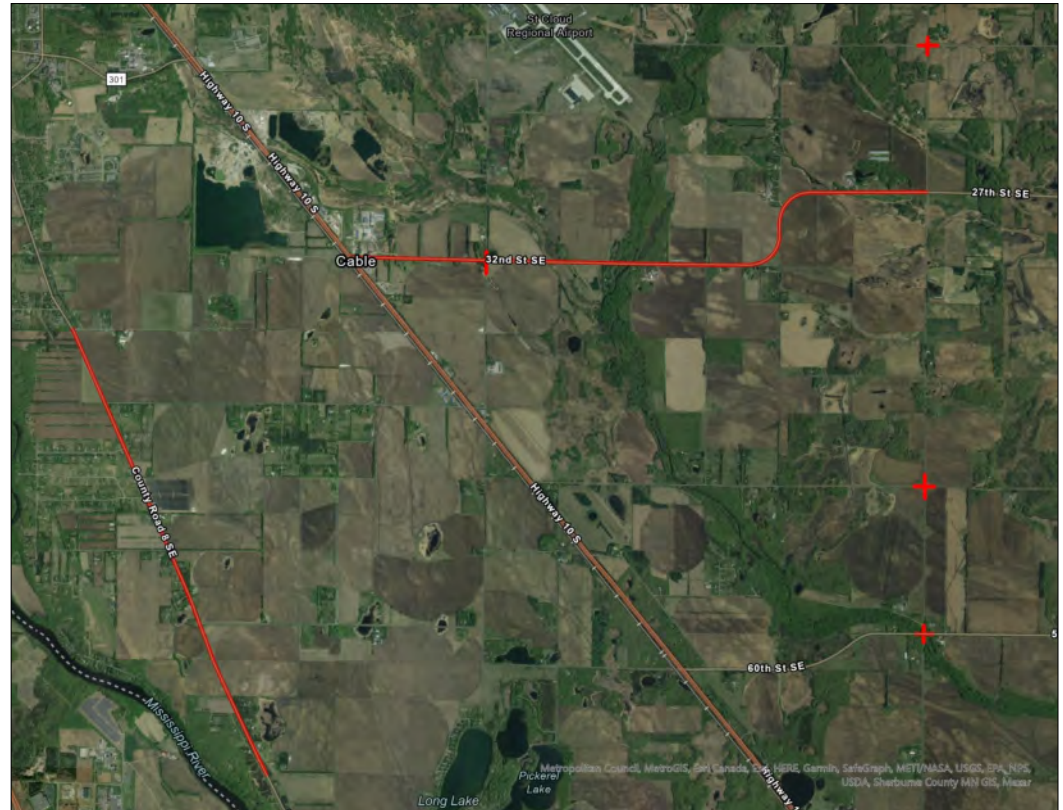


Photo courtesy Saint Cloud APO.

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 <i>(2025 Only)</i>	7103-65AC: \$1,000,000 7103-65AC: \$1,200,000
LF <i>(2023 Only)</i>	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

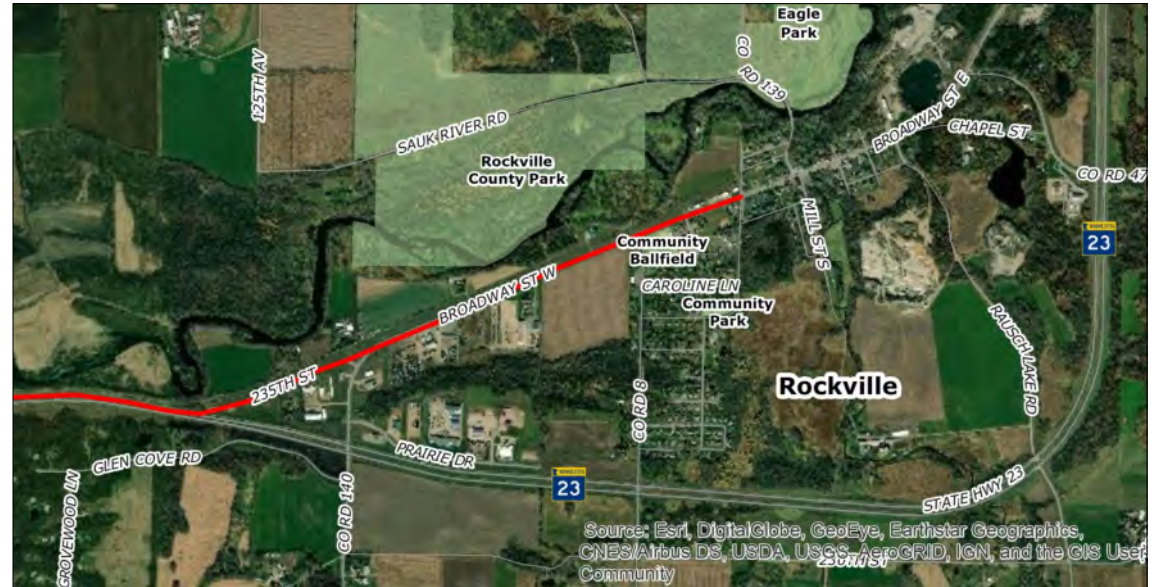


Photo courtesy Saint Cloud APO.

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

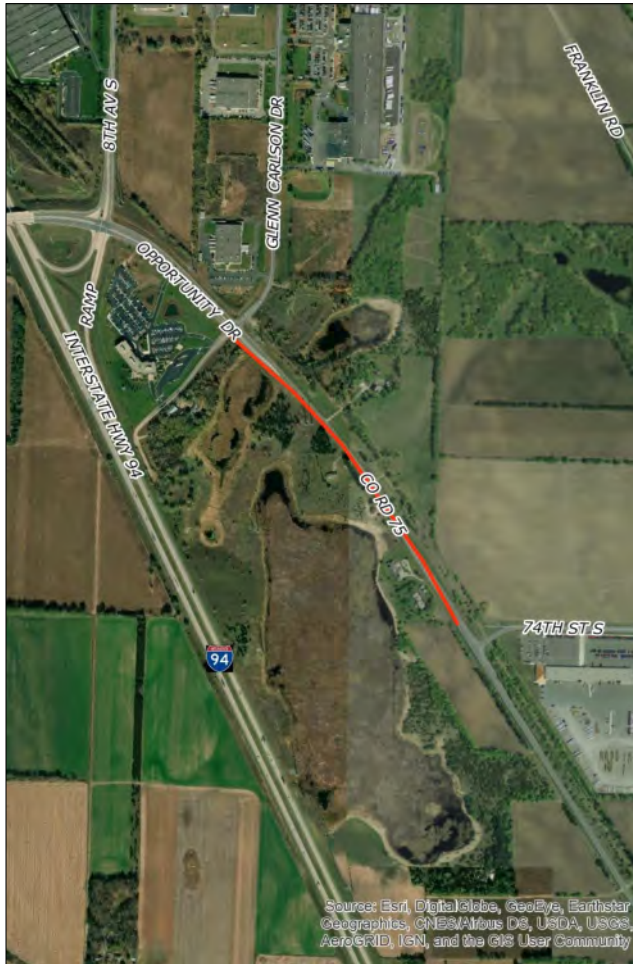


Photo courtesy Saint Cloud APO. Of note, this photo only shows the portion of the trail within the APO's MPA.

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: STBG TAP 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



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

Photo courtesy Saint Cloud APO

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

Project Sponsor: Stearns County

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



Photo courtesy Saint Cloud APO

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

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

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: STBG TAP 5K-200K
Project Scope: N/A

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.

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
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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

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.



Photo courtesy Saint Cloud APO

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

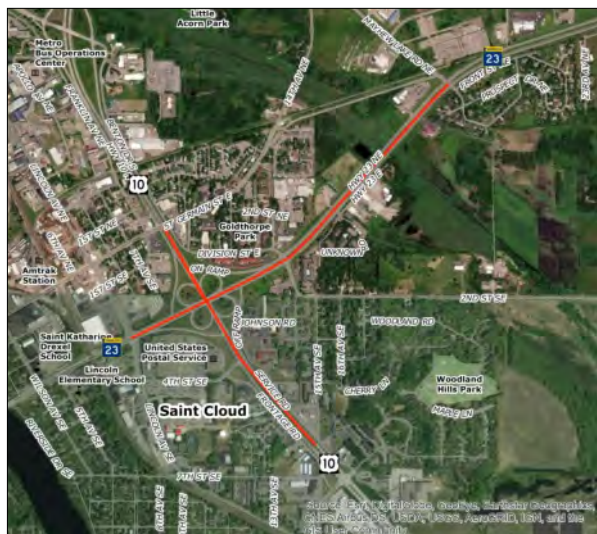


Photo courtesy Saint Cloud APO

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.

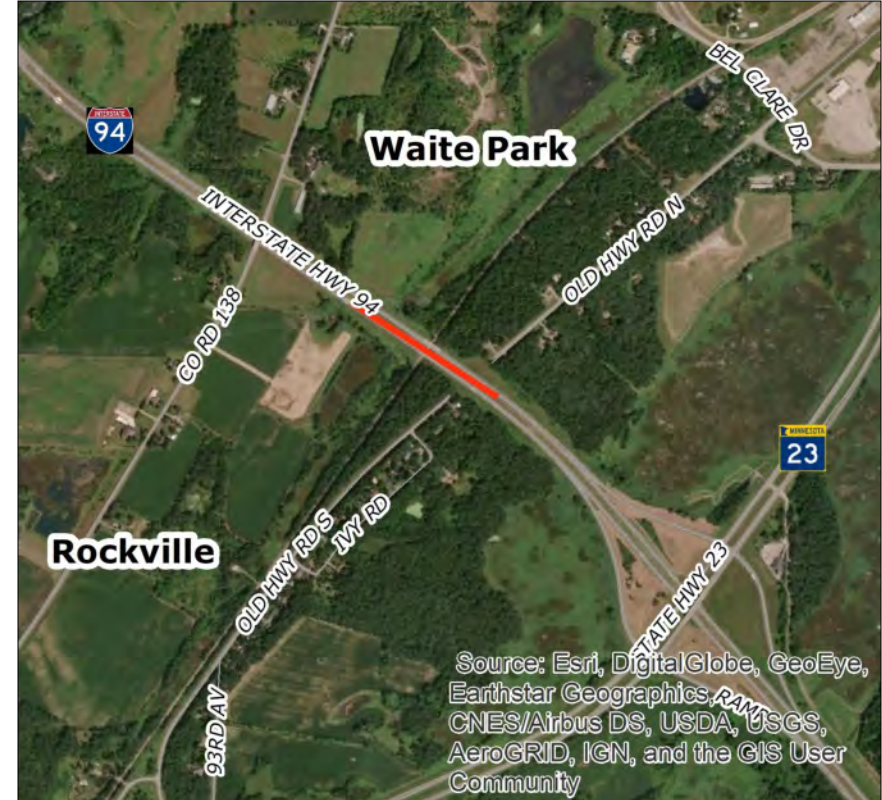


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

	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

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.

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

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

Status updates

Programmed Funds Breakdown	Total
FTA	\$40,471
LF	\$10,118

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



Photo courtesy Saint Cloud APO

Status updates

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: STBGAP 5K-200K

Project Scope: 1.6 miles

Programmed Funds Breakdown

Total

Advance Construction Payback	\$99,000
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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



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

Photo courtesy Saint Cloud APO

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
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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.

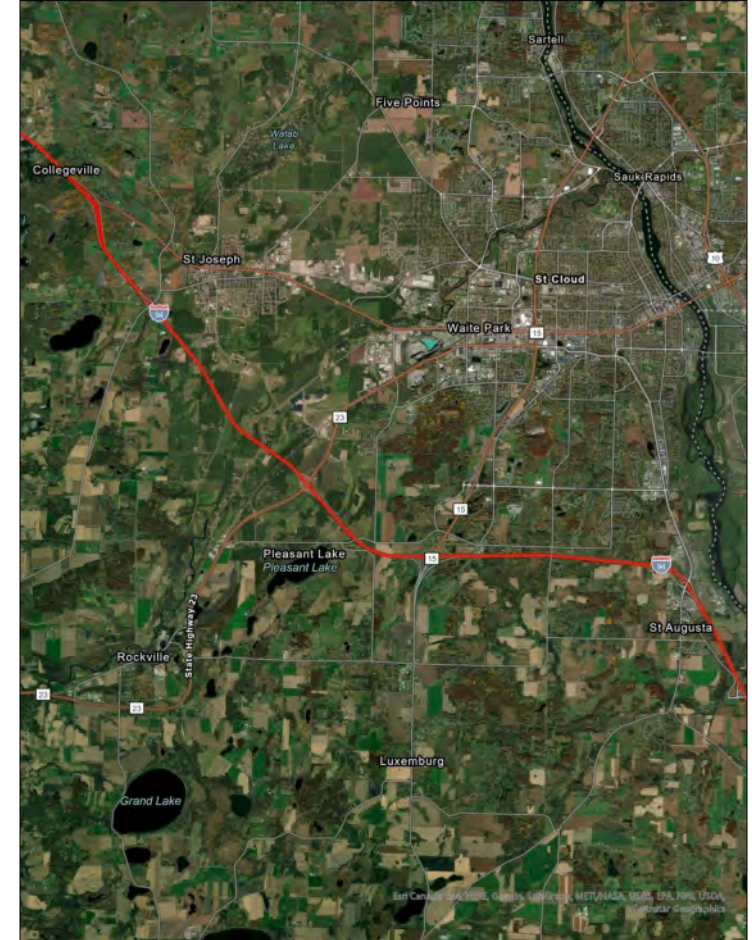


Photo courtesy Saint Cloud APO

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

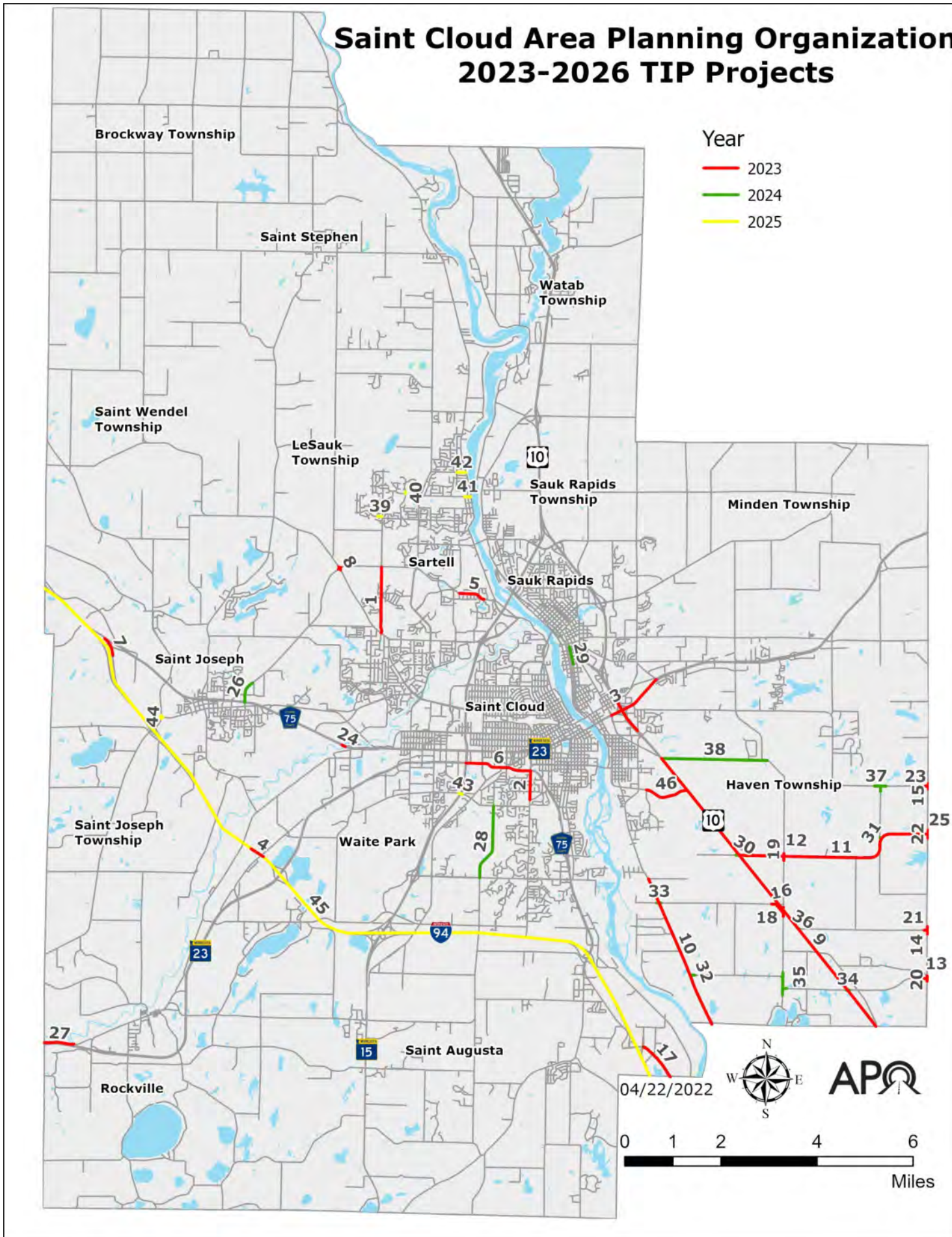
TRF-0048-26F:

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.

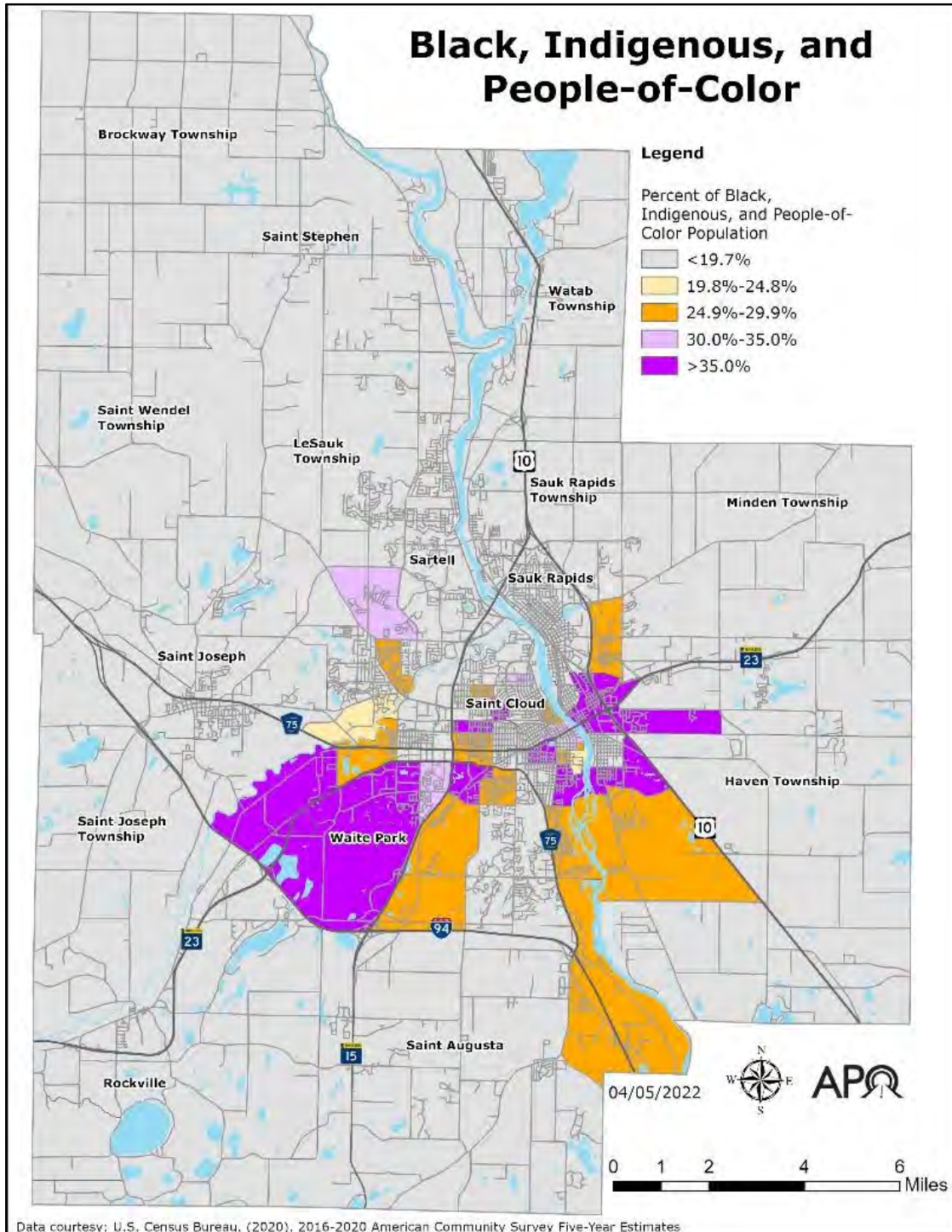


Figure 2.2: Percent of APO member jurisdiction’s Black, Indigenous, and People of Color (BIPOC) population by Census block group. According to the U.S. Census Bureau’s 2016-2020 American Community Survey (ACS) Five Year Estimates, a total of 27,393 residents (out of 138,401) have been identified as being 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.

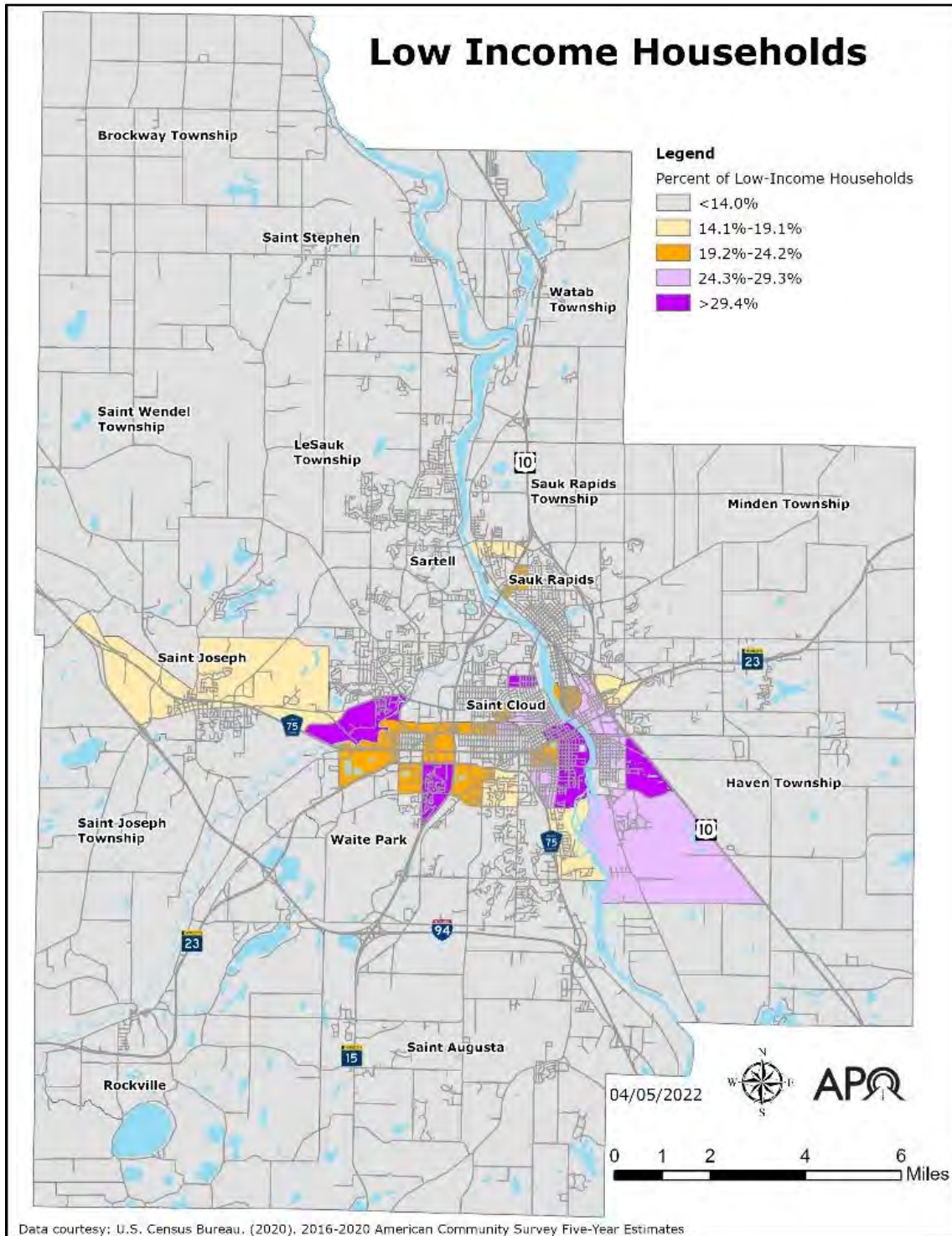
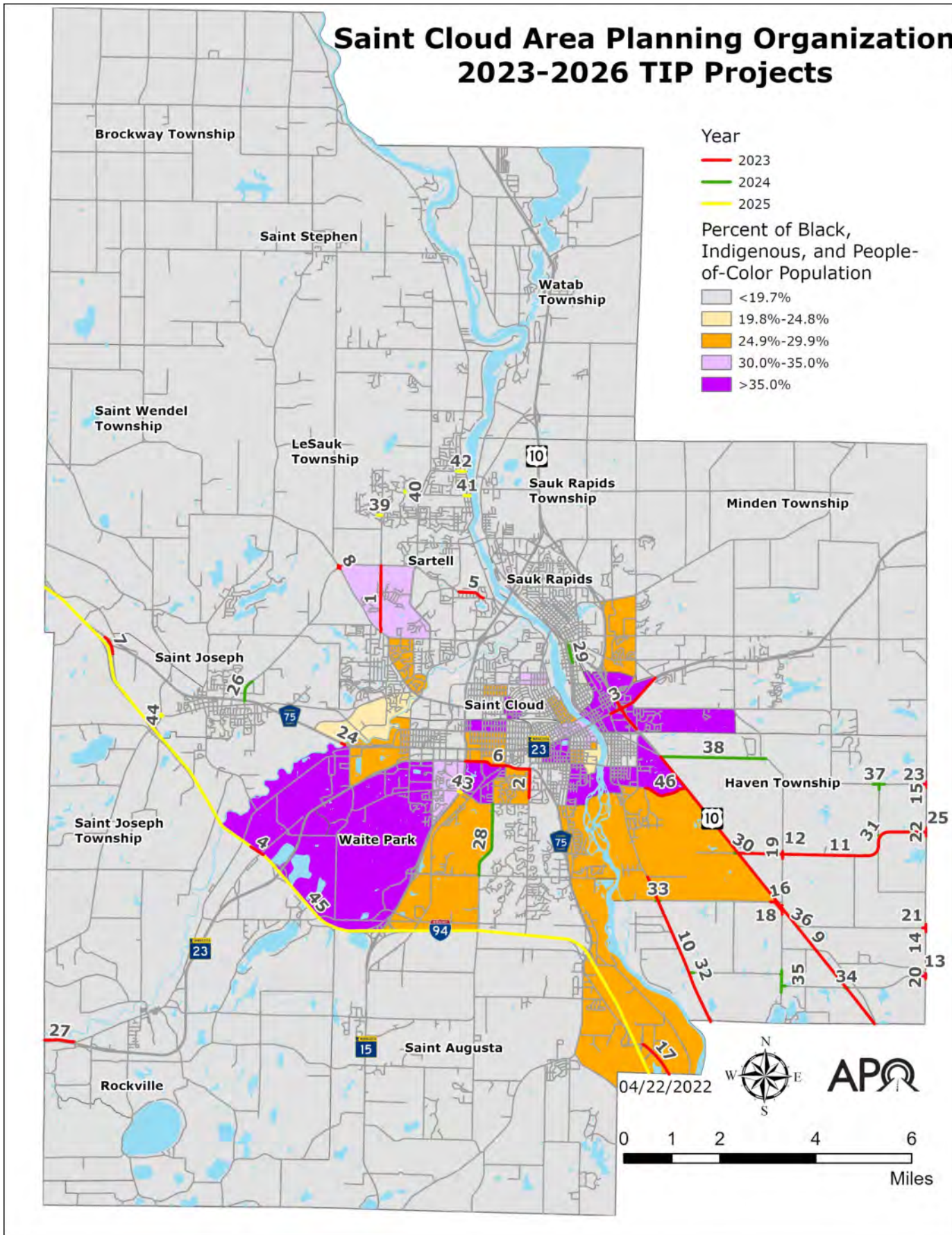
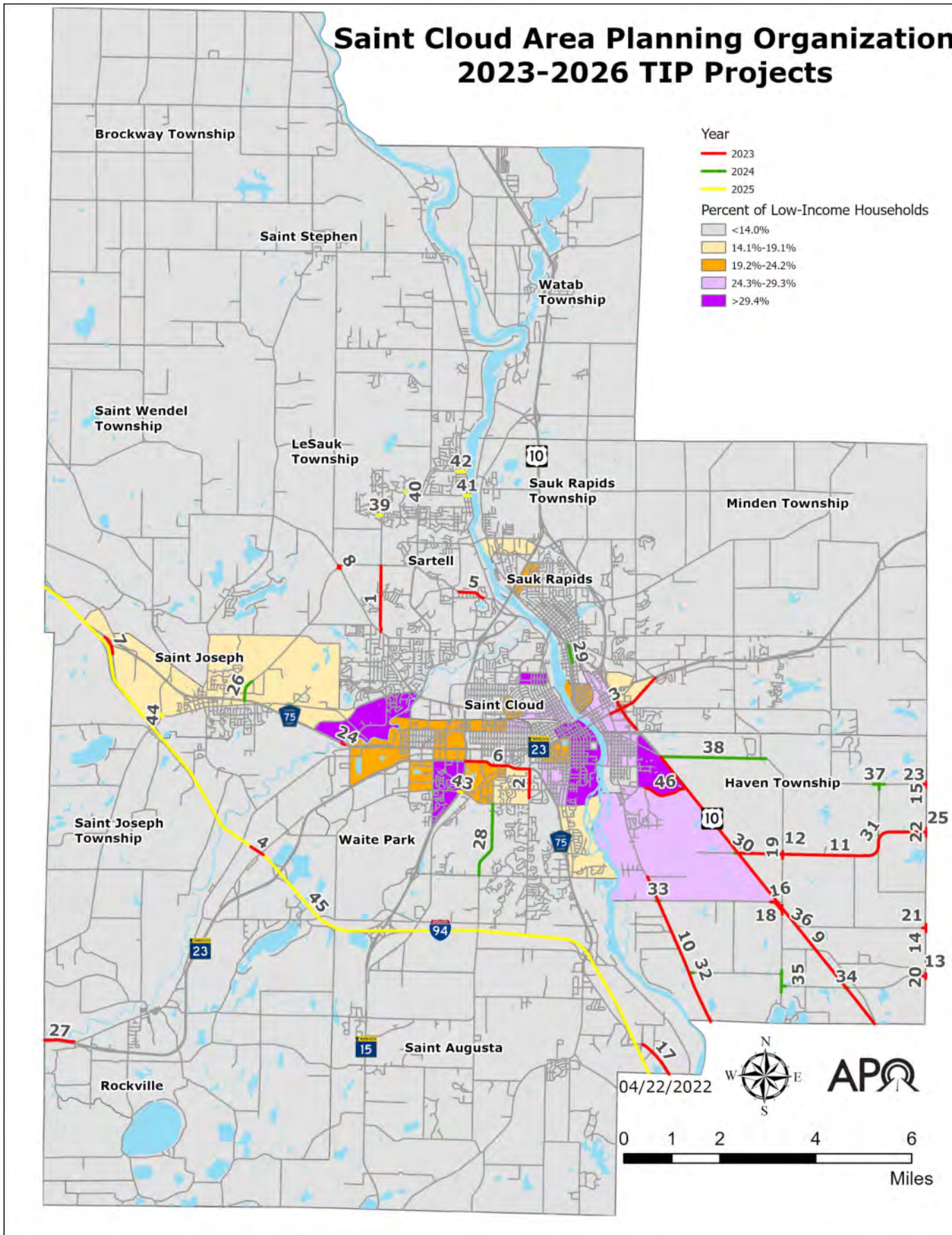


Figure 2.3: Percent of APO member jurisdiction’s low-income household population by Census block group. According to the U.S. Census Bureau’s 2016-2020 ACS Five Year Estimates, a total of 7,576 households (out of 53,804) have been identified as low-income. This corresponds to a regional average of 14.1% (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.



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 2.4: 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.

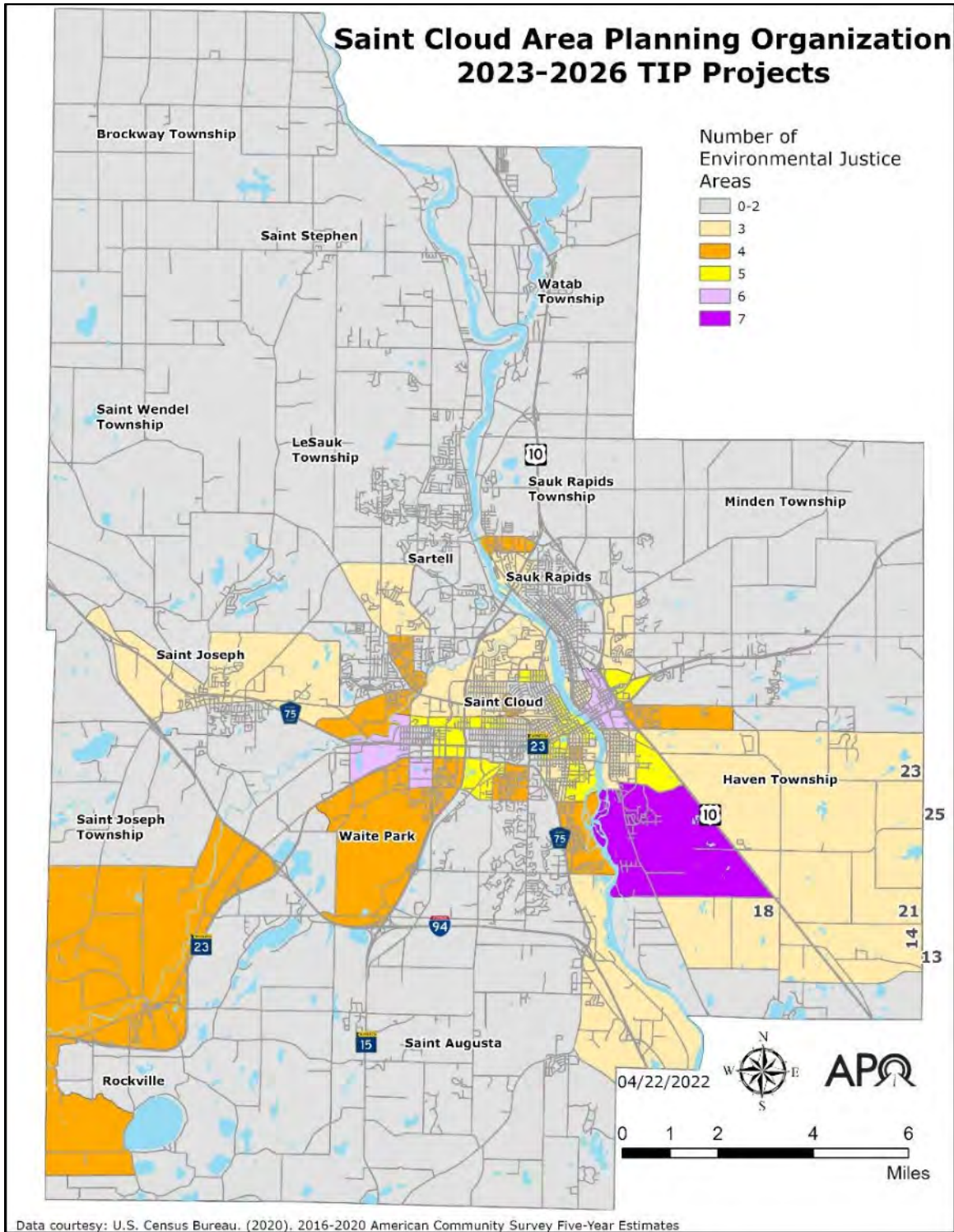
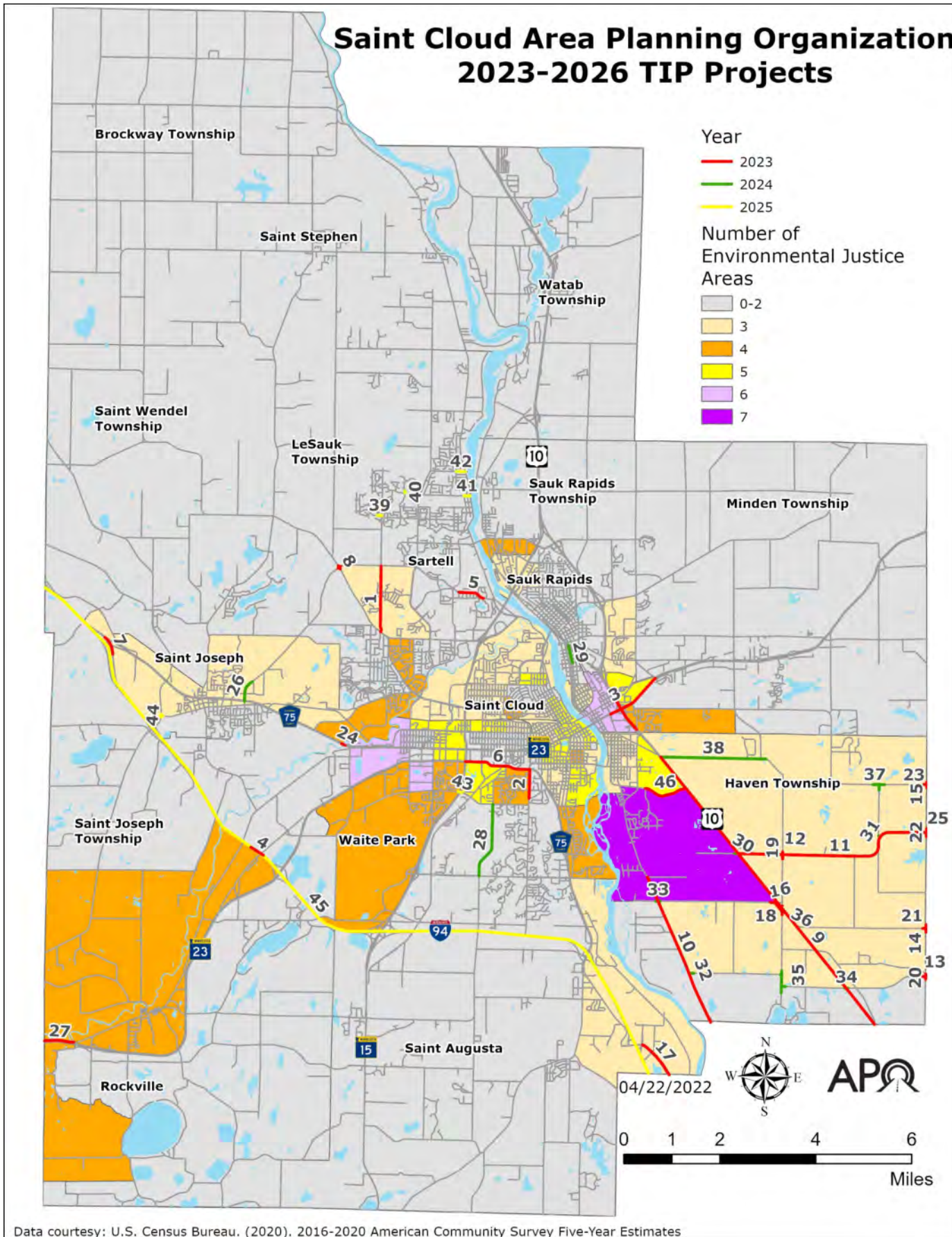


Figure 2.6: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau's 2016-2020 ACS Five Year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



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 2.7: 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.

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:

$$\frac{\text{Longer travel times (80}^{\text{th}} \text{ percentile of travel times)}}{\text{to}} \frac{\text{Normal Travel Times (50}^{\text{th}} \text{ percentile of travel times)}}{\text{to}}$$

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.

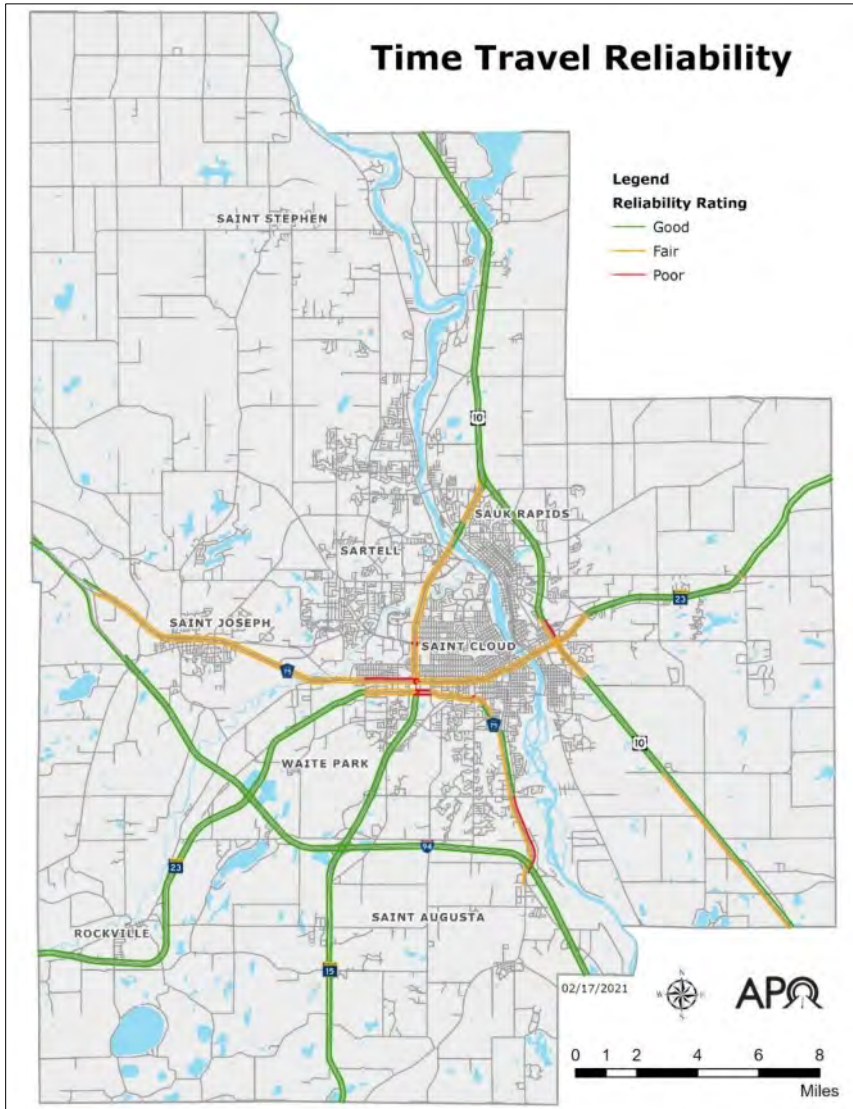


Figure 3.4: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO's planning area.

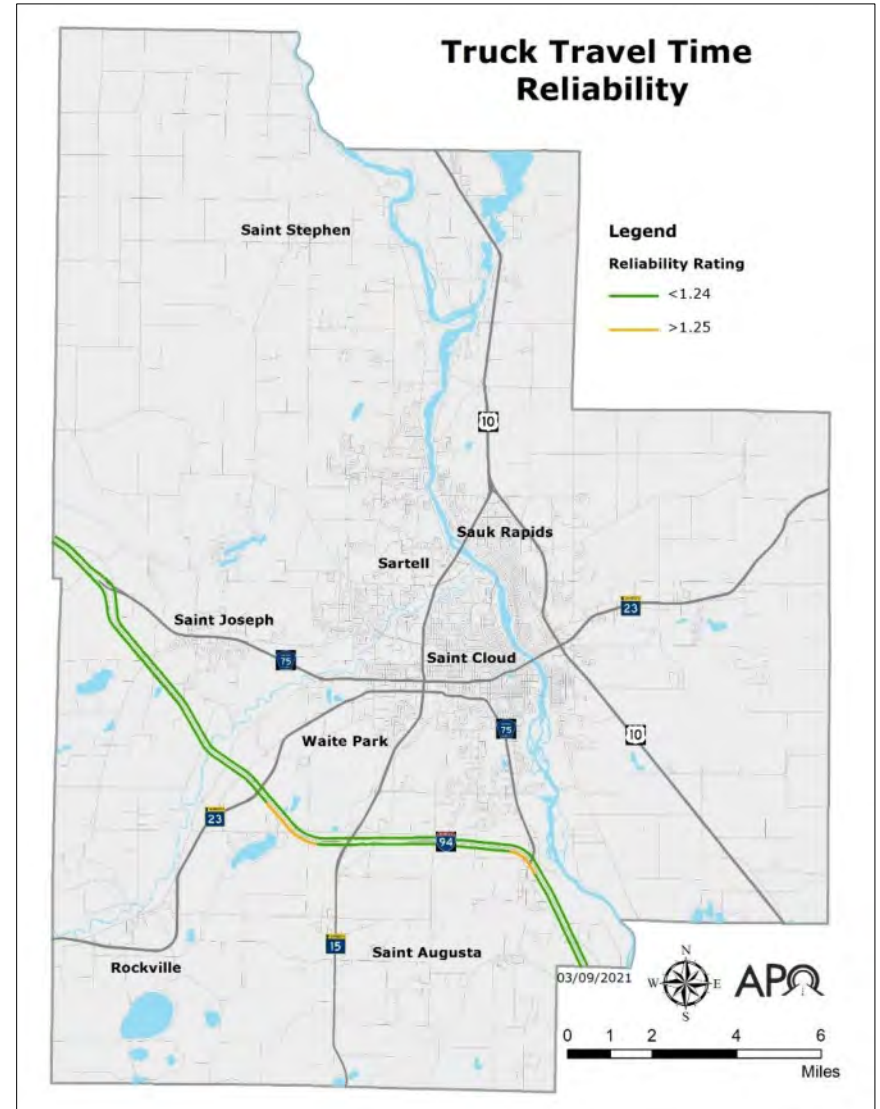


Figure 3.5: A map of the truck travel time reliability of Interstate 94 within the APO's planning area.

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.

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.

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

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.

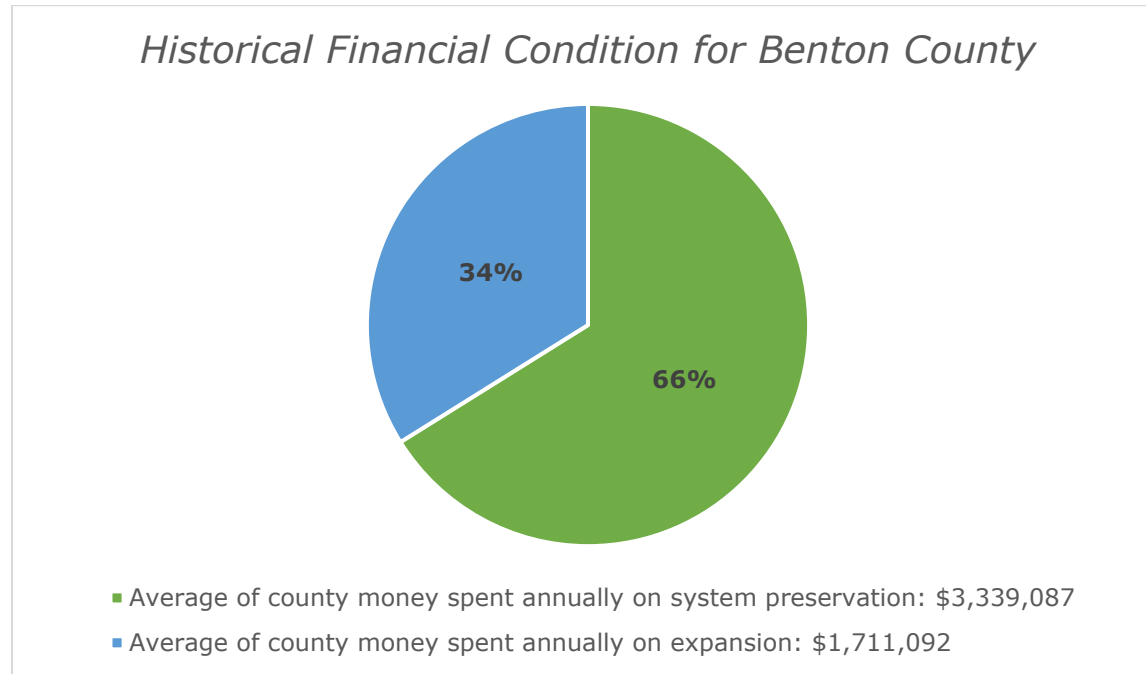


Figure 4.1: Local investment on system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

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.

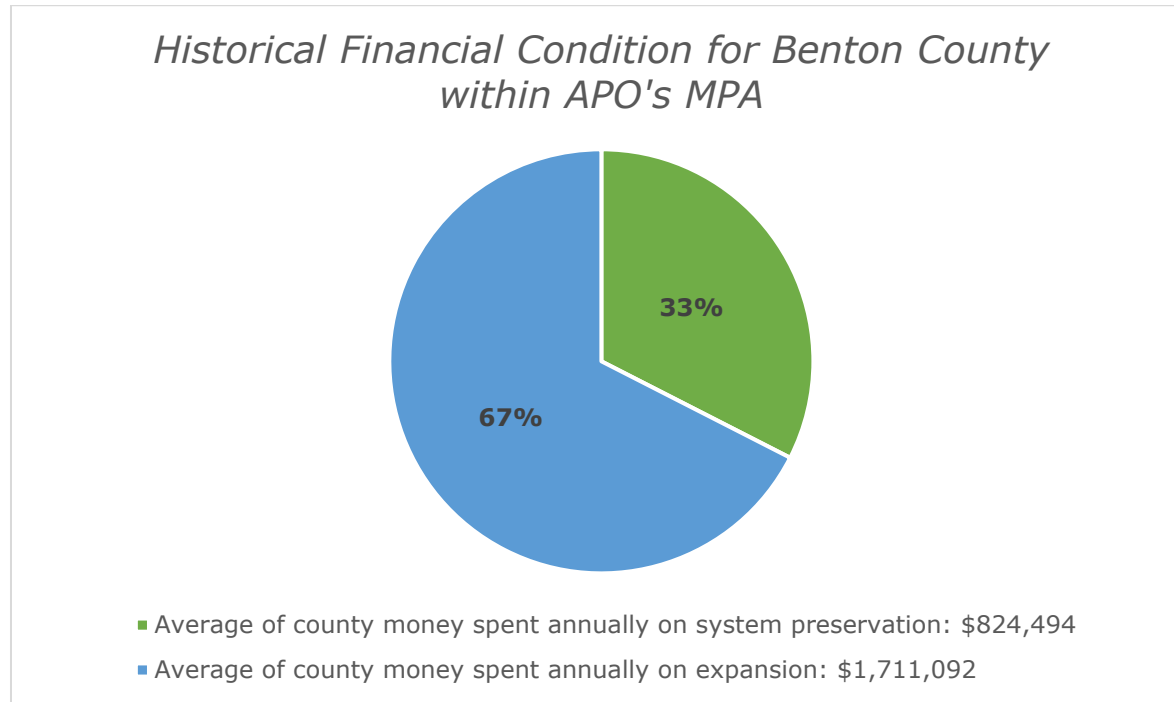


Figure 4.3: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.

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.

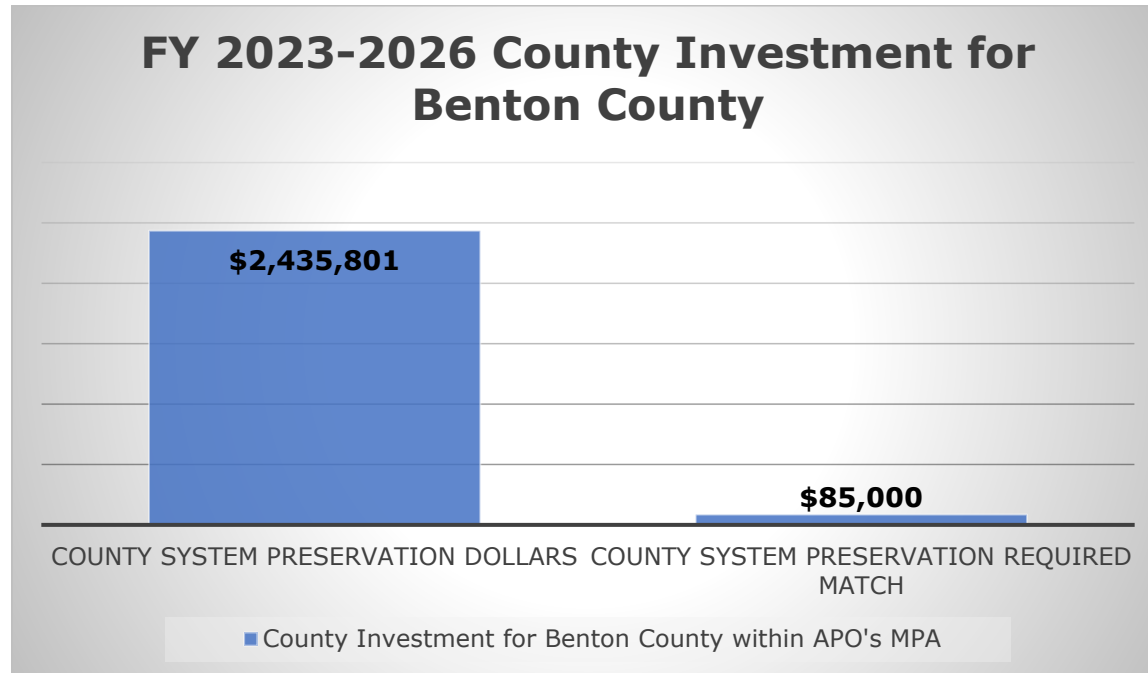


Figure 4.8: Total fiscal constraint for Benton County within the APO’s MPA for TIP cycle FY 2022-2025. Data courtesy of Benton County Highway Department.

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.

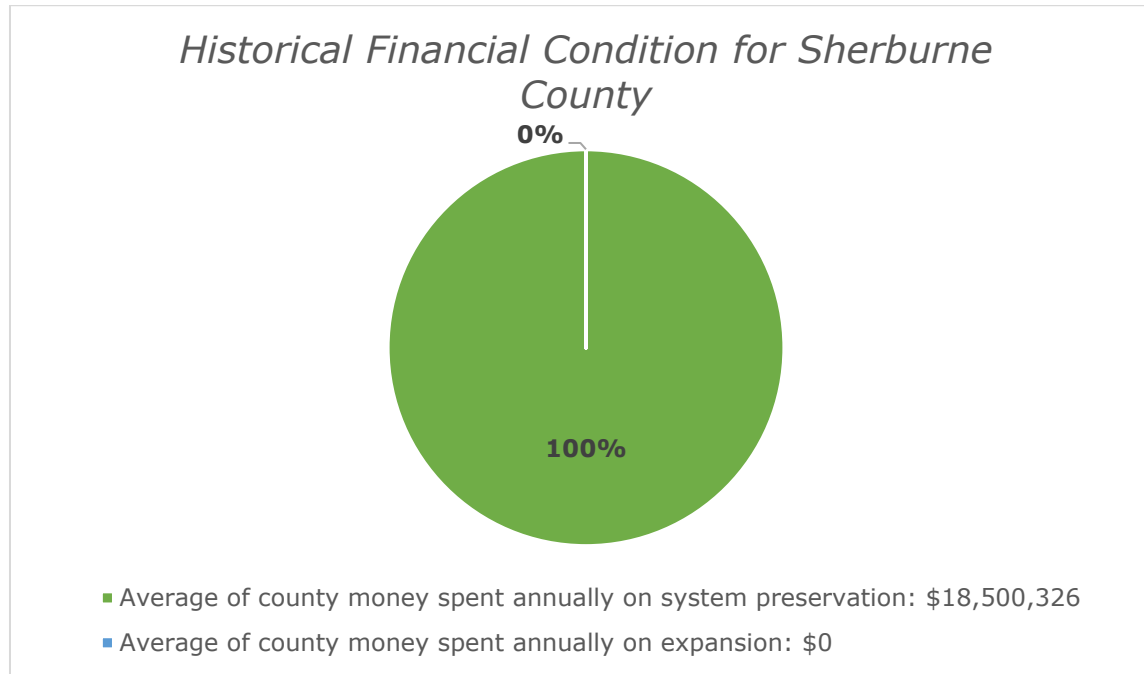


Figure 4.9: Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

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.

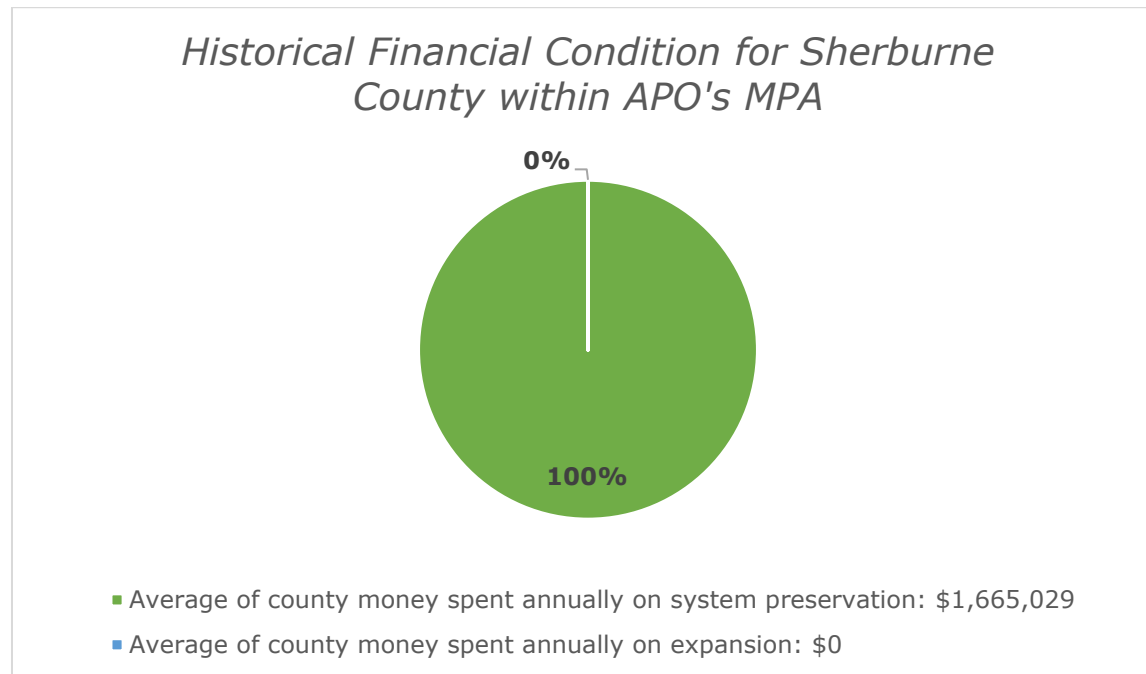


Figure 4.11: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

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.

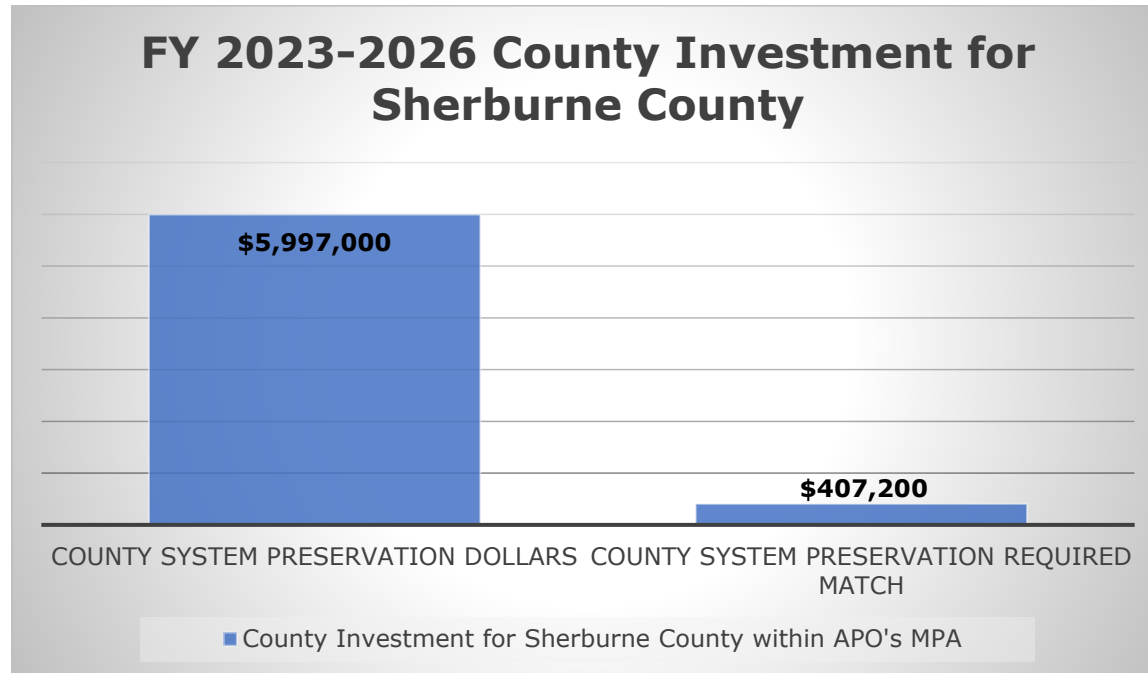


Figure 4.16: Total fiscal constraint for Sherburne County within the APO’s MPA for TIP cycle FY 2023-2026. Data courtesy of Sherburne County Highway Department.

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.

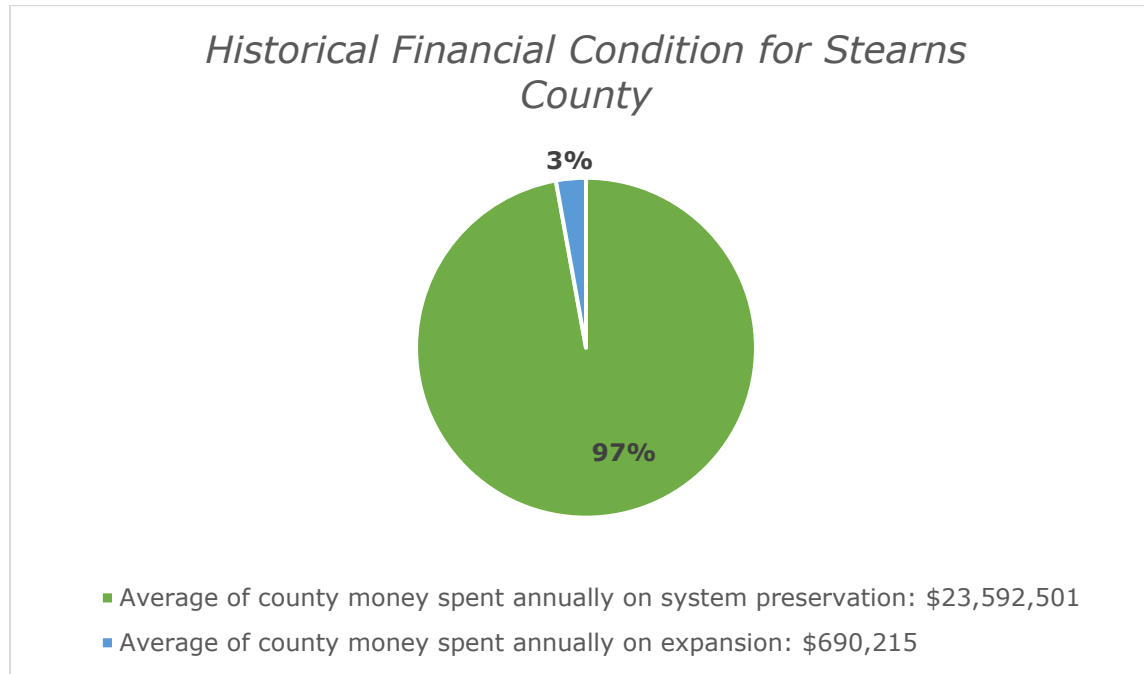


Figure 4.17: Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

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.

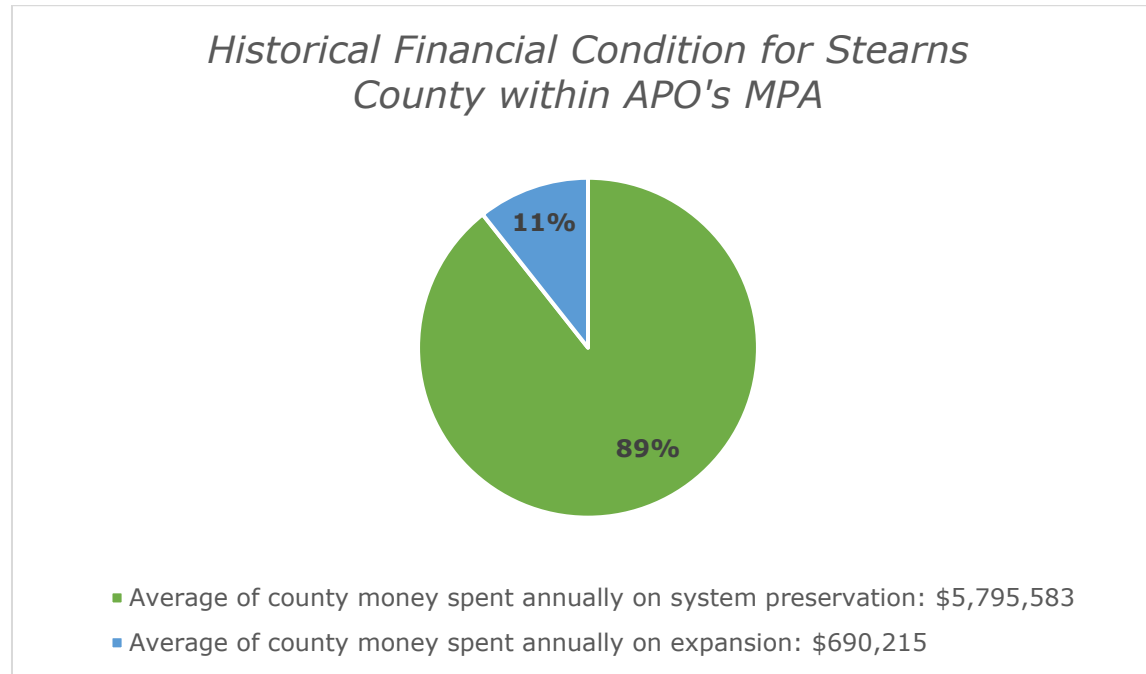


Figure 4.19: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.



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.

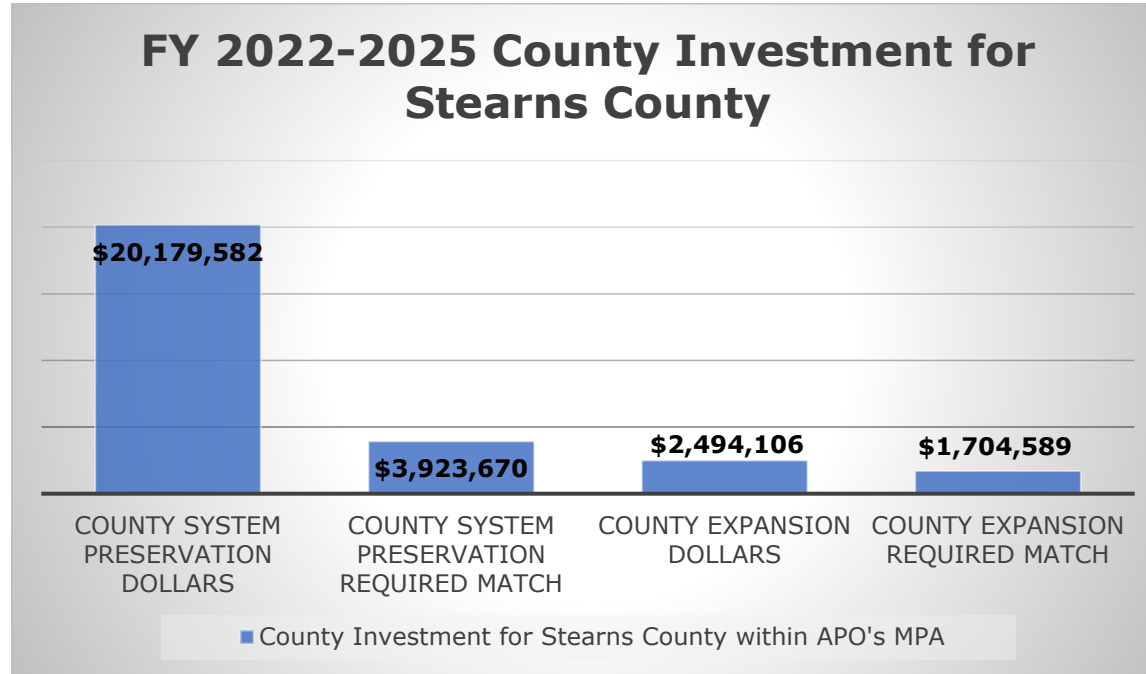


Figure 4.24: Total fiscal constraint for Stearns County within the APO’s MPA for TIP cycle FY 2023-2026. Data courtesy of Stearns County Highway Department.

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.

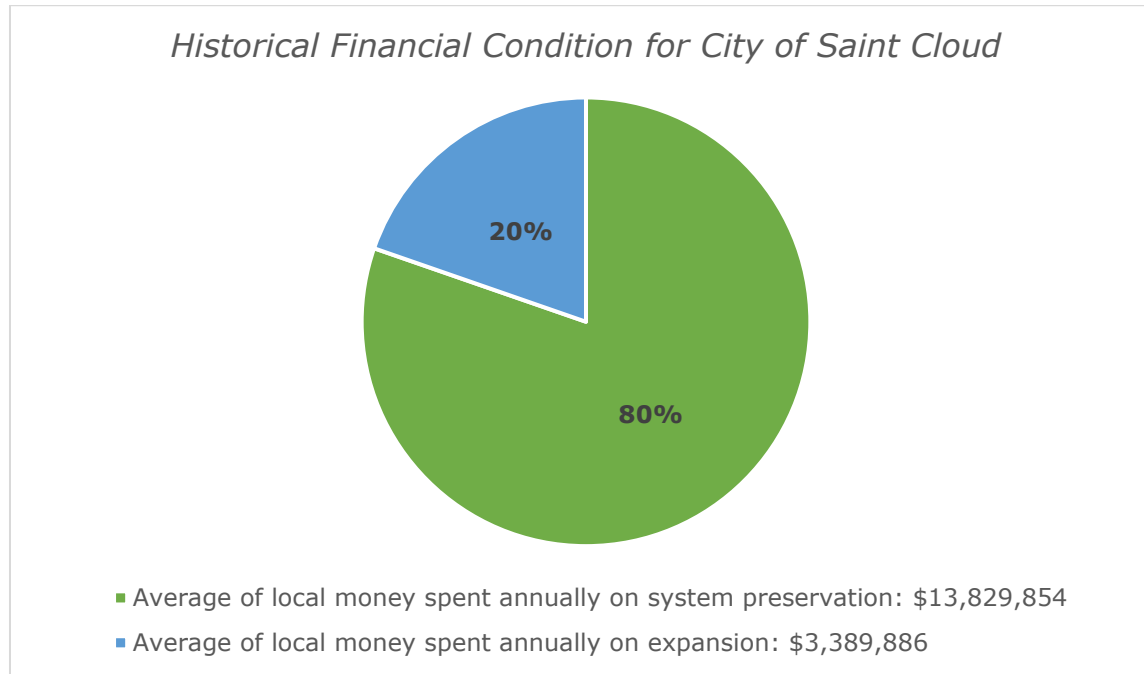


Figure 4.25 Local investment on system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

Year	System Preservation	Expansion	Total Local Investment
2012	\$20,317,905	\$2,475,000	\$22,792,905
2013	\$17,206,909	\$3,278,700	\$20,458,609
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.

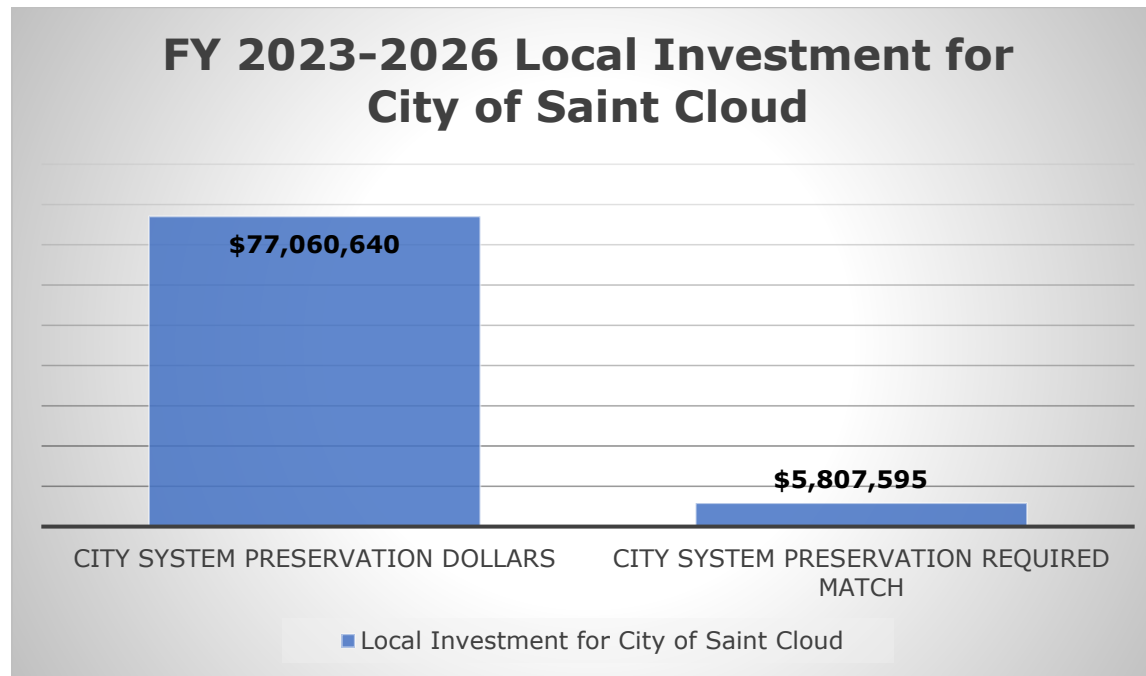


Figure 4.29: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2023-2026. Data courtesy of City of Saint Cloud.

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.

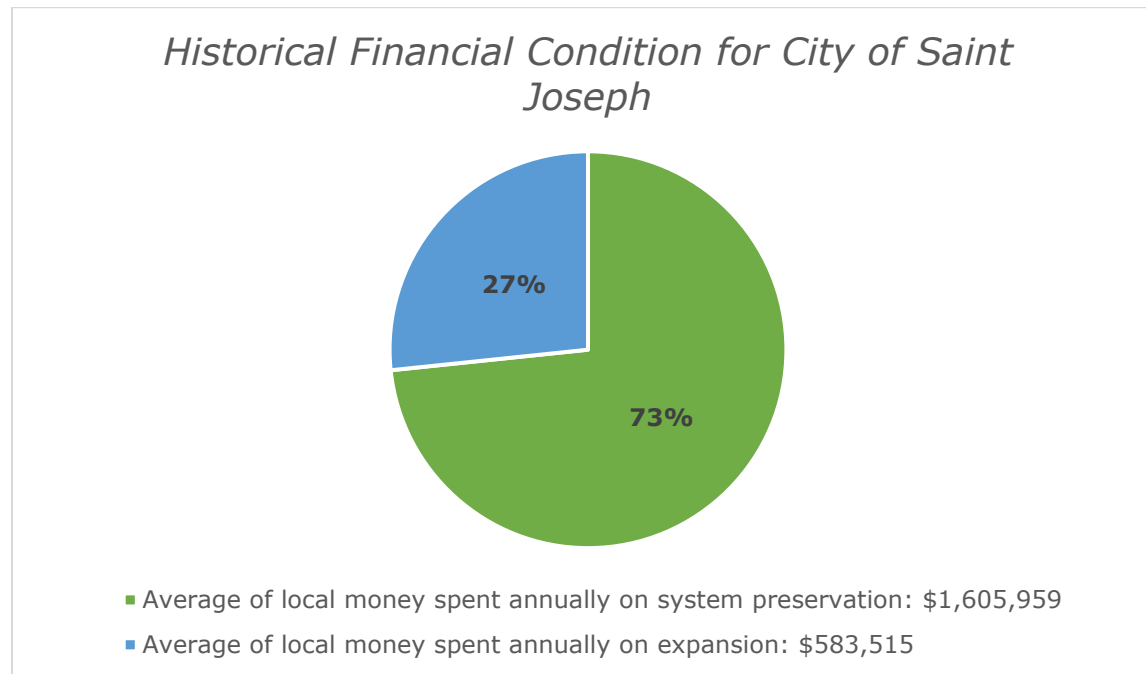


Figure 4.30: Local investment on system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

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.

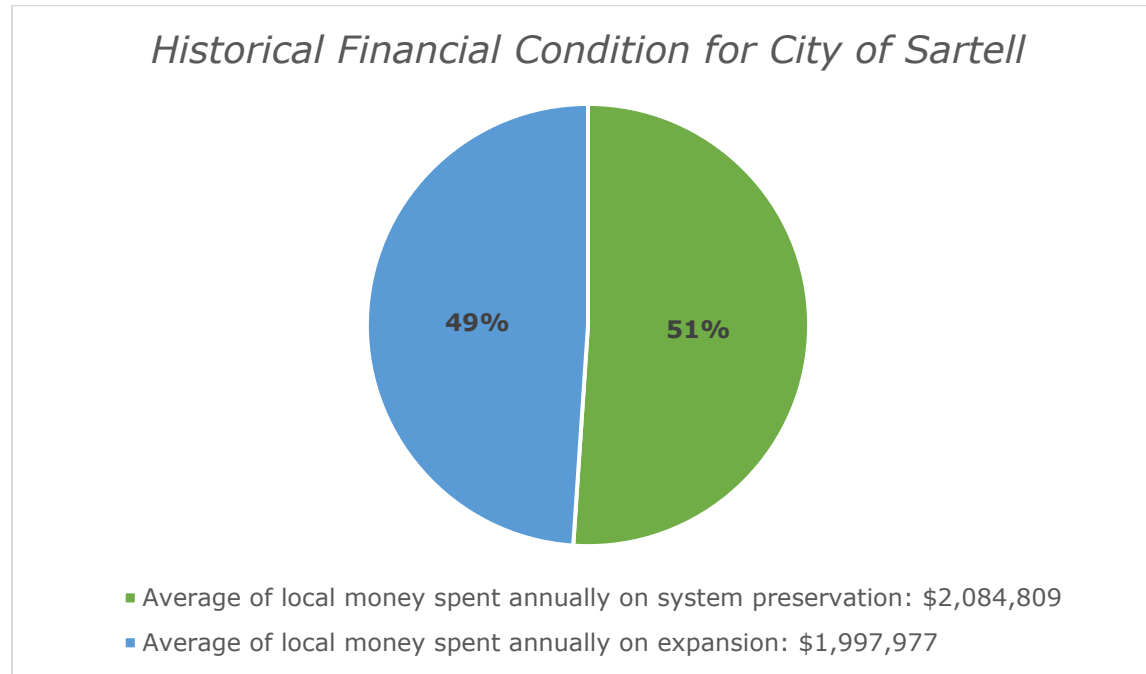


Figure 4.34: Local investment on system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

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.

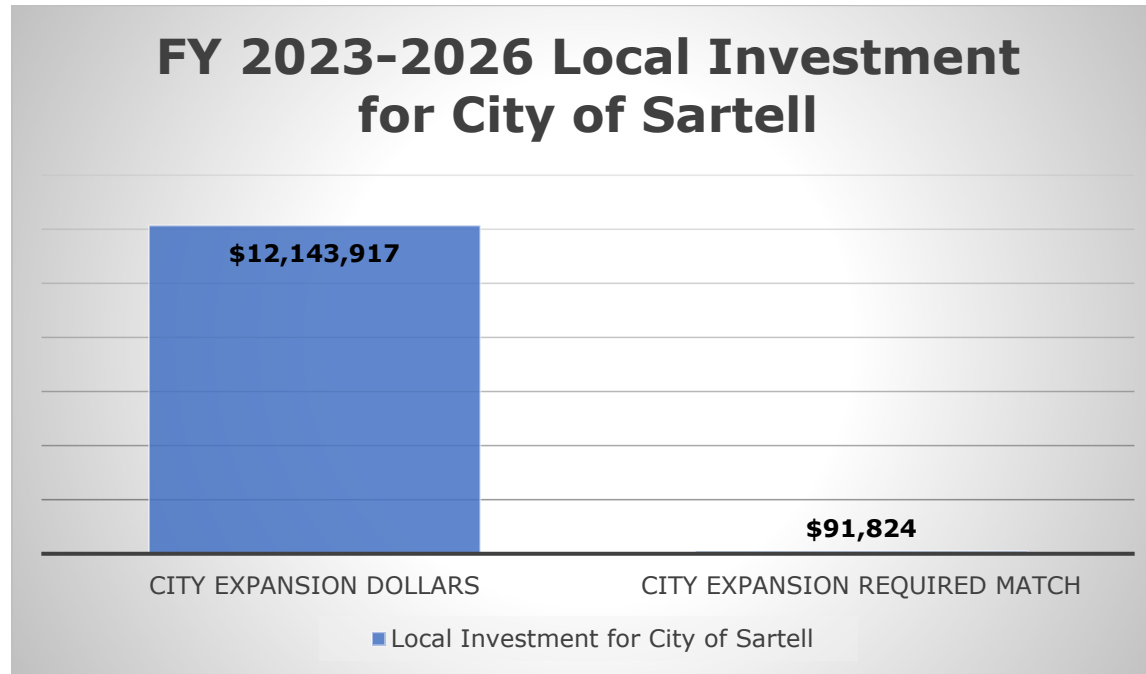


Figure 4.38: Total fiscal constraint for the City of Sartell for TIP cycle FY 2023-2026. Data courtesy of City of Sartell.

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.

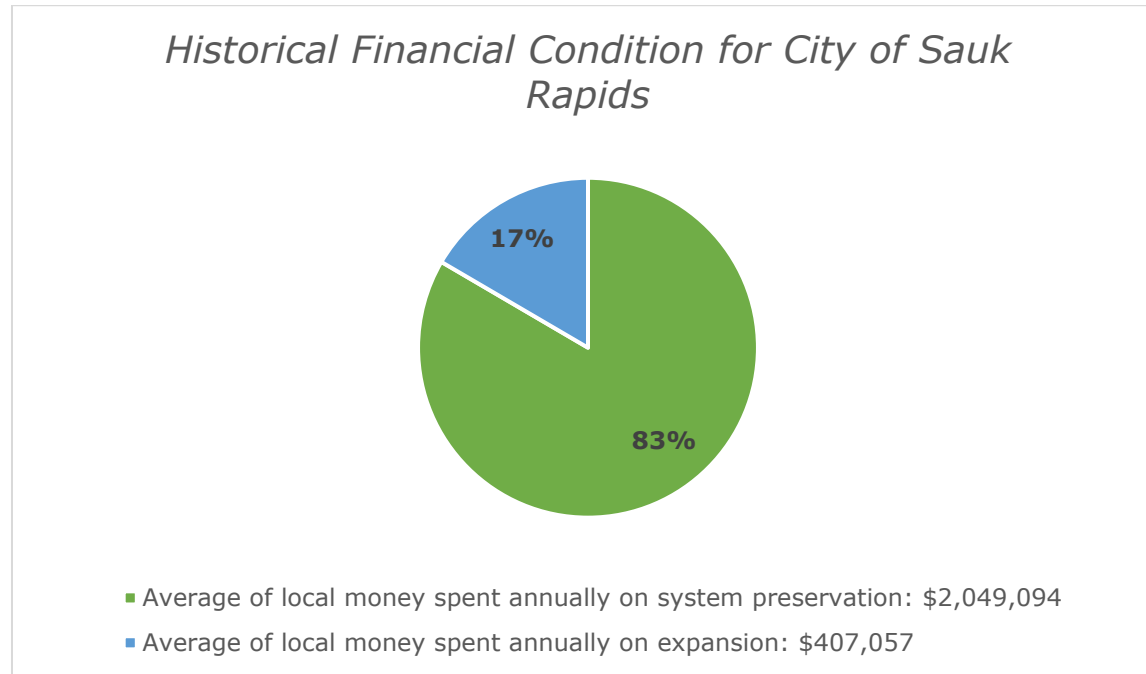


Figure 4.39: Local investment on system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

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.

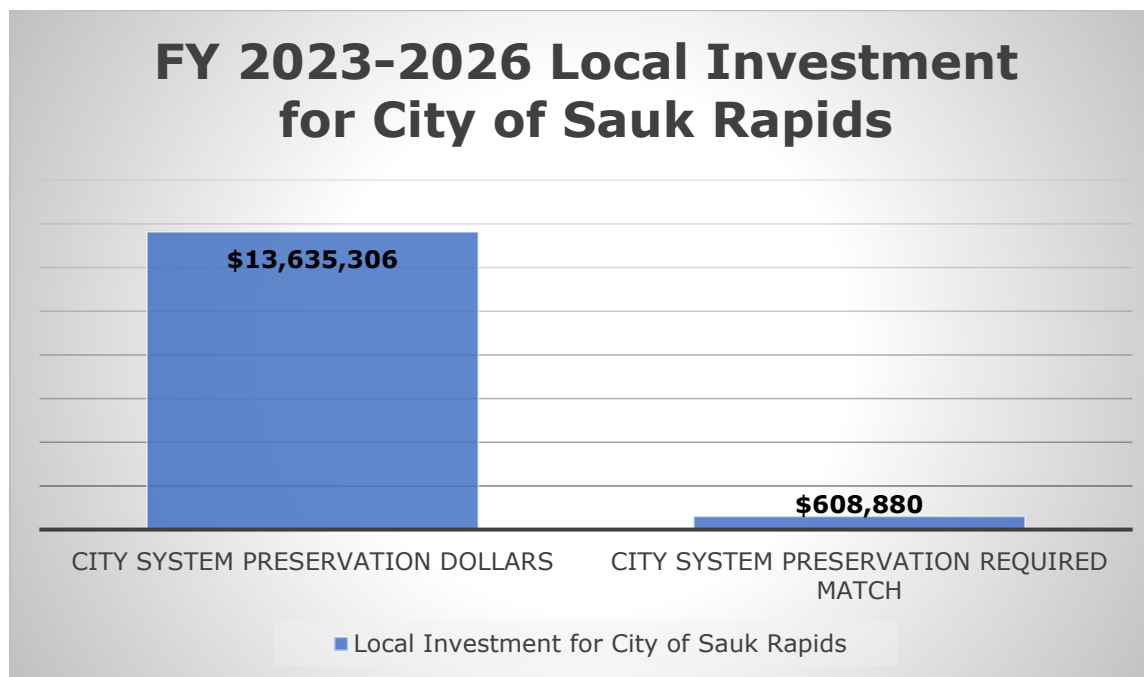


Figure 4.43: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2023-2026. Data courtesy of City of Sauk Rapids.

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 Schluenz, 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.

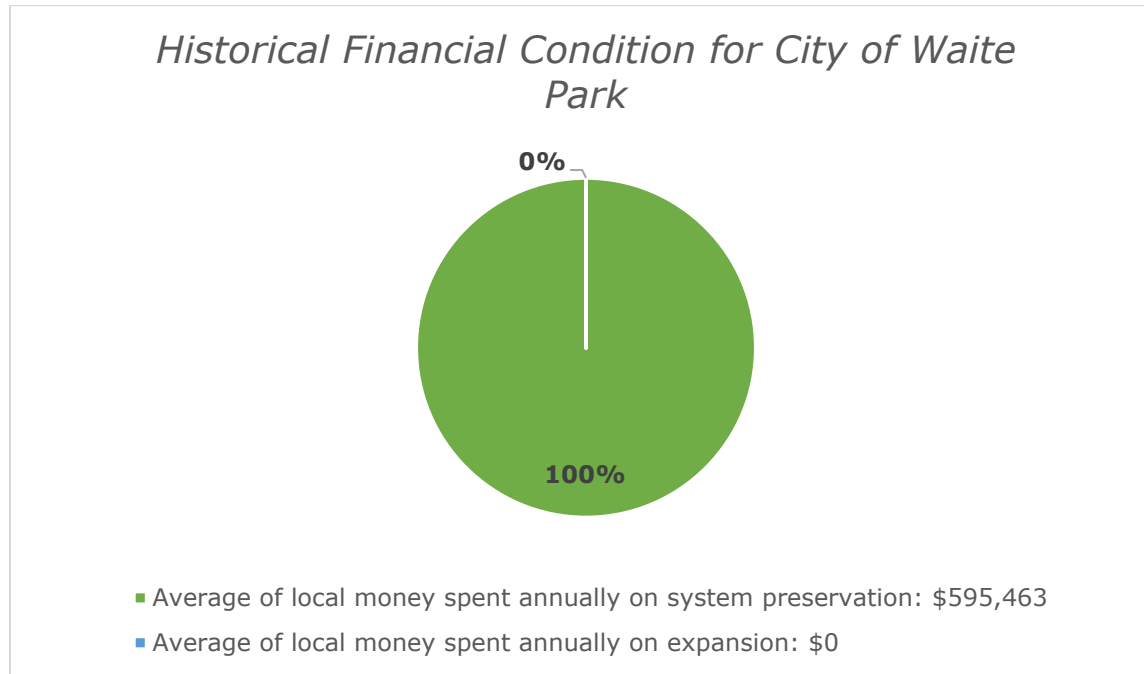


Figure 4.44: Local investment on system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

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.

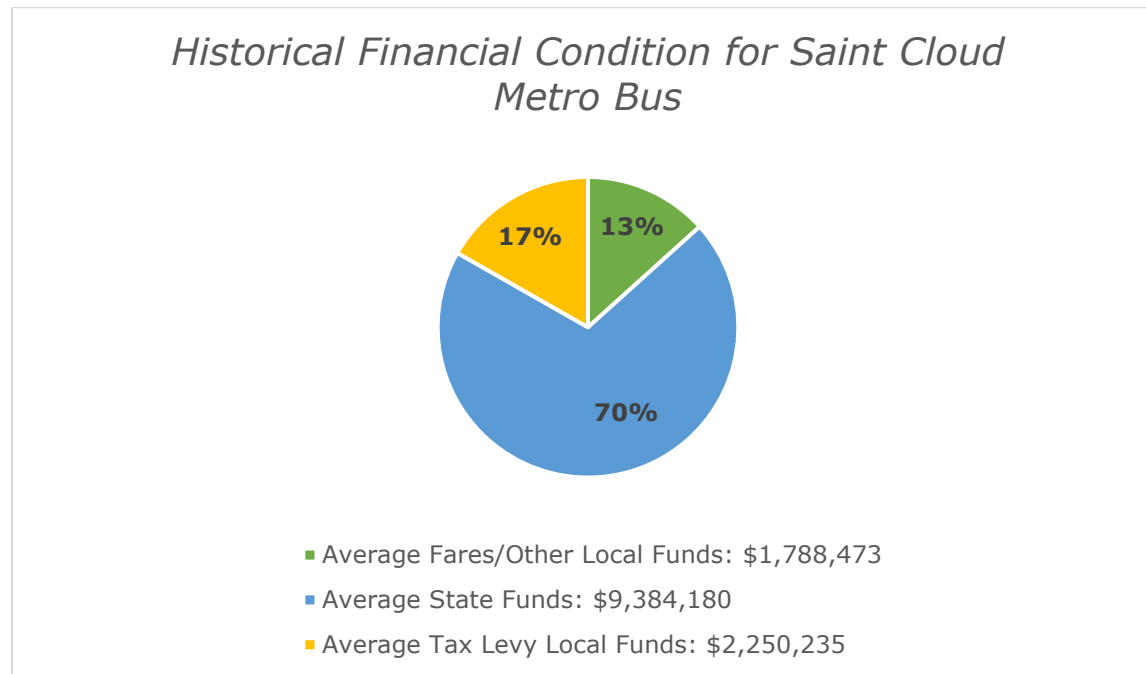


Figure 4.48: Historic split of local and state revenues for Saint Cloud Metro Bus from 2012 through 2021. Data courtesy of Saint Cloud Metro Bus.

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.

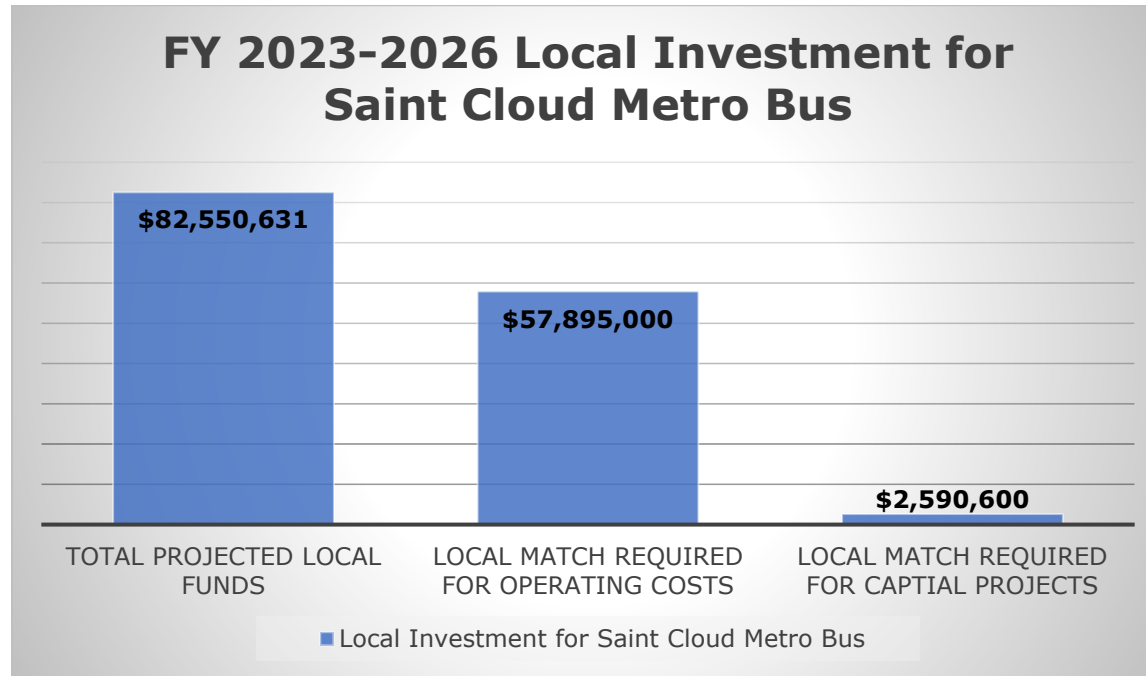


Figure 4.52: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2023-2026. Data courtesy of Saint Cloud Metro Bus.

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.

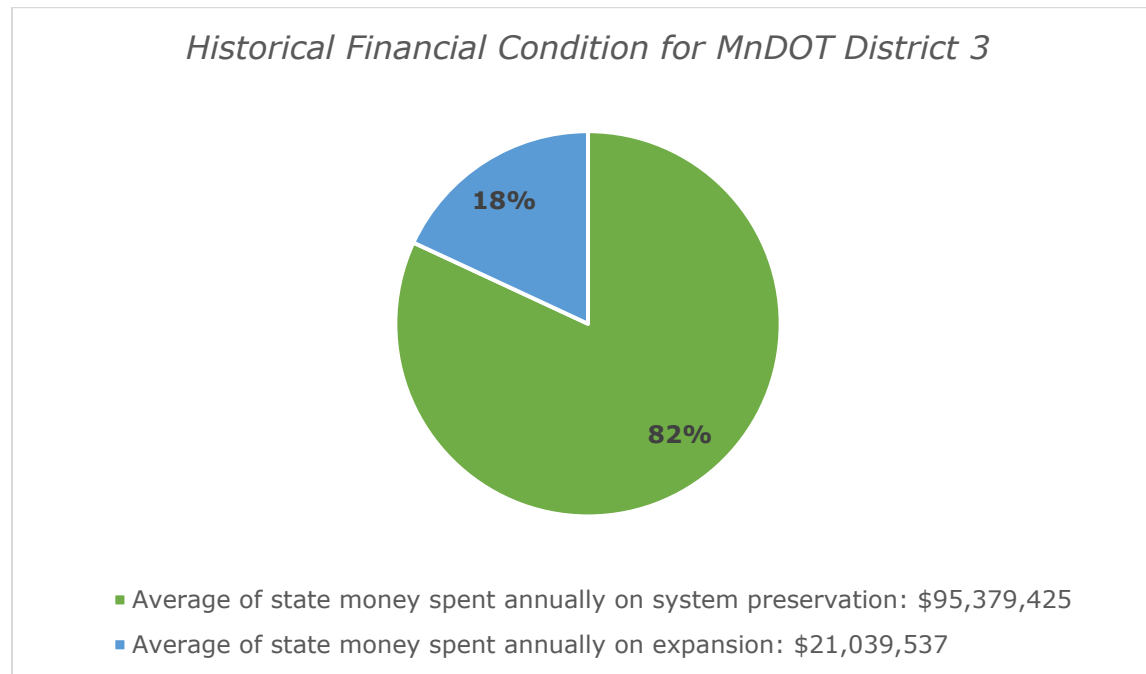


Figure 4.53: State investment on system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

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.

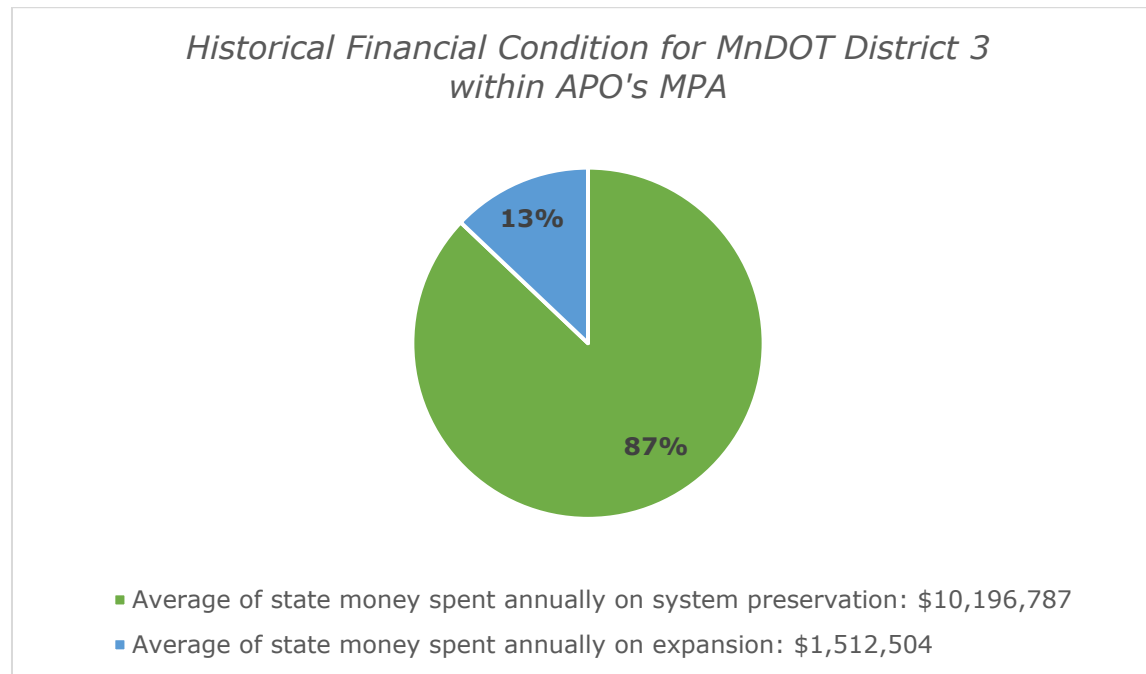


Figure 4.55: State investment on system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

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.

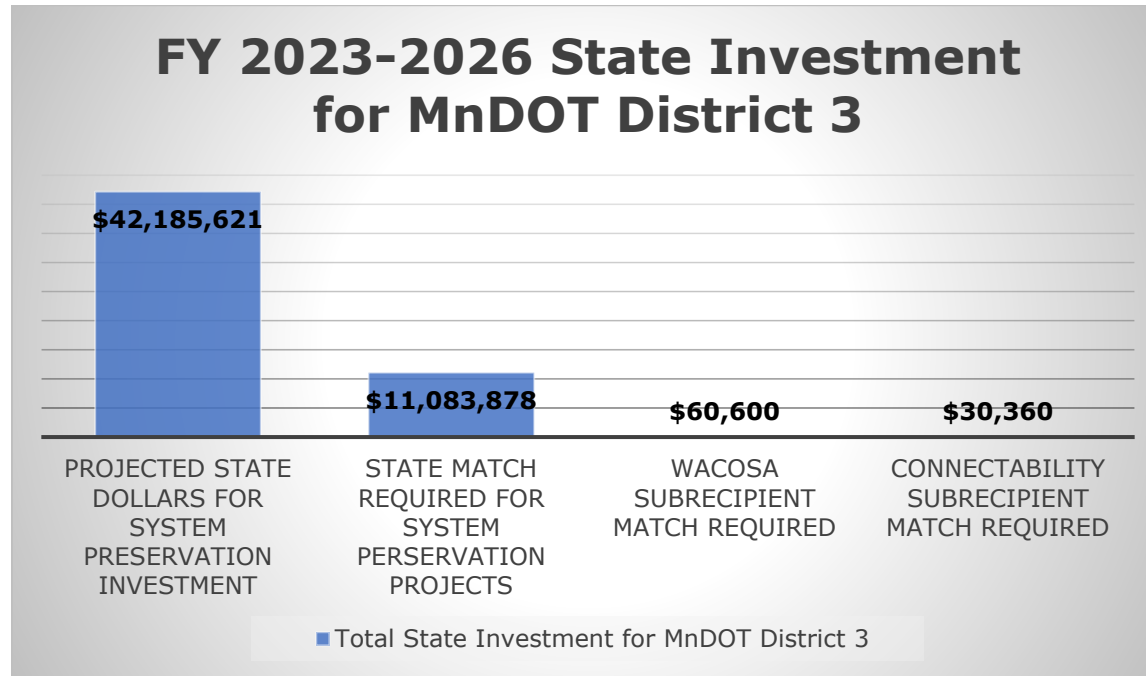


Figure 4.60: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2023-2026. Data courtesy of MnDOT District 3.

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.

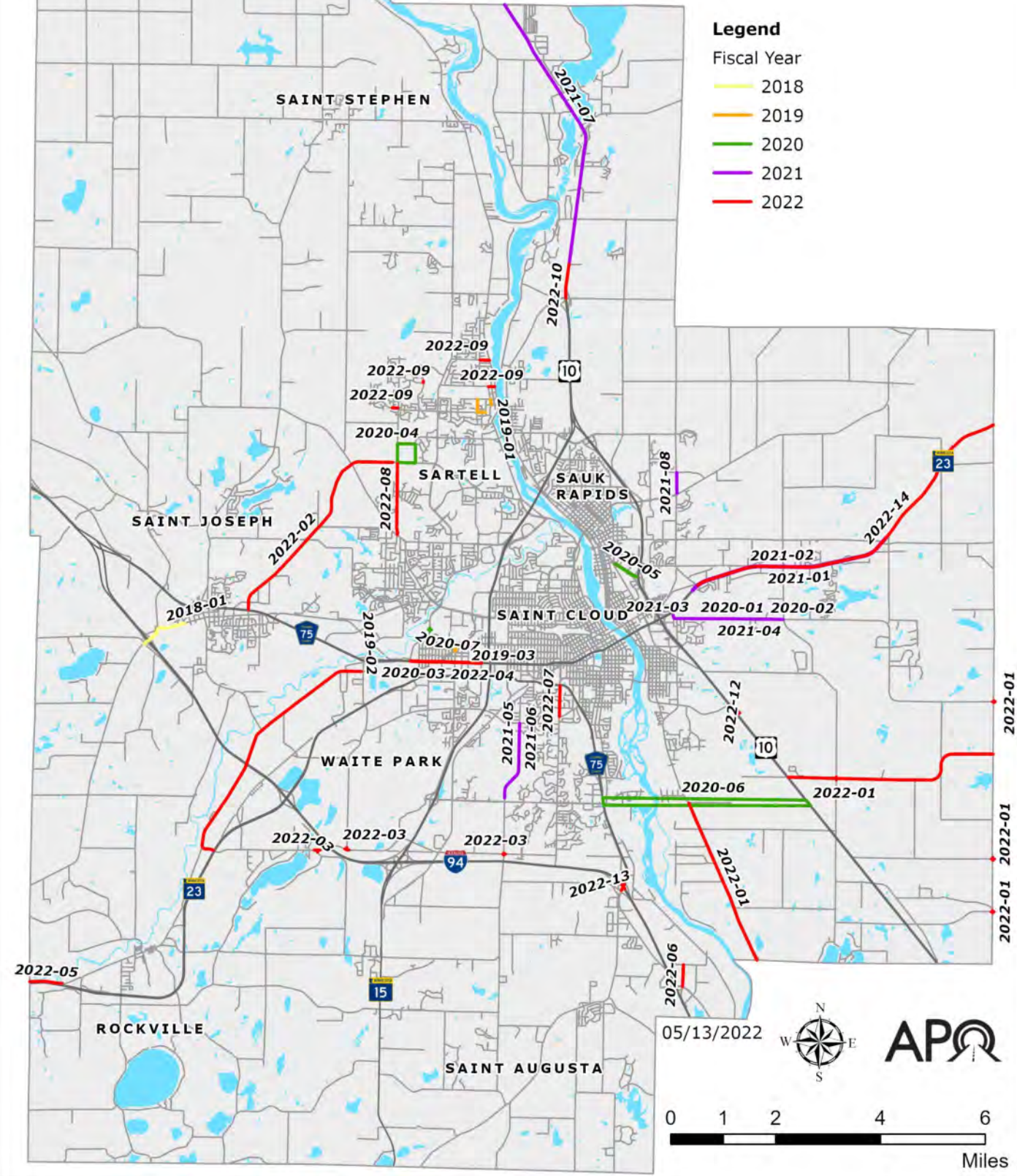
These status reports are intended to encourage early initiation of project development work, so unforeseen issues can be addressed without delaying project implementation. If unavoidable delays occur, project status reports provide a mechanism for the implementing agency to communicate project issues 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.

2018-2022 Annual Listing of Obligated Projects (ALOP)



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

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

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 REPARIS 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 PURCHASE	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	
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)					\$143,939,412							\$30,210,647	\$9,111,040			\$11,005,878	\$0	\$69,158,118	\$139,984,282	
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	STBGTP 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
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
									\$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
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
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
				MN 23 INTERCHANGE																			
HIGHWAY I 94	7380-264	2023	MNDOT	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
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								

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
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
									\$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
				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

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	
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	
									\$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	
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	

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
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
									\$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
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-BOUT 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	
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)					\$143,939,412							\$30,210,647	\$9,111,040			\$11,005,878	\$0	\$69,158,118	\$139,984,282	
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
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					\$143,939,412							\$30,210,647	\$9,111,040			\$11,005,878	\$0	\$69,158,118	\$139,984,282
				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	TRS-0048-26A	2026	SAINT CLOUD																				
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 Transportation Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: Draft Regional Active Transportation Plan
DATE: June 09, 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.

The discussion among APO staff about preparing the ATP began in 2019 after completing the APO's most recent Metropolitan Transportation Plan (MTP) – MAPPING 2045. The MTP spent a significant amount of time discussing the roadway network but fell short of addressing the needs for a proper multimodal system. One of the recommendations found within MAPPING 2045 to address this known shortcoming was to develop a regional active transportation plan. This plan would conduct a thorough analysis of the region's active transportation network, identify existing gaps, and prioritize investment areas across jurisdictions.

It is the hope that this plan will serve two primary functions. The first is to inform the development of the APO's next MTP – Looking Ahead 2050. The second is to assist member jurisdictions in prioritizing active transportation projects both within their municipal boundaries and on an interjurisdictional level.

A course of action to effectively engage the public was developed for the ATP. Two main products were prepared for the public – a survey hosted on SurveyMonkey and an interactive online map using a Wikimap platform. The plan was reviewed and commented on at various meetings, such as the Active Transportation Advisory Committee (ATAC), Technical Advisory Committee (TAC), and Policy Board.

Appendix A-E are the city profiles for Sauk Rapids, Sartell, Saint Joseph, Waite Park, and Saint Cloud. Each city is thoroughly reviewed from a local lens. During the development of the jurisdictional chapters, city staff and leaders were met with and advised. The three-phase approach based upon a data-driven methodology was conducted to develop focus areas and recommend projects.

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 focus 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.

On May 26th, the APO Technical Advisory Committee (TAC) met and reviewed the ATP and recommended Policy Board approval to release the document for public review and comment.

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

2022 REGIONAL ACTIVE TRANSPORTATION PLAN

DRAFT
May 2022



Approved by the APO Policy Board on

<<DATE>>

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 (Saint Cloud Metro Bus). 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.

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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 codsadyaasha, 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 suurtogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO II

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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

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CIWAANKA VI EE XAQIIJINTA

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GARANTÍA DEL TÍTULO VI

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GLOSSARY OF TERMS

Accessible Formats: Formats that are alternative to standard print or online materials accessible to people with disabilities. This may include large print, recorded audio and other electronic formats, and Braille.

Active Transportation: Any human-powered mode of transportation, including bicycling, walking, and other means of self-propelled mobility.

Americans with Disabilities Act (ADA): Civil rights legislation passed in 1990 and effective July 1992 that sets design guidelines for accessibility to public facilities and public meetings for individuals with disabilities.

Active Transportation Advisory Committee (ATAC): The Active Transportation Advisory Committee consists of citizen volunteers from within the APO planning area who have a special interest in bicycle and pedestrian issues. The ATAC reviews transportation studies, **plans, and projects from a citizen’s perspective.**

Continuing, Comprehensive, and Cooperative (3-C): A Federal mandate in accordance with the Federal-Aid Highway Act of 1962 that requires transportation projects in urbanized areas of 50,000 or more in population be based on a continuing, comprehensive urban transportation planning process undertaken cooperatively by the states and local governments.

Federal Highway Administration (FHWA): A branch of the U.S. Department of Transportation that administers the Federal-Aid Highway Program, providing financial assistance to states to construct and improve highways, urban and rural roads, and bridges.

Federal Transit Administration (FTA): A branch of the U.S. Department of Transportation that provides financial and technical assistance to local public transit systems and oversees safety measures for those systems.

Metropolitan Planning Organization (MPO): An organization designated by agreement between the governor of a state, unites of local governments of an urban area, and relevant agencies as being responsible for carrying out the terms of 23 USC Sec. 134. Any urban area of more than 50,000 residents must have an MPO. The Saint Cloud Area Planning Organization is the MPO for the Saint Cloud metropolitan area.

Metropolitan Transportation Plan (MTP): A transportation plan addressing no less than a 20-year planning horizon. The MTP includes both short-range and long-range strategies/actions that lead to the development of an integrated multimodal transportation system.

Minnesota Department of Transportation (MnDOT): The state department of **transportation for Minnesota. MnDOT’s mission is to plan, build, operate, and maintain a safe, accessible, efficient, and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally, and worldwide.**

Saint Cloud Area Planning Organization (APO): The APO is an organization designated by agreement between the governor of Minnesota, local units of government, and relevant agencies as being responsible for carrying out the terms of 23 USC Sec. 134. The APO is the Metropolitan Planning Organization (MPO) for the Saint Cloud urban area.

Saint Cloud Metropolitan Transit Commission (MTC): MTC, more commonly known as **Saint Cloud Metro Bus (or simply "Metro Bus")**, is the urban transit provider within the Saint Cloud Metropolitan Planning Area (MPA). Founded in 1969, Metro Bus provides fixed route, paratransit (Dial-a-Ride), and commuter bus services – via the Northstar Commuter Link to access the Northstar Commuter Rail train in the City of Big Lake – for the cities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park.

Stakeholder: A stakeholder is any person or group affected by a transportation plan, program, or project, including those not aware they are affected. Stakeholders may also be any person or group that thinks they may be affected by a transportation plan, program, or project even if they are not affected. Examples of stakeholders include non-governmental organizations, traditionally underserved communities, residents of affected geographic areas, commuters and tourists, transportation professionals, and government agencies.

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. **The SEP is intended to fulfill the Saint Cloud APO's requirement for such a plan. In addition, the SEP includes the APO's Title VI and Limited English Proficiency (LEP) plans – both of which are also Federally required.**

Technical Advisory Committee (TAC): The Technical Advisory Committee consists of voting representatives from each **APO's member jurisdictions and** representation from Saint Cloud Metro Bus and the Minnesota Department of Transportation (MnDOT). This committee – typically composed of planners and engineers – reviews plans and programs from a **technical perspective and makes recommendations to the APO's decision-makers.**

Title II: A portion of the Americans with Disabilities Act (ADA) of 1990 that prohibits the discrimination of a qualified individual with a disability, on the basis of said disability, be excluded from participation in or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.

Title VI: A portion of the Civil Rights Act of 1964 that prohibits discrimination on the basis of race, color, or national origin in any program or activity receiving Federal financial assistance.

Unified Planning Work Program (UPWP): The UPWP is a Federally required statement of work identifying the planning priorities and activities to be carried out by the APO staff. The **UPWP includes the APO's annual budget**, and it identifies any special studies and consultant contracts for the fiscal year.

AN ACTIVE FIRST STEP IN REGIONAL MULTIMODAL PLANNING

A SUMMARY OF THE SAINT CLOUD AREA PLANNING ORGANIZATION'S REGIONAL ACTIVE TRANSPORTATION PLAN

As the regional transportation planning entity for the Saint Cloud area, the Saint Cloud Area Planning Organization (APO) is responsible for developing an updating a region-wide multimodal surface transportation plan. Known as the Metropolitan Transportation Plan (MTP), this document spans a 25-year planning horizon and details the region's potential growth in terms of surface transportation (roadways, bridges, transit, and bicycle/pedestrian infrastructure). The APO's recent iteration of the MTP – [MAPPING 2045](https://bit.ly/3F0G0tn) (https://bit.ly/3F0G0tn) – spent a significant amount of time discussing the roadway network but fell short on addressing the needs for a true multimodal system.

One of the recommendations found within MAPPING 2045 to address this known shortcoming was to develop a regional active transportation plan. This plan would conduct a thorough analysis of the region's active transportation network, identify existing gaps, and prioritize investment areas across jurisdictions.

It is the hope that this plan will serve two primary functions. The first is to inform the development of the APO's next MTP – Looking Ahead 2050. The second is to assist member jurisdictions in prioritizing active transportation projects both within their municipal boundaries and on an interjurisdictional level.

This plan is broken down into five main sections.

Chapter 1's introduction serves as the starting point into exploring the world of active transportation. After a brief introduction on the APO, the chapter serves to define active transportation and justify its importance within the transportation planning field.

We can't begin planning for an active transportation network without first understanding what currently exists. Chapter 2 of this plan documents the current regional active transportation system. APO staff compiled information on the metropolitan planning area's (MPA's) existing on-road and off-road facilities along with a brief look at transit services. This chapter focuses on where each type of facility – be it bicycle lanes, shared use paths, unpaved trails, or transit stops -- is located throughout the region and its current condition. Chapter 2 concludes with a brief overview of various active transportation planning efforts conducted on a state and regional level.

Knowing where the facilities are (or will be) is just half the picture. To plan for a transportation system, it is vital to understand who is using the system and how. Chapter 3 dives into the demographics of the MPA. This section is also filled with count information (to better understand just how utilized the existing facilities are) along with information about where people are wanting to go. Rounding out this chapter is a discussion on how safe the current system is for people to use.

With a better understanding of the current regional active transportation network, Chapter 4 outlines the APO's vision for the future.

The Saint Cloud MPA strives to provide a regionally-coordinated and well-maintained active transportation network allowing for safe, efficient, convenient, and comfortable walking and bicycling access to local and regional destinations for all users of all abilities.

To accomplish this, five goals with various objectives were established. The goals are as follows:

1. Improve bicycle and pedestrian safety and comfort.
2. Improve active transportation connections to desired destinations.
3. Improve the condition of active transportation infrastructure.
4. Provide equitable access to active transportation facilities for all people of all abilities.
5. Promote an interconnected regional active transportation network.

From there, Chapter 4 dives into the methodology used to prioritize necessary improvements and/or additions to the current active transportation network. This three-phase needs assessment methodology details how APO staff utilized the goals, objectives, strategies, and performance measures to prioritize specific areas and ultimately make project recommendations.

Given the shorter nature of active transportation trips, APO staff did not just conduct the needs assessment methodology on a regional level. To understand the dynamics of each of the five APO member cities – Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park – profiles were developed with a specific focus on each of the jurisdictions. More information on these can be found in appendices A-E.

Finally, Chapter 5 provides a set of resources for city and county staff as well as local elected officials to reference to assist in their efforts to improve **their city's policies on** walking and biking.

It is important to note that this regional active transportation plan is just a starting point for the MPA. Fostering an environment that is truly multimodal will take a significant amount of time and resources. But most of all, it will take a continued focus on ensuring the needs of all area residents – regardless of mode choice – are met and done so in an equal and equitable way. It is the hope that this and future iterations of this planning effort will bring much needed attention to this important form of transportation.

CHAPTER 1: INTRODUCTION

PURPOSE OF THE PLAN

This 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.

The ATP is also one of the first regional plans to quantify active transportation system usage, including primary destinations and routes. This plan identifies primary issues and concerns for those who use the system by analyzing available data and information obtained from public engagement. This plan documents a regional vision and goals for active transportation. A set of objectives and strategies was developed to improve the regional network of walkways, bikeways, and related facilities from this vision. This plan also includes prioritization and ranking projects for funding consistent with those objectives.

Overall, the ATP provides the framework and means to increase active transportation opportunities and make it safer and more convenient for people to walk, bike, and use active modes in the Saint Cloud MPA.

THE SAINT CLOUD AREA PLANNING ORGANIZATION

The Saint Cloud Area Planning Organization (APO) is one of eight Metropolitan Planning Organizations (MPOs) within the State of Minnesota. Since its formal organization as a joint-powers entity in 1966, the APO has been responsible for facilitating a Continuing, Comprehensive, and Cooperative (3-C) planning process in accordance with Federal regulations. The primary outcomes of the 3-C planning process are 1) a multimodal Metropolitan Transportation Plan (MTP), which has a 20-year planning horizon and is updated every five years, 2) annually preparing and maintaining a four-year Transportation Improvement Program (TIP), and 3) annually preparing a rolling two-year Unified Planning Work Program (UPWP).

The APO does all this work in cooperation with its key planning partners, which include the Minnesota Department of Transportation (MnDOT), the Minnesota Pollution Control Agency (MPCA), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus), individual member jurisdictions, and the public.

APO 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 Metro Bus is also a member.

Brockway, Haven, Minden, Saint Joseph, Saint Wendel, Sauk Rapids, and Watab townships, as well as the cities of Rockville, Saint Augusta, and Saint Stephen, are located within the **APO's MPA but do not participate as voting members on the APO Policy Board. Instead,** these jurisdictions are represented through their respective counties.

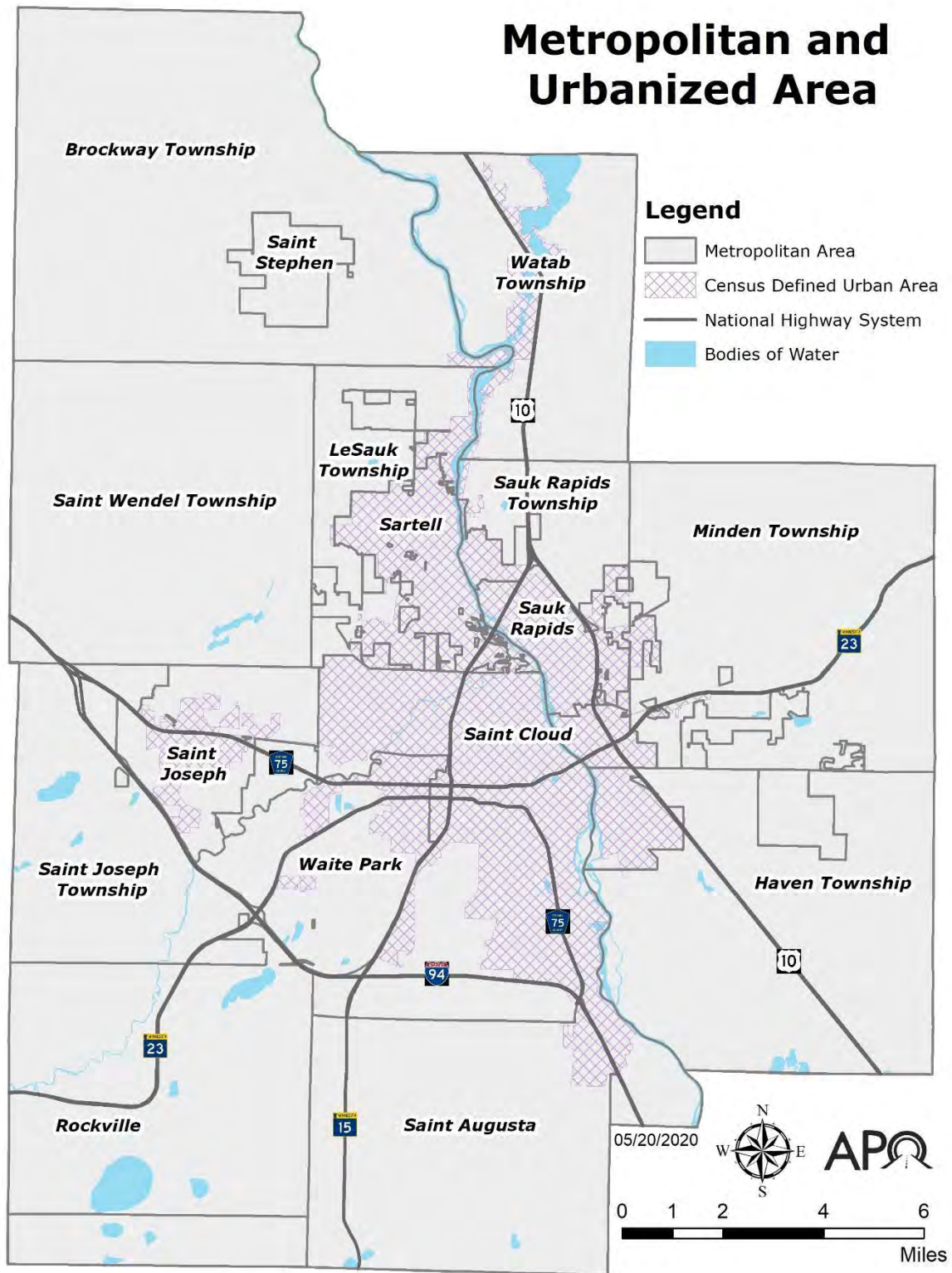


FIGURE 1.1 – THE APO’S METROPOLITAN PLANNING AREA (MPA)

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) comprised of engineers, planners, and staff charged with making technical recommendations to board members and APO staff.

The APO’s TAC has a subcommittee – the Active Transportation Advisory Committee (ATAC). The ATAC is comprised of interested citizens and staff from cities and counties who meet periodically to discuss active transportation goals, objectives, issues, and needs.

A temporary development committee for the Active Transportation Plan was formed as a working group and a resource for the ATAC to review and develop **the APO’s ATP**. The approach to this document and other discussion items from the ATAC and Development Committee are reported to the TAC.

All meetings of the APO Policy Board and its advisory committees are open to the public.

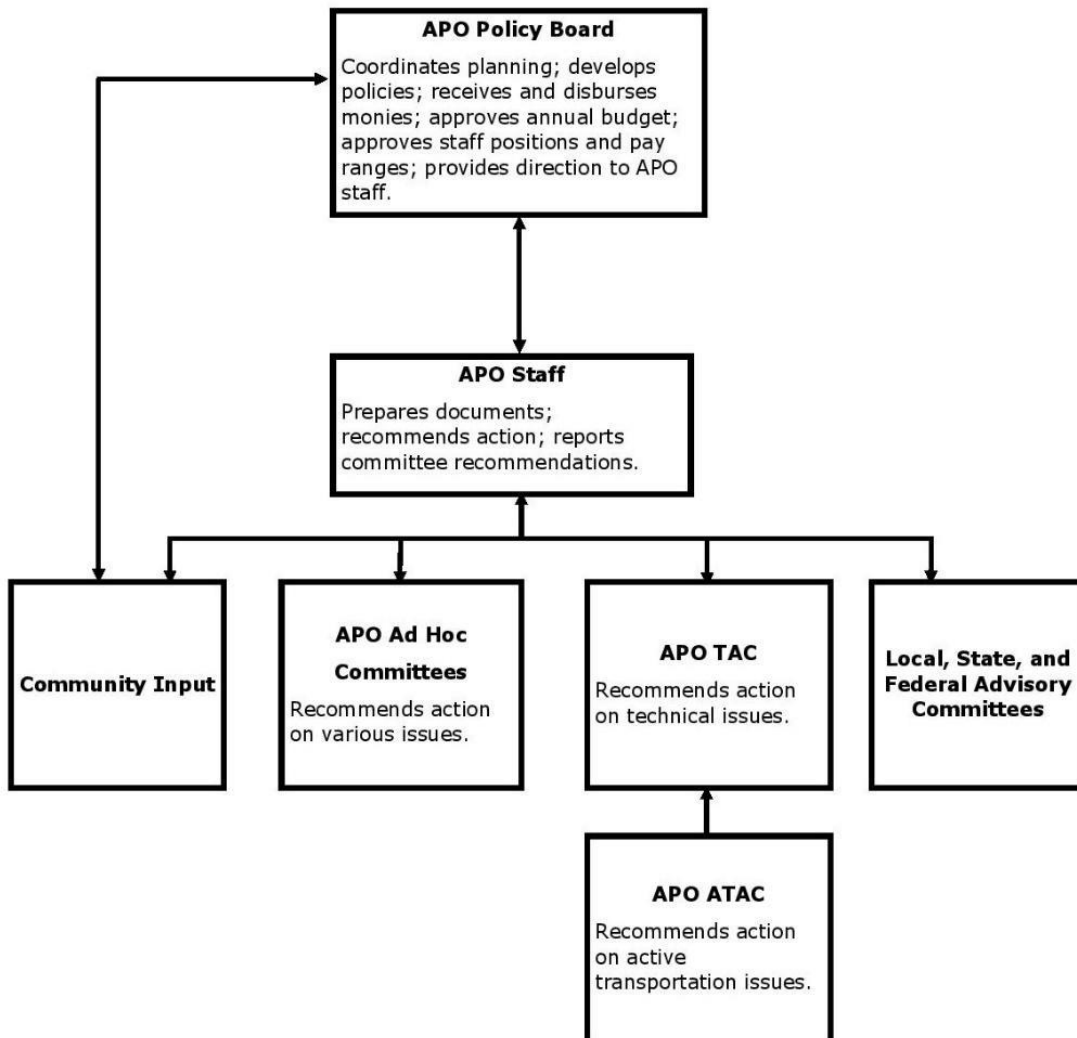


FIGURE 1.2 - THE APO ORGANIZATIONAL STRUCTURE.

APO MISSION STATEMENT

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 3-C certified transportation planning process.
- 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.

WHAT IS ACTIVE TRANSPORTATION?

Active transportation refers to any human-powered form of transportation. This not only includes walking and bicycling. It also encompasses other means of self-propelled non-vehicular mobility, such as skateboarding, rollerblading, and mobility assistive devices like wheelchairs. Active transportation is also related to those who use transit services as every transit trip starts and ends by walking, bicycling, or rolling to and from bus stops and transit terminals.

The ATP is developed with all these users in mind.

WHY IS ACTIVE TRANSPORTATION IMPORTANT?

According to a 2017 survey by the [National Association of Realtors](https://prn.to/3H8YX9N) (<https://prn.to/3H8YX9N>), 53% of Americans prefer to live within easy walking distance to shops, restaurants, and parks with nearby public transit. Younger generations, in particular,

expressed a preference for living in smaller homes with sidewalks where they can walk to find needed services.

Transportation planning and project development that includes designs and investments to meet the needs of cyclists, pedestrians, and other active transportation users leads to better health and safety for individuals and the community and is better for the economy and the environment. A complete approach to facilities and street design improves equal access for all users, including those who, in the past, may have been underserved.

An [American Heart Association Study](https://bit.ly/3st4tzZ) (https://bit.ly/3st4tzZ) demonstrates benefits from a transportation system that addresses issues and needs for the active transportation user. Better active transportation facilities improve safety and encourage more people to walk, bike, and roll. As more people walk and ride bicycles, the general state of areawide health care improves, the local and regional economy is enhanced, and there is a relief to growing roadway congestion. Providing better conditions for biking and walking improves the quality of life for individuals and the overall community.

BETTER HEALTH

Frequent use of active transportation modes promotes physical activity and healthy lifestyles. The [Centers for Disease Control and Prevention \(CDC\)](http://bit.ly/2DESzJh) reports (http://bit.ly/2DESzJh) that being “physically inactive” can cause physical and mental health problems and is responsible for an estimated 200,000 deaths per year. Increasing physical activity significantly reduces the risk of chronic diseases and premature death. According to a 2015 report from the [U.S. Surgeon General](https://bit.ly/3efbVEb) (https://bit.ly/3efbVEb), physically active people have a 30% lower risk of premature death than their inactive counterparts.

Locally, data gathered as part of the 2020-2022 [Central MN Alliance Community Health Needs Assessment](https://bit.ly/3E17wg0) (https://bit.ly/3E17wg0) indicates approximately 40% of the tri-county population (Benton, Sherburne, and Stearns counties) does not get any vigorous physical activity. This same report revealed that 38% of residents within the three-county area are overweight.

A community with accessible walking and cycling facilities available can help people integrate physical activity into their lives.

IMPROVED SAFETY

Providing more complete and better active transportation facilities will improve safety and save lives. The [Minnesota Department of Public Safety’s Office of Traffic Safety](https://bit.ly/3pIKukW) (https://bit.ly/3pIKukW) estimates that approximately 39 pedestrians and seven bicyclists are killed each year due to a collision with a motor vehicle. This accounts for about 12% of statewide traffic fatalities each year, with over two-thirds of these fatalities occurring in urban areas.

Between 2014 and 2018, the percent of all traffic-related fatalities and serious injuries within the MPA from people engaged in non-motorized transportation ranged from 20% to 38%.

A 2019 report from [Smart Growth America](https://bit.ly/2Wk26Pt) (https://bit.ly/2Wk26Pt) reports that nationally a disproportionate impact of such crashes tends to fall on traditionally underserved populations.

Through the development of additional (and often grade-separated) active transportation facilities, the risk of crashes involving motor vehicles and active transportation users can be greatly diminished.

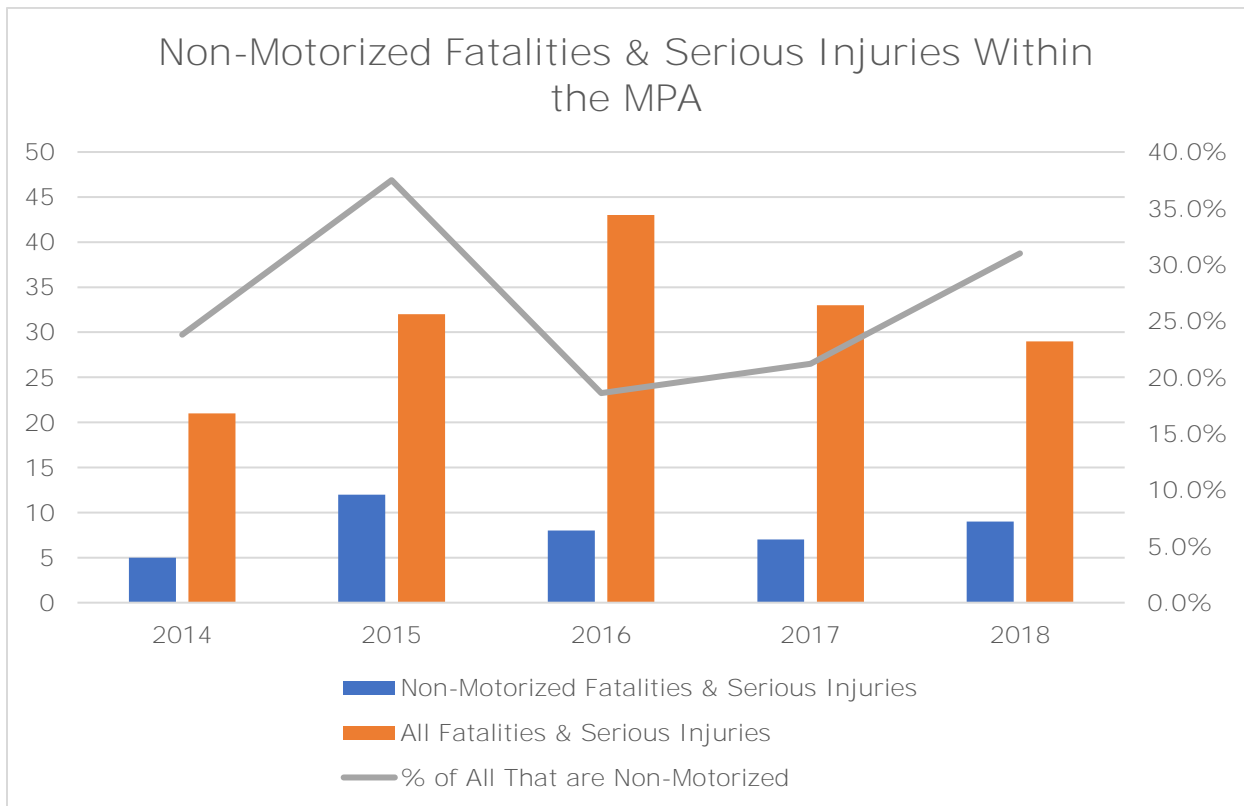


FIGURE 1.3 – NON-MOTORIZED FATALITIES AND SERIOUS INJURIES WITHIN THE MPA AS A PERCENTAGE OF ALL TRAFFIC-RELATED FATALITIES AND SERIOUS INJURIES.

DATA COURTESY OF THE APO'S TRANSPORTATION PERFORMANCE MONITORING REPORT – 2018.

STRONGER ECONOMY

According to a [2011 national study by the University of Massachusetts, Amherst](https://bit.ly/2NzBUcU) (https://bit.ly/2NzBUcU) on pedestrian and bicycle infrastructure, the construction of active transportation infrastructure creates more jobs than road infrastructure construction.

Active transportation projects create direct, pre-project jobs such as engineering and planning. Indirect jobs are also created in products and service industries required in the construction phase, such as cement manufacturing, trucking, etc.

Once constructed, active transportation facilities can increase tourism and commercial business activity in affluent communities and communities facing economic hardship.

A 2020 study of six cities conducted by the [National Institute for Transportation and Communities](https://bit.ly/3pilxXG) (https://bit.ly/3pilxXG) concluded that transportation corridors with street improvements designed to accommodate non-motorized modes positively impact business performance.

According to the [Alliance for Biking and Walking](https://bit.ly/3eho9ik) (https://bit.ly/3eho9ik), including bike lanes in the urban transportation system has contributed to improved commercial activity and sales. Those who can bike and walk to their shopping destinations spend more per month than those who drive, benefiting businesses and the local economy.

Project Type	Total Jobs Created Per \$1 Million Infrastructure Investment
Bicycle infrastructure only	11.41
Off-street multi-use trails (shared use paths)	9.57
On-street bicycle and pedestrian facilities (without road construction)	8.42
Pedestrian infrastructure only	9.91
Road infrastructure with bicycle and pedestrian facilities	8.53
Road infrastructure with pedestrian facilities	8.42
Road infrastructure only (no bike or pedestrian components)	7.75

FIGURE 1.4 – NATIONAL AVERAGE EMPLOYMENT IMPACTS BY PROJECT TYPE.

DATA COURTESY OF PEDESTRIAN AND BICYCLE INFRASTRUCTURE: A NATIONAL STUDY OF EMPLOYMENT IMPACTS FROM THE UNIVERSITY OF MASSACHUSETTS AMHERST.

This, in turn, creates a substantial return on investment, according to the 2011 study [BEAT The Path to Health](https://bit.ly/2lzOx6J) (<https://bit.ly/2lzOx6J>). This ROI continues to allow dollars to circulate within and stimulate the local economy.

In addition, real estate values also increase when active transportation infrastructure such as shared use paths and trails are constructed in neighborhoods. Homes that are located near trails are more likely to sell in a shorter period of time than homes not in close proximity to those types of facilities, according to a 2001 study by [Texas A&M University](https://bit.ly/2C3GMnh) (<https://bit.ly/2C3GMnh>).

BETTER ENVIRONMENT

Less vehicle usage is better for the environment. According to the [United States Environmental Protection Agency](https://bit.ly/32c7IH7) (<https://bit.ly/32c7IH7>), the transportation sector, principally light-duty vehicles, are the most significant contributor to carbon dioxide emissions. According to the [Minnesota Go Statewide Multimodal Transportation Plan](https://bit.ly/2FzbHbW) (<https://bit.ly/2FzbHbW>), approximately 47% of air pollution in Minnesota is from on- and off-road vehicles and equipment.

“But even as cars get more fuel-efficient, they’re getting bigger. As the economy has gotten better and gas has gotten cheaper, Minnesotans are choosing bigger vehicles again, contributing to growing emissions from light-duty trucks (that includes pickup trucks, SUVs, vans, and crossovers), which make up 38% of transportation emissions, up from 34% in 2005.”

When more people choose to walk or cycle to their transportation destinations, this reduces the number who drive and lessens the amount of carbon dioxide emissions.

ACCESS AND EQUITY

The [FHWA Guidebook](https://bit.ly/3mqSQWI) (https://bit.ly/3mqSQWI) defines “equity” as a measure of fair distribution of costs and benefits among members of society. In every community, some cannot afford the cost of a vehicle and may depend upon connected active transportation infrastructure to get to work, school, the grocery store, or other services. Regardless of income, some cannot drive due to age or other circumstances such as a disability or limited English proficiency. Providing equitable access to safe active transportation infrastructure allows more people to get to work and access their daily needs.

ACTIVE TRANSPORTATION VS. TRADITIONAL VIEWS OF TRANSPORTATION

For nearly 50 years, transportation planning has been evolving from a motor vehicle-centered approach – emphasizing moving people primarily using roadways and interstates – to a multimodal focus that recognizes and plans for different modes of transportation, including active transportation.

At the Federal level, the passage of [the Intermodal Surface Transportation Efficiency Act \(ISTEA\) of 1991](https://bit.ly/3pjIhX6) (https://bit.ly/3pjIhX6) began to shift transportation policy (and subsequently funding) from interstate expansion to incorporating transportation activities that enhanced the environment such as wetland banking, promoting transportation activities that contributed to meeting air quality standards, and dedicating highway funding for active transportation infrastructure.

Prior to this 1991 transportation legislation, few communities utilized Federal funding to invest in building or maintaining active transportation infrastructure.

As transportation planning as a field has evolved, more of a focus has been placed on creating transportation networks that ensure the needs of all users – both motorists and non-motorists. Complete Streets, as defined by [Smart Growth America](https://bit.ly/3FrA6Ob) (https://bit.ly/3FrA6Ob), is a movement that directs transportation planners and engineers to consider the design and operation of right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

The Saint Cloud MPA has given attention to including active transportation infrastructure projects as part of the regional transportation network.

Between 2015 and 2019, 19.3 centerline miles of off-road and 3.4 lane miles of active transportation infrastructure projects have been completed across the MPA. Most notable additions include the completion of the Lake Wobegon Trail from Saint Joseph to Waite Park and the ROCORI Trail section constructed in Rockville. Other local projects contributing to the additional centerline miles include the reconstruction of 33rd Street S in Saint Cloud – which added a shared use path along the corridor – and new facilities in both Sartell and Sauk Rapids near high schools.

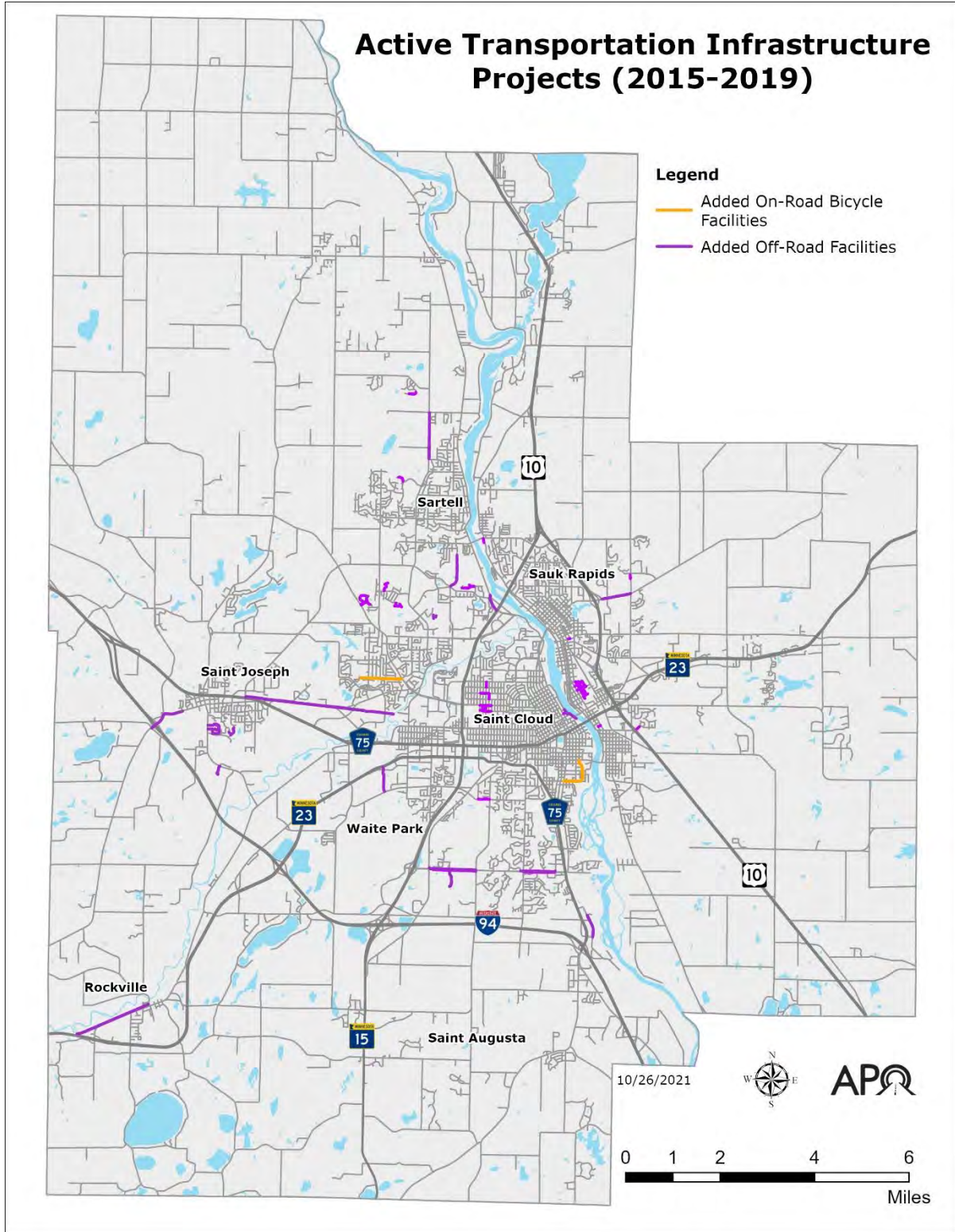


FIGURE 1.5 – A MAP OF THE ACTIVE TRANSPORTATION INFRASTRUCTURE PROJECTS BUILT WITHIN THE APO'S PLANNING AREA BETWEEN 2015 AND 2019.

At the regional level, **the work completed as part of this ATP adds another layer to the APO's approach to regional transportation planning.**

The APO's 2045 MTP is the region's multimodal long-range transportation planning document. While [MAPPING 2045](https://bit.ly/2BBKUxu) (<https://bit.ly/2BBKUxu>) mentions active transportation modes throughout the region, it falls short in conducting a regional needs assessment on active transportation infrastructure and identification of possible projects to enhance system **connectivity. This, in part, is due to the APO's regional travel demand model (used to help forecast future travel demands of the transportation network) not being able to consider the use of bicycles, pedestrians, and other active transportation modes.**

The development of the APO's ATP will effectively pick up where the MTP left off in terms of active transportation. As stated earlier, this planning effort will do a deeper dive into active transportation using available data. It will inform future long-range planning efforts done by the APO, including the development of the next MTP.

IDENTIFYING STAKEHOLDERS & INVOLVING THE PUBLIC

The APO maintains a [Stakeholder Engagement Plan \(SEP\)](https://bit.ly/2PaDcOb) (<https://bit.ly/2PaDcOb>) that identifies compliance with Federal and State regulations and defines the public engagement process and strategies used in the development of all APO plans and studies, including the ATP. As identified in the SEP:

"At critical points in the development of these studies, input will be sought from the public and interested persons regarding existing conditions/operations, identified needs/deficiencies, proposed strategies/policies, and identified projects/improvements."

Stakeholder participation began with the work of volunteers serving on the ATAC and the ATP Development Committee, who, along with APO staff, guided the planning process through regular meetings and presentations. Extensive outreach was conducted with local government officials and the public, including agencies, advocacy groups, organizations, citizens, and others with a vested interest in the regional active transportation system.

Through a variety of methods – committees, surveys, an online interactive mapping tool, and social media – the APO sought meaningful input and coordination with a broad body of stakeholders and interested parties to assist in identifying significant issues and opportunities for improving the regional active transportation system.

Creative methods were used to overcome challenges to the APO public engagement process due to the COVID-19 health emergency in spring 2020. With public events canceled, restrictions on gatherings, and social distancing requirements, APO staff and partners coordinated in a concerted effort to obtain widespread participation through online engagement. These efforts included specific outreach to underserved populations.

Presentations to the APO's ATAC, TAC, and Policy Board allowed for community members, local planners and engineers; and elected officials to view progress on the development of the plan. These meetings, and subsequent in-person discussions with city and county staff, assisted APO staff in the vetting process of projects proposed within this document.



FIGURE 1.6 - MEMBERS OF THE ACTIVE TRANSPORTATION DEVELOPMENT COMMITTEE DISCUSSING WORK ON THE ATP IN MARCH 2020 -- PRIOR TO THE ONSET OF COVID-19.

Once in draft form, APO staff solicited input from the community through INSERT MEANS prior to the adoption of this plan by the APO’s Policy Board in INSERT MONTH YEAR ADOPTION.

Please see Appendix F for a complete report on the public engagement activities used and public participation in developing the Active Transportation Plan.

CHAPTER 2: REGIONAL ENVIRONMENT

Regional planning for future active transportation needs begins with a comprehensive overview of the existing network. This includes a detailed look at the types of facilities and design standards for active transportation infrastructure at the local level.

A review of existing facilities – their location and condition – can inform a discussion on regional needs and priorities. More information on this needs assessment can be found in Chapter 4.

Rounding out this chapter is a review and summary of state and regional plans detailing information pertaining to active transportation.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Within the Saint Cloud MPA, there is a variety of infrastructure designed specifically for active transportation users that are both integrated into the roadway network (on-road facilities) or separated from the roadway network (off-road).

Also complementing the on- and off-road active transportation network is the transit network operated by the MPA's urban transit provider, **Saint Cloud Metro Bus**. In addition to vehicles – fixed route and Dial-a-Ride paratransit buses – Metro Bus owns and maintains infrastructure within their service area that caters to their riders. Active transportation infrastructure is an essential component of the overall regional transit network because each transit trip starts and ends with riders using active transportation (walking, biking, or rolling).

Transit services for a select portion of the MPA, including the City of Saint Joseph, are provided through rural transit provider Tri-CAP. Since Tri-CAP does not operate on a regular fixed-route schedule nor maintain any transit infrastructure such as bus stops, benches, shelters, and transit hubs, they are not included in this analysis.

Below is a list of on-road, off-road, and transit facilities found within the MPA.

ON-ROAD FACILITIES

Bike Lane: A bike lane is a portion of the roadway designated for exclusive or preferential use by people riding bicycles. Bike lanes are a minimum of 5-feet wide and must include pavement markings and signage. Wider bike lanes are recommended on streets with higher motor vehicle speeds and traffic volumes or where pedestrian traffic in the bike lane is anticipated.



FIGURE 2.1 – AN EXAMPLE OF A BIKE LANE.



FIGURE 2.2 – AN EXAMPLE OF BIKE ROUTE SIGNAGE.

Bike Route: There are two types of bike routes; a paved shoulder and a shared roadway. Paved shoulders are typically present on rural roadways and are separated from vehicles, much like a bike lane. Paved shoulders are marked by a bicycle route sign but do not have bicycle symbol pavement markings and can be used by pedestrians. A shared roadway is typically located on low-volume and low-speed streets. Signs and painted “sharrows” or shared lane markings assist with wayfinding and show the preferred location of the person cycling within the roadway.

Marked Crosswalk: Painted markings that span a roadway to indicate where pedestrians have the right of way. Crosswalks can be accompanied by traffic signals or stop signs.

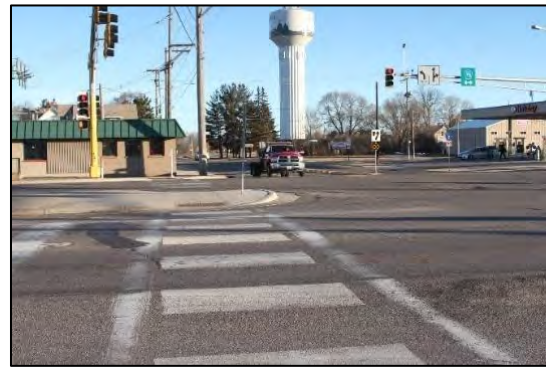


FIGURE 2.3 – AN EXAMPLE OF A MARKED CROSSWALK.

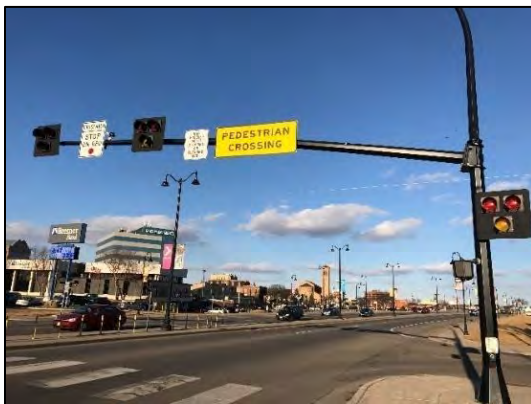


FIGURE 2.4 – AN EXAMPLE OF A PEDESTRIAN HYBRID BEACON.

Pedestrian-Hybrid Beacon: Also known as a high-intensity activated crosswalk (HAWK) signal, a pedestrian hybrid beacon (PHB) is often suggested with mid-block crosswalks. The person about to cross the roadway activates a flashing red beacon, a signal which stops vehicles on the roadway, allowing the user to get across safely. PHBs are recommended to improve safety in areas with high vehicle traffic and pedestrian volumes.



*FIGURE 2.5 – AN EXAMPLE OF AN RRFB.
PHOTO COURTESY OF AZDOT.GOV.*

Pedestrian Rectangular Rapid Flashing Beacons (RRFB): Used at uncontrolled intersection crossings, pedestrians and bicyclists about to use the crosswalk activate the RRFBs. Yellow warning beacons begin flashing to alert motorists that they are approaching a crosswalk with users present. All components must meet Manual on Uniform Traffic Control Devices (MUTCD) and Americans with Disabilities Act (ADA) accessibility requirements.

OFF-ROAD FACILITIES

Shared Use Path: Shared use paths – sometimes referred to as trails, multi-use trails, or bike paths – are physically separated from motor vehicle traffic by an open space or barrier. Often paved, shared use paths are commonly designed for two-way travel and can accommodate bicycles, pedestrian, and other non-motorized user traffic. Path widths may range from 10 to 15 feet.



FIGURE 2.6 – AN EXAMPLE OF A SHARED USE PATH.



FIGURE 2.7 – AN EXAMPLE OF A SIDEWALK.

Sidewalk: Sidewalks should be at least 6 feet wide and offer pedestrians a separate way to travel along the street network. It is common and encouraged for young children to ride bicycles on sidewalks along busy streets in residential areas.

Other active transportation infrastructure supporting these facilities includes bike parking and wayfinding signage.



FIGURE 2.8 – AN EXAMPLE OF A BIKE RACK.



FIGURE 2.9 – A WAYFINDING SIGN FOR THE MISSISSIPPI RIVER TRAIL.

TRANSIT FACILITIES

Sign: The most common type of transit facility is a sign on a post. The signed-only stop is typically found in areas with low land use density and lower ridership areas such as neighborhoods. These transit facilities can be incorporated with existing off-road active transportation infrastructure (like sidewalks) or can be found outside of the active transportation infrastructure network.



FIGURE 2.10 – A TRANSIT STOP SIGN.



FIGURE 2.11 – A TRANSIT BENCH.

Benches: A transit stop with a bench is accompanied by a sign and sometimes a trash receptacle. Transit bench stops are often located on the sidewalk network and are supported by a cement or concrete pad within areas with low to medium ridership potential.

Shelters: A typical shelter transit stop includes a bus stop sign, at least one bench, a trash receptacle, interior lighting, and advertising panels. Some bus shelters can also be equipped with bike racks. Shelter bus stops are located on the sidewalk network in areas with medium to high ridership potential and are supported by a cement or concrete pad.



FIGURE 2.12 – A SHELTER AT A TRANSIT STOP.



FIGURE 2.13 – EXAMPLE OF A TRANSIT HUB.
PHOTO COURTESY OF SAINT CLOUD METRO BUS.

Transit Hub: A transit hub can be either a sheltered transit facility or a transit center. These facilities allow transit users the opportunity to transfer to different fixed routes on the transit system. Depending upon the facility, a transit hub can contain additional passenger amenities such as an indoor waiting area, restrooms, customer service, and vending machines.

On-road, off-road, and transit facilities can be utilized in multiple connected ways by various types of users to get to and from desired destinations such as businesses, restaurants, and homes. The type of infrastructure present – or not present – prescribes, in part, how people will choose to get to their destinations.

DESIGNING THE LOCAL SYSTEM

Design standards for specific active transportation facilities, such as sidewalks and shared use paths, are often defined at the local level within the MPA. A review of the MPA’s county and municipal ordinances found that many cities require consideration of these facilities when designing a new development or undergoing street reconstruction.

It is common practice within the MPA to have sidewalks along at least one side of collector and/or minor arterial roadway. While maintenance (for example, fixing broken pavement) is the responsibility of the city or county that owns the facility, local ordinances prescribe that removing snow and ice from sidewalks is the owner’s responsibility whose property abuts the sidewalk.

In terms of on-road facilities, with the passage of [Minnesota Statute 169.14 Subd. 5h](https://www.revisor.mn.gov/statutes/cite/169.14#stat.169.14.5h) (<https://www.revisor.mn.gov/statutes/cite/169.14#stat.169.14.5h>), cities within the MPA



may consider lowering speed limits on roadways to protect cyclists and pedestrians. However, this statute does not include county- or state-owned roadways that may pass through a city. Local ordinances also discuss possible traffic safety and/or calming measures such as narrowing lanes that can be implemented to reduce motor vehicle traffic speeds.

A detailed look at these individual ordinances and policies for each jurisdiction can be found in the individual city profiles, Appendices A through E.

ACTIVE TRANSPORTATION INFRASTRUCTURE IN THE MPA

Based upon an understanding of the types of active transportation facilities found within the MPA, the following section details the location of these types of infrastructure in the Saint Cloud metro.

APO staff utilized two techniques to determine the extent (miles) of the existing active transportation infrastructure: lane miles and centerline miles.

Lane miles, used for on-road bicycle facilities, factor in bidirectional traffic movement. In other words, a one-mile stretch of roadway would have two-lane miles of bicycle facilities – one mile on each side of the roadway.

Centerline miles were used to determine the number of miles for sidewalk and shared use paths. This method accounts for the miles of one sidewalk and/or shared use path. If there were a sidewalk on both sides of the roadway, it would be counted as two miles. In other words, if the same one-mile stretch of roadway had a sidewalk on only one side, it would be counted as one mile of the sidewalk.

The Saint Cloud MPA has a combined total of 574 miles of on-road and off-road facilities.

Of note, the existing infrastructure shown herein only accounts for infrastructure that has been constructed prior to December 2019.

Active Transportation Infrastructure Facility Type	Mileage
Bike Lane	18.3
Shared Lane	40.7
Paved Shoulder	22.4
Paved Shared Use Paths	105.7
Unpaved Shared Use Paths	47.8
Sidewalks	339.2
Total	574.0

FIGURE 2.14 – MILEAGE BREAKDOWN OF ACTIVE TRANSPORTATION FACILITIES WITHIN THE MPA BY TYPE.

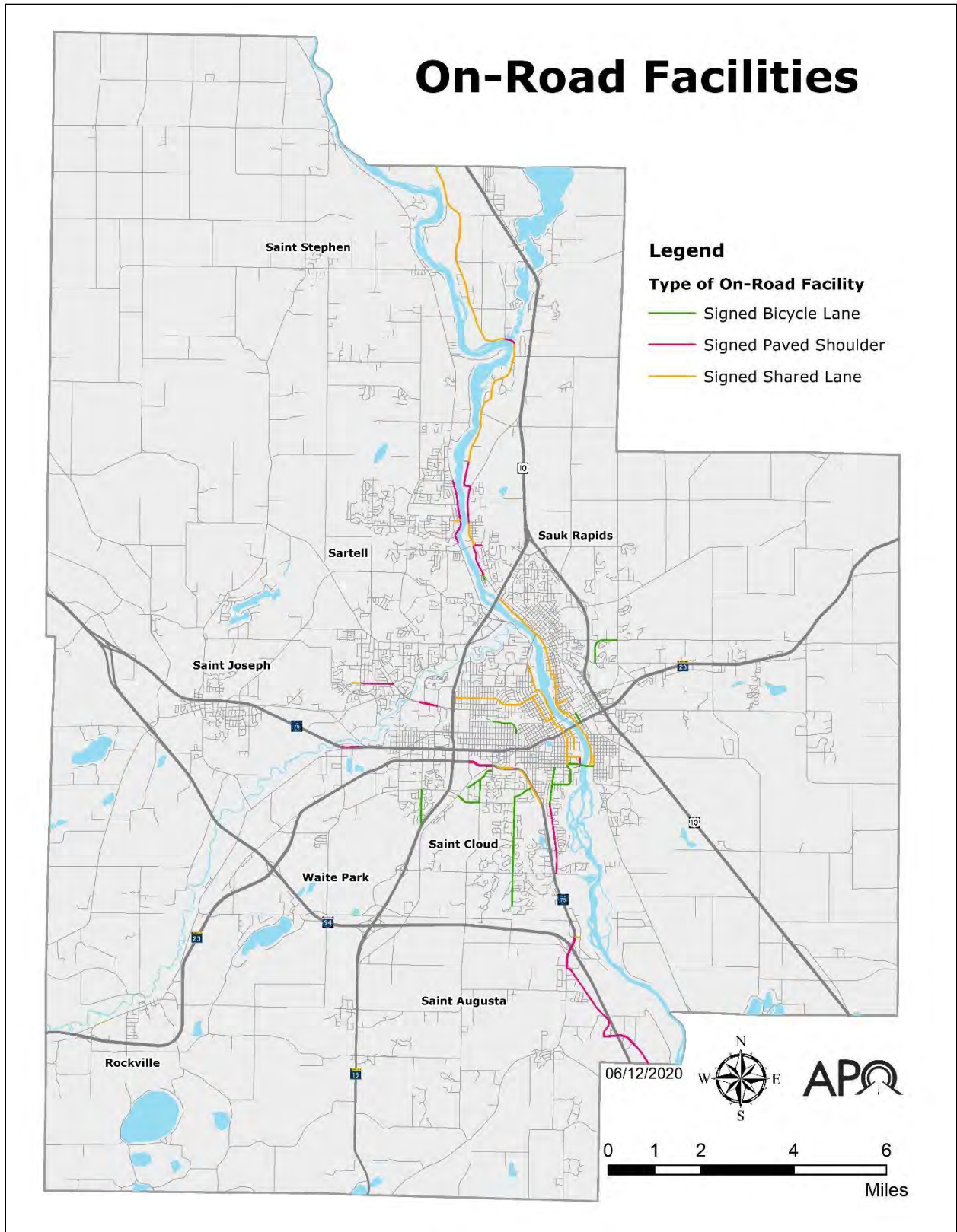


FIGURE 2.15 – MAP OF ON-ROAD ACTIVE TRANSPORTATION FACILITIES BY TYPE AND LOCATION.



ON-ROAD FACILITIES

The most common type of on-road facilities found in the region are shared lanes with a total of 40.7 lane miles – comprising one-half of the on-road facilities in the MPA.

Within the MPA, shared lanes and paved shoulders (the next largest percentage of on-road facilities) are generally found along the Mississippi River as part of U.S. Bicycle Route 45 – more commonly referred to as the Mississippi River Trail.

Mississippi River Trail (MRT)

The Mississippi River Trail (MRT) is a planned network of bicycle facilities that winds through 10 states to encompass the length of the Mississippi River. At a state level, MnDOT has designated this facility as a high-priority regional corridor with a high potential to connect to other bicycle route corridors across the state.

The portion of the MRT within the Saint Cloud MPA is primarily an on-road route.

Coming down from the north, the MRT enters the MPA along the Great River Road scenic byway – Stearns CSAH 1 (Riverside Avenue N)/Benton CSAH 33 (North Benton Drive) through the cities of Sartell and Sauk Rapids. The MRT splits at the intersection of North Benton Drive and Benton CSAH 3 (Second Street N). One section of the MRT crosses the Mississippi River and continues along Ninth Avenue N into Saint Cloud. In contrast, the other section follows the eastern portion of the river along River Avenue S in Sauk Rapids/Riverside Drive in Saint Cloud. The MRT reconnects around Saint Cloud State University and continues south along portions of the Beaver Island Trail shared use path and Stearns CSAH 75 as it winds its way south to the City of Clearwater.



FIGURE 2.16 – PICTURE OF THE MISSISSIPPI RIVER TRAIL IN SAUK RAPIDS.

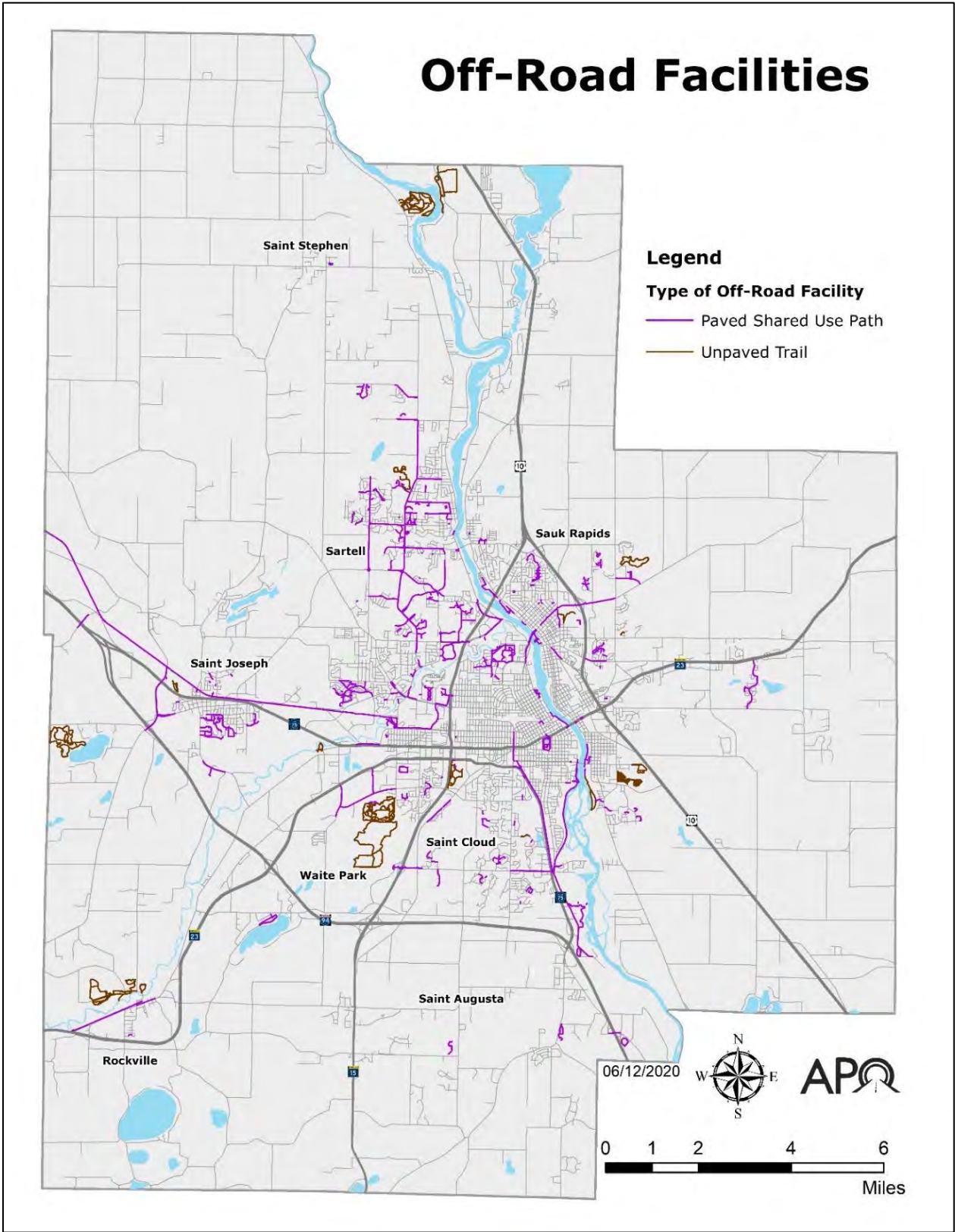


FIGURE 2.17 – MAP OF OFF-ROAD ACTIVE TRANSPORTATION FACILITIES BY TYPE AND LOCATION.



OFF-ROAD FACILITIES

Shared Use Paths and Trails

The most common form of off-road facilities, aside from sidewalks, are paved shared use paths totaling 105.7 miles within the MPA. On the local level, most paved shared use paths are located within the cities of Saint Cloud and Sartell, often connecting neighborhoods to recreational facilities.

At a regional level, paved shared use path connector routes such as the Beaver Island Trail, the Lake Wobegon Trail, and the eventual connection of the ROCORI Trail can be found below.

Other off-road facilities include 47.8 miles of unpaved trails, primarily within the county and municipal parks. Unpaved trails comprise about 8% of the total active transportation facility mileage.

Beaver Island Trail

Once an active rail corridor, the Beaver Island Trail today is a well-used shared use path and a critical regional linkage for the MRT. This shared use path begins south of the SCSU campus and proceeds south, mainly following the contours of the Mississippi River wherever possible.

The City of Saint Cloud and Stearns County plans to extend the Beaver Island Trail from its current southern termini to the City of Clearwater through two programmed construction projects slated to be completed by 2025.

Lake Wobegon Trail

Perhaps one of the most well-known shared use path facilities in the area, the Lake Wobegon Trail, starts in Osakis and primarily follows I-94 throughout most of western Stearns County. The Wobegon Trail enters the MPA northwest of Saint Joseph and continues to Waite Park. This facility also includes trailheads in both communities.

Once in Waite Park, the Lake Wobegon Trail hooks up with the Healthy Living Trail (along Third Street N) as it continues north to Apollo High School in Saint Cloud.

A connection is anticipated between the existing terminus in Saint Cloud to the Beaver Island Trail through a series of on-road bicycle lanes east of MN 15.

ROCORI Trail

The ROCORI Trail currently consists of disconnected segments.

The portion within the MPA contains a small segment from 235th Street and Broadway to Mill Street in Rockville. Another existing segment outside the MPA begins east of Richmond and extends to Cold Spring. The ROCORI Trail Construction Board is working to secure funding to connect these two existing segments and provide a continuous facility through the three communities. A planned connection is slated to be constructed on or around 2022.

The 2007 [Feasibility Study for Stearns County Rails with Trails](https://bit.ly/3teEDAj) (https://bit.ly/3teEDAj) recommends the ROCORI Trail be extended – as funding becomes available – to align with County Road 138 right-of-way and preferably **continue along CSAH 75 to Waite Park's**

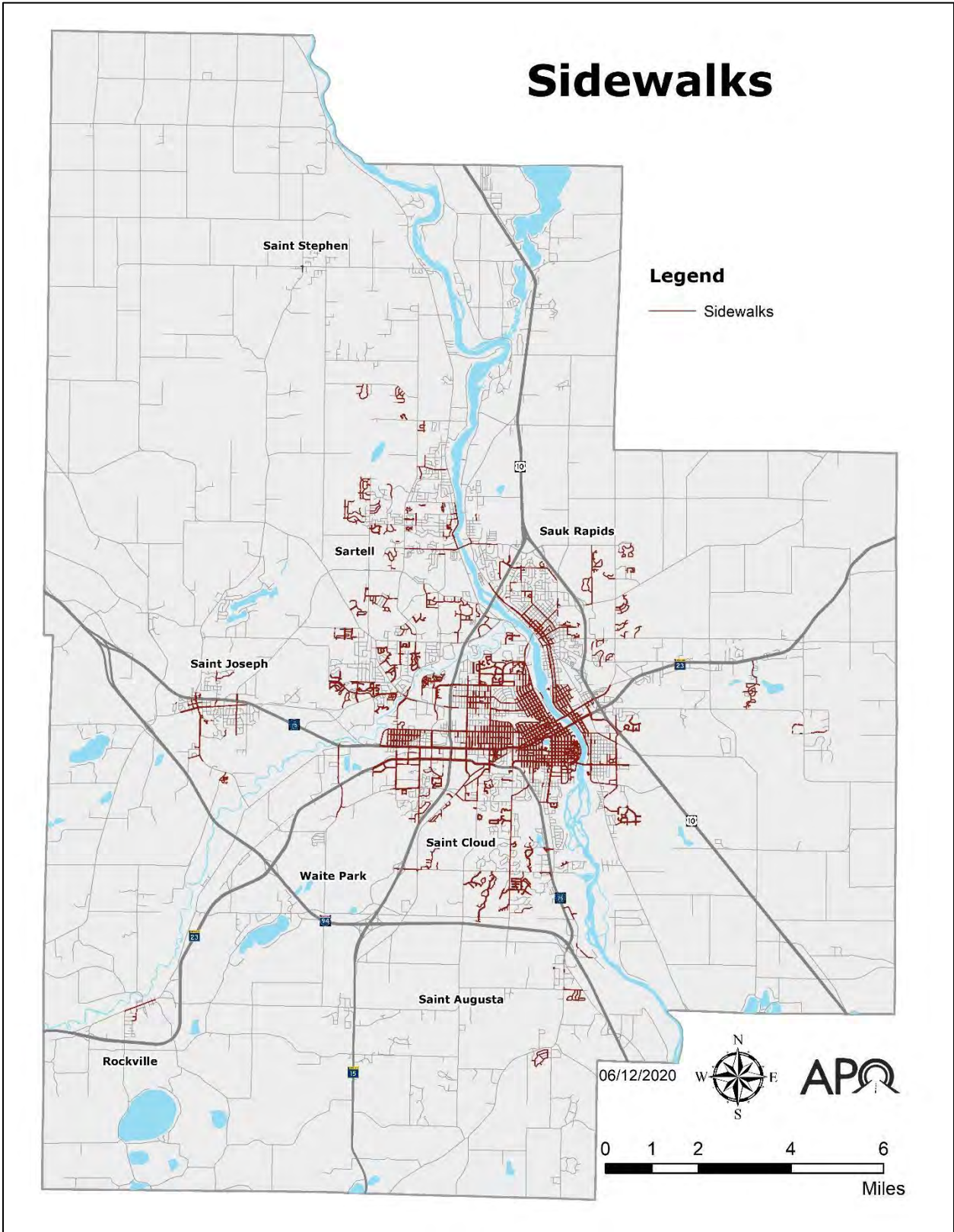


FIGURE 2.18 – A MAP OF SIDEWALKS WITHIN THE MPA.



Rivers Edge Park with an ultimate connection to the Lake Wobegon Trail. The ROCORI Trail is envisioned to eventually connect into the Saint Cloud urban area network of active transportation facilities. However, as of the writing of this document, it is not yet a regional connector route within the MPA.

Sidewalks

By far, the lengthiest facility type comprising the active transportation network is sidewalks, with a total of 339.2 miles found within the MPA. The presence of sidewalks is generally correlated with denser development and a grid roadway network – as demonstrated in the City of Saint Cloud along the Mississippi River. Sidewalks are usually built and maintained by cities; however, some sidewalks within the MPA are maintained at a county level. The longest network of sidewalks in the MPA is found in the City of Saint Cloud (236 miles), followed by the City of Sartell with 26.4 miles, most of which is located within newly developed areas of the city.

TRANSIT SERVICES AND INFRASTRUCTURE IN THE MPA

As the urban public transit provider, Saint Cloud Metro Bus is responsible for the daily management, operation, and maintenance of both Fixed Route (FR) and Dial-a-Ride (DAR) transit systems for the communities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park.

The Metro Bus FR service operates seven days a week and includes 16 regular fixed routes throughout the metro and a curb-to-curb demand response route (ConneX) in the City of Sartell.

Metro Bus operates one main transit hub: The Downtown Transit Center (510 First St. S, Saint Cloud). The majority of the fixed route buses start and end their routes in downtown Saint Cloud. Four additional subsidiary hubs allow riders to transfer to different routes across the system. Those hubs are:

- James W. Miller Learning Resources Center at Saint Cloud State University: 400 Sixth St. S, Saint Cloud.
- Crossroads Center mall: 4101 W Division St., Saint Cloud.
- Walmart at the Epic Shopping Center: 21 County Road 120, Sartell.
- Encore Capital Group: 760 McLeland Road, Saint Cloud.

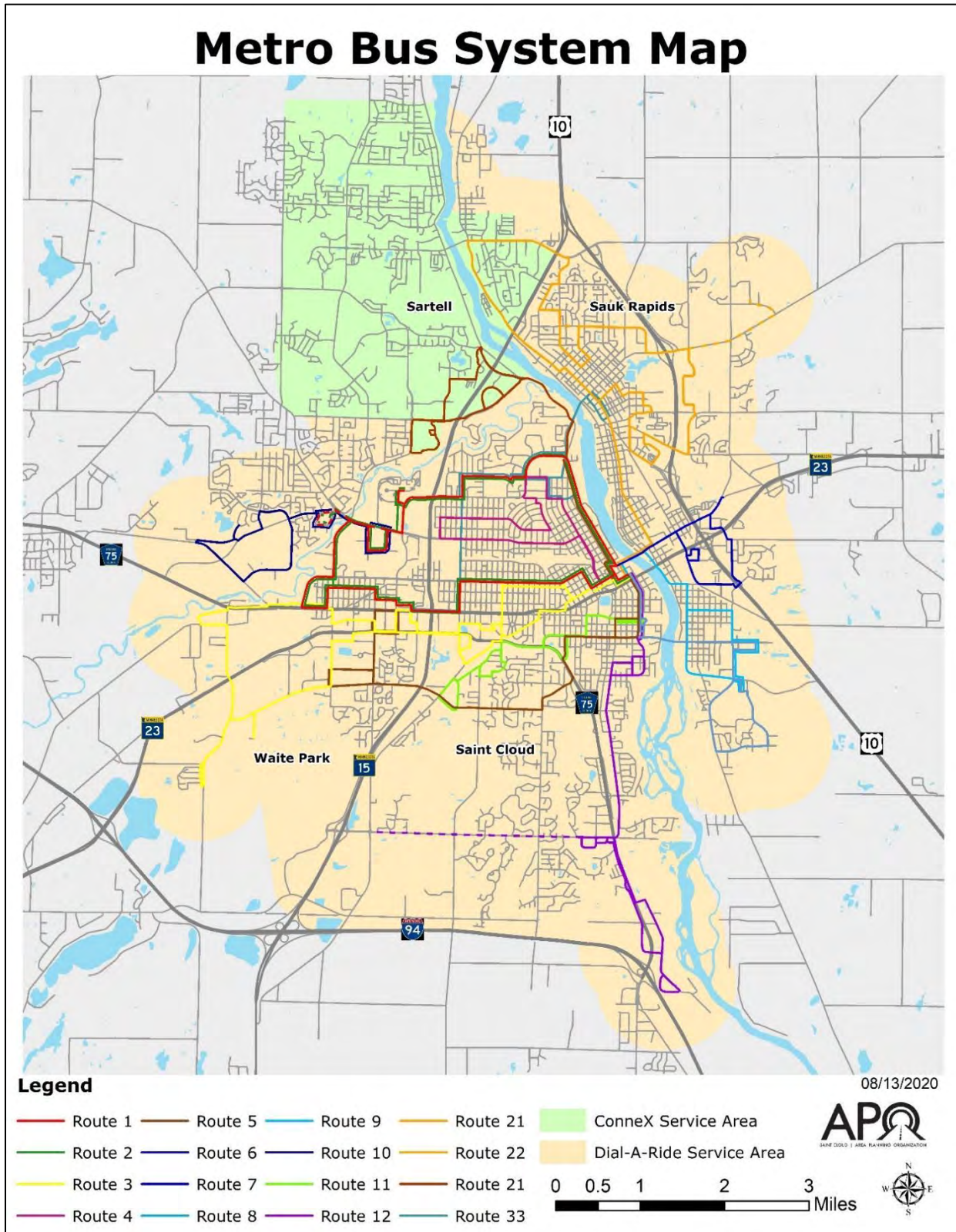


FIGURE 2.19 – A MAP OF THE METRO BUS SERVICE AREA INCLUDING FIXED ROUTES LOCATION.



The Metro Bus transit system contains over 850 signed bus stops throughout its network. Additional infrastructure includes bench and signed stops (approximately a dozen) and bus shelters (approximately 70).

About 60% of all bus stops are accessible by the existing sidewalk and/or shared use paths.

A closer look at the individual fixed routes shows riders on Route 10 in north Saint Cloud have the least amount of access to existing active transportation infrastructure – 70% of stops are not on a sidewalk and/or shared use path – this is followed by Route 21 in Sauk Rapids (55% of stops not accessible by existing facilities) and south Saint Cloud’s Route 12 (52% of all stops are not on a sidewalk and/or shared use path).

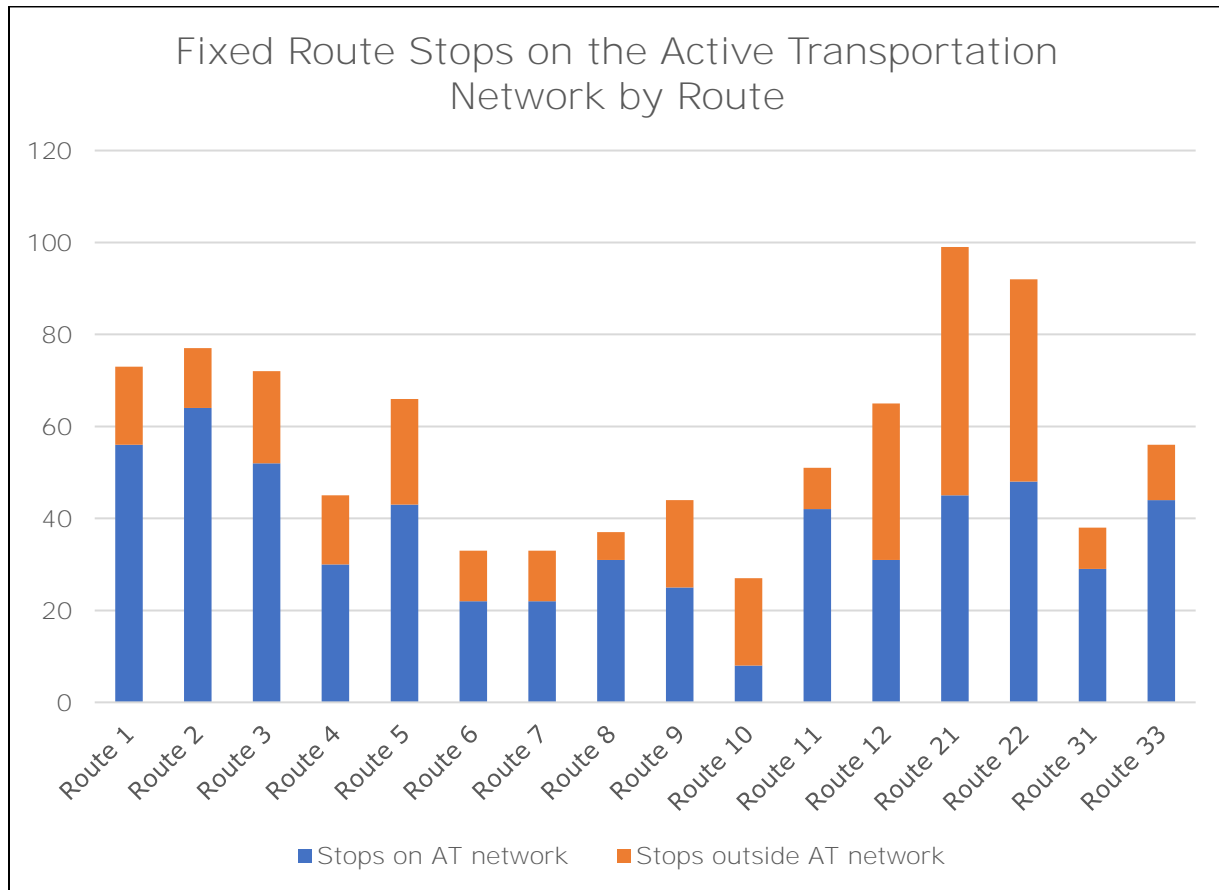


FIGURE 2.20 – NUMBER OF METRO BUS FIXED ROUTE STOPS LOCATED ON THE EXISTING ACTIVE TRANSPORTATION NETWORK BY ROUTE.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Having some form of active transportation infrastructure is a critical component in building an active transportation network. However, if the condition of that infrastructure is poor or ill-equipped for the end-user, utilizing active transportation can become unsafe or inconvenient.



In 2019 and 2020, the APO worked with two different consultants to conduct pavement condition reports for on-road and off-road active transportation facilities within the MPA.

GoodPointe Technology was tasked in 2019 with surveying the pavement condition of portions of the existing roadway network within the MPA not collected by MnDOT. In addition, GoodPointe Technology worked with the APO to collect pavement condition data on the existing on-road active transportation facilities. GoodPointe collected two sets of active transportation-specific data. Pavement condition was evaluated using a Digital Inspection Vehicle (DIV) – a specialized vehicle equipped with cameras and laser sensors to detect pavement distress and roughness. Striping condition of on-road facilities was done visually.



FIGURE 2.21 – EXAMPLE OF DIGITAL INSPECTION VEHICLE.

The Parks & Trails Council of Minnesota completed a pavement condition assessment of the off-road paved shared use paths in 2020. Using their road research bike – an electric bike equipped with sensors to measure the smoothness of the ride and cameras to photograph pavement condition – the Parks & Trails Council gathered data on 103.6 miles (98%) of the MPA's paved shared use paths.



FIGURE 2.22 – PHOTO OF BICYCLE USED BY THE PARKS & TRAILS COUNCIL OF MINNESOTA TO COLLECT PAVEMENT CONDITION DATA FOR SHARED USE PATHS WITHIN THE MPA.

PHOTO COURTESY OF THE PARKS & TRAILS COUNCIL OF MINNESOTA.

Conditions of unpaved shared use paths and sidewalks were not included in either consultant contract. Condition of these facilities – and their need for maintenance – is done on a complaint basis with the responsible jurisdiction/agency. No data basis exists that ranks and/or tracks the condition of these facilities over time.

In addition, as part of Federal regulations, Metro Bus must compile a report on the condition of their assets, including infrastructure such as the downtown transit center as part of their Transit Asset Management (TAM) plan filed with FTA. A look at the condition of these facilities is included in this section.

Similar to unpaved shared use paths and sidewalks, the condition of bus signs, benches, and shelters – and their need for attention – is reported to Metro Bus on a complaint basis.



ON-ROAD FACILITIES

Pavement Condition

In 2019, GoodPointe Technology collected most signed bike routes' pavement condition index (PCI). Three areas within the City of Saint Cloud were not surveyed:

- Rolling Ridge Road in Saint Cloud. This facility was under construction in 2019.
- Fourth Avenue S in Saint Cloud. This facility was under construction in 2019.
- 22nd Street S in Saint Cloud. This facility was inadvertently omitted from the pavement condition analysis.

During a PCI survey, visible signs of deterioration within a segment are recorded and given a score. Maintenance activities such as crack sealing and patching often provide benefits when the PCI is above 60 (fair condition). However, more complex and expensive treatments will be necessary as the pavement deteriorates. Pavements with a PCI between 40 and 60 (poor condition) are good candidates for major repairs ranging from overlays to reconstruction. Once the PCI drops below 40, reconstruction is typically the only viable alternative.

Most of the on-road facilities in the MPA are in good or satisfactory condition – 83.6%. Sections of the on-road network through Sauk Rapids (River Avenue S) and along 9th Avenue south of MN 23 to 5th Street S in Saint Cloud are some of the larger sections of the on-road network in fair or poor condition as of the completion of the 2019 study.

Pavement Condition Index	Lane Miles of On-Road Facilities	Percentage of On-Road Facilities
Good (85-100)	49.4	60.7%
Satisfactory (70-84)	18.6	22.9%
Fair (55-69)	5.4	6.6%
Poor (40-54)	3	3.7%
Not Surveyed	5	6.1%
Total	81.4	100%

FIGURE 2.23 – PAVEMENT CONDITION INDEX (PCI) OF ON-ROAD ACTIVE TRANSPORTATION FACILITIES IN THE MPA AS SURVEYED BY GOODPOINTE TECHNOLOGY IN 2019.

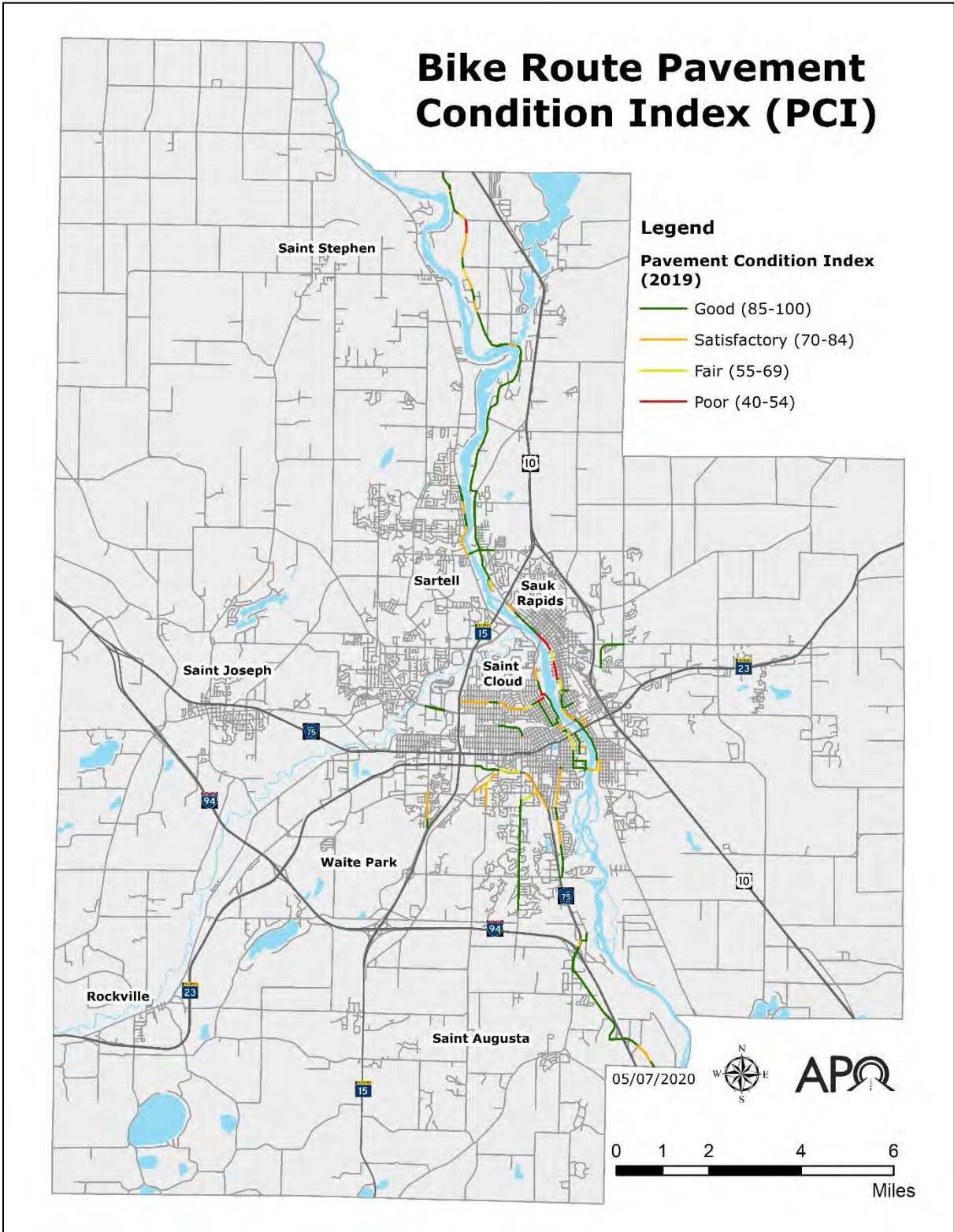


FIGURE 2.24 – A PAVEMENT CONDITION INDEX (PCI) MAP OF THE ON-ROAD BICYCLE FACILITIES WITHIN THE MPA AS COLLECTED BY GOODPOINTE TECHNOLOGY IN 2019.



Striping

In 2019, GoodPointe Technology visually surveyed the condition of all signed bike route pavement markings in the MPA. These bike routes include bike lanes, paved shoulders, and shared lanes. Some bike routes have no striping; thus, the none category was added. These routes are typically shared lanes where the person who cycles and the motorist share the same lane simultaneously.

Of the on-road facilities that had striping within the MPA, a majority of the striping present was visually assessed as being in “good” condition. Sections of the on-road network with “poor” striping as of the completion of this study can be found along the Great River Road (Stearns CSAH 1/Riverside Avenue N) both north of and through the City of Sartell.

Striping Condition	Lane Miles of On-Road Facilities	Percentage of On-Road Facilities
Good	23.8	29.2%
Fair	20.2	24.8%
Poor	9	11.1%
None	23.4	28.7%
Not Surveyed	5	6.1%
Total	81.4	100%

FIGURE 2.25 – STRIPING CONDITION OF ON-ROAD ACTIVE TRANSPORTATION FACILITIES IN THE MPA AS SURVEYED BY GOODPOINTE TECHNOLOGY IN 2019.

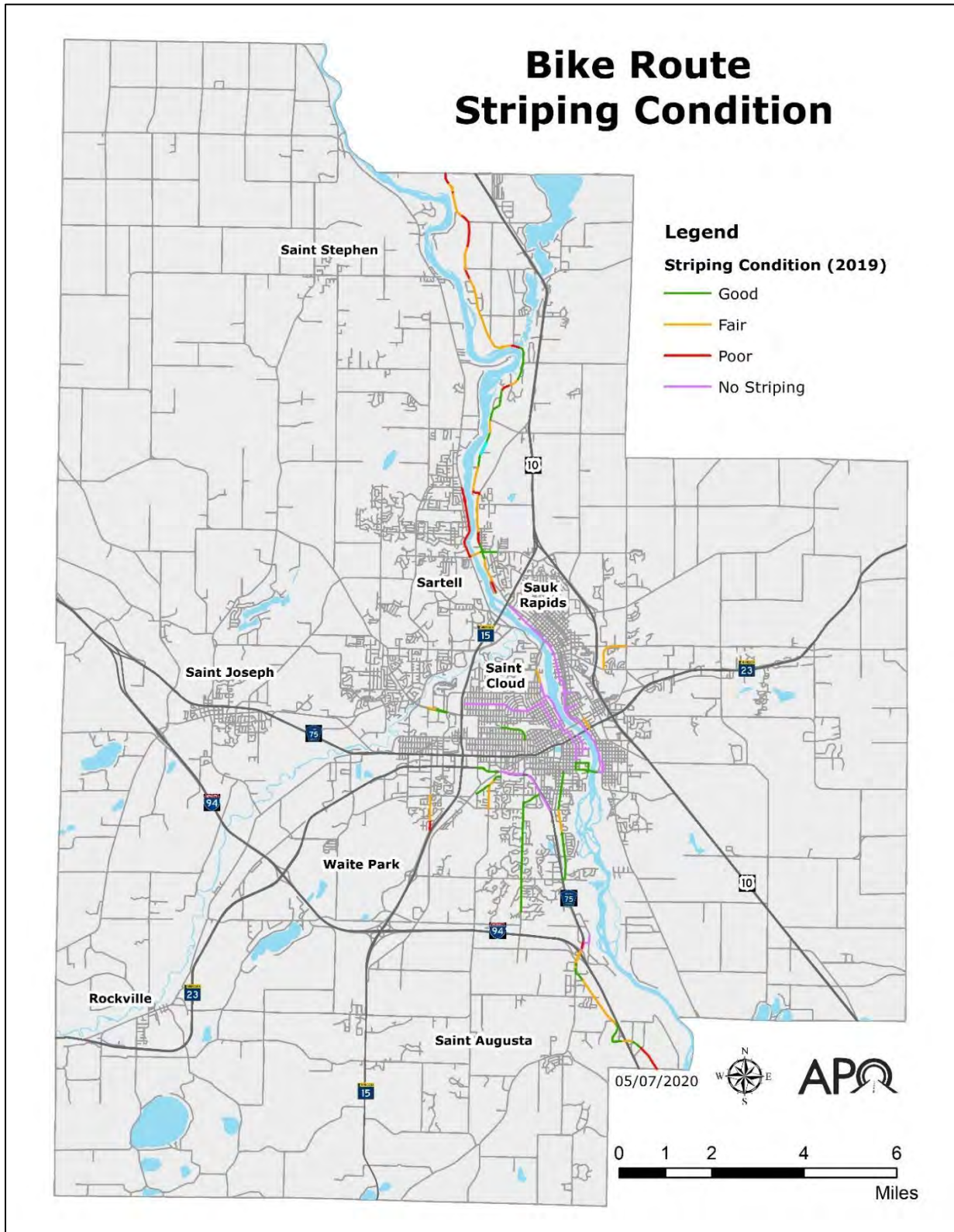


FIGURE 2.26 – MAP OF PAVEMENT STRIPING CONDITIONS FOR BICYCLE ROUTES WITHIN THE MPA.



OFF-ROAD FACILITIES

In 2020, the Parks & Trails Council of Minnesota conducted a survey of the paved shared use paths within the Saint Cloud MPA. All but 2.3 miles of the paved shared use path network were surveyed – some sections were inaccessible due to COVID-19 closures (a school-owned facility in Sartell) or other construction. The paving stone shared use path facilities around Lake George were intentionally omitted from this survey because the natural crevasses in the stones do not allow for a smooth ride regardless of condition.

The Parks & Trails Council’s assessment concluded that while most of the surveyed shared use paths were in very smooth or smooth condition, almost one-fifth of shared use paths in the MPA was in rough or very rough condition. Most notable areas with rough or very rough pavement as of the completion of this study include facilities around the Whitney Senior Center in Saint Cloud, portions of the Beaver Island Trail, and portions of the shared use path along 19th Avenue N in Sartell.

More detailed maps of the shared use path condition ratings by municipality can be found in the city profiles, Appendices A through E.

Paved Shared Use Path Pavement Condition	Miles	Percentage of Shared Use Path
Very Smooth	38.3	36.2%
Smooth	26.0	24.6%
Fair	19.9	18.8%
Rough	8.1	7.7%
Very Rough	11.1	10.5%
Not Rated	2.3	2.2%
Total	105.7	100%

FIGURE 2.27 - PAVED SHARED USE PATH PAVEMENT CONDITION OF OFF-ROAD FACILITIES WITHIN THE MPA.

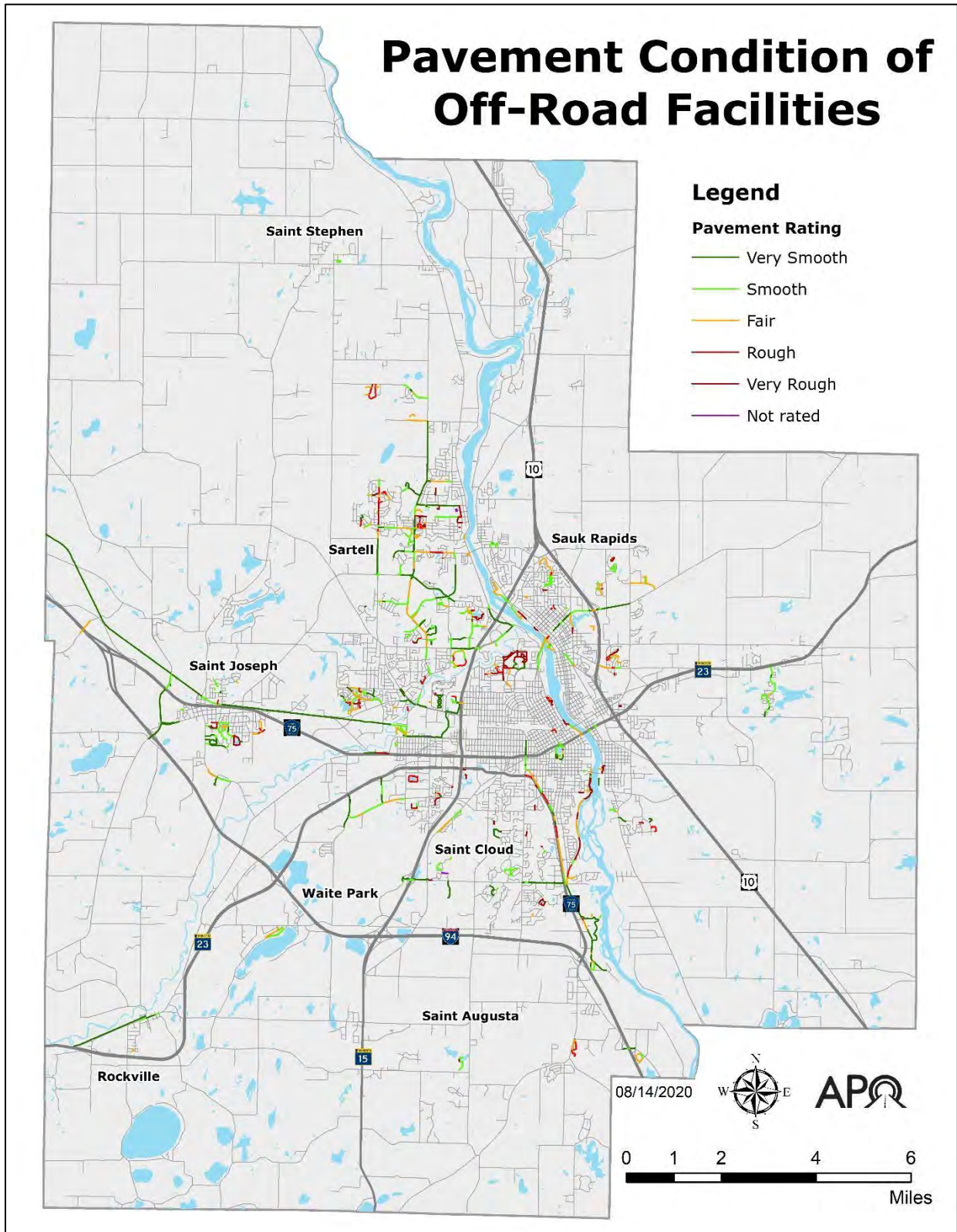


FIGURE 2.28 - PAVED SHARED USE PATH PAVEMENT CONDITION OF OFF-ROAD FACILITIES WITHIN THE MPA.



TRANSIT INFRASTRUCTURE

Transit Center

Per Federal requirements, Saint Cloud Metro Bus is required to evaluate the condition of its facilities (Operations Center, Mobility Training Center, and the Downtown Transit Center) every three years.

This condition report looks at various criteria such as roofing, heating, ventilation, and air conditioning (HVAC) systems; parking lots; landscaping; and administration spaces. Assessors of these facilities must rate these individual components on a five-point Transit Economic Requirement Model (TERM) scale – 5 meaning the factor is in excellent condition, and 1 meaning the factor requires a major repair.

For purposes of the ATP, APO staff have only considered the TERM scale ranking of the downtown transit center as this is the main public-facing facility and serves as a hub for a majority of the fixed route system.

As of 2017 (the most recent data available to APO staff), the downtown transit center received a rank of 3 on the TERM scale.

PLANS AND GUIDANCE FOR ACTIVE TRANSPORTATION

Understanding what currently exists for active transportation infrastructure in the MPA is important, but it is also essential to review and consider the planning efforts for future development. The following section discusses several statewide and regional planning documents pertaining to active transportation. This summary discussion does not encompass all planning efforts; instead, it provides some added context to regional and local active transportation planning activities.

STATEWIDE PLANNING EFFORTS

Statewide Multimodal Transportation Plan 2017-2036

The [Statewide Multimodal Transportation Plan \(SMTP\)](https://bit.ly/3kfKzSG) (<https://bit.ly/3kfKzSG>) provides overarching guidance and priorities for the entire transportation system, including active transportation.

The SMTP calls for a collaborative planning process to develop a transportation system that:

- Maximizes the health of communities.
- Completes multimodal transportation connections.
- Reduces fatalities and serious injuries across all modes of transportation.
- Responds to public expectations for developing and managing transportation assets.

From this overarching guidance, plans for defining priority networks for all modes of transportation emerged.



Statewide Bicycle System Plan (2016)

Developed in cooperation with state, regional, and local partners, the [Statewide Bicycle System Plan](#) envisions a bicycle network that is safe, comfortable, and convenient for all people.

To achieve this vision, the plan outlines four main goals:

- Safety and comfort: Build and maintain safe and comfortable bicycling facilities for people of all ages and abilities.
- Local bicycle network connections: Support regional and local bicycling needs.
- State bicycle routes: Develop a connected network of state bicycle routes with partners.
- Ridership: **Increase ridership of people who already bicycle and people who don't.**

Finding that people value more opportunities for bicycling, the 2016 Statewide Bicycle System Plan identified a series of state bicycle routes that connect communities and destinations. The Saint Cloud area was identified as a primary link and destination for many state bicycle routes. These routes – in order of importance – are as follows:

1. High Priority: The Mississippi River Trail (MRT) bicycle route, beginning at the Mississippi Headwaters and continuing south through Saint Cloud, the Twin Cities, and ultimately concluding at the Gulf of Mexico.
2. High Priority: A northwest route starting in Moorhead and continuing through Detroit Lakes, Fergus Falls, Alexandria, and Saint Cloud.
3. Medium Priority: A northeast route starting in Pipestone and continuing through Saint Cloud up to Hinkley.
4. Low Priority: An eastern route from Saint Cloud to Cambridge.
5. Low Priority: A southern route from Saint Cloud through Hutchinson to New Ulm.

Strategies to complete these and other state bicycle routes include but are not limited to encouraging and coordinating regional and local partner participation in MnDOT plans and projects.

Implementation of this plan outlined an investment strategy targeting 70% of all statewide funding allocated for bicycle infrastructure toward projects that support local and regional networks. The remaining 30% would be used to improve the state bicycle network.



FIGURE 2.29 - MNDOT DISTRICT 3 REGIONAL PRIORITY CORRIDORS FOR BI CYCLE NETWORKS IN AND AROUND THE SAINT CLOUD MPA.
GRAPHIC COURTESY OF MNDOT



MnDOT District 3 Bicycle Plan (2019)

The APO was a key participant in the preparation of the 2019 [MnDOT District 3 Bicycle Plan](https://bit.ly/3foOjOG) (<https://bit.ly/3foOjOG>). The groundwork for the District Plan began with the state bicycle routes identified in the MnDOT Statewide Bicycle System Plan. The District plan includes further analysis relative to the prioritization of bicycle investment routes for regional priority corridors that follow MnDOT right-of-way. The plan consists of a guide to local investments in bicycle facilities along local or regional roadways or shared use paths that may be eligible for MnDOT funding.

In identifying district bicycle investment routes, MnDOT District 3 used a prioritization process that reviewed facility segments and ranked them according to the following factors:

- Segments that travel through one more urban areas.
- Segments that reach an underserved population such as areas with a larger population of children, Native Americans, older adults, people with disabilities, immigrants, low-income populations, and zero-vehicle households.
- Segments in an area that includes many destinations for bicyclists such as parks, community centers, or shopping centers.
- Segments that increase bicycle network connectivity including closing existing network gaps.
- Segments identified in a local plan or Capital Improvement Program (CIP).
- Segments identified in a District Safety Plan or in high crash areas.

The MnDOT Statewide Bicycle Plan and the District Plan recommend identifying local projects that complete regional connections for bicycle movements for high priority regional corridors and other investment routes as opportunities arise.

Regional and local facilities within the District 3 designation for high priority corridors include the north/south connections made by the MRT and the Beaver Island Trail, along with the northwest connection of the Lake Wobegon Trail and the southwest connection of the ROCORI Trail.

District 3 also used priority criteria to designate medium and lesser priority regional corridors for bicyclists. A medium priority corridor is shown south from Saint Cloud, generally following MN 15 toward Kimball. A lesser-priority bicycle route is indicated directly east of Saint Cloud.

MnDOT Bicycle Facilities Design Manual (2020)

Design elements for bicycle facilities from most to least separated and based on the different preferences for types of users are described in the [2020 Bicycle Facilities Design Manual](https://bit.ly/2ZPuFoL) (<https://bit.ly/2ZPuFoL>). The manual outlines various design guidelines primarily targeting MnDOT right-of-way along state highways.

The Bicycle Facilities Design Manual affirms FHWA studies which indicate people who cycle generally prefer grade-separated facilities. The manual encourages MnDOT planners and engineers to consider the feasibility of incorporating these types of facilities along state



highways as a way to further the statewide vision of a bicycling network that is safe, comfortable, and convenient for all.

Minnesota Walks (2016)

The 2016 Statewide Pedestrian System Plan [Minnesota Walks](https://bit.ly/3fkWQXp) (https://bit.ly/3fkWQXp) proposes design and policy strategies with the following vision: **“All people should be able to walk safely and conveniently to their destinations.”**

Using a “design for all” approach, this plan calls for road and street designs at the state, regional, and local level to prioritize the pedestrian user and be compliant with the Americans with Disabilities Act (ADA).

This plan recommends that as communities grow, they should encourage spaces and connections that are pedestrian friendly, design streets and roadways that encourage drivers to slow down, and consider the needs and desires of the community.

REGIONAL PLANNING EFFORTS

APO 2045 Metropolitan Transportation Plan (2019)

The APO’s [2045 Metropolitan Transportation Plan \(MTP\)](https://bit.ly/2XxSqBu) (https://bit.ly/2XxSqBu) – adopted October 2019 – contains a plethora of information regarding the overall transportation network for the MPA. Included in this is a specific mention of active transportation and the existing active transportation infrastructure network.

In addition to data collection on the existing active transportation network (including the mapping of on- and off-road facilities), the MTP identifies several objectives, strategies, and performance measures pertaining to active transportation that would assist the APO in achieving its five long-term goals:

- 1) Maintain and Enhance Transportation Safety.
- 2) Increase System Accessibility, Mobility, and Connectivity.
- 3) Efficiently Manage Operations and Cost-Effectively Preserve the System.
- 4) Support Metropolitan Vitality and Economic Development.
- 5) Promote Energy and Environmental Conservation.

As identified in the MTP, the bulk of the work surrounding active transportation increases system accessibility, mobility, and connectivity by identifying and maintaining viable non-motorized transportation options. This includes strategies such as the development of the ATP.

Other focus areas for active transportation include the reduction of bicycle and pedestrian fatalities and serious injuries. This objective **would support the APO’s commitment to maintain and enhance transportation safety.**

While the APO’s MTP identifies these policy objectives, it does not identify priorities for network connections and other facility improvements, as noted in Chapter 1. However, it



has been identified that the work completed in this ATP will assist the APO in future updates of the MTP.

Metro Bus Long Range Transit Plan (2016)

The 2016 Long Range Transit Plan – as it pertains to our inclusion as part of the active transportation network – discusses the current conditions of the Metro Bus service area and provides a route-by-route analysis of performance metrics. The [Metro Bus LRTP](https://bit.ly/3a0w2pn) (<https://bit.ly/3a0w2pn>) includes plans for future modifications, restructuring, and expansion of the fixed route system service in areas such as Saint Joseph to meet future regional transit demands.

Three implementation phases were outlined with an anticipated result of a ridership increase of nearly 500,000 riders by year five after full plan implementation.

Phase I of this plan was rolled out in August 2016 with the integration of the SCSU-specific “**Campus Clipper**” routes into the regular Metro Bus system. Implementation of phases II and III were postponed due to staffing and budgetary concerns.

Metro Bus is proposing an update to this 2016 plan, with work anticipated to begin in 2024.

RALAG Plan (2015)

In 2015, the Regional Active Living Advisory Group (RALAG) – a group primarily led by public health officials from Benton, Sherburne, Stearns, and Wright counties – developed a five-year agenda for active transportation for the four-county area. The RALAG plan identified the Saint Cloud metropolitan area as the central hub for regional active transportation facilities. Participants in the RALAG study identified four key focus areas:

1. Increasing the number of walking and biking trips through education, information, and awareness.
2. Increasing the quality and quantity of active transportation infrastructure, bridging existing regional gaps through local collaboration.
3. Improving public health through a regional program offering more and better access to active transportation.
4. Improving the safety and comfort of active users with Safe Routes to School plans and road projects that include bicycle and pedestrian improvements.

The RALAG plan provides some consensus from public health toward plans and policies that help fulfill this set of planning objectives. However, the plan does not include specific facility analysis or identify project priorities.

OTHER PLANNING EFFORTS

Complete Streets

MnDOT, along with many Minnesota communities, has adopted a planning approach incorporating Complete Streets. This design aims to prioritize safety, comfort and access to destinations for all people. This can include sidewalks, bike lanes, special bus lanes, public



transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extension, narrower travel lanes, roundabouts and more.

MnDOT adopted a policy statement in 2016, committing to including a Complete Streets approach in all phases of planning, project development, operation, and maintenance activities. MnDOT assesses user needs at several planning, project scoping, and design stages, including people who walk, bicycle, or use transit.

The APO abides by an adopted 2016 resolution in support of Complete Streets. Among the member jurisdictions of the APO, the City of Saint Cloud and the City of Sartell have also adopted Complete Streets resolutions.

Safe Routes to School

Safe Routes to School (SRTS) is an initiative that works to make it safe, convenient, and fun for students to walk and bike to and from school and in their daily lives. The through use of the six Es – engagement, equity, engineering, encouragement, education, and evaluation – **the SRTS initiative “aims to equip young people with the transportation knowledge and skills to safely and confidently navigate their communities, access opportunities, and get where they need to go now and into adulthood.”**

The [2020 Minnesota Safe Routes to School Strategic Plan](https://bit.ly/3mwE2Tz) (https://bit.ly/3mwE2Tz) was developed to guide state, regional, and local partners in creating a **“stronger, more equitable SRTS program.”**

To achieve this vision, the 2020 strategic plan outlines six goals:

1. **Build local partners’ capacity to implement SRTS.**
2. Coordinate SRTS implementation statewide.
3. Increase awareness of SRTS.
4. Develop process, policy, and design guidance that supports SRTS.
5. Measure progress, evaluate impacts, and continually improve the program.
6. Innovate in program development and implementation.

The plan draws particular attention to the SRTS effort to achieve equitable outcomes – in developing and distributing tools, resources, and funding – through the prioritization of **communities who are “more likely to rely on walking or biking for transportation, are more vulnerable to unsafe traffic conditions, or have experienced historic disinvestment.”**

Within the MPA, SRTS planning efforts have been undertaken, in some capacity, at the three publicly funded school districts: Saint Cloud Area School District 742, Sartell-Saint Stephen School District, and Sauk Rapids-Rice School District.

Since reviewing the above documents, updates have occurred. The [Statewide Pedestrian System Plan](https://bit.ly/3GuiuC1) (https://bit.ly/3GuiuC1) was completed in March of 2021 after the plan review stage was completed for the ATP.



CHAPTER THREE: SYSTEM USAGE

Information on available facilities must be supplemented with an understanding of bicycling and walking behavior in the MPA - where people need and want to go and how well current facilities respond to their needs. In addition, it is essential to listen to members of the public to gain insight into their experiences (both positive and negative) when it comes to active transportation facilities they use regularly or infrequently.

Chapter Three focuses on the user and their interaction with the system. Relying on various data sets and initial public input (as found in Appendix F), this chapter will complement the understanding of existing infrastructure. Taken together, this will aid in getting a better grasp of the regional active transportation network located within the MPA and how well it is meeting the needs of users.

WHO LIVES HERE?

Jurisdiction	2000 Census Population	2010 Census Population	2014-2018 ACS Population Estimates	2000 - 2018% Population Change
City of Saint Cloud	59,107	65,842	67,513	14.2%
City of Sartell	9,641	15,876	17,076	77.1%
City of Sauk Rapids	10,213	12,773	13,528	32.5%
City of Waite Park	6,568	6,715	7,623	16.1%
City of Saint Joseph	4,681	6,534	6,938	48.2%
City of Saint Augusta	3,065	3,317	3,669	19.7%
City of Rockville	2,003	2,448	2,533	26.5%
City of Saint Stephen	860	851	916	6.5%
Rural Stearns County <i>(Townships of Brockway, LeSauk, Saint Joseph, and Saint Wendel)</i>	9,193	8,542	8,147	-11.4%
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	5,433	5,341	5,350	-1.5%
Rural Sherburne County <i>(Township of Haven)</i>	2,024	1,986	2,148	6.1%
MPA Totals	112,788	130,225	135,441	20.1%

FIGURE 3.1 – A POPULATION BREAKDOWN BY JURISDICTION WITHIN THE APO’S PLANNING AREA.

SOURCE: U.S. CENSUS BUREAU, CENSUS 2000; U.S. CENSUS BUREAU, CENSUS 2010; U.S. CENSUS BUREAU, 2014-2018 AMERICAN COMMUNITY SURVEY FIVE-YEAR ESTIMATES.

According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates, the APO’s MPA has an estimated population of 135,441, an increase of



roughly 20.1% from the 2000 U.S. Census. The MPA is becoming increasingly urbanized as area municipalities grow with increasing demands on transportation and other city services. Cities as a whole grew by nearly 5% from 2010 to 2018, with very little or no growth in the remaining area of the MPA.

PEOPLE-OF-COLOR

Within the APO’s planning area, roughly 16.7% of the population has identified as being a person of color according to the 2014-2018 ACS Five Year Estimates. People-of-color as defined by ACS, includes individuals who identify as; Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; or two or more races. For this analysis, APO staff have included individuals of Hispanic or Latino descent, regardless of race, under the people-of-color definition.

Between 2010 and 2018, the APO’s MPA’s people-of-color population has increased 4.9 percentage points or roughly 41.5%.

APO MPA	2010 Census Population	2014-2018 ACS Population Estimates	Percent Change
Total Population	130,225	135,441	4.0%
People-of-Color	15,358	22,563	46.9%
Percent of Population of People of Color	11.8%	16.7%	41.5%

FIGURE 3.2 COMPARES THE PEOPLE-OF-COLOR POPULATION WITHIN THE SAINT CLOUD MPA BETWEEN 2010 AND 2018.

DATA COURTESY OF U.S. CENSUS BUREAU, CENSUS 2010 AND U.S. CENSUS BUREAU, 2014-2018 AMERICAN COMMUNITY SURVEY FIVE-YEAR ESTIMATES.

People who identify as Black/African American make up the largest share of the people-of-color population within the MPA (approximately 8.3%). This is followed by Asian alone and Hispanic or Latino, both of which comprise 2.8% of the population.

Within the MPA, the areas with the largest concentrations of people-of-color are within the cities of Waite Park (32.9% of its population) and Saint Cloud (23.3% of its population). Within these two cities, there are specific areas – Census block groups – with a substantial concentration of this demographic subset, including:

- The area east of Talahi Community School in Saint Cloud.
- Around the US 10/MN 23 interchange in Saint Cloud.
- South of University Drive S near Saint Cloud State University.
- Downtown Saint Cloud.
- **Saint Cloud’s Pantown Neighborhood between Third Street N and the railroad tracks.**
- Portions of Saint Cloud just west of MN 15 and south of CSAH 75.
- Portions of Waite Park surrounding Discovery Community School heading north to CSAH 75.



When it comes to the access these communities have to active transportation, several of these block groups have notable gaps in the network, especially in proximity to residential areas.

An example of this can be seen in the residential areas around the US 10/MN 23 interchange in Saint Cloud. Aside from visible desire lines crossing US 10, neighborhoods south of Benton CSAH 8 (Second Street SE) have limited access to active transportation facilities such as sidewalks. There is also limited transit access east of 15th Avenue SE.

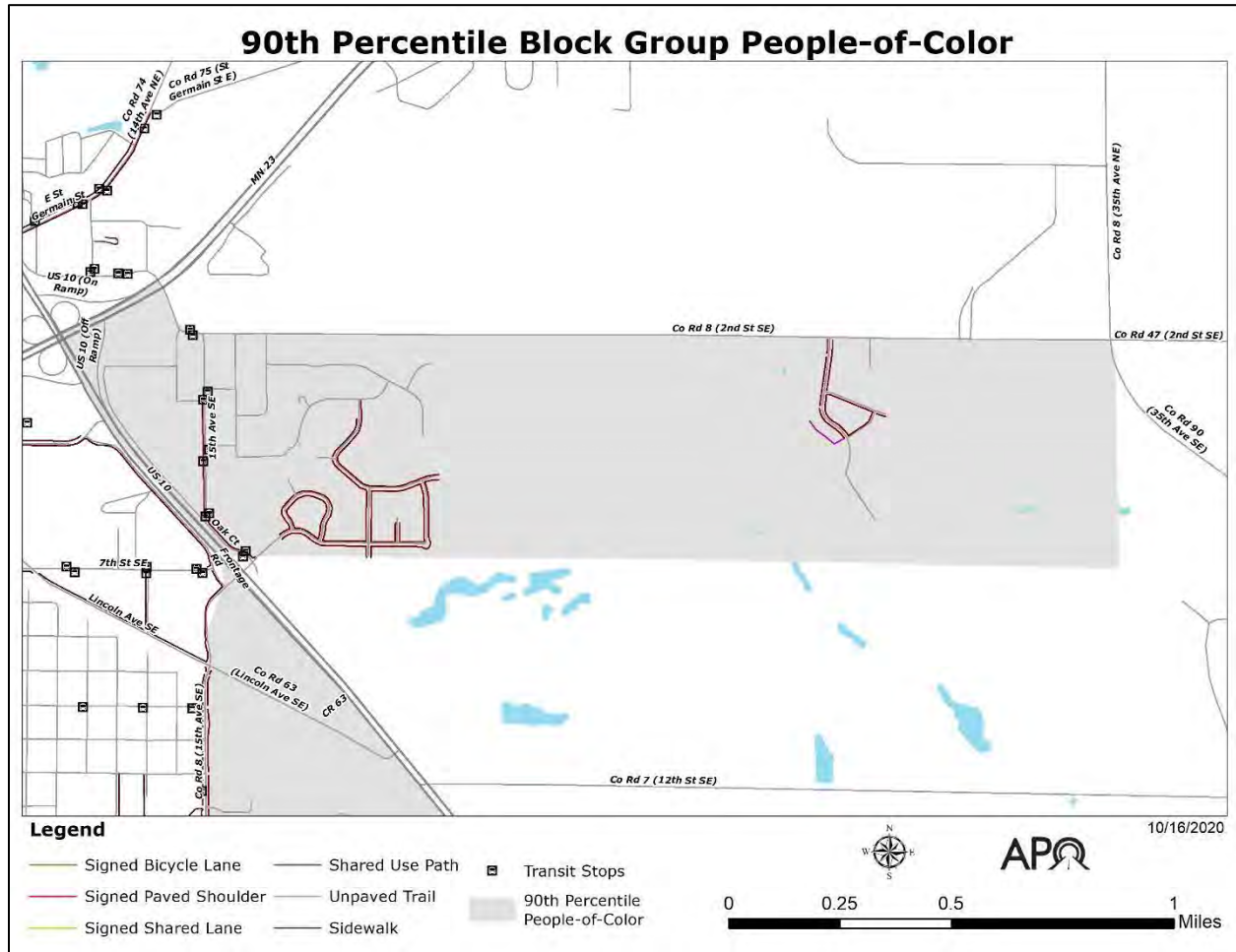


FIGURE 3.3 – MAP OF AN EAST SAINT CLOUD BLOCK GROUP WITH A LARGE CONCENTRATION OF PEOPLE-OF-COLOR AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

In Waite Park, a lack of facilities is apparent along Sundial Drive – a roadway with several transit stops and employers. There is also a lack of active transportation facilities in the neighborhoods south of Discovery Community School (west of Second Avenue S). Residents in this area also have at least a half-mile trip to the nearest transit stops along County Road 137 (Seventh Street S), with Second Avenue S being the only north-south connector with active transportation facilities for this neighborhood.

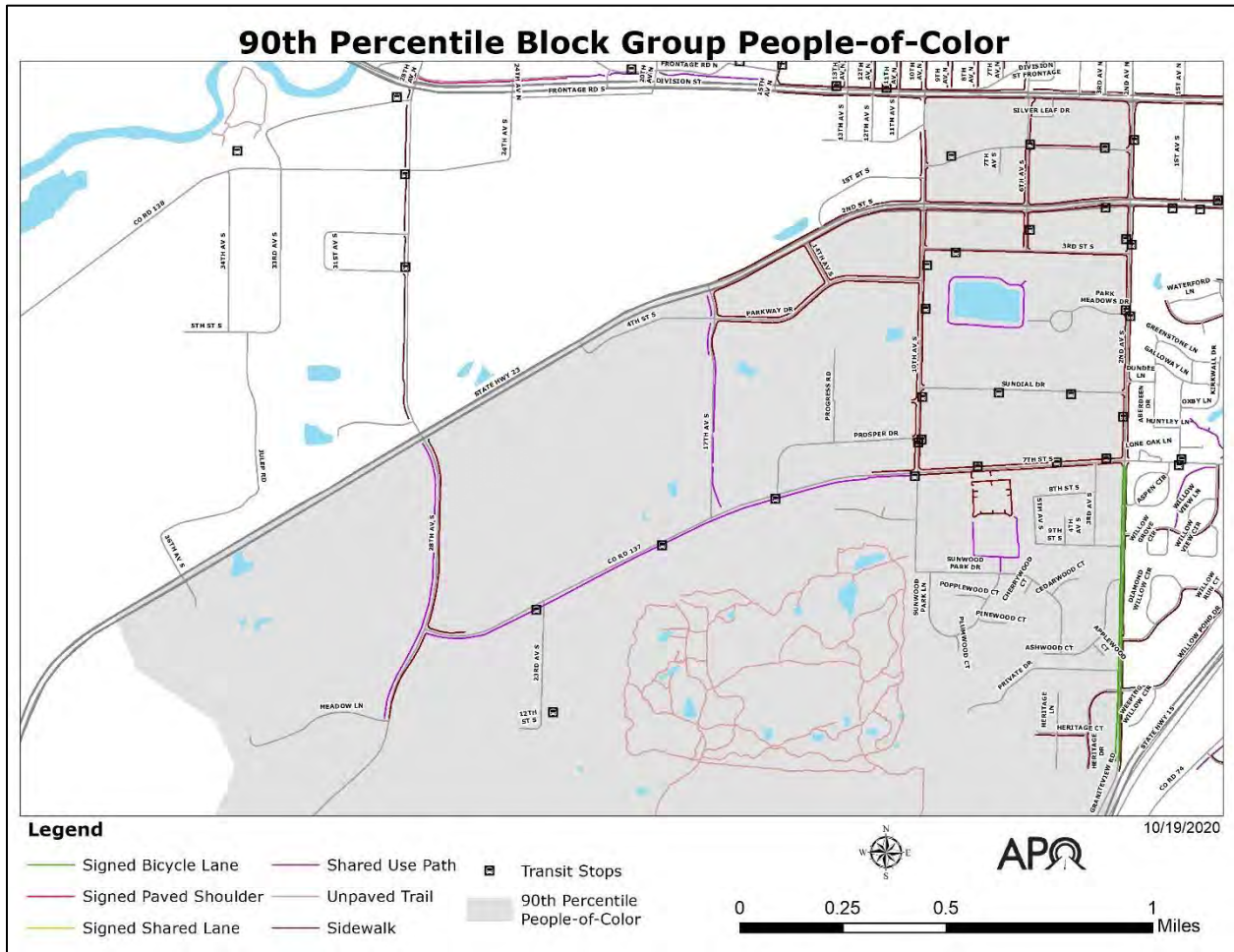


FIGURE 3.4 – MAP OF A WAI TE PARK BLOCK GROUP WITH A LARGE CONCENTRATION OF PEOPLE-OF-COLOR AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

LOW-INCOME POPULATIONS

According to the U.S. Census Bureau’s 2014-2018 ACS Five Year Estimates, there are 52,390 households within the APO’s MPA. Of that, approximately 14.8% of households are low-income.

In comparison to the 2006-2010 ACS Five Year Estimates, the number of households in poverty has dipped slightly in the MPA—down 0.9 percentage points or 5.7%.



APO MPA	2006-2010 ACS Population Estimates	2014-2018 ACS Population Estimates	Percent Change
Total Household Population	49,628	52,390	5.6%
Low-Income Households	7,807	7,756	-0.7%
Percent of Household Population with Low Income	15.7%	14.8%	-5.7%

FIGURE 3.5 – A COMPARISON OF HOUSEHOLDS WITH LOW INCOME WITHIN THE SAINT CLOUD MPA BETWEEN 2010 AND 2018.

DATA COURTESY OF U.S. CENSUS BUREAU, 2006-2010 ACS FIVE YEAR ESTIMATES AND U.S. CENSUS BUREAU, 2014-2018 ACS FIVE YEAR ESTIMATES.

In comparison to its respective total household population, the City of Saint Cloud has the highest percentage of low-income households (19.6% of all total households). Within the planning areas, block groups with a high percentage of low-income households are primarily concentrated around:

- Saint Cloud State University (south of MN 23) along the Mississippi River.
- Downtown Saint Cloud extending just north of Veterans Drive (Eighth Street N/Stearns CSAH 4).
- East Saint Cloud between 15th Avenue SE (Sherburne CSAH 8) and US 10 near Talahi Community School.

Generally, residential and commercial areas within these block groups are served by active transportation. However, it is noted that there is no active transportation facility access to the Northstar Park and Ride along Lincoln Avenue SE (Sherburne County Road 63). This Park and Ride serve as a connection between the Northstar Link Commuter Bus and the Northstar Commuter Rail service in Big Lake.

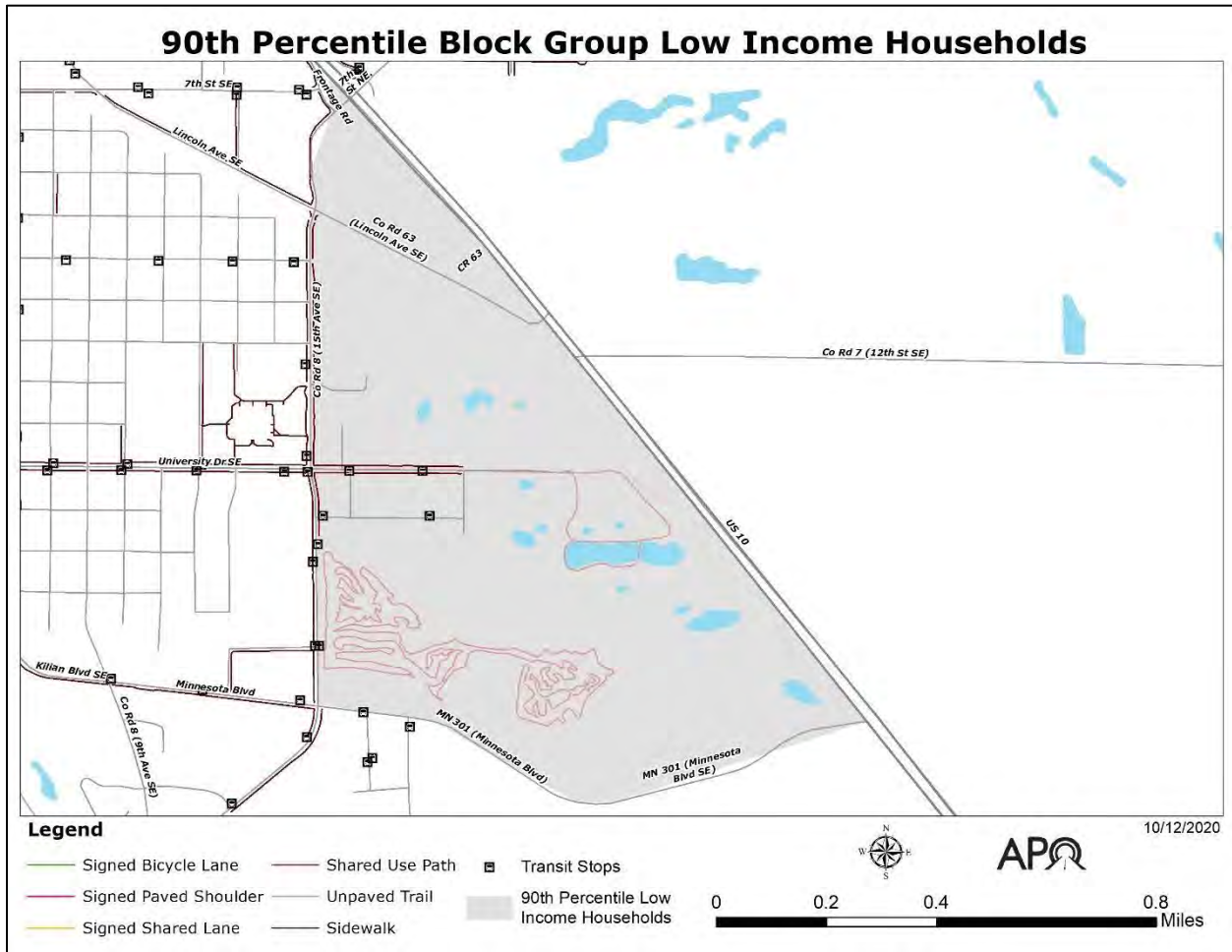


FIGURE 3.6 – MAP OF AN EAST SIDE SAINT CLOUD BLOCK GROUP WITH A LARGE CONCENTRATION OF LOW-INCOME HOUSEHOLDS AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

PEOPLE WITH DISABILITIES

In determining the population of people with disabilities, the U.S. Census Bureau excludes what they have defined as “institutionalized” populations. The U.S. Census Bureau defines institutionalized populations as persons living in military installations, correctional and penal institutions, dormitories of schools and universities, religious institutions, and hospitals.

The Saint Cloud MPA has a non-institutionalized population of 133,102 according to the 2014-2018 ACS Five Year Estimates. Of that population, approximately 11.6% of individuals identified as having a disability. Due to a lack of 2010 Census information, a comparison cannot be made between the 2010 and 2018 populations.

Among jurisdictions within the APO’s planning area, Haven Township reports the most significant percentage of its non-institutionalized population identifying as having a disability (14.2%). This is followed by the City of Waite Park (13.4%) and the City of Sauk Rapids (13.3%).

The data needed to map this population subset was not accessible to APO staff via the U.S. Census Bureau. Therefore, no map is available that reflects a block group location of people



with disabilities within the MPA within Haven Township and the cities of Waite Park and Sauk Rapids.

The 2013-2017 ACS Five Year Estimates is the most recent data set with mappable capabilities available to APO staff. This information, however, is mapped based upon Census Tract data which tends to cover a larger geographic area.

Based upon this information, areas with larger concentrations of people with disabilities include:

- **Saint Cloud's Pantown Neighborhood.**
- Portions of the City of Sauk Rapids south of CSAH 3 (Second Street N) between the Mississippi River and CSAH 1 (Mayhew Lake Road).
- In the residential areas between North Benton Drive (County Road 33) and CSAH 1 (Mayhew Lake Road) in Sartell/Sauk Rapids.

Notable active transportation system gaps are present in Saint Cloud's Pantown Neighborhood. Examples of this can be seen in the residential areas between Veterans Drive (CSAH 4/Eighth Street N) and 12th Street N, where no north/south connections are present. Connections are also missing in neighborhoods south of Madison Elementary School in the neighborhoods between 29th Avenue N and 25th Avenue N. West of MN 15 shows a lack of active transportation facilities surrounding bus stops throughout the industrial corridor just south of Veterans Drive (CSAH 4/Eighth Street N).

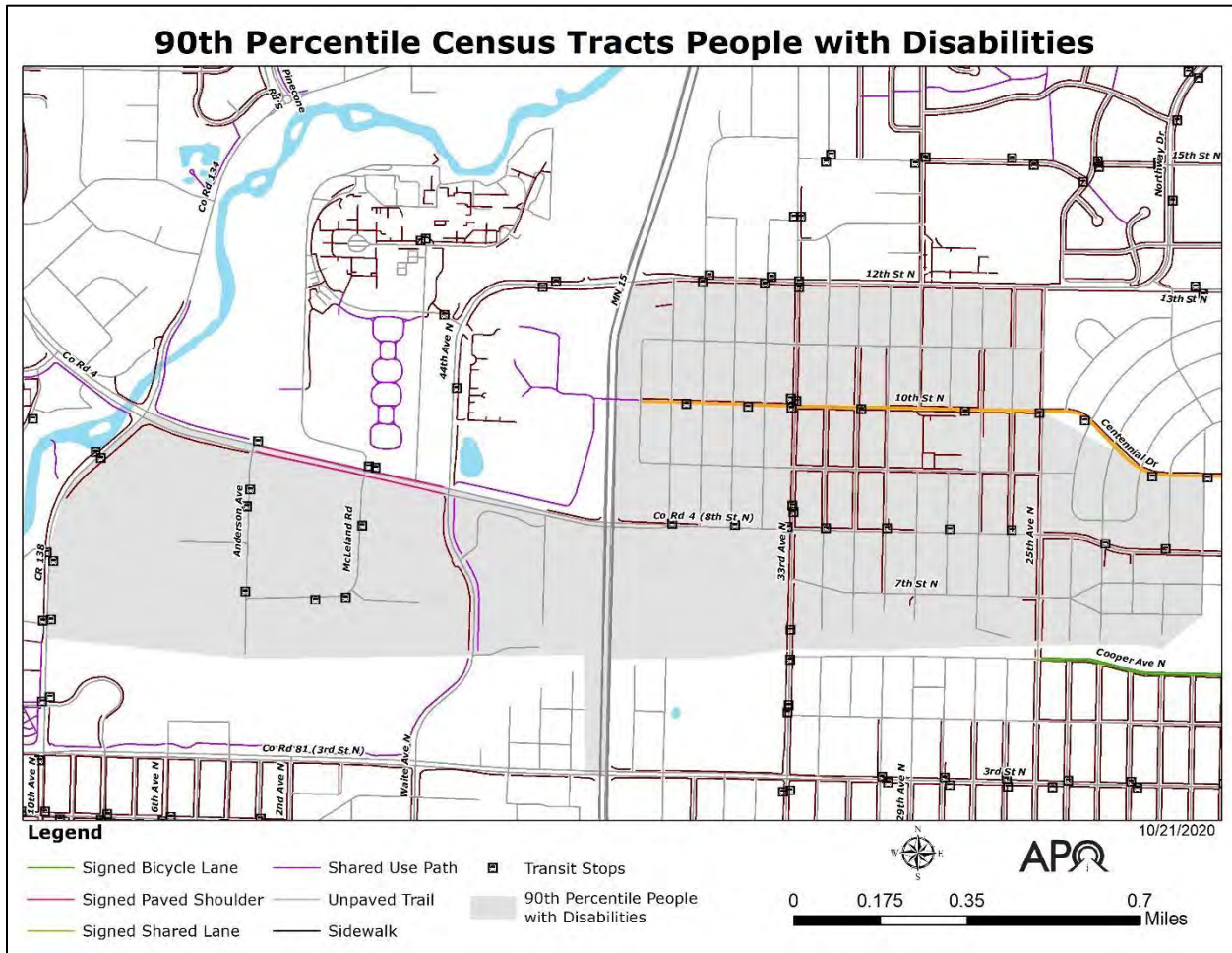


FIGURE 3.7 – MAP OF A SAINT CLOUD CENSUS TRACT WITH A LARGE CONCENTRATION OF PEOPLE WITH DISABILITIES AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

Within the City of Sauk Rapids, while areas surrounding the downtown commercial centers are adequately served with active transportation infrastructure, residential areas west of US 10 lack sidewalks access, particularly in connections to three schools – Hillside Early Childhood Center, Sauk Rapids-Rice Middle School, and Mississippi Heights Elementary. North/south corridors like Summit Avenue (south of First Street S) and east/west corridors like Fifth Street S (which provides a connection across US 10) lack sidewalks and bicycle infrastructure but do have transit stops. East of US 10, a notable infrastructure gap includes Industrial Boulevard in which transit stops are present; however, there is a lack of other supporting active transportation infrastructure.

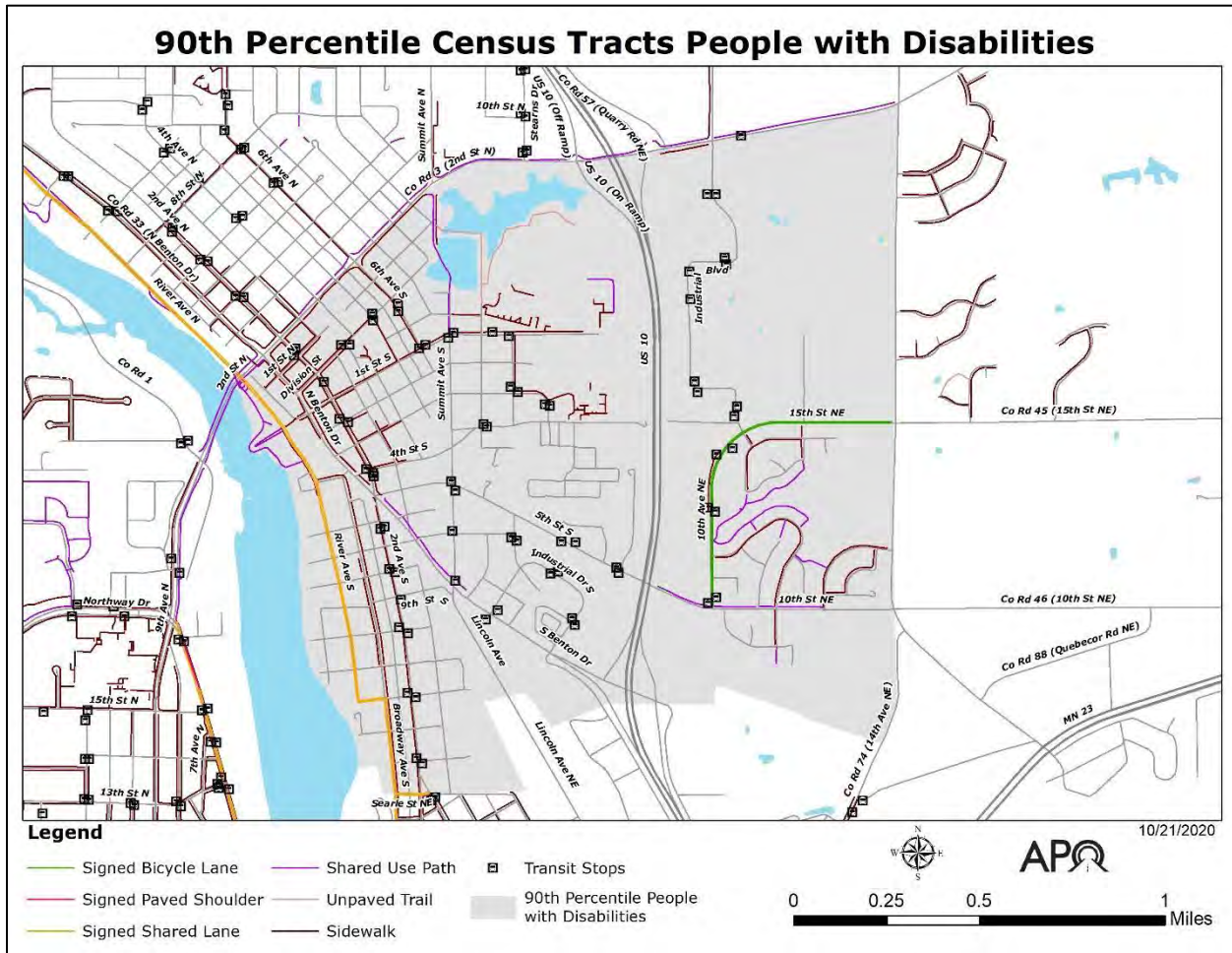


FIGURE 3.8 – MAP OF A SAUK RAPIDS CENSUS TRACT WITH A LARGE CONCENTRATION OF PEOPLE WITH DISABILITIES AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

LANGUAGES SPOKEN

Out of the 52,390 households within the Saint Cloud MPA, approximately 89.1% are English-only speaking households. From the remaining 10.9% of households within the MPA that have languages other than English spoken in the home, approximately 2.8% are households that have limited English speaking skills according to the 2014-2018 ACS Five Year Estimates. Due to a lack of 2010 Census information, a comparison cannot be made between the 2010 and 2018 populations.

Among jurisdictions within the APO’s planning area, the City of Saint Cloud reports the largest percentage of its households having limited English-speaking skills (4.6%). Block groups with larger concentrations of limited English-speaking households include:

- Areas around Saint Cloud State University.
- Along the MN 23 corridor between the Mississippi River and US 10.
- Portions of Saint Cloud just west of MN 15 and south of CSAH 75.
- Around Westwood Elementary School in north Saint Cloud.



While most of these residential areas with large concentrations of LEP households are serviced with active transportation facilities – primarily sidewalks on one or both sides of the roadway – certain areas, particularly in the Westwood neighborhood, lack direct access to school. This has resulted in visible footpaths – or desire lines – connecting people to this destination.

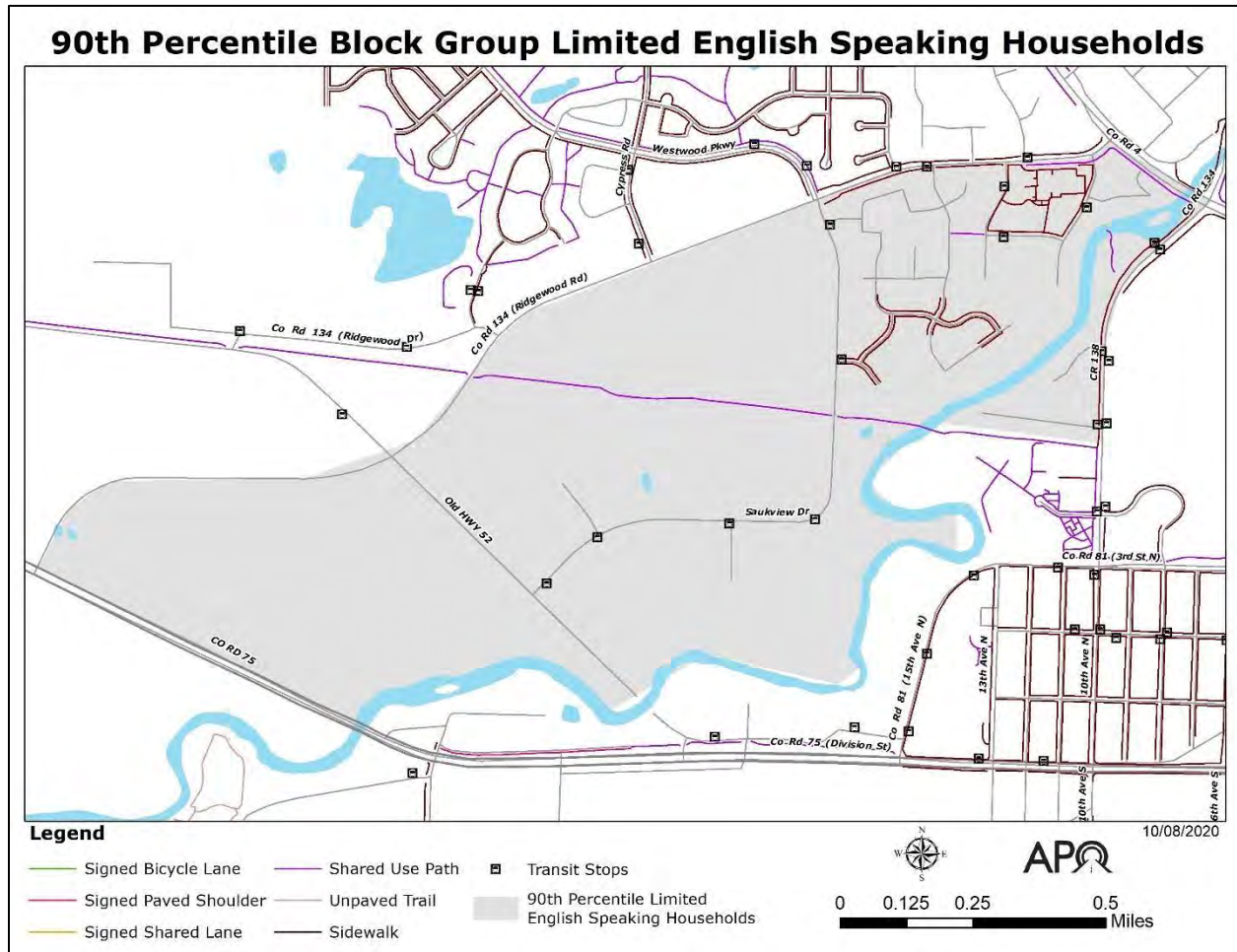


FIGURE 3.9 – MAP OF A NORTHSIDE SAINT CLOUD BLOCK GROUP WITH A LARGE CONCENTRATION OF LIMITED ENGLISH-SPEAKING HOUSEHOLDS AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

In East Saint Cloud, active transportation facilities lack north of East Saint Germain Street between the railroad tracks and US 10. Much of this area includes industrial businesses, although some commercial businesses such as a gas station can be found along Franklin Avenue NE.

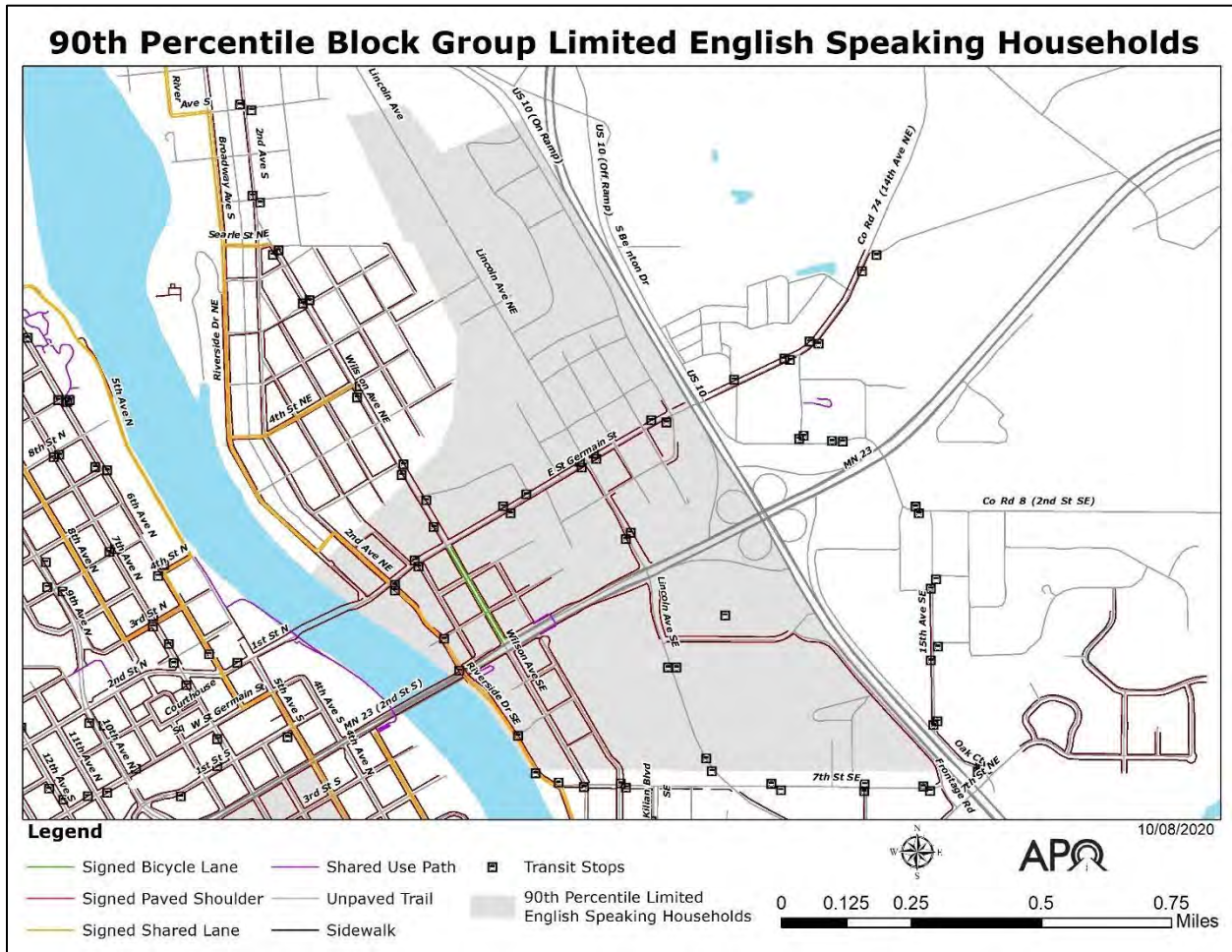


FIGURE 3.10 – MAP OF AN EAST SIDE SAINT CLOUD BLOCK GROUP WITH A LARGE CONCENTRATION OF LIMITED ENGLISH-SPEAKING HOUSEHOLDS AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

ZERO VEHICLE HOUSEHOLDS

According to the 2014-2018 ACS Five Year Estimates, approximately 6.9% of households within the MPA do not have access to a personal vehicle. This percentage has remained constant since 2010 (according to the 2006-2010 ACS Five Year Estimates).



APO MPA	2006-2010 ACS Population Estimates	2014-2018 ACS Population Estimates	Percent Change
Total Household Population	49,628	52,390	5.6%
Zero Vehicle Households	3,446	3,621	5.1%
Percent of Zero Vehicle Household Population	6.9%	6.9%	0.0%

FIGURE 3.11 – A COMPARISON OF ZERO VEHICLE HOUSEHOLDS WITHIN THE SAINT CLOUD MPA BETWEEN 2010 AND 2018.

DATA COURTESY OF U.S. CENSUS BUREAU, 2006-2010 ACS FIVE YEAR ESTIMATES AND U.S. CENSUS BUREAU, 2014-2018 ACS FIVE YEAR ESTIMATES.

Block groups with larger concentrations of zero vehicle households can be found:

- Around Westwood Elementary School in north Saint Cloud.
- **In Saint Cloud’s Pantown Neighborhood between Third Street N and the railroad tracks.**
- Around downtown Saint Cloud.
- In the neighborhoods surrounding Whitney Park and Saint Cloud Technical and Community College (SCTCC).
- In the residential areas of Saint Cloud south of Centennial Drive between 20th Avenue N and Ninth Avenue N.
- East Saint Cloud between 15th Avenue SE (Sherburne CSAH 8) and US 10 near Talahi Community School.

While each of these block groups has access to active transportation facilities, gaps in the network exist in certain residential areas.

For example, the residential area south of Centennial Drive is adequately served with north-south sidewalk connections throughout most of the block group. However, key east-west connections along Seventh Street N (providing service to several apartment complexes) and 10th Street N are missing.

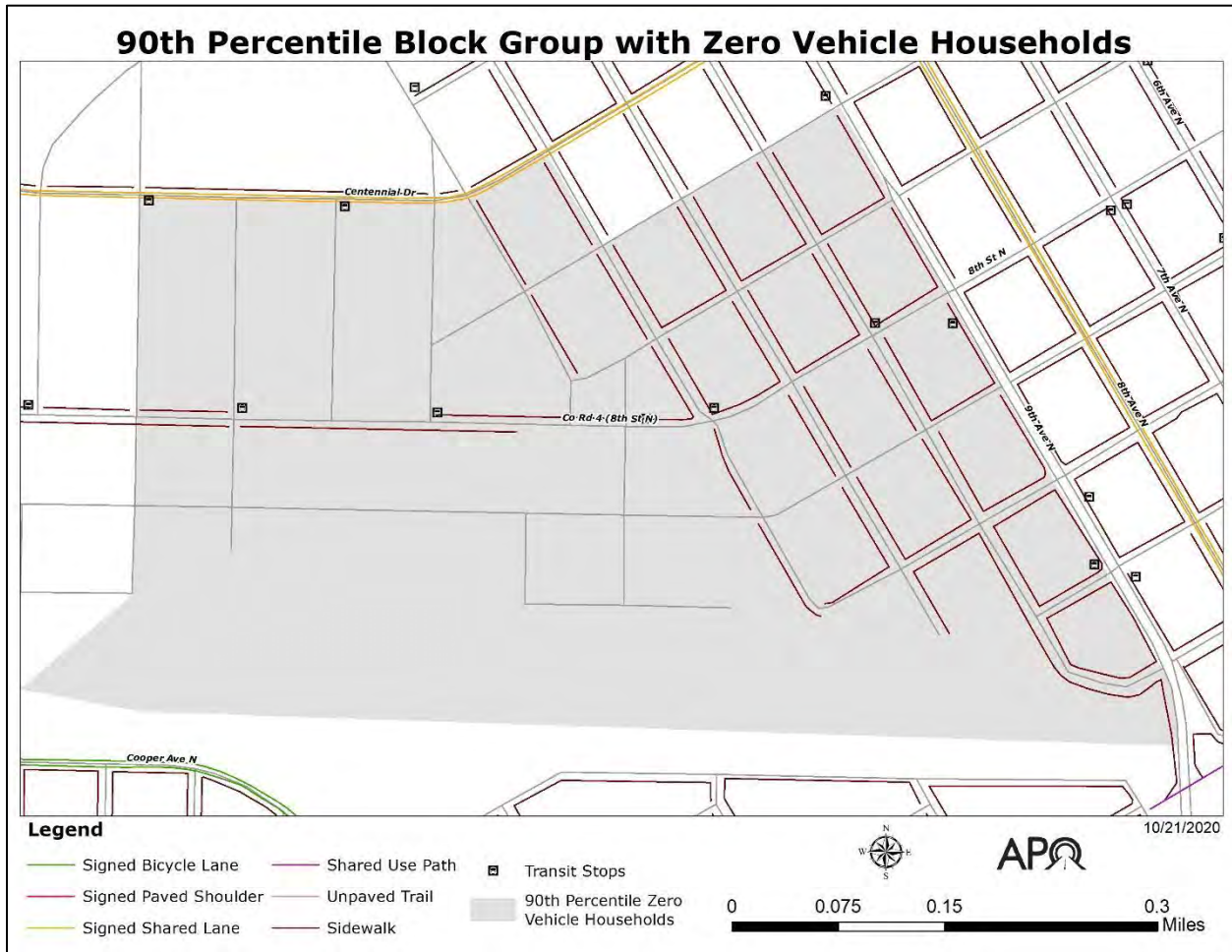


FIGURE 3.12 – MAP OF A NORTH SAINT CLOUD BLOCK GROUP WITH A LARGE CONCENTRATION OF ZERO VEHICLE HOUSEHOLDS AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

And while areas surrounding SCTCC, Whitney Senior Center, and the Saint Cloud Area Family YMCA have active transportation infrastructure present, connections to areas like Catholic Charites of the Diocese of St. Cloud and St. Cloud Math and Science Academy are missing. In addition, several transit stops within the block group, including the transit stop on Stearns CR 120 near Shady Oaks Park and the stops near the intersection of CSAH 1 and 321st Street, do not have sidewalk access.

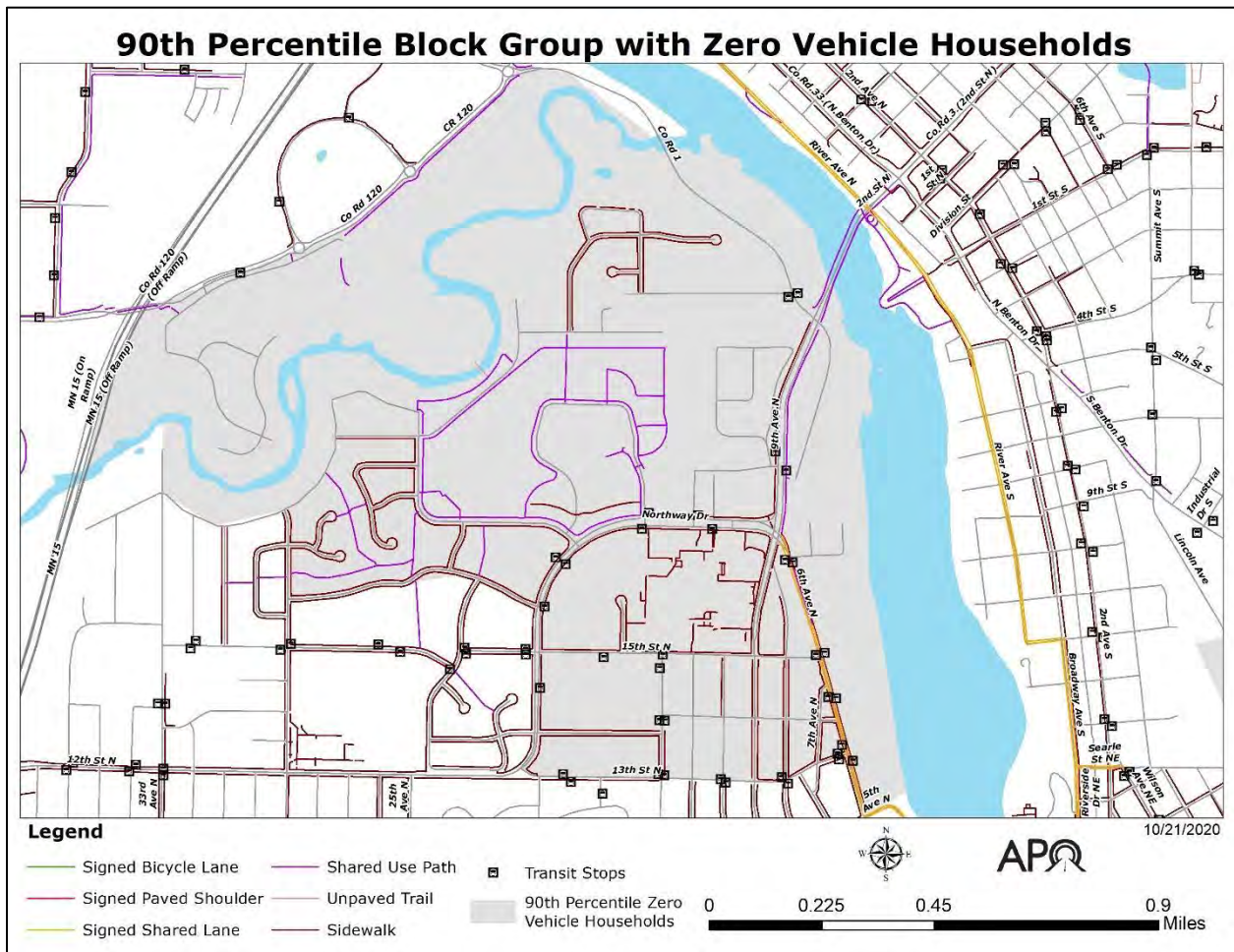


FIGURE 3.13 – MAP OF A NORTH SAINT CLOUD BLOCK GROUP WITH A LARGE CONCENTRATION OF ZERO VEHICLE HOUSEHOLDS AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

PERSONS AGE 65 AND OLDER

According to the 2014-2018 ACS Five Year Estimates, approximately one in 10 people within the Saint Cloud MPA are age 65 and older (12.7%). This is an increase of 2 percentage points (18.7%) from the 2010 Census.

Block groups with larger concentrations of persons over the age of 65 can be found:

- Around Kraemer Lake south of the Stearns CSAH 2/I-94 interchange in Saint Joseph Township.
- Surrounding Crossroads Center and heading south between Second Avenue and MN 15 in Saint Cloud/Waite Park.
- Near the Saint Cloud Veterans Administration (VA) Health Care Center in Saint Cloud.
- In the neighborhoods surrounding Whitney Park and Saint Cloud Technical and Community College.
- In the residential area surrounding Centennial Park in Saint Cloud.



- South of Minnesota Boulevard/MN 301 near Saint Benedict’s Community/Saint Scholastica Convent in Saint Cloud.
- In the residential areas between North Benton Drive (County Road 33) and US 10 in Sartell.

APO MPA	2010 Census Population	2014-2018 ACS Population Estimates	Percent Change
Total Population	130,225	135,441	4.0%
Persons Age 65 and Older	13,943	17,156	23.0%
Percent of Population Age 65 and Older	10.7%	12.7%	18.7%

FIGURE 3.14 – A COMPARISON OF THE PERSONS AGE 65 AND OLDER POPULATIONS WITHIN THE SAINT CLOUD MPA BETWEEN 2010 AND 2018.

DATA COURTESY OF U.S. CENSUS BUREAU, CENSUS 2010 AND US. CENSUS BUREAU, 2014-2018 AMERICAN COMMUNITY SURVEY FIVE-YEAR ESTIMATES.

A couple of these block groups – Kraemer Lake in Saint Joseph Township and Centennial Park in Saint Cloud – have virtually no active transportation facilities present.

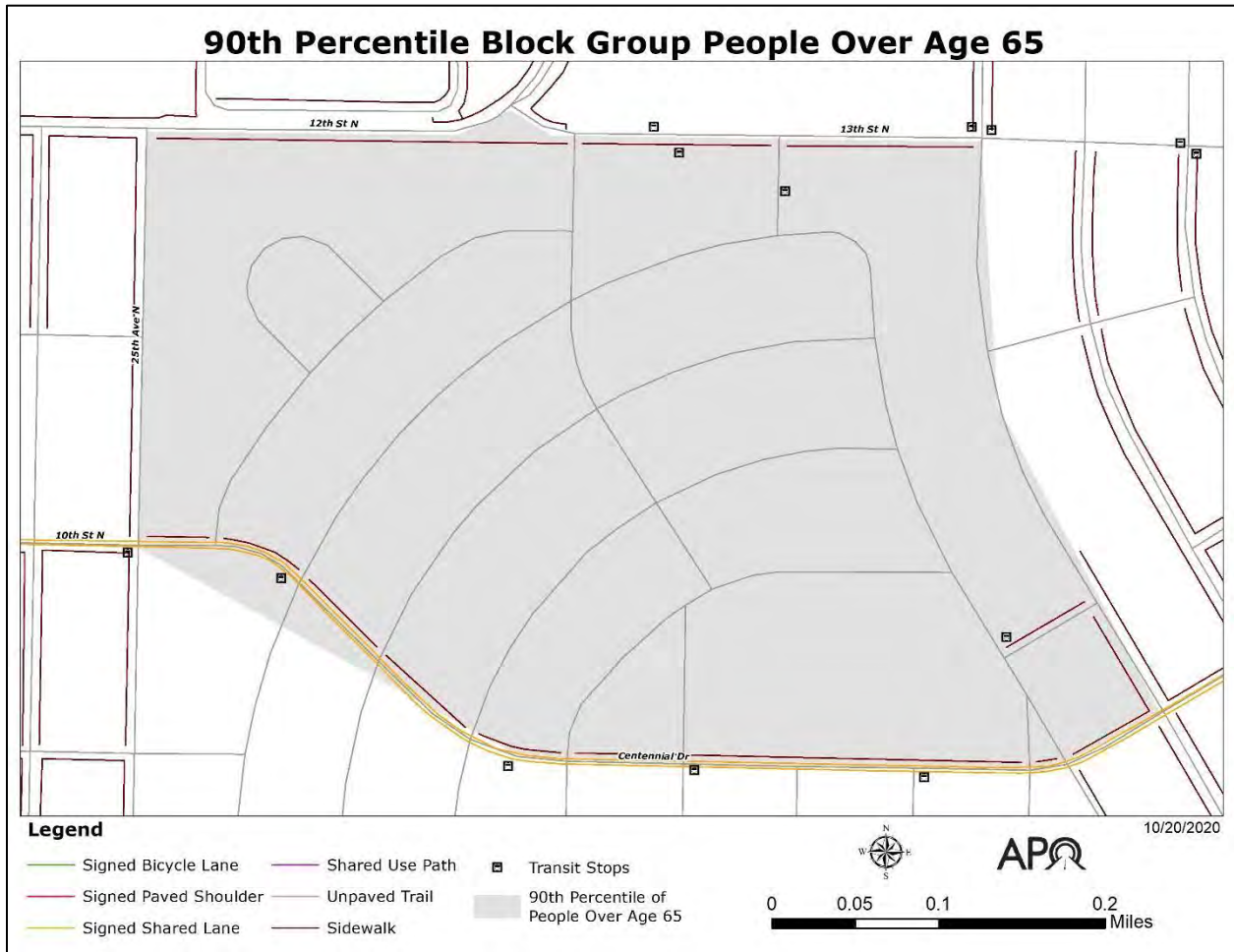


FIGURE 3.15 – MAP OF A NORTH SAINT CLOUD BLOCK GROUP WITH A LARGE CONCENTRATION OF PEOPLE OVER AGE 65 AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

In Sartell, aside from active transportation facilities along First Street NE (Benton County Road 29), most residential areas in this block group lack access to facilities – including transit access north of Sixth Street NE.

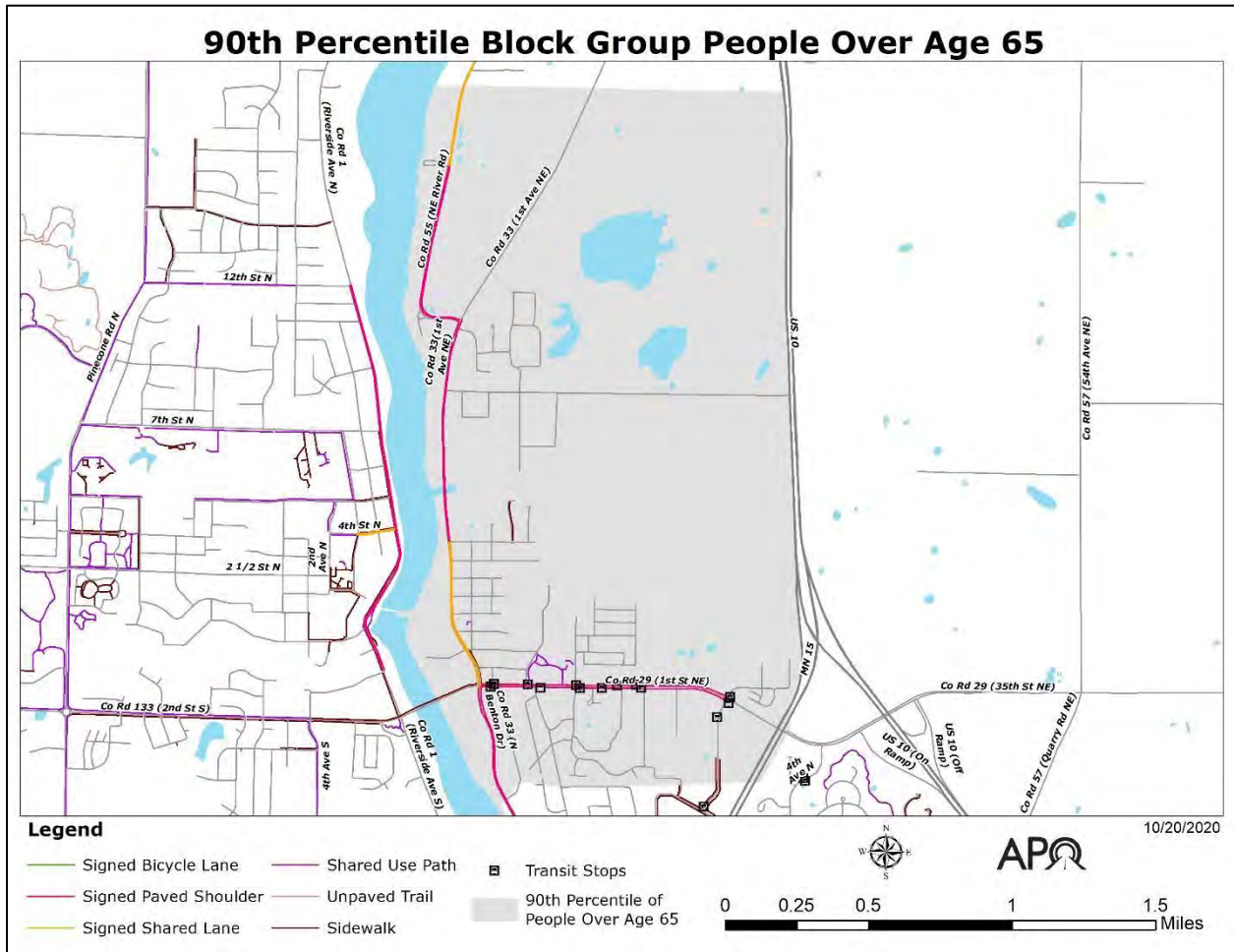


FIGURE 3.16 – MAP OF A SAUK RAPIDS BLOCK GROUP WITH A LARGE CONCENTRATION OF PEOPLE OVER AGE 65 AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

PERSONS AGE 18 AND YOUNGER

According to the 2014-2018 ACS Five Year Estimates, approximately one in five (22.2%) people residing within the MPA are 18 and younger. This percentage has remained relatively consistent between 2010 and 2018.

Large concentrations of persons age 18 and younger can be found:

- In Saint Cloud’s Pantown Neighborhood.
- Around Saint Cloud State University.
- Near Saint Cloud’s Territory Golf Club south of MN 23 and east of 35th Avenue NE/Benton CSAH 8.
- In the neighborhoods along 10th Avenue NE in the City of Sauk Rapids.
- Along areas of Pinecone Road N in Sartell.
- In Saint Joseph, north of CSAH 75 and west of College Avenue S.



APO MPA	2010 Census Population	2014-2018 ACS Population Estimates	Percent Change
Total Population	130,225	135,441	4.0%
Persons Age 18 and Younger	28,536	30,027	5.2%
Percent of Population Age 18 and Younger	21.9%	22.2%	1.4%

FIGURE 3.17 – A COMPARISON OF THE PERSONS AGE 18 AND YOUNGER POPULATION WITHIN THE SAINT CLOUD MPA BETWEEN 2010 AND 2018.

DATA COURTESY OF U.S. CENSUS BUREAU, CENSUS 2010 AND U.S. CENSUS BUREAU, 2014-2018 AMERICAN COMMUNITY SURVEY FIVE-YEAR ESTIMATES.

Active transportation infrastructure is relatively common within newer developments such as those along 10th Avenue NE in Sauk Rapids and the community surrounding Saint **Cloud's Territory Golf Club**. However, access to transit is limited (in the case of Sauk Rapids) or non-existent (in the case of Territory Golf Club).

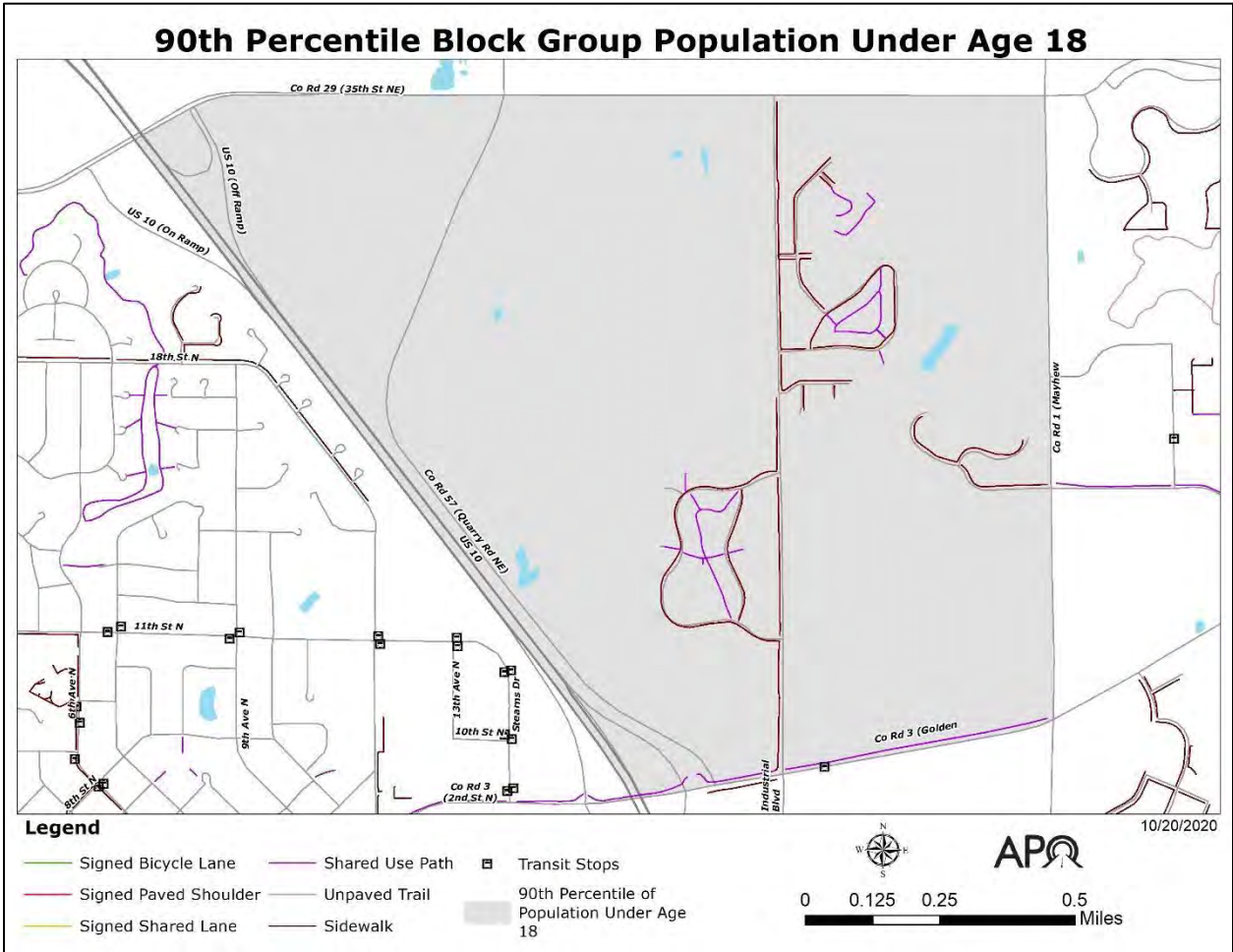


FIGURE 3.18 – MAP OF A SAUK RAPIDS BLOCK GROUP WITH A LARGE CONCENTRATION OF PEOPLE UNDER AGE 18 AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

In Sartell, it is essential to note the lack of active transportation infrastructure to the Sartell-Saint Stephen High School along Pinecone Road N.

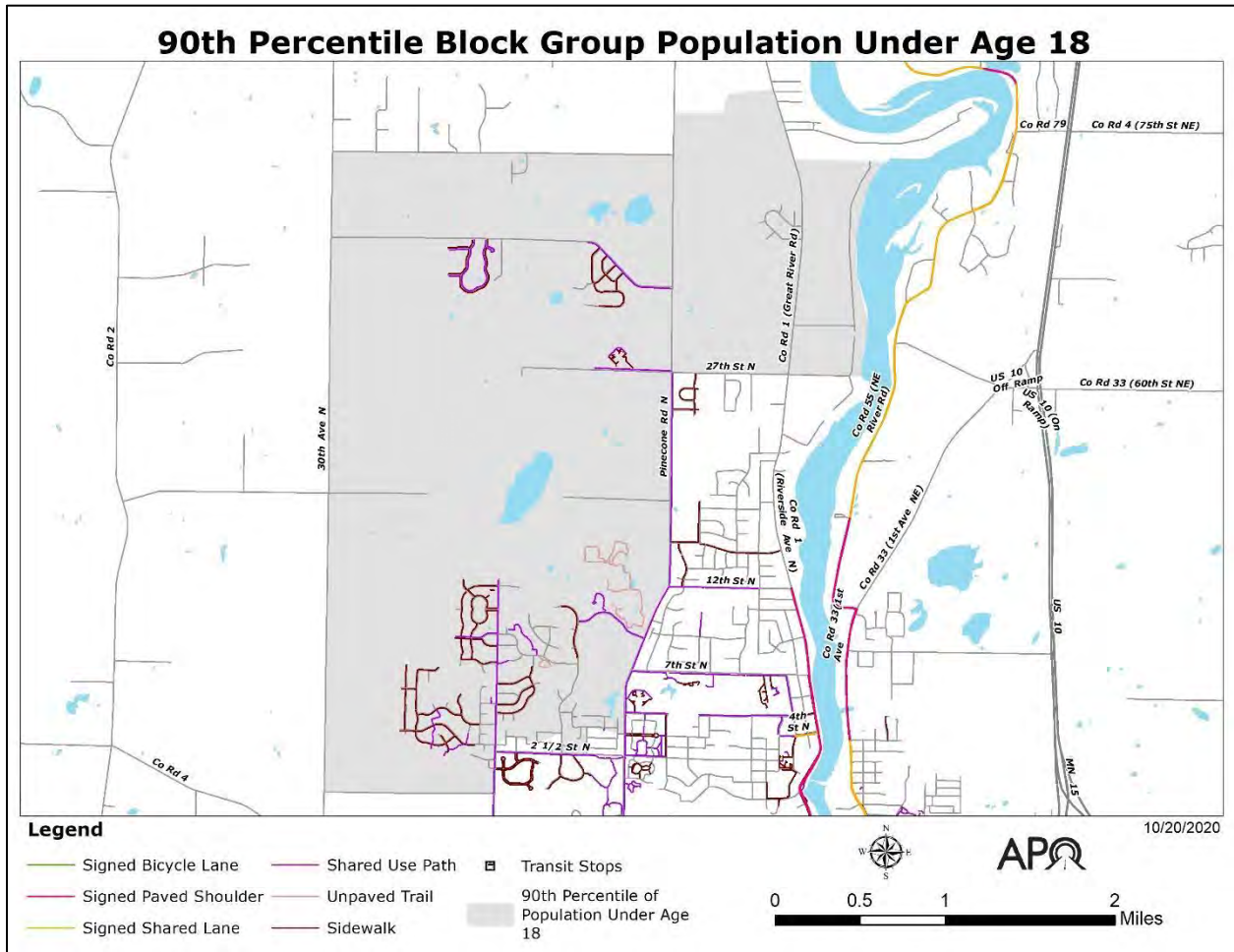


FIGURE 3.19 – MAP OF A SARTELL BLOCK GROUP WITH A LARGE CONCENTRATION OF PEOPLE UNDER AGE 18 AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

For Saint Joseph, while the Lake Wobegon Trail does run through some residential areas of the city, residential access to this facility is lacking in neighborhoods to the north and south of CSAH 75.

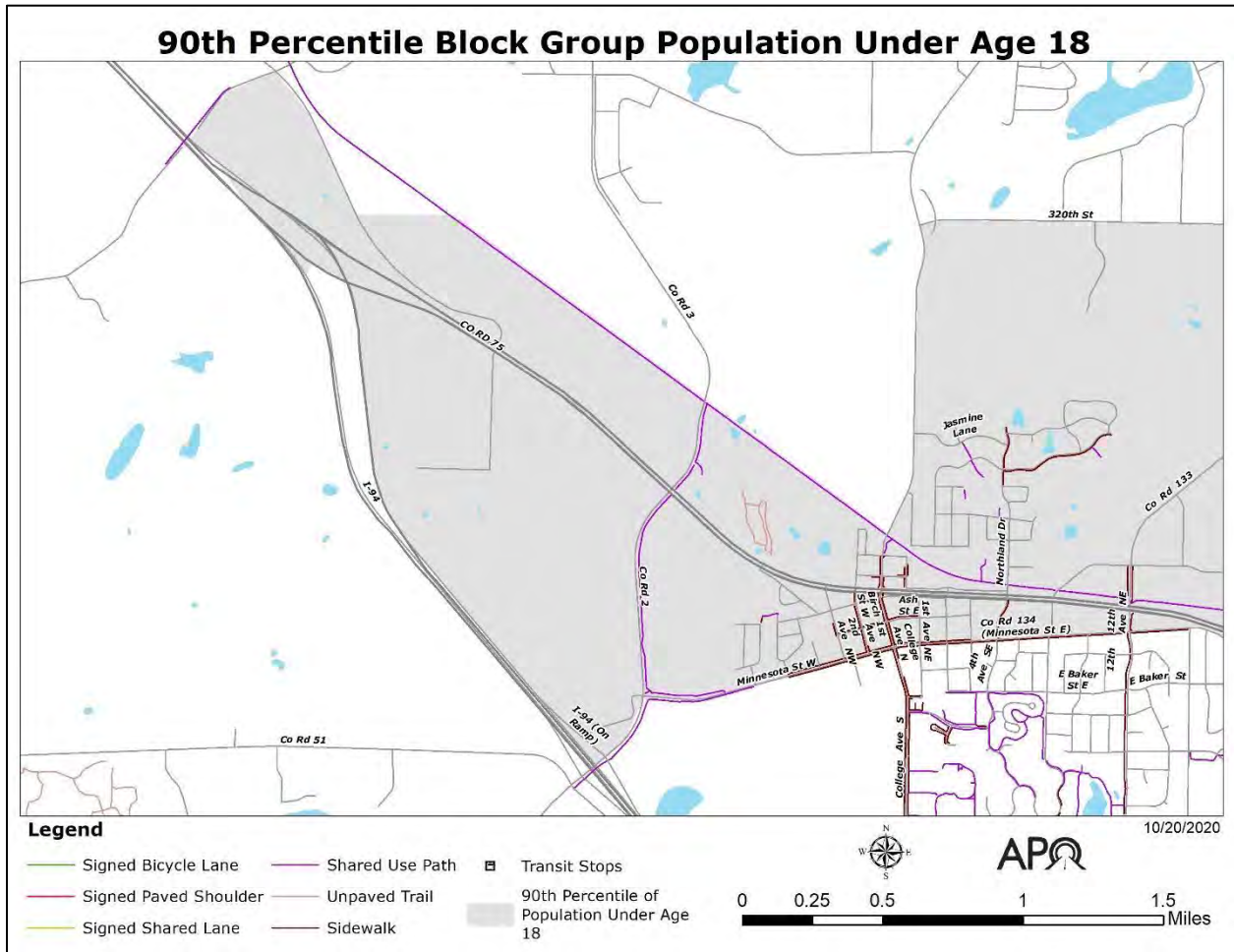


FIGURE 3.20 – MAP OF A SAINT JOSEPH BLOCK GROUP WITH A LARGE CONCENTRATION OF PEOPLE UNDER AGE 18 AND THE LOCATION OF ACTIVE TRANSPORTATION FACILITIES.

WHO IS AN ACTIVE TRANSPORTATION USER?

All people are, to some degree, users of the active transportation system. Whether it's walking to the nearest transit stop, biking for exercise, or even walking across a parking lot to a place of business, most people at some point rely on active transportation.

However, the extent to which people use non-motorized transportation varies. Some have a greater need for connected facilities to get from place to place. Others require a higher degree of comfort (i.e., safety) to use these facilities.

As stated in Chapter 1, the ATP intends to make using active transportation safer and more convenient for everyone.

TYPES OF PEOPLE WHO RIDE BICYCLES

Generally, people's attitude toward cycling can be thought of as belonging to one of four categories: Strong and Fearless (Highly Confident); Enthused and Confident (Somewhat Confident); Interested but Concerned; and No Way, No How. Developed by [Roger Geller](#)



[with the Portland Office of Transportation](https://bit.ly/3J9RyJf) (https://bit.ly/3J9RyJf) and supported by research, these four attitudes are based on a person’s comfort and willingness to bicycle. According to supporting research by the [Minnesota Bicycle Facilities Design Manual](https://bit.ly/320vrR1) (https://bit.ly/320vrR1), between one-quarter and one-third of the population has no interest in bicycling, regardless of the comfort level of a given facility (the No Way, No How user). Of the remaining portion of the population, most people who cycle fall into the interested but concerned category. Figure 3.21 further defines the remaining three types of cyclists and the percentage of the “interested in bicycling” population that falls into these categories.

Type of Person Who Bicycles	Definition	Percentage of the Interested in Bicycling Population
Strong and Fearless (Highly Confident)	This group is willing to ride a bicycle on any roadway regardless of traffic conditions. They are comfortable taking the lane and riding in a vehicular manner on major streets without designated bicycle facilities.	4-7%
Enthusied and Confident (Somewhat Confident)	This group of bicyclists is willing to ride in most roadway situations but prefer to have a designated facility. They are comfortable bicycling on major streets with striped or separated bike lanes on low-volume residential streets. They are willing to tolerate moderate levels of stress for a short distance to complete trips or avoid out-of-direction travel.	5-9%
Interested but Concerned	This group is more cautious and has some inclination towards bicycling but is held back by concern over sharing the road with motor vehicles. They avoid bicycling except where they have access to bicycle facilities separated from motor vehicles or low-traffic neighborhood streets with safe roadway crossing.	51-56%

FIGURE 3.21 – THE THREE TYPES OF PEOPLE WHO CYCLE.
INFORMATION COURTESY OF MNDOT’S 2020 MINNESOTA BICYCLE FACILITIES DESIGN MANUAL.

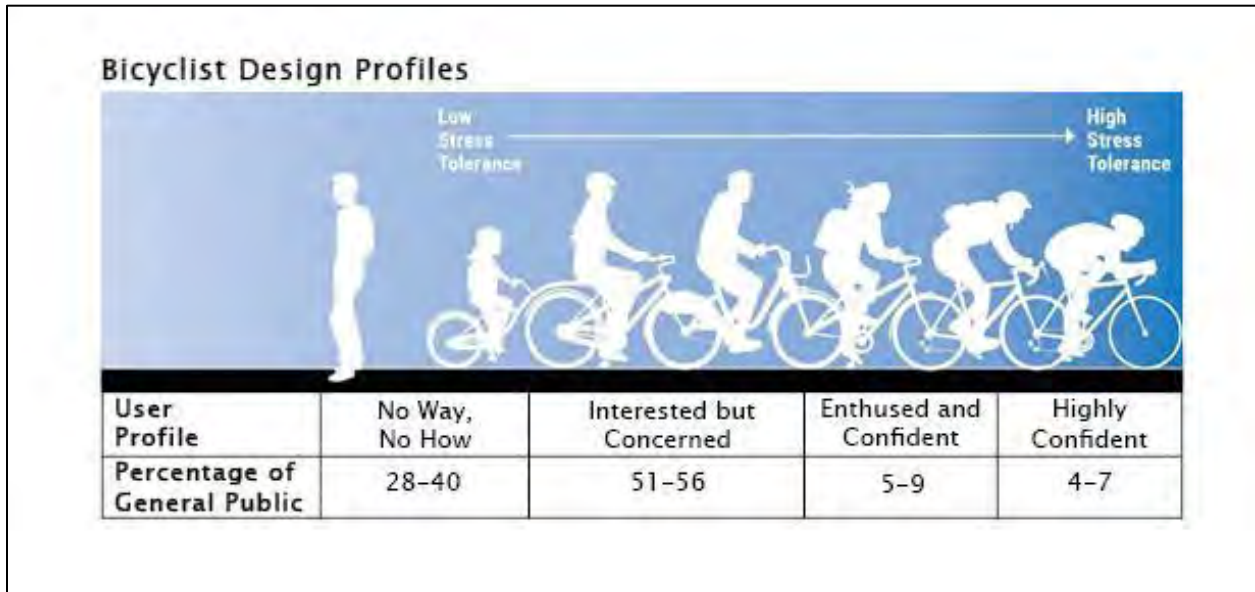


FIGURE 3.22 – A GRAPHIC OF THE FOUR TYPES OF PEOPLE WHO CYCLE.

During the first round of public engagement for the ATP, APO staff had asked members of the public via an online survey on their bicycle level of confidence. This was not a random sample survey, so it is unclear the extent the comments received are representative of the APO’s planning area.

That said, out of the 127 responses received, a majority (53.5%) fall into the “Enthusied but Confident (Somewhat Confident)” category, indicating they prefer separated shared use paths but will ride on some roads where space is available and traffic is manageable. The remaining results indicate a preference for local streets and separated shared use paths with few crossings (23.6%), followed by confidence in riding with traffic on the roadway (17.3%). Approximately 5.5% of respondents are a “No Way, No How” type bicyclist.

PEDESTRIANS

A pedestrian is someone who either:

- Travels without assistance (such as walking).
- Needs and/or uses assistive devices to get around (i.e., a wheelchair, stroller, skateboards, rollerblades, scooters, etc.).

During the early public input period for the ATP, APO staff had asked members of the public during a typical week (weather permitting) how many days a week they walk one or more blocks. The results of this self-selected survey indicated that a majority of respondents (86.5%) walk more than three blocks a week.

HOW DO THEY TRAVEL?

With approximately 135,000 people living within the Saint Cloud MPA, it is vital to understand how those individuals get from one place to another. When it comes to commuting, MPA residents rely heavily on motor vehicles. According to the 2014-2018 ACS



Five Year Estimates, approximately 88.5% of the population over age 16 uses a car, truck, or van to get to and from work.

It should be noted that the ACS question when it comes to commuting by mode choice asks participants: **“How did you usually get to work LAST WEEK?”**

Even still, approximately 6.2% of the population age 16 and older rely on active transportation – biking, walking, or public transit – for work.

MPA	2006-2010 ACS Five Year Population Estimates	2014-2018 ACS Five Year Population Estimates	Percent Change
Bicycle Commute Trips	0.6%	0.7%	16.7%
Walking Commute Trips	3.6%	3.6%	0.0%
Public Transportation Commute Trips	1.7%	1.9%	11.8%
Total Commute Trips Using Active Transportation Modes	5.9%	6.2%	5.1%

FIGURE 3.23: THE PERCENTAGE OF WORK TRIPS IN THE MPA TAKEN USING ACTIVE TRANSPORTATION. DATA COURTESY U.S. CENSUS 2006-2010 AMERICAN COMMUNITY SURVEY FIVE YEAR ESTIMATES AND 2014-2018 ACS FIVE YEAR ESTIMATES.

According to the respective ACS Five Year Estimates, active transportation modes for commuting have grown by 5.1% between 2010 and 2018. However, this affects a relatively small subsection of the population. In comparison to other modes over this timeframe, active transportation has seen the largest percentage growth.



MPA	2006-2010 ACS Five Year Population Estimates	2014-2018 ACS Five Year Population Estimates	Percent Change
Car, Truck, or Van Commute Trips	88.3%	88.5%	0.2%
Taxicab Commute Trips	0.0%	0.3%	N/A
Motorcycle Commute Trips	0.2%	0.1%	-50.0%
Other Means	0.6%	0.6%	0.0%
Worked at Home	5.0%	4.4%	-12.0%
Active Transportation Commute Trips	5.9%	6.2%	5.1%

FIGURE 3.24: THE PERCENTAGE OF WORK TRIPS IN THE MPA BY MODE.

DATA COURTESY U.S. CENSUS 2006-2010 AMERICAN COMMUNITY SURVEY FIVE YEAR ESTIMATES AND 2014-2018 ACS FIVE YEAR ESTIMATES.

During the early stages of public input for the ATP, survey participants were asked why they chose to bike and walk. A majority of people who cycle and/or walk do so for recreation or exercise. However, this self-selected survey found that 30.8% of participants run errands or do shopping using a bike and 26.2% do so by walking.

The survey found that people who cycle also use their bikes to commute to work (21.7%) and school (5.8%). Survey participants also walk to work (9.5%) and access transit (4.0%).

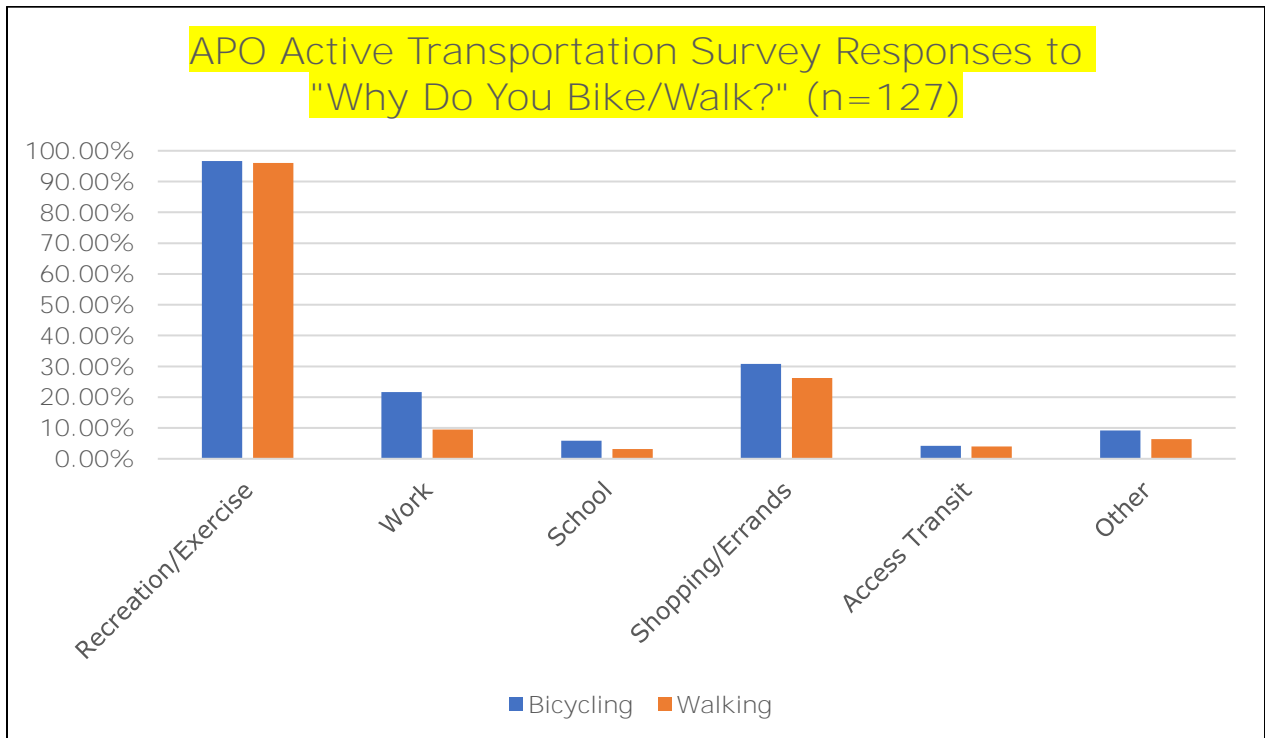


FIGURE 3.25 RESPONSES TO THE APO'S ACTIVE TRANSPORTATION SURVEY QUESTION ABOUT WHY PEOPLE BIKE/WALK FROM THE APO'S 2020 ACTIVE TRANSPORTATION SURVEY.

Overall, the average 2020 survey participant spends about one-fifth of their time biking or walking to complete a trip.

Likely, bicycling and walking are used more occasionally or as supplemental rather than as a primary mode.

Together the ACS data and the response from the survey suggest that there is a desire for area residents to be able to walk or bike for purposes other than recreation.

HOW MANY ARE USING THE SYSTEM?

Planning for active transportation facilities relies on an understanding of how many people are utilizing the existing network.

To measure this, APO staff regularly place two types of MnDOT-owned portable bicycle and pedestrian counters simultaneously in locations throughout the MPA. The Pneumatic TUBE counter uses two sets of tubes placed perpendicular to traffic. When a cyclist passes over the tubes, this counter can record that cyclist and determine which direction that person was heading. The PYRO-Box utilizes infrared technology to measure people's body heat who pass in front of its sensor. This counter, much like the TUBE counter, can identify travel directions. While the PYRO-Box can detect bicyclists and pedestrians, it cannot definitively distinguish between the two. APO staff can calculate pedestrian traffic from the PYRO-Box using the TUBE counter.



FIGURE 3.26: A PHOTO OF THE TUBE COUNTER AND THE PYRO-BOX COUNTER DEPLOYED AT THE GREENWAY TRAIL IN SAINT CLOUD.

While both counters have been regularly deployed throughout the MPA, the use of these counters is limited to shared use paths.

Two other types of counters have been placed within the MPA by MnDOT. The ReCycled Post and the ZELT Range are permanent bicycle and pedestrian counters placed along the Beaver Island Trail in 2016. More information on these permanent counters can be found in the next section.

Collectively, count data can shed light on when, where, and how often active transportation facilities are used.

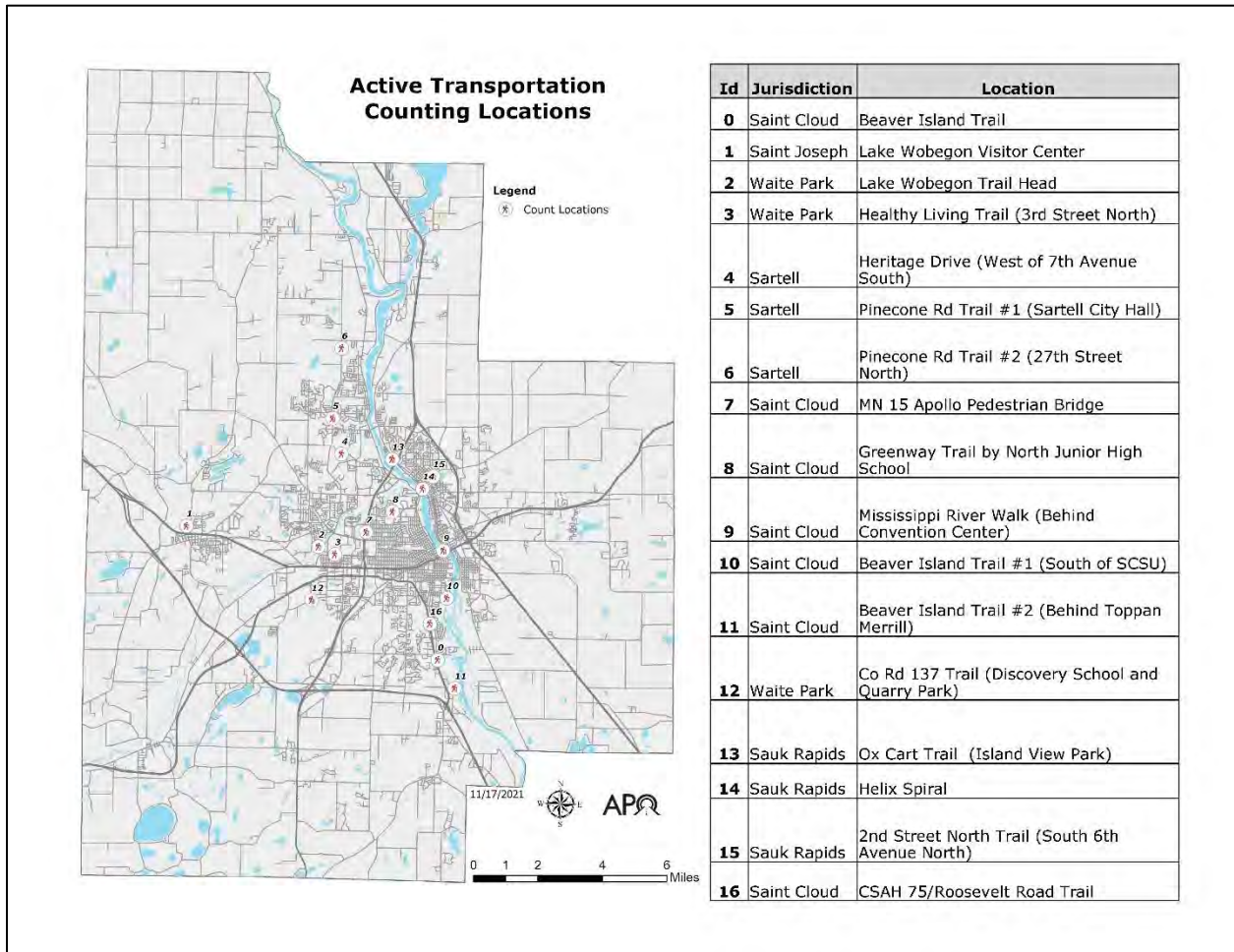


FIGURE 3.27: MAP OF ACTIVE TRANSPORTATION COUNTING LOCATIONS

PORTABLE COUNTING PROGRAM

In 2019 APO staff began work to establish a counting program by identifying 16 locations (18 once the ROCORI Trail and the facilities on 33rd Street S in Saint Cloud have been completed) throughout the MPA to set up the two portable counters to collect one **weeks'** worth of count data during the summer.

Map ID	Dates Counted	City	Location	Weekday Average Bike	Weekday Average Pedestrian	Weekend Average Bike	Weekend Average Pedestrian
1	05/06/2019 - 05/12/2019	Saint Joseph	Lake Wobegon Visitor Center	12	93	32	566
2	05/13/2019 - 05/19/2019	Waite Park	Lake Wobegon Trail Head	2	149	1	14
3	05/20/2019 - 05/26/2019	Waite Park	Healthy Living Trail	2	41	3	87
4	08/19/2019 - 08/25/2019	Sartell	Heritage Drive	2	73	1	53
5	08/12/2019 - 08/18/2019	Sartell	Pinecone Road Trail #1	10	227	14	209
6	08/05/2019 - 08/11/2019	Sartell	Pinecone Road Trail #2	11	104	6	99
7	07/01/2019 - 07/07/2019	Saint Cloud	Apollo Pedestrian Bridge	0	68	1	79
8	06/24/2019 - 06/30/2019	Saint Cloud	Greenway Trail	3	73	5	60
9	05/27/2019 - 06/02/2019	Saint Cloud	Mississippi River Walk	7	141	20	150
10	09/03/2019 - 09/09/2019	Saint Cloud	Beaver Island Trail #1	4	188	4	186
11	06/10/2019 - 06/16/2019	Saint Cloud	Beaver Island Trail #2	11	131	2	98

Map ID	Dates Counted	City	Location	Weekday Average Bike	Weekday Average Pedestrian	Weekend Average Bike	Weekend Average Pedestrian
12	06/17/2019 – 06/23/2019	Waite Park	County Road 137	2	57	1	33
13	07/08/2019 – 07/14/2019	Sauk Rapids	Ox Cart Trail	2	114	0	125
14	07/15/2019 – 07/21/2019	Sauk Rapids	Helix Spiral	3	81	3	104
15	07/22/2019 – 07/28/2019	Sauk Rapids	Second Street N	2	50	1	27
16	08/27/2019 – 09/02/2019	Saint Cloud	CSAH 75/Roosevelt Road	1	96	1	72

FIGURE 3.28: 2019 BICYCLE AND PEDESTRIAN COUNTS FROM VARIOUS LOCATIONS ACROSS THE MPA.

In addition, APO staff have started work on a seasonal counting program in which the PYRO-Box counter would be placed in five locations to collect usage data during the winter, spring, and fall months.

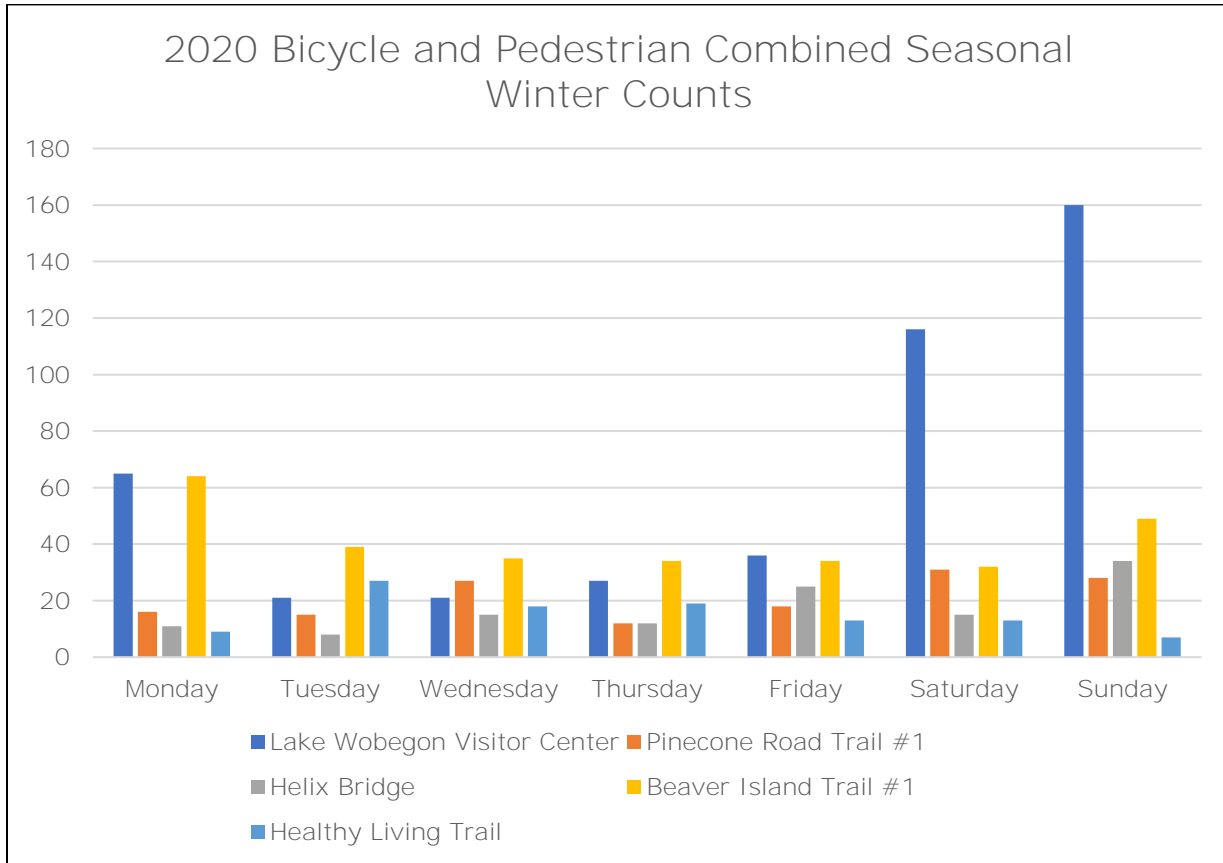


FIGURE 3.29: DAILY BICYCLE AND PEDESTRIAN 2020 WINTER COUNTS COLLECTED AT THE FIVE SEASONAL LOCATIONS WITHIN THE MPA.

Map ID	Dates Counted	City	Location	Weekday Average Bike	Weekday Average Ped	Weekend Average Bike	Weekend Average Ped
1	07/01/2020 – 07/07/2020	Saint Joseph	Lake Wobegon Visitor Center	13	267	21	307
3	07/15/2020 – 07/21/2020	Waite Park	Healthy Living Trail	7	119	4	137
4	06/16/2020 – 06/22/2020	Sartell	Heritage Drive	2	111	3	122
6	05/26/2020 – 06/01/2020	Sartell	Pinecone Road Trail #2	16	259	22	271
8	06/02/2020 – 06/08/2020	Saint Cloud	Greenway Trail	3	108	3	74
9*	07/29/2020 – 08/10/2020	Saint Cloud	Mississippi River Walk	N/A	172	N/A	157
10	06/09/2020 – 06/15/2020	Saint Cloud	Beaver Island Trail #1	8	413	20	575
11	07/22/2020 – 07/28/2020	Saint Cloud	Beaver Island Trail #2	N/A	199	N/A	152
12	06/24/2020 – 06/30/2020	Waite Park	County Road 137	1	88	1	140
16	07/08/2020 – 07/14/2020	Saint Cloud	CSAH 75/Roosevelt Road	14	85	28	103

*THE MISSISSIPPI RIVER WALK HAD THE COUNTER DEPLOYED FOR LONGER THAN ONE WEEK. ON DAYS THAT WERE COUNTED TWICE, APO STAFF CALCULATED A DAILY AVERAGE.

FIGURE 3.30: 2020 BICYCLE AND PEDESTRIAN COUNTS FROM VARIOUS LOCATIONS ACROSS THE MPA.

However, the portable counters are owned by MnDOT. As a result, various agencies and jurisdictions can (and have) utilized the counters throughout the year. Thus, there is some difficulty in collecting consistent data at all identified sites, as noted in the collection of 2020 bicycle and pedestrian count data.

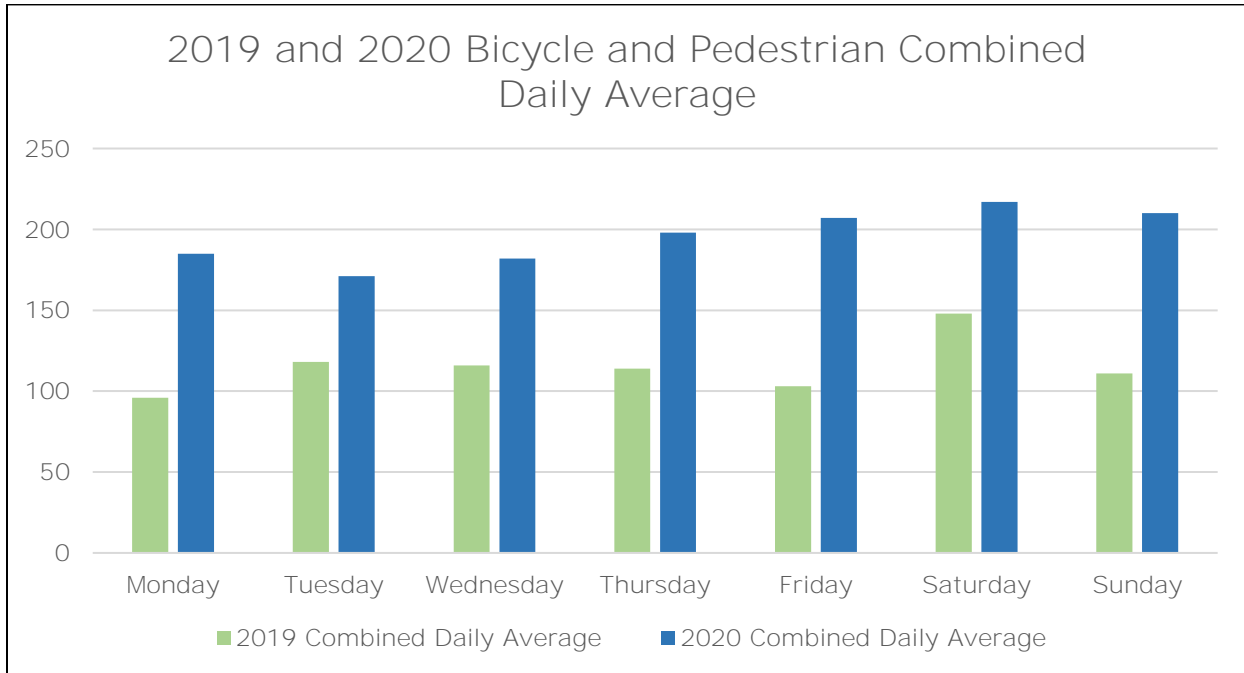


FIGURE 3.31: COMBINED BICYCLE AND PEDESTRIAN DAILY AVERAGES FROM ALL 2019 AND 2020 SUMMER COUNT LOCATIONS.

Beaver Island Trail Permanent Counter

In 2016, MnDOT installed two permanent counters on the Beaver Island Trail south of the Saint Cloud State University campus.

The ReCycled Post Counter – much like the PYRO-Box counter – utilizes infrared technology to measure the body heat of people who pass in front of its sensors.

The ZELT Range – like the TUBE counters – is designed to measure the number of bicyclists. However, this style of counter is incorporated into the pavement in a diamond zig-zag pattern.

Since these counters have been in place since 2016, they provide the best available data set to track active transportation trends.

Due to weather conditions and other factors, count data will fluctuate by time of day and time of year. Averaging monthly day of the week counts from four years of data provides a reasonable indication of how the Beaver Island Trail is utilized. This data can then be inferred to indicate how other shared use paths throughout the region are also used.



FIGURE 3.32: A PHOTO OF THE RECYCLED POST AND ZELT RANGE PERMANENT COUNTERS ALONG THE BEAVER ISLAND TRAIL.

Figure 3.33 compares average weekly counts of both bicycles and pedestrians by month from 2016 to 2019 and indicates seasonal variation throughout the year.

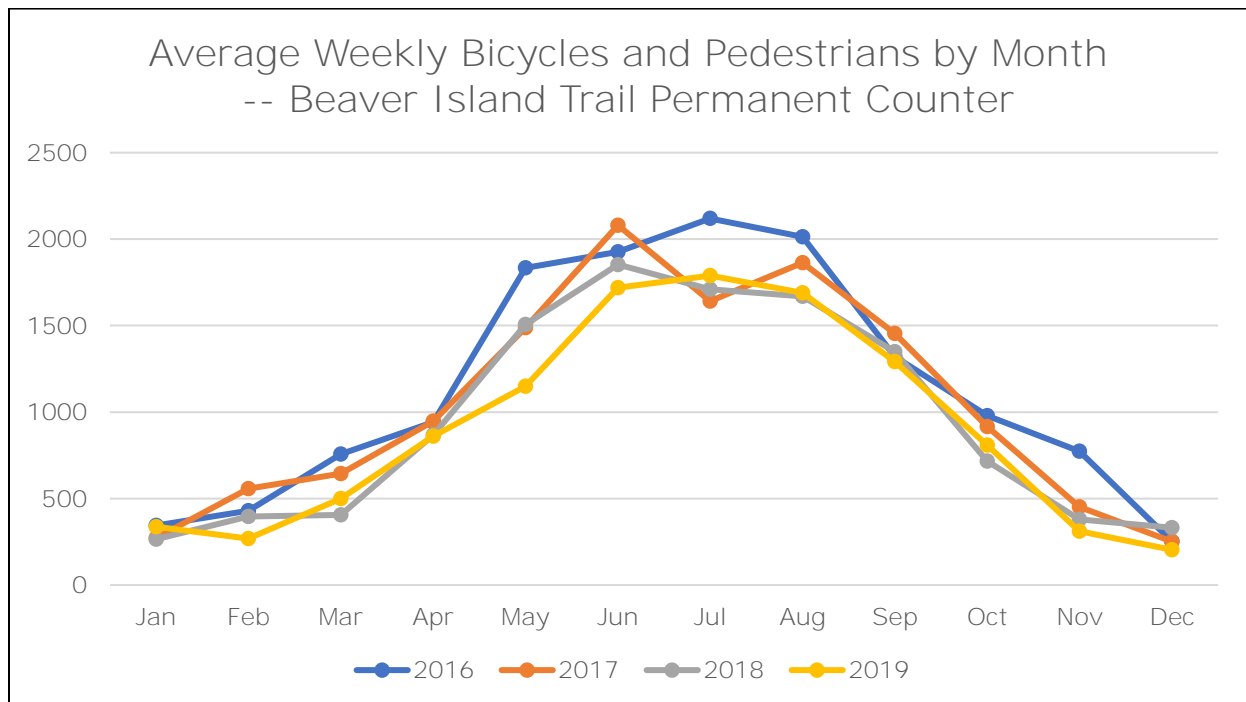


FIGURE 3.33: AVERAGE WEEKLY BICYCLES AND PEDESTRIANS BY MONTH AT THE BEAVER ISLAND TRAIL PERMANENT COUNT STATION.

As expected, a pronounced seasonal variation is consistently shown from year to year. Usage is relatively low in the winter months. Usage increases steadily as the weather improves in the spring, with peak usage in the summer from June through August. Average daily counts drop off in the cooler months of September and October.

Notably, this data shows no growth in counts over time. In fact, there are no months in which the 2019 count exceeds all the previous years.

Figure 3.34 shows annual average counts by day of the week for bicycles and pedestrians and indicates more activity on shared use paths on the weekends than during the week.

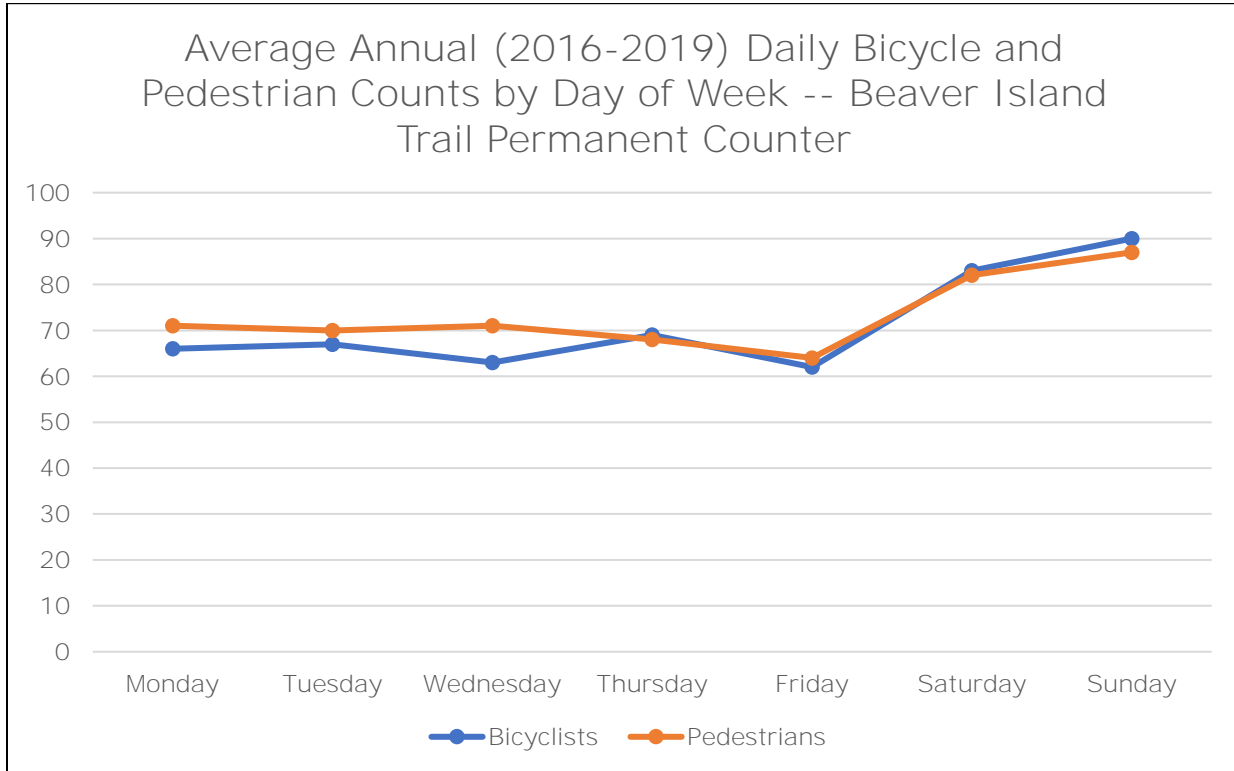


FIGURE 3.34 – AVERAGE (2016-2019) DAILY BICYCLE AND PEDESTRIAN COUNT BY DAY OF THE WEEK AT THE BEAVER ISLAND TRAIL PERMANENT COUNTING STATION

Adding the average daily counts shown above together results in a weekly average count of about 1,000 at this location. As shown in the previous figure, actual counts on the Beaver Island Trail can be double that number in the summer months, and they can be half that number or less in the winter months.

WHERE ARE THEY GOING?

Typically, **all trips begin at a person’s home.** The mode selected to take that trip (driving, biking, walking, transit) depends on a multitude of factors such as weather, distance, and time.

During the initial round of public input for this plan, APO staff asked survey participants why they chose to bike or walk. And while most of the responses indicated the choice was for

recreation or exercise, about one-fifth of all trips taken by bike or on foot are to various destinations, including shopping, work, and school.

The 2020 public input survey asked participants to select three types of destinations they would like to be able to access using active modes. Again, this was not a random sample survey, **so the extent to which the comments received are representative of the APO’s** planning area is unclear.

That said, of the 124 survey participants who responded to this question, approximately 89% want to be able to access parks or nature areas using active modes. This was followed by food or groceries (71%), entertainment (39%), and retail shopping (27%).

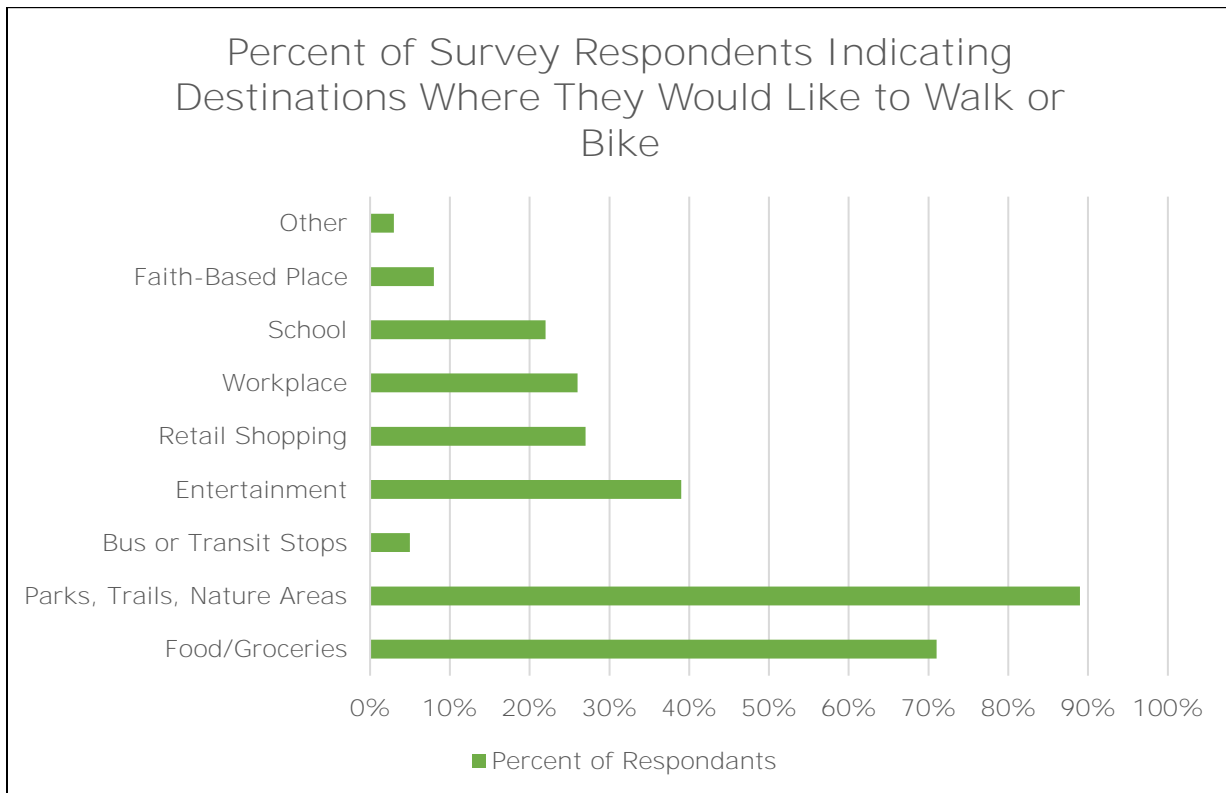


FIGURE 3.35: RESPONSES TO THE APO’S 2020 ACTIVE TRANSPORTATION SURVEY QUESTION “WHAT TYPE OF DESTINATION WOULD YOU LIKE TO BE ABLE TO WALK OR BIKE TO? CHECK YOUR TOP 3 PLACES.”

Other responses included: Restaurants, socializing with friends, campground, and anywhere.

Coupled with the online survey, APO staff created an online interactive mapping tool during the first round of ATP public engagement. This wikimap allowed participants to map their current routes by mode (bicycling or walking), their desired destinations, and existing barriers. About 20 people utilized the wikimap.

Popular destinations identified by wikimap participants are consistent with the survey participants' destinations. In addition, the wikimap response, albeit small, did indicate regional medical centers such as Saint Cloud Hospital and other CentraCare facilities as destinations accessed by active modes.

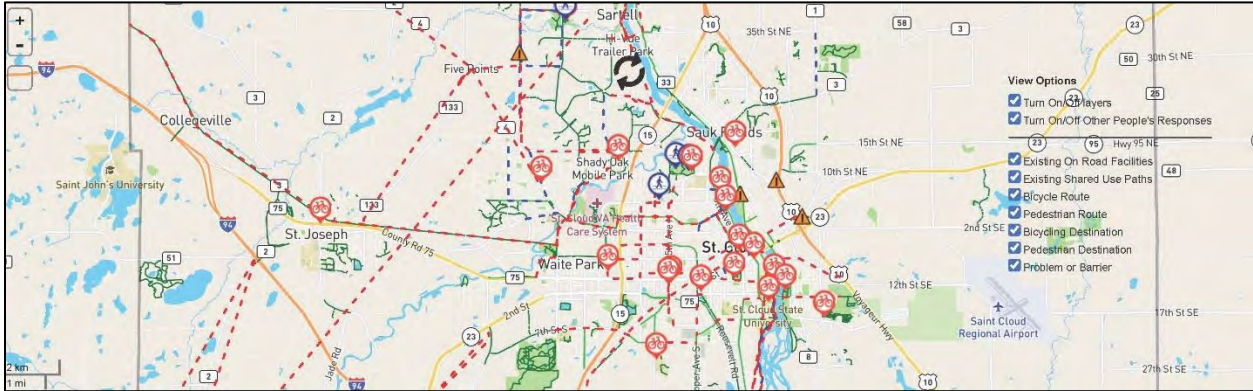


FIGURE 3.36 – WIKIMAP ILLUSTRATION OF TRIP DESIRES.

HOW SAFE IS THE SYSTEM?

Based upon an understanding of who is using the active transportation system, where they are going, and how they are getting there, it is essential to consider if people can do so safely.

Use of the existing active transportation network – much like a roadway network – is governed by state law and local ordinances. Every jurisdiction has some enforcement authority.

[Minnesota Statute 169.222](https://www.revisor.mn.gov/statutes/cite/169.222) (<https://www.revisor.mn.gov/statutes/cite/169.222>) states people who cycle have the same rights and duties regarding traffic laws as vehicles. People who cycle must keep to a bicycle lane or shoulder of the roadway when at all possible. Anyone operating a bicycle on a sidewalk must abide by the rights and duties of a pedestrian.

[Minnesota Statute 169.21](https://www.revisor.mn.gov/statutes/cite/169.21) (<https://www.revisor.mn.gov/statutes/cite/169.21>) dictates the rights of pedestrians. Per the statute, pedestrians are to obey traffic controls and cross at intersections. In the absence of a signal, vehicles must yield to pedestrians, though pedestrians must be cautious in traffic.

A review of local ordinances indicates consistency with state law regarding people who cycle and pedestrians. Some municipalities do have specific ordinances restricting where – in particular bicycles and roller skates/blades – can travel. A detailed look at these individual ordinances and policies by jurisdiction can again be found in the city profiles, Appendices A through E.

One of the **APO's 2045 long-range** plan goals is to maintain and enhance transportation safety for all users across transportation modes. To aid in achieving this goal, the APO has made it an objective to reduce the regional fatality rates of bicyclists and pedestrians.

According to the Minnesota Department of Public Safety (DPS), crashes involving bicyclists and pedestrians are rising within the MPA.

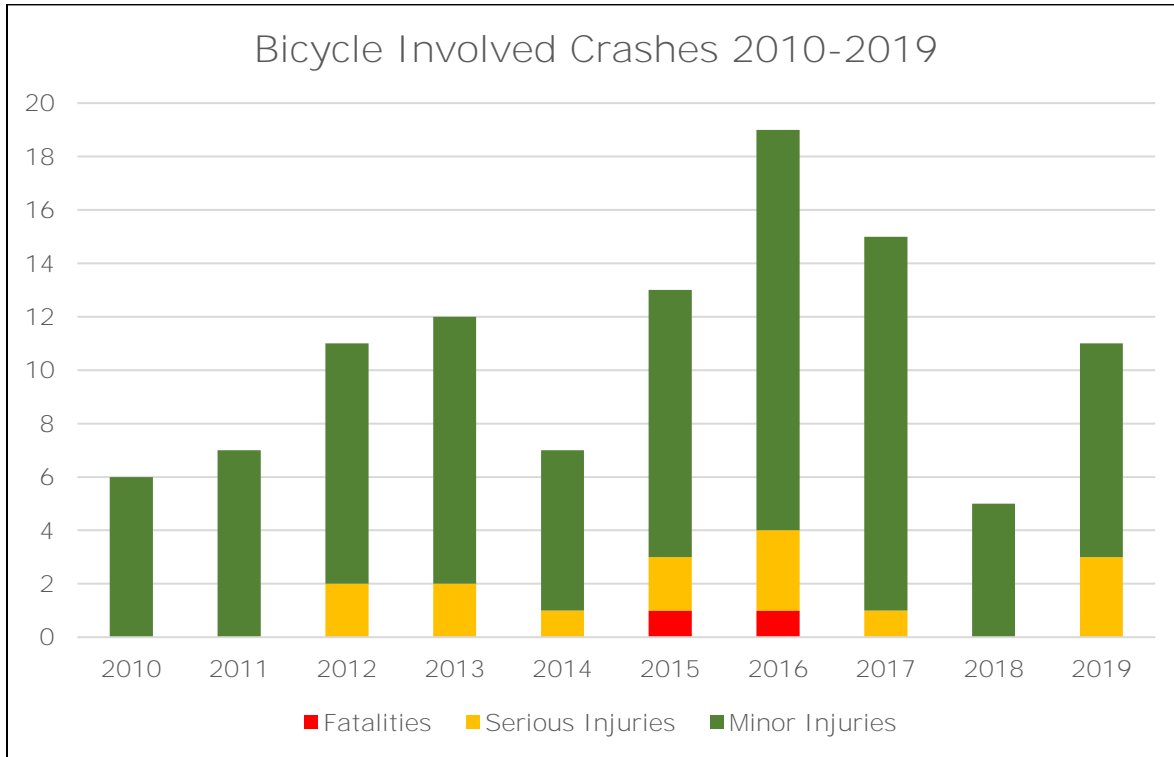


FIGURE 3.37: BICYCLE INVOLVED CRASH DATA WITHIN THE MPA BETWEEN 2010 AND 2019. DATA COURTESY OF MINNESOTA DEPARTMENT OF PUBLIC SAFETY MINNESOTA CRASH MAPPING ANALYSIS TOOL (MNCMAT).

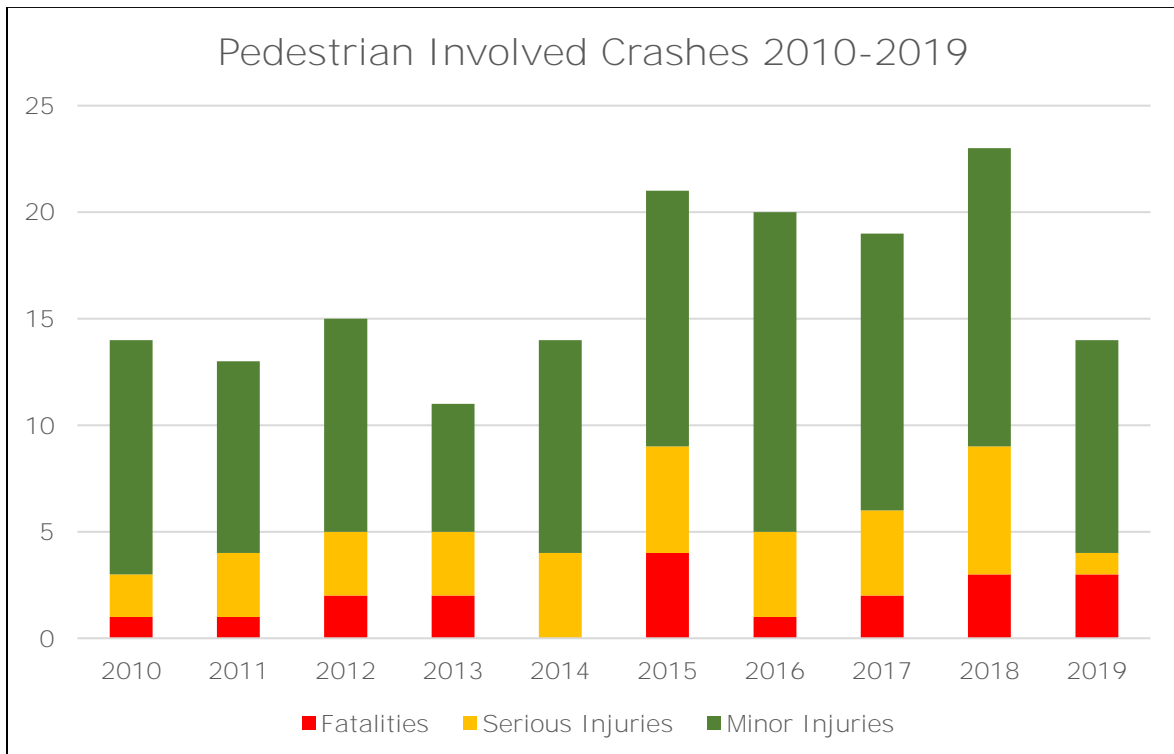


FIGURE 3.38: PEDESTRIAN INVOLVED CRASH DATA WITHIN THE MPA BETWEEN 2010 AND 2019. DATA COURTESY OF MINNESOTA DEPARTMENT OF PUBLIC SAFETY MINNESOTA CRASH MAPPING ANALYSIS TOOL (MNCMAT).

Figures 3.37 and 3.38 look at where fatal and serious injury bicycle and pedestrian crashes have occurred within the MPA between 2015 and 2019. During this 10-year time frame, two bicyclists and 19 pedestrians were killed. Another 14 bicyclists and 35 pedestrians were seriously injured.

Bicycle crashes – both fatalities and serious injury crashes – are very spread out across the MPA. However, it appears crashes can be found along major roadway facilities such as Stearns CSAH 75, MN 23, MN 15, and US 10.

Pedestrian involved crashes within the MPA are primarily concentrated around downtown Saint Cloud including around SCSU and around the MN 23/US 10 interchange. Stearns CSAH 75/Division Street in Waite Park is also a notable area for pedestrian-involved crashes.

Early community input responses indicate safety is the top concern when it comes to why people do not bike. Approximately 62% of survey respondents stated that interaction with vehicle traffic made it difficult or prohibitive to cycle. Vehicle traffic and speed were also identified among survey participants who walk as a barrier (41%).

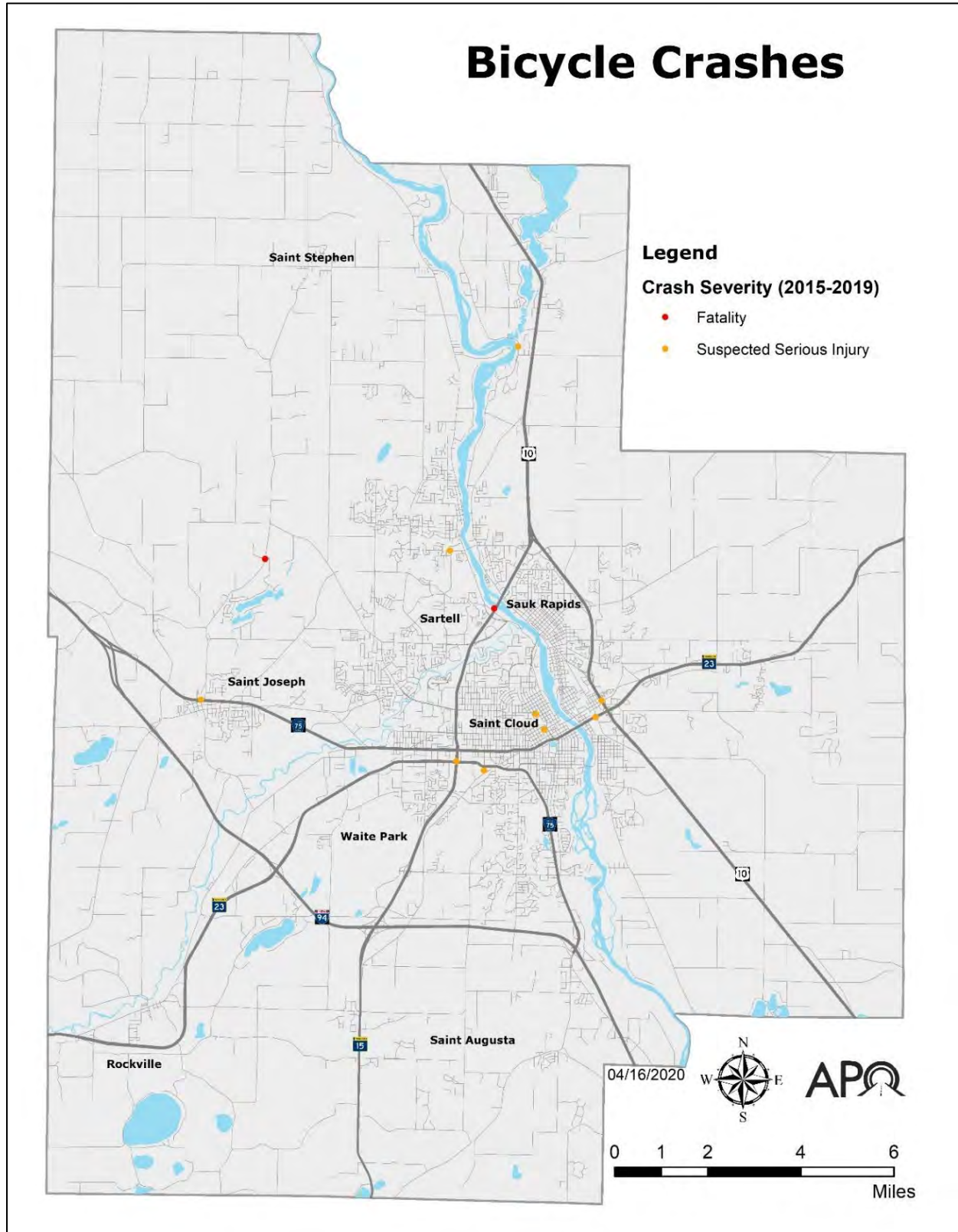


FIGURE 3.39 – BICYCLE CRASHES (2015-2019) BY LOCATION AND SEVERITY

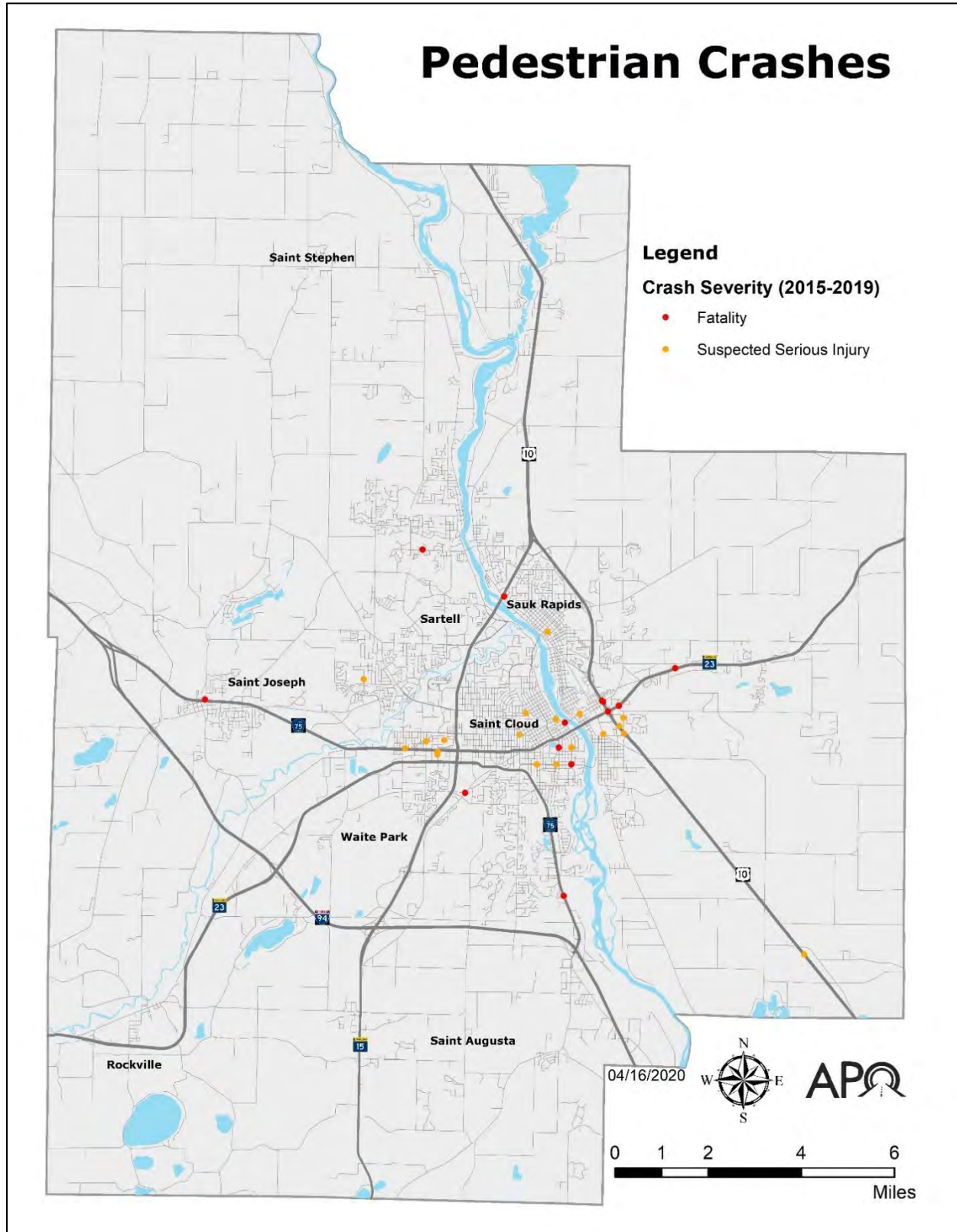


FIGURE 3.40: A MAP OF BICYCLE-INVOLVED FATALITIES AND SERIOUS INJURIES WITHIN THE MPA BETWEEN 2015-2019.

CHAPTER FOUR: GOALS, OBJECTIVES, AND EVALUATING NEEDS

VISION STATEMENT

The following vision for the area's active transportation network was developed through a **comprehensive overview of the region's active transportation facilities and their usage**, various regional planning documents, and public input.

The Saint Cloud MPA strives to provide a regionally-coordinated and well-maintained active transportation network allowing for safe, efficient, convenient, and comfortable walking and bicycling access to local and regional destinations for all users of all abilities.

To accomplish this vision, a series of goals and objectives have been developed to direct and guide the ATP as well as future project development and implementation by APO member jurisdictions. Specific, measurable actions (i.e., objectives) were identified for each goal to help the region reach the desired goal. Various factors were analyzed to determine the degree to which objectives are being met.

Performance measures were also defined and will be used to track progress toward **achieving the ATP's goals and objectives**.

As a component of the APO's long-range planning document – [MAPPING 2045](#) (<https://bit.ly/3rAtNBj>) – these goals and objectives are consistent with those outlined in the MTP.

GOALS, OBJECTIVES, EVALUATION FACTORS, AND PERFORMANCE MEASURES

GOAL 1: IMPROVE BICYCLE AND PEDESTRIAN SAFETY AND COMFORT

Public safety data shows a growing number of fatalities and serious injuries involving pedestrians and bicyclists across the MPA. According to early public input findings, residents who walk or bicycle often feel the available active transportation networks they use are unsafe or stressful due to vehicle traffic and speeds. Public feedback indicates a clear desire for facilities separated from the flow of vehicular traffic.

To assist in achieving this goal, the APO has established the following objectives.

Objective 1.1: Reduce the number and severity of crashes involving pedestrians and people who cycle.

An essential and identifiable measure of improved safety reduces the number of bicycle and pedestrian fatalities – especially in areas prone to crashes. Crashes that result in death or serious injury typically involve motor vehicles.

To evaluate this objective, the APO used the following process:

Mapped locations within the MPA with crashes involving a bicyclist and/or pedestrian with particular attention to areas where fatal and serious injury crashes occur and areas with multiple crashes.

Objective 1.2: Improve the comfort level of active transportation facilities where necessary.

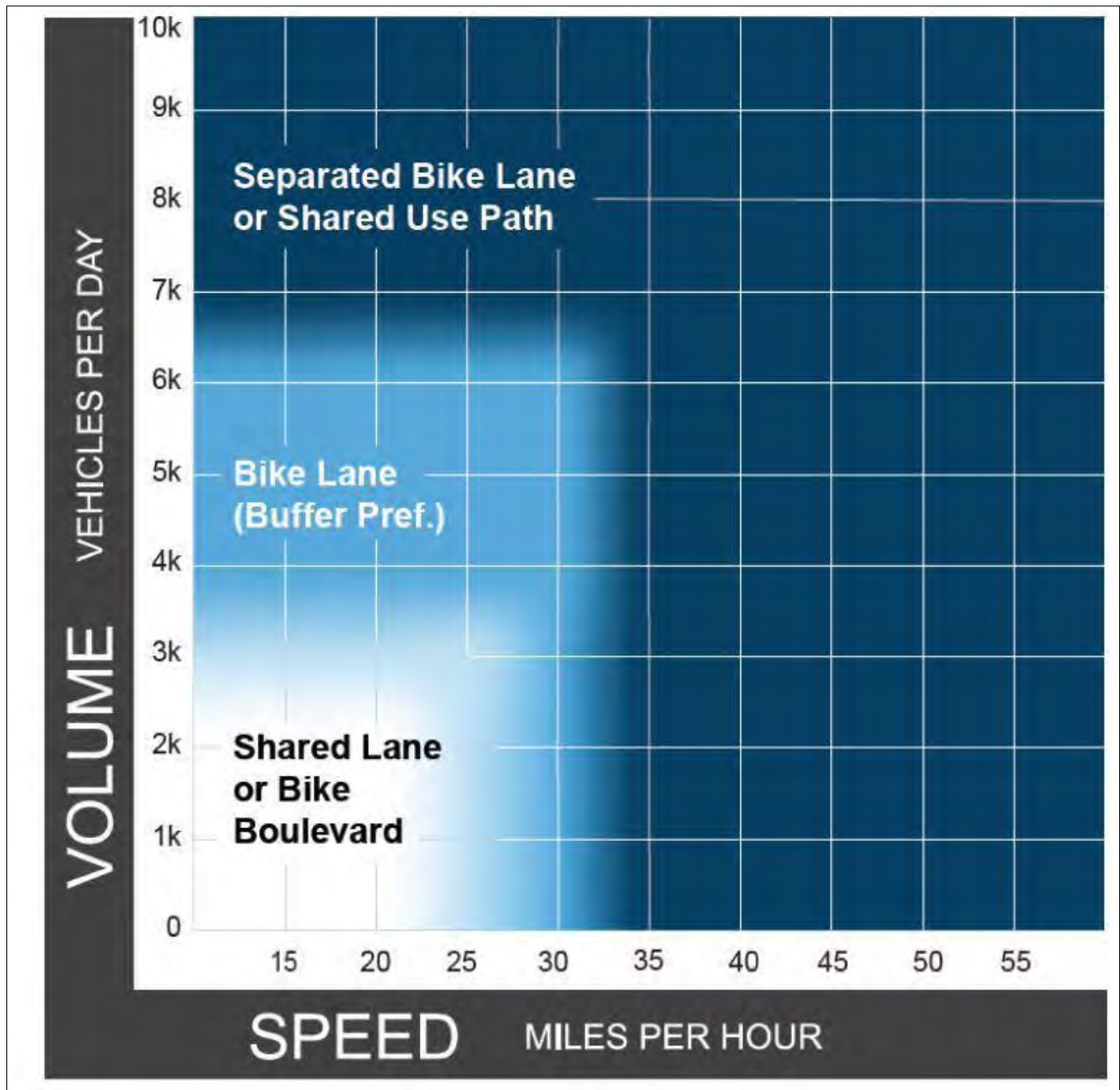


FIGURE 4.1 – MNDOT FACILITY SELECTION GUIDANCE BASED ON VEHICLE VOLUMES AND SPEED
 CREDIT: FHWA BIKEWAY SELECTION GUIDE

The [MnDOT Bicycle Facility Design Manual](https://bit.ly/3aSwSXu) (https://bit.ly/3aSwSXu) identifies the preferred design for on-road bicycle facilities based upon the volume of vehicular traffic and posted speeds. On-road bicycle facilities which meet these design guidelines can create a more comfortable and safer setting for on-road bicycle users. (See Figure 4.1)

For off-road bicyclists and pedestrians, the presence of sidewalks and/or shared use paths can create a sense of comfort. This is especially true along corridors involving collector and arterial roadways because these roadways are designed for higher traffic volumes and speeds. Many cities within the MPA recognize this need by requiring active transportation facilities to be built on at least one side of the road as new development occurs. Many jurisdictions also seek opportunities to add (or retrofit) active transportation facilities along roadways as part of the road (re)construction process.

The following exercises were considered to address user comfort:

- *Mapped locations within the MPA where current on-road bicycle facility infrastructure does not meet the MnDOT design guidelines for the given traffic volume and speeds.*
- *Mapped locations along arterial and collector roadway corridors within the MPA that do not currently have a least one adjacent sidewalk and/or shared use path.*

Goal 1 Performance Measures

For measuring performance and attainment of this goal and its objectives, the following performance measures will be considered:

Performance Measure 1.1: The regional five-year rolling average of non-motorized fatalities and suspected serious injuries.

The Federal government requires all MPOs and States to report non-motorized fatalities and serious injuries as a five-year rolling average.

Performance Measure 1.2: The percentage, by jurisdiction, of centerline miles of arterial and collector roadways that have a sidewalk or shared use path on at least one side.

All cities in the MPA have established policies to require sidewalks on at least one side of all collector and arterial roadways. Using that policy goal as a performance measure is an achievable and efficient way to **help APO's member jurisdictions understand how well they meet their own policy goal**. We have expanded the performance measure to consider the presence of shared use paths since pedestrians can also use them.

GOAL 2: IMPROVE ACTIVE TRANSPORTATION CONNECTIONS TO DESIRED DESTINATIONS

While it is no secret that walking and biking serve as forms of exercise or recreation, many people rely on (or opt to use) active modes to meet many of their everyday transportation needs. Early public input findings indicate that **users of the MPA's active transportation network** want to be able to access places like jobs, schools, grocery stores, and transit. However, infrastructure gaps can discourage users or make completing those trips unsafe.

To monitor progress in achieving this goal, the APO has identified the following objectives.

Objective 2.1: Improve connectivity to high-demand destinations for bicyclists and pedestrians.

To address this objective, APO staff conducted the following analysis:

Mapped locations of high-demand destinations across the MPA such as parks, food assets, schools, and large employers.



FIGURE 4.2 – EXAMPLE OF DESTINATIONS LOCATED NEAR A SHARED USE PATH IN SARTELL

Objective 2.2: Improve bicycle and pedestrian connections to and from transit stops.

As noted previously, all transit trips start and end with some form of active transportation. Ensuring access to existing fixed route transit stops helps connect the desired destinations listed above and facilitate regional travel within the Metro Bus service area.

To evaluate this objective, APO staff conducted the following task:

Mapped locations of fixed route transit stops across the MPA.

Goal 2 Performance Measures

For measuring performance and attainment of this goal and its objectives, the following measure was established.

Performance Measure 2.1: The percentage of high-demand destinations within a jurisdiction that fall within certain distance categories based on how far the destination is from an active transportation facility.

High-demand destinations include schools, parks, large employers (i.e., over 100 employees), and food assets such as grocery stores. Given the sheer number of parks for this analysis, the APO focused on larger parks with more assets such as playground equipment, basketball courts, etc. Further, this performance measure is simplified by focusing on those destinations that have no connection to the active transportation network rather than attempting to evaluate and categorize the various qualities of all connections to all destinations.

Performance Measure 2.2: The percentage of transit stops within a jurisdiction that fall within certain distance categories based on how far the stop is from an active transportation facility.

Every transit trip starts and ends as a pedestrian or bicycle trip. Ensuring that transit stops have appropriate active transportation network connections can be important to facilitating the safety of riders to their destinations. Like with the high-demand destinations (above), it is far easier to focus on those transit stops that do not have any active transportation connection rather than measuring the quality of connection at all transit stops.

GOAL 3: IMPROVE THE CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Initial public outreach efforts indicated a desire to maintain the existing infrastructure in good condition. Pavement condition surveys conducted in 2019 and 2020 provide reliable data on the current condition of almost all on-road bicycle and off-road shared use path facilities.

While most on-road bicycle facilities (83.6%) are in good condition – as of 2019 – there are still areas in need of attention. Similarly, a good portion of shared use paths in the MPA are in good condition (60.8%) as of 2020. However, some areas still require corrective maintenance – approximately 37% of shared use paths in the metro are in fair to very rough condition.

As such, the following objective has been identified:

Objective 3.1: Improve the state of good repair for active transportation facilities.

To evaluate this objective, APO staff conducted the following analysis.

Mapped locations across the MPA where the existing pavement condition of active transportation facilities are rated in rough to very rough condition based on their respective report.

Goal 3 Performance Measures

For measuring performance and attainment of this goal and its objective, the following measures were established:

Performance Measure 3.1: The percentage, by jurisdiction, of on-road bicycle routes for which the pavement condition is rated as poor.

In 2019, the APO evaluated the pavement condition of on-road bicycle facilities. Pavement quality ratings for on-road facilities are shown in Figure 2.24. It is well established that the pavement quality can significantly impact the ride comfort of bicyclists – more so than motorized vehicles because pavement roughness is felt much more acutely by bicycles than by motorized vehicles. Focusing the performance measure on the poorest pavement quality assists in directing limited funding to areas with the poorest pavement quality.

Performance Measure 3.2: The percentage, by jurisdiction, of shared use paths for which the pavement condition is rated as poor.

In 2020, the APO evaluated the pavement condition of most shared use paths within the MPA. Pavement quality for the shared use paths is shown in Figure 2.28. Focusing the

performance measure on the poorest pavement quality assists in directing limited funding to areas with the poorest pavement quality.

GOAL 4: PROVIDE EQUITABLE ACCESS TO ACTIVE TRANSPORTATION FACILITIES FOR ALL PEOPLE OF ALL ABILITIES

The APO and its member jurisdictions are committed to providing a transportation system that is available and accessible to people of all ages and abilities. This necessitates a holistic approach to transportation planning which factors in motorized and non-motorized users of the system.

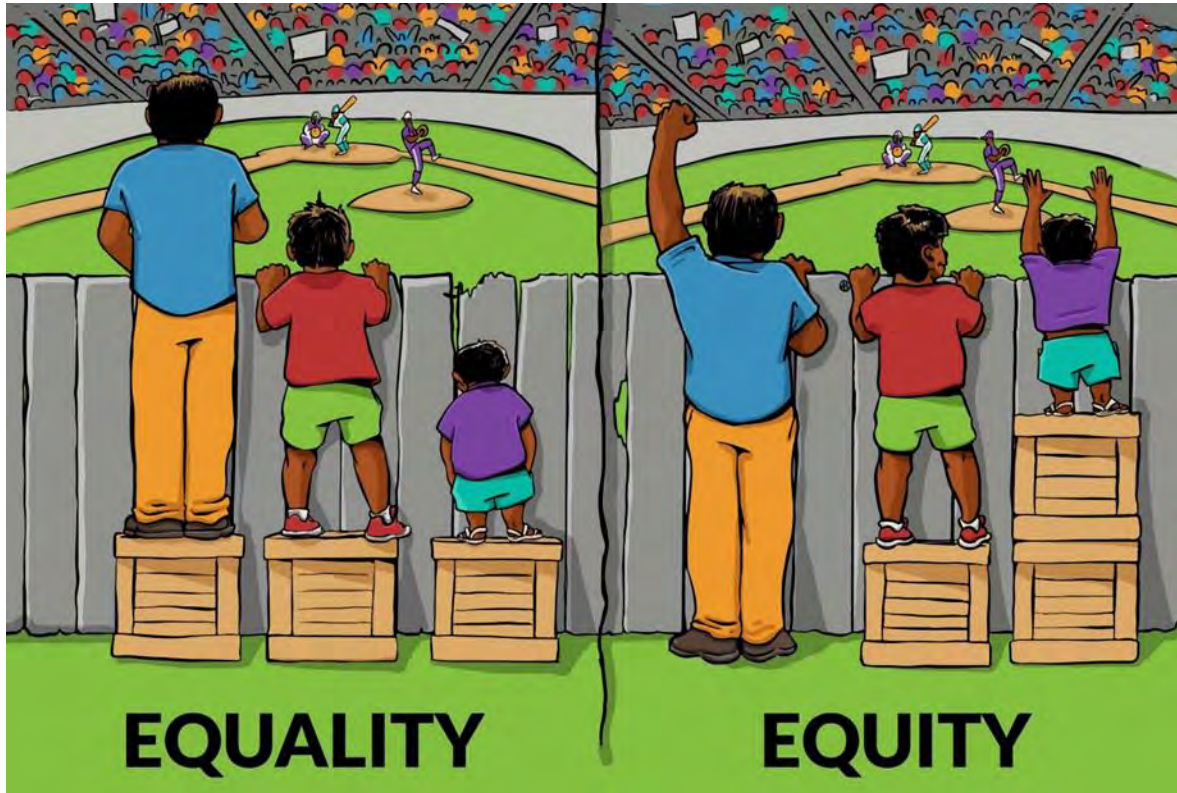


FIGURE 4.3 – CONCEPTUALIZATION OF EQUALITY VS EQUITY

Rather than focusing strictly on equal access – that is, an even distribution of resources regardless of need – equitable access to transportation calls for customization of options to address inequalities so all people can reach their full potential. This could include additions like curb cuts and other accessible design standards. Or it may involve prioritizing areas where people are more likely to rely on walking or biking for transportation, are more vulnerable to unsafe traffic conditions, or have experienced historic disinvestment. An example could be areas with high concentrations of low-income households or households without vehicle access.

To accomplish this goal, the APO has developed the following objectives.

Objective 4.1: Provide comfortable facilities and access for people of all ages and abilities.

Each APO member jurisdiction has identified a desire to provide comfortable access to persons with disabilities in accordance with the ADA. Cities and counties within the planning area have either adopted or are in the process of preparing ADA Transition Plans.

While municipal plans focus more on city-owned buildings and other property, the county plans (Benton, Sherburne, and Stearns) have identified specific intersections needing improvement to guarantee ADA compliance.

To evaluate this objective, APO staff completed the following exercise:

Mapped existing facilities at intersections that are not yet ADA compliant as documented in ADA transition plans.

County ADA Transition Plans classify intersections into three tiers, with Tier 3 being identified as intersections in most need of ADA compliance infrastructure upgrades. Tier 2 **intersections, while “substantially compliant” and generally “work well,” are likely not critical** need areas for the ATP.

Objective 4.2: Improve access to active transportation facilities in areas with high concentrations of vulnerable and underserved populations.

Studies show that certain demographic groups may be more dependent upon access to active transportation. The presence of these demographic population segments, as identified in Chapter 3, is important **when evaluating the region’s existing network and planning for** the future.

To evaluate this objective, APO staff conducted the following analysis:

Examined environmental justice sensitive area block groups rated at 4 or more (see Figure 4.5) within each city and observing the relative presence or absence of active transportation infrastructure within those block groups.

Priority consideration is given to concentrations of households with low-income and concentrations of households without access to a vehicle as these groups may be more dependent upon active transportation modes.

Goal 4 Performance Measures

For measuring performance and attainment of this goals and its objectives, the following measures were established:

Performance Measure 4.1: The percentage, by jurisdiction, of street pedestrian crossings (i.e., crosswalks, etc.) that do NOT meet ADA accessibility standards.

ADA accessibility has been required since the early 1990s. For newly constructed streets, this usually is not a problem. However, many existing issues only get addressed when a road is repaved or reconstructed. These performance measures focus on legacy street crossings that need to be updated to meet ADA accessibility standards.

Performance Measure 4.2: The number of miles of active transportation facilities per 1,000 residents in EJ/Title VI sensitive areas in comparison to non-sensitive areas.

To help meet Federal requirements for Environmental Justice (EJ), Title VI, and the Americans with Disabilities Act, the APO collects data at the Census block group level regarding people of color, low income, and other traditionally underserved populations are concentrated.

This performance measure will focus on those sensitive areas that score four or higher. It will be calculated by adding up the miles of active transportation facilities within each sensitive area that scores four or higher and dividing it by the number of people who live in that block group, resulting in a per-capita estimate of active transportation facilities for each of the areas that score four or higher. This will provide a range of values for the most sensitive areas in the region and help focus attention on those areas most in need of additional investment.

Figure 4.10 summarizes findings relative to the objectives under goals 1-4 using the above-described performance measures.



FIGURE 4.4 – EXAMPLE OF AN ACCESSIBLE PARKING SPACE.

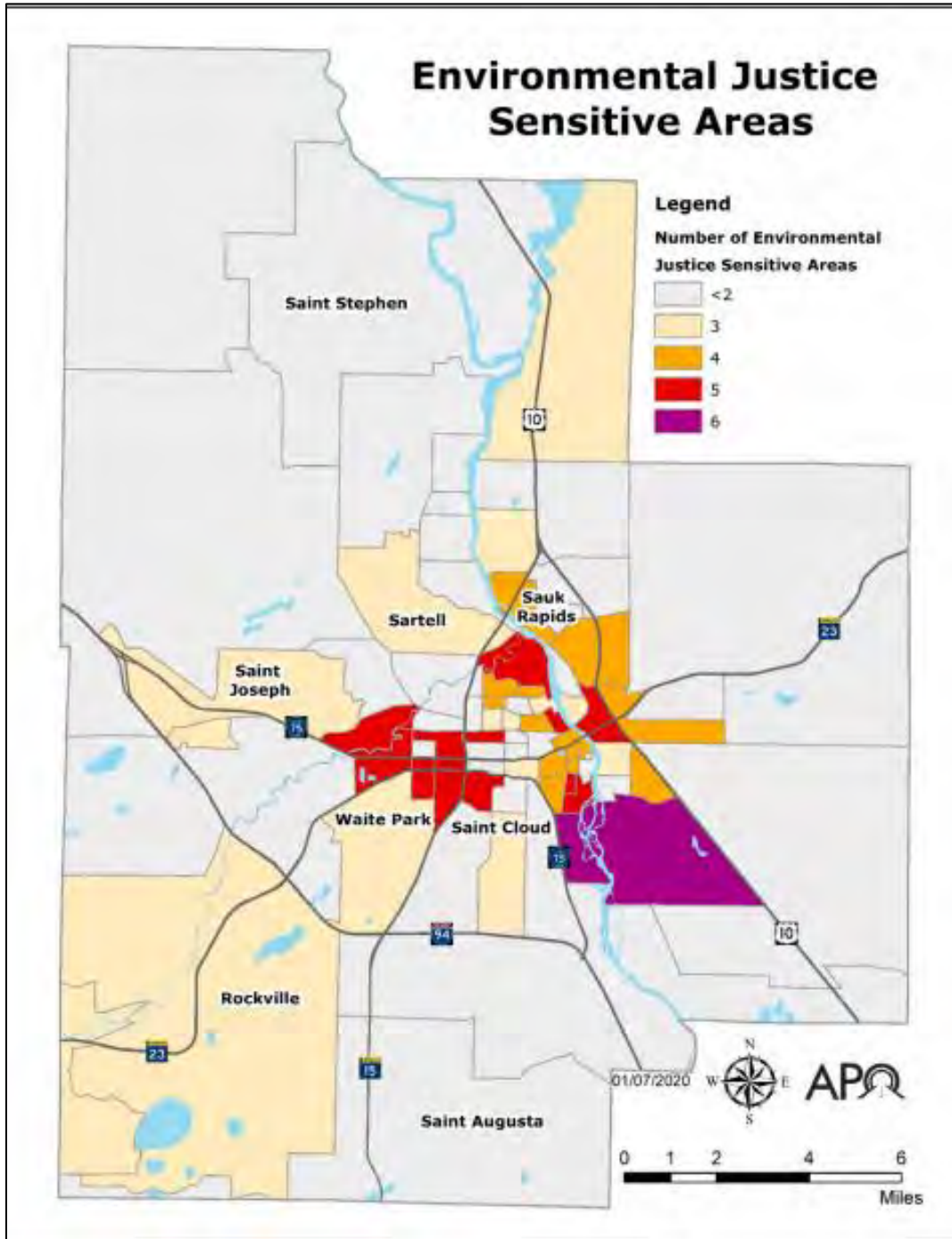


FIGURE 4.5 – APO EJ AND TITLE VI SENSITIVE AREAS MAP 2014-2018 ACS DATA ENCOMPASSING MINORITY POPULATIONS, LOW-INCOME HOUSEHOLDS, PEOPLE WITH DISABILITIES, LIMITED ENGLISH PROFICIENCY POPULATIONS, ZERO VEHICLE HOUSEHOLDS, PEOPLE OVER THE AGE OF 65, AND PEOPLE UNDER THE AGE OF 18.

DATA COURTESY OF U.S. CENSUS BUREAU

GOAL 5: PROMOTE AN INTERCONNECTED REGIONAL ACTIVE TRANSPORTATION NETWORK

This goal encompasses both regional facilities and improvement needs currently within the MPA and future expansion that would extend to neighboring regions.

In the same way that roadway and transit networks have expanded to serve the needs of **the MPA's residents**, a coordinated system of pedestrian and bicycle facilities will serve the needs of a growing region. Those who walk or use a bicycle often count on reliable access to local and regional travel destinations. In addition to filling these needs, every local jurisdiction derives shared economic benefits from an areawide network that connects communities within and beyond the MPA.

To aid in accomplishing this goal, the APO has identified the following objectives.

Objective 5.1: Improve connectivity across the APO's planning area.

Residents who use active transportation facilities often desire or need to reach destinations outside of their communities. When area residents were asked to identify their preferred routes for walking and bicycling during the ATP public engagement, it was revealed that bicycle routes often cross into other local jurisdictions. What was shown is that users are not confined to the city in which they may begin a trip and will often seek destinations and services throughout the region.

Objective 5.2: Improve connectivity with communities outside of the MPA's boundaries.

System connectivity for bicycling and other active transportation needs goes beyond the MPA area. The MnDOT District 3 Bicycle Plan indicates that the MPA will be the nexus for at least seven regional priority corridors. Bicycle facilities provided along these priority corridors are planned to reach other areas throughout the state. Filling gaps along these corridors will help address these interregional connectivity needs.

While providing access for short trips is essential for many, addressing the needs of bicyclists that may have longer commuting needs or recreational desires is important. Completing connections to transportation networks and services outside of the confines of the MPA will help address these needs. With better access comes more attention to our area and usage that has a proven benefit to local and regional economies.

To further evaluate this objective, APO staff conducted the following tasks:

- *Mapped locations for connections within and between two or more regional corridors.*
- *Mapped locations for connections between local facilities and regional corridors.*

Attention was given to the usage or function of each bicycle or pedestrian facility and whether it primarily serves regional or local travel desires. In addition, consideration was given not only to how facilities that serve a regional function may be improved or expanded but how access to the regional network from each community may be improved.



FIGURE 4.6 – SIDEWALK ENDING AT A CITY BOUNDARY.

Goal 5 Performance Measures

From a regional perspective, inter-jurisdictional coordination in constructing sidewalks is important. Often these inter-jurisdictional facilities connect residential areas with commercial areas, food assets, and jobs. A sidewalk that simply ends without making that connection does little good. This performance measure is intended to highlight specific areas lacking those connections.

Performance Measure 5.1: The percentage, by jurisdiction, of the Regional Priority Bicycle Network centerline miles that do not exist.

Later in this chapter, the process for designating regional bicycle facilities and connecting to the local network is discussed. The intent is to stitch together a network of shared use paths and on-road bicycle facilities to provide a regional network such that a person could safely and comfortably ride their bicycle from one side of the metro area to the other.

Below is a summary of goals 1-5 with each objective and performance measure.

Goal 1	Objectives	Performance Measures
<ul style="list-style-type: none"> •Improve Bicycle and Pedestrian Safety and Comfort 	<ul style="list-style-type: none"> •1.1: Reduce the number and severity of crashes involving pedestrians and people who cycle. •1.2: Improve the comfort level of active transportation facilities where necessary. 	<ul style="list-style-type: none"> •1.1: The regional five-year rolling average of non-motorized fatalities and suspected serious injuries. •1.2: The percentage, by jurisdiction, of centerline miles of arterial and collector roadways that have a sidewalk or shared use path on at least one side.

Goal 2	Objectives	Performance Measures
<ul style="list-style-type: none"> •Improve Active Transportation Connections to Desired Destinations 	<ul style="list-style-type: none"> •2.1: Improve connectivity to high-demand destinations for bicyclists and pedestrians. •2.2: Improve bicycle and pedestrian connections to and from transit stops. 	<ul style="list-style-type: none"> •2.1: The percentage of high-demand destinations within a jurisdiction that fall within certain distance categories based on how far the destination is from an active transportation facility. •2.2: The percentage of transit stops within a jurisdiction that fall within certain distance categories based on how far the stop is from an active transportation facility.

Goal 3	Objective	Performance Measures
<ul style="list-style-type: none"> •Improve the Condition of Active Transportation Infrastructure 	<ul style="list-style-type: none"> •3.1: Improve the state of good repair for active transportation facilities. 	<ul style="list-style-type: none"> •3.1: The percentage, by jurisdiction, of on-road bicycle routes for which the pavement condition is rated as poor. •3.2: The percentage, by jurisdiction, of shared use paths for which the pavement condition is rated as poor.

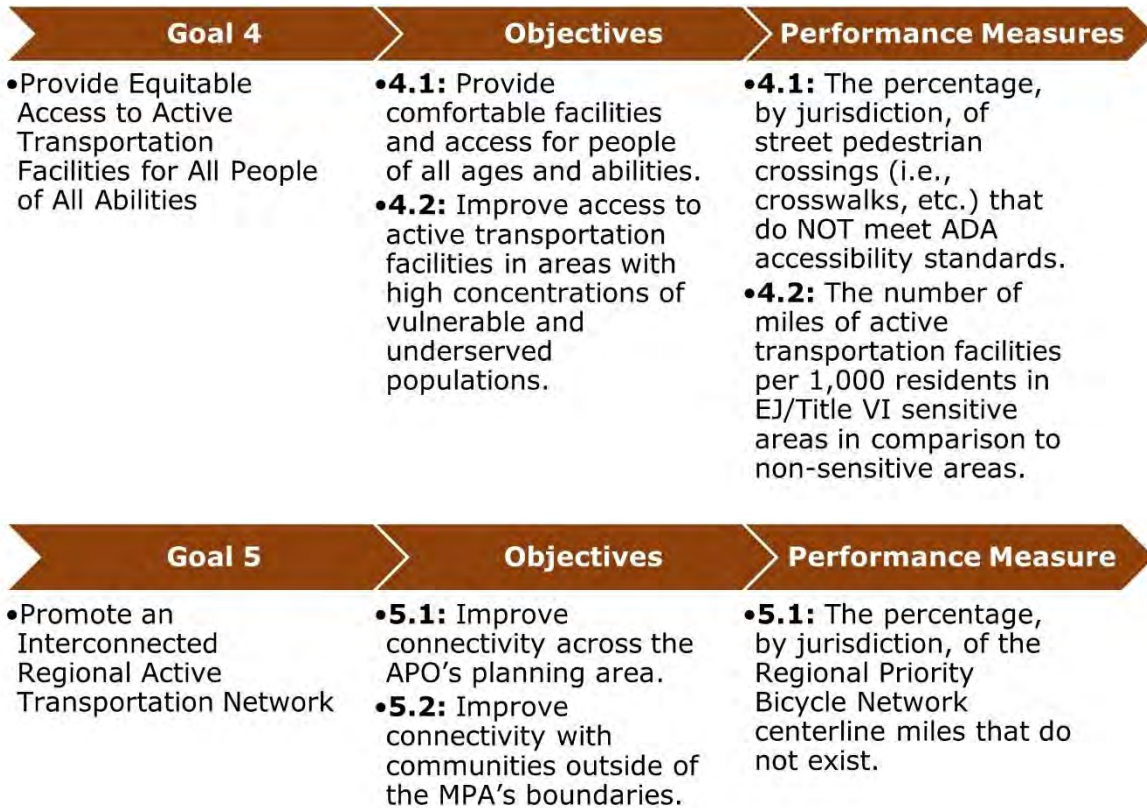


FIGURE 4.7 – SUMMARY OF GOALS, OBJECTIVES, AND PERFORMANCE MEASURES.

NEEDS ASSESSMENT METHODOLOGY

While there are a variety of constraints that may make it difficult to address many of the needs in the local active transportation network, it is nonetheless important to understand the limitations of the current system. The starting point for any planning process is knowing where the problem areas lie. Identifying and analyzing needs informs discussion of priorities and a systematic approach toward addressing critical infrastructure gaps.

In coordination with staff from member jurisdictions and community volunteers, APO staff have developed the following methodology to address critical gaps in the current active transportation system. It should be noted that this process does not account for every gap or need in the network. Instead, this methodology focuses on addressing higher-priority needs utilizing existing data relating to the goals and objectives previously outlined in this chapter.

The APO's active transportation needs assessment methodology was broken into three phases. Beginning with an in-depth analysis of transportation networks, APO staff identified issues and needs within individual communities across the region. This cursory review led to a more detailed analysis of active transportation needs for focus areas identified within each city and ultimately the identification of jurisdictional-level project recommendations – Phase 2. In the final phase, local and regional needs identified in the previous phases were prioritized according to the degree goals, and objectives would be addressed.

PHASE 1: JURISDICTIONAL EVALUATION OF CURRENT FACILITIES AND SERVICE NEEDS

To begin the regional needs assessment, APO staff started by identifying transportation infrastructure needs within each of the five cities in the planning area. Active transportation trips, by their nature, often tend to be short trips started and completed close to where people live. Beginning at this micro-level helped APO staff understand the make-up of the individual communities (and neighborhoods) and allowed staff to carefully look at critical gaps not necessarily evident at a larger geographic scale.

APO staff began with a cursory analysis of the existing infrastructure and how much service is being provided. Data was compiled for each municipality specific to each factor listed under goals 1-4. From there, staff developed physical maps of areas in each city with existing infrastructure and other features based on the outlined factors.

For example, staff developed a map of desired destinations throughout each city – schools, parks, food assets, large employers – and examined the existing active transportation infrastructure in the surrounding area (see Figure 4.8).

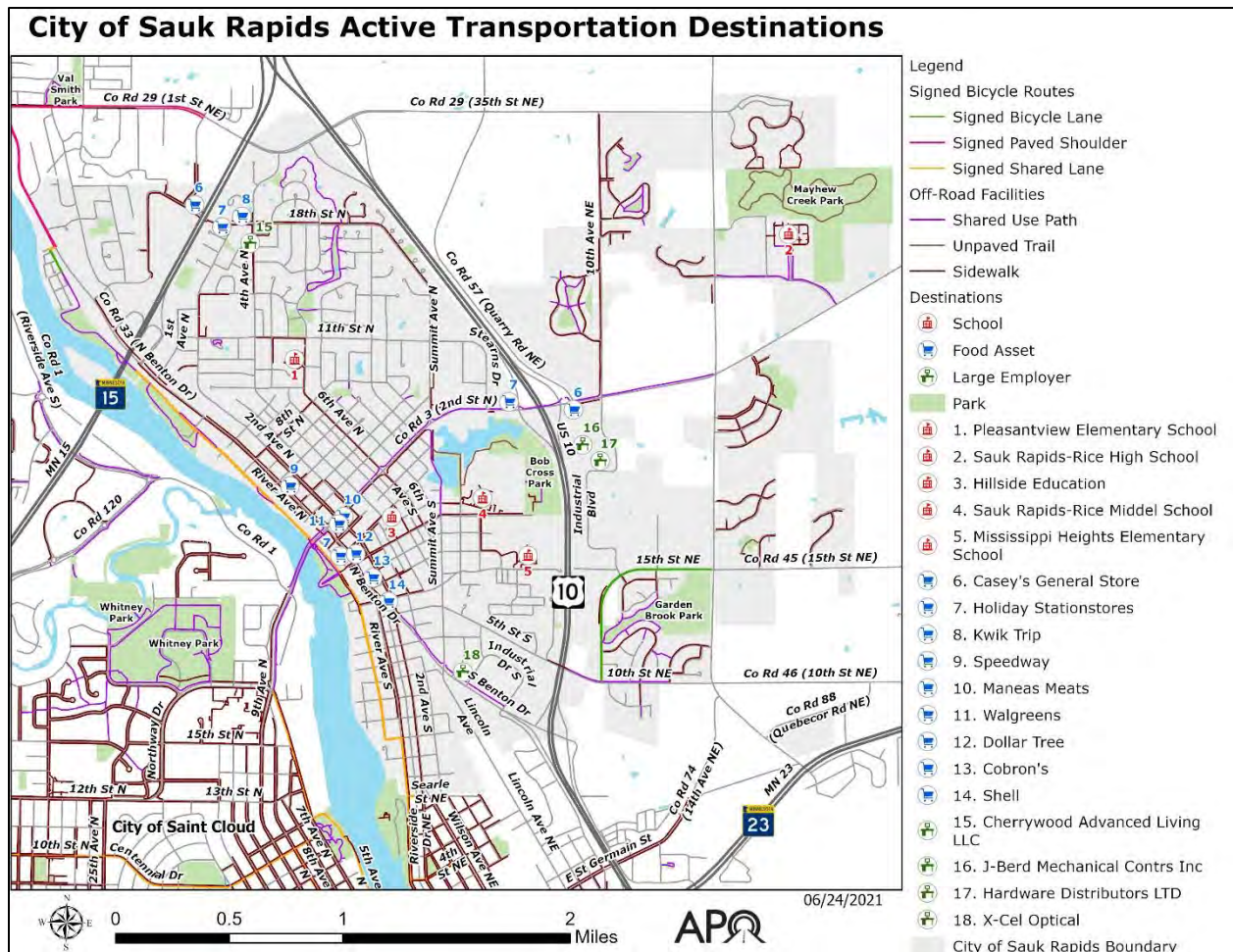


FIGURE 4.8 EXAMPLE MAP SHOWING FACILITIES WITHIN A QUARTER MILE BUFFER OF A DESTINATION TYPE

Comments that were documented through public engagement avenues for the ATP provided additional information on the functionality of the active transportation system.

From the individual mapping exercises performed for each factor, locations with multiple issues or concerns were identified. These areas of need rose to the top based upon the number of times they were explicitly identified as deficient or lacking from the review of maps and factors. Figure 4.9 identifies where these various hot spots were identified within the planning area.

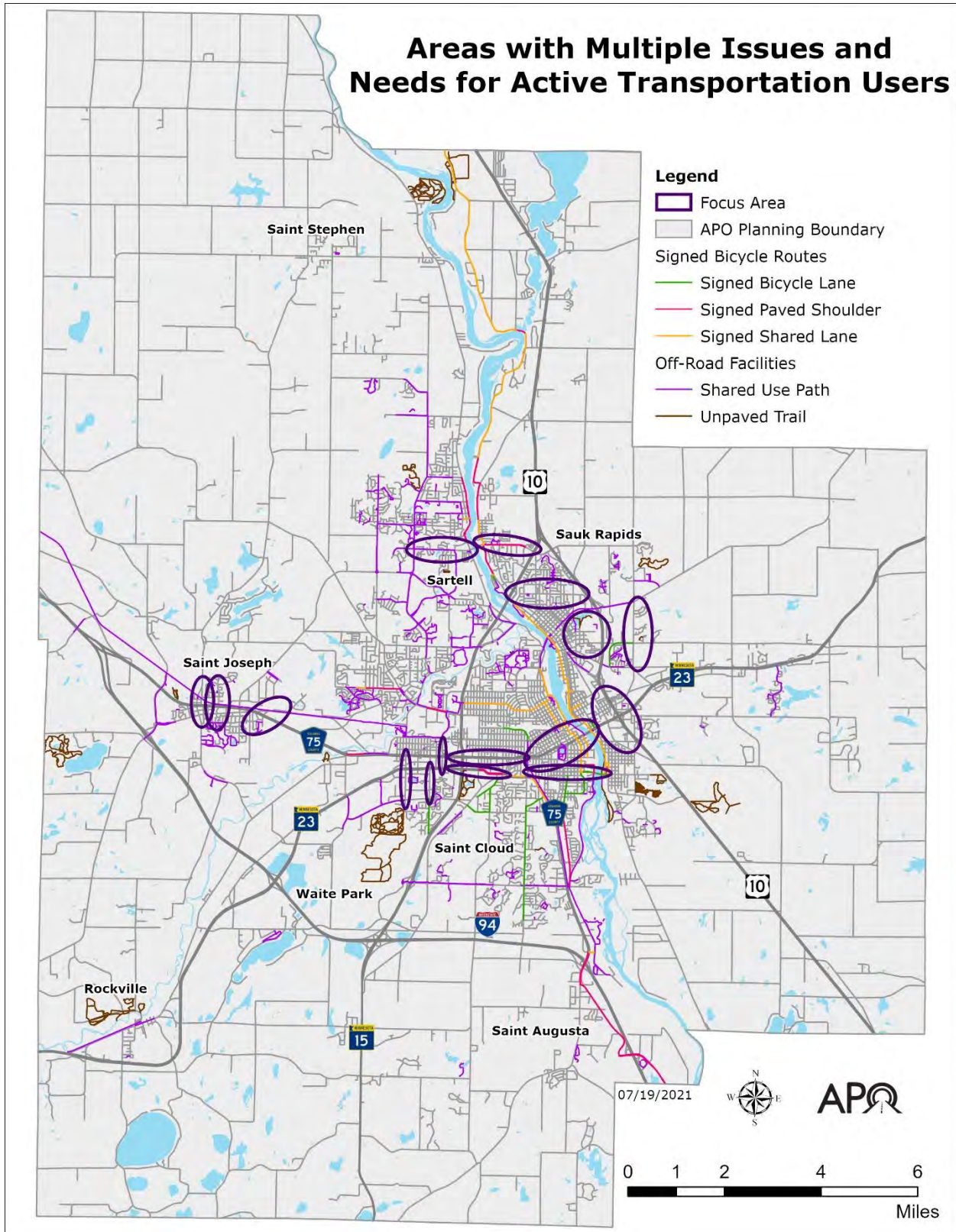


FIGURE 4.9 – FOCUS AREAS ACROSS THE METRO IDENTIFIED FOR FURTHER REVIEW IN RELATION TO ACTIVE TRANSPORTATION NEEDS.

After completing an initial review, APO staff began discussions with the respective city staff (planning, engineering, and law enforcement) to gain their perspectives and discover additional issues unique to the community that might not have been noticed with the initial analysis.

Summary Measures for All Five Cities			2019
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average			7.8
Percentage miles of arterials & collectors that have a sidewalk or shared use path (SUP) on at least one side			51.9%
Percent of destinations that fall within distance categories	Schools	0 Ft (Asset Served by AT Facility)	86.6%
		1-310 ft (One block or less)	2.9%
		311-930 ft (Two to three blocks)	8.6%
		> 931 ft (Four or more blocks)	0.0%
	Food Assets	0 Ft (Asset Served by AT Facility)	78.3%
		1-310 ft (One block or less)	9.2%
		311-930 ft (Two to three blocks)	8.3%
		> 931 ft (Four or more blocks)	4.2%
	Large Employers	0 Ft (Asset Served by AT Facility)	60.7%
		1-310 ft (One block or less)	7.9%
		311-930 ft (Two to three blocks)	13.5%
		> 931 ft (Four or more blocks)	18.0%
	Parks	0 Ft (Asset Served by AT Facility)	76.0%
		1-310 ft (One block or less)	4.8%
		311-930 ft (Two to three blocks)	7.7%
		> 931 ft (Four or more blocks)	11.5%
Transit Stops	0 Ft (Asset Served by AT Facility)	59.4%	
	1-310 ft (One block or less)	19.5%	
	311-930 ft (Two to three blocks)	11.7%	
	> 931 ft (Four or more blocks)	9.4%	
Percent of street crossings that do not meet full ADA standards			73.3%
Miles of Active Transportation facilities per 1,000 residents in EJ/Title VI Sensitive Areas in comparison to non-sensitive areas			4:5
Percent mileage of Regional Priority bicycle facilities that do NOT exist			46.7%
Percent of on-road bicycle facilities with poor pavement			6.8%
Percent of SUP with rough/very rough pavement			20.3%

FIGURE 4.10 – PERFORMANCE REPORT CARD FOR ALL FIVE CITIES (2019)

From the measures of performance identified earlier in this chapter, APO staff prepared “report cards” to quantify existing conditions within each city as they relate to ATP goals and objectives. Figure 4.10 summarizes the results from the five cities considered in combination.

PHASE 2: ANALYSIS OF JURISDICTIONAL FOCUS AREAS

Multiple areas of need were identified after examining each of the factors within the city. This lead APO staff to conduct a more detailed analysis of these “focus areas.”

APO staff consulted additional data sources including traffic speeds and volume, crash locations, pedestrian crossings, signals, and existing right-of-way. This deeper analysis also considered land use and how neighborhoods and businesses were being served in these areas, providing a clearer picture of the respective issues within focus areas. Figure 4.11 provides an example of the additional data sources reviewed during this step.

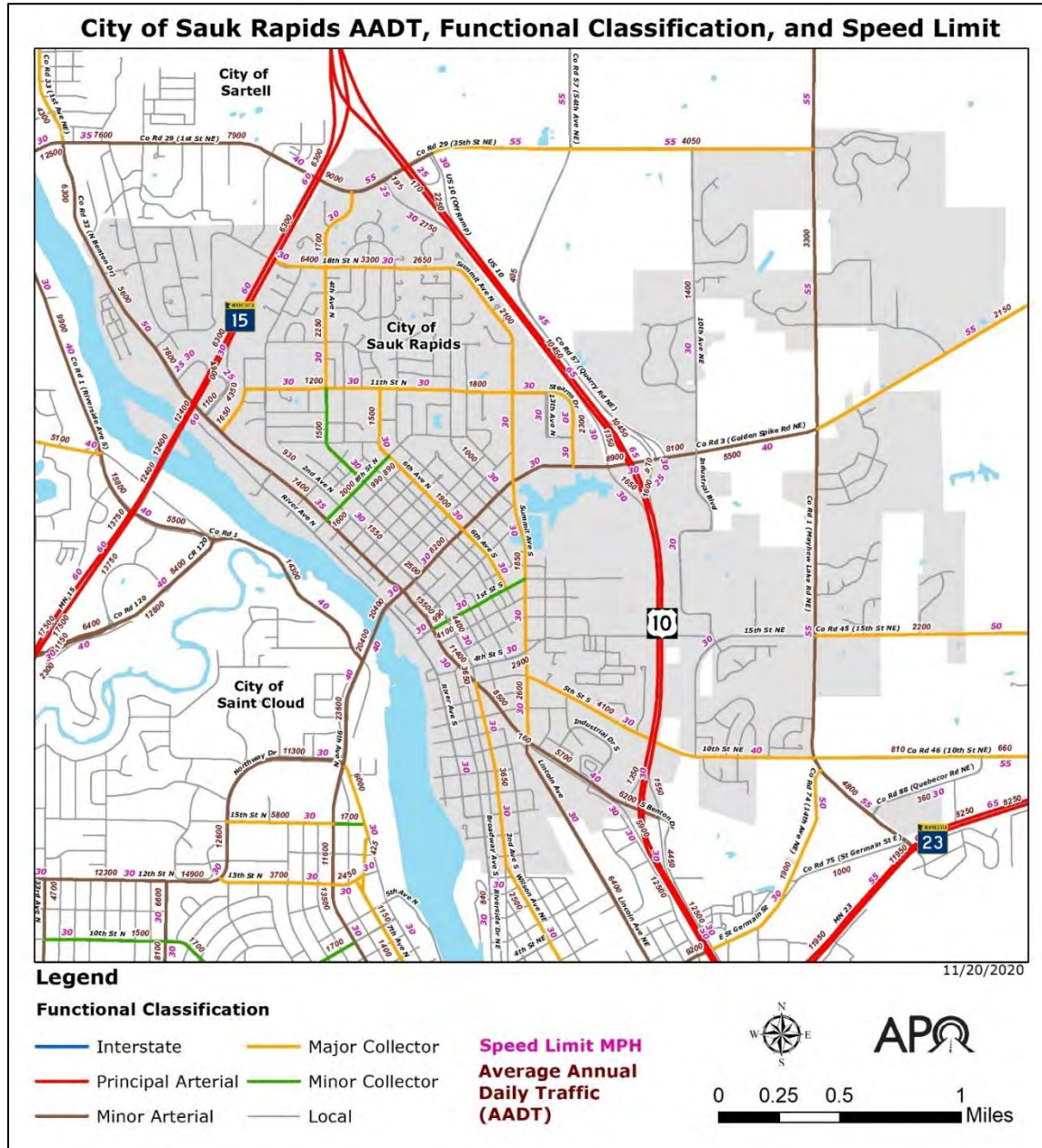


FIGURE 4.11 EXAMPLE OF ROADWAY FACILITY AND USAGE DATA CONSULTED IN FOCUS AREA ANALYSIS.

APO staff again consulted with jurisdictional staff to further vet these focus areas, identify any plans and projects that have begun to address issues within these areas, and jointly determine other possible remedies to confront these concerns.

As a result of this analysis and coordination with jurisdictional partners, APO staff were able to recommend projects to address these areas of concern. A municipality specific list of recommendations can be found within Appendices A-E.

Approximately 125 active transportation projects were recommended across the metro.

PHASE 3: THE REGIONAL NETWORK

After reviewing the local network, APO staff focused their attention on examining the connectivity needs on a regional level. This phase of analysis relates specifically to Goal 5. In addition to advancing the active transportation network within municipalities, this plan also sought to identify and advance projects that fulfilled the vision of a coordinated *regional* network of walkways, bikeways, and related facilities.

The first step in determining a proposed regional network was to map existing facilities. For identification of potential regional bicycle facilities, four basic guidelines were used:

1. Use currently existing facilities as much as possible.
2. Focus on longer, continuous facilities and corridors to help facilitate longer, regional trips.
3. Aim for an approximate two-mile distance between regional corridors to ensure a good geographic distribution of regional facilities.
4. Give preference to shared use paths whenever possible.

Pedestrian trips, by their nature, tend to be of shorter distance. Therefore, to assess important "regional" sidewalk connections, the analysis focused on seamlessly connecting existing sidewalks across city boundaries and existing residential neighborhoods with jobs and food assets within a half-mile but in another city.

Regional Connections Within the MPA

Active transportation users do not strictly confine their trips to their community. They often want to be able to reach destinations in neighboring cities. Just as vehicle travel depends upon roadways that cross jurisdictional lines, bicyclists and other active transportation users also rely on interjurisdictional facilities.

An initial review of facilities region-wide examined how effectively the current active transportation network satisfies travel connectivity needs between the Saint Cloud MPA core cities.

Logical connections and potential projects that would help complete network gaps were analyzed for feasibility and effectiveness with a focus on developing direct paths following collector or arterial roadways.

In addition, this analysis also considered how to extend pathways from existing local facilities to best reach these planned regional routes efficiently.

APO staff then developed a preliminary planning area map identifying the existing components of the "regional" network and possible solutions to further connect the existing gaps.

Connecting the MPA to Other Regions

By connecting the APO's regional network to communities outside the planning area, the APO will be able to attract visitors to the region, providing for additional economic benefits (including tourism) for the area.

According to the MnDOT District 3 Bicycle Plan, the Saint Cloud metro is destined to become an active transportation hub. This plan and the Statewide Bicycle System Plan illustrate desired corridors for active transportation networks from across the state that will have an impact on the Saint Cloud MPA. While MnDOT has identified priority facilities, the ultimate responsibility for efficiently connecting those routes lies with the APO and local planning partners.

In addition to connecting the cities within the MPA, APO staff took the priority corridors identified in the MnDOT District 3 Bicycle Plan and sought to provide possible connections from the MPA to those desired cities outside of the APO's planning area.

Initial concepts of this regional bicycle network were brought to city and county engineers and planners who then reviewed and further refined this proposed network. Input on this regional network was also received by members of the public, APO committees (ATAC and TAC) along with members of the APO's Policy Board.

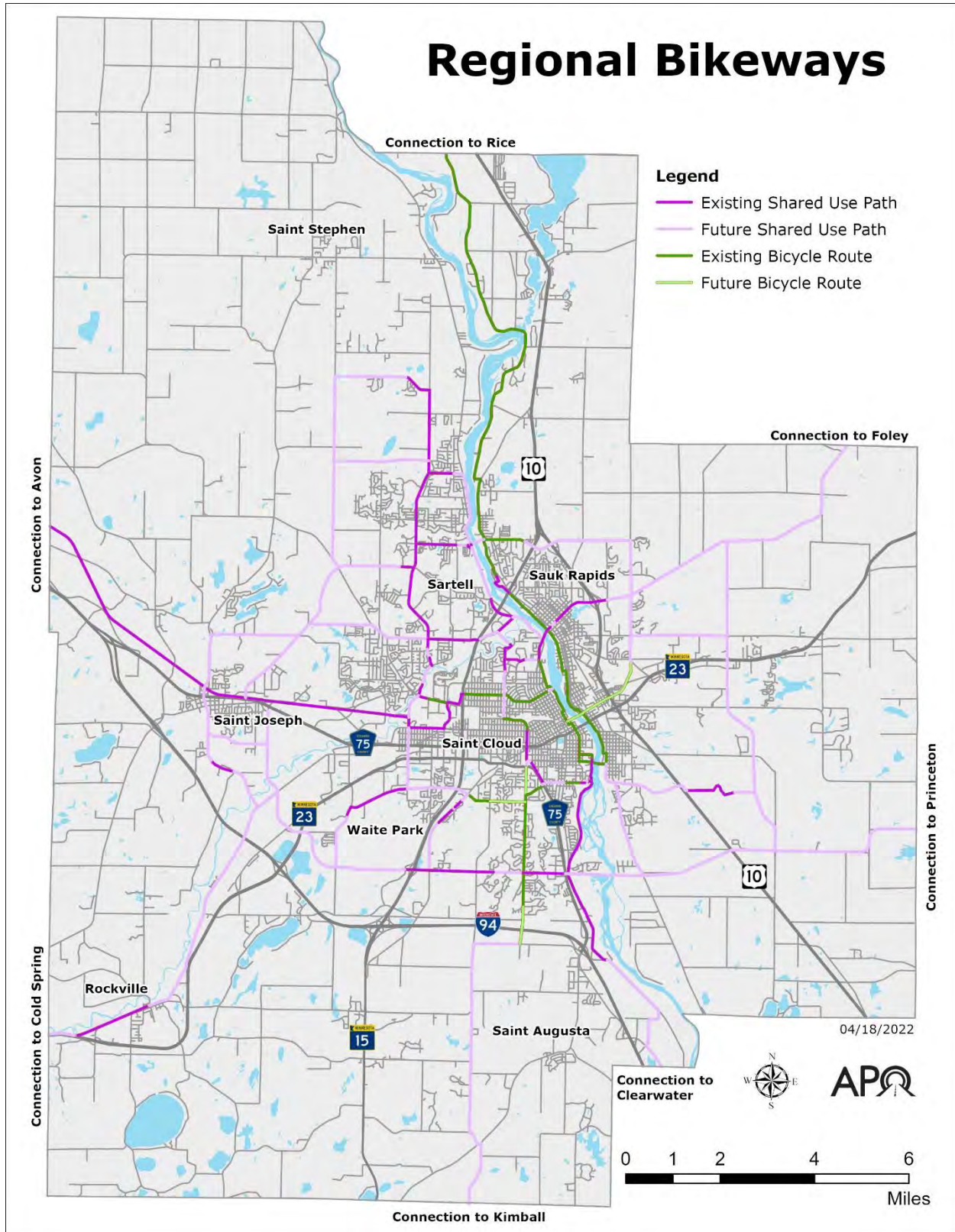


FIGURE 4.12 REGIONAL ACTIVE TRANSPORTATION FACILITY NETWORK

CHAPTER FIVE: TOOLBOX

INTRODUCTION

Becoming a bicycle and pedestrian-friendly city does not just happen through the addition of infrastructure. New sidewalks, safer bicycle lanes, and well-maintained shared use paths are just one component needed to create an inclusive, multimodal transportation network. Through laws and/or ordinances, public policies all help foster active transportation within a community and a region.

This chapter will discuss some of the many highly encouraged policies and procedures jurisdictions should consider adopting when trying to become more multimodal friendly. Also included in this chapter are resources and best practice approaches for city planners, engineers, and elected officials to reference when developing their own active transportation policies.

COMPLETE STREETS POLICY

As mentioned in Chapter Two, the Complete Streets concept aims to create a transportation network that meets the needs of both motorists and non-motorists. This is accomplished during the planning and designing of streets to include safety features such as lowering traffic speeds, bike lanes, sidewalks, and signal timing to help ensure that everyone is safe using the network regardless of travel mode. In 2005, only 35 communities in the U.S. had adopted the Complete Streets policy, according to Smart Growth America. That number had grown to 1,477 by 2018. The APO, the City of Saint Cloud, and the City of Sartell have adopted Complete Streets resolutions. This section gives examples of nationally recognized resolutions and a breakdown of a successful Complete Streets policy.



FIGURE 5.1 – EXAMPLE OF A COMPLETE STREET IN SARTELL

ELEMENTS OF A COMPLETE STREETS POLICY

Based on years of research from The National Complete Streets Coalition (NCSC), the group has produced 10 policy elements needed for a successful Complete Streets Policy found in greater detail in the 2018 version of [The Elements of a Complete Streets Policy](https://bit.ly/3pHlcvD) (<https://bit.ly/3pHlcvD>). Below is the list of elements the NCSC recommended to include in a successful Complete Streets policy.

1. Vision and intent: The vision should include why creating a complete connected network for walking and biking is essential to the community and how they intend to make an equitable transportation system for all users.
2. Diverse users: Who are the most underinvested and underserved community members, and how can complete streets benefit vulnerable users.
3. Commitment in all projects and phases: Will leaders and policymakers apply the policy to all new, retrofit/reconstruction, maintenance, and ongoing projects.
4. Transparent, accountable exceptions: Before granting any exceptions, a straightforward procedure should be in place so that any exceptions require high-level approval and public notice before exceptions.
5. Jurisdiction: Requires interagency coordination between government departments and partner agencies on Complete Streets.
6. Design: Consider the best design criteria and guidelines with a set time frame for implementation.
7. Land use and context-sensitivity: Considers the surrounding community's current and expected land use and transportation needs.
8. Performance measures: Establishes performance standards that are specific, equitable, and available to the public.
9. Project selection criteria: Provides specific criteria to encourage funding prioritization for Complete Streets implementation.
10. Implementation steps: Includes specific next steps for implementation of the policy

Resolution Example

The NCSC releases a report of the best Complete Streets Policies based on the scoring rubric listed in The Elements of a Complete Streets Policy. In 2018, the top-rated policy in the nation came from Cleveland Heights, Ohio, detailed in [The Best Complete Streets Policies of 2018](https://bit.ly/3EE9jxF) (<https://bit.ly/3EE9jxF>) document. The Ohio city of approximately 45,000 developed a strong policy by taking advantage of available resources, such as reaching out to the NCSC for guidance while developing the policy. City staff researched Complete Streets practices in similar-sized cities and reviewed case studies around Complete Streets implementation. In addition, Cleveland Heights staff reached out to their local MPO for assistance in data gathering and with the overall planning process. Cleveland Heights [Complete and Green Street Policy](https://bit.ly/3rNISmI) (<https://bit.ly/3rNISmI>) included strong language and clear time frames that ensured that streets were designed for all users. This thorough process earned the trust and confidence of the city manager and the city council by easing concerns about the cost and implementation of such a policy.

ADDITIONAL RESOURCES

- [Taking Action on Complete Streets: Implementing processes for safe, multimodal streets.](https://bit.ly/3Eips1I) (https://bit.ly/3Eips1I)
- [Evaluating Complete Streets Projects: A guide for practitioners.](https://bit.ly/3yTpHs8) (https://bit.ly/3yTpHs8)
- [Complete Streets: local policy workbook.](https://bit.ly/3EoPmda) (https://bit.ly/3EoPmda)
- [Complete Streets from Policy to Project: The Planning and Implementation of Complete Streets at Multiple Scales.](https://bit.ly/3emH633) (https://bit.ly/3emH633)

SAFE ROUTES TO SCHOOL

The Safe Routes to School (SRTS) program aims to allow students to walk, bike, and/or roll to school safely and conveniently. Through this initiative's multidisciplinary approach (evaluation, education, encouragement, equity, engagement, and engineering -- known as the 6 Es), SRTS seeks to improve safety, reduce traffic, and improve air quality around schools. In addition, SRTS efforts strive to provide more opportunities for students to be more physically active and thus help foster a better academic learning environment.

POLICY RECOMMENDATIONS

Policies that Work

The [Safe Routes to School Local Policy Guide](https://bit.ly/3dx8GKp) (https://bit.ly/3dx8GKp) states no single policy will make walking and bicycling entirely safe for children. Policies that work require comprehensive support across the political landscape and action from community organizations to address transportation demands. Policies must use powerful language that is clear and identifies goals leaving out vague language that allows for multiple interpretations. For a policy to be implemented, it is vital to work with those who make the decisions and uphold the policies put into place.



FIGURE 5.2 – SCHOOL SPEED LIMIT SIGN BY KENNEDY COMMUNITY SCHOOL IN SAINT JOSEPH

Community-Centered Schools

Building community-centered schools create multiple benefits for student learning, health, and the community. Policies at the local and state level need to be in place for a successful SRTS program to thrive. The National Trust for Historic Preservation released [Helping Johnny Walk to School: Policy Recommendations for Removing Barriers to Community-Centered Schools](https://bit.ly/3dv3GG3) (https://bit.ly/3dv3GG3), a document which outlines some barriers and actions steps around creating and maintaining a community-centered school.

- Minimum acreage standards lead to distant school locations too far for walking and biking. To help mitigate this problem, eliminate minimum acreage standards in city and state guidelines and funding formulas.
- School enrollment requirements make it challenging to maintain or build smaller schools that fit within neighborhoods. It is recommended to lower or eliminate minimum school enrollment requirements, which will allow more students to walk or bike to schools and reap the educational benefits of smaller schools. Schools should be located near the families they serve, accessible by active transportation modes and public transit.
- There is funding bias towards the new construction of schools at the state level versus the renovation of existing schools. Eliminate incentivizing building new schools and encourage school districts to take steps to ensure long-term retention of centrally located buildings.
- Assist in providing older schools to be upgraded with up-to-date technology. Modern technologies are essential learning tools for students and help them succeed and remain competitive for future job opportunities.
- New schools typically require new roads, sewers, and other infrastructure, which burden the community with extra costs.
- The community often does not utilize the sharing of school facilities. After school and during the summertime, many schools sit empty yet have the technology and space for many community activities and partnerships, such as the local YMCA, library, and sporting facilities.
- Deferred maintenance leads to the abandonment of existing schools, so funding regular maintenance and repairs are vital.

Comprehensive Plan

The [Safe Routes to School Local Policy Guide](https://bit.ly/3dx8GKp) (https://bit.ly/3dx8GKp) offers advice on comprehensive plans that can influence SRTS planning. Comprehensive plans are typically updated every five to 10 years and serve as the guiding plan for cities, establishing goals, purposes, zoning, and other planning-related activities. The comprehensive plan that most local governments develop consider housing, land use, transportation, environment, and other factors. Regarding SRTS, every comprehensive plan should include at least these four policies.

1. Adopt a goal for a bicycle and pedestrian mode-share for the jurisdiction.
2. Adopt by reference any SRTS or bicycle and pedestrian plans.
3. Adopt a Complete Streets Policy.
4. Ensure that new developments include requirements for bicycle racks and pedestrian and bicycle facilities to the site.

ADDITIONAL RESOURCES

- [Safe Routes Partnership: Building Blocks.](https://bit.ly/3yS6AP4) (https://bit.ly/3yS6AP4)
- [Safe Routes to School and Health: Understanding the Physical Activity Benefits of Walking and Bicycling to School.](https://bit.ly/3ySGk7j) (https://bit.ly/3ySGk7j)

FACILITY PRESERVATION AND MAINTENANCE

Like our roads and bridges, active transportation facilities' pavement and physical infrastructure need to be preserved and maintained over time.

FHWA defines preservation as work planned and performed to improve or sustain the condition of the transportation facility in a state of good repair. Preservation activities do not add capacity or structural value but restore the overall condition of the transportation facility.

Maintenance – however – is performed to maintain the transportation system's condition or respond to specific needs or events that restore the system to a functional operation state. Maintenance is separated into both routine and preventive maintenance. Routine maintenance is performed in reaction to an event, season, or overall deterioration of the assets. It requires regular reoccurring attention, such as sweeping the roadway, cutting the grass, or snow removal. Preventative maintenance is a cost-effective means of extending the useful life of an asset, such as crack treatments, fog seals, and chip seals.

Preserving and maintaining the current active transportation network benefits the system users. Applying the proper preservation treatment at the right time can expand the system's life cycle and help lower costs over time. It is vital to measure the system's current condition and invest in repairs that have the most significant impact. To help the system stay in good repair establishing measurable goals and targets to track progress over time is recommended.

ON-ROAD FACILITIES

On-road facilities that need preservation and maintenance practices include but are not **limited to bike lanes and bike routes.** As noted in Chapter Two, nearly 10% of the MPA's on-road facilities are in fair to poor condition. Maintaining on-road bike facilities should be treated the same as the travel lanes for cars. This includes similar surface repairs such as asphalt patching, asphalt crack sealing and filling, fog sealing, chip sealing, and other preservation treatments in addition to addressing potholes and cracking pavement. Since most on-road facilities are on the edge of the roadway, this area tends to accumulate rocks, gravel, sand, snow, ice, glass, and other debris, making cycling dangerous to the user. It is recommended that other routine maintenance include clearing and sweeping, vegetation clearing, snow removal, signage updating, and striping repainting.



FIGURE 5.3 – EXAMPLE OF BIKE LANE IN POOR CONDITION IN SAINT CLOUD

OFF-ROAD FACILITIES

Off-road facilities include shared use paths and sidewalks. As noted in Chapter Two, one out of every five miles of shared use path in the MPA has pavement in rough to very rough condition. Like on-road facilities, pavement preservation treatments such as crack sealing, patching, fog sealing, and overlays are needed. [Best Practices in Trail Maintenance](https://bit.ly/3pFvDRb) (<https://bit.ly/3pFvDRb>) recommend seal coating shared use paths every five years, resurfacing these facilities every 10 years, and complete replacement or resurfacing every 20 years on condition.



FIGURE 5.4 – EXAMPLE OF A NEWLY PAVED SHARED USE PATH IN SAINT CLOUD

As reference in the [Sidewalk Repair Funding Guide](https://bit.ly/3rJstPf) (<https://bit.ly/3rJstPf>), sidewalks in disrepair create dangerous situations for people, especially those with disabilities and older adults. Funding policies for sidewalks fall upon the adjacent property owners to repair or **replace sidewalks in the MPA’s cities. This approach has led to numerous sidewalks left in disrepair.** Cities such as Ithaca, New York, have created a sidewalk policy to address this issue that divides its city into Sidewalk Improvement Districts. Every property owner contributes to an annual sidewalk maintenance and preservation fee within each district. Each property owner is assessed yearly, depending on land use. For example, assessments of a one-family household will be less than an apartment building. This type of funding assures a steady flow of money readily available for needed repairs.

ADDITIONAL RESOURCES

- [Bicycle Facility Design Manual: Chapter 6, Maintenance.](https://bit.ly/30RWYau) (https://bit.ly/30RWYau)
- [Roadway and Bikeway Maintenance Practices.](https://bit.ly/3JcXyB2) (https://bit.ly/3JcXyB2)
- [Bellingham Bicycle Master Plan: Chapter 4: Design and Maintenance Guidance.](https://bit.ly/3JbS2P3) (https://bit.ly/3JbS2P3)

SNOW REMOVAL POLICIES

Lack of snow removal on both sidewalks and curb ramps is a problem known to users of the active transportation system. In the MPA, it is the property owner's responsibility, not the city, to clear sidewalks of snow and ice. The reason stated most often is that it would be prohibitively expensive for a city to clear every sidewalk after every snowfall. Cost is always a determination of action, but vulnerable users such as those who are physically or visually impaired need to be considered. Snow is often plowed in a timely fashion for motorized vehicles. Still, snow on sidewalks and curb ramps can pose a considerable obstacle forcing many of these users into the street, not making the trip, or calling for a ride from a private company or paratransit, which adds transportation costs to the user.



FIGURE 5.5 – EXAMPLE OF AN ICY SIDEWALK IN SAUK RAPIDS.

SNOW MANAGEMENT BASICS

Sidewalks, crosswalks, and curb ramps are not snow storage areas. [Kostelec Planning](https://bit.ly/3EBG6mZ) (https://bit.ly/3EBG6mZ) references six lessons cities should consider during the winter.

1. Plow with care: When plow operators move slower, snow tends not to pile onto the sidewalk, leaving a clear pedestrian walkway.
2. Define priority routes for people who walk: Just as cities designate priority streets for snow plowing, it is more manageable and economically feasible to clear routes that will benefit the most people.

3. Follow the plows with smaller machines: Given the size of a standard plow, it is not always possible to remove snow in tight spaces. A smaller machine behind the main snowplow can clear barriers created by the larger plow, such as snow piles left at curb ramps and on crosswalks.
4. Clear the pathway from bus stops to the street: Having a clear path to the bus stop is essential for those who depend on transit as a means of transportation.
5. Change policies to reflect reality: Property owners can clear many snowfalls with just a shovel. What causes the need for heavier equipment, or a lack of compliance is when snowplows deposit large chunks of snow and ice back onto a recently cleared sidewalk. Policies could require property owners to remove the initial snowfall, but public agencies that plow snow back upon the sidewalk should be responsible for their actions.
6. Dedicate a percentage of resources to ensuring pedestrian access: There should be a set-aside portion of resources devoted to snow management for active transportation facilities.

SIDEWALK SNOW CLEARING POLICY EXAMPLES

The City of Burlington

The City of Burlington, Vermont's Public Works Department is responsible for removing snow and ice from city streets and sidewalks. The city's "[Snowfighting Program](https://bit.ly/3EAOR0Q)" (<https://bit.ly/3EAOR0Q>) employs a right-of-way crew to control snow and ice. Due to unpredictable weather, the plan provides flexibility and aims to create geographic equity in snow clearing. The snow removal program includes temporary parking bans on a case-by-case basis per parking zone. Parking bans are posted on a city blog, and residents are alerted via email and by flashing lights that turn on by 3 p.m. Due to narrow street widths, the city has found that snow removal costs and hazards decrease when parking is removed from the streets to allow for street plowing.

The Halifax Regional Municipality (HRM)

The [HRM in Nova Scotia, Canada](https://bit.ly/3ydK8zF) (<https://bit.ly/3ydK8zF>) has an operating budget for sidewalk snow removal of \$4.2 million per year. A performance-based contract was developed to make the cost of snow removal more predictable and requires contractors to provide expenses for snow removal based on performance standards rather than the number and intensity of snow events. Performance expectations are required for each contract to include final sidewalk conditions and time frames for snow and ice removal. Other tasks included in the contract are inspection, complaint tracking, and condition monitoring. The benefit of this strategy is consistent, competitive costs for snow removal no matter how many snow events occur over the contract length.

ADDITIONAL RESOURCES

- [Snow Removal Policy Toolkit](https://bit.ly/3mvO0rg). (<https://bit.ly/3mvO0rg>)
- [Winter Maintenance of Pedestrian Facilities in Delaware: A Guide for Local Governments](https://bit.ly/32ehCCB). (<https://bit.ly/32ehCCB>)

WAYFINDING

Wayfinding on a regional level helps users safely find their way around more extensive geography. For example, there are wayfinding signs for the regional trails such as the Mississippi River Trail (MRT), Lake Wobegon Trail, and Beaver Island Trail. The signs can be as simple as arrows pointing in the direction of the trail or include more detailed information such as mileage to other trails, communities, or attractions.

TYPES OF SIGNAGE

Mile Markers

Mile markers are placed incrementally along a trail so users can track their distance traveled. Other benefits include accurate markers that can help determine the location in case of an accident or emergency and assist with reporting maintenance issues.



FIGURE 5.6 – EXAMPLE OF THE BEAVER ISLAND TRAIL HALF MILE MARKER IN SAINT CLOUD.

Trailhead

A trailhead sign provides information and a trail map of the facility. The sign can also have the following features:

- Posted rules and regulations.
- Warnings and information about plants, wild animals, and other hazards.
- A community bulletin board about noteworthy events happening on the trail.

- Historical information.
- A directory of attractions alongside or near the trail.
- A point of contact for trail maintenance issues.



FIGURE 5.7 – EXAMPLE OF THE LAKE WOBEGON TRAILHEAD IN SAINT JOSEPH.

NETWORK SIGNAGE AND BRANDING

Regional trails that cross jurisdictional boundaries should have consistent signage. Stakeholders involved with the trails should collaborate to develop cohesive signage to improve user experience. Consistent branding elevates the visibility and marketing of the trail allowing users within and outside the community can quickly identify the trail system. Effective network signage should strike a balance between establishing a consistent look and feel, promoting the system, and acknowledging the individual trails or the jurisdiction in which they are located.

POLICIES IN ACTION

In San Jose, California, signage guides across the city's trails are located in the [Trail Signage Guidelines](https://bit.ly/3m78XbD) (https://bit.ly/3m78XbD) directory. Each trail is branded with a distinct icon and color combination at the trailhead while still demonstrating its association with the more extensive network. During the development of the signage standards, the City conducted an audit of the signs installed along existing trails to use the list to inform the replacement of any signs that do not conform with the new guidelines over time.

ADDITIONAL RESOURCES

- [Minnesota Manual on Uniform Traffic Control Devices](https://bit.ly/3svF9cW). (https://bit.ly/3svF9cW)
- [Trail Wayfinding System: A Practical Guide](https://bit.ly/3moCJsH). (https://bit.ly/3moCJsH)
- [Wayfinding Design Guidelines: San Diego Regional Bike Network](https://bit.ly/3qiuSy4). (https://bit.ly/3qiuSy4)

BICYCLE PARKING AND STORAGE

Secure bicycle parking and storage is an essential element to encourage the use of bicycles. Users who live in apartments, college dormitories, or other dense living conditions need to know their bikes will be safe from theft or damage. It is not reasonable to expect anyone to ride to their place of employment, the grocery store, or any destination without the confidence that their bicycle will be there when they get back.

TYPES OF BICYCLE PARKING AND STORAGE

According to the [Bicycle Parking Guidelines](https://bit.ly/3IRi6VM) (https://bit.ly/3IRi6VM), a single type of bicycle parking or storage does not satisfy every need. There needs to be short-term and long-term bicycle parking.

Short-term parking is for quick trips to the store or other destinations and provides parking for two hours or less. These types of parking facilities are usually in the open and unsheltered. Bicycle racks are the most common type of short-term parking. Bicycle racks come in a range of styles such as U-rack, wave, grid, spiral, bollard, double-decker, innovative, and decorative. The best locations for bicycle racks are areas with high use and no further than 50 feet from a building entrance. They should also be visible from adjacent bicycle routes or shared use paths. All the bike racks should meet the following requirements:

- At least one wheel and the bike frame can be secured with a U-lock.
- The bike does not tip over and is supported in two places by its frame.
- The location of the rack is protected from motorized vehicles and does not block pedestrian traffic.
- The bike rack is accessible from the street.
- A range of bike shapes and sizes can be accommodated.



FIGURE 5.8 – EXAMPLE OF SHORT-TERM DECORATIVE BIKE PARKING AT THE SARTELL COMMUNITY CENTER.

Long-term parking is for a more extended time frame such as overnight or at the user's place of employment. This type of parking adds extra protection from theft and is preferably enclosed. Most common types of long-term bike parking options include bike parking stations and rooms. Bike parking stations are enclosed spaces where multiple bicycles can be housed and protected from the weather. A bike locker can hold one or two bicycles and protect against vandalism and the weather.



FIGURE 5.9 – EXAMPLE OF LONG-TERM BIKE PARKING AT RAIL STATION IN ENGLAND.

POLICIES IN ACTION

Davis, California has set standards under [Municipal Code §§ 40.25A.040](https://bit.ly/3yfoTh4) (https://bit.ly/3yfoTh4) for bicycle parking for residential, commercial, industrial, and civic land uses based on a combination of spaces per room, square footage, or percentage of maximum occupancy. Ratios of long-term versus short-term parking are also stated, with residential and industrial land uses required to provide more long-term parking than commercial or civic land uses. For example, apartment buildings are required to have a minimum of one bicycle parking spot per bedroom, with 75% as long-term and 25% as short-term parking; commercial retail spaces are required to have a minimum of one spot per 1,000 square feet, with 75% as short-term and 25% as long-term parking.

RESOURCES

- [Madison, WI Code of Ordinances § 28.141](https://bit.ly/3JenDzS) (https://bit.ly/3JenDzS)
- [Minneapolis, MN Code of Ordinances § 541.320](https://bit.ly/3mryMmQ) (https://bit.ly/3mryMmQ)
- [The Essential Guide to Bike Parking](https://bit.ly/3Jeoikx) (https://bit.ly/3Jeoikx)

TRAFFIC SIGNAL CONTROL AND TIMING

Signal control and timing help reduce conflict between different road users. These devices are typically located at intersections but can also be found at midblock crossings. Traffic signals for active transportation users create a gap in traffic long enough to cross a roadway safely.

When deciding what traffic signal control and timing will work best at an intersection, engineers should consider the volume of active transportation users at the crossing, the presence of a school zone, coordinated signal system, type of grade crossing, and the **intersection's crash history**.

CONTROLLED INTERSECTION ELEMENTS

In [Minnesota's Best Practices for Pedestrian and Bicycle Safety](https://bit.ly/3m0UHRA) (https://bit.ly/3m0UHRA) and the [Pedestrian Safety Guide and Countermeasure Selection System](https://bit.ly/3yt8be0) (https://bit.ly/3yt8be0), traffic signals are often combined with one or more of the following treatments to create a safer environment for active transportation users:

- Countdown pedestrian timers reduce pedestrian-vehicle crashes up to 70% after installation and should be shorter cycle lengths (approximately 90 seconds).
- Leading pedestrian intervals (LPI) give pedestrians the WALK signal 3-7 seconds before the motorists are allowed to proceed through the intersection and can reduce up to 60% of pedestrian-vehicle crashes.
- Backplates on traffic lights with retroreflective borders improve the visibility of the signal face during daytime and nighttime conditions. Research shows that installing retroreflective backplates can reduce total crashes by up to 15% at intersections.
- Right-turn-on-red (RTOR) restricts motor vehicles from turning right at a red light. The restriction can be full time or just during certain times of the day.
- Exclusive pedestrian signal timings are most common in urban areas. These stop vehicles from all directions to allow pedestrians the right-of-way to cross the street in any direction (including diagonally).

- An advanced stop line improves the visibility of pedestrians and forces motorized vehicles to stop before the crosswalk.
- Automated pedestrian detection devices, also known as PUFFIN (pedestrian user-friendly intelligent) crossing, use infrared detectors or pressure-sensitive mats to sense when pedestrians are waiting for a crosswalk signal. The device will automatically signal to switch to a pedestrian WALK phase. Some can also determine whether a pedestrian needs more time to cross the roadway and will lengthen the crossing interval.

ADDITIONAL RESOURCES

[FHWA Traffic Sign Timing Manual](https://bit.ly/33Y492I) (https://bit.ly/33Y492I)

[National Association of City Transportation Officials: Signal Cycle Lengths](https://bit.ly/3qohTLO) (https://bit.ly/3qohTLO)

BICYCLE FRIENDLY COMMUNITIES

Communities that adopt the policies and procedures like those listed above help create an environment where active transportation can flourish. When communities take that extra step, they can be nationally recognized by organizations such as the League of American Bicyclists.

The League has awarded communities, businesses, and universities with their bicycle friendly designation with the purpose of creating opportunities for these entities to become a vibrant destination for residents and visitors. Bicycle Friendly Communities (BFCs), businesses (BFBs), and universities (BFUs) are awarded on a four-tier scale (Bronze, Silver, Gold, and Platinum). According to the [BFC website](https://bit.ly/3059bZ2) (https://bit.ly/3059bZ2), this program provides a roadmap to improving conditions for bicycling and guidance to help make the community's vision for a better, bikeable community a reality.

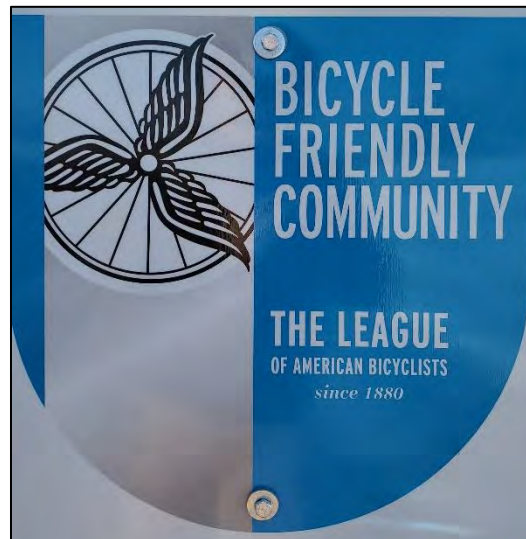


FIGURE 5.10 – EXAMPLE OF A BICYCLE FRIENDLY COMMUNITY SIGN.

A BFC welcomes bicyclists by providing safe accommodations for bicycling and encouraging people to bike for transportation and recreation. Making bicycling safe and convenient is key

to improving public health, reducing traffic congestion, improving air quality and quality of life.

Minnesota is ranked third in the nation as a bicycle friendly state. There are six universities, 105 businesses, and 33 communities within Minnesota designated as bicycle-friendly. The cities of Saint Cloud and Sartell are both certified in the bronze tier.

There are 10 Building Blocks that the League considers significant for BFC applicants. Each building block is associated with equity, diversity, and inclusion; engineering; education; encouragement; and evaluation and planning – more commonly known as the Five Es.

1. High-speed roads with bicycle facilities.
2. The total bicycle network mileage to total road network mileage.
3. Bicycle education in schools.
4. Share of transportation budget spent on bicycling.
5. Bike month and bike to work events.
6. Active bicycle advocacy group.
7. Active bicycle advisory committee.
8. Bicycle friendly laws and ordinances.
9. The bike plan is current and is implemented.
10. Bike program staff to population.

THE CITY OF DAVIS

Davis, California is well known for becoming the first Platinum Level designated BFC in the U.S. Davis has an extensive bike network, including 108 miles of bike lanes, 63 miles of shared use paths, and 29 grade-separated crossings. The city of just under 70,000 people estimates 20% of its transportation system users travel via bike. The city also prioritizes bike education programs with free online classes and partners with the community to host over 100 bike-themed events per year. A bike-friendly environment such as closed car traffic on the University of California, Davis campus helps create a bicycle friendly local culture. Additional details can be found in the [City of Davis Bicycle Action Plan: Beyond Platinum](https://bit.ly/3y6Dhl6) (https://bit.ly/3y6Dhl6).

ADDITIONAL RESOURCES

- [Action Plan for Bicycle Friendly Communities](https://bit.ly/3stqjn6). (https://bit.ly/3stqjn6)
- [Breaking Away: Journey to Platinum](https://bit.ly/3H97fi0). (https://bit.ly/3H97fi0)
- [Grand Rapids Case Study – Community and Economic Benefits of Bicycling](https://bit.ly/3srQri7). (https://bit.ly/3srQri7)
- [Active Transportation Transforms America: The Case for Increased Public Investment in Walking and Biking Connectivity](https://bit.ly/3EnYEX7). (https://bit.ly/3EnYEX7)

DRIVER EDUCATION

The public perception about transportation is changing from strictly auto-focused to multimodal. A community can lay the groundwork to assist in this; however, changes are needed among and between motorists and active transportation users to ensure a safe system. Education starts with when drivers are learning the rules of the road. Driver education in the U.S. prepares new drivers on how to safely and legally operate a motorized

vehicle. Drivers manuals, driver education curriculum, and driver licensing exams vary across states. As roadway designs, traffic laws, and technology are changing rapidly, updating driver education is critical, especially concerning active transportation.

STATE EDUCATION

The [Driver Education: What States Teach About Biking](https://bit.ly/3dzGDtL) (https://bit.ly/3dzGDtL) resource looked at driver education across the U.S. and how bicycling in the curriculum is addressed. Approximately one in four state driving manuals do not mention bicycle lanes or how drivers operate a vehicle near a bicycle lane. The danger of hitting a person biking when you open a car door – **known as “dooring”** – was minimally addressed in four out of five states. Newer concepts included in national standards such as crash warning systems were missing from 90% of curriculums.

In Minnesota, driving instruction does discuss bicycle lanes and driver interaction, however topics such as dooring and crash warning systems are lacking.

There are three things all U.S. states should do to improve driver education for non-motorized users.

1. Update the state driver manual. Regular updates to the curriculum should include the latest information about technologies, roadway designs, and laws around active transportation.
2. Work with legislators and governors on education changes. Adopting state and national laws that **bicycle and pedestrian safety are mandatory topics in drivers’** education will take legislature leadership.
3. Focus on providing transportation education, not just driver education. Transportation education in schools should include topics such as how to operate a vehicle around bicyclists properly, the rights to the road given to bicyclists, and how to ride a bike.

MINNESOTA STATUTES

To better understand what should be taught in driver education in Minnesota, it is vital to know the current statutes about active transportation.

- **Safe Passing Laws.** Under [Minn. Stat. §169.18 subd. 3](https://bit.ly/3pC7qLD) (https://bit.ly/3pC7qLD) and [Minn. Stat. §169.222\(4\)\(e\)](https://bit.ly/3dzaCCg) (https://bit.ly/3dzaCCg), Minnesota requires that the operator of a motor vehicle overtaking a bicycle proceeding in the same direction on the roadway shall leave a safe distance, but in no case less than three feet clearance, when passing the bicycle and shall maintain clearance until safely past the overtaken bicycle. In addition, an individual operating a bicycle on a bikeway shall leave a safe distance when overtaking a bicycle or individual proceeding in the same direction on the bikeway and shall maintain clearance until safely past the overtaken bicycle or individual.
- **Distracted Driving Laws.** Under [Minn. Stat. §§169.475](https://bit.ly/3r1qA5k) (https://bit.ly/3r1qA5k), no person operating a motor vehicle can use a handheld device.
- **Where to Ride.** Under [Minn. Stat. §169.222](https://bit.ly/3dzaCCg) (https://bit.ly/3dzaCCg), Minnesota requires that bicyclists shall ride as close as practicable to the right-hand curb or edge of the roadway except under any of the following situations:

- When overtaking and passing another vehicle proceeding in the same direction.
 - When preparing for a left turn at an intersection or into a private road or driveway.
 - When reasonably necessary to avoid conditions that make it unsafe to continue along the right-hand curb or edge, including narrow width lanes.
- Sidewalk Riding. [Minn. Stat. §169.222\(4\)\(d\) & \(f\)](https://bit.ly/3dzaCCg) (https://bit.ly/3dzaCCg) allows bicycles to operate on sidewalks subject to the following rules:
 - A person operating a bicycle upon a sidewalk, or on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal, when necessary, before overtaking and passing any pedestrian;
 - No person shall ride a bicycle upon a sidewalk within a business district unless permitted by local authorities. Local authorities may prohibit the operation of bicycles on any sidewalk or crosswalk under their jurisdiction; and
 - A person lawfully operating a bicycle on a sidewalk, or on a crosswalk, shall have all the rights and duties applicable to a pedestrian under the same circumstances.
- Mandatory Use of Separated Facilities. Minnesota does not require that bicyclists use any lane or path other than a normal vehicular traffic lane.
- Bicycling Under Influence. [Minn. Stat. §§169A.20; 169A.03](https://bit.ly/3y5Jd4e) (https://bit.ly/3y5Jd4e) prohibits driving while under the influence of alcohol or other controlled substances. This statute is written in a way which does not include vehicles moved by human power, and therefore does not directly apply to bicyclists. Nevertheless, bicycles should not be operated while intoxicated.
- **“Idaho Stop” and Vehicle Detection Errors.** [Minn. Stat. §169.06 subd. 9](https://bit.ly/3dAH478) (https://bit.ly/3dAH478) provides an affirmative defense to the charge of entering or crossing an intersection controlled by a traffic-control signal against a red light if a person establishes all the following conditions:
 - The bicycle has been brought to a complete stop.
 - The traffic-control signal continues to show a red light for an unreasonable time.
 - The traffic-control signal is apparently malfunctioning or, if programmed or engineered to change to a green light only after detecting the approach of a motor vehicle, the signal has apparently failed to detect the arrival of the bicycle.
 - No motor vehicle or person is approaching on the street or highway to be crossed or entered or is so far away from the intersection that it does not constitute an immediate hazard.
- Authorization for Local Regulation of Bicycles. Under [Minn. Stat. §169.022](https://bit.ly/3rPib04) (https://bit.ly/3rPib04), Minnesota provides that local authorities may adopt traffic regulations that do not conflict with state traffic laws.
- Door Law. [Minn. Stat. §169.315](https://bit.ly/3dCVpQo) (https://bit.ly/3dCVpQo) requires that no person open any door on a motor vehicle unless and until it is reasonably safe to do so and can be done without interfering with the movement of other traffic. In addition, no person shall allow any door on the side of a vehicle adjacent to moving traffic to remain open for a period of time longer than necessary to load or unload passengers.

- Treatment as a Vehicle: [Minn. Stat. §§ 169.011\(92\); 169.222n](https://bit.ly/31GQifu) (<https://bit.ly/31GQifu>) states bicycles are vehicles according to the statute that defines vehicles and a person riding a bicycle has all of the rights and duties of the driver of a vehicle.

STATUTORY CONSIDERATIONS

While Minnesota does have the included statues above, common statues from other states are included below.

- **Helmet Law.** Minnesota has no helmet law. It is legal for all persons of any age to operate a bicycle without wearing a helmet unless otherwise provided by a municipal regulation, though none in the Saint Cloud MPA do. There is no state with legislation that requires bicycle helmet use for adults.
- **Share the Road License Plates.** Minnesota does not offer Share the Road license plates. Share the Road license plates are specialty plates for cars that support the bicycling community. Specialty license plates are usually created after a legislative or administrative process that involves a certain number of guaranteed sales.
- **Vulnerable Road User Laws.** Minnesota does not have any vulnerable road user laws. A vulnerable road user is a person engaged in work along the road right-of-way, a person riding or leading an animal, or any active transportation user. There are currently no national standards for laws protecting vulnerable road users. An example of a [Model Vulnerable Road User Law](https://bit.ly/3dArGaS) (<https://bit.ly/3dArGaS>) crafted by the League of American Bicyclists can help protect active transportation users.

ADDITIONAL RESOURCES

- [League Cycling Instructor](https://bit.ly/3pma6hu) (<https://bit.ly/3pma6hu>)
- [Minnesota Bike Law FAQ](https://bit.ly/3FkCS7Q) (<https://bit.ly/3FkCS7Q>)
- [Active Transportation Alliance: Teacher Resources](https://bit.ly/3Esnkh4) (<https://bit.ly/3Esnkh4>)

CHAPTER SIX: CONCLUSION

This Regional Active Transportation Plan (ATP) gave insight into multimodal transportation and future pedestrian and bicycle infrastructure planning. This was achieved by describing how active transportation is essential for better health, improved safety, a more robust economy, a better environment, and access and equity. After defining the benefits for a user, the types of infrastructure designed exclusively for active transportation were discussed for on-road and off-road. On-road facilities include bike lanes and routes, marked crosswalks, pedestrian-hybrid beacons, and RRFBs. Off-road facilities include shared use paths and sidewalks. Without these facilities, non-motorized travel becomes impossible for most users.

Transit facilities were also mentioned as part of the system, including signs, benches, shelters, and transit hubs. Users utilize active transportation facilities in multiple ways to get to and from desired destinations. Staff wanted to know where the existing infrastructure was located before determining how the system served desired destinations. When examining the network, critical regional facilities became apparent. On-road facilities such as the MRT and off-road facilities like the Beaver Island Trail, Lake Wobegon Trail, and ROCORI Trail play a key role in interjurisdictional and regional connections. Other infrastructures such as sidewalks provide shorter distance trips vital to the overall transportation network. To access transit services, a means to the transit stop requires an active transportation mode.

Though active transportation infrastructure may be in place, utilizing active transportation can become unsafe or inconvenient if the system is in poor condition. Therefore pavement conditions for the on-road and off-road facilities were measured—this data-informed APO staff where maintenance was required in the region.

Understanding what active transportation infrastructure currently exists in the MPA is **essential, but the APO isn't the only agency with planning efforts. There are local, regional, and state planning efforts** discussing and planning for active transportation. The APO reviewed relevant documents to help staff understand other stakeholder efforts and how they fit into our planning process.

The behavior of active transportation users, such as where people want to go and how many use the system, informs the planning process. Historically underrepresented communities have been left out of this process. One of the purposes of this plan was to figure out who lives in the MPA and how well the system is serving underrepresented communities. These communities include people-of-color, low-income populations, people with disabilities, limited English-speaking households, persons age 65 and older, and persons age 18 and younger. An analysis was completed using census block groups with a high concentration of underrepresented populations. Active transportation facilities were reviewed on how thoroughly they served or did not serve those populations.

There are different types of active transportation users, and understanding the type of facility that will best fit them is crucial. Not everyone who rides a bicycle is comfortable in the roadway. This is why different facility types are necessary to accommodate different **levels of cyclists. Like cyclists' pedestrians have different abilities.** Not every pedestrian has the same capacity due to a disability or need for an assistive device. Planning for all types of users ensures an equitable transportation system.

Annually the Saint Cloud APO deploys portable bicycle and pedestrian counters on trails to record the number of non-motorized users. The purpose of collecting this data is to measure the change in usage over time, prioritize the investment of new and existing infrastructure, and assist in planning and designing future facilities.

Based upon an understanding of who is using the active transportation system, where they are going, and how they are getting there, it is essential to consider if people can do so safely. Non-motorized crash location data was analyzed to find high concentrations of crashes.

To guide the ATP, a vision was developed along with goals, objectives, evaluation factors, **and performance measures. The vision states, "The Saint Cloud MPA strives to provide a regionally-coordinated and well-maintained active transportation network allowing for safe, efficient, convenient, and comfortable walking and bicycling access to local and regional destinations for all users of all abilities."**

The five goals are as follows:

- Goal 1: Improve bicycle and pedestrian safety and comfort
- Goal 2: Improve active transportation connections to desired destinations
- Goal 3: Improve the condition of active transportation infrastructure
- Goal 4: Provide equitable access to active transportation facilities for all people of all abilities
- Goal 5: Promote an interconnected regional active transportation network

The vision, goals, objectives, evaluation factors, and performance measures together will help track the MPAs progress towards achieving the goals set in this plan.

The needs assessment methodology was developed to prioritize areas of need and their respective projects. This was done with a three-phase approach. First, APO staff began evaluating current facilities and service needs within the jurisdictions. They reviewed where existing facilities exist, the conditions of the facilities, desired destinations, and where underserved populations lived. Performance measures were calculated to give a deeper understanding of what is lacking in the MPA. This process developed focus areas to show where the greatest needs were. The second phase looked at the focus areas and the current environmental factors such as traffic speeds and volume, crash locations, pedestrian crossing, signals, and existing right-of-way—this informed staff on where and what type of facility would best fit every focus area. The last phase of the process looked at the regional network, which comprises shared use paths and on-road bicycle facilities. While connecting people with their desired destinations, such as a grocery store, is essential, long-distance inter-jurisdictional and regional travel require something.

Policies and procedures were evaluated for jurisdictions to consider adopting. These included a Complete Streets policy, Safe Routes to School, facility preservation and maintenance, snow removal, wayfinding, bicycle parking and storage, traffic signal control and timing, Bicycle Friendly Communities, and drivers education.

Appendix A-E dives deeper into the five cities (Sauk Rapids, Sartell, Saint Joseph, Waite Park, and Saint Cloud). Appendix F reviews the public input process.

APPENDIX A: SAUK RAPIDS CITY PROFILE

Located on the east bank of the Mississippi River, the City of Sauk Rapids takes pride in **maintaining a “small town” flavor consistent with its historical roots. Keeping the relaxed, small-town feel** has been a continuing objective for the city with new growth and redevelopment.

One of the City’s most identifiable features is its downtown, serving as both a gateway to visitors and a convenience to city residents. Sauk Rapids is also distinguished by the many recreational amenities associated with the Mississippi River, an extensive regional and local parks system, and a network of highly rated schools. The City also has an expanding network of locally owned and maintained active transportation facilities to serve those living and working within the city and the many visitors from outside the community.

DEMOGRAPHICS

The City of Sauk Rapids is becoming an increasingly urbanized area, with plans for new **residential development mainly east of US 10. According to the U.S. Census Bureau’s 2014-2018 American Community Survey (ACS) Five-Year Estimates**, Sauk Rapids’ population has grown by 32.5% since 2000.

The City strives to provide equitable service to all segments of the community in its transportation planning investments. To assist with this effort, APO staff track specific population demographic subsets – known as traditionally underrepresented populations – at a regional level. This includes the following:

- People-of-Color (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; Hispanic or Latino descent regardless of race).
- Persons with low income.
- People with disabilities.
- People with limited English-speaking capabilities.
- Households without access to a motor vehicle.
- Persons over the age of 65.
- Persons under the age of 18.

A look at these demographics in Sauk Rapids finds that approximately one-quarter of the **city’s population is under age 18. In addition, approximately one in 10 people within the city** have a disability and almost one in five households are considered low-income. See Figure A.2 below for other details.

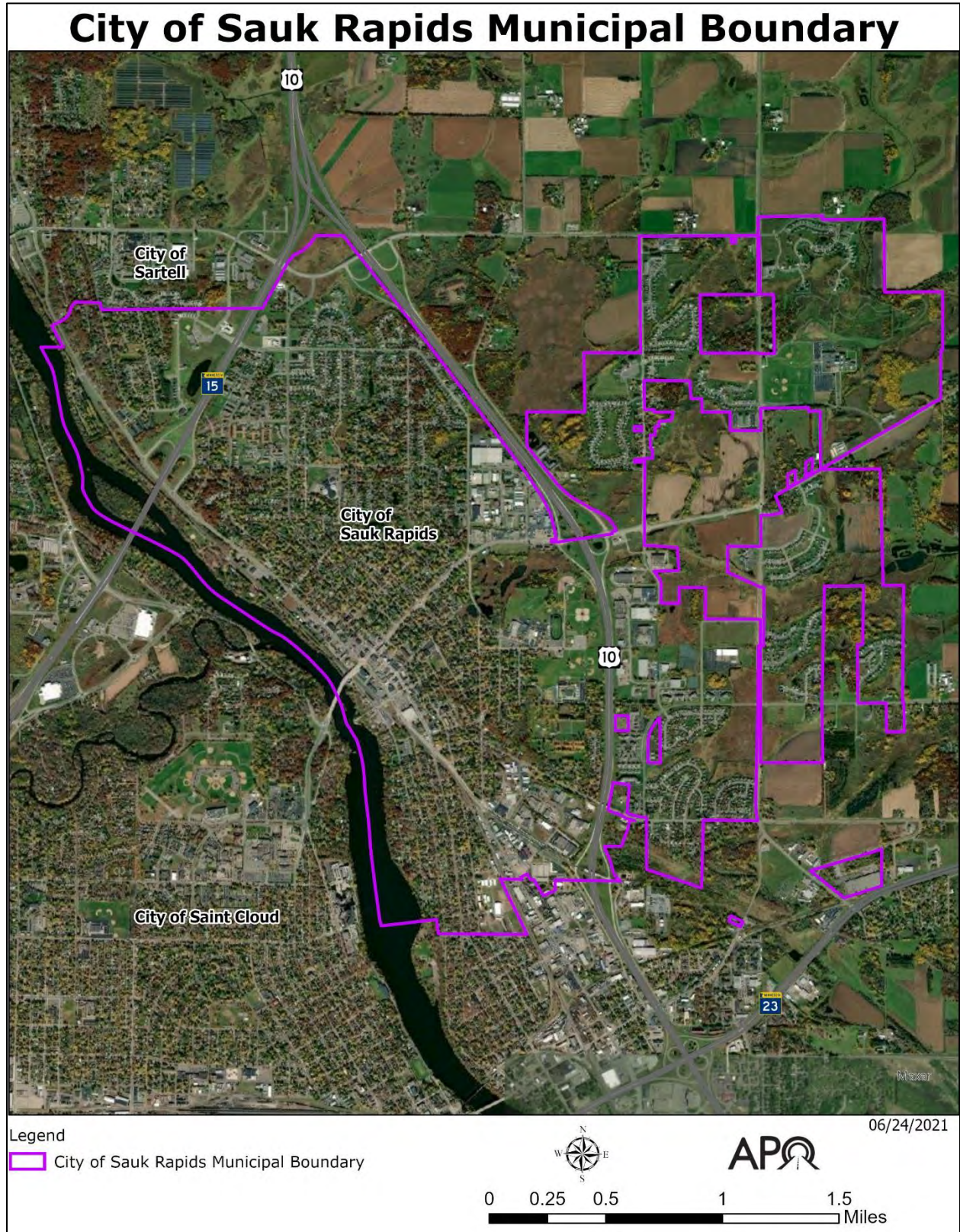


FIGURE A.1 – CITY OF SAUK RAPI DS.

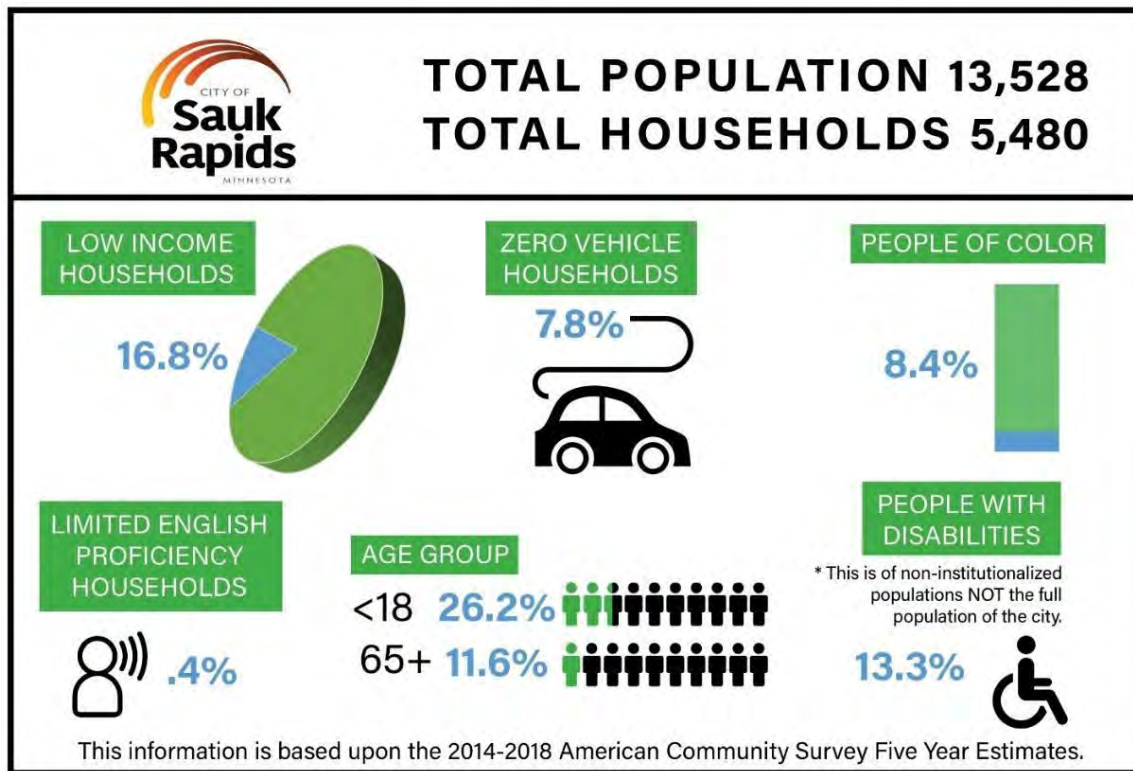


FIGURE A.2 – DEMOGRAPHIC PROFILE OF SAUK RAPIDS.

EXISTING LAND USES

How cities use the land within their boundaries (i.e., residential, commercial, industrial) impacts the transportation network and the modes of travel available or desirable to users. The relationship between existing land use and transportation often impacts communities. It can play a role in developing a transportation system that is mode-friendly to motorized and non-motorized users.

As a city situated on the Mississippi River and surrounded by two major roadways – MN 15 to the west and US 10 to the east – the City of Sauk Rapids contains various land uses.

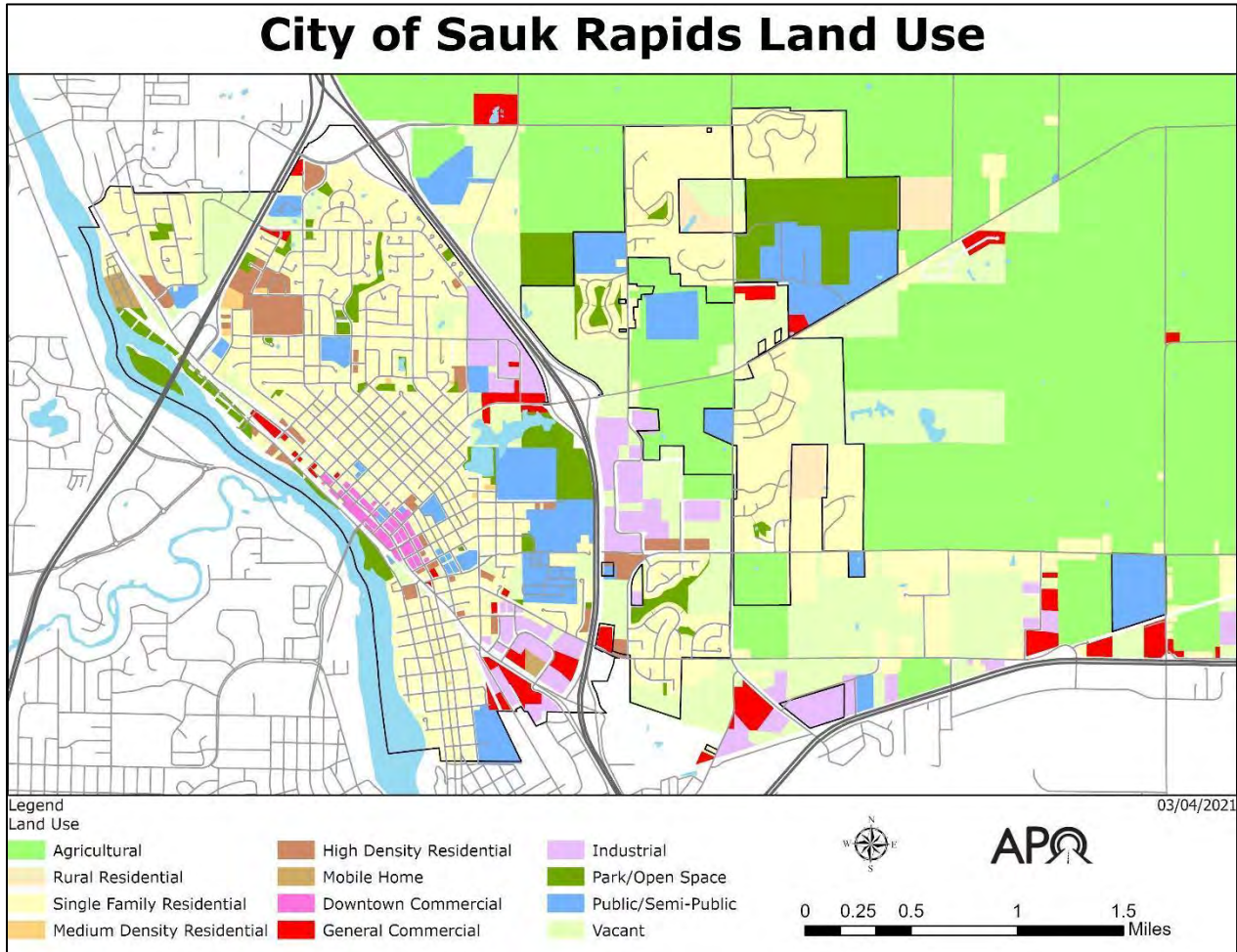


FIGURE A.3 – SAUK RAPIDS LAND USES.

As part of developing the Sauk Rapids 2005 Comprehensive Plan, the city conducted a land use inventory. This inventory was subsequently updated in 2008, as displayed in Figure A.3. Though somewhat dated, it remains relatively accurate, according to city staff. As shown, the majority of Sauk Rapids consists of residential areas, particularly single-family homes, though more multiple-family uses have been added in recent years. Concentrations of mixed-use and medium density residential use are located near MN 15 and US 10. In the nearly two decades since the comprehensive plan was adopted, the city has focused on infilling the underutilized areas to the east of US 10 with residential development.

The greatest concentration of commercial use is found in the downtown area along the Mississippi River, while most industrial use is clustered in regions around US 10. Several large Sauk Rapids industrial businesses are located on Industrial Boulevard east of US 10, such as J-Berd Mechanical and Hardware Distributors, LTD. Stearns Drive to the west of US 10 has several large manufactures and in the south part of the city along and near Benton Drive other large employers include Talon Innovations and C & L Distributing.

The downtown area is a major gateway to the City's commercial hub with many retail and service destinations. Other areas of commercial activity are along Benton Drive, the area near the Second Street North interchange with US 10, and along 18th Street NW near MN 15.

Several acres of park land and open space are located throughout the city, including neighborhood parks and major parks such as Bob Cross Nature Preserve, Mayhew Creek Park, Municipal Park, and Lions/Southside Park.

Understanding how the city plans to develop in the future will inform the type of transportation system needed. Residents and visitors will only reach these destinations through the transportation network that is available to them.

TYPES OF ACTIVE TRANSPORTATION INFRASTRUCTURE

Sauk Rapids has a variety of infrastructure designed specifically for active transportation users. Some are integrated into the roadway network, such as bike lanes (on-road facilities). Others are separated from the roadway network, such as sidewalks and shared use paths (off-road). Complementing the on- and off-road active transportation network is the transit network operated by Saint Cloud Metro Bus. Bicyclists and pedestrians can rely on both the on- and off-road network and the Metro Bus system to reach their destinations.



FIGURE A.4 – PEOPLE WALKING IN SOUTHSIDE PARK.

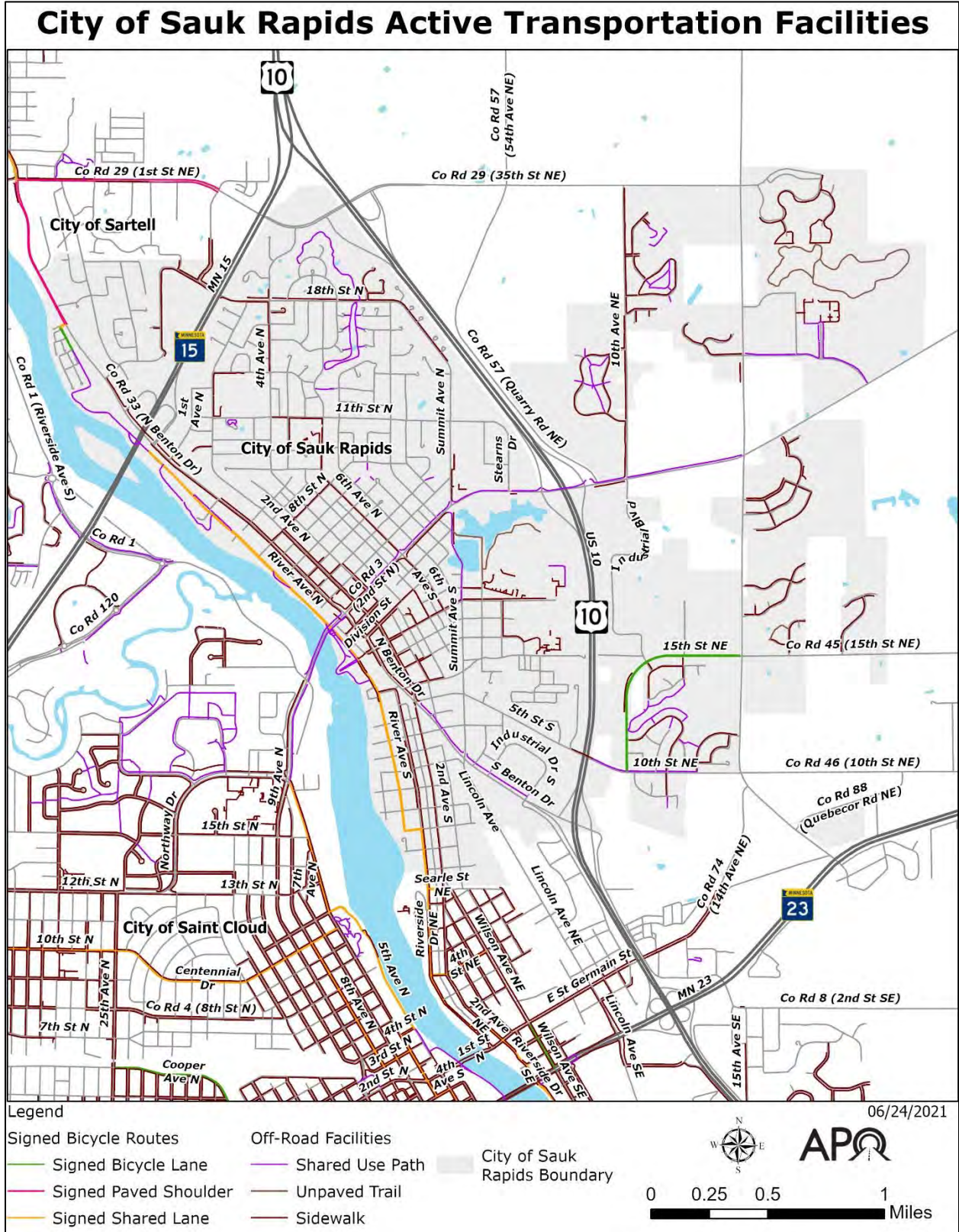


FIGURE A.5 – ON AND OFF-ROAD ACTIVE TRANSPORTATION FACILITIES IN SAUK RAPIDS BY TYPE AND LOCATION.

ON-ROAD FACILITIES

The City of Sauk Rapids has 7.5 lane miles of on-road bicycle facilities, including signed bicycle lanes, signed paved shoulders, and signed shared lanes to serve bicyclists. Over half of these on-road miles are part of the nationally recognized Mississippi River Trail (MRT).

The Mississippi River Trail (MRT)

The MRT is a planned network of bicycle facilities that winds its way along the Mississippi River through the City of Sauk Rapids. The MRT enters the city from the northwest along Benton Drive before following along Garden Avenue. At the Sauk Rapids Regional Bridge, the MRT splits. One route crosses the bridge and continues into the City of Saint Cloud, and another route follows Sauk Rapids' River Avenue. As a nationally recognized bicycle route and being close to the Great River Road Scenic Byway (which includes portions of Benton Drive), this facility is regionally significant to the city.

In addition, the MRT has been identified as one of the Minnesota Department of Transportation (MnDOT's) high priority corridors for bicycle routes due to its inter-jurisdictional nature – spanning from northern Minnesota to Louisiana – and high potential of connecting to other regional active transportation facilities.

OFF-ROAD FACILITIES

Shared Use Paths and Trails

There are 12.8 miles of shared use paths that provide neighborhoods access to many of the City's parks, recreational areas, and schools. This includes 10.2 miles of paved shared use paths and 2.6 miles of unpaved trails found within Bob Cross Park and Mayhew Creek Park.

One of the most notable paved shared use paths in Sauk Rapids is the facility along Second Street N/CSAH 3 from the Sauk Rapids Bridge to Mayhew Lake Road. This corridor provides the only east/west active transportation facility connection across US 10. The Ox Cart Trail is the off-road portion of the MRT. The trail is in four riverside parks (Lions, Southside, Municipal, and Island View).

Sidewalks

In Sauk Rapids, approximately 28 miles of sidewalks are located throughout the city. New developments east of US 10 contain sidewalks on at least one side of local streets, while many older neighborhoods in the city's core do not. A network of sidewalks services the downtown commercial district. Collector and arterial roadways that lead to critical destinations in the city, such as schools and parks, typically have sidewalks leading to them.

TRANSIT SERVICES AND INFRASTRUCTURE

As the urban public transit provider, Saint Cloud Metro Bus is responsible for the daily management, operation, and maintenance of Fixed Route (FR) and Dial-a-Ride (DAR) systems within Saint Cloud, Waite Park, Sartell, and Sauk Rapids.

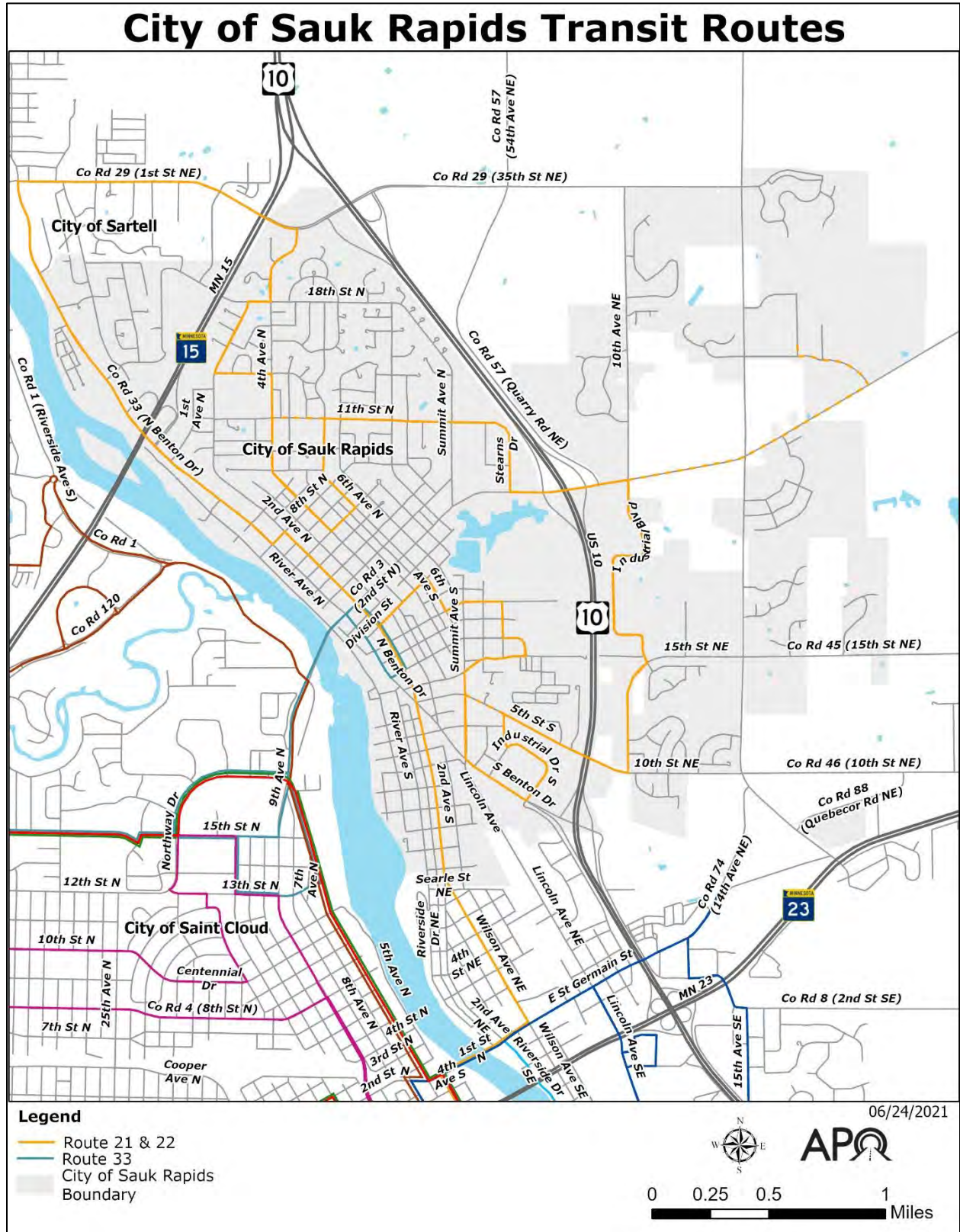


FIGURE A.6 – METRO BUS FIXED ROUTE SERVICE WITHIN SAUK RAPIDS.

FIXED ROUTE SERVICE

Metro Bus provides fixed route transit service to the City of Sauk Rapids seven days a week through routes 21, 22, and 33.

Routes 21 and 22 provide service to roughly the same areas within Sauk Rapids; however, they operate in opposite directions. Route 21 operates Monday through Friday, while Route 22 provides seven-day service. Route 21 does deviate from its regular fixed route three times during the day to provide service to Sauk Rapids-Rice High School while school is in session. With this deviation, several areas including Industrial Boulevard and Pleasantview Elementary School, are not served by Route 21.

The Coborn’s transit shelter in downtown Sauk Rapids serves as a transfer point for Route 33. This crosstown route connects downtown Sauk Rapids to Crossroads Center in Saint Cloud.

All fixed route transit stops for these three routes are signed. Several stops, particularly in the downtown area, include benches and shelters.



FIGURE A.7 – METRO BUS TRANSIT SIGN.

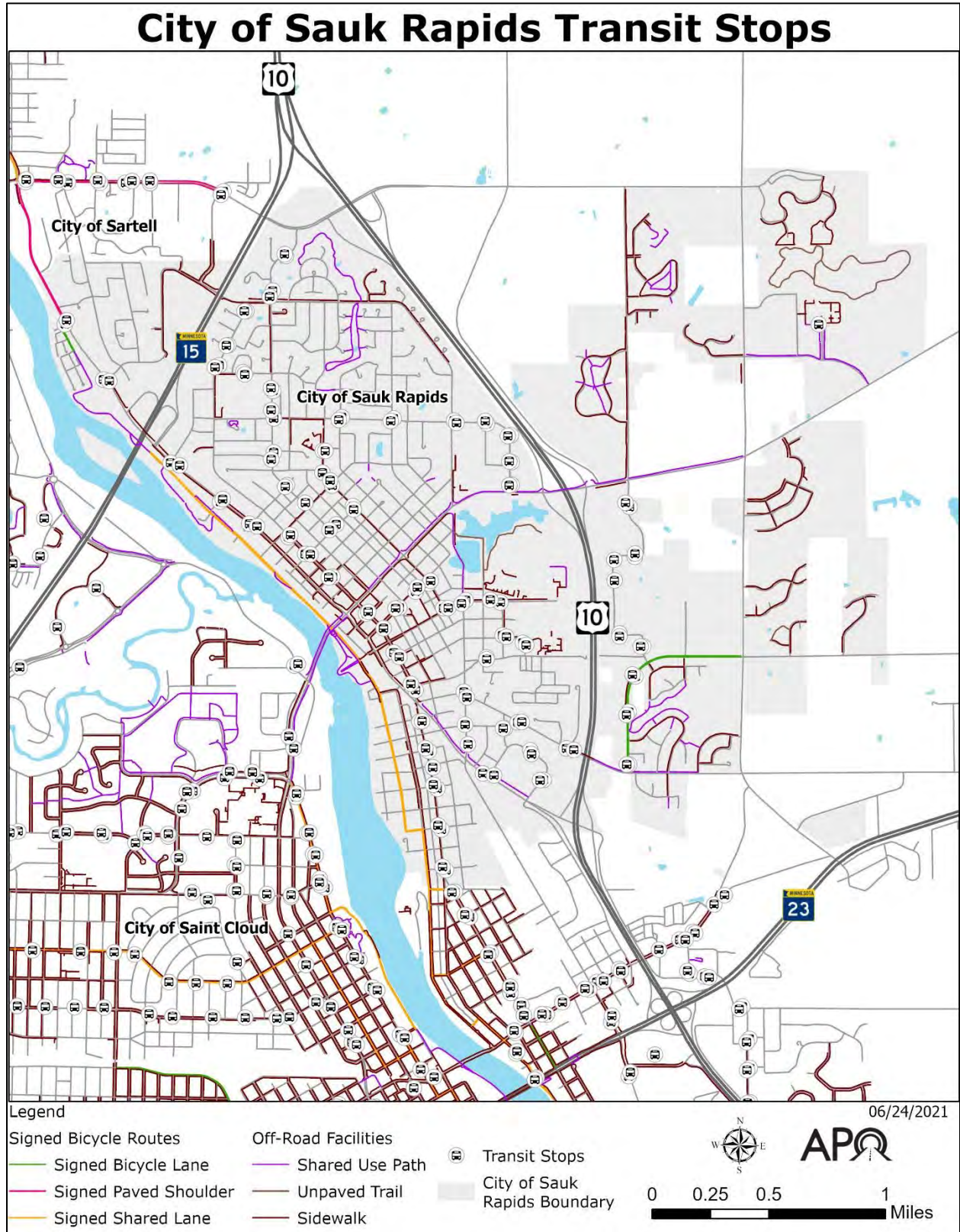


FIGURE A.8 – TRANSIT STOPS IN RELATION TO THE ACTIVE TRANSPORTATION SYSTEM WITHIN SAUK RAPIDS.

Figure A.8 shows the location of transit stops and how close they are to active transportation infrastructure. While active transportation facilities serve some transit stops, many lack on- or off-road facilities. For those who rely on transit service, a lack of active transportation facilities from their bus stop to their homes and destinations can create a barrier. Transit stops for destinations in the downtown area and near commercial businesses typically include sidewalk access. The fixed route system does not service newer housing development east of US 10. Industrial areas within the city usually have access to fixed route service but often lack sidewalk access.

OTHER TRANSIT SERVICES

Metro Bus also offers additional transit service for Sauk Rapids residents. Dial-a-Ride (DAR) is an operator-assisted paratransit service provided for those unable to use fixed routes. West of MN 15, Sauk Rapids residents may also use ConneX, a curb-to-curb and/or door-through-door on demand service, to access various destinations throughout the neighboring city of Sartell.

CONDITION OF ACTIVE TRANSPORTATION INFRASTRUCTURE

If the existing active transportation infrastructure is in poor condition, it may cause safety issues, inconvenience for the user, or result in the underutilization of the facility. Keeping the system in good condition assures safety and a comfortable experience.

Pavement conditions data for on-road and off-road active transportation facilities within the City of Sauk Rapids was collected from areawide surveys performed for the APO as discussed in Chapter 2 of the ATP.

ON-ROAD FACILITIES

Pavement Condition and Striping

In 2019 GoodPointe Technology collected pavement and striping condition data on the existing on-road bicycle routes in Sauk Rapids.

Pavement condition was evaluated using a Digital Inspection Vehicle (DIV) – a specialized vehicle equipped with cameras and laser sensors to detect pavement distress and roughness. As shown in Figure A.9, of the 7.5 total lane miles signed as bicycle facilities, 3.4 centerline miles are in “fair” or “poor” condition. This includes most of the MRT mileage that runs through the City along River Avenue. The remaining mileage was rated “good” or “satisfactory.” (Note: Some portions of River Avenue were reconstructed in 2020 after the pavement conditions shown below were measured.)

Striping conditions of on-road facilities were rated from a visual inspection. In the City, only 2.5 lane miles are striped. Along 15th Street NE/10th Avenue NE and North Benton Drive, the striped lanes are rated “fair.” The striping on Garden Avenue, part of the MRT corridor, is rated “poor.”