

AGENDA

APO POLICY BOARD MEETING

THURSDAY, MAY 11, 2023 - 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. Approve Consent Agenda Items (*Attachments A – X*)
 - a. Approve Minutes of April 13, 2023 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills Lists (*Attachments B1 – B2*)
 - c. Approve Amendment to FY2023-2027 Transportation Improvement Program (TIP) (*Attachment C*)
 - d. Accept First Quarter Financial Report (Attachment D)
6. Accept FY2022 Financial Audit (*Attachment E*), *Janel Bitzen, BerganKDV*
 - a. **Suggested Action: Accept FY2022 Financial Audit Documents**
7. Consider Expenditure of Balance for US-10 Improvements (*Attachment F*), *Tom Cruikshank from MnDOT and Chad Erickson from KLJ*
 - a. **Suggested Action: Approve the expenditure of the remaining US-10 obligated funds**
8. Consider Publishing Transportation Performance Monitoring Report (TPMR) (*Attachments G1 & G2*), *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve Publishing the TPMR**
9. Consider Applying for “Safe Streets & Roads for All” Grant, (*Attachment H*) *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve Safe Streets & Roads for All Grant Application**
10. Other Business & Announcements
11. 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 13, 2023 – 4:30 p.m.

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, April 13, at 4:30 p.m. APO Chair Raeanne Danielowski presided with the following members:

Joe Perske	Stearns County
Michael Kedrowski	Metro Bus
Dave Kleis	City of Saint Cloud
Jared Gapinski	Benton County
Rick Miller	City of Waite Park
Jeff Westerlund	LeSauk Township
Tim Elness	City of Sartell
Nick Sauer	City of Sauk Rapids

Also in attendance were:

Brian Gibson	Saint Cloud APO
James Stapfer	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Elizabeth Croteau-Kallestad	MnDOT
Bradley Utecht	MnDOT
Stacy Morse	Rep. Tom Emmer's Office

PLEDGE OF ALLEGIANCE

APPROVAL OF AGENDA:

Mr. Kleis motioned to approve the agenda, and Mr. Gapinski 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 9, 2023, Policy Board Meeting
- b. Approve Bills Lists
- c. Approve Transportation Improvement Program Amendments and Modifications
- d. Approve Stakeholder Engagement Plan Annual Review and Recommendations
- e. Receive Staff Report of the March 30th Meeting of the Technical Advisory Committee

Mr. Gapinski motioned to approve the consent agenda items, and Mr. Elness seconded the motion. Motion carried.

Presentation on Electric Vehicle Charging Infrastructure

Ms. Croteau-Kallestad presented the Minnesota Department of Transportation's (MnDOT's) electric vehicle (EV) charging infrastructure plan. The plan reveals that EV charging stations will be built at least every 50 miles along I-94 and I-35 throughout the state.

Mr. Gibson asked if MnDOT would evaluate all four potential sites for EV charging stations in the Saint Cloud area. Ms. Croteau-Kallestad answered yes, there will be a competitive site solicitation process in the summer/fall of 2023. Mr. Perske added that the Loves Corporation had contacted him and is very interested in applying for the grant. This location would be on both major corridors (I-94 and MN Highway 23), with the Love's site operating 24 hours daily.

Ms. Danielowski asked how businesses along these corridors are informed of this effort and how they are incentivized. Ms. Croteau-Kallestad said host sites could collect reasonable revenue from the charging stations.

Mr. Perske asked if there would be an app that tells the users where charging stations are located and if they are occupied. Ms. Croteau-Kallestad answered that it's still unclear, but there are talks about creating standardized databases, such as the Alternative Fuels Corridor website.

Mr. Gibson asked how MnDOT goes from four potential sites and narrowed it down to one. Ms. Croteau-Kallestad answered that going to be the site application process. Specific criteria must be met in the applications to be considered for selection. MnDOT will also add criteria and create a methodology.

Ms. Danielowski stated that the first round of applicants would likely be larger corporations because of the complicated application process. Ms. Croteau-Kallestad asserted that they are trying to make it as easy as possible, but federal requirements must be met.

Mr. Kleis asked about the funding source for a vendor. Ms. Croteau-Kallestad said the money is federal highway dollars, with a 20% match of the site host, but there are discussions at the legislature to provide dollars to cover the match.

Mr. Elness questioned why MnDOT wouldn't use rest stops for the EV charging infrastructure. Ms. Croteau-Kallestad replied that there are limited amenities at rest stops, and federal and state regulatory language around charging fuel fees at rest stops is not allowed.

Mr. Klies asked if any entity, such as a municipality, could apply. Ms. Croteau-Kallestad replied yes.

Mr. Miller asked if there are regulations on the price the vendor can charge. Ms. Croteau-Kallestad answered yes, within a reasonable revenue.

Ms. Danielowski asked who determines what is within a reasonable revenue. Ms. Croteau-Kallestad said the state would need to decide that.

Mr. Perske brought up the proposed language that utility companies are requesting to charge all customers for EV charging. Ms. Croteau-Kallestad replied that Xcel Energy has a proposed plan to own and operate EV charging stations.

Mr. Kleis asked how EVs would be taxed. Ms. Croteau-Kallestad said some are gas tax, sales tax, and extra registration tax. Mr. Gapinski added that the government is giving away money to the private industry now is the time to dictate the app. Ms. Croteau-Kallestad said that there is language in the NEVI rule about data accessibility, but it doesn't say specifics.

Ms. Morse commented that DC Fast charging stations take 20-30 minutes; what about level two chargers? Ms. Croteau-Kallestad replied that they could take two to three hours.

Discussion item only.

Presentation on the Minnesota State Highway Investment Plan (MnSHIP)

Mr. Utecht presented on the MnDOT's process of updating its State Highway Investment Plan (MnSHIP). MnSHIP does not identify specific projects but instead identifies investment priorities. It helps establish the level of investment and resources that should go into the various aspects of maintaining the state highway system.

Ms. Danieloski commented that many of the state revenues in terms of transportation are going down. Mr. Utecht responded with not all of them; the motor sale tax is doing well since it keeps up with inflation along with the registration tax, but the gas tax is flattening out.

Mr. Gapinski asked what MnDOTs plan with more EVs coming into the market and the gas tax potentially declining. Mr. Utecht responded that MnDOT had run various scenarios, but it didn't make a massive difference with the \$75 fee on EVs registration tax.

Mr. Gibson asked how MnDOT accounts for funding sources such as grants. Mr. Utecht stated that it is extra money not included in the revenue projections.

Mr. Gapinski asked if MnDOT is allocating additional funds to match federal grants. Mr. Utecht said MnDOT only sets aside some money to match funds for MnDOT roadways.

Mr. Persky asked about the geographic distribution of funding. Mr. Utecht said MnDOT doesn't specifically look at projects geographically, just what the needs across the state will be and how much they will cost.

Discussion item only.

Introduction to Metropolitan Planning Organization & 2022 Year-End Budget Review:

Item was tabled.

OTHER BUSINESS & ANNOUNCEMENTS:

No other business or announcements.

ADJOURNMENT: The meeting was adjourned at 5:32 p.m.

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor - Actual Disbursements and Deposits
April 2023

Date	Transaction Type	Vendor	Account	Amount
Adobe Creative Cloud				
04/18/2023	Bill Payment (Credit Card)		IT Support & Services	54.99
04/18/2023	Expense		IT Support & Services	16.13
04/18/2023	Bill Payment (Credit Card)		IT Support & Services	54.99
04/21/2023	Bill Payment (Credit Card)		IT Support & Services	21.51
04/28/2023	Bill Payment (Credit Card)		IT Support & Services	54.99
AFLAC				
04/17/2023	Bill Payment (Check)		Employee Health Dental & Other	832.04
Alex Mckenzie				
04/06/2023	Bill Payment (Check)		Expense Mileage Reimbursement	181.96
BCBS of MN				
4/20/2023	Bill Payment (Check)		Employee Health Dental & Other	3,641.77
Delta Dental				
04/05/2023	Bill Payment (Check)		Employee Health Dental & Other	236.65
Express Services Inc				
04/05/2023	Bill		Office Support Services	59.60
Google Inc.				
04/18/2023	Bill Payment (Credit Card)		Printing & Publishing	48.00
KLJ Engineering LLC				
04/05/2023	Bill Payment (Check)		2050 MTP Support	7,860.85
04/19/2023	Bill Payment (Check)		2050 MTP Support	7,761.54
Liberty Savings Bank				
04/11/2023	Check		Credit Card Payment	985.08
Loffler Companies				
04/04/2023	Bill Payment (Check)		copier extra copies & maintenance	59.13
Metro Sales Inc				
04/27/2023	Bill Payment (Check)		IT Support & Software	1,078.15
4/26/2023	Check		Payroll check	156.89
Premium Waters, Inc.				
04/13/2023	Bill Payment (Check)		Office Supplies	14.00
Principal Mutual Life Insurance				

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor - Actual Disbursements and Deposits
April 2023

Date	Transaction Type	Vendor	Account	Amount
04/13/2023	Bill Payment (Check)		Employee Health Dental & Other	271.56
		SC Times		
04/05/2023	Bill Payment (Credit Card)		Printing & Publishing	357.76
04/18/2023	Bill Payment (Credit Card)		Employee Recruitment	349.00
		Shutterstock.com		
04/10/2023	Expense		Printing & Publishing	29.00
		Stearns Electric Association		
04/25/2023	Bill Payment (Check)		Utilities - electric	158.15
		Transportation Collaborative & Consultants LLC		
04/02/2023	Bill Payment (Check)		Stearns County - CSAH 1	4,080.30
04/13/2023	Bill Payment (Check)		Stearns County - CSAH 1	16,660.81
		Weisman Cleaning Inc		
04/04/2023	Bill Payment (Check)		Office Cleaning	140.00
		West Central Sanitation, Inc		
04/13/2023	Bill Payment (Check)		Utilities - garbage	49.65
		WSB & Associates		
04/03/2023	Bill Payment (Check)		Mayhew Lake Road Corridor Study	18,000.00
04/04/2023	Bill Payment (Check)		Mayhew Lake Road Corridor Study	13,243.13
		Xcel Energy		
04/04/2023	Bill Payment (Check)		Utilities - Gas	269.43
		Your CFO Inc		
04/03/2023	Check		Accounting Services	1,580.00
		Zoom Video Communications Inc		
04/03/2023	Expense	6069	IT Support & Software	483.99
				<u>78,791.05</u>
		LIBERTY BANK DEPOSITS		
		Deposit Date	Amount	
		USBancorp - CD Closed	4/3/2023	41,996.38
		Intuit Payroll Services - Employee	4/26/2023	156.89
		Liberty Bank-interest earned	4/30/2023	7.71
				<u>42,160.98</u>

PROPOSED May 2023 and June 2023 DISBURSEMENTS
prepared 05/03/2023

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Direct Dep.	Net Payroll (including insurance reimbursement)	5/5/2023 Payroll Paid	Payroll	\$ 7,771.27
Electronic	Expense Reimbursemt - Employee mileage	5/5/2023 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	5/5/2023 Payroll Paid	Payroll	\$ 2,511.14
Electronic	MN Department of Revenue-Withholding PAID	5/5/2023 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	5/5/2023 Payroll Paid	Payroll	\$ 2,127.18
Electronic	Great West Annuity	5/5/2023 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	5/5/2023 Payroll Paid	Payroll	\$ 147.42
Electronic	Select Account (H.S.A.)	5/5/2023 Payroll Paid	Payroll	\$ 423.34
Direct Dep.	Net Payroll (including insurance reimbursement)	5/19/2023 Payroll Paid	Payroll	\$ 7,771.27
Electronic	Expense Reimbursemt - Employee mileage	5/19/2023 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	5/19/2023 Payroll Paid	Payroll	\$ 2,511.14
Electronic	MN Department of Revenue-Withholding PAID	5/19/2023 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	5/19/2023 Payroll Paid	Payroll	\$ 2,127.18
Electronic	Great West Annuity	5/19/2023 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	5/19/2023 Payroll Paid	Payroll	\$ 147.42
Electronic	Select Account (H.S.A.)	5/19/2023 Payroll Paid	Payroll	\$ 423.34
Direct Dep.	Net Payroll (including insurance reimbursement)	6/5/2023 Payroll Paid	Payroll	\$ 7,771.27
Electronic	Expense Reimbursemt - Employee mileage	6/5/2023 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	6/5/2023 Payroll Paid	Payroll	\$ 2,511.14
Electronic	MN Department of Revenue-Withholding PAID	6/5/2023 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	6/5/2023 Payroll Paid	Payroll	\$ 2,127.18
Electronic	Great West Annuity	6/5/2023 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	6/5/2023 Payroll Paid	Payroll	\$ 147.42
Electronic	Select Account (H.S.A.)	6/5/2023 Payroll Paid	Payroll	\$ 423.34
Direct Dep.	Net Payroll (including insurance reimbursement)	6/20/2023 Payroll Paid	Payroll	\$ 7,771.27
Electronic	Expense Reimbursemt - TRB conference	6/20/2023 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	6/20/2023 Payroll Paid	Payroll	\$ 2,511.14
Electronic	MN Department of Revenue-Withholding PAID	6/20/2023 Payroll Paid	Payroll	\$ 637.00
Electronic	PERA	6/20/2023 Payroll Paid	Payroll	\$ 2,127.18
Electronic	Great West Annuity	6/20/2023 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	6/20/2023 Payroll Paid	Payroll	\$ 147.42
Electronic	Select Account (H.S.A.)	6/20/2023 Payroll Paid	Payroll	\$ 423.34
Credit Card	Adobe Creative Cloud - May 2023	Subscription service to PDF software	IT Support & Software	\$ 146.32
Credit Card	Adobe Creative Cloud - June 2023	Subscription service to PDF software	IT Support & Software	\$ 146.32
Check	AFLAC - May 2023	Employee Addtl Insurance	Payroll	\$ 832.04
Check	AFLAC - June 2023	Employee Addtl Insurance	Payroll	\$ 832.04
Check	Alex Mckenzie mileage reimbmt - May estimate	Mileage Reimbursement	Travel	\$ 200.00
Check	Alex Mckenzie mileage reimbmt - June estimate	Mileage Reimbursement	Travel	\$ 200.00
Electronic	BCBS of MN - May 2023	Employee Health Insurance	Payroll	\$ 3,641.77
Electronic	BCBS of MN - June 2023	Employee Health Insurance	Payroll	\$ 3,641.77
Credit Card	Backgroundcheck.com	Employee Recruitment Expense	Employee Recruitment	\$ 92.44
Check	City of St Cloud - Water/Sewer - May 2023	Utilities - water / sewer	Utilities	\$ 46.39
Check	City of St Cloud - Water/Sewer - June 2023	Utilities - water / sewer	Utilities	\$ 50.00
Check	Cloudnet - May 2023	Internet Service	Utilities	\$ 10.00
Check	Cloudnet - June 2023	Internet Service	Utilities	\$ 10.00
Check	David Turch & Associates- May 2023	Lobbyist Services	Lobbying	\$ 4,000.00
Check	David Turch & Associates- June 2023	Lobbyist Services	Lobbying	\$ 4,000.00
Check	Delta Dental - May 2023	Employee dental insurance	Payroll	\$ 236.65
Check	Delta Dental - June 2023	Employee dental insurance	Payroll	\$ 236.65
Check	Express Services Inc	Office Clerk Service	Office Support	\$ 59.60
Credit Card	Google Inc - estimate - May 2023	G Suite Basic - Commitment	Utilities	\$ 48.00
Credit Card	Google Inc - estimate - June 2023	G Suite Basic - Commitment	Utilities	\$ 48.00
Check	KLJ Engineering LLC	MTP Support & Assistance	MTP Support & Assistance	\$ 7,761.54

PROPOSED May 2023 and June 2023 DISBURSEMENTS
prepared 05/03/2023

Method Of Payment	To Whom Paid	What Check is for	Account	Amount
Check	KLJ Engineering LLC	MTP Support & Assistance	MTP Support & Assistance	\$ 7,860.85
Check	League of MN Cities Insurance Trust	Building Insurance	Insurance	\$ 6,296.00
Check	Loffler Companies - estimate - May 2023	Copier Supplies	Copy Machine	\$ 59.13
Check	Loffler Companies - estimate - June 2023	Copier Supplies	Copy Machine	\$ 150.00
Credit Card	Mailchimp.com - estimate - May 2023	Monthly IT Support	IT Support & Software	\$ 20.00
Credit Card	Mailchimp.com - estimate - June 2023	Monthly IT Support	IT Support & Software	\$ 20.00
Credit Card	Neopost USA, Inc.	Postage Meter	Meter Lease	\$ 59.25
Credit Card	Neopost USA, Inc.	Postage Meter	Postage	\$ 200.00
Check	Metro Sales Inc - May 2023	Monthly IT Support	IT Support & Software	\$ 1,079.00
Check	Metro Sales Inc - June 2023	Monthly IT Support	IT Support & Software	\$ 1,079.00
Check	Premium Water Inc - estimate - May 2023	office drinking water	Utilities	\$ 65.00
Check	Premium Water Inc - estimate - June 2023	office drinking water	Utilities	\$ 65.00
Check	Principal Financial - May 2023	Employee disability insurance	Payroll	\$ 272.00
Check	Principal Financial - June 2023	Employee disability insurance	Payroll	\$ 272.00
Credit Card	Quill.com - estimate - May 2023	Office Supplies	office Supplies	\$ 38.99
Credit Card	Quill.com - estimate - June 2023	Office Supplies	office Supplies	\$ 39.99
Check	Schrodens' Inc - Estimate - May 2023	Snow Removal	Maintenance	\$ 300.00
Check	SFM	Workers Compensation Insurance	Insurance	\$ 795.00
Credit Card	Shutterstock Inc - May 2023	Printing/Publishing	Printing/Publishing	\$ 29.00
Credit Card	Shutterstock Inc - June 2023	Printing/Publishing	Printing/Publishing	\$ 29.00
Check	Spectrum Business (Charter) - May 2023	Internet Service	Utilities	\$ 420.00
Check	Spectrum Business (Charter) - June 2023	Internet Service	Utilities	\$ 420.00
Electronic	Stearns Electric Association - May 2023	Utilities - electric	Utilities	\$ 160.00
Electronic	Stearns Electric Association - June 2023	Utilities - electric	Utilities	\$ 160.00
Credit Card	SC Times - estimate - estimate - May 2023	Public Postings	Printing/Publishing	\$ 550.00
Credit Card	SC Times - estimate - estimate - June 2023	Public Postings	Printing/Publishing	\$ 550.00
Credit Card	SurveyMonkey.com	Annual Subscription	Printing/Publishing	\$ 900.00
Check	Transportation Collaborative & Consultants LLC	Stearns County CSAH	Stearns County CSAH	\$ 16,660.81
Check	Vicki Johnson	Mileage Reimbursement	Travel	\$ 23.00
Check	Weisman Cleaning Inc - estimate - May 2023	Office Cleaning Services	Maintenance	\$ 150.00
Check	Weisman Cleaning Inc - estimate - June 2023	Office Cleaning Services	Maintenance	\$ 150.00
Check	West Central Sanitation Inc - estimate - May 2023	Utility - garbage	Utilities	\$ 55.00
Check	West Central Sanitation Inc - estimate - June 2023	Utility - garbage	Utilities	\$ 55.00
Electronic	Xcel Energy - estimate - May 2023	Utilities - gas	Utilities	\$ 300.00
Electronic	Xcel Energy - estimate - June 2023	Utilities - gas	Utilities	\$ 200.00
Credit Card	Zoom Video Communications Inc	Virtual Meeting Annual Subscription	IT Support & Software	\$ 483.99
Check	Your CFO Inc	Accounting services - May 2023	Accounting Services	\$ 1,580.00
Check	Your CFO Inc	Accounting services - June 2023	Accounting Services	\$ 1,580.00
	TOTAL			\$ 123,875.94

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie Transportation Planner
RE: FY 2023-2026 Transportation Improvement Program Amendment
DATE: May 11, 2023

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 City of Sartell has proposed to add a project to the 2023-2026 TIP.

City of Sartell

- 2024:
 - **220-090-004. BIKEWAY ENGINEERING, SARTELL BRIDGE TO BENTON DRIVE IN THE CITY OF SARTELL.** This project is being added to the TIP due to the APO's Policy Board award of Carbon Reduction Program (CRP) funding. Proposed funding source will be CRP. Funding breakdown is as follows: STIP Total: \$224,800; Dist C FHWA: \$179,800; Total FHWA: \$179,800; Other/Local: \$45,000; Project Total: \$224,800.

Fiscal constraint has been maintained for Sartell with this proposed change.

The 30-day public comment period on these changes concluded on April 14, 2023.

APO staff have received one completed online survey. The one survey participant neither approved nor disapproved of the amendment. No other comments were received.

The TAC recommended Policy Board approval at the April 27th meeting.

Suggested Action: Recommend approval.

ST. CLOUD AREA PLANNING ORGANIZATION

Budget vs. Actuals: Budget Year 2023 - FY23 P&L

January - March, 2023

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
Income				
4000 Assessments				
4001 General Operations	48,490.49	48,490.00	0.49	100.00 %
4108 Local Match Reimbursement				
4108.05 Travel Demand Model Support		5,850.00	-5,850.00	
4108.11 Travel Demand Model Update Fee	5,850.01		5,850.01	
4108.15 Hard-to-Reach Liaisons	500.00	500.00	0.00	100.00 %
4108.20 Stearns Co CSAH 1 Study	25,000.00	25,000.00	0.00	100.00 %
Total 4108 Local Match Reimbursement	31,350.01	31,350.00	0.01	100.00 %
Total 4000 Assessments	79,840.50	79,840.00	0.50	100.00 %
4103 MnDOT				
4103.01 MN DOT Grant	15,703.75	15,703.75	0.00	100.00 %
Total 4103 MnDOT	15,703.75	15,703.75	0.00	100.00 %
4105 Consolidated Planning Grant	93,000.16	173,970.00	-80,969.84	53.46 %
4107 CPG Revenue - Contractors	29,091.00		29,091.00	
4900 Interest	1,274.41	501.00	773.41	254.37 %
Total Income	\$218,909.82	\$270,014.75	\$ -51,104.93	81.07 %
GROSS PROFIT	\$218,909.82	\$270,014.75	\$ -51,104.93	81.07 %
Expenses				
6560A Wages and Benefits				
6560 Payroll Expenses	76,926.50	134,250.00	-57,323.50	57.30 %
6565 Payroll Tax Expense	5,689.85		5,689.85	
6600 Employee Benefits				
6600.1 PERA	6,908.55		6,908.55	
6600.10 Employment Services	119.20		119.20	
6600.5 Health/Dental/Life Insurance	15,918.09		15,918.09	
6600.6 HSA Account	1,330.02		1,330.02	
Total 6600 Employee Benefits	24,275.86		24,275.86	
Total 6560A Wages and Benefits	106,892.21	134,250.00	-27,357.79	79.62 %
6571 Employee Recruitment Costs	349.00		349.00	
6601 Office Supplies	270.62	375.00	-104.38	72.17 %
6602 Accounting Services	4,740.00		4,740.00	
6602.2 Accounting Services		4,740.00	-4,740.00	
Total 6602 Accounting Services	4,740.00	4,740.00	0.00	100.00 %
6603 Communications		1,749.99	-1,749.99	
6603.1 Telephone	599.88		599.88	
6603.2 Postage	19.60		19.60	
6603.3 Internet	689.94		689.94	
Total 6603 Communications	1,309.42	1,749.99	-440.57	74.82 %
6604 Travel	590.87	875.01	-284.14	67.53 %
6605 Printing & Publishing	1,044.43	500.01	544.42	208.88 %

ST. CLOUD AREA PLANNING ORGANIZATION

Budget vs. Actuals: Budget Year 2023 - FY23 P&L

January - March, 2023

	TOTAL			
	ACTUAL	BUDGET	OVER BUDGET	% OF BUDGET
6606 Utilities and Maintenance		3,249.99	-3,249.99	
6606.1 Utilities	1,539.37		1,539.37	
6606.2 Maintenance	2,196.00		2,196.00	
Total 6606 Utilities and Maintenance	3,735.37	3,249.99	485.38	114.93 %
6607 Legal Services		375.00	-375.00	
6608 Multifunction Copier	329.54	500.01	-170.47	65.91 %
6609 IT Support & Software	5,766.11	7,374.99	-1,608.88	78.18 %
6609.1 Equipment & Hardware		750.00	-750.00	
6610 Dues & Subscriptions	1,309.08	999.99	309.09	130.91 %
6611 Miscellaneous Expenses		1,875.00	-1,875.00	
6615 Insurance - Office	1,421.76	1,437.48	-15.72	98.91 %
6615.01 Workers Compensation	187.26		187.26	
Total 6615 Insurance - Office	1,609.02	1,437.48	171.54	111.93 %
6618 Professional Development		375.00	-375.00	
6622 CPG Passthrough Expense				
6622.20 MTP Support & Assistance	15,622.39	14,625.00	997.39	106.82 %
6622.29 Hard-to-Reach Liaisons	5,150.00	5,000.00	150.00	103.00 %
6622.31 Stearns CSAH 1 Corridor	20,741.11	50,000.01	-29,258.90	41.48 %
Total 6622 CPG Passthrough Expense	41,513.50	69,625.01	-28,111.51	59.62 %
Total Expenses	\$169,459.17	\$229,052.48	\$ -59,593.31	73.98 %
NET OPERATING INCOME	\$49,450.65	\$40,962.27	\$8,488.38	120.72 %
Other Income				
5001 Washington Lobbyist Assessment	24,000.00	24,000.00	0.00	100.00 %
Total Other Income	\$24,000.00	\$24,000.00	\$0.00	100.00 %
Other Expenses				
902 Ineligible Fed Reimbursemt				
902.1 Travel - Air Meals Etc		0.00	0.00	
902.10 Washington Lobbyist	12,000.00	12,000.00	0.00	100.00 %
902.3 Subscriptions	725.00		725.00	
Total 902 Ineligible Fed Reimbursemt	12,725.00	12,000.00	725.00	106.04 %
903 Audit Fees		0.00	0.00	
Total Other Expenses	\$12,725.00	\$12,000.00	\$725.00	106.04 %
NET OTHER INCOME	\$11,275.00	\$12,000.00	\$ -725.00	93.96 %
NET INCOME	\$60,725.65	\$52,962.27	\$7,763.38	114.66 %

**St. Cloud Area Planning Organization
St. Cloud, Minnesota**

Basic Financial Statements

December 31, 2022



**St. Cloud Area Planning Organization
Table of Contents**

Members and Officers	1
Independent Auditor's Report	2
Management's Discussion and Analysis	5
Basic Financial Statements	
Government-Wide Financial Statements	
Statement of Net Position	14
Statement of Revenues, Expenses, and Changes in Net Position	15
Statement of Cash Flows	16
Notes to Basic Financial Statements	17
Required Supplementary Information	
Schedule of Organizations Proportionate Share of Net Pension Liability	
General Employees Retirement Fund	
Schedule of Organizations Contributions	36
General Employees Retirement Fund	36
Notes to Required Supplementary Information	37
Report on Internal Control over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with <i>Government Auditing Standards</i>	41
Minnesota Legal Compliance	43

St. Cloud Area Planning Organization
Members and Officers
 December 31, 2022

Board Members	Governmental Units	Term Expires
Joe Perske - Chairman	County of Stearns	January 2023
Raeanne Danielowski - 1st Vice Chair	County of Sherburne	January 2023
Tim Elness - 2nd Vice Chair	City of Sartell	January 2023
Paul Brandmire - 3rd Vice Chair	City of St. Cloud	January 2023
Jeff Goerger	City of St. Cloud	
Dave Kleis	City of St. Cloud	
Rick Schultz	City of St. Joseph	
Dottie Seamans	City of Sauk Rapids	
Rick Miller	City of Waite Park	
Jeff Westerlund	Town of LeSauk	
Jared Gapinski	County of Benton	
Ryan Daniel	Metro Bus	

Officers

Brian Gibson, PTP - Executive Director

Agency Units

Metro Bus

Independent Auditor's Report

To the Board Members
St. Cloud Area Planning Organization
St. Cloud, Minnesota

Report on the Audit of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities of the St. Cloud Area Planning Organization, St. Cloud, Minnesota, as of and for the year ended December 31, 2022 and 2021, and the related notes to the financial statements, which collectively comprise Organization's basic financial statements as listed in the Table of Contents.

In our opinion, the accompanying financial statements present fairly, in all material respects, the respective financial position of the business-type activities of the Organization as of December 31, 2022 and 2021, and the respective changes in financial position and cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America. The financial statements of the Organization as of December 31, 2021, were audited by other auditors whose report dated April 14, 2022, expressed an unqualified opinion on those financial statements.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Organization and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter – Implementation of GASB 87

The Organization has adopted new accounting guidance, Governmental Accounting Standards Board (GASB) Statement No. 87, Leases. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

The Organization's management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Responsibilities of Management for the Financial Statements (Continued)

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about Organization's ability to continue as a going concern for one year beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Organization's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Organization's ability to continue as a going concern for a reasonable period of time.

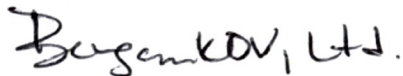
We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control–related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis, which follows this report letter, and Required Supplementary information as listed in the Table of Contents be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board (GASB), who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the Required Supplementary Information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated April 20, 2023, on our consideration of the Organization's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Organization's internal control over financial reporting and compliance.



St. Cloud, Minnesota
April 20, 2023

ST. CLOUD AREA PLANNING ORGANIZATION

MANAGEMENT'S DISCUSSION AND ANALYSIS

This section of the St. Cloud Area Planning Organization's (the "Organization") annual financial report presents management's discussion and analysis of the Organization's financial performance during the fiscal year that ended on December 31, 2022. The Management's Discussion and Analysis (MD&A) is Required Supplementary Information specified in Governmental Accounting Standard Board's (GASB) Statement No. 34 Basic Financial Statements and Management's Discussion, and Analysis for State and Local Governments issued in June 1999. Certain comparative information between the current year, 2022, and the prior year, 2021, is required to be presented.

FINANCIAL HIGHLIGHTS

- The assets and deferred outflows of resources of the Organization exceeded its liabilities and deferred inflows of resources at the close of 2022 by \$634,623 (net position), of which \$325,209 is unrestricted in use.
- During 2022, the Organization facilitated four consultant planning projects for which the majority of the expenses incurred were financed through reimbursements from federal and local sources. One of the projects were started in 2020.
- Operating revenues decreased \$91,009 (9.6%) in 2022 as compared to 2021. This change was due to a decrease in federal funding for consultant planning projects.
- The 2022 operating expenses decreased \$104,174 (9.5%), primarily due to the decrease in expenses for the consultant projects discussed above.
- Interest and investment income increased \$3,261 from the prior year.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of the annual report consists of three parts - Independent Auditors' Report, required supplementary information which includes the MD&A (this section), and the basic financial statements. The financial statements also include notes that explain some of the information in the statements and provide more detailed data.

ST. CLOUD AREA PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2022

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

The following table reflects the condensed Statements of Net Position:

**St. Cloud Area Planning Organization
Statements of Net Position**

	2022	2021	Change
Current and other assets	\$ 794,563	\$ 796,138	\$ (1,575)
Capital and noncurrent assets	309,414	322,666	(13,252)
Total assets	1,103,977	1,118,804	(14,827)
Deferred outflows of resources related to pensions	104,161	142,589	(38,428)
Total assets and deferred outflows of resources	\$ 1,208,138	\$ 1,261,393	\$ (53,255)
Current liabilities	\$ 193,124	\$ 133,076	\$ 60,048
Long-term liabilities	341,964	226,171	115,793
Total liabilities	535,088	359,247	175,841
Deferred inflows of resources related to pensions	38,427	196,097	(157,670)
Net Position			
Net investment in capital assets	309,414	322,666	(13,252)
Unrestricted	325,209	383,383	(58,174)
Total net position	634,623	706,049	(71,426)
Total liabilities and net position	\$ 1,208,138	\$ 1,261,393	\$ (53,255)

ST. CLOUD AREA PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2022

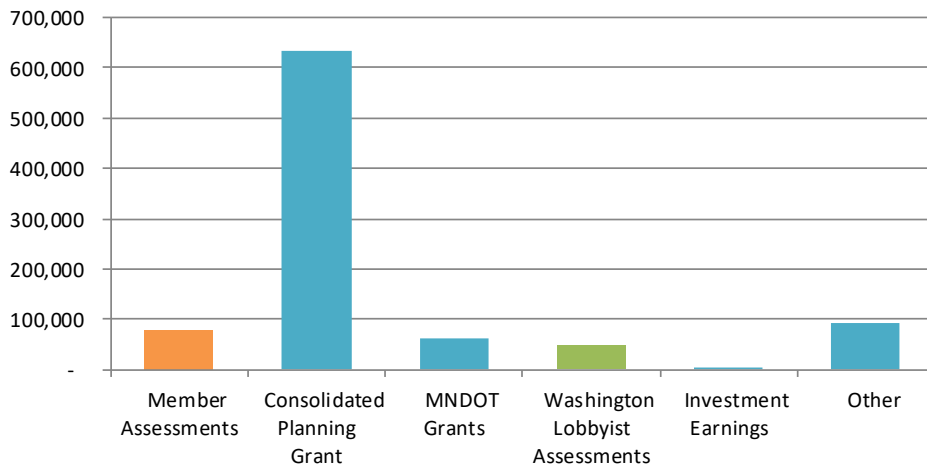
OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

**St. Cloud Area Planning Organization
Statements of Revenues, Expenses, and Changes in Net Position**

	<u>2022</u>	<u>2021</u>	<u>Change</u>
Total operating revenues	\$ 916,911	\$ 1,013,920	\$ (97,009)
Total operating expenses	<u>991,621</u>	<u>1,095,795</u>	<u>(104,174)</u>
Operating income (loss)	(74,710)	(81,875)	7,165
Nonoperating revenues (expenses)	<u>3,284</u>	<u>23</u>	<u>3,261</u>
changes in net position	(71,426)	(81,852)	10,426
Net position, beginning of year	<u>706,049</u>	<u>787,901</u>	<u>(81,852)</u>
Net position, end of year	<u><u>\$ 634,623</u></u>	<u><u>\$ 706,049</u></u>	<u><u>\$ (71,426)</u></u>

The following table provides a graphical depiction of the Organization's operating revenues for the year ended December 31, 2022.

2022 Revenue Sources



ST. CLOUD AREA PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2022

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

The following schedule presents an analysis of the Organization's operating revenues:

**Table A-3
Organization Revenues**

	Revenues			Percent
	Year Ended December 31,			
	2022	2021	Change	
Member assessments	\$ 79,320	\$ 7,821	\$ 71,499	914.19%
Consolidated planning grant	403,663	398,921	4,742	1.19%
MNDOT grants	62,815	62,815	-	0.00%
Washington lobbyist assessments	48,000	48,030	(30)	-0.06%
Consultant projects CGP pass-through	229,533	355,518	(125,985)	-35.44%
Other revenues	96,864	140,815	(43,951)	-31.21%
Total operating revenue	\$ 920,195	\$ 1,013,920	\$ (93,725)	-9.24%

Total 2022 operating revenues decreased by \$93,725, or 9.24%, in comparison to 2021.

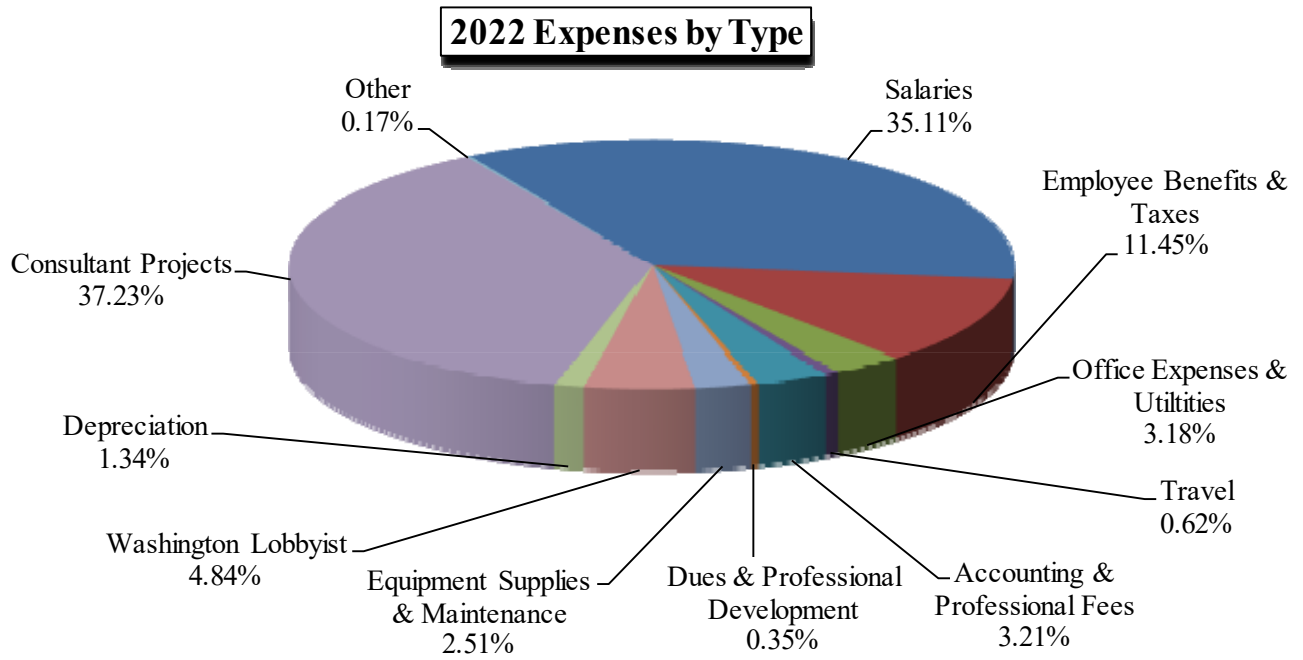
Total operating revenues increased in 2021 by \$63,085, or 6.63%, in comparison to 2020.

During the current year, the following were noted in revenues:

- Member assessments for 2022 were billed at \$0.75 per capita based on 2019 state demographer population estimates.
- Consultant Projects revenue, received through the Consolidated Planning Grant and from local governments, is a direct reimbursement of the majority of expenses incurred for the consultant planning studies. Therefore, the decrease in Consultant Projects revenue noted above is a direct result of a decrease in the expenses incurred for the Consultant Projects during 2022.

ST. CLOUD AREA PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2022

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)



ST. CLOUD AREA PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2022

OVERVIEW OF THE FINANCIAL STATEMENTS (CONTINUED)

The following schedule presents a summary of Organization's expenses:

	Expenses			Percent Change
	Year Ended December 31,			
	2022	2021	\$ Change	
Salaries	\$ 348,153	\$ 313,656	\$ 34,497	11.0%
Employee benefits	113,543	105,429	8,114	7.7%
Office supplies	938	1,249	(311)	-24.9%
Insurance	6,298	5,654	644	11.4%
Accounting & audit fees	30,274	27,018	3,256	12.1%
Legal fees	1,575	428	1,147	268.0%
Consulting	-	1,042	(1,042)	-100.0%
Telephone	2,200	2,870	(670)	-23.3%
Internet	2,535	2,735	(200)	-7.3%
Postage	131	371	(240)	-64.7%
Travel	6,142	2,771	3,371	121.7%
Printing	2,494	981	1,513	154.2%
Utilities	16,911	18,621	(1,710)	-9.2%
Equipment supplies and maintenance	24,876	26,074	(1,198)	-4.6%
Dues	2,297	4,252	(1,955)	-46.0%
Depreciation	13,252	11,901	1,351	11.4%
Washington lobbyist	48,000	48,000	-	0.0%
Professional development	1,165	-	1,165	100.0%
Consultant projects	369,197	520,920	(151,723)	-29.1%
Other	1,640	1,823	(183)	-10.0%
Total expenses	\$ 991,621	\$ 1,095,795	\$ (103,132)	-9.4%

ENTERPRISE FUND BUDGETARY HIGHLIGHTS

The Organization did not amend the original budget. The Organization operated close to the net budget, with the exception of less revenues and expenses due to not fully spending the current year federal Consolidated Planning Grant funds by year end. As a result, revenues and expenses were below budget. The Mississippi River Bridge Project expenses of \$49,229 was a carryover from year 2020. This project expenses were included in the consultant projects category of expenses.

ST. CLOUD AREA PLANNING ORGANIZATION
MANAGEMENT'S DISCUSSION AND ANALYSIS
DECEMBER 31, 2022

CAPITAL ASSETS

During 2022, the Organization made no additional investments in capital assets. More detailed information about capital assets can be found in the Note 3 to the Financial Statements. Total depreciation expense for the year was \$13,252 compared with \$11,901 in 2021.

The Organization's long-term liabilities at December 31, 2022 and 2021, consist of the following:

**Table A-6
The Organization's Long-Term Liabilities**

	<u>2022</u>	<u>2021</u>	<u>\$ Change</u>	<u>% Change</u>
Net Pension Liability	\$ 316,801	\$ 192,170	\$ 124,631	64.9%
Accrued Compensation Absences	<u>56,365</u>	<u>34,001</u>	<u>22,364</u>	<u>65.8%</u>
 Total Long-Term Liabilities	 <u>\$ 373,166</u>	 <u>\$ 226,171</u>	 <u>\$ 146,995</u>	 <u>65.0%</u>

FACTORS BEARING ON THE ORGANIZATION'S FUTURE

The Organization is dependent on grants for a significant portion of its revenue. Recent experience demonstrates that the applicable funding sources may fluctuate significantly based on changes in legislation and actual reimbursable expenses incurred by the Organization.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET AND RATES

The Organization's appointed Officials and Executive Director considered many factors when setting the 2023 budget, including member assessments, available grant funds, and planning needs. Assessments were approved at \$0.755 per capita for 2023, an increase from the 2022 rate. This rate allows the Organization to fully leverage its Federal grants and fund its operations. One consultant lead transportation planning project was also budgeted for 2023.

CONTACTING THE ORGANIZATION'S FINANCIAL MANAGEMENT

This financial report is designed to provide our citizens, taxpayers, customers, investors and creditors with a general overview of the Organization's finances and to demonstrate the Organization's accountability for the money it receives. If you have questions about this report or need additional financial information, contact Brian Gibson, Executive Director, 1040 County Road 4, St. Cloud, Minnesota 56303-0643.

(THIS PAGE LEFT BLANK INTENTIONALLY)

BASIC FINANCIAL STATEMENTS

St. Cloud Area Planning Organization
Statement of Net Position
December 31, 2022

	2022	2021
Assets		
Current assets		
Cash, cash equivalents and investments	\$ 587,564	\$ 411,396
Due from other governments	196,768	379,416
Other receivable	100	-
Interest receivable	4,047	97
Prepaid items	6,084	5,229
Total current assets	794,563	796,138
Noncurrent assets		
Land	165,000	165,000
Building	236,477	236,477
Improvements	13,624	13,624
Equipment	26,010	26,010
Total noncurrent assets	441,111	441,111
Less accumulated depreciation	(131,697)	(118,445)
Total noncurrent assets	309,414	322,666
Total assets	1,103,977	1,118,804
Deferred Outflows of Resources		
Deferred outflows of resources related to pensions	104,161	142,589
Total assets and deferred outflows of resources	\$ 1,208,138	\$ 1,261,393
Liabilities		
Current liabilities		
Accounts payable	145,555	108,252
Salaries payable	16,367	14,130
Accrued compensated absences, current	31,202	-
Unearned revenue	-	10,694
Total current liabilities	193,124	133,076
Noncurrent liabilities		
Net pension liability	316,801	192,170
Accrued compensated absences, long term	25,163	34,001
Total noncurrent liabilities	341,964	226,171
Total liabilities	535,088	359,247
Deferred Inflows of Resources		
Deferred inflows of resources related to pensions	38,427	196,097
Net Position		
Net investment in capital assets	309,414	322,666
Unrestricted	325,209	383,383
Total net position	634,623	706,049
Total liabilities, deferred inflows of resources and net position	\$ 1,208,138	\$ 1,261,393

St. Cloud Area Planning Organization
Statement of Revenues, Expenses, and Changes in
Net Position
Year Ended December 31, 2022

	2022	2021
Operating Revenues		
Member assessments	\$ 79,320	\$ 7,821
Consolidated planning grant	403,663	398,921
Minnesota Department of Transportation	62,815	62,815
Washington lobbyist assessments	48,000	48,030
Consultant projects CPG pass-through	229,533	355,518
Other revenues	93,580	140,815
Total operating revenues	916,911	1,013,920
Operating Expenditures		
Salaries	348,153	313,656
Employee benefits	113,543	105,429
Office supplies	938	1,244
Insurance	6,298	5,654
Accounting and audit fees	30,274	27,018
Legal fees	1,575	428
Consulting	-	1,042
Telephone	2,200	2,870
Internet	2,535	2,735
Translation services	-	130
Postage	131	371
Travel	6,142	2,771
Printing	2,494	981
Utilities	16,911	18,621
Equipment, supplies and maintenance	24,876	26,074
Dues	2,297	4,252
Depreciation	13,252	11,901
Professional development	1,165	-
Washington lobbyist	48,000	48,000
Project expenses	369,197	520,920
Other expense	1,640	1,698
Total operating expenses	991,621	1,095,795
Operating income (loss)	(74,710)	(81,875)
Nonoperating Revenues (Expenses)		
Interest income	3,284	23
Change in Net Position	(71,426)	(81,852)
Fund Balances		
Beginning of year	706,049	787,901
End of year	\$ 634,623	\$ 706,049

Statement of Cash Flows
For the Year Ended December 31,

	<u>2022</u>	<u>0</u>
Cash Flows - Operating Activities		
Cash received from members and grantors	\$ 1,088,765	\$ 947,741
Cash paid to employees	(431,706)	(431,440)
Cash paid to suppliers and others	(480,225)	(674,239)
Net cash flows - operating activities	<u>176,834</u>	<u>(157,938)</u>
Cash Flows - Capital and Related Financing Activities		
Acquisition of capital assets	<u>-</u>	<u>(5,475)</u>
Cash Flows - Investing Activities		
Investment income received	<u>(666)</u>	<u>1,266</u>
Net change in cash and cash equivalents	176,168	(162,147)
Cash and Cash Equivalents (Including Restricted Cash)		
January 1	<u>411,396</u>	<u>573,543</u>
December 31	<u>\$ 587,564</u>	<u>\$ 411,396</u>
Reconciliation of Cash and Cash Equivalents		
Cash and cash equivalents	\$ 223,067	\$ 244,482
Investments not meeting definition of cash and cash equivalents	<u>364,497</u>	<u>166,914</u>
Total	<u>\$ 587,564</u>	<u>\$ 411,396</u>
Reconciliation of Operating Income (Loss) to Net Cash Flows - Operating Activities		
Operating income (loss)	\$ (74,710)	\$ (81,875)
Adjustments to reconcile operating income (loss) to net cash flows - operating activities		
Operating activities		
Depreciation expense	13,252	11,901
Prepaid items	(855)	2,581
Accounts payable	37,303	(12,011)
Unearned revenue	(10,694)	1,614
Due to other governmental units	182,648	(67,793)
Other receivables	(100)	-
Salaries payable	2,237	2,426
Compensated absences payable	22,364	(2,273)
Pension related activity	5,389	(12,508)
Total adjustments	<u>251,544</u>	<u>(76,063)</u>
Net cash flows - operating activities	<u>\$ 176,834</u>	<u>\$ (157,938)</u>

St. Cloud Area Planning Organization Notes to Basic Financial Statements

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

A. Reporting Entity

The St. Cloud Area Planning Organization (the "Organization") is the official Metropolitan Planning Organization in the St. Cloud area. The Organization is a joint venture established for the purpose of coordinating planning on select issues transcending jurisdictional boundaries in a fair and mutually beneficial manner. The members of the Organization consist of counties, cities and towns located in Central Minnesota. The current members are listed in the Members and Officers section at the beginning of this report. The Organization is responsible for the development and maintenance of an adopted Long Range Transportation Plan for the Metropolitan Area. The funding for these activities is available through the Federal Highway Administration, Federal Transit Administration, Minnesota Department of Transportation and member assessments.

The financial statements present the Organization and its component units. The Organization includes all funds, account groups, organizations, institutions, agencies, departments, and offices that are not legally separate from such. Component units are legally separate organizations for which the elected officials of the Organization are financially accountable and are included within the basic financial statements of the Organization because of the significance of their operational or financial relationships with the Organization.

The Organization is considered financially accountable for a component unit if it appoints a voting majority of the organization's governing body and it is able to impose its will on the organization by significantly influencing the programs, projects, activities, or level of services performed or provided by the organization, or there is a potential for the organization to provide specific financial benefits to or impose specific financial burdens on, the Organization.

As a result of applying the component unit definition criteria above, it has been determined the Organization has no component units.

B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The Organization consists of only one fund. The enterprise fund is used to account for operations that are financed and operated in a manner similar to private business enterprises where the intent is that the costs (expenses including depreciation and amortization) of providing goods and services to the general public on a continuing basis are financed or recovered primarily through fees and assessments, supplemented by state and federal grants

Basis of accounting refers to when revenues and expenses are recognized in the accounts and reported in the financial statements. Basis of accounting relates to the timing of the measurement made, regardless of the measurement focus applied. The Organization's activity is accounted for using the accrual basis of accounting and is reported using the economic resources measurement focus. Revenues are recognized when they are earned and expenses are recognized when they are incurred, regardless of the timing of related cash flows.

When both restricted and unrestricted resources are available for use, it is the Organization's policy to use restricted resources first and then unrestricted resources as they are needed.

St. Cloud Area Planning Organization
Notes to Basic Financial Statements

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

C. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position

1. Deposits and Investments

The Organization's cash and cash equivalents are considered to be cash on hand, deposits and highly liquid debt instruments purchased with original maturities of three months or less from the date of acquisition.

Minnesota Statutes authorizes the City to invest in obligations of the U.S. Treasury, agencies and instrumentalities, shares of investment companies whose only investments are in the aforementioned securities, obligations of the State of Minnesota or its municipalities, bankers' acceptances, future contracts, repurchase and reverse repurchase agreements, and commercial paper of the highest quality with a maturity of no longer than 270 days and in the Minnesota Municipal Investment Pool.

Certain investments for the Organization are reported at fair value as disclosed in Note 3. The Organization categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The Hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets; Level 2 inputs are significant other observable inputs; Level 3 inputs are significant unobservable inputs.

See Note 2 for additional information related to cash and investments.

2. Receivables and Payables

In the Statement of Net Position, material receivables include revenue accruals that are due from other governments since they are usually both measurable and available. Interest and investment income earnings are recorded when earned. Payables consist of expenditures incurred in 2022 but not paid until 2023.

3. Prepaid Items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the financial statements. Prepaid items are recorded as an expense at the time of consumption.

4. Capital Assets

Capital assets are valued at cost and are being depreciated over estimated useful lives using the straight-line method. Depreciation of capital assets used by the Organization is charged against operations and accumulated depreciation is reported in the Statement of Net Position. Capital assets are defined by the Organization as an asset with an initial cost of \$2,500 or more and a useful life of greater than one year. These assets are depreciated over estimated useful lives of 5-30 years.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

C. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position (Continued)

5. Deferred Outflows/Inflows of Resources

In addition to assets, the statement of financial position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net assets that applies to a future period(s) and so will not be recognized as an outflow of resources (expense/expenditure) until that time. The Organization has one item that qualifies for reporting in this category. The Organization presents deferred outflows of resources on the Statement of Net Position for deferred outflows of resources related to pensions for various estimate differences that will be amortized and recognized over future years.

In addition to liabilities, the statement of financial position and fund financial statements will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net assets that applies to a future period(s) and so will not be recognized as an inflow of resources (revenue) until that time. The Organization has one item that qualifies for reporting in this category. The Organization presents deferred inflows of resources on the Statement of Net Position for deferred inflows of resources related to pensions for various estimate differences that will be amortized and recognized over future years.

6. Compensated Absences

Compensated absences included accumulated vacation and vested sick leave. Vacation is earned at various rates and accrues to a maximum of 150% of the annual accrual rate. Upon termination or retirement, accumulated vacation is paid out at the employee's effective hourly rate.

Upon retirement only, accumulated sick leave will be paid out to the employee's health care savings plan, as described in "Post Employment Health Care Savings Plan".

7. Post Employment Health Care Savings Plan:

For all eligible employees that have accumulated more than 960 hours of unused sick leave, the Organization shall contribute the cash equivalent of 75% of accumulated sick leave hours over 960, or up to a maximum of 72 hours annually into the MSRS plan. Annual sick leave contributions of this nature approved by the Policy Board for the years ended December 31, 2022 and 2021, was \$0.

For eligible employees who have unused sick leave accumulations at the time of retirement, the Organization shall contribute to the employee's Health Care Savings Plan. For employees hired prior to January 31, 2007, such contribution shall not exceed a maximum of 120 days of accumulated sick leave. For employees hired after January 31, 2007, such contribution shall not exceed a maximum of 60 days of accumulated sick leave.

Employees of the Organization pay premiums based on amounts determined by the Organization. Since the insurance rates are age based, the Organization does not have an implicit rate subsidy factor in postemployment health care expenses. Additionally, *Minnesota Statutes* require the Organization to allow retired employees to stay on the health care plan with the retiree responsible to pay the entire premium for continuation coverage. The Organization's personnel policy does not provide for any contributions upon employee retirement.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

C. Assets, Liabilities, Deferred Outflows/Inflows of Resources, and Net Position (Continued)

8. Pensions

For purposes of measuring the net pension liability, deferred outflows/inflows of resources, and pension expense, information about the fiduciary net position of the Public Employees Retirement Association (PERA) and additions to/deductions from PERA's and the relief association's fiduciary net position have been determined on the same basis as they are reported by PERA except that PERA's fiscal year end is June 30. For this purpose, plan contributions are recognized as of employer payroll paid dates and benefit payments and refunds are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

9. Equity Classifications

Equity is classified as net position and displayed in two components:

Net investment in capital assets – Consists of capital assets including capital assets, net of accumulated depreciation and related debt, if any.

Unrestricted net position – Remaining portion of net position that does not meet the definition of net investment in capital assets.

10. Operating Revenues and Expenses

Operating revenues and expenses for the Organization are those that result from providing services and producing and delivering goods and/or services. It also includes all revenues and expenses not related to capital financing, noncapital financing, or investing activities.

11. Member Assessments

Member assessments represent the portion of the planning costs assessed to participating local governmental units.

D. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amount of assets and deferred outflows of resources, and liabilities and deferred inflows of resources and disclosure of contingent assets and liabilities at the date of the financial statements. Estimates also affect the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

E. Budgetary Information

1. In April of each year, a preliminary budget is developed by the Executive Director. The operating budget includes proposed expenses for direct salaries for projects and indirect expenses for administrative activities.
2. The draft budget is reviewed by the Technical Advisory Committee and revisions are made.
3. In July or August, the budget is reviewed and approved by the Policy Board.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (CONTINUED)

E. Budgetary Information (Continued)

4. The approved budget sets forth expenses by detailed line items. Anticipated revenue streams of state, federal and local sources are outlined by pay for these expenses.
5. Expenses may not legally exceed budgeted appropriations. The Board may authorize transfers of budgeted amounts between line items. Management may amend budgets within a line item, so long as the total Organization budget is not changed.
6. Budgeted amounts are as originally adopted or as amended by the Board. Budgeted expense appropriations lapse at year-end.

NOTE 2 – DEPOSITS AND INVESTMENTS

A. Deposits

The Organization maintains a cash and investment pool. The account is displayed on the Statement of Net Position as "cash, cash equivalents and investments". In accordance with *Minnesota Statutes*, the Organization maintains deposits at financial institutions which are authorized by the Executive Board.

Custodial credit risk for deposits and investments is the risk that in the event of a bank failure, the Organization's deposits and investments may not be returned or the Organization will not be able to recover collateral securities in the possession of an outside party. In accordance with *Minnesota Statutes* and as authorized by the Executive Board, the Organization maintains deposits at those depository banks, all of which are members of the Federal Reserve System.

Minnesota Statutes require that all of the Organization deposits be protected by insurance, surety bond, or collateral. The market value of collateral pledged must equal 110% of the deposits not covered by insurance or bonds (100% if collateral pledged is irrevocable standard letters of credit issued by the Federal Home Loan Bank). Authorized collateral includes treasury bills, notes, and bonds; issues of U.S. governmental agencies; general obligations (G.O.) rated "A" or better; revenue obligations rated "AA" or better; irrevocable standard letters of credit issued by the Federal Home Loan Bank and certificates of deposit. *Minnesota Statutes* require that securities pledged as collateral be held in safekeeping in a restricted account at the Federal Reserve Bank or in an account at a trust department of a commercial bank or other financial institution that is not owned or controlled by the financial institution furnishing the collateral. The Organization does not have any deposit policies that would further limit deposit choices.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 2 – DEPOSITS AND INVESTMENTS (CONTINUED)

A. Deposits (continued)

At year end, the Organization's bank balance was \$241,414. The bank balance was covered by federal depository insurance.

	2022	2021
Deposits		
Deposits	\$ 221,129	\$ 160,078
Cash held in investment accounts	1,938	84,404
Total deposits	\$ 223,067	\$ 244,482
	2022	2021
Reconciliation of cash and investments		
Deposits	\$ 223,067	\$ 244,482
Investments	364,497	166,914
Total cash and investments	\$ 587,564	\$ 411,396

B. Investments

The investments of the Organization are subject to the following risks:

- **Credit Risk:** Is the risk that an issuer or other counterparty to an investment will not fulfill its obligations. Ratings are provided by various credit rating agencies and where applicable, indicate associated credit risk. The Organization's policy limits investments to an AA rating of better as rated by Standard and Poor's, requires prequalification of the broker/dealers with which the Organization does business and requires diversifying investments so that potential losses on individual investments will be minimized.
- **Custodial Credit Risk:** The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty to a transaction, a government will not be able to recover the value of investment or collateral securities that are in the possession of an outside party. The Organization does not have an investment policy that addresses custodial credit risk but typically limits its exposure by purchasing insured or registered investments.
- **Concentration of Credit Risk:** Is the risk of loss attributed to the magnitude of a government's investment in a single issuer. The Organization places a limit on the amount which may be invested in any one security or with one financial/brokerage firm to no more than 75%. The Organization was in compliance with this limitation at both December 31, 2022 and 2021. All investments were in excess of 5% of the total portfolio as outlined in the charts on the following page.
- **Interest Rate Risk:** Is the risk that changes in interest rates will adversely affect the fair value of an investment. The Organization's investment policy requires that the investment account minimize risk by investing in operating funds primarily in shorter-term securities or money markets.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 2 – DEPOSITS AND INVESTMENTS (CONTINUED)

B. Investments (Continued)

As of December 31, 2022, the Organization had the following investments:

Issuer	Maturities	Amount	Percentage
Toyota HEND NV CD	1/17/2023	\$ 40,000	10.97%
Apple Bk NY CD	7/14/2023	40,000	10.97%
Morgan Stanley Bk NA CD	9/22/2023	40,000	10.97%
Bank of Buffalo KY CD	3/30/2023	39,690	10.89%
Beal Bk Las Vegas NV CD (1.25%)	7/5/2023	39,382	10.80%
Beal Bk Las Vegas NV CD (4.05%)	10/18/2023	39,825	10.93%
Goldman Sachs Bank CD	1/6/2023	39,976	10.97%
UBS Bk USA Salt Lake City UT CD	1/16/2024	46,192	12.67%
United Bankers Bank Bloomington MN CD	10/23/2023	39,432	10.82%
Total Investments		<u>\$ 364,497</u>	

The Organization has the following recurring fair value measurements as of December 31, 2022:

- \$364,497 of investments are valued using a quoted market price (Level 1 inputs)

As of December 31, 2021, the Organization had the following investments:

Issuer	Maturities	Amount	Percentage
Washington TR CO CD	1/14/2022	\$ 40,997	24.56%
TIAA FSB Jacksonville CD	3/16/2022	39,987	23.96%
Safra National Bank CD	7/7/2022	85,930	51.48%
Total Investments		<u>\$ 166,914</u>	

The Organization has the following recurring fair value measurements as of December 31, 2021:

- \$166,914 of investments are valued using a quoted market price (Level 1 inputs)

St. Cloud Area Planning Organization
Notes to Basic Financial Statements

NOTE 3 – CAPITAL ASSETS

Capital asset activity for the year ended December 31, 2022, was as follows:

	Beginning Balance	Additions	Disposals	Ending Balance
Capital Assets, Not Being Depreciated				
Land	\$ 165,000	\$ -	\$ -	\$ 165,000
Capital Assets, Being Depreciated				
Building	236,477	-	-	236,477
Improvements	13,624	-	-	13,624
Equipment	26,010	-	-	26,010
Total Capital Assets, Being Depreciated	276,111	-	-	276,111
Less Accumulated Depreciation for				
Building	(94,543)	(7,883)	-	(102,426)
Improvements	(10,325)	(2,379)	-	(12,704)
Equipment	(13,577)	(2,990)	-	(16,567)
Total Accumulated Depreciation	(118,445)	(13,252)	-	(131,697)
Total Capital Assets, Being Depreciated, Net	157,666	(13,252)	-	144,414
Net Capital Assets	<u>\$ 322,666</u>	<u>\$ (13,252)</u>	<u>\$ -</u>	<u>\$ 309,414</u>

St. Cloud Area Planning Organization
Notes to Basic Financial Statements

NOTE 3 – CAPITAL ASSETS (CONTINUED)

Capital asset activity for the year ended December 31, 2021, was as follows:

	Beginning Balance	Increases/ (Decreases)	Increases/ (Decreases)	Ending Balance
Capital Assets, Not Being Depreciated				
Land	\$ 165,000	\$ -	\$ -	\$ 165,000
Capital Assets, Being Depreciated				
Building	236,477			236,477
Improvements	13,624			13,624
Equipment	20,535	5,475	-	26,010
Total Capital Assets, Being Depreciated	270,636	5,475	-	276,111
Less Accumulated Depreciation for				
Building	(86,660)	(7,883)		(94,543)
Improvements	(9,023)	(1,302)		(10,325)
Equipment	(10,861)	(2,716)	-	(13,577)
Total Accumulated Depreciation	(106,544)	(11,901)	-	(118,445)
Total Capital Assets, Being Depreciated, Net	164,092	(6,426)	-	157,666
Net Capital Assets	<u>\$ 329,092</u>	<u>\$ (6,426)</u>	<u>\$ -</u>	<u>\$ 322,666</u>

NOTE 4 – LONG-TERM DEBT

A. Changes in Long-Term Liabilities

Long-term liability activity for the year ended December 31, 2022, was as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
2022					
Compensated absences	<u>\$ 34,001</u>	<u>\$ 35,550</u>	<u>\$ (13,186)</u>	<u>\$ 56,365</u>	<u>\$ 31,202</u>
2021					
Compensated absences	<u>\$ 36,274</u>	<u>\$ 31,489</u>	<u>\$ (33,762)</u>	<u>\$ 34,001</u>	<u>\$ -</u>

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 5 – RISK MANAGEMENT

The Organization is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. To manage these risk, the Organization purchases commercial insurance. The Organization retains risk for the deductible portions of the insurance. The amounts of these deductibles are considered immaterial to the financial statements. There were no significant reductions in insurance from the previous year settlements in excess of insurance for any of the past two years.

NOTE 6 – PENSION PLANS

Public Employees' Retirement Association

A. Plan Description

The Organization participates in the following cost-sharing multiple-employer defined benefit pension plans administered by PERA. PERA's defined benefit pension plans are established and administered in accordance with *Minnesota Statutes*, Chapters 353 and 356. PERA's defined benefit pension plans are tax qualified plans under Section 401(a) of the Internal Revenue Code.

General Employees Retirement Plan

All full-time and certain part-time employees of the Organization are covered by the General Employees Plan. General Employees Plan members belong to the Coordinated Plan. Coordinated Plan members are covered by Social Security.

B. Benefits Provided

PERA provides retirement, disability, and death benefits. Benefit provisions are established by state statute and can only be modified by the state Legislature. Vested, terminated employees who are entitled to benefits but are not receiving them yet, are bound by the provisions in effect at the time they last terminated their public service.

General Employees Plan Benefits

General Employees Plan benefits are based on a member's highest average salary for any 5 successive years of allowable service, age, and years of credit at termination of service. Two methods are used to compute benefits for PERA's Coordinated Plan members. Members hired prior to July 1, 1989, receive the higher of Method 1 or Method 2 formulas. Only Method 2 is used for members hired after June 30, 1989. Under Method 1, the accrual rate for a Coordinated members is 1.2% for each of the first 10 years of service and 1.7% for each additional year. Under Method 2, the accrual rate for Coordinated members is 1.7% for all years of service. For members hired prior to July 1, 1989, a full annuity is available when age plus years of service equal 90 and normal retirement age is 65. For members hired on or after July 1, 1989, normal retirement age is the age for unreduced Social Security benefits capped at 66.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS

Public Employees' Retirement Association (Continued)

B. Benefits Provided (Continued)

General Employees Plan Benefits (Continued)

Benefit increases are provided to benefit recipients each January. The postretirement increase is equal to 50% of the cost-of-living adjustment (COLA) announced by the SSA, with a minimum increase of at least 1% and a maximum of 1.5%. Recipients that have been receiving the annuity or benefit for at least a full year as of the June 30 before the effective date of the increase will receive the full increase. Recipients receiving the annuity or benefit for at least one month but less than a full year as of the June 30 before the effective date of the increase will receive a reduced prorated increase. For members retiring on January 1, 2024, or later, the increase will be delayed until normal retirement age (age 65 if hired prior to July 1, 1989, or age 66 for individuals hired on or after July 1, 1989). Members retiring under Rule of 90 are exempt from the delay to normal retirement.

C. Contributions

Minnesota Statutes Chapter 353 sets the rates for employer and employee contributions. Contribution rates can only be modified by the state Legislature.

General Employees Fund Contributions

Coordinated Plan members were required to contribute 6.5% of their annual covered salary in fiscal year 2022 and 2021; the Organization was required to contribute 7.5% for Coordinated Plan members. The Organization's contributions to the General Employees Fund for the year ended December 31, 2022 and 2021 were \$24,261 and \$22,801, respectively. The Organization's contributions were equal to the required contributions as set by state statute.

D. Pension Costs

General Employees Fund Pension Costs

2022:

At December 31, 2022, the Organization reported a liability of \$316,801 for its proportionate share of the General Employees Fund's net pension liability. The Organization's net pension liability reflected a reduction due to the State of Minnesota's contribution of \$16 million. The State of Minnesota is considered a non-employer contributing entity and the State's contribution meets the definition of a special funding situation. The State of Minnesota's proportionate share of the net pension liability associated with the Organization totaled \$9,249.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS

Public Employees' Retirement Association (Continued)

D. Pension Costs (Continued)

General Employees Fund Pension Costs (Continued)

2022: (Continued)

The net pension liability was measured as of June 30, 2022, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Organization's proportionate share of the net pension liability was based on the Organization's contributions received by PERA during the measurement period for employer payroll paid dates from July 1, 2021, through June 30, 2022, relative to the total employer contributions received from all of PERA's participating employers. The Organization's proportionate share was 0.0040% at the end of the measurement period and 0.0045% for the beginning of the period.

Organization proportionate share of the net pension liability	\$ 316,801
State of Minnesota's proportionate share of the net pension liability associated with the Organization	<u>9,249</u>
Total	<u><u>\$ 326,050</u></u>

For the year ended December 31, 2022, the Organization recognized pension expense of \$31,032 for its proportionate share of General Employees Plan's pension expense. Included in this amount, the Organization recognized \$1,382 as pension expense (and grant revenue) for its proportionate share of the State of Minnesota's contribution of \$16 million to the General Employees Fund.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS

Public Employees’ Retirement Association (Continued)

D. Pension Costs (Continued)

General Employees Fund Pension Costs (Continued)

2022: (Continued)

At December 31, 2022, the Organization reported its proportionate share of the General Employees Plan’s deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual economic experience	\$ 2,646	\$ 3,784
Changes in actuarial assumptions	80,390	1,353
Net collective difference between projected and actual investment earnings	-	8,983
Changes in proportion	8,994	24,307
Contributions paid to PERA subsequent to the measurement date	<u>12,131</u>	<u>-</u>
Total	<u><u>\$ 104,161</u></u>	<u><u>\$ 38,427</u></u>

The \$12,131 reported as deferred outflows of resources related to pensions resulting from Organization contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability in the year ended December 31, 2023. Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

<u>Year Ending December 31,</u>	<u>Pension Expense Amount</u>
2023	\$ 17,947
2024	27,483
2025	(4,463)
2026	<u>28,650</u>
Total	<u><u>\$ 69,617</u></u>

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS

Public Employees' Retirement Association (Continued)

D. Pension Costs (Continued)

General Employees Fund Pension Costs (Continued)

2021:

At December 31, 2021, the Organization reported a liability of \$192,170 for its proportionate share of the General Employees Fund's net pension liability. The Organization's net pension liability reflected a reduction due to the State of Minnesota's contribution of \$16 million. The State of Minnesota is considered a non-employer contributing entity and the State's contribution meets the definition of a special funding situation. The State of Minnesota's proportionate share of the net pension liability associated with the Organization totaled \$5,821.

The net pension liability was measured as of June 30, 2021, and the total pension liability used to calculate the net pension liability was determined by an actuarial valuation as of that date. The Organization's proportionate share of the net pension liability was based on the Organization's contributions received by PERA during the measurement period for employer payroll paid dates from July 1, 2020, through June 30, 2021, relative to the total employer contributions received from all of PERA's participating employers. The Organization's proportionate share was 0.0045% at the end of the measurement period and 0.0042% for the beginning of the period.

Organization proportionate share of the net pension liability	\$ 192,170
State of Minnesota's proportionate share of the net pension liability associated with the Organization	5,821
	\$ 197,991

For the year ended December 31, 2021, the Organization recognized pension expense of \$16,145 for its proportionate share of General Employees Plan's pension expense. Included in the amount, the Organization recognized \$470 as pension expense (and grant revenue) for its proportionate share of the State of Minnesota's contribution of \$16 million to the General Employees Fund.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS

Public Employees' Retirement Association (Continued)

D. Pension Costs (Continued)

General Employees Fund Pension Costs (Continued)

2021: (Continued)

At December 31, 2021, the Organization reported its proportionate share of the General Employees Plan's deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Differences between expected and actual economic experience	\$ 1,259	\$ 5,836
Changes in actuarial assumptions	117,335	4,148
Net collective difference between projected and actual investment earnings	-	168,140
Changes in proportion	13,490	17,973
Contributions paid to PERA subsequent to the measurement date	<u>10,505</u>	<u>-</u>
Total	<u>\$ 142,589</u>	<u>\$ 196,097</u>

The \$10,505 reported as deferred outflows of resources related to pensions resulting from Organization contributions subsequent to the measurement date was recognized as a reduction of the net pension liability in the year ended December 31, 2022. Other amounts reported as deferred outflows and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

<u>Year Ending December 31,</u>	<u>Pension Expense Amount</u>
2022	\$ (14,215)
2023	(6,971)
2024	2,565
2025	<u>(45,392)</u>
Total	<u>\$ (64,013)</u>

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS

Public Employees’ Retirement Association (Continued)

E. Long-Term Expected Return on Investment

The State Board of Investment, which manages the investments of PERA, prepares an analysis of the reasonableness on a regular basis of the long-term expected rate of return using a building-block method in which best-estimate ranges of expected future rates of return are developed for each major asset class. These ranges are combined to produce an expected long-term rate of return by weighting the expected future rates of return by the target asset allocation percentages. The target allocation and best estimates of geometric real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Target Allocation</u>	<u>Long-Term Expected Real Rate of Return</u>
Domestic equity	33.5 %	5.10 %
International equity	16.5	5.30
Fixed income	25.0	0.75
Private markets	25.0	5.90
 Total	 <u>100.0 %</u>	

F. Actuarial Methods and Assumptions

The total pension liability in the June 30, 2022 and 2021, actuarial valuations were determined using an individual entry-age normal actuarial cost method. The long-term rate of return on pension plan investments used in the determination of the total liability is 6.5%. This assumption is based on a review of inflation and investments return assumptions from a number of national investment consulting firms. The review provided a range of return investment return rates deemed to be reasonable by the actuary. An investment return of 6.5% was deemed to be within that range of reasonableness for financial reporting purposes.

Inflation is assumed to be 2.25% for the General Employees Plan. Benefit increases after retirement are assumed to be 1.25% for the General Employees.

Salary growth assumptions in the General Employees Plan range in annual increments from 10.25% after one year of service to 3.0% after 27 years of service for June 30, 2022 and 3.0% after 29 years of service and 6.0% per year thereafter for June 30, 2021.

Mortality rates for the General Employees Plan are based on the Pub-2010 General Employee Mortality Table. The tables are adjusted slightly to fit PERA's experience.

Actuarial assumptions for the General Employees Plan are reviewed every four years. The most recent four-year experience study for the General Employees Plan was completed in 2019. The assumption changes were adopted by the Board and became effective with the July 1, 2020, actuarial valuation.

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS (CONTINUED)

Public Employees’ Retirement Association (Continued)

F. Actuarial Methods and Assumptions (Continued)

General Employees Fund

The following changes in actuarial assumptions and plan provisions occurred in 2022:

Changes in Actuarial Assumptions

- The mortality improvement scale was changed from scale MP-2020 to scale MP-2021.

Changes in Plan Provisions

- There have been no changes since the previous valuation.

The following changes in actuarial assumptions and plan provisions occurred in 2021:

Changes in Actuarial Assumptions:

- The investment return and single discount rates were changed from 7.5% to 6.5% for financial reporting purposes.
- The mortality improvement scale was changed from scale MP-2019 to scale MP-2020.

Changes in Plan Provisions

- There have been no changes since the previous valuation.

G. Discount Rate

The discount rate for the General Employees Plan used to measure the total pension liability in 2022 and 2021 was 6.5%. The projection of cash flows used to determine the discount rate assumed that contributions from Plan members and employers will be made at rates set in *Minnesota Statutes*. Based on these assumptions, the fiduciary net positions of the General Employees Fund was projected to be available to make all projected future benefit payments of current Plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

H. Pension Liability Sensitivity

The following presents the Organization’s proportionate share of the net pension liability for all plans it participates in, calculated using the discount rate disclosed in the preceding paragraph, as well as what the Organization’s proportionate share of the net pension liability would be if it were calculated using a discount rate 1 percentage point lower or 1 percentage point higher than the current discount rate:

		1% Decrease in Discount Rate (5.5%)	Current Discount Rate (6.5%)	1% Increase in Discount Rate (7.5%)
Organization's proportionate share of the General Employees Fund				
net pension liability	2022	\$ 500,404	\$ 316,801	\$ 166,219
	2021	391,929	192,170	28,256

**St. Cloud Area Planning Organization
Notes to Basic Financial Statements**

NOTE 6 – PENSION PLANS (CONTINUED)

Public Employees' Retirement Association (Continued)

I. Pension Plan Fiduciary Net Position

Detailed information about each pension plan's fiduciary net position is available in a separately-issued PERA financial report that includes financial statements and required supplementary information. That report may be obtained on the Internet at www.mnpera.org.

NOTE 7 – NEW STANDARDS ISSUED BUT NOT YET IMPLEMENTED

GASB Statement No. 96, Subscription-Based Information Technology Arrangements establishes that a Subscription-Based Information Technology Arrangement (SBITA) results in a right-to-use subscription asset and a corresponding liability. Under this statement, a governmental entity generally should recognize a right-to-use subscription asset – an intangible asset – and a corresponding subscription liability. This statement will be effective for the year ending December 31, 2023.

REQUIRED SUPPLEMENTARY INFORMATION

**St. Cloud Area Planning Organization
Schedule of Organizations' Proportionate Share
of Net Pension Liability
General Employees Retirement Fund
Last Ten Years**

For Fiscal Year Ended June 30,	Organizations' Proportionate Share (Percentage) of the Net Pension Liability (Asset)	Organizations' Proportionate Share (Amount) of the Net Pension Liability (Asset)	State's Proportionate Share (Amount) of the Net Pension Liability Associated with the Organization	Organizations' Proportionate Share of the Net Pension Liability and the State's Proportionate Share of the Net Pension Liability Associated with the	Organizations' Covered Payroll	Organizations' Proportionate Share of the Net Pension Liability (Asset) as a Percentage of its Covered Payroll	Plan Fiduciary Net Position as a Percentage of the Total Pension Liability
2015	0.0048%	\$ 248,761	\$ -	\$ 248,761	\$ 285,349	87.18%	78.19%
2016	0.0042%	341,019	4,396	345,415	261,762	130.28%	68.91%
2017	0.0040%	255,357	3,228	258,585	258,378	98.83%	75.90%
2018	0.0049%	271,832	8,810	280,642	325,758	83.45%	79.53%
2019	0.0048%	265,381	8,166	273,547	336,625	78.84%	80.23%
2020	0.0042%	251,809	7,712	259,521	313,123	80.42%	79.06%
2021	0.0045%	192,170	5,821	197,991	324,097	59.29%	87.00%
2022	0.0040%	316,801	9,249	326,050	300,293	105.50%	76.67%

Note: Schedule is intended to show ten year trend. Additional years will be reported as they become available.

**St. Cloud Area Planning Organization
Schedule of Organizations' Contributions
General Employees Retirement Fund
Last Ten Years**

Fiscal Year Ending December 31,	Statutorily Required Contribution	Contributions in Relation to the Statutorily Required Contributions	Contribution Deficiency (Excess)	Organizations' Covered Payroll	Contributions as a Percentage of Covered Payroll
2015	\$ 22,182	\$ 22,182	\$ -	\$ 295,760	7.50%
2016	18,182	18,182	-	242,427	7.50%
2017	22,301	22,301	-	297,347	7.50%
2018	24,775	24,775	-	330,333	7.50%
2019	23,418	23,418	-	312,240	7.50%
2020	23,490	23,490	-	313,200	7.50%
2021	22,801	22,801	-	304,013	7.50%
2022	24,261	24,261	-	323,480	7.50%

Note: Schedule is intended to show ten year trend. Additional years will be reported as they become available.

St. Cloud Area Planning Organization Notes to Required Supplementary Information

General Employees Fund

2022 Changes

Changes in Actuarial Assumptions

- The mortality improvement scale was changed from scale MP-2020 to scale MP-2021.

Changes in Plan Provisions

- There have been no changes since the prior valuation.

2021 Changes

Changes in Actuarial Assumptions

- The investment return and single discount rates were changed from 7.5% to 6.5% for financial reporting purposes.
- The mortality improvement scale was changed from scale MP-2019 to scale MP-2020.

Changes in Plan Provisions

- There have been no changes since the prior valuation.

2020 Changes

Changes in Actuarial Assumptions

- The price inflation assumption was decreased from 2.5% to 2.25%.
- The payroll growth assumption was decreased from 3.25% to 3.0%.
- Assumed salary increase rates were changed as recommended in the June 30, 2019, experience study. The net effect is assumed rates that average 0.25% less than previous rates.
- Assumed rates of retirement were changed as recommended in the June 30, 2019, experience study. The changes result in more unreduced (normal) retirements and slightly fewer Rule of 90 and early retirements.
- Assumed rates of termination were changed as recommended in the June 30, 2019, experience study. The new rates are based on service and are generally lower than the previous rates for years 2-5 and slightly higher thereafter.
- Assumed rates of disability were changed as recommended in the June 30, 2019, experience study. The change results in fewer predicted disability retirements for males and females.
- The base mortality table for healthy annuitants and employees was changed from the RP-2014 table to the Pub-2010 General Mortality table, with adjustments. The base mortality table for disabled annuitants was changed from the RP-2014 disabled annuitant mortality table to the Pub-2010 General/Teacher disabled annuitant mortality table, with adjustments.
- The mortality improvement scale was changed from Scale MP-2018 to Scale MP-2019.
- The assumed spouse age difference was changed from two years older for females to one year older.
- The assumed number of married male new retirees electing the 100% Joint and Survivor option changed from 35% to 45%. The assumed number of married female new retirees electing the 100% Joint and Survivor option changed from 15% to 30%. The corresponding number of married new retirees electing the Life annuity option was adjusted accordingly.

Changes in Plan Provisions

- Augmentation for current privatized members was reduced to 2.0% for the period July 1, 2020 through December 31, 2023, and 0.0% thereafter. Augmentation was eliminated for privatizations occurring after June 30, 2020.

St. Cloud Area Planning Organization
Notes to Required Supplementary Information

General Employees Fund (Continued)

2019 Changes

Changes in Actuarial Assumptions

- The mortality projection scale was changed from MP-2017 to MP-2018.

Changes in Plan Provisions

- The employer supplemental contribution was changed prospectively, decreasing from \$31.0 million to \$21.0 million per year. The State's special funding contribution was changed prospectively, requiring \$16.0 million due per year through 2031.

2018 Changes

Changes in Actuarial Assumptions

- The mortality projection scale was changed from MP-2015 to MP-2017.
- The assumed benefit increase was changed from 1.0% per year through 2044 and 2.5% per year thereafter to 1.25% per year.

Changes in Plan Provisions

- The augmentation adjustment in early retirement factors is eliminated over a five-year period starting July 1, 2019, resulting in actuarial equivalence after June 30, 2024.
- Interest credited on member contributions decreased from 4.00% to 3.00%, beginning July 1, 2018.
- Deferred augmentation was changed to 0.00%, effective January 1, 2019. Augmentation that has already accrued for deferred members will still apply.
- Contribution stabilizer provisions were repealed.
- Postretirement benefit increases were changed from 1.00% per year with a provision to increase to 2.50% upon attainment of 90.00% funding ratio to 50.00% of the Social Security Cost of Living Adjustment, not less than 1.00% and not more than 1.50%, beginning January 1, 2019.
- For retirements on or after January 1, 2024, the first benefit increase is delayed until the retiree reaches normal retirement age; does not apply to Rule of 90 retirees, disability benefit recipients, or survivors.
- Actuarial equivalent factors were updated to reflect revised mortality and interest assumptions.

2017 Changes

Changes in Actuarial Assumptions

- The CSA loads were changed from 0.8% for active members and 60% for vested and non-vested deferred members. The revised CSA loads are now 0.0% for active member liability, 15% for vested deferred member liability and 3% for non-vested deferred member liability.
- The assumed post-retirement benefit increase rate was changed from 1.0% per year for all years to 1.0% per year through 2044 and 2.5% per year thereafter.

Changes in Plan Provisions

- The State's contribution for the Minneapolis Employees Retirement Fund equals \$16,000,000 in 2017 and 2018, and \$6,000,000 thereafter.

St. Cloud Area Planning Organization
Notes to Required Supplementary Information

General Employees Fund (Continued)

2017 Changes (Continued)

Changes in Plan Provisions (Continued)

- The Employer Supplemental Contribution for the Minneapolis Employees Retirement Fund changed from \$21,000,000 to \$31,000,000 in calendar years 2019 to 2031. The State's contribution changed from \$16,000,000 to \$6,000,000 in calendar years 2019 to 2031.

2016 Changes

Changes in Actuarial Assumptions

- The assumed post-retirement benefit increase rate was changed from 1.0% per year through 2035 and 2.5% per year thereafter to 1.0% per year for all future years.
- The assumed investment return was changed from 7.9% to 7.5%. The single discount rate was changed from 7.9% to 7.5%.
- Other assumptions were changed pursuant to the experience study dated June 30, 2015. The assumed future salary increases, payroll growth, the inflation was decreased by 0.25% to 3.25% for payroll growth and 2.50% for inflation.

Changes in Plan Provisions

- There have been no changes since the prior valuation.

2015 Changes

Changes in Actuarial Assumptions

- The assumed post-retirement benefit increase rate was changed from 1.0% per year through 2030 and 2.5% per year thereafter to 1.0% per year through 2035 and 2.5% per year thereafter.

Changes in Plan Provisions

- On January 1, 2015, the Minneapolis Employees Retirement Fund was merged into the General Employees Fund, which increased the total pension liability by \$1.1 billion and increased the fiduciary plan net position by \$892 million. Upon consolidation, state and employer contributions were revised; the State's contribution of \$6.0 million, which meets the special funding situation definition, was due September 2015.

(THIS PAGE LEFT BLANK INTENTIONALLY)

**Report on Internal Control over Financial Reporting
and on Compliance and Other Matters Based on an Audit of
Financial Statements Performed in Accordance with
*Government Auditing Standards***

Independent Auditor's Report

To the Board Members
St. Cloud Area Planning Organization
St. Cloud, Minnesota

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the business-type activities of the St. Cloud Area Planning Organization, St. Cloud, Minnesota as of and for the year ended December 31, 2022, and the related notes to financial statements, which collectively comprise the Organization's basic financial statements, and have issued our report thereon dated April 20, 2023.

Report on Internal Control over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Organization's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Organization's internal control. Accordingly, we do not express an opinion on the effectiveness of the Organization's internal control.

A deficiency in internal control exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A material weakness is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the Organization's financial statements will not be prevented, or detected and corrected, on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

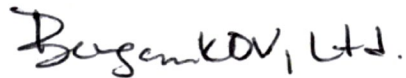
Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses, or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Report on Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Organization's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the Organization's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Organization's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.



St. Cloud, Minnesota
April 20, 2023

Independent Auditor's Report

To the Board Members
St. Cloud Area Planning Organization
St. Cloud, Minnesota

We have audited, in accordance with auditing standards generally accepted in the United States of America, the financial statements of the business-type activities of the St. Cloud Area Planning Organization, St. Cloud, Minnesota, as of and for the year ended December 31, 2022, and the related notes to financial statements, which collectively comprise the Organization's basic financial statements, and have issued our report thereon dated April 20, 2023.

In connection with our audit, nothing came to our attention that caused us to believe that the Organization failed to comply with the provisions of the contracting and bidding, deposits and investments, conflicts of interest, claims and disbursements, and miscellaneous provisions sections of the *Minnesota Legal Compliance Audit Guide for Other Political Subdivisions*, promulgated by the State Auditor pursuant to *Minnesota Statutes* § 6.65, insofar as they relate to accounting matters. However, our audit was not directed primarily toward obtaining knowledge of such noncompliance. Accordingly, had we performed additional procedures, other matters may have come to our attention regarding the Organization's noncompliance with the above referenced provisions, insofar as they relate to accounting matters.

The purpose of this report is solely to describe the scope of our testing of compliance and the results of that testing, and not to provide an opinion on compliance. Accordingly, this communication is not suitable for any other purpose.

BergankDV, Ltd.

St. Cloud, Minnesota
April 20, 2023

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: US10
DATE: May 4, 2023

Policy Board members may recall that in 2021 the state legislature provided \$1,000,000 to MnDOT to do two things:

1. To complete a planning study of the US-10 corridor between Saint Cloud and Clear Lake, and
2. To begin implementing recommendations from that plan

The legislature stipulated that the APO Policy Board be able to direct how the implementation funds were to be expended. In other words, you get to pick the project on which the remainder of the obligated funds are to be spent.

At your May 11th meeting, staff from MnDOT will be in attendance to summarize the results of the planning study and discuss potential options for expending the remainder of the obligation.

Suggested Action: *Approve the expenditure of the remainder of the US-10 obligated funds.*

TO: Saint Cloud Area Planning Organization Policy Board
FROM: James Stapfer, Planning Technician
RE: 2021 Transportation Performance Monitoring Report
DATE: May 1, 2023

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

Attached is the full 2021 Transportation Performance Monitoring Report

Suggested Action: Approval to publish.

Saint Cloud Area Planning Organization Transportation Performance Monitoring Report



2021



DISCLAIMER AND TITLE VI ASSURANCE

DISCLAIMER

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

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

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

Public Notice of Rights Under Title VI

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

A complaint may also be submitted to Minnesota Department of Transportation Office of Civil Rights by submitting an online complaint form (<https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>) or by calling 651-366-3071.

Ogaysiis Guud Ee Xuquuqda Xuquuqda VI

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

TITLE VI ASSURANCE AND TITLE II ASSURANCE

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.

Cabashada ayaa sidoo kale waxaa loo soo gudbin karaa Waaxda Gaadiidka ee Minnesota Xafiiska Xuquuqda Madaniga ah iyadoo la soo dirayo foom cabashada ee khadka internetka (<https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>) ama iyada oo la soo wacayo 651 -366-3071.

Aviso Público De Derechos Bajo El 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. Cualquiera persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO 2 SAINT CLOUD AREA PLANNING ORGANIZATION TRANSPORTATION PERFORMANCE MONITORING REPORT 2019 tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al Sitio web de la APO de Saint Cloud (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

También se puede presentar una queja a la Oficina de Derechos Civiles del Departamento de Transporte de Minnesota enviando un formulario de queja en línea (<https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>) llamando al 651-366-3071.

Public Notice of Rights Under Title II

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

TITLE II ASSURANCE

the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the Saint Cloud APO website (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

Ogaysiis Guud Ee Xuquuqda Xuquuqda II

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 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.

Aviso Público De Derechos Bajo El 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 ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al Sitio web de la APO de Saint Cloud (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.

Table of Contents

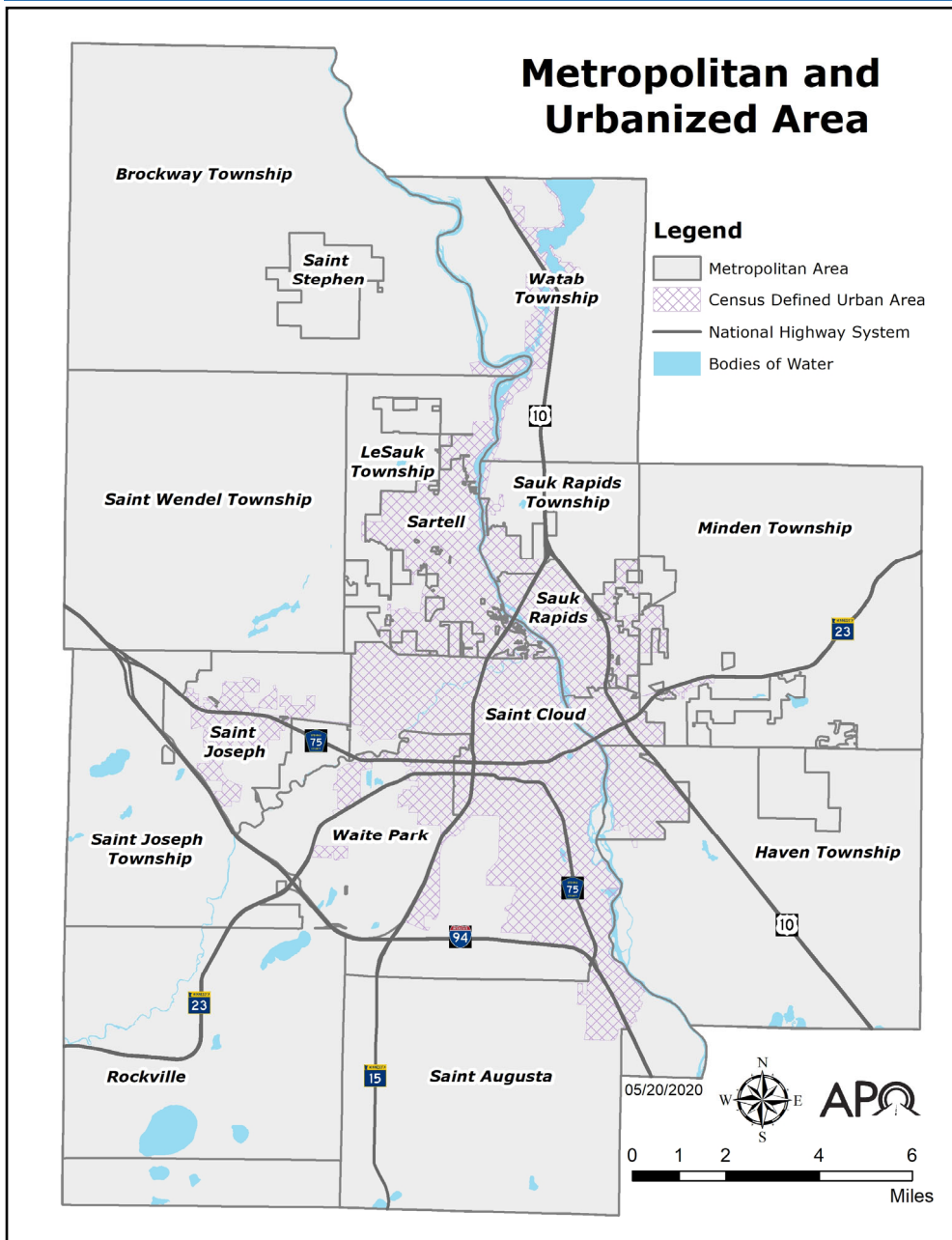
DISCLAIMER, TITLE VI, AND TITLE II	2-4	GOAL 3: EFFICIENTLY MANAGE OPERATIONS AND COST-EFFECTIVELY PRESERVE THE SYSTEM	39
COMMON ACRONYMS	6	Goal 3: Scorecard.....	40-44
INTRODUCTION	7	Interstate and Non-Interstate Highway System	
APO Planning Area	7	Pavement Conditions	45-46
Performance Measures.....	8-12	Bridge Condition.....	47-48
 		Saint Cloud Metropolitan Transit Commission	
GOAL 1: MAINTAIN AND ENHANCE TRANSPORTATION SAFETY	13	State of Good Repair.....	49
Saint Cloud APO Transportation Results Analysis	14	 	
Goal 1: Scorecard	15-23	GOAL 4: SUPPORT METROPOLITAN VITALITY AND ECONOMIC DEVELOPMENT	50
Fatality and Rate of Fatalities.....	24-25	Goal 4: Scorecard.....	51-52
Suspected Serious Injuries and Rate of Suspected Serious Injuries	26-27	Truck Travel Time Reliability Index.....	53
Non-Motorized Fatalities and Suspected Serious Injuries	28	Saint Cloud Regional Airport and Tri-County Action Program.....	54
Chemical Impairment Crashes	29-30	 	
Distracted Driving Crashes	31	GOAL 5: PROMOTE ENERGY AND ENVIRONMENTAL CONSERVATION	55
 		Goal 5: Scorecard.....	56-57
GOAL 2: INCREASE SYSTEM ACCESSIBILITY, MOBILITY, AND CONNECTIVITY	32	Air Quality	58
Goal 2: Scorecard	33-35	Water Quality.....	59
Level of Travel Time Reliability.....	36	Registered Electric Vehicles and Public Charging Stations	60
Vehicle Miles Traveled	37		
Means of Transportation to Work and Top Employers	38		

Common Acronyms

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

Introduction

APO Planning Area



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

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

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

1966

Year the APO was incorporated.

138,552

Estimated population in the Saint Cloud APO planning area in 2021.

Introduction

Performance Measures

The APO and Performance Measures

The Transportation Performance Monitoring Report (TPMR) includes a set of performance measures that will track the region's progress toward achievement of transportation goals as defined in the APO's Metropolitan Transportation Plan (MTP). (<https://bit.ly/35Ct7FH>). Performance measures are designed to serve as a benchmark to evaluate and quantify progress. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. This progress report serves as an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving towards achieving the goals stated in the APO's MTP.

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

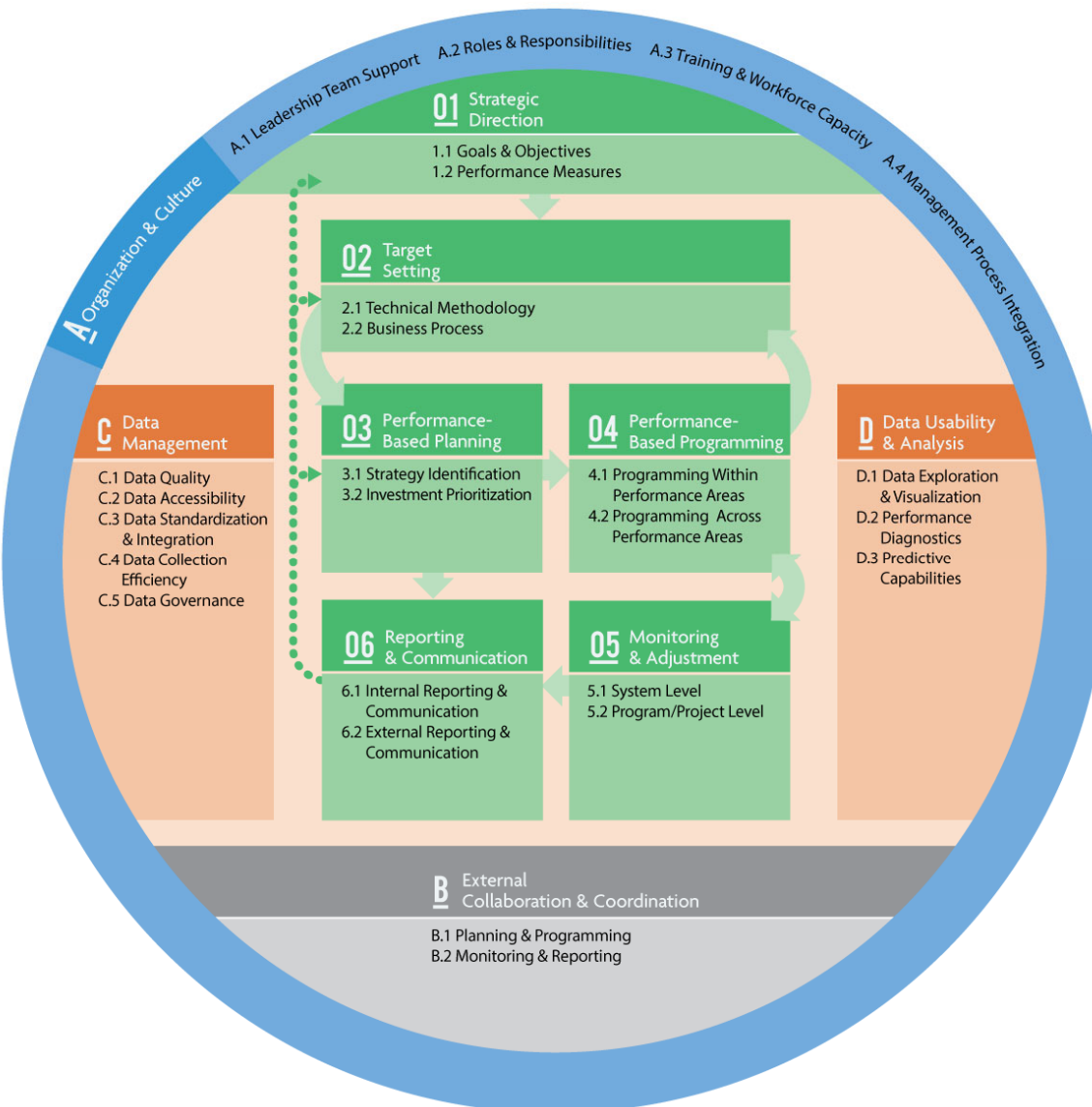
Based on the Transportation Performance Management (TPM) (<https://bit.ly/3MIOV2P>) assessment tool, the APO is currently working towards a maturity level two, the developing phase. Work is underway to strengthen transportation performance management in the APO. A transportation performance management framework is being defined to provide alignment across the organization and across different planning and programming functions. Modifications to data collection and management processes and analysis tools are being planned in order to better support the performance framework. Organizational roles are being defined and a strategy for training and workforce development in support of transportation performance management is being developed.



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

Introduction

Performance Measures



Graphic courtesy of tpmtools.org

Strategic Direction

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

Target Setting

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

Performance-Based Planning

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

Performance-Based Programming

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

Monitoring and Adjustment

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

Reporting and Communication

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

Introduction

Performance Measures

What are Performance Measures?

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

What is Transportation Performance Management?

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

What is Performance-Based Planning?

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

How does the APO use performance measures?

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



Strategic Level

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

Decision Making Level

Performance measures are used to inform the allocation of funds among programs such as highway preservation, system expansion, public transportation, multimodal trails, etc. These programs are defined in the TIP. Decision-makers also consider various trends impacting transportation system performance.

Project Delivery Level

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

Introduction

Performance Measures

Why does the APO use Performance Measures?

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

Why set targets?

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

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

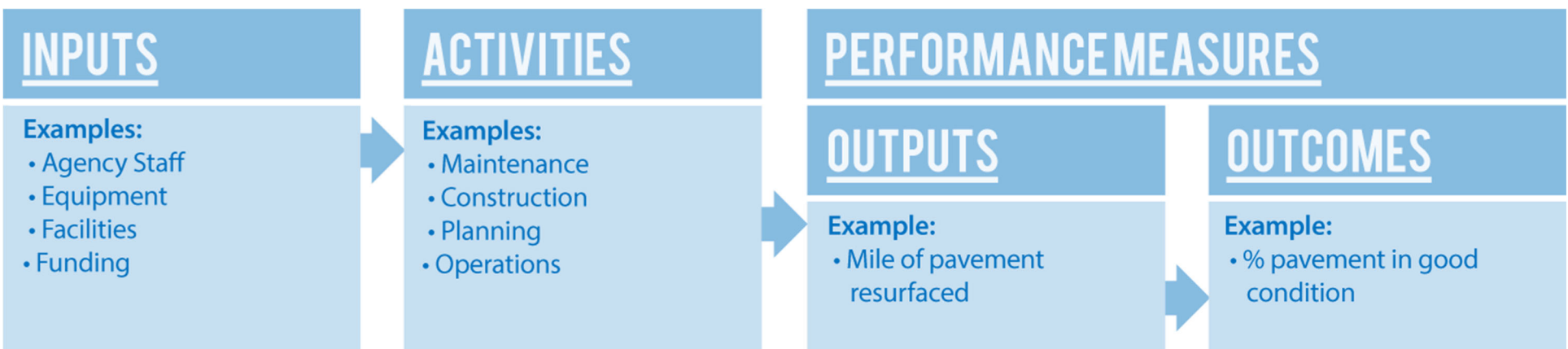
Who sets the targets?

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

The establishment of these performance targets has also involved a continuing cooperative effort between all parties listed previously and MnDOT and Federal planning partners.

What are the desired characteristics of performance measures?

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



Introduction

Performance Measures

Federal Performance Measures

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

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

The 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.

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

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

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

It is anticipated that additional performance measures will be added as a result of the IIJA.

Roadway Safety	Roadway Accessibility, Mobility, and Connectivity	Roadway Management and Preservation	Roadway Metropolitan Vitality and Economic Development
<ul style="list-style-type: none"> ◆ Number of fatalities. ◆ Rate of fatalities per 100 million vehicle miles traveled (VMT). ◆ Number of serious injuries. ◆ Rate of serious injuries per 100 million VMT. ◆ Number of non-motorized fatalities and serious injuries. 	<ul style="list-style-type: none"> ◆ Annual percent of person -miles traveled on the Interstate and non-Interstate National Highway System (NHS) that are reliable. ◆ State of Good Repair for equipment, facilities, and rolling stock. ◆ Transit Economic Requirements Model (TERM) scale for transit. 	<ul style="list-style-type: none"> ◆ Interstate system pavement conditions. ◆ Non-Interstate NHS pavement conditions. ◆ Bridge conditions. ◆ Transit Mechanical Failures. 	<ul style="list-style-type: none"> ◆ Truck Travel Time Reliability Index.

Goal 1: Maintain and Enhance Transportation Safety

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



Photos courtesy of APO

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Analysis

Following the unprecedented year which was 2020, 2021 seems to be showing a return to normalcy. After much of the lockdown and closures due to the COVID-19 global pandemic have lifted, travel patterns have been returning to levels seen in prior years.

VMT within the Saint Cloud MPA—while not quite at 2018/2019 levels—is slowly making its way to pre-COVID levels. In 2021, the region reported 1.33 billion VMT, up 13.2% from 2020's VMT levels.

With this increase in travel, the number of crashes occurring is also increasing. However, the rate of crashes per 100 million VMT and the number of fatal crashes are decreasing.

When crashes occur, vehicles and property get damaged and people get injured. Frequently, the number of crashes differs from the number of injuries. The highest level of injury suffered by a person involved in a crash is what defines the crash severity. Crashes are broken down into three main categories: fatal crashes, injury crashes, and property damage only crashes. Injury crashes are further broken down into serious, minor, or possible injury crashes.

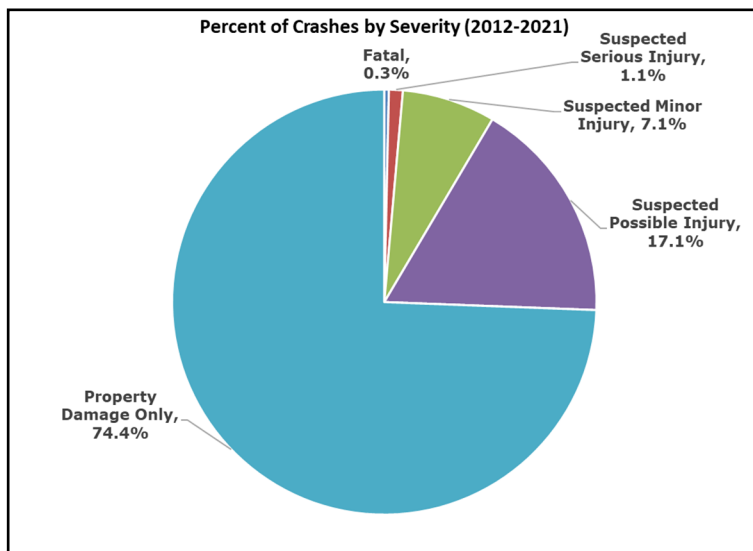


Figure 1.1-Percent of Crashes by Severity (2012-2021)
Data Source: MnDOT.

The number of fatal crashes five year rolling average is going down once again, dropping by 4.8% from 2020 to 2021 or about half a crash a year. Also, during this same time frame, the number of suspected serious injury (SSI) crashes five year rolling average saw a decrease of 2.9% from 2020 to 2021 or about one crash a year.

Taking a closer look at both fatal and SSI crashes within the Saint Cloud MPA, it was found that just over a quarter of fatal crashes and one-fifth of SSI crashes involved an active transportation user (someone walking and/or biking). Moreover, while these types of crashes make up a small percent of overall crashes within the MPA, 1.4%, these vulnerable road users account for a significant share of both fatal and serious injuries.

Intersections, particularly along the NHS (I-94, MN 15, MN 23, US 10, and CSAH 75), tend to be where some of the most severe crashes occur within the MPA.

Instances where a single vehicle runs off the road is the most common occurrence for fatal and SSI crashes, however that is followed closely by right angle crashes.

Although 2020 was such a different year and some effects may not yet be realized, 2021 has shown a resurgence toward more normal travel behavior.

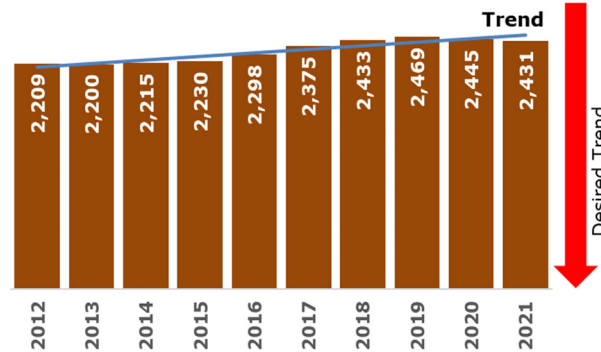
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
---------	------------------	----------

Number of Crashes Five Year

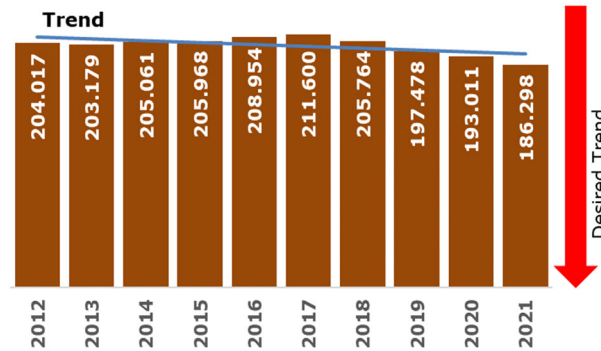
Rolling Average: Number of crashes for five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the nearest whole number.



The five year rolling average for number of crashes in 2021 was 2,431. This is a 0.6% decrease from the 2020 five year rolling average of 2,445. However, we do see a slight year-over-year trend of increasing crash counts. The APO desires the total number of crashes to decrease.

Rate of Crashes Five Year Rolling

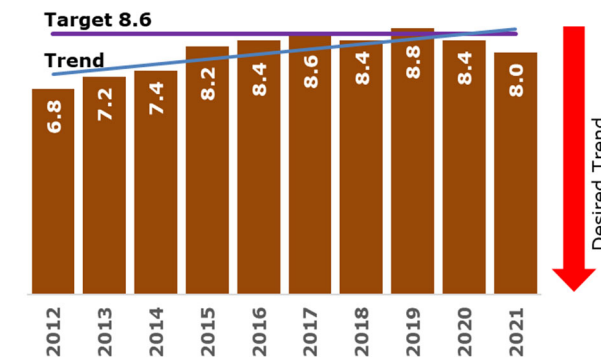
Average: Number of crashes per 100 million VMT for five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the thousandth decimal place.



The five year rolling average for total crash rate in 2021 was at 186.298. This is an 3.5% decrease from the 2020 rate of 193.011. This follows the recent trend of decreasing rates over time. The APO desires the total crash rate to decrease.

Number of Fatalities Five Year

Rolling Average: Number of fatalities for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal place.



The five year rolling average for fatalities in 2021 was 8.0. This is an decrease of 0.4 fatalities per year from 2020. Recently, the number of fatalities has been trending slightly downward. The APO had set a 2021 target of less than 8.6 fatalities.

More information on fatal crashes starting on page 24.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

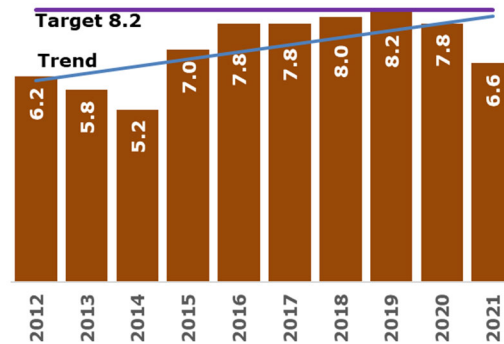
Measure	Multi-Year Trend	Analysis																						
<p>Rate of Fatalities Five Year Rolling Average: Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent five consecutive years (i.e., 2017-2021), adding the results, dividing by five, and rounding to the thousandth decimal place.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr><td>2012</td><td>0.628</td></tr> <tr><td>2013</td><td>0.666</td></tr> <tr><td>2014</td><td>0.685</td></tr> <tr><td>2015</td><td>0.756</td></tr> <tr><td>2016</td><td>0.765</td></tr> <tr><td>2017</td><td>0.769</td></tr> <tr><td>2018</td><td>0.715</td></tr> <tr><td>2019</td><td>0.721</td></tr> <tr><td>2020</td><td>0.671</td></tr> <tr><td>2021</td><td>0.626</td></tr> </tbody> </table>	Year	Rate	2012	0.628	2013	0.666	2014	0.685	2015	0.756	2016	0.765	2017	0.769	2018	0.715	2019	0.721	2020	0.671	2021	0.626	<p>The 2021 five year rolling average for fatality rate was 0.626. This is a decrease of 0.045 from 0.671 seen in 2020. It is also the lowest fatality rate in the last 10 years. The APO set a 2021 fatality rate target of less than 0.730.</p>
Year	Rate																							
2012	0.628																							
2013	0.666																							
2014	0.685																							
2015	0.756																							
2016	0.765																							
2017	0.769																							
2018	0.715																							
2019	0.721																							
2020	0.671																							
2021	0.626																							
<p>Number of Suspected Serious Injuries Five Year Rolling Average: Addition of the number of suspected serious injuries for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal place.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Number of Injuries</th> </tr> </thead> <tbody> <tr><td>2012</td><td>24.8</td></tr> <tr><td>2013</td><td>23.2</td></tr> <tr><td>2014</td><td>21.6</td></tr> <tr><td>2015</td><td>21.4</td></tr> <tr><td>2016</td><td>23.4</td></tr> <tr><td>2017</td><td>23.6</td></tr> <tr><td>2018</td><td>23.0</td></tr> <tr><td>2019</td><td>24.8</td></tr> <tr><td>2020</td><td>27.4</td></tr> <tr><td>2021</td><td>26.6</td></tr> </tbody> </table>	Year	Number of Injuries	2012	24.8	2013	23.2	2014	21.6	2015	21.4	2016	23.4	2017	23.6	2018	23.0	2019	24.8	2020	27.4	2021	26.6	<p>The five year rolling average for suspected serious injuries in 2021 was 26.6. While this is 0.8 less suspected serious injury crashes than 27.4 seen in 2020, it is the second highest count in the last 10 years. As of recent, this number has been trending upward. The APO had set a 2021 target of less than 23.0 serious injuries.</p> <p>More information on SSI crashes starting on page 26.</p>
Year	Number of Injuries																							
2012	24.8																							
2013	23.2																							
2014	21.6																							
2015	21.4																							
2016	23.4																							
2017	23.6																							
2018	23.0																							
2019	24.8																							
2020	27.4																							
2021	26.6																							
<p>Rate of Suspected Serious Injuries Five Year Rolling Average: Calculation of the number of suspected serious injuries per 100 million VMT for each of the most recent five consecutive years (i.e., 2017-2021), adding the results, dividing by five, and rounding to the thousandth decimal place.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr><td>2012</td><td>2.291</td></tr> <tr><td>2013</td><td>2.144</td></tr> <tr><td>2014</td><td>2.001</td></tr> <tr><td>2015</td><td>1.978</td></tr> <tr><td>2016</td><td>2.117</td></tr> <tr><td>2017</td><td>2.088</td></tr> <tr><td>2018</td><td>1.946</td></tr> <tr><td>2019</td><td>2.006</td></tr> <tr><td>2020</td><td>2.207</td></tr> <tr><td>2021</td><td>2.067</td></tr> </tbody> </table>	Year	Rate	2012	2.291	2013	2.144	2014	2.001	2015	1.978	2016	2.117	2017	2.088	2018	1.946	2019	2.006	2020	2.207	2021	2.067	<p>The five year rolling average for the suspected serious injury rate in 2021 was 2.067. This is a decrease of 0.14 from 2.207 in 2020. Recently this number has remained somewhat constant. The APO had set a serious injury rate 2021 target less than 1.946.</p>
Year	Rate																							
2012	2.291																							
2013	2.144																							
2014	2.001																							
2015	1.978																							
2016	2.117																							
2017	2.088																							
2018	1.946																							
2019	2.006																							
2020	2.207																							
2021	2.067																							

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
---------	------------------	----------

Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average: Addition of the number of non-motorized fatalities and suspected serious injuries for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal place.

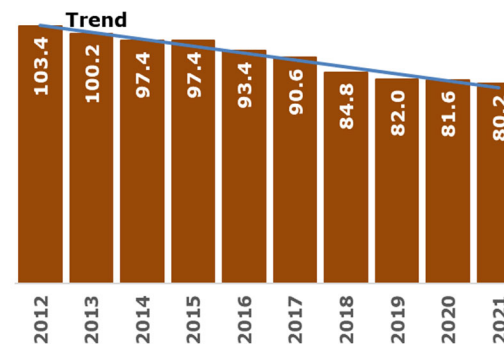


The five year rolling average for non-motorized fatalities and suspected serious injuries in 2021 was 6.6. This is a decrease of 1.2 from the 7.8 recorded in 2020. The APO had set a 2021 target of less than 8.2 fatalities and suspected serious injuries.

Of note, 2021 was the first year since 2014 with no reported non-motorized fatalities.

More information on active transportation crashes on page 28.

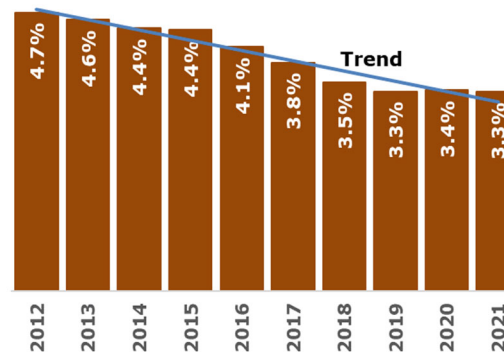
Number of Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal place.



The five year average for the number of chemical impairment crashes in 2021 was 80.2. This is a decrease of 1.4 from the previous year at 81.6. The number of chemical impairment crashes is continuing to decline, although in recent years the rate of decline has slowed. Fewer crashes occurring are related to chemical impairment. The APO desires the number of chemical impairment crashes to decrease.

More information on chemical impairment crashes starting on page 29.

Percent of Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of chemical impairment crashes divided by the total number of crashes for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal place, expressed as a percent.



The percent of chemical impairment crashes for the five year period ending in 2021 was 3.3%. This is a 0.1 percentage point decrease from the previous year. The percent of all crashes as a result of chemical impairment has fallen over time even with the overall crash levels maintaining. The APO desires the percent of chemical impairment crashes to decrease.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis																						
<p>Number of Fatal and Suspected Serious Injury Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr><td>2012</td><td>6.8</td></tr> <tr><td>2013</td><td>6.4</td></tr> <tr><td>2014</td><td>6.8</td></tr> <tr><td>2015</td><td>6.2</td></tr> <tr><td>2016</td><td>5.0</td></tr> <tr><td>2017</td><td>5.4</td></tr> <tr><td>2018</td><td>4.8</td></tr> <tr><td>2019</td><td>5.0</td></tr> <tr><td>2020</td><td>5.6</td></tr> <tr><td>2021</td><td>6.2</td></tr> </tbody> </table>	Year	Value	2012	6.8	2013	6.4	2014	6.8	2015	6.2	2016	5.0	2017	5.4	2018	4.8	2019	5.0	2020	5.6	2021	6.2	<p>The five year average for number of fatal and suspected serious injury chemical impairment crashes in 2021 was 6.2. This is a increase of 0.6 from the 5.6 chemical impairment crashes reported in 2020. Chemical impairment crashes involving fatalities or SSIs have been trending upward in recent years. The APO desires fatal and suspected serious injury chemical impairment crashes to decrease.</p>
Year	Value																							
2012	6.8																							
2013	6.4																							
2014	6.8																							
2015	6.2																							
2016	5.0																							
2017	5.4																							
2018	4.8																							
2019	5.0																							
2020	5.6																							
2021	6.2																							
<p>Percent of Fatal and Suspected Serious Injury Chemical Impairment Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury chemical impairment crashes divided by the total number of fatal and suspected serious injury crashes for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal place, expressed as a percent.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr><td>2012</td><td>21.1%</td></tr> <tr><td>2013</td><td>20.8%</td></tr> <tr><td>2014</td><td>23.8%</td></tr> <tr><td>2015</td><td>21.6%</td></tr> <tr><td>2016</td><td>17.3%</td></tr> <tr><td>2017</td><td>18.3%</td></tr> <tr><td>2018</td><td>16.9%</td></tr> <tr><td>2019</td><td>15.4%</td></tr> <tr><td>2020</td><td>16.3%</td></tr> <tr><td>2021</td><td>18.2%</td></tr> </tbody> </table>	Year	Value	2012	21.1%	2013	20.8%	2014	23.8%	2015	21.6%	2016	17.3%	2017	18.3%	2018	16.9%	2019	15.4%	2020	16.3%	2021	18.2%	<p>The percent of fatal and suspected serious injury chemical impairment crashes for the five year period ending in 2021 was 18.2%. The percent of total fatal and suspected serious injury crashes due to chemical impairment is down from the past but has remained somewhat stable as of recent. Due to these crashes having someone chemically impaired involved, they remain a sizeable percent of the most severe crashes. The APO desires the percent of fatal and suspected serious injury chemical impairment crashes to decrease.</p>
Year	Value																							
2012	21.1%																							
2013	20.8%																							
2014	23.8%																							
2015	21.6%																							
2016	17.3%																							
2017	18.3%																							
2018	16.9%																							
2019	15.4%																							
2020	16.3%																							
2021	18.2%																							
<p>Distracted Driving Crashes Five Year Rolling Average: Addition of the number of crashes of all types involving distracted driving for each of the most recent five consecutive years (i.e., 2017-2021), dividing by five, and rounding to the tenth decimal place.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr><td>2020</td><td>172.4</td></tr> <tr><td>2021</td><td>155.0</td></tr> </tbody> </table>	Year	Value	2020	172.4	2021	155.0	<p>The five year average for the number of distracted driving crashes in 2021 was 155.0. This is a decrease of 17.4 crashes from the previous year. Between 2015 and 2016 the way in which distracted driving is reported changed. This led to prior years data not being comparable. The APO desires the number of distracted driving crashes to decrease.</p> <p>See page 31 for more information on distracted driving crashes.</p>																
Year	Value																							
2020	172.4																							
2021	155.0																							

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis						
<p>Percent of Distracted Driving Crashes Five Year Rolling Average: Addition of the number of crashes of all types involving distracted driving divided by the total number of crashes for each of the most recent five consecutive years (i.e., 2017-2021), and rounding to the tenth decimal place, expressed as a percent.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>7.1%</td> </tr> <tr> <td>2021</td> <td>6.4%</td> </tr> </tbody> </table>	Year	Percent	2020	7.1%	2021	6.4%	<p>The percent of distracted driving crashes for the five year period ending in 2021 was 6.4%, a decrease of 0.7 percentage points from the prior year. However, according to MnDOT's Traffic Engineering Department, it is likely that distracted driving makes up a larger proportion of all crashes than reported as the number of crashes involving distracted driving is likely underreported. The APO desires the percent of distracted driving crashes to decrease.</p>
Year	Percent							
2020	7.1%							
2021	6.4%							
<p>Number of Fatal and Suspected Serious Injury Distracted Driving Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury crashes of all types involving distracted driving for each of the most recent five consecutive years (i.e., 2017-2021), and rounding to the tenth decimal place.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Number</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>2.2</td> </tr> <tr> <td>2021</td> <td>2.0</td> </tr> </tbody> </table>	Year	Number	2020	2.2	2021	2.0	<p>The number of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2021 was 2.0. This is a decrease of 0.2 crashes from the previous year. The APO desires the number of fatal and suspected serious injury distracted driving crashes to decrease.</p>
Year	Number							
2020	2.2							
2021	2.0							
<p>Percent of Fatal and Suspected Serious Injury Distracted Driving Crashes Five Year Rolling Average: Addition of the number of fatal and suspected serious injury distracted driving crashes divided by the total number of fatal and suspected serious injury crashes for each of the most recent five consecutive years (i.e., 2017-2021), and rounding to the tenth decimal place, expressed as a percent.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Percent</th> </tr> </thead> <tbody> <tr> <td>2020</td> <td>6.4%</td> </tr> <tr> <td>2021</td> <td>6.0%</td> </tr> </tbody> </table>	Year	Percent	2020	6.4%	2021	6.0%	<p>The percent of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2021 was 6.0%. This is a decrease of 0.4 percentage points from the previous year. The APO desires the percent of fatal and suspected serious injury distracted driving crashes to decrease.</p>
Year	Percent							
2020	6.4%							
2021	6.0%							

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis
-----------------	------------------	----------

Number of Fixed Route (FR)

Fatalities: Total number of reportable FR fatalities.

Target: 0

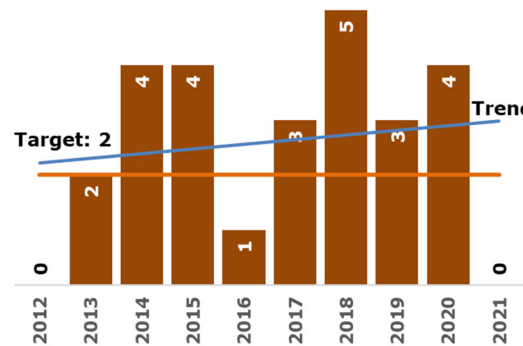


Desired Trend

No reportable fixed route fatalities have occurred over the past 10 years. The APO desires this trend to continue.

Number of FR Injuries: Total number of reportable FR injuries.

Target: 2

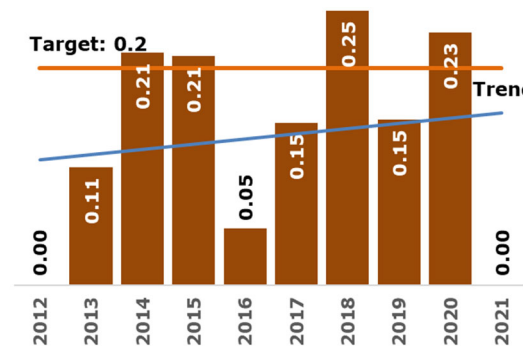


Desired Trend

Zero reportable FR injuries occurred in 2021, four less than 2020. The APO desires the number of FR injuries to decrease.

Rate of Injuries (FR): Number of injuries divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.

Target: 0.2



Desired Trend

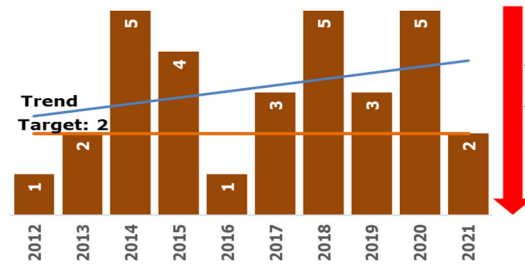
The rate of reportable FR injuries per 65,000 vehicle revenue miles was 0.00 in 2021. This is a decrease of 0.23 from the previous year. The APO desires the rate of FR injuries to decrease.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

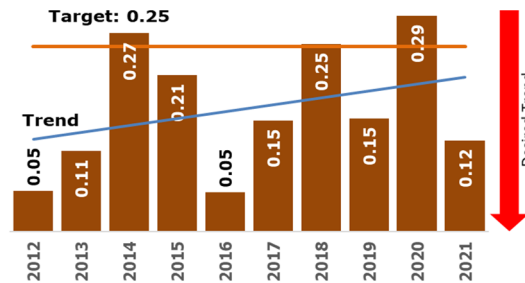
Transit Measure	Multi-Year Trend	Analysis
-----------------	------------------	----------

Number of FR Safety Events: Total number of reportable FR safety events.



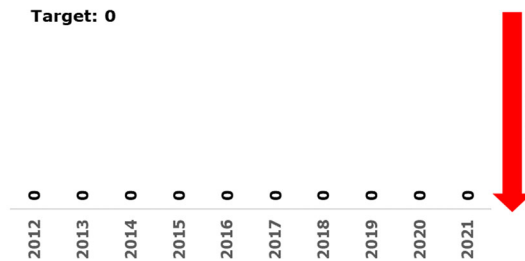
Two safety events were reported in 2021. This is three less safety events than what was reported in 2020 and the lowest since 2017. The APO desires the number of FR safety events to decrease.

Safety Event Rate (FR): Number of fixed route safety events divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.



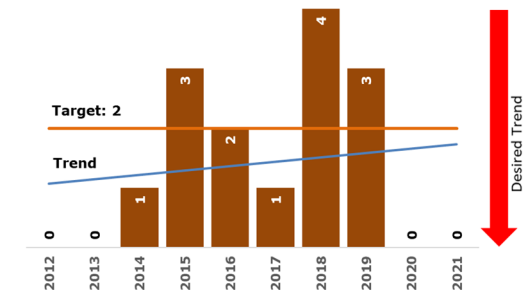
The 2021 FR reportable safety event rate per 65,000 vehicle revenue miles was 0.12. This is an decrease of 0.17 from the 0.29 in 2020. This is the lowest rate since 2017. The APO desires the rate of FR safety events to decrease.

Number of Dial-a-Ride (DAR) Fatalities: Total number of reportable DAR fatalities.



No reportable DAR fatalities have occurred over the past 10 years. The APO desires this trend to continue.

Number of DAR Injuries: Total number of reportable DAR injuries.



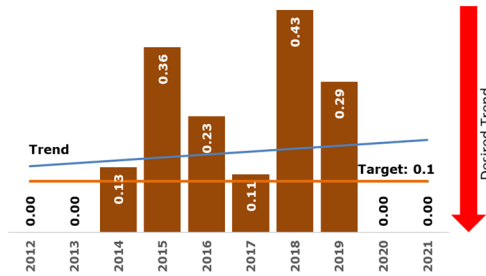
There were no reportable DAR injuries in 2021. The APO desires the number of DAR injuries to remain at zero.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

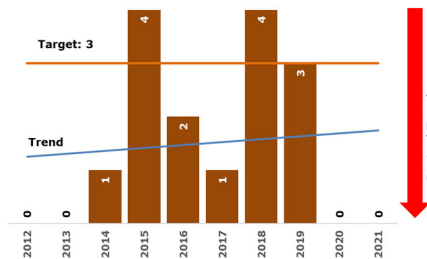
Transit Measure	Multi-Year Trend	Analysis
-----------------	------------------	----------

Rate of Injury (DAR): Number of injuries divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.



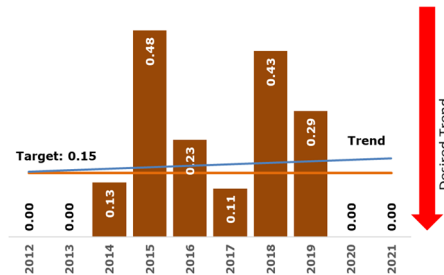
The rate of reportable DAR injuries per 65,000 vehicle revenue miles stayed at zero in 2021. The APO desires the rate of DAR injuries to remain at zero.

Number of DAR Safety Events: Total number of reportable DAR safety events.



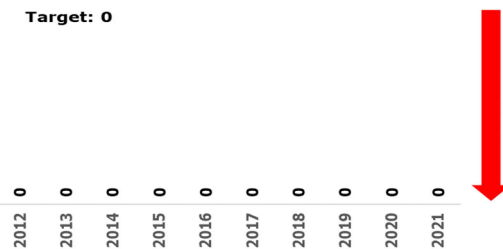
No DAR safety events were reported in 2021. The APO desires the number of DAR safety events to remain at zero.

Safety Event Rate (DAR): Number of safety events divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.



The rate of reportable DAR safety events per 65,000 vehicle revenue miles stayed at zero for 2021. The APO desires the rate of DAR safety events to remain at zero.

Number of Northstar Commuter Bus (NCB) Fatalities: Total number of reportable NCB fatalities.



No fatalities have been reported in the past 10 years. The APO desires the number of NCB fatalities to stay at zero.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis																						
<p>Number of NCB Injuries: Total number of reportable NCB injuries.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Number of NCB Injuries</th> </tr> </thead> <tbody> <tr><td>2012</td><td>0</td></tr> <tr><td>2013</td><td>0</td></tr> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>2</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>1</td></tr> <tr><td>2019</td><td>0</td></tr> <tr><td>2020</td><td>0</td></tr> <tr><td>2021</td><td>0</td></tr> </tbody> </table>	Year	Number of NCB Injuries	2012	0	2013	0	2014	0	2015	2	2016	0	2017	0	2018	1	2019	0	2020	0	2021	0	<p>No NCB injuries were reported in 2021. The APO desires the number of NCB injuries to stay at zero.</p>
Year	Number of NCB Injuries																							
2012	0																							
2013	0																							
2014	0																							
2015	2																							
2016	0																							
2017	0																							
2018	1																							
2019	0																							
2020	0																							
2021	0																							
<p>Rate of Injuries (NCB): Number of injuries divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate of Injuries (NCB)</th> </tr> </thead> <tbody> <tr><td>2012</td><td>0</td></tr> <tr><td>2013</td><td>0</td></tr> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>0.75</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>0.38</td></tr> <tr><td>2019</td><td>0</td></tr> <tr><td>2020</td><td>0</td></tr> <tr><td>2021</td><td>0</td></tr> </tbody> </table>	Year	Rate of Injuries (NCB)	2012	0	2013	0	2014	0	2015	0.75	2016	0	2017	0	2018	0.38	2019	0	2020	0	2021	0	<p>The rate of reportable NCB injuries per 65,000 vehicle revenue miles was at zero in 2021. The APO desires the rate of NCB injury rate to remain at zero.</p>
Year	Rate of Injuries (NCB)																							
2012	0																							
2013	0																							
2014	0																							
2015	0.75																							
2016	0																							
2017	0																							
2018	0.38																							
2019	0																							
2020	0																							
2021	0																							
<p>Number of NCB Safety Events: Total number of reportable NCB safety events.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Number of NCB Safety Events</th> </tr> </thead> <tbody> <tr><td>2012</td><td>0</td></tr> <tr><td>2013</td><td>0</td></tr> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>2</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>1</td></tr> <tr><td>2019</td><td>0</td></tr> <tr><td>2020</td><td>0</td></tr> <tr><td>2021</td><td>0</td></tr> </tbody> </table>	Year	Number of NCB Safety Events	2012	0	2013	0	2014	0	2015	2	2016	0	2017	0	2018	1	2019	0	2020	0	2021	0	<p>There were no reportable safety events in 2021. The APO desires the number of NCB safety events to remain at zero.</p>
Year	Number of NCB Safety Events																							
2012	0																							
2013	0																							
2014	0																							
2015	2																							
2016	0																							
2017	0																							
2018	1																							
2019	0																							
2020	0																							
2021	0																							
<p>Safety Event Rate (NCB): Number of safety events divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Safety Event Rate (NCB)</th> </tr> </thead> <tbody> <tr><td>2012</td><td>0</td></tr> <tr><td>2013</td><td>0</td></tr> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>0.75</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>0.38</td></tr> <tr><td>2019</td><td>0</td></tr> <tr><td>2020</td><td>0</td></tr> <tr><td>2021</td><td>0</td></tr> </tbody> </table>	Year	Safety Event Rate (NCB)	2012	0	2013	0	2014	0	2015	0.75	2016	0	2017	0	2018	0.38	2019	0	2020	0	2021	0	<p>The rate of reportable NCB safety events per 65,000 vehicle revenue miles was at zero in 2021. The APO desires the NCB safety events to remain at zero.</p>
Year	Safety Event Rate (NCB)																							
2012	0																							
2013	0																							
2014	0																							
2015	0.75																							
2016	0																							
2017	0																							
2018	0.38																							
2019	0																							
2020	0																							
2021	0																							

Goal 1: Maintain and Enhance Transportation Safety

Fatalities

Number of fatalities for the most recent 10 consecutive years.

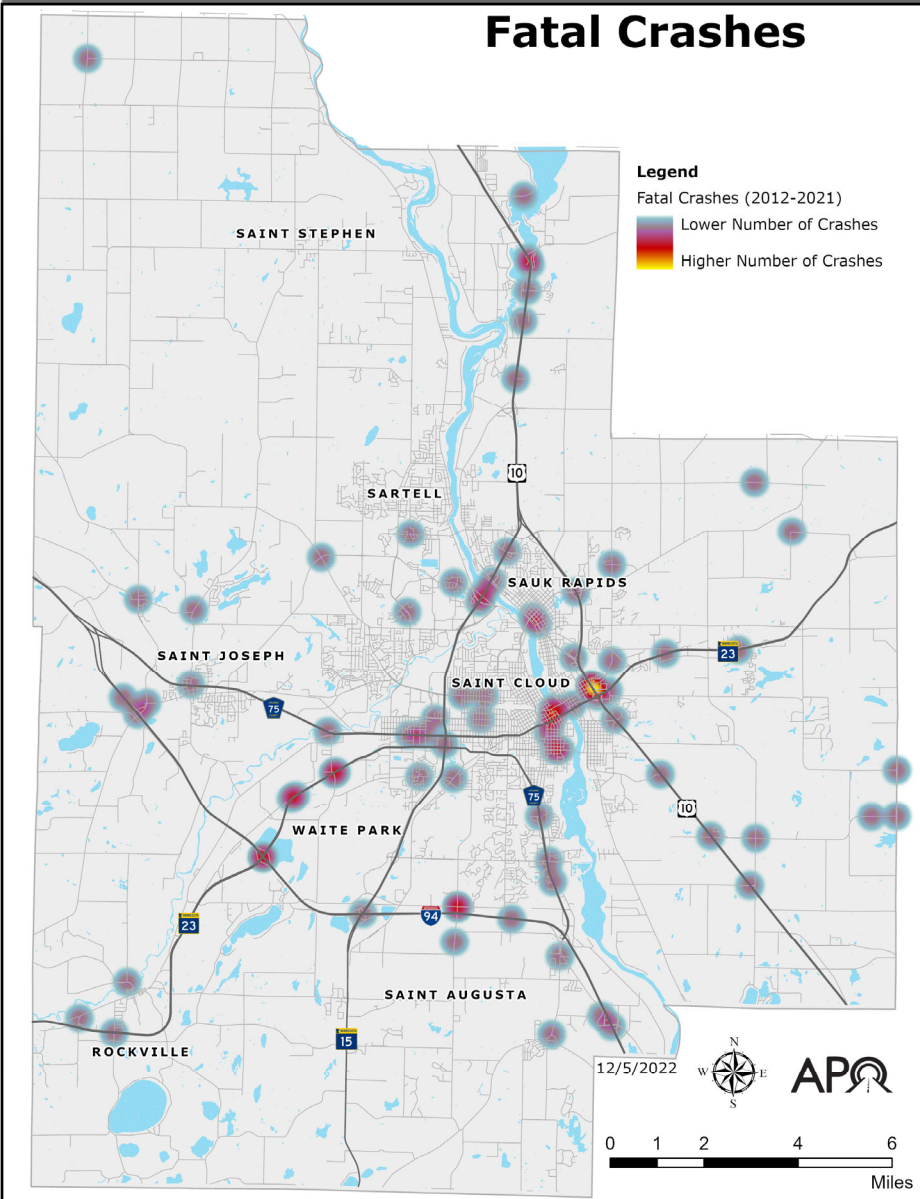


Figure 1.2-Fatal Crashes

Data Source: MnDOT.

Fatal Crashes

Displayed in Figure 1.2 are traffic fatalities and their locations within the APO planning area from 2012 to 2021. The majority of these crashes occurred on or near the National Highway System (NHS), which typically has a higher annual average daily traffic (AADT) count.

The graph on the right shows the percent of fatal crashes occurring in each month between 2012 and 2021. August and November both had much larger numbers of fatal crashes than other months. Most of the others appear somewhat similar.

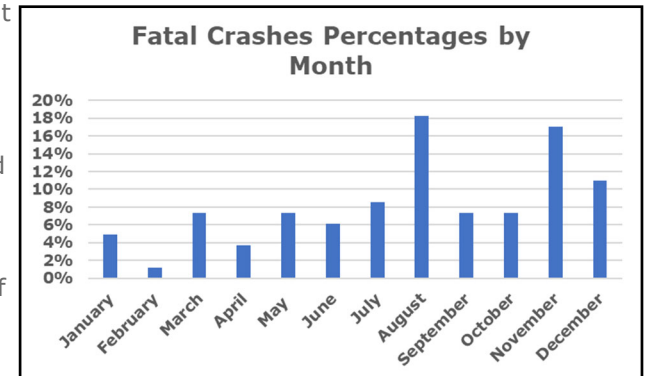


Figure 1.3-Fatal Crashes Percentages by Month Data Source: MnDOT.

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

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Analysis

Fatal Crashes that occurred in 2012-2021

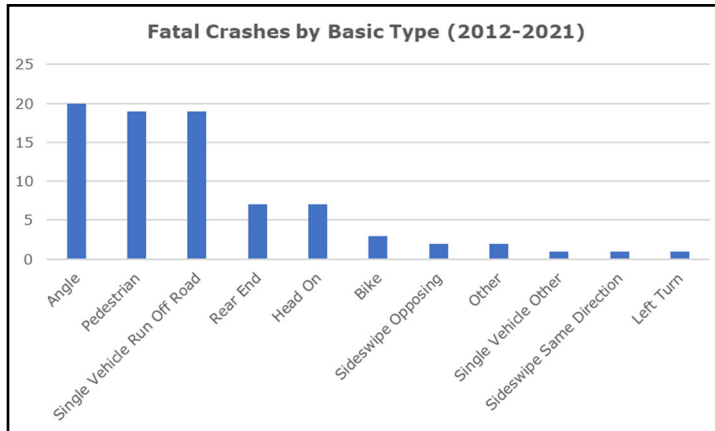


Figure 1.4-Fatal Crashes by Basic Type (2012-2021)
Data Source: MnDOT.

Of crashes involving a fatality, the three most commonly involved basic types were an Active Transportation User (Pedestrians and Cyclists, 23% and 4% respectively), 27%, Right Angle Crash, 24%, and Single Vehicle Run Off Road, 23%. These types of crashes account for just under 75% of all fatal crashes. Fatal crashes made up 0.3% of all crashes from 2012-2021.

However, Pedestrians and Cyclist involved crashes only made up 1% each of all crashes, while Right Angle Crashes made up nearly 20% and Single Vehicle Run Off Road only 17%.

These fatal crashes occurred at nearly the same rate at an intersection or not at an intersection (46% and 45% respectively). Only 2% of them occurred at roundabouts. While more of the roadway consists of the prior two locations, roundabouts are shown to decrease the severity of crashes that occur. According to MnDOT, "Roundabouts show an [86 percent decrease in fatal crashes](#), an 83 percent decrease in life-altering injury crashes, and a 42 percent overall decrease in the injury crash rate at intersections."

Physical condition can play a role, however many times it is hard to ascertain the prior condition of the deceased. Although, of those involved in fatal crashes where physical condition is known, about 90% appeared normal while 6% were under the influence of alcohol. Other factors included individuals who were asleep/fatigued, 2%, and those under emotional distress, 1%.

Of the 145 people involved in fatal crashes that occurred in the last 10 years, 41% had no clear contributing action and 8% were unknown. Of the remaining 74 people involved, 19% resulted as a failure to yield right-of-way and 14% were a result of drivers speeding.

The percent of males, 70%, involved in fatal crashes is over double that of females, 30%. Nearly 40% of the people involved in fatal crashes were over the age of 50 while making up about 38% of the areas population. While only around 10% of the areas population is between 15 and 19, they made up only 3% of those involved in fatal crashes. The graph on the right compares the percent of the population 15 and older to the percent of individuals involved in fatal crashes within the same age brackets.

Highway 23 appears to have more fatal crashes along the corridor than other parts of the NHS.

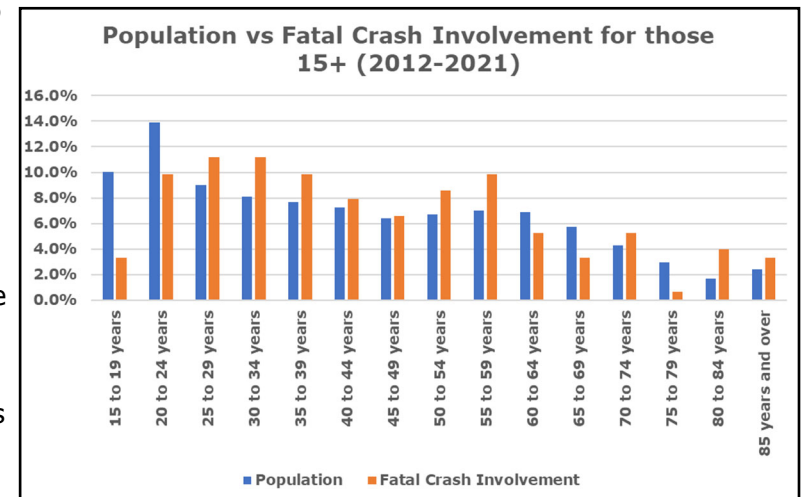


Figure 1.5-Population vs Fatal Crash Involvement for those 15+ (2012-2021) Data Source: MnDOT. 25

Goal 1: Maintain and Enhance Transportation Safety

Suspected Serious Injuries

Number of suspected serious injuries for the most recent 10 consecutive years.

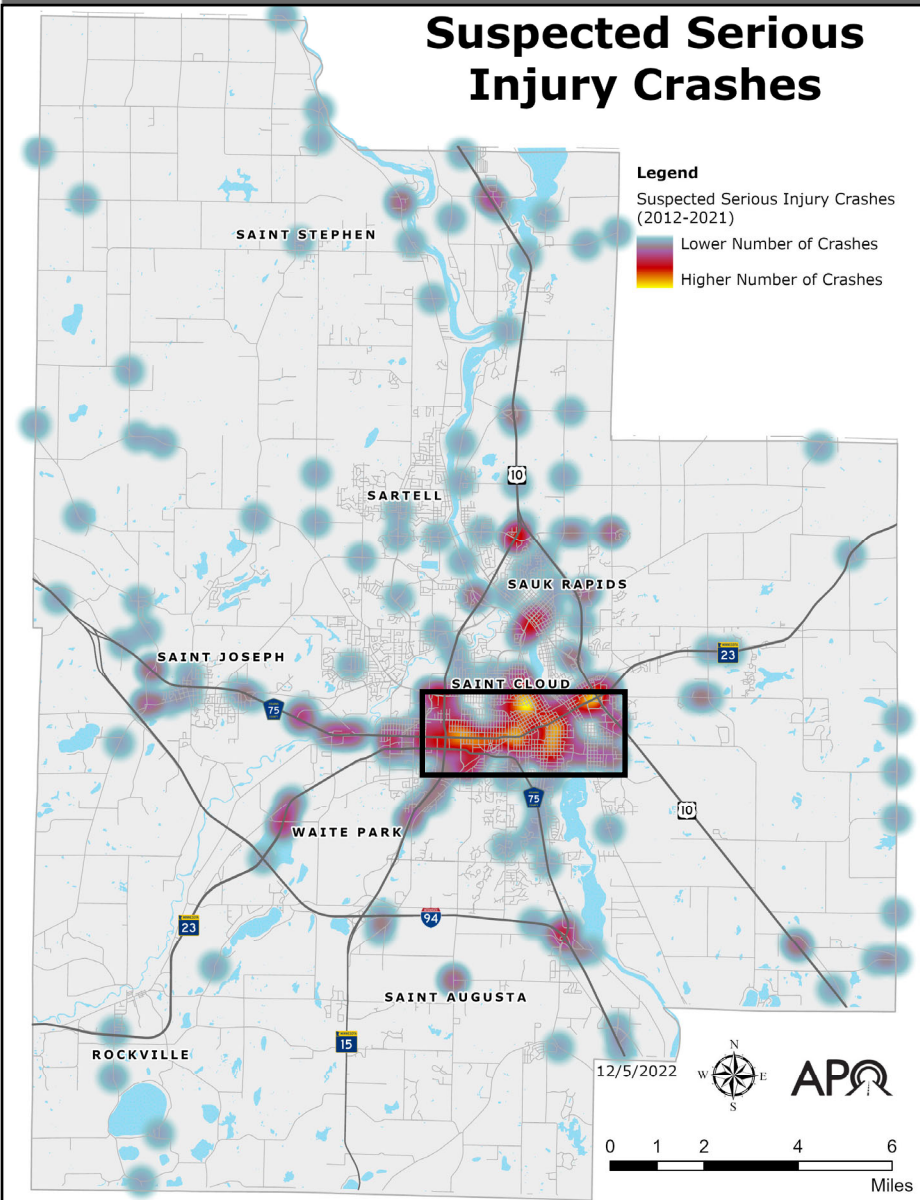
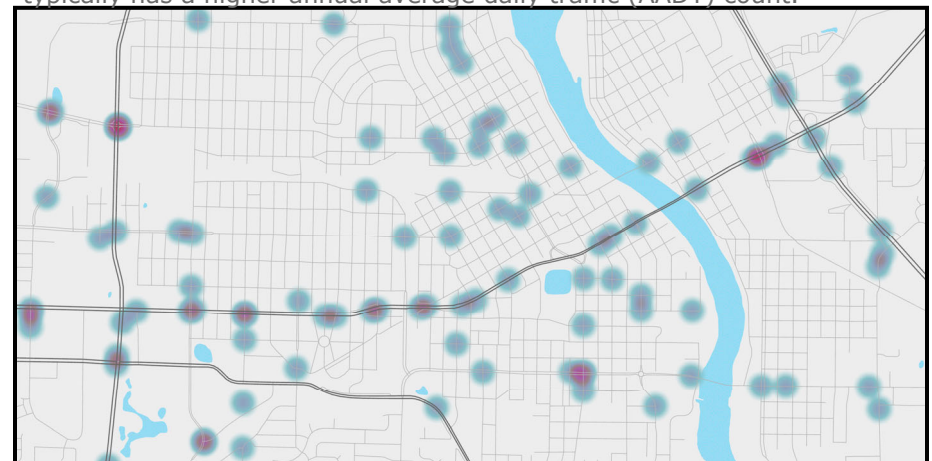


Figure 1.6-Suspected Serious Injury Crashes

Data Source: MnDOT.

Suspected Serious Injury Crashes

Figure 1.6 illustrates suspected serious injury crashes and their locations within the APO planning area from 2012 to 2021. The majority of these crashes occurred on or near the National Highway System (NHS), which typically has a higher annual average daily traffic (AADT) count.



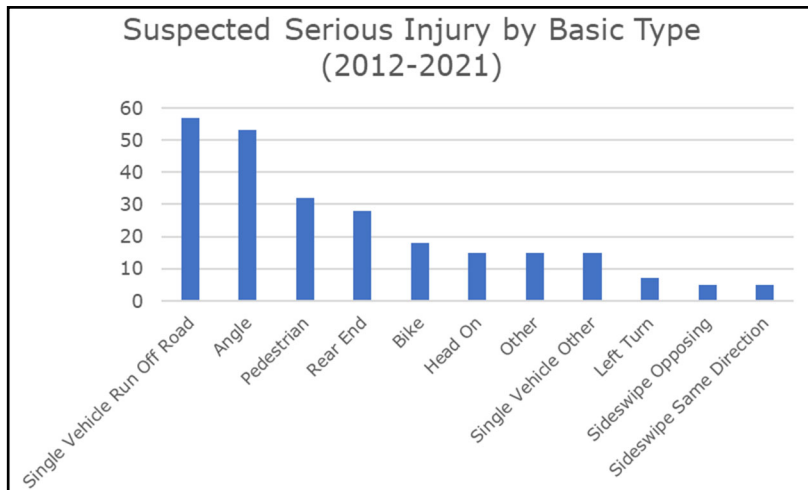
The average cost per crash was updated in 2023 by U.S. Department of Transportation on a per crash basis for use in calculating benefit/cost comparisons. The costs include economic cost factors and a measure of the value of lost quality of life that society is willing to pay to prevent deaths and injuries associated with motor vehicle crashes. For more information about the cost analysis visit the [Benefit-Cost Analysis Guidance for Discretionary Grant Programs guide](https://bit.ly/3GjFPit). (<https://bit.ly/3GjFPit>).

Average Cost Per Crash	(2021 Dollars)
Fatal	\$11,800,000
Suspected Serious Injury	\$564,300
Suspected Minor Injury	\$153,700
Possible Injury	\$78,500
Property Damage	\$4,000

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Analysis

Suspected Serious Injury Crashes that occurred in 2012-2021



Of crashes which resulted in a suspected serious injury (SSI), the 3 most common basic types were Single Vehicle Run Off Road, 23%, Right Angle Crashes, 21%, and Active Transportation Users (Pedestrian/Cyclist, 13%/7%), 20%. SSI crashes made up 1% of all crashes.

The most common basic types in SSI crashes are also found in fatal crashes. This is because these types of crashes typically result in a high severity result for at least one party involved.

Again, while Pedestrians and Cyclists are each involved in 1% of all crashes they make up a staggeringly high percent of the more severe crashes.

Similar to fatal crashes, SSI crashes are pretty evenly split between occurring at an intersection (48%) or not at an intersection (47%). Approximately 1% of SSI crashes occur at roundabouts. While more roadway is made up of the prior two locations, studies show roundabouts tend to reduce crash severity.

Figure 1.7-SSI Crashes by Basic Type (2012-2021) Data Source: MnDOT.

Physical condition is often easier to determine in SSI crashes than in ones involving a fatality. Nearly 80% of people involved, driver or any mode of transportation, were not on drugs or alcohol. However, the percent of people taking drugs, 0.6%, and those who had been drinking alcohol, 11%, is alarmingly high.

Similar to fatal crashes, the percent of individuals that are males involved in SSI crashes is just around double that of females — 67% and 33% respectively.

About 43% of SSI crashes involved no clear contributing action. Of those with a contributing action, the most common contributing factor was a failure to yield right of way (28%). The next most common types of SSI crash contributing factors were "other contributing action" (11%); operation of a motor vehicle in a careless/negligent/erratic way (11%), and speeding (8%). The percentage of SSI crashes contributed to a failure to yield right-of-way was significantly higher than for fatal crashes, however both were still much higher than the overall percentage. Otherwise, SSI crashes and fatal crashes contributing factor percents tended to be fairly similar.

The graph to the right shows the percent of SSI crashes occurring during each month. July was the worst month for SSI crashes with about 4% more crashes than the next closest months. More SSI crashes occurred more during the warmer months due to people traveling more (i.e., vacations, activities, etc.) than during the in winter months.

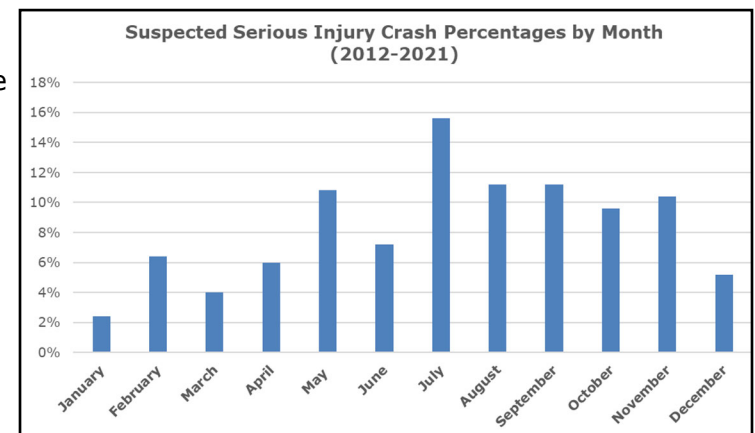
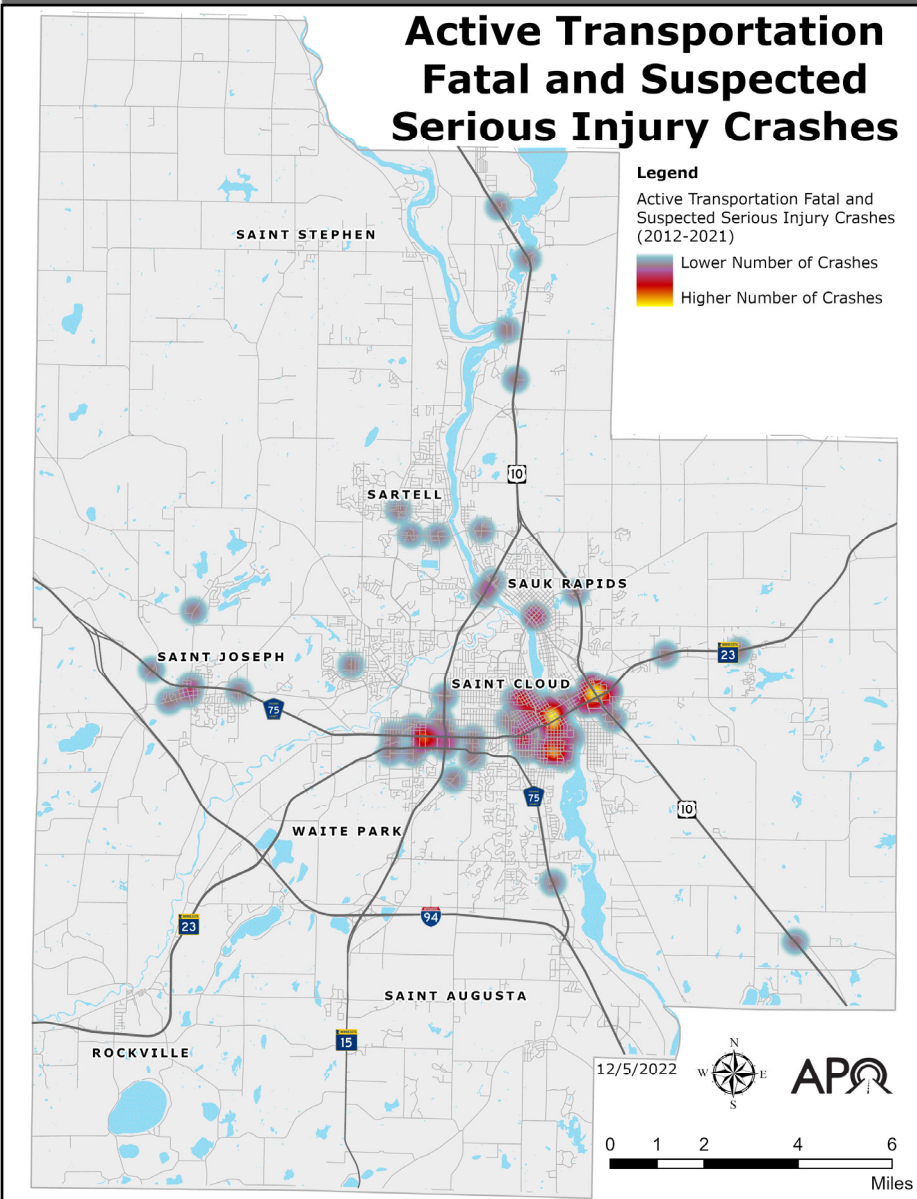


Figure 1.8-SSI Crashes Crash Percentages by Month (2012-2021) Data Source: MnDOT. 27

Goal 1: Maintain and Enhance Transportation Safety

Non-Motorized Fatalities and Suspected Serious Injuries

The number of active transportation fatalities and non-motorized suspected serious injuries for each of the most recent 10 consecutive years.



Active Transportation Fatalities and Suspected Serious Injury Crashes

Figure 1.9 illustrates active transportation fatalities and suspected serious injury crashes and their locations within the APO planning area from 2012 to 2021. Active transportation involves any non-motorized user, such as a person who walks or cycles.

- ◇ Crashes involving active transportation users make up only 1% each of all crashes, however they make up a large share of the higher severity crashes.
- ◇ When a pedestrian was involved, 21% of the crashes resulted in a fatality or SSI. For cyclists, this number was 8%.
- ◇ Active transportation crashes can involve people of all ages, not just young or old.
- ◇ All three of the fatal crashes involving cyclists occurred midblock.
- ◇ Overall crashes involving cyclists tend to occur more often at intersections. For pedestrians, crashes occur similarly at intersections and not.

Safe Speeds Save Lives

Risk to pedestrians increases as driver speed increases.

- ◇ "13% of pedestrians will die or suffer a severe injury hit by a vehicle a 20 mph."
- ◇ "40% of pedestrians will die or suffer a severe injury hit by a vehicle a 30 mph."
- ◇ "73% of pedestrians will die or suffer a severe injury hit by a vehicle a 40 mph."

Figure 1.9—Active Transportation Fatalities and Suspected Serious Injuries

Data Source: National Highway Traffic Safety Administration (NHTSA)—
National Pedestrian Safety Month 2021 Resource Guide.

Goal 1: Maintain and Enhance Transportation Safety

Chemical Impairment Crashes

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

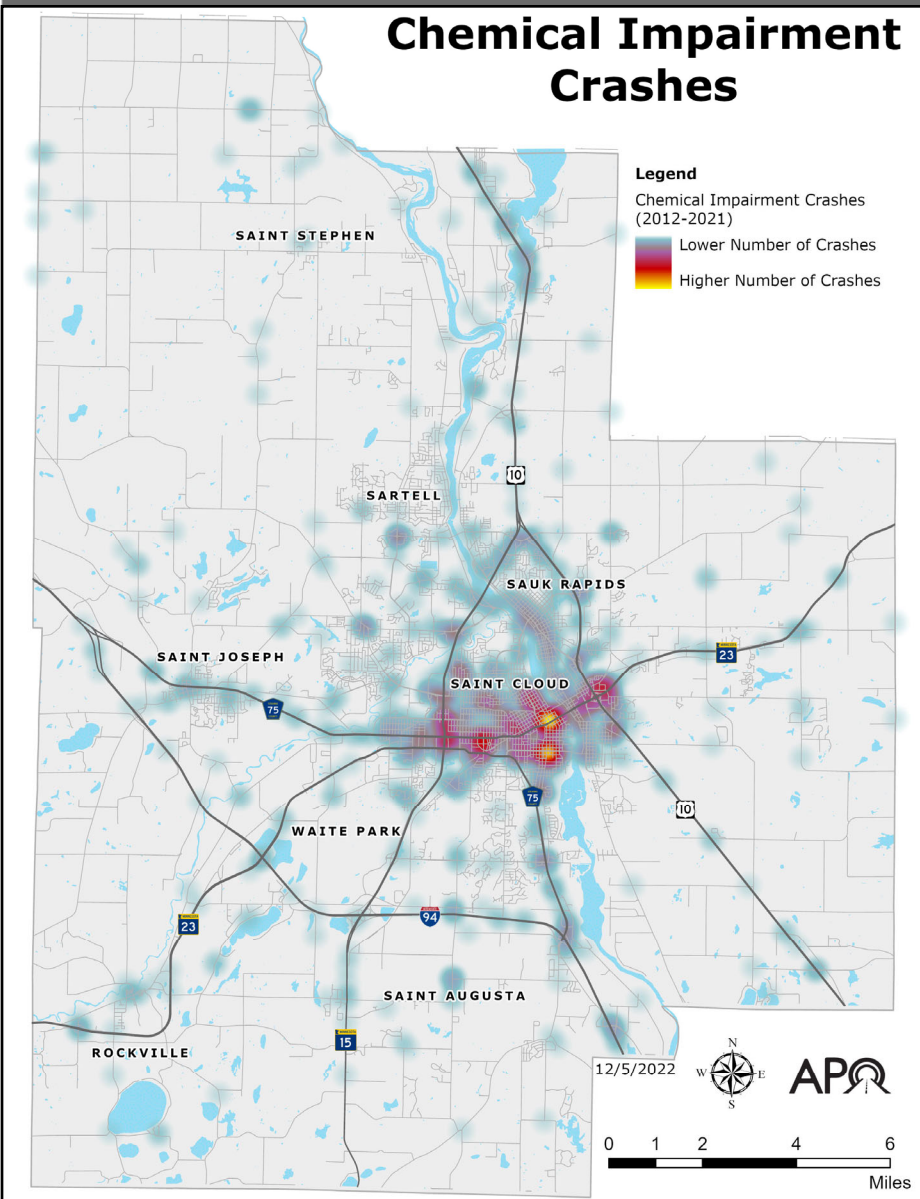


Figure 1.10-Chemical Impairment Crashes

Data Source: MnDOT.

Chemical Impairment Crashes

Figure 1.10 displays the locations where chemical impairment crashes occurred in the APO planning area from 2012 to 2021.

BLOOD ALCOHOL CONCENTRATION (BAC) IN G/DL	TYPICAL EFFECTS	PREDICTABLE EFFECTS ON DRIVING
.02	Some loss of judgment; relaxation, slight body warmth, altered mood	Decline in visual functions (rapid tracking of a moving target), decline in ability to perform two tasks at the same time (divided attention)
.05	Exaggerated behavior, may have loss of small-muscle control (e.g., focusing your eyes), impaired judgment, usually good feeling, lowered alertness, release of inhibition	Reduced coordination, reduced ability to track moving objects, difficulty steering, reduced response to emergency driving situations
.08 (the legal limit in MN)	Muscle coordination becomes poor (e.g., balance, speech, vision, reaction time, and hearing), harder to detect danger; judgment, self-control, reasoning, and memory are impaired	Concentration, short-term memory loss, speed control, reduced information processing capability (e.g., signal detection, visual search), impaired perception
.10	Clear deterioration of reaction time and control, slurred speech, poor coordination, and slowed thinking	Reduced ability to maintain lane position and brake appropriately
.15	Far less muscle control than normal, vomiting may occur (unless this level is reached slowly or a person has developed a tolerance for alcohol), major loss of balance	Substantial impairment in vehicle control, attention to driving task, and in necessary visual and auditory information processing

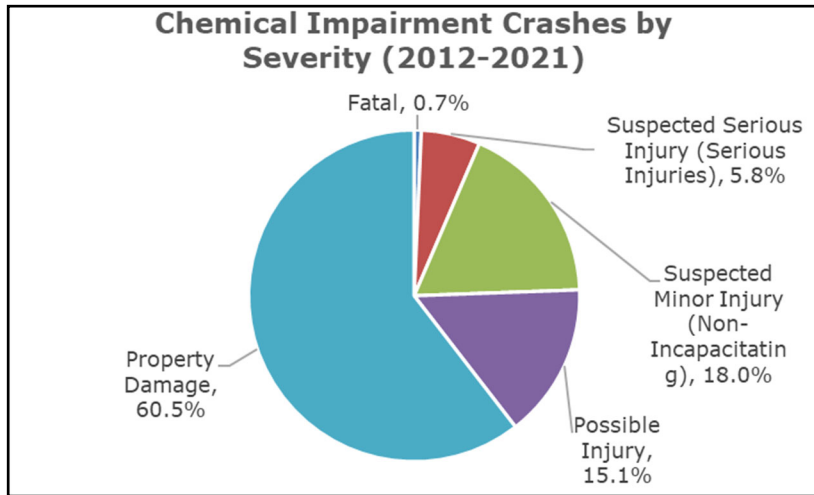
“Every day, about 32 people in the United States die in drunk-driving crashes — that’s one person every 45 minutes. In 2020, 11,654 people died in alcohol-impaired driving traffic deaths — a 14% increase from 2019. These deaths were all preventable.”

Data Source: NHTSA.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Analysis

Chemical Impairment Crashes that occurred in 2012-2021



Approximately 0.4% of crashes within the APO's planning area involve a fatality and 1.1% result in a SSI. However, 6.5% of all fatal and serious injury crashes within the metro can be attributed to chemical impairment. As a result, the risk of a fatal or serious injury crash is five times greater for crashes when an individual involved is chemically impaired.

Looking at the basic types involved with chemical impairment crashes, about 46% involve a single vehicle running off the road, while 16% are rear ends, and 5% involve active transportation users. Compare this to overall crashes with only 17% involving a single vehicle running off the road, 33% rear ends, and 2% active transportation involved.

A huge percentage of chemical impairment crashes involve a single vehicle running off the road as well as over double the rate of active transportation involved crashes than crashes overall.

Chemical impairment crashes occurred much more often not at intersections and less often at intersections compared with all crashes.

Figure 1.11-Chemical Impairment Crashes by Severity (2012-2021)
Data Source: MnDOT.

When looking at physical condition, most people involved in these crashes are not on drugs/alcohol. People in an apparently normal physical condition make up nearly 30% of those involved in chemical impairment crashes. This means nearly one-third of all people affected chemical impairment crashes were not impaired.

Of those involved in chemical impairment crashes, nearly 4% are under the age of 18, while those aged 20-34 make up nearly 42%. Of note, people aged 20-34 make up only 25% of the regions population. The split along gender lines for chemical impairment crashes is fairly equal.

While 70% of crashes involving a chemically impaired individual occurred during daylight, nearly 25% occurred when it was dark out. The remaining 5% occurred during dawn/dusk.

Chemical crashes occurred 1.5 times as often on any given weekday versus day on the weekend, even while accounting for Monday-Friday containing more days than Saturday and Sunday.

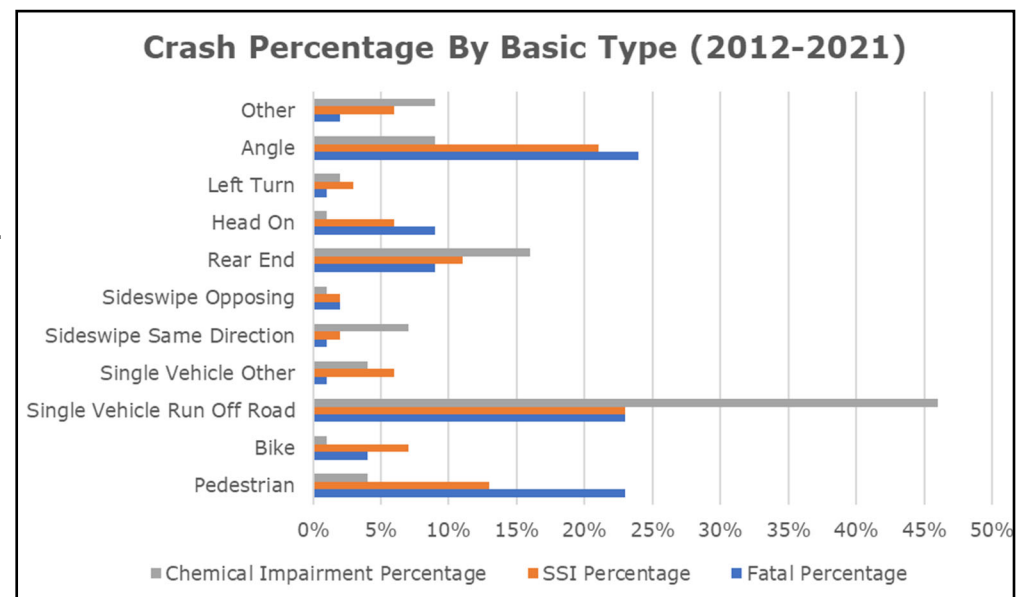


Figure 1.12-Crash Percentage by Basic Type (2012-2021) Percent

Data Source: MnDOT. 30

Goal 1: Maintain and Enhance Transportation Safety

Distracted Crashes

Number of crashes involving distracted drivers.

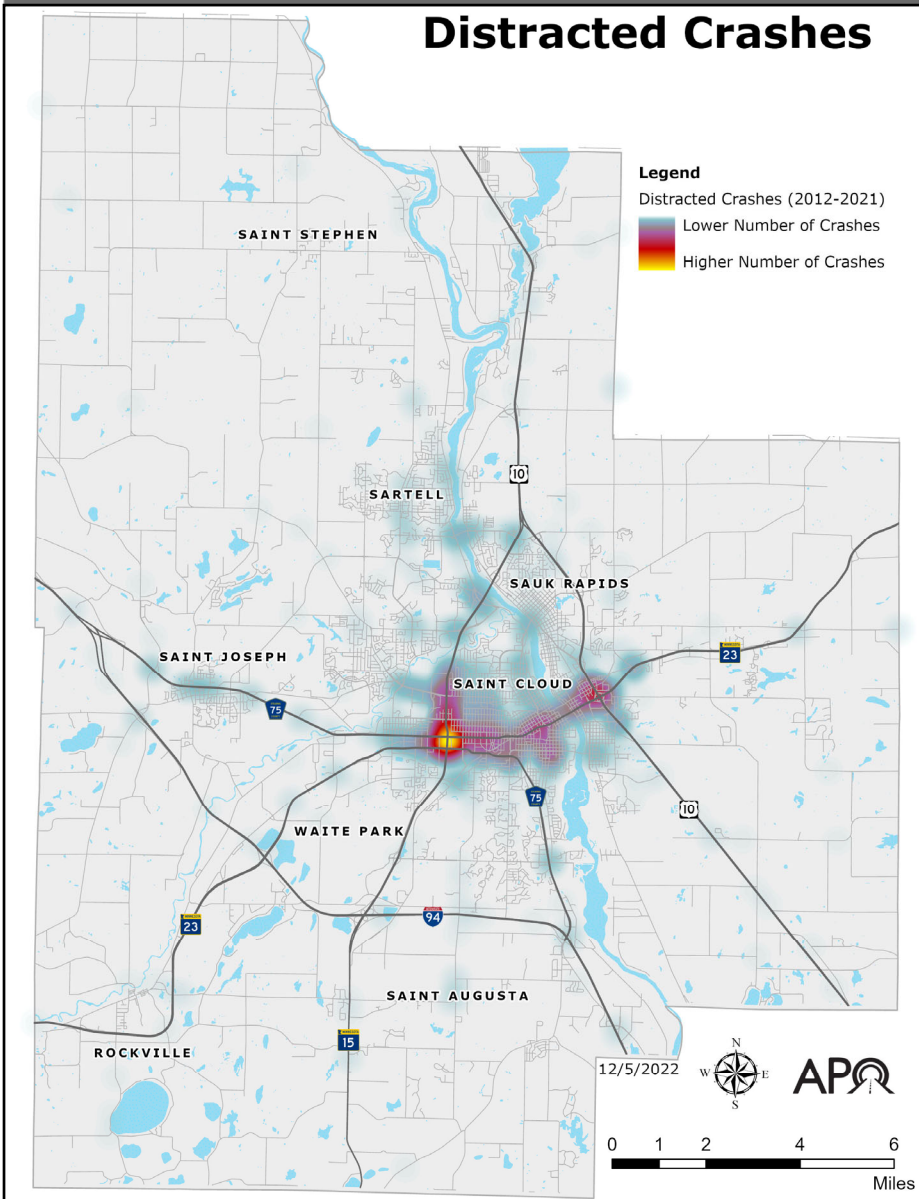


Figure 1.13-Distracted Crashes

Data Source: MnDOT.

Distracted Crashes

Figure 1.13 displays the locations where distracted crashes occurred in the APO planning area from 2012 to 2021.

Data regarding distracted driving crashes had undergone a reporting shift between 2015 and 2016. Therefore, any data collected prior to 2016 (which reported significantly more distracted driving crashes) is not comparable. This change is attributed to instrumentation as opposed to a cultural shift. This has led to the belief among data analysts that distracted driving is underreported in crash data.

- ◇ Most distracted driving crashes result in less severe outcomes with 72% being rear end collisions.
- ◇ Most of these crashes occur at intersections (57%), while 36% occur outside of an intersection.

What Is Distracted Driving?

"Distracted or inattentive driving is when a driver engages in any activity that might distract them from the primary task of driving – and increases their risk of crashing."

"It is illegal for drivers of all ages to compose, read, or send electronic messages or access the Internet on a wireless device when the vehicle is in motion or part of traffic. This includes being stopped in traffic or at a light."

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

Data Source: NHTSA.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

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



Photo courtesy of Saint Cloud APO and Metro Bus.

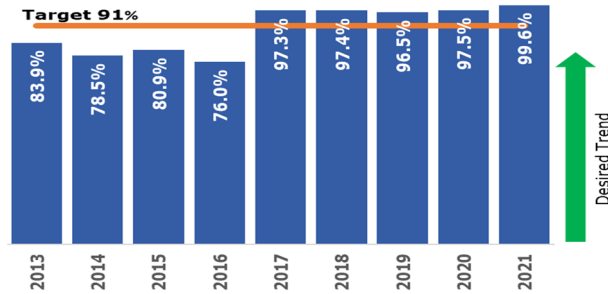
Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
---------	------------------	----------

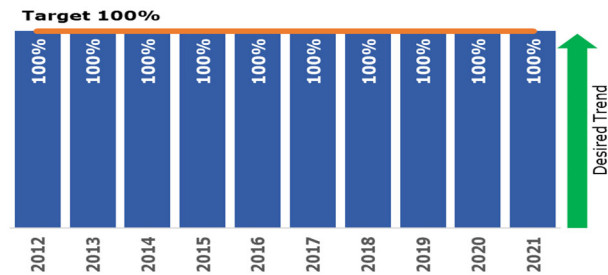
Non-Interstate NHS Reliability:

Annual percent of person-miles traveled that are reliable.



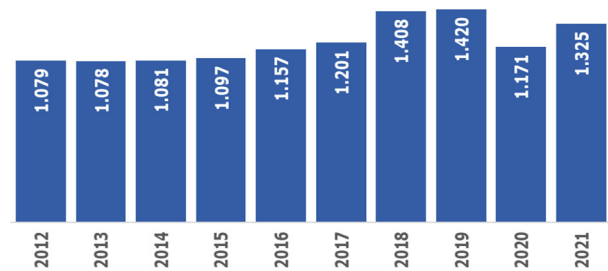
The non-Interstate NHS has continued to operate reliably over the last five years. The APO has set a 2022 target of at least 91% reliability.

Interstate Reliability: Annual percent of person-miles traveled that are reliable.



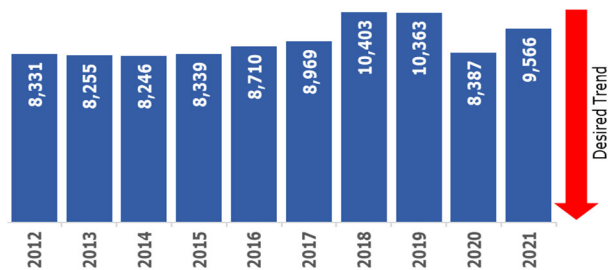
I-94 continues to operate extremely well with no reliability issues in the last 10 years. The APO has set a 2022 target of 100% reliability.

Vehicle Miles Traveled (VMT): Number of miles traveled by motor vehicle expressed in billions.



VMT has increased 13.2% from 1.171 billion miles in 2020 to 1.325 billion miles in 2021. The APO does not have a set target.

VMT Per Capita: Number of miles traveled by motor vehicle divided by population.



VMT per capita increased 14.1% from 8,387 in 2020 to 9,566 in 2021. The APO does not have a set target but desires VMT per capita to decrease.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis																						
<p>Number of Annual Fixed Route (FR) Transit Riders: Annual number of transit riders by FR (in millions).</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Number of Riders (Millions)</th> </tr> </thead> <tbody> <tr><td>2012</td><td>2.20</td></tr> <tr><td>2013</td><td>2.20</td></tr> <tr><td>2014</td><td>2.15</td></tr> <tr><td>2015</td><td>2.04</td></tr> <tr><td>2016</td><td>1.94</td></tr> <tr><td>2017</td><td>1.75</td></tr> <tr><td>2018</td><td>1.62</td></tr> <tr><td>2019</td><td>1.48</td></tr> <tr><td>2020</td><td>0.96</td></tr> <tr><td>2021</td><td>0.68</td></tr> </tbody> </table>	Year	Number of Riders (Millions)	2012	2.20	2013	2.20	2014	2.15	2015	2.04	2016	1.94	2017	1.75	2018	1.62	2019	1.48	2020	0.96	2021	0.68	<p>The number of annual FR transit riders has decreased by 25.7% from the 2020 number of 0.96 million to 0.68 million in 2021. Since 2012, FR ridership has fallen nearly 65.5%. The APO desires the number of fixed route transit riders to increase.</p>
Year	Number of Riders (Millions)																							
2012	2.20																							
2013	2.20																							
2014	2.15																							
2015	2.04																							
2016	1.94																							
2017	1.75																							
2018	1.62																							
2019	1.48																							
2020	0.96																							
2021	0.68																							
<p>Passengers Per Revenue Mile (FR): The number of passengers divided by the number of miles traveled by FR.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Passengers Per Revenue Mile</th> </tr> </thead> <tbody> <tr><td>2012</td><td>1.85</td></tr> <tr><td>2013</td><td>1.84</td></tr> <tr><td>2014</td><td>1.77</td></tr> <tr><td>2015</td><td>1.66</td></tr> <tr><td>2016</td><td>1.57</td></tr> <tr><td>2017</td><td>1.35</td></tr> <tr><td>2018</td><td>1.26</td></tr> <tr><td>2019</td><td>1.16</td></tr> <tr><td>2020</td><td>0.86</td></tr> <tr><td>2021</td><td>0.64</td></tr> </tbody> </table>	Year	Passengers Per Revenue Mile	2012	1.85	2013	1.84	2014	1.77	2015	1.66	2016	1.57	2017	1.35	2018	1.26	2019	1.16	2020	0.86	2021	0.64	<p>FR passengers per revenue mile has decreased by 2.7 from 0.86 in 2020 to 0.64 in 2021. The number of revenue miles has also been decreasing over the years. The APO desires FR passengers per revenue mile to increase.</p>
Year	Passengers Per Revenue Mile																							
2012	1.85																							
2013	1.84																							
2014	1.77																							
2015	1.66																							
2016	1.57																							
2017	1.35																							
2018	1.26																							
2019	1.16																							
2020	0.86																							
2021	0.64																							
<p>Passengers Per Revenue Hour (FR): The number of passengers divided by the number of hours traveled by FR.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Passengers Per Revenue Hour</th> </tr> </thead> <tbody> <tr><td>2012</td><td>25.96</td></tr> <tr><td>2013</td><td>25.92</td></tr> <tr><td>2014</td><td>24.93</td></tr> <tr><td>2015</td><td>23.47</td></tr> <tr><td>2016</td><td>22.04</td></tr> <tr><td>2017</td><td>17.96</td></tr> <tr><td>2018</td><td>16.90</td></tr> <tr><td>2019</td><td>15.15</td></tr> <tr><td>2020</td><td>11.41</td></tr> <tr><td>2021</td><td>8.72</td></tr> </tbody> </table>	Year	Passengers Per Revenue Hour	2012	25.96	2013	25.92	2014	24.93	2015	23.47	2016	22.04	2017	17.96	2018	16.90	2019	15.15	2020	11.41	2021	8.72	<p>FR passengers per revenue hour has decreased by 2.7 from 11.4 in 2020 to 8.7 in 2021. The number of revenue hours has continued falling from 2020. The APO desires FR passengers per revenue hour to increase.</p>
Year	Passengers Per Revenue Hour																							
2012	25.96																							
2013	25.92																							
2014	24.93																							
2015	23.47																							
2016	22.04																							
2017	17.96																							
2018	16.90																							
2019	15.15																							
2020	11.41																							
2021	8.72																							
<p>Number of Annual Dial-a-Ride (DAR) Transit Riders: Annual number of transit riders by DAR.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Number of Riders</th> </tr> </thead> <tbody> <tr><td>2012</td><td>130,880</td></tr> <tr><td>2013</td><td>122,263</td></tr> <tr><td>2014</td><td>128,087</td></tr> <tr><td>2015</td><td>133,303</td></tr> <tr><td>2016</td><td>139,414</td></tr> <tr><td>2017</td><td>136,422</td></tr> <tr><td>2018</td><td>139,399</td></tr> <tr><td>2019</td><td>152,239</td></tr> <tr><td>2020</td><td>98,687</td></tr> <tr><td>2021</td><td>101,125</td></tr> </tbody> </table>	Year	Number of Riders	2012	130,880	2013	122,263	2014	128,087	2015	133,303	2016	139,414	2017	136,422	2018	139,399	2019	152,239	2020	98,687	2021	101,125	<p>The number of annual DAR transit riders has rose by 2.47% from 98,687 in 2020 to 101,125 in 2021. The APO desires the number of DAR transit riders to increase.</p>
Year	Number of Riders																							
2012	130,880																							
2013	122,263																							
2014	128,087																							
2015	133,303																							
2016	139,414																							
2017	136,422																							
2018	139,399																							
2019	152,239																							
2020	98,687																							
2021	101,125																							
<p>Passengers Per Revenue Mile (DAR): The number of passengers divided by the number of miles traveled by DAR.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Passengers Per Revenue Mile</th> </tr> </thead> <tbody> <tr><td>2012</td><td>0.26</td></tr> <tr><td>2013</td><td>0.25</td></tr> <tr><td>2014</td><td>0.25</td></tr> <tr><td>2015</td><td>0.25</td></tr> <tr><td>2016</td><td>0.24</td></tr> <tr><td>2017</td><td>0.24</td></tr> <tr><td>2018</td><td>0.23</td></tr> <tr><td>2019</td><td>0.23</td></tr> <tr><td>2020</td><td>0.22</td></tr> <tr><td>2021</td><td>0.21</td></tr> </tbody> </table>	Year	Passengers Per Revenue Mile	2012	0.26	2013	0.25	2014	0.25	2015	0.25	2016	0.24	2017	0.24	2018	0.23	2019	0.23	2020	0.22	2021	0.21	<p>DAR passengers per revenue mile has decreased by 0.01 from 0.22 in 2020 to 0.21 in 2021. The number of revenue miles remains lower than most previous years. The APO desires DAR passengers per revenue mile to increase.</p>
Year	Passengers Per Revenue Mile																							
2012	0.26																							
2013	0.25																							
2014	0.25																							
2015	0.25																							
2016	0.24																							
2017	0.24																							
2018	0.23																							
2019	0.23																							
2020	0.22																							
2021	0.21																							

Goal 2: Increase System Accessibility, Mobility, and Connectivity

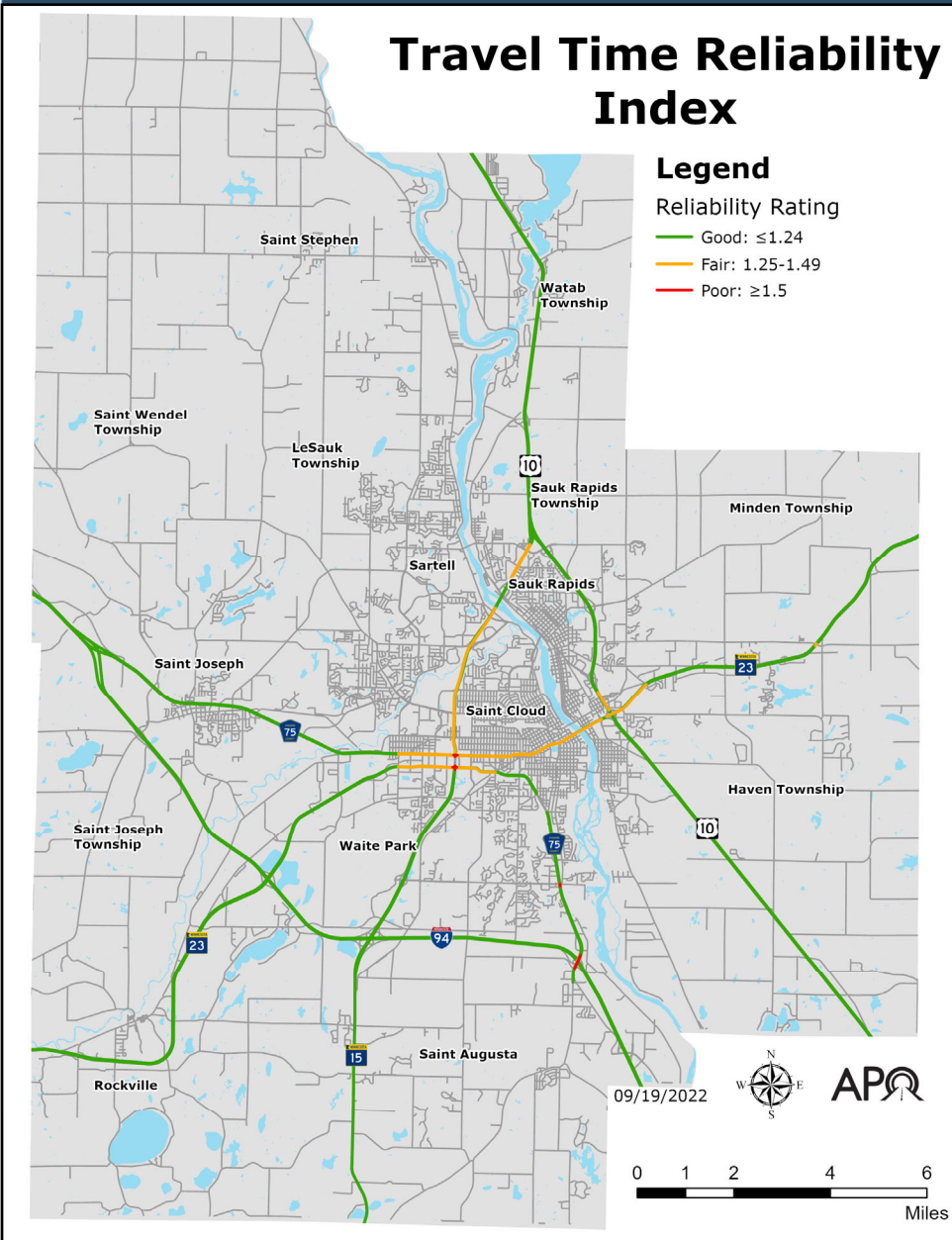
Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis
<p>Passengers Per Revenue Hour (DAR): The number of passengers divided by the number of hours traveled by DAR.</p>		<p>DAR passengers per revenue hour decreased by 0.03 from 2.75 in 2020 to 2.72 in 2021. Revenue hours are still low following 2020. The APO desires DAR passengers per revenue hour to increase.</p>
<p>Number of Annual Northstar Commuter Bus (NCB) Transit Riders: Annual number of transit riders on NCB.</p>		<p>Annual NCB transit ridership has decreased by 65.7% from 24,280 in 2020 to 8,330 in 2021. Due to limited train runs, the bus use also decreased. The APO desires the NCB transit ridership to increase.</p>
<p>Passengers Per Revenue Mile (NCB): The number of passengers divided by the number of miles traveled by NCB.</p>		<p>Passengers per revenue mile have decreased by 0.08 from 0.22 passengers per revenue mile in 2020 to 0.14 in 2021. This follows from the decrease in Northstar rail use. The APO desires NCB passengers per revenue mile to increase.</p>
<p>Passengers Per Revenue Hour (NCB): The number of passengers divided by the number of hours traveled by NCB.</p>		<p>Passengers per revenue hour has decreased by 2.26 from 6.32 passenger per revenue hour in 2020 to 4.06 in 2021. This follows from the decrease in ridership. The APO desires NCB passengers per revenue hour to increase.</p>
<p>Percent of Single Occupancy Vehicle (SOV) Travel: Percent of travel alone in a motorized vehicle.</p>		<p>The percent of travel done by workers 16 years and over has stayed near 80.0% for the last seven years. The APO desires SOV travel to decrease.</p>

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Level of Travel Time Reliability

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



Level of Time Travel Reliability

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

The areas within the APO planning boundaries which experience unreliable travel time above 1.5 include, but are not limited to: the intersection of Division Street and Highway 15; the intersection of Second Street S and Highway 15/23; the intersection of CSAH 75 and I-94, and the intersection of 33rd Street and CSAH 75.

⇒ **Level of Travel Time Reliability (LOTR)** is defined as the ratio of the 80th percentile travel time of a reporting segment to a “normal” travel time (50th percentile), using data from FHWA’s National Performance Management Research Data Set (NPMRDS).

⇒ **INRIX** was selected by FHWA to collect Global Positioning System (GPS) probe data from a wide array of commercial vehicle fleets, connected cars, and mobile apps to produce the NPMRDS travel time data.

⇒ **Data is collected in 15-minute segments for the following time periods:**

- ◇ 6 - 10 a.m. weekdays
- ◇ 10 a.m. - 4 p.m. weekdays
- ◇ 4 - 8 p.m. weekdays
- ◇ 6 a.m. - 8 p.m. weekends

Figure 2.1-Time Travel Reliability

Data Source: NPMRDS.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Vehicle Miles Traveled

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



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

What influences VMT?

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

What Do Changes in VMT Mean?

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

Municipality	Annual Vehicle Miles Traveled (2020)	Annual Vehicle Miles Traveled (2021)	Percent Change (2020-2021)
Saint Cloud	464,902,416	519,558,014	11.8%
Sartell	68,010,746	73,981,427	8.8%
Sauk Rapids	52,901,252	57,461,515	8.6%
Waite Park	71,689,036	79,720,853	11.2%
Saint Joseph	34,185,400	37,503,797	9.7%
Saint Augusta	54,096,601	58,988,191	9.0%
Rockville	54,306,336	59,944,362	10.4%
Saint Stephen	3,541,016	3,816,362	7.8%
Total	803,632,803	890,974,521	10.9%

Data Source: MnDOT.

VMT Travel by Municipality

Vehicle miles traveled in 2021 has shown signs of recovery from the COVID-19 pandemic during which businesses such as restaurants, bars and other entertainment related establishments were required to close and non-essential workers were required to work from their place of residence under Minnesota's Peace Time Emergency Order in 2020 as a result of the global pandemic. In the APO region, VMT in the municipalities increased 10.8% from the previous year.

Strategies to Lower VMT:

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

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Means of Transportation to Work

Percent of single-occupancy vehicle (SOV) travel.

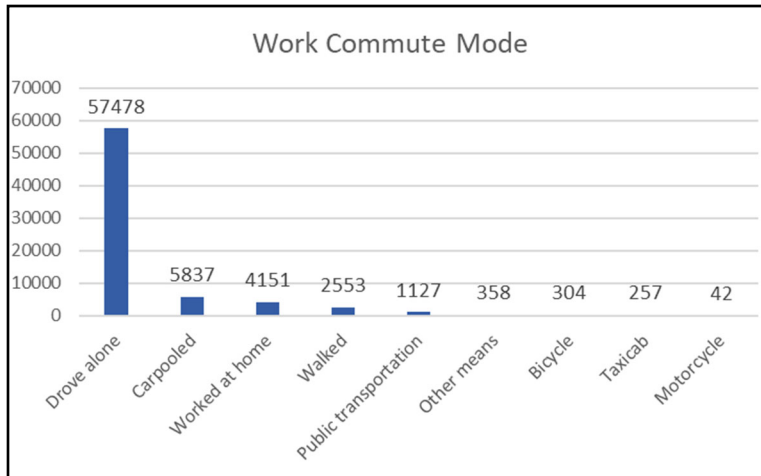


Figure 2.2-Means of Transportation to Work

Data Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Region's Top 10 Employers and the Number of Employees in 2020

- ◆ Saint Cloud Hospital/CentraCare - **7,541**
- ◆ Saint Cloud VA Health Care System - **1,850**
- ◆ State of Minnesota* - **1,838**
- ◆ Saint Cloud Area School District 742 - **1,800**
- ◆ Stearns County - **954**
- ◆ Fulfillment Distribution Center - **900**
- ◆ College Saint Benedict/Saint John's University - **868**
- ◆ Coborn's, Inc - **755**
- ◆ New Flyer of America - **730**
- ◆ Bernick's - **680**

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

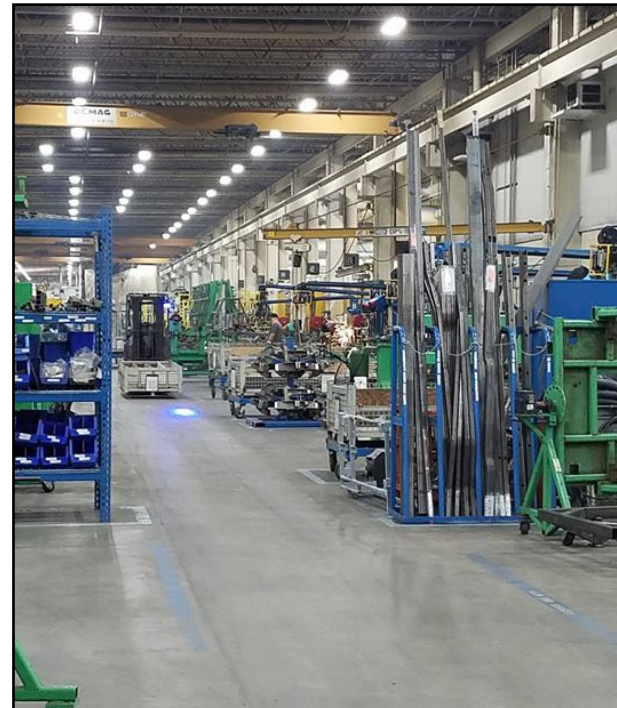
Data Source: Saint Cloud Area Chamber of Commerce. Data unavailable for 2021.

Means of Transportation to Work

Depicted in Figure 2.2, of workers 16 years and older, 88% (63,315) used a household car, truck, or van as their means of transportation to work.

The next most common forms of work commuting transportation include: walking (4%), public transportation (2%), and some other means of transportation (<1%). Bicycles, taxicabs and motorcycles are all at or below 1%.

In 2021 the Saint Cloud APO conducted a regional household travel survey (bit.ly/408ZI1s) in which participants shared data regarding the trips they took. When compared with the Saint Cloud APO Household Travel Survey and previous Census ACS surveys, means of transportation to work by all modes have remained fairly constant with the most notable change being work from home taking away trips primarily from solo drivers.



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

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



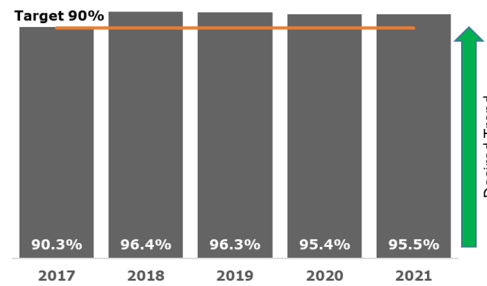
Photos courtesy of MnDOT and APO

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

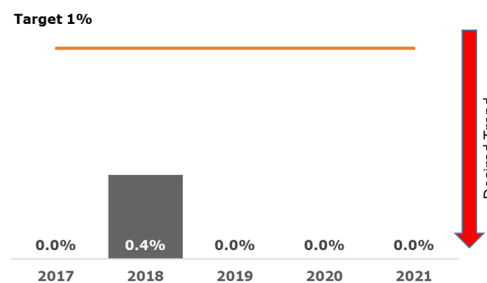
Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Data	Analysis
---------	-----------------	----------

Interstate Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.

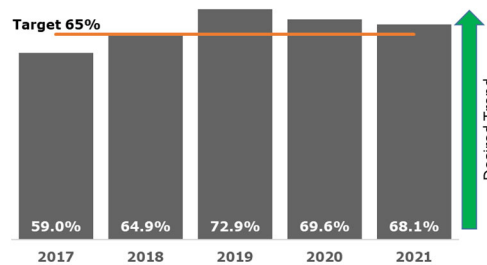


In 2021, 95.5% of the Interstate’s pavement was rated in good condition. This is a 0.1 percentage point increase from 2020. The APO has set a 2022 Interstate pavement condition target of at least 90% in good condition.

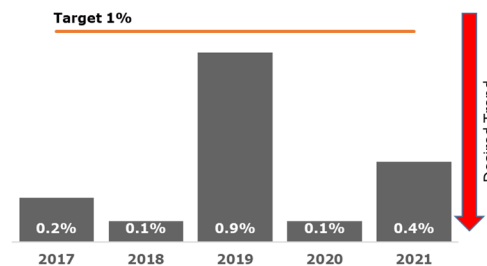


No Interstate pavement within the MPA was rated in poor condition in 2021. The APO has set a 2022 Interstate pavement condition target of less than 1% in poor condition.

Non-Interstate NHS Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.



Non-Interstate NHS pavement in 2021 was rated at 68.1% in good condition. This is an 1.5 percentage point decrease from 2020. The APO has set a 2022 non-Interstate NHS pavement condition target of at least 65% in good condition.



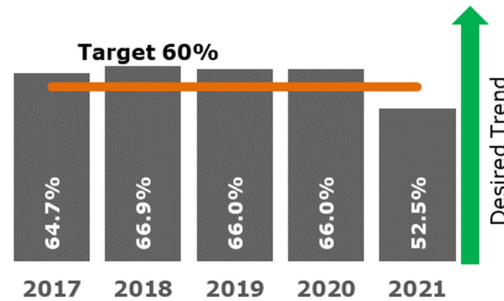
Non-Interstate NHS pavement in 2021 was rated at 0.4% in poor condition. This is a 0.3 percentage point increase from 2020. The APO has set a 2022 non-Interstate NHS pavement condition target of less than 1% in poor condition.

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

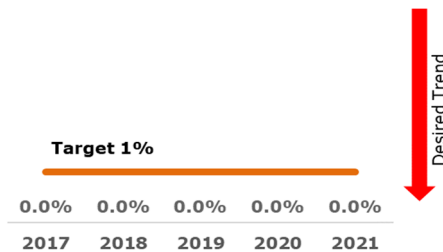
Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Data	Analysis
---------	-----------------	----------

National Highway System (NHS) Bridge Condition: Percent of bridges by deck area classified in good, fair, and poor condition.

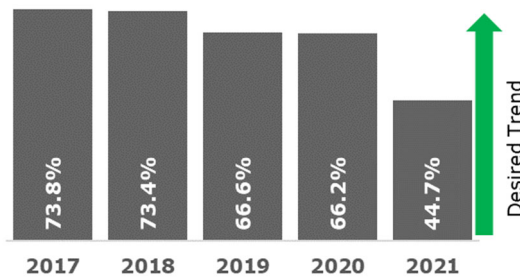


In 2021, 52.5% of NHS bridge deck area was in good condition. This is 13.5 percentage point drop from the previous two years. The APO has set a 2022 NHS bridge condition target of at least 60% in good condition.

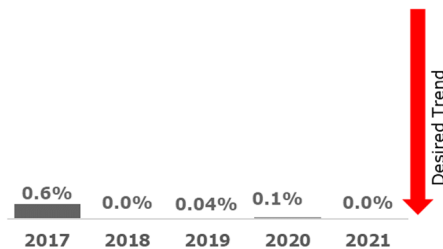


No NHS bridge deck area was rated in poor condition in any of the previous years. The APO has set a 2022 target of less than 1% in poor condition.

Condition of All Bridges: Percent of bridges, including NHS bridges by deck area classified in good, fair, and poor condition.



In 2021, 44.7% of all bridge deck area in the MPA was rated in good condition. This is a noticeable decrease from previous years. The APO does not have a set target, but desires this to increase.



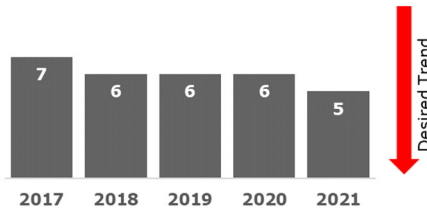
In 2021, no bridge deck area in the MPA was rated in poor condition. This has remains relatively unchanged since 2018. The APO does not have a set target.

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

Saint Cloud APO Transportation Results Scorecard

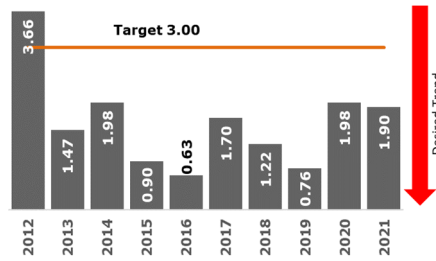
Transit Measure	Multi-Year Data	Analysis
-----------------	-----------------	----------

Bridge Weight Restrictions: Number and condition of bridges with a capacity rating posting.



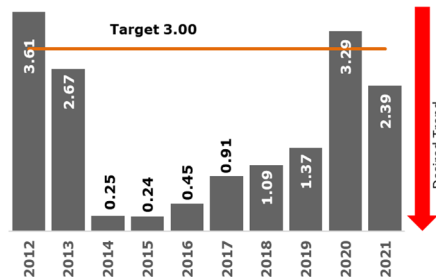
There were a total of five bridges with weight restrictions in the APO planning area in 2021. All five of these bridges are in fair condition. The APO has not set target.

Major Mechanical Failures (FR): Mean major mechanical failures for FR per 65,000 vehicle revenue miles.



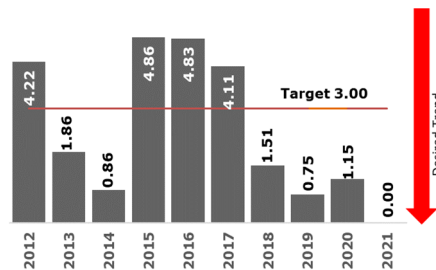
The mean number of major mechanical failures per 65,000 vehicle revenue miles for FR in 2021 was 1.90. This is an decrease of 0.08 from the previous year. The average age of FR buses is 7.5 years. The APO desires the number of FR mechanical failures to decrease.

Major Mechanical Failures (DAR): Mean major mechanical failures for DAR per 65,000 vehicle revenue miles.



The mean number of major mechanical failures per 65,000 vehicle revenue miles for DAR in 2021 was 2.39, an decrease of 0.90 from the previous year. The average age of DAR buses is 3.9 years. The APO desires the number of DAR mechanical failures to decrease.

Major Mechanical Failures (NCB): Mean major mechanical failures for NCB per 65,000 vehicle revenue miles.



The mean number of major mechanical failures per 65,000 vehicle revenue miles for NCB in 2021 was zero. This is a decrease of 1.15 from the previous year. The average age of NCB buses is 3.6 years. The APO desires the number of NCB mechanical failures to decrease.

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

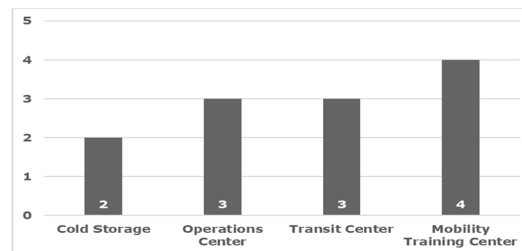
Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

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

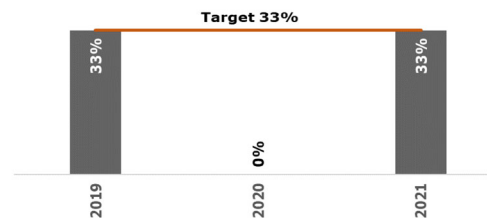
Asset	Data	Analysis
-------	------	----------

TERM Scale for Facilities



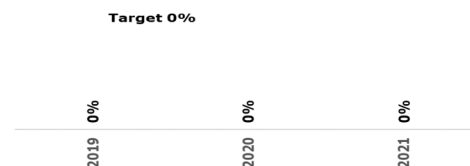
The TERM scale uses the number 1 through 5 to describe the condition of an asset — with 5 being excellent and 1 being poor. While the cold storage is rated at marginal, the operation center and transit center are rated as adequate. The mobility training center is rated as good.

Administrative/Maintenance Facilities



This measure looks at a combination of the cold storage facility, operations center, and mobility training center to give an overall rating for the MTC. MTC’s cold storage facility was rated under a 3 which caused 1/3 of these assets to be noted here. MTC has set a 2022 target of 33% of facilities being below three on the TERM scale.

Passenger/Parking Facilities



No Metro Bus passenger/parking facilities were rated below a three on the TERM scale in 2021. The transit center is the only facility type operated by MTC within this category. MTC set a 2022 target of 0% of facilities below three on the TERM scale.

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

Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

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

Asset	Data	Analysis
Equipment (non-revenue service vehicles)	<p>Target 0%</p> <p>0.0%</p> <p>2021</p>	No non-revenue service vehicles have exceeded their useful life in 2021. MTC set a 2022 target of 0% exceeding useful life.
Rolling Stock (revenue vehicles) - Class 700 Buses	<p>Target 13%</p> <p>10.3%</p> <p>2021</p>	For the class 700 buses (FR buses), 10.3% have exceeded their useful life. MTC set a 2022 target of 13% exceeding useful life.
Rolling Stock (revenue vehicles) - Class 400 Buses	<p>Target 0%</p> <p>20.0%</p> <p>2021</p>	For the class 400 buses (DAR buses), 20% have exceeded their useful life. MTC set a 2022 target of 0% exceeding useful life.
Rolling Stock (revenue vehicles) - MCI buses	<p>Target 0%</p> <p>0.0%</p> <p>2021</p>	No MCI buses (NCB buses) have exceeded their useful life. MTC set a 2022 target of 0% exceeding useful life.

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

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

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



Photos courtesy of MnDOT.




How is Pavement Condition Calculated?

- * Pavement condition is calculated using the International Roughness Index (IRI). IRI is a statistic used to estimate the amount of roughness on a roadway.
- * IRI uses three types of pavement distress as measurements:
 1. Cracking.
 2. Rutting.
 3. Faulting.


Data Collection Method

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

Data Source: MnDOT.

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

Data and photos courtesy of MnDOT.

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

Data and photo courtesy of MnDOT.

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

Pavement Conditions

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

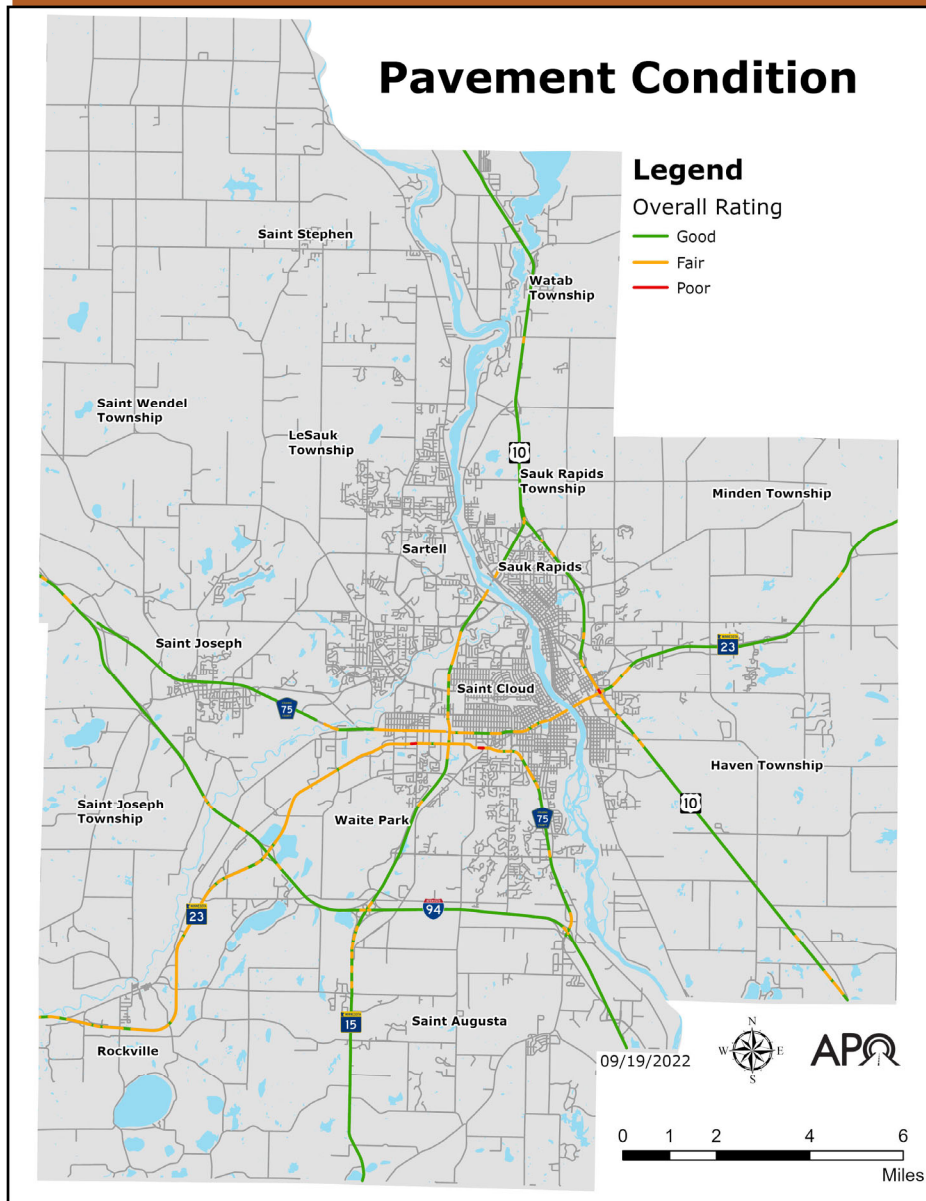


Figure 3.1-Pavement Condition Data Source: MnDOT

Pavement Condition

In 2021, 73.8% of Interstate and NHS pavement within the APO planning area was in good condition, 25.9% in fair condition, and 0.3% in poor condition as displayed in Figure 3.1. Some of the worst pavement areas are located near the interchange of US 10 and MN 23, Second Street S between 33rd Avenue N and 25th Avenue S, and MN 23 between Second Ave S and 10th Avenue S.

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

International Roughness Index (IRI)

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

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

Bridge Condition

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



Photos courtesy of MnDOT.





How is Bridge Condition Calculated?

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

Routine Inspection

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

Data Source: MnDOT.

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

Data and photos courtesy of MnDOT.

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

Bridge Condition

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

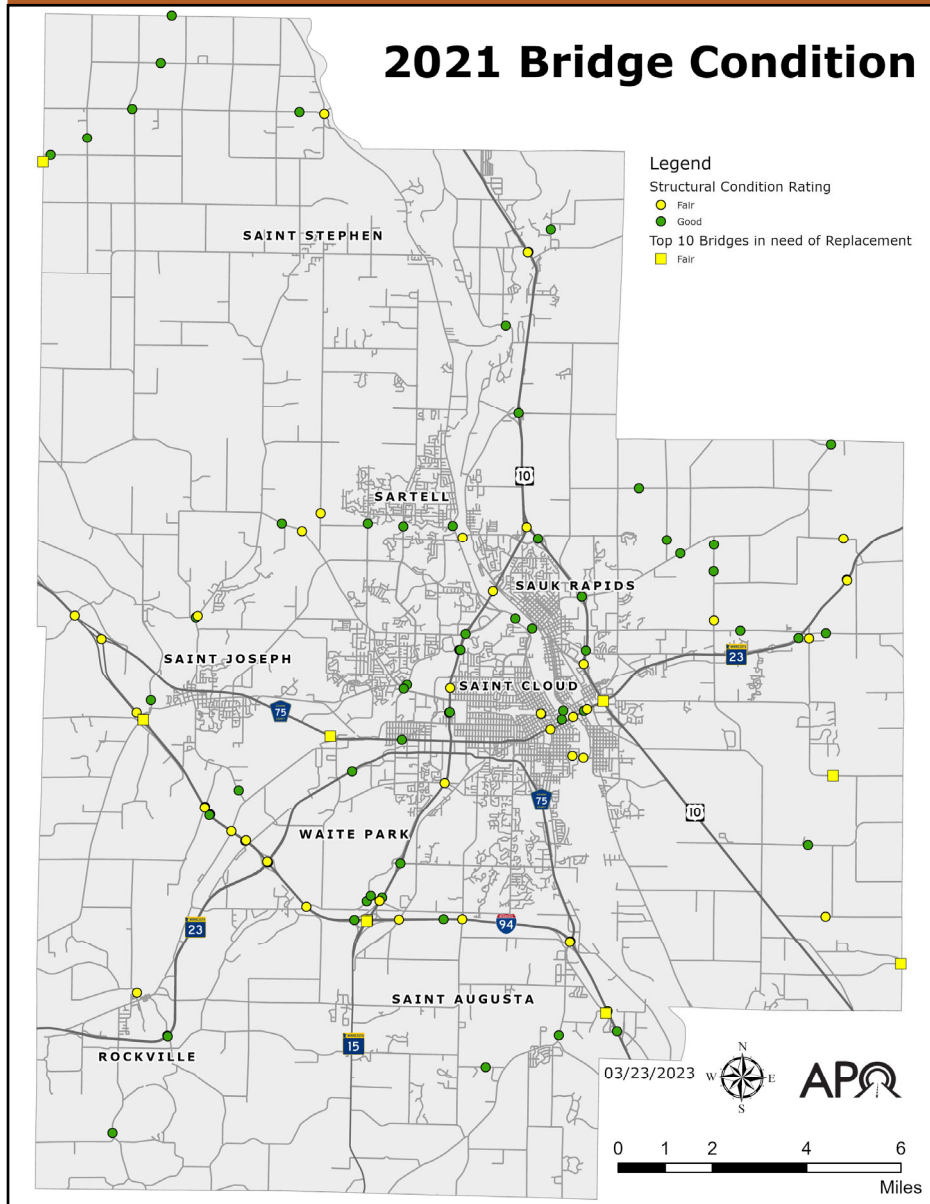


Figure 3.2-Bridge Condition

Data Source: MnDOT.

Condition of All Bridges

Of the 112 bridges in the APO planning area, 62 are rated in good condition and 50 are in fair condition as illustrated in Figure 3.2.

As bridges age and are in need of repair, the Local Bridge Planning Index (LPI) takes into account multiple factors and assigns a risk level score of the likelihood and consequences of a bridge being no longer in service. The LPI only assigns scores to bridges owned by local agencies to assist in replacement schedules. Below are 10 of the lowest rated bridges based on an average of their deck, substructure, and super structure that fell into the fair rating.

Rank	Location of Bridge	Owner
1*	TH 23 NB over US 10	MnDOT
2*	TH 23 SB over US 10	MnDOT
3*	CSAH 75 over Sauk River	Stearns County
4	CSAH 75 over St Augusta Creek	Stearns County
5	I 94 EB Collector RD over MN 15	MnDOT
6	CSAH 3 over Spunk Creek	Stearns County
7	I 94 WB over CSAH 2	MnDOT
8	I 94 EB over TH 15	MnDOT
9	CR 62 over Elk River	Sherburne County
10	CSAH 16 over Elk River	Sherburne County

Note: Those with an * next to the rank are currently scheduled for replacement. 48

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

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

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

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

Factors involved with TERM Scale rating:

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

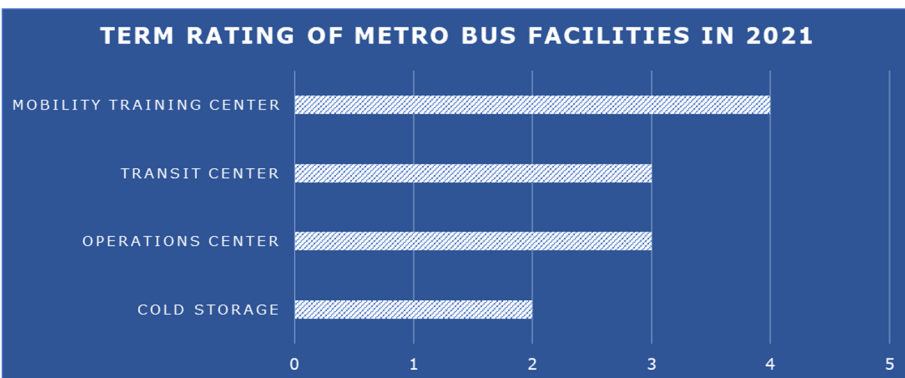


Figure 3.3 TERM Rating of Metro Bus Facilities in 2021 Data Source: National Transit Database and Metro Bus.

Transit Economic Requirements Model (TERM) Rating

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



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



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



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



Photos courtesy of Saint Cloud MTC and APO.

Goal 4: Support Metropolitan Vitality and Economic Development

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



Photos courtesy of the APO.

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

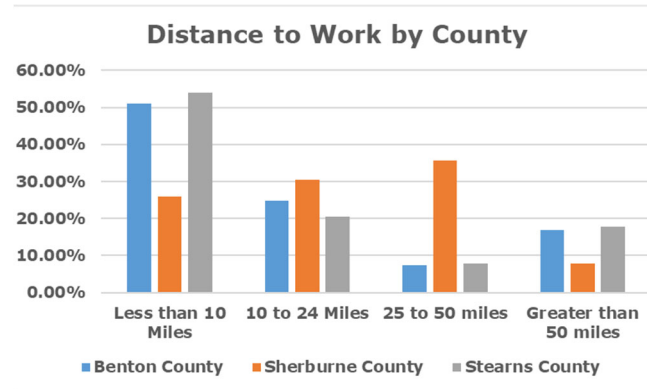
Measure	Multi-Year Trend	Analysis
<p>Truck Travel Time Reliability (TTTR): Calculated by dividing the ratio of the 95th percentile time by the normal time (50th percentile).</p>	<p>Target 1.24</p> <p>Desired Trend</p>	<p>Truck Travel Time Reliability (TTTR) index has increased by 0.01 from 1.10 in 2020 to 1.11 in 2021. Overall TTTR appears to be relatively constant. The APO has set a 2021 target of less than 1.24.</p>
<p>Air Passengers at Saint Cloud Regional Airport (STC): Annual number of customers served.</p>	<p>Trend</p>	<p>Air passengers at the STC have decreased 22.4% from 42,912 passengers in 2019 to 33,300 passengers in 2021. The number of passengers appears to be recovering and returning to pre-pandemic levels. The APO does not have a set target.</p>
<p>Tri-CAP One-Way Transit Trips: Annual number of transit trips.</p>	<p>Trend</p>	<p>Tri-CAP one-way transit trips decreased 30.0% from 161,572 trips in 2019 to 113,160 trips in 2021. These number of transit trips appears to be rebounding from the pandemic decrease. It should be noted that Tri-CAP numbers were growing due to the expansion of their service area in 2019. The APO does not have a set target.</p>
<p>Amtrak Ridership: Annual passengers using the Saint Cloud Amtrak station.</p>	<p>Trend</p>	<p>Amtrak numbers decreased by 32.7% from 9,143 in 2019 to 6,156 in 2021. While still down, the number of passengers is showing an increase from 2020. Although prior to the pandemic we were already seeing a downwards trend in ridership.</p>

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

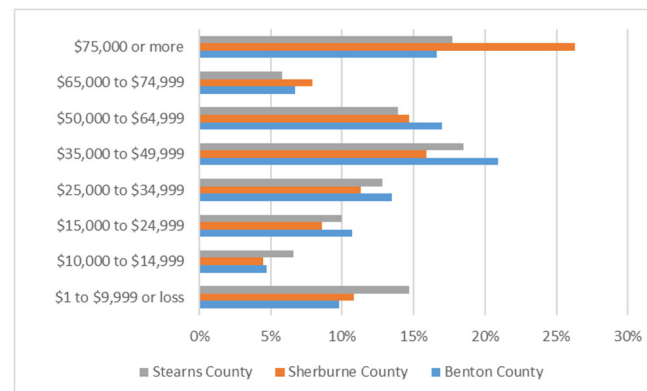
Measure	Multi-Year Trend	Analysis
---------	------------------	----------

Distance to Work from Home:
The distance an individual has to drive to reach their workplace.



Stearns and Benton County have a very similar curve to their distances traveled for work, but Sherburne County has a much more uniform travel distances under 50 miles likely due to it being between the Twin Cities and Saint Cloud.

Income for workers 16 years and over with earnings:
The earning from the past 12 months (in 2021 inflation-adjusted dollars) for workers



Just over 25% of the population of Sherburne County is making \$75,000 or more a year. This is around 10% more of the population than compared to Benton and Stearns County in the same bracket. Sherburne County is also in between two major metropolitan areas which likely plays a role in this. Beyond this disparity, the counties tend to follow similar levels of the percent of their populations earning a certain income level.

Goal 4: Support Metropolitan Vitality and Economic Development

Truck Travel Time Reliability (TTTR) Index

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

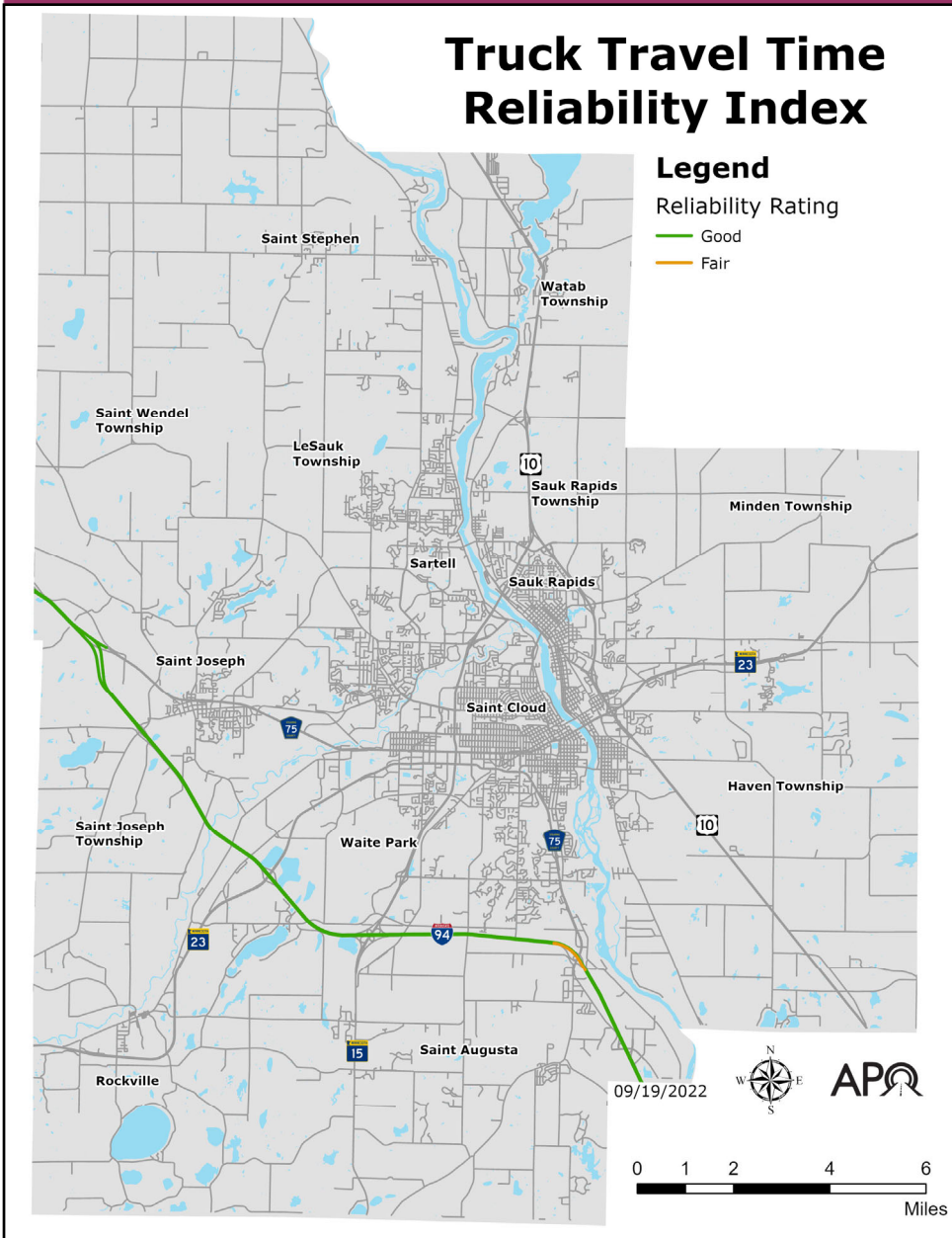


Figure 4.1-Truck Travel Time Reliability

Data Source: NPMRDS.

Interstate Truck Travel Time Reliability

Truck travel time reliability ratings consider the average amount of time it would take for a truck (95th percentile) to travel at an average speed (50th percentile) on a stretch of roadway. For example, if a one-mile stretch of roadway with a 60 mph average speed has a truck time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway on a “very bad day” when normally it would take 1 minute. A time travel reliability rating above 1.5 is deemed unreliable by Federal Highway Administration (FHWA) standards.

The section of Interstate 94 (I-94) that passes through the APO’s MPA has a TTTR of either good or fair. Only a small stretch of I-94 around the CSAH 75 interchange by Saint Augusta has a rating below good. This means the system is operating within normal capacity as shown in Figure 4.1. Currently data consisting of truck travel time reliability is only available for the Interstate.

How is TTTR Measured?

- Reporting of freight movement is divided into five periods:
 - ◇ Morning peak (6-10 a.m.) weekdays.
 - ◇ Midday (10 a.m.-4 p.m.) weekdays.
 - ◇ Afternoon peak (4-8 p.m.) weekdays.
 - ◇ (6 a.m.-8 p.m.) weekends.
 - ◇ (8 p.m.-6 a.m.) Overnights for all days.
- The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment’s largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Goal 4: Support Metropolitan Vitality and Economic Development

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

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



Photos courtesy of the APO.

Saint Cloud Regional Airport

The Saint Cloud Regional Airport (STC) was officially opened in 1970 at its current location 1550-45th Ave. SE in Saint Cloud. Up until Jan. 1, 2022, the City of Saint Cloud served as the airport's owner/operator. Ownership status has since switched to the Saint Cloud Regional Airport Authority -- a nine member board comprised of representatives from Benton, Sherburne, and Stearns counties; the City of Saint Cloud; and an aviation planner.

About 100 general aviation planes are based at STC. The airport owns 66 airplane hangars and contracts directly with plane owners.

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

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

1,400

Number of acres the airport resides on.

\$20 Million

Estimated annual impact on the local economy.

What is the Tri-County Action Program?

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

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

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

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

Goal 5: Promote Energy and Environmental Conservation

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



Photo courtesy of the APO.

Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
---------	------------------	----------

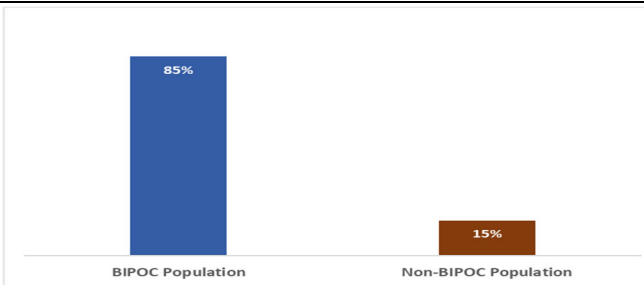
Air Quality Five Year Rolling Average - Annual count of days in each Air Quality Index (AQI) category; good, moderate, unhealthy for sensitive groups, and unhealthy dividing by five, and rounding to the nearest tenth decimal place.



The five year rolling average percent of days with good air quality increased 8.4 percentage points since 2012, from 79.2% to 87.6% in 2021. Air quality will likely plateau although that could occur at a higher percentage of "Good" quality days. The APO desires the air quality of improve.

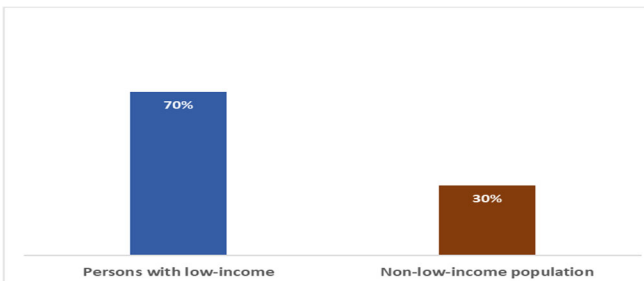
The five year rolling average percent of days with moderate air quality decreased 8.3 percentage points since 2012, from 20.3% to 12% in 2021. Again, there will likely be a plateau in air quality at some point though it could be at a percent with fewer "Moderate" days. The APO desires the air quality of improve.

Annual Percentage of Transportation Investments in Black, Indigenous, and People-of-Color (BIPOC) population Environmental Justice Census Blocks: The percentage of transportation investments in high BIPOC population census blocks.



Identified in the 2021-2024 Transportation Improvement Program (TIP), 85% of programmed projects intersect with census blocks with a high BIPOC population.

Annual Percentage of Transportation Investments in Low-Income Environmental Justice Census Blocks: The percentage of transportation investments in census blocks with high concentrations of households with low-income.



Identified in the 2021-2024 Transportation Improvement Program (TIP), 70% of programmed projects intersect with census blocks with high concentrations of low-income households.

Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis												
<p>Percent of Total Fuel Usage by Revenue Vehicles Using Compressed Natural Gas (CNG): Percent of fuel consumed using CNG by Metro Bus revenue vehicles versus all other fuel types.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Percent of Total Fuel Usage</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>61.4%</td> </tr> <tr> <td>2018</td> <td>72.2%</td> </tr> <tr> <td>2019</td> <td>79.9%</td> </tr> <tr> <td>2020</td> <td>83.6%</td> </tr> <tr> <td>2021</td> <td>87.1%</td> </tr> </tbody> </table>	Year	Percent of Total Fuel Usage	2017	61.4%	2018	72.2%	2019	79.9%	2020	83.6%	2021	87.1%	<p>The percent of total fuel consumption using CNG has increased 25.7 percentage points since 2017. However, the total gallons of any type of fuel consumed fell from 412,000 in 2020 to 348,000 in 2021.</p>
Year	Percent of Total Fuel Usage													
2017	61.4%													
2018	72.2%													
2019	79.9%													
2020	83.6%													
2021	87.1%													
<p>Percent of VMT Using CNG by Revenue Vehicles: Percent of vehicle miles traveled using CNG by Metro Bus revenue vehicles versus all other fuel types.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Percent of VMT Using CNG</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>53.9%</td> </tr> <tr> <td>2018</td> <td>64.5%</td> </tr> <tr> <td>2019</td> <td>71.8%</td> </tr> <tr> <td>2020</td> <td>78.0%</td> </tr> <tr> <td>2021</td> <td>84.8%</td> </tr> </tbody> </table>	Year	Percent of VMT Using CNG	2017	53.9%	2018	64.5%	2019	71.8%	2020	78.0%	2021	84.8%	<p>The percent of vehicle miles traveled using CNG in 2021 has increased 30.9 percentage points since 2017.</p>
Year	Percent of VMT Using CNG													
2017	53.9%													
2018	64.5%													
2019	71.8%													
2020	78.0%													
2021	84.8%													
<p>Number of Electric Vehicles (EVs) Versus Number of Public Charging Station Outlets: Number of registered EVs divided by the number of public charging station outlets.</p>	<table border="1"> <thead> <tr> <th>Year</th> <th>Number of EVs per Public Charging Station Outlet</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>18.8</td> </tr> <tr> <td>2020</td> <td>29.2</td> </tr> <tr> <td>2021</td> <td>22.5</td> </tr> </tbody> </table>	Year	Number of EVs per Public Charging Station Outlet	2019	18.8	2020	29.2	2021	22.5	<p>The number of EVs per public charging station outlets decreased 23% from 29.2 in 2020 to 22.5 in 2021. The number of EVs in the region has increased as well. This means that similar to gas stations adding pumps, more people will be able to charge their vehicle at the same time.</p>				
Year	Number of EVs per Public Charging Station Outlet													
2019	18.8													
2020	29.2													
2021	22.5													

Goal 5: Promote Energy and Environmental Conservation

Air Quality

Annual count of days in each Air Quality Index (AQI) category; good versus moderate or below dividing by five, and rounding to the nearest tenth decimal place.



Photos courtesy of the Saint Cloud APO.

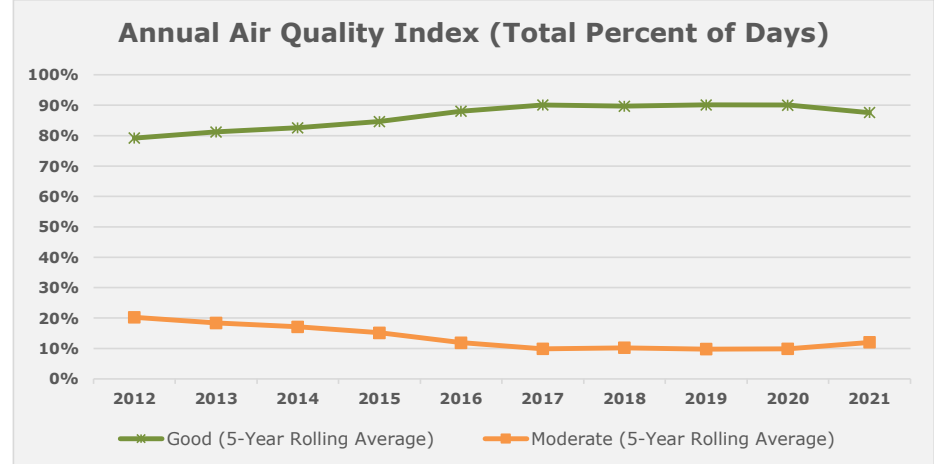


Figure 5.1-Annual Air Quality Index
Data Source: Minnesota Pollution Control Agency (MPCA)

Air Quality

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

Annual Air Quality Index (AQI)

The Saint Cloud area AQI five year average has seen the share of good air quality days decrease 2.5 percentage points to 87.6% compared to 90.1% in 2017 as shown in Figure 5.1. Moderate AQI days five year average have been fairly steady — up to 12.0% as of 2021 compared to 9.9% in 2017 . There have been 28 days with an AQI that was unhealthy for sensitive groups and six days that were unhealthy in general since 2001. Changes in technology such as fuel efficient vehicles and manufacturing innovations have helped keep air quality in good condition.

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

The data in the table above is from 2020. Data Source: MPCA.

Goal 5: Promote Energy and Environmental Conservation

Water Quality

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

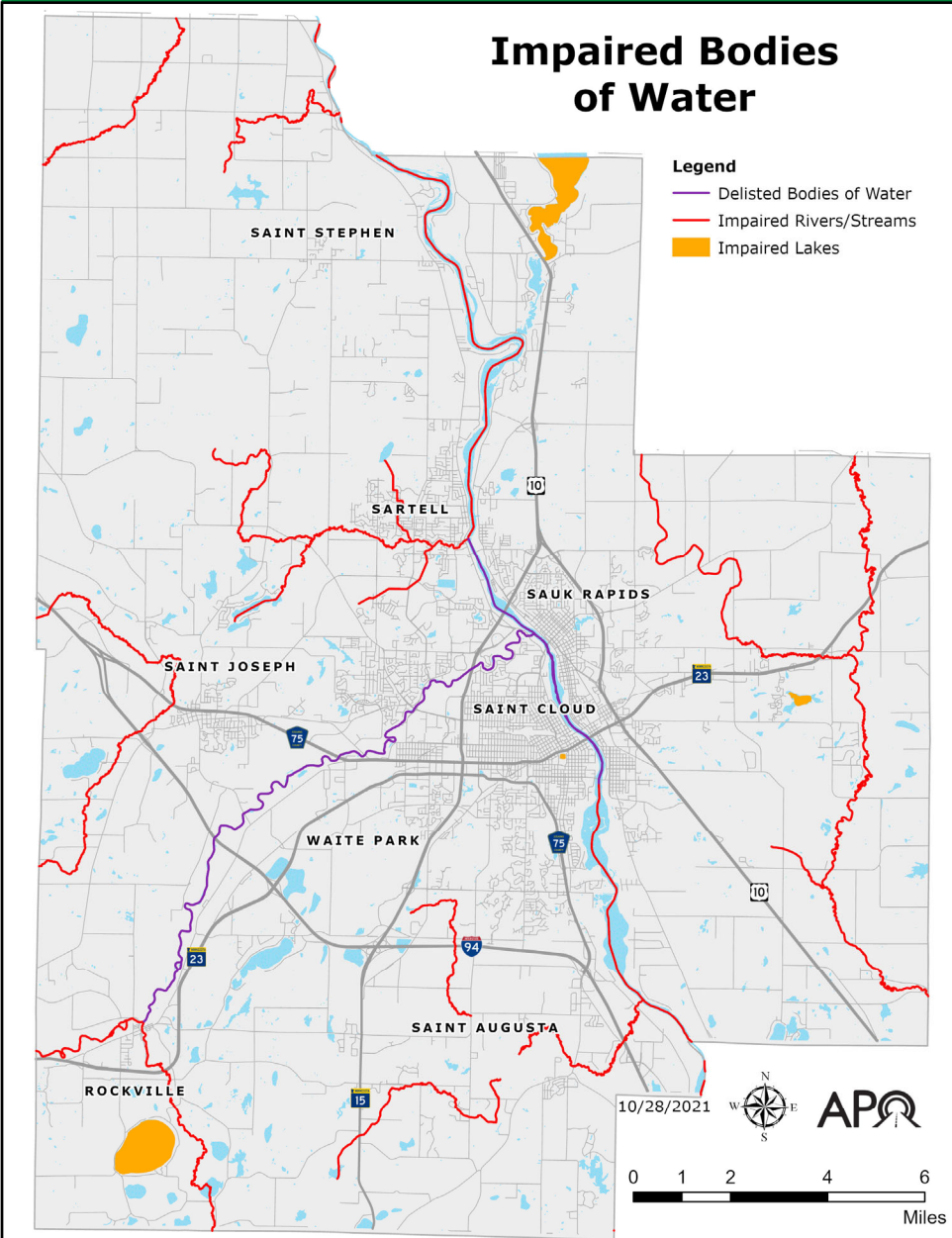


Figure 5.2-Water Quality in 2020

Data Source: MPCA.

Water Quality

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

There are 15 rivers or streams being monitored for pollution within the APO planning area: Elk River; Mill Creek; Spunk Creek; Watab River (North and South Fork); County ditch 12, 13, and 16; Mississippi River; Sauk River; Mayhew Creek; Luxemburg Creek; Johnson Creek (Meyer Creek); Plum Creek; and Robinson Hill Creek.

Part of the Mississippi River and Sauk River were previously listed as impaired but have since been delisted and meet current water quality standards.

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

This data is updated every other year. The most recent data available was current as of 2020.



Photo courtesy of the Saint Cloud APO.

Goal 5: Promote Energy and Environmental Conservation

Registered Electric Vehicles and Public Charging Stations

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

In 2021 there were 225 registered electric vehicles (EVs) in the Saint Cloud metro area compared to 175 in 2020. Of the 225 EVs, 121 are in Saint Cloud, 50 in Sartell, 26 in Sauk Rapids, three in Saint Joseph, 18 in Saint Augusta, and seven are in Waite Park. Our region has a fraction of the 23,000 registered EVs across the State of Minnesota.

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

EV Registration by City	2019	2020	2021
Saint Cloud	64	96	121
Sartell	28	36	50
Sauk Rapids	15	23	26
Saint Joseph	5	5	3
Saint Augusta	N/A	10	18
Waite Park	1	5	7
Total	113	175	225

Figure 5.3 - EV Registration data comes from the Minnesota Public Utilities Commission, 2021.

Note: Data is not collected at regular intervals.

Charging Terminology

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

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

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

There are currently five EV charging stations in the Saint Cloud metro area: eight level 2 ports and two DCFC ports. These charging locations include two level 2 ports at Saint Cloud Honda, one level 2 port at Saint Cloud Toyota, one level 2 port at Miller Nissan, two level 2 ports at Riverside Park, and two level 2 and two DCFC ports are located at 504 First St. N.

Additional EV charging stations are popping up all across the metro.

65%

Percent reduction in greenhouse gas emissions EVs provide over gas powered vehicles

95%

Percent of charging of EVs which occur at home.

1.9%

Percent of Minnesota new car sales that were EV in 2020.

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: Safe Streets & Roads for All
DATE: May 3, 2023

Safe Streets & Roads for All (SS4A) is another discretionary program enacted through the Infrastructure Investment & Jobs Act (IIJA). It is designed to support USDOT's goal of zero roadway deaths through implementation of a holistic safety action plan for all roadway users.

Cities, counties, towns, transit agencies, and Metropolitan Planning Organizations like the APO are all eligible applicants for SS4A funds.

There are two SS4A grant types:

1. **Planning and Demonstration Grants** to develop a comprehensive safety action plan, and
2. **Implementation Grants** to implement the projects and strategies identified in the action plan.

At the April 27th meeting of the Technical Advisory Committee (TAC), the TAC discussed the SS4A program. The consensus was that rather than the individual cities within the APO planning area all completing their own individual safety action plans, it would be preferable for the APO to complete one regional safety action plan, thus enabling the cities to apply for SS4A implementation funds.

The deadline for applying for SS4A funding is July 10th.

There is a 20% local match requirement to leverage the SS4A funds. The minimum grant for an action plan is \$100,000 and is expected to be higher for higher-population urban areas and/or for large geographic areas. If the APO were to apply and be awarded a grant, we would need to sign a grant agreement within 12 months of the award announcement. Therefore, I believe I could build the grant into our 2024 Unified Planning Work Program, our annual budget. Based on our size and need, I expect that we could complete a safety action plan for about \$150,000. The jurisdictions would be responsible for the 20% local match – or about \$30,000 spread across the jurisdictions based on their relative populations.

Suggested Action: Approve the APO submitting an SS4A grant application for a Safety Action Plan.