

## AGENDA

### APO POLICY BOARD MEETING

THURSDAY, OCT. 12 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 – C*)
  - a. Approve Minutes of September 14, 2023 Policy Board Meeting (*Attachment A*)
  - b. Approve Bills Lists (*Attachments B1 – B2*)
  - c. Receive Staff Report on September 28, 2023 Meeting of the Technical Advisory Committee (*Attachment C*)
6. Consider Directing US-10 Dollars to Sherburne County CR-61 Project (*Attachment D*) *Tom Cruikshank, MnDOT*
  - a. **Suggested Action: Approve the Expenditure of the Remaining US-10 Legislative Obligation**
7. Consider Metropolitan Transportation Plan (MTP) Project Lists (*Attachments E1 & E2*), *Vicki Johnson, Senior Transportation Planner*
  - a. **Suggested Action: Approve MTP Project Lists**
8. Consider Safety Performance Targets (*Attachments F1 & F2*), *James Stapfer, Planning Technician*
  - a. **Suggested Action: Approve Safety Performance Targets**
9. Other Business & Announcements
  - a. *Reminder: The Policy Board will be meeting on November 9th*
10. Adjournment

## English

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

**SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD**

**Thursday, September 21st, 2023 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, September 21, 2023, at 4:30 PM. APO Chair Raeanne Danielowski presided with the following members:

Raeanne Danielowski	County of Sherburne
Jeff Westerlund	Town of LeSauk
Mike Conway	City of St. Cloud
Jeff Goerger	City of St. Cloud
Frank Theisen	City of Waite Park
Dottie Seamans	City of Sauk Rapids
Jake Anderson	City of Saint Cloud
Ryan Daniel	Metro Bus
Leigh Lenzmeier	Stearns County

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
James Stapfer	Saint Cloud APO
Mike	Member of the public

Absent:

Tim Elness	City of Sartell
Jared Gapinski	County of Benton
Rick Schultz	City of St. Joseph

**PLEDGE OF ALLEGIANCE**

**APPROVAL OF AGENDA:**

***Mr. Goerger motioned to approve the agenda with the addition of the 33<sup>rd</sup> Street Bridge to the UPWP in 2025 under Other Business and Announcements, and Mr. Conway seconded the motion. Motion carried.***

**PUBLIC COMMENT PERIOD:** No members of the public had comments.

**CONSIDERATION OF CONSENT AGENDA ITEMS:**

- a. Approve Minutes of August 10, 2023 Policy Board Meeting (Attachment A)
- b. Approve Bills Lists (Attachments B1 – B3)
- c. Receive Staff Report on Aug. 31, 2023 Meeting of the Technical Advisory Committee (Attachment C)

***Ms. Seamans motioned to approve the consent agenda items, and Mr. Anderson seconded the motion. Motion carried. Mr. Goerger abstained.***

**Consider the 2024-2027 Transportation Improvement Program (TIP)**

Ms. Johnson presented on the 2024-2027 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 using limited Federal highway and transit funding.

Mr. Anderson asked if the TAC had any comments or concerns about the TIP, and Ms. Johnson replied no.

***Mr. Anderson motioned to approve the 2024-2027 Transportation Improvement Program (TIP). Mr. Westerlund seconded the motion. Motion carried.***

**Consider Looking Ahead 2050 Existing Conditions Chapter**

Ms. Johnson presented on the Looking Ahead 2050 Existing Conditions Chapter. One of the key components in developing the MTP – or any planning process really – is understanding the existing conditions. Over the past two years, APO staff have worked to update the region's existing conditions from our previous planning base year 2015 (for MAPPING 2045) to base year 2020. The existing conditions section provides a comprehensive overview of the region. Included in this are the following:

- Demographics
- Land Use
- Commuting/Travel.
- Time of Day.

Existing Infrastructure. This section is further divided into roadways, urban transit, active transportation, other transportation options, and freight.

- Roadways.
- Urban Transit.
- Active Transportation.
- Other Transportation Options.
- Freight.

Mr. Conway asked how many commuters go into the office every day versus once or twice per week. Ms. Johnson stated that the household travel survey data later in the presentation will cover those types of trips and how people's travel habits have changed since COVID. Mr. Westerlund asked if Amtrak is still in operation and if the depot is still on the east side of Saint Cloud. Ms. Johnson confirmed.

***Mr. Goerger motioned to approve the Looking Ahead 2050 existing conditions chapter. Mr. Conway seconded. Motion carried.***

### **Consider Looking Ahead 2050 Environmental Chapter**

Mr. McKenzie presented the Looking Ahead 2050 Environmental Chapter. This section lays out the role the transportation sector plays in greenhouse gas (GHG) emissions – which have been known to cause detrimental effects on air quality and human health – to the indirect connections it has to the deterioration of water quality and wildlife habitats, the relationship between transportation and the environment is one transportation planners must be mindful of when considering future infrastructure needs. This chapter investigates the relationship between the existing environment and transportation within the Saint Cloud MPA. By reviewing air quality, water quality, wildlife and habitat, and soil health within the MPA, we have a baseline understanding of the existing conditions of the natural environment. From there, we can look directly at transportation's impact on the natural environment. Coupled with the natural environment, this chapter also looks at the cultural and historic properties within the planning area. Like the natural environment, transportation planners must be mindful of minimizing adverse effects infrastructure might have on cultural and/or historically significant areas. Lastly, this section examines the projected impacts of climate change in the Saint Cloud region, including warmer temperatures, increased precipitation, challenges to the transportation network, and environmental consequences such as air and water pollution.

Ms. Danielowski asked if bad air quality days from the Canadian wildfire could be excluded from the data. Mr. McKenzie said looking at the days individually and excluding data is possible. Mr. Conway stated that the last year of data for GSP per capita was 2016, and the economy has changed since then, so newer data would be helpful. Ms. Danielowski agreed.

***Mr. Goerger motioned to approve the Looking Ahead 2050 Environmental Chapter. Mr. Conway seconded the motion. Motion carried.***

### **Consider Personnel Policies Updates**

Mr. Gibson presented on personnel policy updates. Several recent changes in state law require the APO to update its personnel policies. The significant proposed changes include adding Juneteenth (June 19th) as an official holiday and updating our sick leave policies to conform with the Earned Sick and Safe Leave law. In addition, he proposed updates to the employee salary ranges based on market research that he recently conducted, looking at similar positions at other Metropolitan Planning Organizations across the country. He also updated the language to be gender-neutral, updated language about the number of pay periods per year (24 instead of 26), updated language to reflect the possibility of staff working from home and made various other minor corrections or clarifications.

Ms. Seamans asked if this update would affect participants' costs in 2025. Mr. Gibson stated no.

***Mr. Daniel motioned to approve the personnel policy updates. Ms. Seamans seconded the motion. Motion carried.***

**Consider Saint Cloud Urban Area Boundary Adjustments**

Mr. Stapfer presented on the Saint Cloud Urban Area Boundary adjustments. Following suggestions from jurisdictions, further adjustments were made. Some key implications of these boundaries relate to how MnDOT reports data to the Federal Highway Administration and which roadways are eligible for federal funding. Urban roads classified as minor collectors or above are eligible for federal funding. Rural roads classified as major collectors or above are eligible for federal funding.

Mr. Gibson stated that if the urban area boundary includes Anderson's Trucking, we may need to bring part of Lynden Township into the APO planning area at a later date. Mr. Lenzmeier asked if they would need to join the APO. Mr. Gibson stated that the only township that joined is LeSauk Township; the other townships are covered through their respective counties. Regarding assessments, Stearns County would pick up the bill for the added township.

Mr. Goerger asked how often the urban area boundaries are adjusted, and Mr. Stapfer replied every 10 years. Mr. Goerger added that the 33<sup>rd</sup> Street bridge connection isn't considered in the urban area, though there will be development if the bridge is built.

***Mr. Anderson motioned to approve the Saint Cloud Urban Area Boundary Adjustments. Mr. Goerger seconded the motion. Motion carried.***

**OTHER BUSINESS & ANNOUNCEMENTS:**

Ms. Danielowski reminded the group that the Policy Board will meet on October 12<sup>th</sup>.

Mr. Goerger motioned to include the 33<sup>rd</sup> Street bridge connection at the top of the work plan for 2025. Mr. Goerger argued that this bridge would help all area jurisdictions and has been a priority for the APO for many years. If the funding is turned back, this group will never receive this type of federal funding again. Ms. Danielowski replied that the discussion was not centered around not supporting the bridge but on how each jurisdiction is assessed.

Mr. Goerge motioned to include the 33<sup>rd</sup> Street bridge connection at the top of the 2025 UPWP. Ms. Seamans seconded the motion. A roll call vote was conducted.

- Ms. Danielowski - Aye
- Mr. Westerlund - Aye
- Mr. Conway - Aye
- Mr. Goerger - Aye
- Mr. Theisen - Aye
- Ms. Seamans - Aye
- Mr. Anderson - Aye
- Mr. Daniel - Aye

Mr. Lenzmeier - Aye

Motion carried.

**ADJOURNMENT:**

***Mr. Conway motioned to adjourn the meeting. Mr. Anderson seconded the motion. Motion carried.***

ST. CLOUD AREA PLANNING ORGANIZATION  
Actual Disbursements by Vendor  
September 1- September 30, 2023

Vendor name	Transaction date	Transaction type	Memo	Account	Amount
<b>August Transactions Reconciled After Last Policy Meeting:</b>					
<b>Best Buy</b>					
Best Buy	08/22/2023	Bill Payment (Credit Card)	Computer	VISA 2733	\$ 538.11
<b>Total for Best Buy</b>					<b>\$ 538.11</b>
<b>Stearns Electric Association</b>					
Stearns Electric Association	08/25/2023	Bill Payment (Check)	Utilities and Maintenance	Liberty Checking account	\$ 216.60
Stearns Electric Association	09/25/2023	Bill Payment (Check)	Utilities and Maintenance	Liberty Checking account	\$ 210.64
<b>Total for Stearns Electric Association</b>					<b>\$ 427.24</b>
<b>Metro Sales Inc</b>					
Metro Sales Inc	08/28/2023	Bill Payment (Check)	IT Support & Software	Liberty Checking account	\$ 2,156.30
<b>Total for Metro Sales Inc</b>					<b>\$ 2,156.30</b>
<b>Menards</b>					
Menards	08/30/2023	Bill Payment (Credit Card)	Utilities and Maintenance	VISA 2733	\$ 12.94
<b>Total for Menards</b>					<b>\$ 12.94</b>
<b>September Transactions:</b>					
<b>Mailchimp.com</b>					
Mailchimp.com	09/01/2023	Bill Payment (Credit Card)	Printing & Publishing	VISA 2733	\$ 20.00
<b>Total for Mailchimp.com</b>					<b>\$ 20.00</b>
<b>Your CFO Inc</b>					
Your CFO Inc	09/05/2023	Bill Payment (Credit Card)	Accounting	VISA 2733	\$ 170.00
Your CFO Inc	09/06/2023	Bill Payment (Credit Card)	Accounting	VISA 2733	\$ 85.00
<b>Total for Your CFO Inc</b>					<b>\$ 255.00</b>
<b>Emerald Companies Inc</b>					
Emerald Companies Inc	09/06/2023	Bill Payment (Credit Card)	Utilities and Maintenance	VISA 2733	\$ 435.33
<b>Total for Emerald Companies Inc</b>					<b>\$ 435.33</b>
<b>Adobe Creative Cloud</b>					
Adobe Creative Cloud	09/08/2023	Bill Payment (Credit Card)	IT Support & Software	VISA 2733	\$ 54.99
Adobe Creative Cloud	09/11/2023	Bill Payment (Credit Card)	IT Support & Software	VISA 2733	\$ 54.99
Adobe Creative Cloud	09/17/2023	Bill Payment (Credit Card)	IT Support & Software	VISA 2733	\$ 21.51
<b>Total for Adobe Creative Cloud</b>					<b>\$ 131.49</b>
<b>Shutterstock.com</b>					
Shutterstock.com	09/09/2023	Expense	Printing & Publishing	VISA 2733	\$ 29.00
<b>Total for Shutterstock.com</b>					<b>\$ 29.00</b>
<b>Liberty Savings Bank</b>					
Liberty Savings Bank	09/11/2023	Check	Credit Card Payment	Liberty Checking account	\$ 2,569.13
<b>Total for Liberty Savings Bank</b>					<b>\$ 2,569.13</b>
<b>St Cld Human Services Council</b>					
St Cld Human Services Council	09/15/2023	Expense	Dues & Subscriptions	VISA 2733	\$ 40.00
<b>Total for St Cld Human Services Council</b>					<b>\$ 40.00</b>
<b>AFLAC</b>					
AFLAC	09/19/2023	Bill Payment (Check)	Employee Additional Insurance	Liberty Checking account	\$ 832.04
<b>Total for AFLAC</b>					<b>\$ 832.04</b>
				<b>Total Disbursements</b>	<b>\$7,446.58</b>



**PROPOSED OCTOBER DISBURSEMENTS**  
prepared 10/3/2023

<b>Method Of Payment</b>	<b>To Whom Paid</b>	<b>What Check is for</b>	<b>Account</b>	<b>Amount</b>
Direct Dep.	Net Payroll (including insurance reimbursement)	10/5/2023 Payroll Paid	Payroll	\$ 10,533.16
Electronic	Expense Reimbursemt - Employee mileage	10/5/2023 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	10/5/2023 Payroll Paid	Payroll	\$ 4,744.75
Electronic	MN Department of Revenue-Withholding PAID	10/5/2023 Payroll Paid	Payroll	\$ 1,534.75
Electronic	PERA	10/5/2023 Payroll Paid	Payroll	\$ 2,107.30
Electronic	Great West Annuity	10/5/2023 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	10/5/2023 Payroll Paid	Payroll	\$ 150.52
Electronic	Select Account (H.S.A.)	10/5/2023 Payroll Paid	Payroll	\$ 423.34
Direct Dep.	Net Payroll (including insurance reimbursement)	10/20/2023 Payroll Paid	Payroll	\$ 10,533.16
Electronic	Expense Reimbursemt - Employee mileage	10/20/2023 Payroll Paid	Payroll	\$ -
Electronic	Social Security, Medicare & Federal Tax PAID	10/20/2023 Payroll Paid	Payroll	\$ 4,744.75
Electronic	MN Department of Revenue-Withholding PAID	10/20/2023 Payroll Paid	Payroll	\$ 1,534.75
Electronic	PERA	10/20/2023 Payroll Paid	Payroll	\$ 2,107.30
Electronic	Great West Annuity	10/20/2023 Payroll Paid	Payroll	\$ 10.00
Electronic	Minnesota State Retirement System	10/20/2023 Payroll Paid	Payroll	\$ 150.52
Electronic	Select Account (H.S.A.)	10/20/2023 Payroll Paid	Payroll	\$ 423.34
Credit Card	Adobe Creative Cloud - November 2023	Subscription service to PDF software	IT Support & Software	\$ 131.49
Check	AFLAC - November 2023	Employee Addtl Insurance	Payroll	\$ 735.38
Check	Alex Mckenzie mileage reimbmt - November estimate	Mileage Reimbursement	Travel	\$ 200.00
Electronic	BCBS of MN - November 2023	Employee Health Insurance	Payroll	\$ 4,024.08
Check	City of St Cloud - Water/Sewer - November 2023	Utilities - water / sewer	Utilities	\$ 50.00
Check	Cloudnet - November 2023	Internet Service	Utilities	\$ 10.00
Check	David Turch & Associates- November 2023	Lobbyist Services	Lobbying	\$ 4,000.00
Check	Delta Dental - November 2023	Employee dental insurance	Payroll	\$ 236.65
Check	ESRI Inc	IT Support - ArcGIS Desktop Basic Single User	IT Support & Software	\$ 1,106.10
Credit Card	Google Inc - estimate - November 2023	G Suite Basic - Commitment	Utilities	\$ 48.00
Check	Transportation Collaborative & Consultants	CPG Passthrough Expense	CPG Passthrough Expenses	\$ 31,765.21
Check	Loffler Companies - estimate - November 2023	Copier Supplies	Copy Machine	\$ 137.19
Credit Card	Mailchimp.com - estimate - November 2023	Monthly IT Support	IT Support & Software	\$ 20.00
Check	Metro Sales Inc - November 2023	Monthly IT Support	IT Support & Software	\$ 1,079.00
Check	Premium Water Inc - estimate - November 2023	Office Drinking Water	Utilities	\$ 65.00
Check	Principal Financial - November 2023	Employee disability insurance	Payroll	\$ 272.00
Credit Card	Quill.com November 2023	Office Supplies	Office Supplies	\$ 137.12
Check	Spectrum Business (Charter) - November 2023	Internet Service	Utilities	\$ 420.00
Electronic	Stearns Electric Association - November 2023	Utilities - electric	Utilities	\$ 203.96
Electronic	Eco-Counter Inc	Equipment & Hardware	Utilities	\$ 203.96
Credit Card	SC Times - estimate - estimate - November 2023	Public Postinas	Printing/Publishing	\$ 199.05
Check	The MN Transportation Alliance Inc	Membership Dues	Dues & Subscriptions	\$ 90.00
Check	Vicki Johnson	Mileage Reimbursement	Travel	\$ 68.50
Check	Weisman Cleaning Inc - estimate - November 2023	Office Cleaning Services	Maintenance	\$ 150.00
Check	West Central Sanitation Inc - estimate - November 2023	Utility - garbage	Utilities	\$ 55.00
Electronic	Xcel Energy - estimate - November 2023	Utilities - gas	Utilities	\$ 485.00
Check	St. Cloud Area Chamber of Commerce	Dues & Subscriptions	Dues & Subscriptions	\$ 1,134.00
Check	Abdo Financial Solutions	Accounting services - November 2023	Accounting Services	\$ 4,642.16
	<b>TOTAL</b>			<b>\$ 90,676.49</b>



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

*T. 320.252.7568 F. 320.252.6557*

**TO:** Saint Cloud Area Planning Organization Policy Board  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** Staff Report on the Sept. 28, 2023, Technical Advisory Committee meeting  
**DATE:** Sept. 29, 2023

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Sept. 28, 2023. At that meeting, the following topics were discussed:

1. Consideration of the Looking Ahead 2050 Refined Scenario Model Results
  - a. APO Senior Transportation Planner Vicki Johnson discussed the refined Looking Ahead 2050 Metropolitan Transportation Plan (MTP) proposed project list. She provided a recap of the July presentation regarding the initial project list. From there, she presented on the proposed changes made by TAC reps and the impacts to the overall performance of the model. In addition, she discussed the impacts of the refined model scenario plus the addition of the non-fiscally constrained portions of the urban beltline. TAC representatives voted to recommend Policy Board approval of the 2050 MTP projects.
2. Consideration of the 2024 PM1 Safety Targets
  - a. APO Transportation Planning Technician James Stapfer outlined the APO's proposed 2024 safety performance targets. These targets were developed using a combination of 2022 data as well as a review of our 2023 safety targets. Mr. Stapfer proposed the following targets for 2024: 8.0 fatalities; 0.626 fatality rate per 100 million vehicle miles traveled; 23.0 serious injuries; 1.946 serious injury rate per 100 million vehicle miles traveled; and 6.2 non-motorized fatalities and serious injuries. TAC representatives recommended Policy Board approval of the proposed targets.
3. Overview of the 2023-2024 Grant Solicitations
  - a. Ms. Johnson discussed the various grant solicitations that are either open or will be opening soon. This included providing information on the Highway Safety Improvement Program (HSIP), the Active Transportation Infrastructure program, the Safe Routes to School Infrastructure program, the Surface Transportation Block Grant Program (STBGP), Transportation Alternatives (TA) program, and the Local Partnership Program (LPP). No action was taken.

**Suggested Action:** None, informational only.



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud APO Policy Board  
**FROM:** Brian Gibson, Executive Director  
**RE:** Directing US-10 Dollars  
**DATE:** October 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 obligated funds are to be spent.

At your October 12<sup>th</sup> meeting, staff from MnDOT will be in attendance to discuss potential options for expending the state obligation. Their recommendation is to use the \$1 million to help Sherburne County complete their realignment and safety improvement project at US-10/CR-61. The total estimated cost of the project is \$2 million, with the remainder of the project budget being provided by MnDOT and Sherburne County.

Additionally, MnDOT will be hiring a consultant to leave the environmental review and preliminary engineering for Phase 1 of the US-10 improvements as identified in the planning study

(<https://www.dot.state.mn.us/d3/projects/h10stctocl/index.html>).

***Suggested Action:*** Approve the expenditure of the remainder of the US-10 state obligated funds on Sherburne County's US-10/CR-61 realignment project.



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Policy Board  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** Looking Ahead 2050 Metropolitan Transportation Plan Fiscally Constrained Project Lists, 2050 Build Travel Demand Model Results, and 2050 Build & Beltline Model Results  
**DATE:** Oct. 3, 2023

Since the beginning of 2023, APO staff have been working with consulting firm KLJ to complete portions of the APO's 2050 Metropolitan Transportation Plan (MTP) Looking Ahead 2050.

Specifically, KLJ was tasked with developing cost estimates for proposed projects to be incorporated into the MTP as well as modeling a fiscally constrained project list and beltline scenario.

This memo will discuss the project identification process as well as the various travel demand model results.

## Identifying Proposed Projects

As part of the APO's update to the MTP – our long-range transportation planning document – the APO must identify future transportation projects.

Once a project is identified in the MTP, projects can then become eligible for federal funding consideration.

It is important to note that not **ALL** roadway projects will make it into the MTP. Federal guidelines have put the following parameters on projects that can be incorporated into the document:

1. Projects identified must be on the functionally classified roadway network (Interstate, principal arterial, minor arterial, major collector, minor collector (urban system only)). No local streets can be eligible for inclusion.
2. Projects identified must be fiscally constrained. This means that there needs to be some reasonable expectation that these projects will be able to be completed in the planning horizon using existing funding sources. This list is **NOT AN ILLUSTRATIVE** list. Future revenue projections were discussed with jurisdictional staff on what each municipality can reasonably expect to see between now and 2050.

APO staff began conversations with jurisdictional staff early this year to assemble a list of proposed projects to include in the APO's 2050 MTP. The initial project list was presented to the Policy Board at the August meeting for consideration. Since that meeting, various refinements were made to the list by jurisdictional/agency staffers – mainly the addition of several projects that would fit within each jurisdiction's/agency's fiscal constraint.

**Attachments E2-E3** are lists of the final proposed **FISCALLY CONSTRAINED** capacity expansion and system preservation/reconstruction projects as determined by

jurisdictional/agency staff.

In total, the MTP project list includes 118 projects costing approximately \$629.553 million.

## Model Results

### **2050 No-Build**

To understand the future problems the region might face due to congestion/travel delay as well as how potential infrastructure improvements will change travel patterns, the APO relies on a Travel Demand Model (TDM).

The TDM utilizes socio-economic data (households/population) and land-use development patterns (to determine trip generators and attractions) to estimate current travel demand on the region's existing network.

After establishing our baseline model, KLJ used future population growth projections as well as anticipated land use changes to determine what our existing network would look like if we did not do any additional capacity expansion projects in our region between now and 2050. This is known as our 2050 No-Build Model (as shown in **Attachment E4**).

### **2050 Build Model**

Once we understand where future problem areas are anticipated to take place, APO staffers begin the conversation with jurisdictional/agency staff to determine what sorts of changes (i.e., capacity expansion projects) they would like to see made to improve the model results.

For purposes of the TDM, capacity expansion projects are the only ones that are considered. It is assumed that system preservation projects provided by the jurisdiction will only repair a roadway corridor to its existing configuration – therefore it will not be able to handle additional traffic.

During the spring and summer months, APO staffers worked with jurisdictional/agency staffers to develop a proposed project list to be incorporated into the 2050 Build Model. After an initial model run, various refinements were made by jurisdictional/agency staffers. A second model run was completed and can be found in **Attachment E5**. This model uses fiscally constrained projects (as identified in **Attachment E2**) and indicates what our network is projected to look like if we complete all of the capacity expansion projects by 2050.

### **2050 No-Build versus Build Model Results**

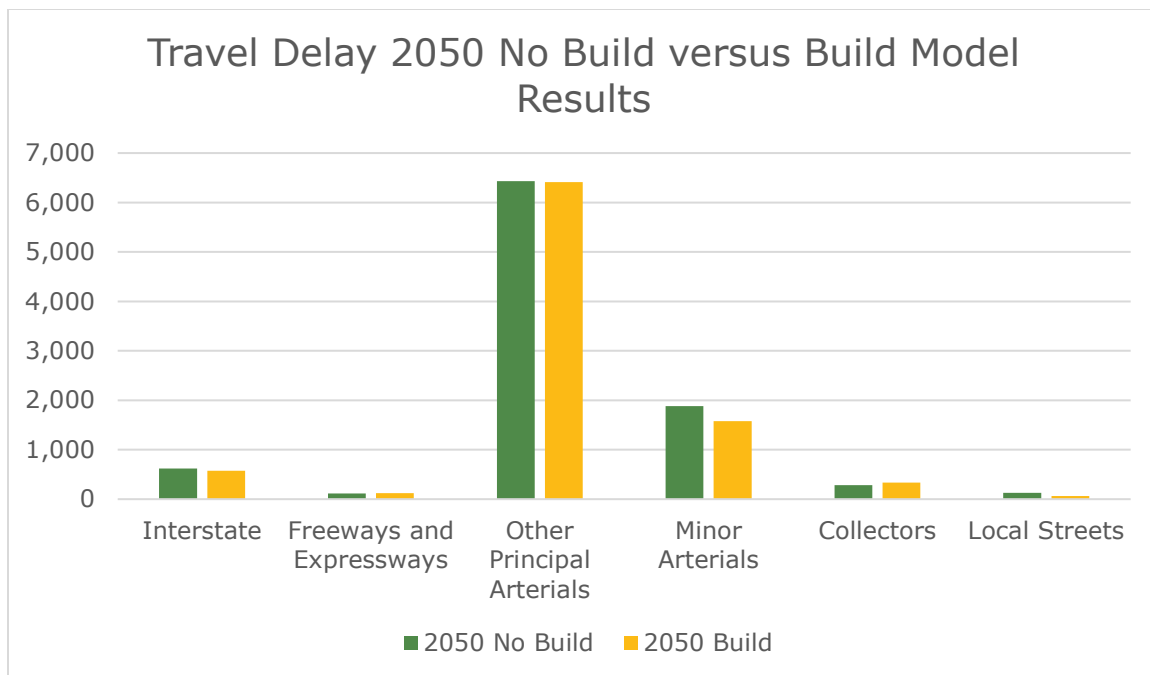
The 2050 Build Model incorporates 39 projects that are anticipated to cost approximately \$277.075 million in time frame of construction dollars.

To compare the No-Build and the Build model results, consulting firm KLJ has broken this down into three categories:

- Vehicle Miles Traveled (VMT).
- Vehicle Hours Traveled (VHT).
- Travel Delay.

Overall, the VMT and VHT differences between the two model runs are virtually unchanged. VMT in the Build model is down 0.3% across the full system and VHT in the Build model constant across the full system in comparison to the 2050 No-Build Model. It is important to note that principal arterials (like MN 15, MN 23, and CSAH 75) – the roadways that carry large amounts of traffic in the metro area – do not experience any sizeable changes in VMT or VHT.

The bar graph below indicates the changes in travel delay by functional classification. Based upon this calculation, the 2050 Build Model experiences and overall 4.7% decrease in travel delay as compared to the 2050 No-Build Model.



Data courtesy of KLJ.

### **Beltline Scenario Model**

Like the 2045 MTP, APO staffers had asked our consultants to run a hypothetical model to include the beltline. This model run included all of the fiscally constrained results included in the 2050 Build Model as well as the portions of the proposed urban beltline that did not meet fiscal constraint. The purpose of this model run was to see what sort of impact a completed beltline would have on overall travel patterns/travel delay within the Saint Cloud Metropolitan Planning Area (MPA).

Guiding the determination of the beltline alignment was the proposed alignment from the 2045 MTP as well as the results of the Southwest Beltline Study and the 33<sup>rd</sup> Street S Bridge Study. The beltline was modeled under the assumption that when constructed this would be a four-lane divided roadway.

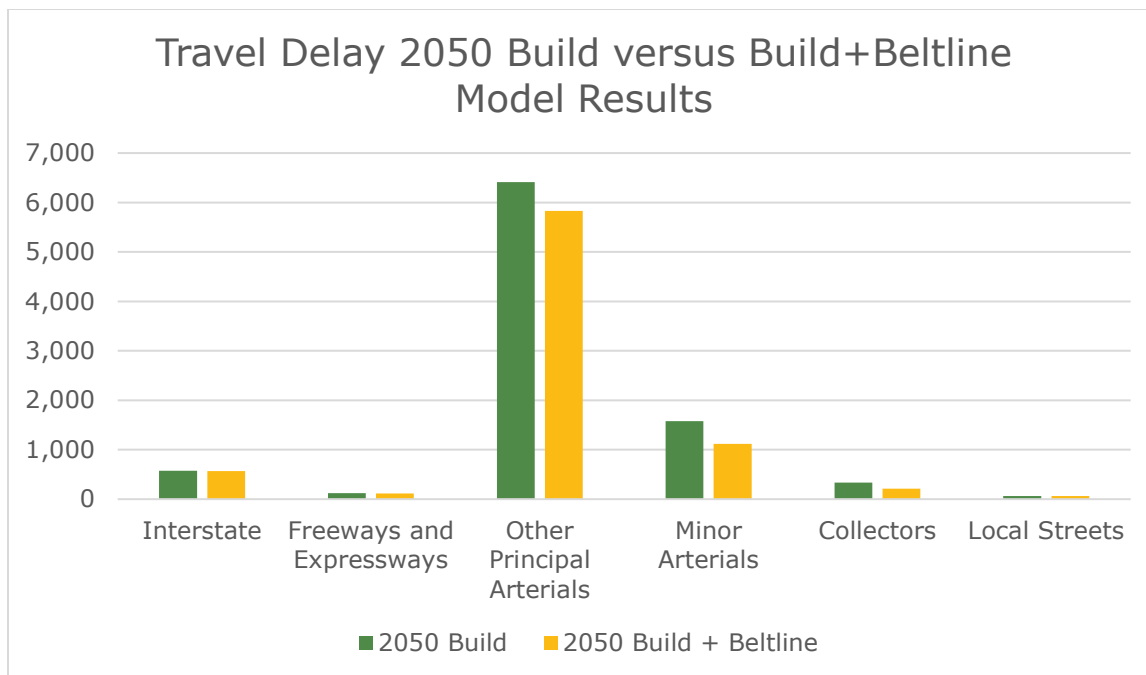
The model results for this run can be found as **Attachment E6**.

### **2050 Build Model versus Beltline Model**

Like the No-Build/Build comparison, KLJ broke down the results into three different categories: VMT, VHT, and Delay Increases.

Overall, while there were nominal changes in VMT (+0.2%) and VHT (-0.4%) between the two scenarios, travel delay experienced a sizeable shift. Systemwide, delay dropped by 16.2% compared to the 2050 Build Model.

In comparing the 2050 Build Model and 2050 Build + Beltline Model mapping results (**Attachments E5 and E6**), it appears with the development of the beltline corridors that were previously at- or overcapacity (MN 23, MN 15, and US 10) saw a significant reduction in traffic.



Data courtesy of KLJ.

## Greenhouse Gas Emissions

At both the state and Federal level, the importance of reducing greenhouse gas (GHG) emissions in the transportation sector has become more of a focus. As a result, KLJ was also tasked with determining GHG emissions based upon the 2050 Build Model and the 2050 Build + Beltline Model – comparing the results to the current year.

The following table indicates the results for the year 2050. For the 2050 Build Model results, this would assume that all capacity expansion projects listed above are completed. The 2050 Build + Beltline Model results assume that all capacity expansion projects outlined above plus all components of the beltline are in place.

Scenario	Delay Savings in Hours/Year	NO <sub>x</sub> Savings (in Metric Tons)	PM <sub>2.5</sub> Savings (in Metric Tons)	CO <sub>2</sub> Savings (in Metric Tons)
<b>2050 Build</b>	172,489	0.9193	0.0114	629.4
<b>2050 Build + Beltline</b>	590,414	3.1468	0.0390	2,154.4

NO<sub>x</sub> refers to Nitrogen Oxides. PM<sub>2.5</sub> is particulate matter (i.e., fine particles) that have a diameter of less than 2.5 micrometers. CO<sub>2</sub> refers to carbon dioxide.

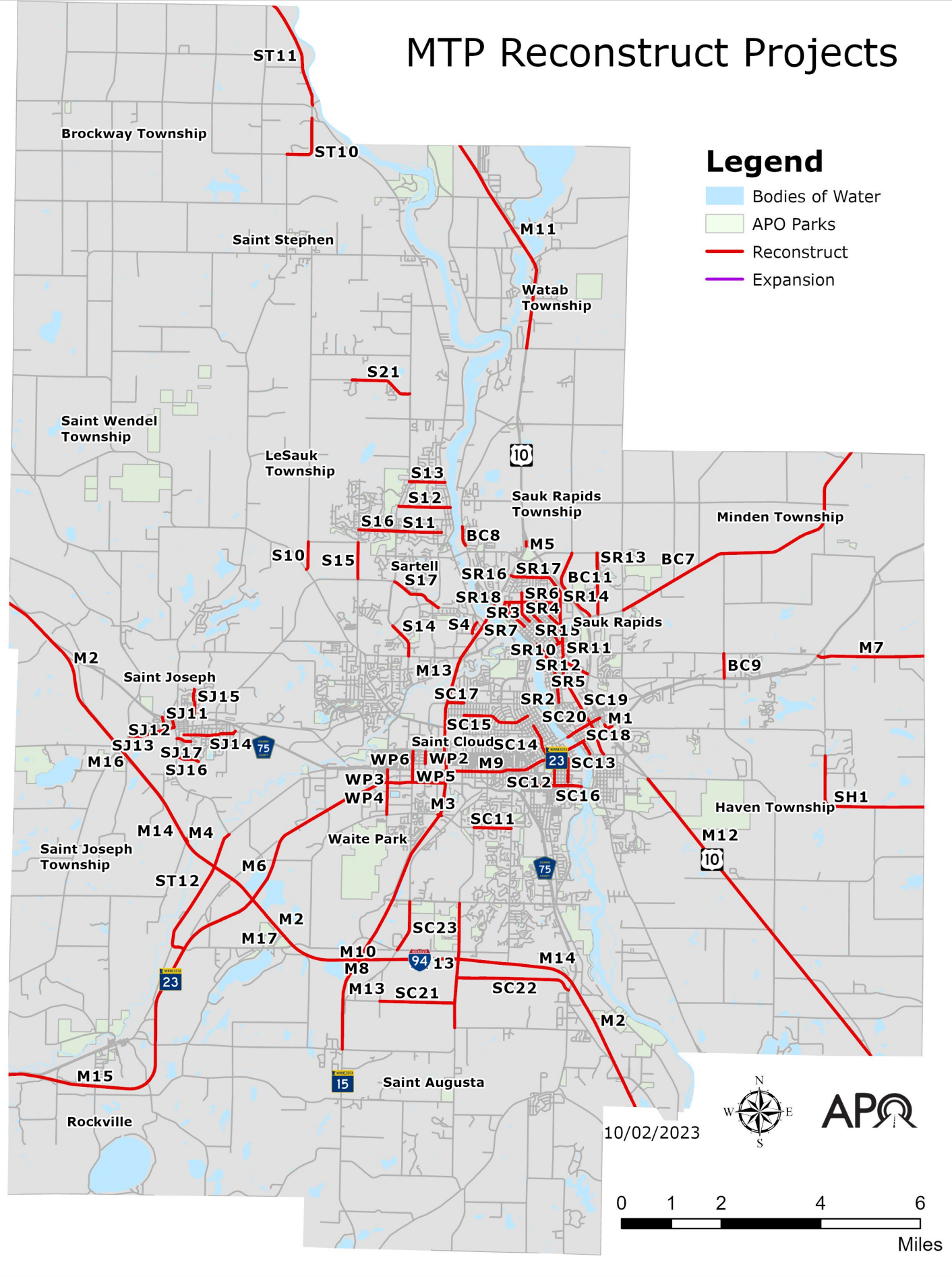
Data courtesy of KLJ.

## TAC Recommendation

At the Sept. 28 TAC meeting, TAC representatives were provided with all this information (project lists, 2050 Build Model results, and 2050 Build + Beltline Model results) and recommended Policy Board approval of the 2050 MTP Fiscally Constrained Project List.

**Suggested Action:** Approval of the 2050 MTP Project List.

# MTP Reconstruct Projects

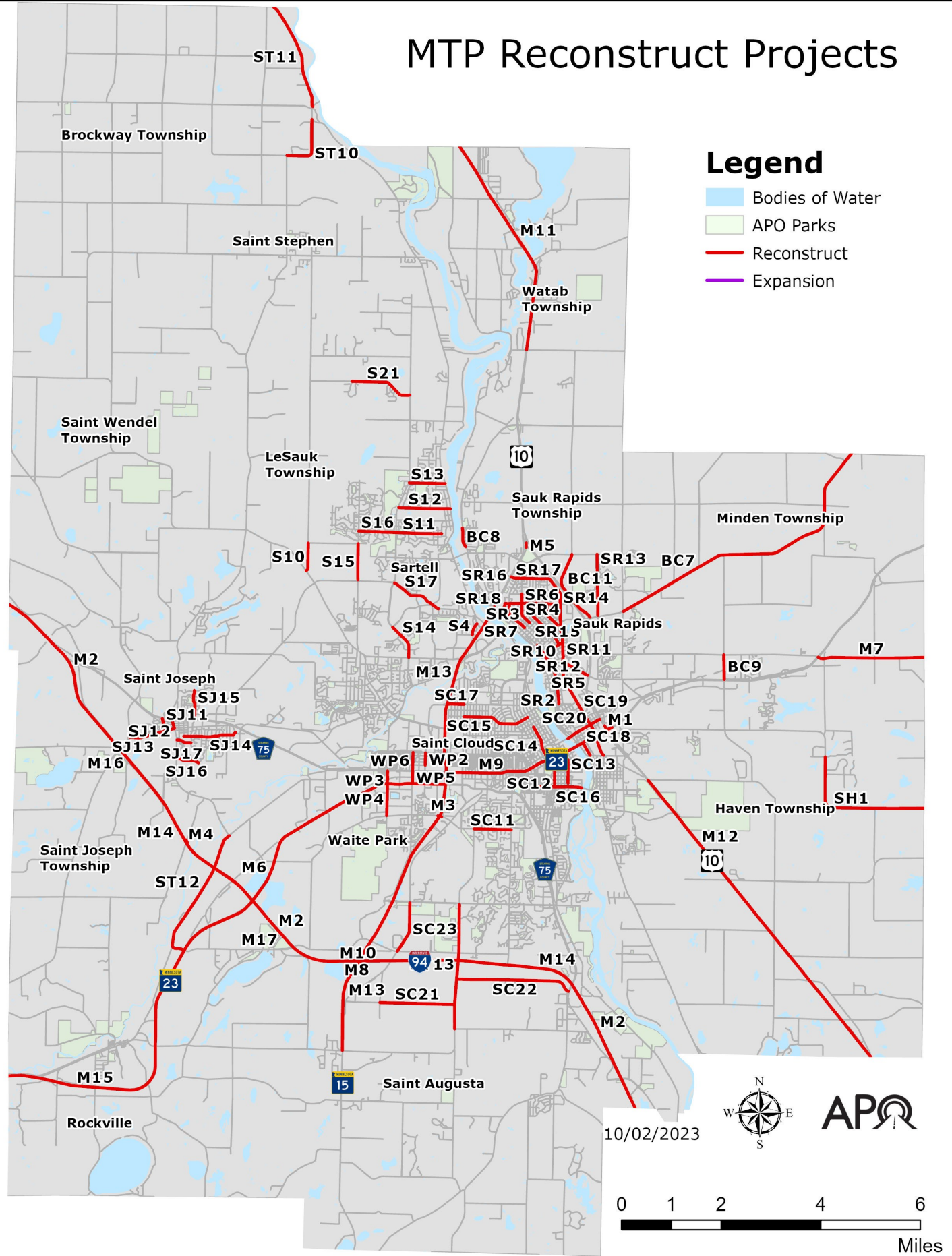


# 2050 APO MTP System Preservation Projects

Project ID	Jurisdiction	Roadway	Termini	Cost (in millions)	Timeframe
BC7	Benton County	CSAH 3	CSAH 1 to APO eastern planning boundary	\$3.300	Short-Term (2025-2028)
BC11	Benton County	County Road 57 (Quarry Road)	CSAH 3 to CSAH 29	\$6.269	Mid-Term (2029-2034)
BC8	Benton County	CSAH 33 (Benton Drive)	Third Street NE to Ninth Street	\$2.859	Long-Term (2035-2050)
BC9	Benton County	CSAH 8	MN 23 to County Road 45/80	\$2.012	Long-Term (2035-2050)
M1	MnDOT	MN 23	US 10 interchange (CURRENTLY IN PROGRESS)	\$49.000	Short-Term (2025-2028)
M2	MnDOT	I-94	From eastern planning area boundary to western planning boundary (ITS project)	\$0.500	Short-Term (2025-2028)
M3	MnDOT	MN 15	Bridge 73019	\$0.800	Short-Term (2025-2028)
M4	MnDOT	I-94	Bridges 73877 and 73878	\$1.500	Short-Term (2025-2028)
M5	MnDOT	MN 15	Bridge 05003	\$1.850	Short-Term (2025-2028)
M6	MnDOT	MN 23	0.455 miles east of 93rd Avenue to MN 15 in Waite Park (eastbound and westbound)	\$12.985	Short-Term (2025-2028)
M7	MnDOT	MN 95	From junction with MN 23 to eastern planning boundary (entire project extends to Benton/Mille Lacs County line)	\$7.470 (entire project)	Short-Term (2025-2028)
M8	MnDOT	I-94	Bridges 73855 and 73856 over MN 15	\$2.405	Mid-Term (2029-2034)
M9	MnDOT	MN 23	MN 15 to Fourth Avenue in Saint Cloud	\$7.155	Mid-Term (2029-2034)
M10	MnDOT	I-94	Bridge 73873 over MN 15	\$1.300	Mid-Term (2029-2034)
M11	MnDOT	US 10	CR 40 (Halfway Crossing) to Benton CSAH 4 in Benton County (only part of project is in APO)	\$15.700 (entire project)	Mid-Term (2029-2034)
M12	MnDOT	US 10	1.2 miles east of MN 23 to southern planning boundary (eastbound lanes only)	\$18.490	Mid-Term (2029-2034)
M13	MnDOT	MN 15	Stearns CSAH 47 in Saint Augusta to Benton CSAH 33 (Benton Drive)	\$12.000	Mid-Term (2029-2034)
SC11	Saint Cloud	22nd Street S (MSAS 153)	Oak Grove Road (CR 136) to Cooper Avenue (MSAS 141)	\$2.987	Short-Term (2025-2028)
SC19	Saint Cloud	Lincoln Avenue SE	Seventh Street SE to northern city limits	\$8.098	Short-Term (2025-2028)
SC15	Saint Cloud	Centennial Drive/10th Street N	Ninth Avenue N to 33rd Avenue	\$4.991	Short-Term (2025-2028)
SC20	Saint Cloud	East Saint Germain	Mississippi River to US 10	\$3.784	Short-Term (2025-2028)
SC16	Saint Cloud	University Drive SE	Mississippi River to 15th Avenue SE	\$4.384	Short-Term (2025-2028)
SC18	Saint Cloud	Wilson Avenue SE	Seventh Street SE to Division	\$1.096	Short-Term (2025-2028)
SC17	Saint Cloud	12th Street N	MN 15 to 33rd Avenue N	\$1.526	Short-Term (2025-2028)



# MTP Reconstruct Projects

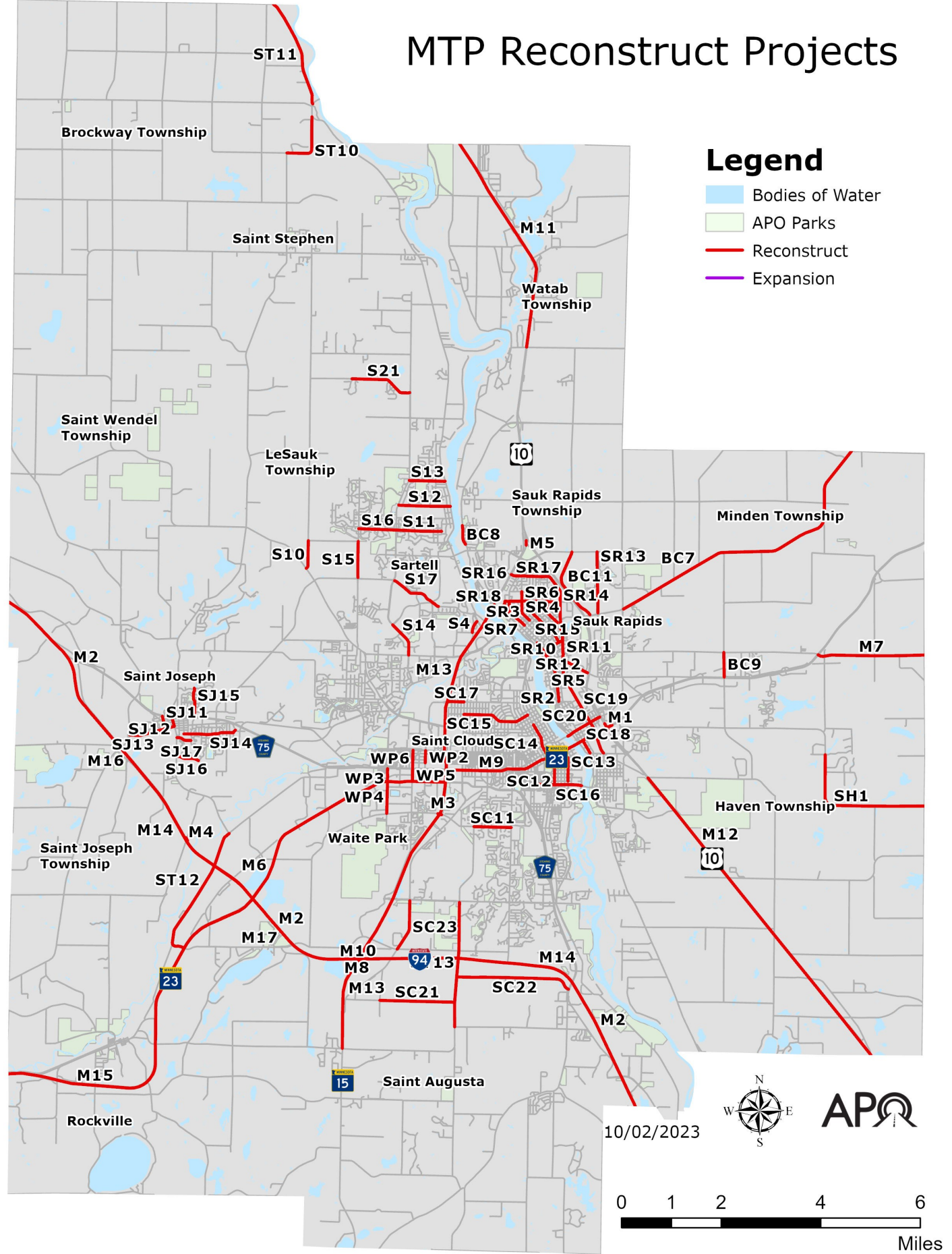


# 2050 APO MTP System Preservation Projects

Project ID	Jurisdiction	Roadway	Termini	Cost (in millions)	Timeframe
SC13	Saint Cloud	Fifth Avenue S	Ninth Street S to Ramsey Place	\$1.851	Short-Term (2025-2028)
SC12	Saint Cloud	Ninth Avenue N (MSAS 145)	Fourth Street S to University Drive (MSAS 101)	\$2.272	Short-Term (2025-2028)
SC14	Saint Cloud	Ninth Avenue N (MSAS 145)	Fourth Street S to Veterans Drive/Eighth Street N	\$2.496	Short-Term (2025-2028)
SC22	Saint Cloud	255th Street	CR 136 to CR 75	\$9.293	Short-Term (2025-2028)
SC21	Saint Cloud	250th Street	CR 136 to CR 74	\$9.563	Short-Term (2025-2028)
SC23	Saint Cloud	County Road 74	33rd Street S to 40th Street S	\$3.055	Short-Term (2025-2028)
SJ11	Saint Joseph	Second Avenue NW	Minnesota Street to CSAH 75	\$0.828	Short-Term (2025-2028)
SJ12	Saint Joseph	College Avenue	Minnesota Street to CSAH 75	\$0.419	Short-Term (2025-2028)
SJ13	Saint Joseph	Minnesota Street W	CSAH 2 to College Avenue	\$4.248	Short-Term (2025-2028)
SJ17	Saint Joseph	Callaway Street	College Avenue (CR 121) to Fourth Avenue S	\$1.334	Short-Term (2025-2028)
SJ14	Saint Joseph	Baker Street	Second Avenue SE to Minnesota Street E	\$4.309	Mid-Term (2029-2034)
SJ15	Saint Joseph	Northland Drive	CSAH 75 to 200LF north of Jasmine Lane E	\$2.558	Mid-Term (2029-2034)
SJ16	Saint Joseph	Field Street	College Avenue (CR 121) to Seventh Avenue SE	\$3.535	Mid-Term (2029-2034)
S15	Sartell	19th Avenue S	Sixth Street S (CSAH 133) to First Street N	\$2.537	Short-Term (2025-2028)
S10	Sartell	Townline Road	CSAH 4 to First Street N	\$0.371	Short-Term (2025-2028)
S4	Sartell	LeSauk Drive (MSAS 131)	Riverside Drive (CSAH 1) to Dehler Drive	\$1.070	Short-Term (2025-2028)
S11	Sartell	2-1/2 Street N	Pinecone Road to Third Avenue N	\$3.862	Mid-Term (2029-2034)
S14	Sartell	Pinecone Road	CSAH 120 to Roberts Road	\$3.414	Mid-Term (2029-2033)
S16	Sartell	2-1/2 Street N	Pinecone Road to 19th Avenue S	\$2.766	Mid-Term (2029-2033)
S17	Sartell	Heritage Drive	Pinecone Road to west leg of Huntington Drive	\$5.014	Mid-Term (2029-2033)
S12	Sartell	Seventh Street N	Pinecone Road to Riverside Drive	\$7.142	Long-Term (2035-2050)
S13	Sartell	12th Street N	Pinecone Road to Riverside Drive	\$5.103	Long-Term (2034-2050)
S21	Sartell	35th Street N	Pinecone Road to Blackberry Circle West	\$7.504	Long-Term (2035-2050)
SR1	Sauk Rapids	Second Avenue S (MSAS 104)	Benton Drive (MSAS 109) to 10th Street S	\$1.288	Short-Term (2025-2028)

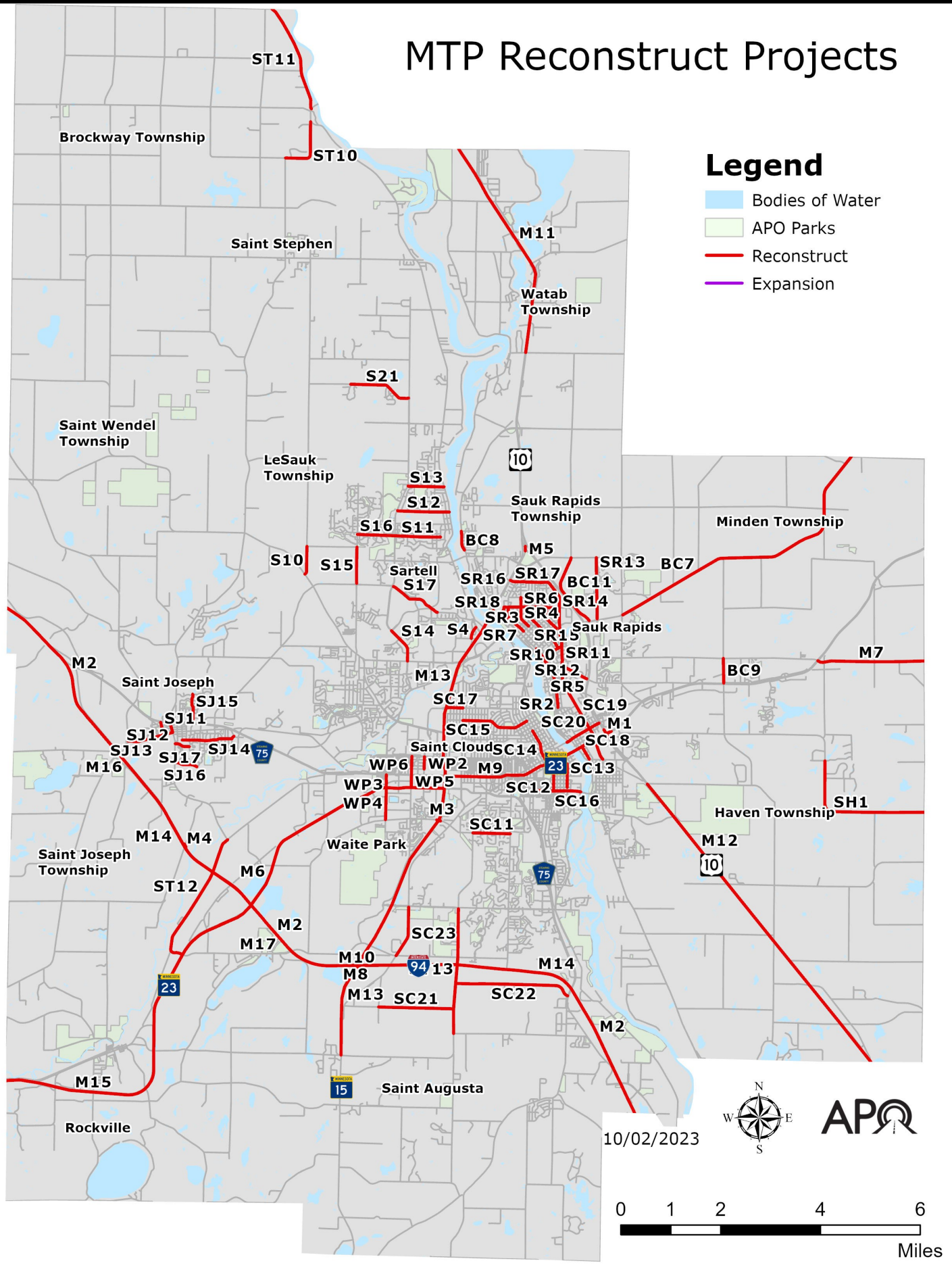
# 2050 APO MTP System Preservation Projects

## MTP Reconstruct Projects



Project ID	Jurisdiction	Roadway	Termini	Cost (in millions)	Timeframe
	Sauk Rapids	11th Street N	First Avenue N to Second Avenue N	\$0.263	Short-Term (2025-2028)
	Sauk Rapids	First Avenue N	Benton Drive to 11th Street N	\$0.641	Short-Term (2025-2028)
SR2	Sauk Rapids	Second Avenue S	10th Street S to Searle Street	\$1.691	Short-Term (2025-2028)
SR3	Sauk Rapids	11th Street N	Second Avenue N to Sixth Avenue N	\$2.135	Mid-Term (2029-2034)
SR12	Sauk Rapids	First Street S	Second Avenue S to Summit Avenue	\$1.805	Mid-Term (2029-2034)
SR4	Sauk Rapids	Fourth Avenue N (MSAS 111)	Eighth Street N (MSAS 108) to 13th Street N	\$3.732	Long-Term (2035-2050)
SR5	Sauk Rapids	Fifth Street S	Summit Avenue to US 10	\$4.337	Long-Term (2035-2050)
SR6	Sauk Rapids	11th Street N	Sixth Avenue N to Summit Avenue	\$3.449	Long-Term (2035-2050)
SR7	Sauk Rapids	Second Avenue N	Eighth Street N to 11th Street N	\$3.372	Long-Term (2035-2050)
SR8	Sauk Rapids	Ninth Avenue N	Second Street N to 11th Street N	\$3.258	Long-Term (2035-2050)
SR10	Sauk Rapids	Sixth Avenue South and North	First Street S to 11th Street N	\$6.682	Long-Term (2035-2050)
SR13	Sauk Rapids	10th Avenue NE	CSAH 3 to CSAH 29	\$9.686	Long-Term (2035-2050)
SR14	Sauk Rapids	Summit Avenue	Second Street N to Ninth Avenue N	\$7.508	Long-Term (2035-2050)
SR15	Sauk Rapids	Benton Drive	Third Street N to Second Avenue N	\$8.530	Long-Term (2035-2050)
SR16	Sauk Rapids	18th Street N	MN 15 to 4-1/2 Avenue N	\$2.341	Long-Term (2035-2050)
SR17	Sauk Rapids	18th Street N	Ninth Avenue N to 4-1/2 Avenue N	\$3.360	Long-Term (2035-2050)
SR11	Sauk Rapids	Summit Avenue	Benton Drive to Second Street N	\$7.028	Long-Term (2035-2050)
WP2	Waite Park	Waite Avenue (MSAS 101)	Third Street N (CSAH 81) to First Street N	\$1.465	Short-Term (2025-2028)
WP5	Waite Park	Second Avenue S	Second Street S (MN 23) to Division Street (CSAH 75)	\$1.239	Short-Term (2025-2028)
WP3	Waite Park	10th Avenue S (MSAS 103)	Division Street (CSAH 75) to Second Street S (MN 23)	\$1.284	Mid-Term (2029-2034)
WP6	Waite Park	Second Avenue N	Division Street (CSAH 75) to Third Street N	\$2.282	Mid-Term (2029-2034)
WP4	Waite Park	10th Avenue S (MSAS 103)	Second Street S (MN 23) to Seventh Street S	\$6.777	Long-Term (2035-2050)
SH1	Sherburne County	County Road 62 (17th Street SW)	Tee-to-Green Street to CSAH 20 (75th Avenue SE)	\$6.391	Short-Term (2025-2028)

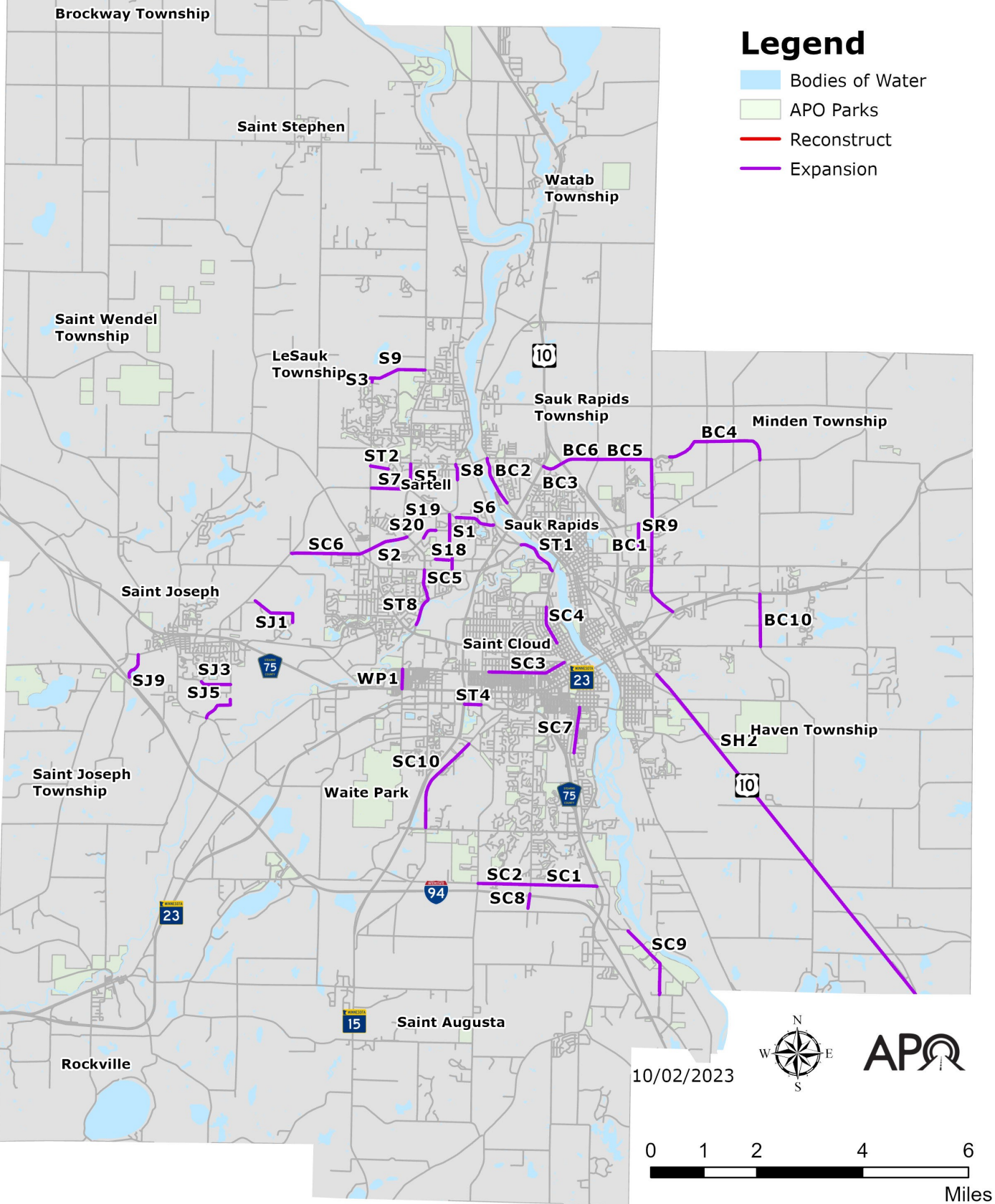
# MTP Reconstruct Projects



# 2050 APO MTP System Preservation Projects

Project ID	Jurisdiction	Roadway	Termini	Cost (in millions)	Timeframe
ST10	Stearns County	CSAH 2	421st Street to CSAH 1	\$3.534	Short-Term (2025-2028)
ST11	Stearns County	CSAH 1	CSAH 17 to northern Stearns County line	\$5.775	Short-Term (2025-2028)
ST12	Stearns County	CSAH 138	MN 23 to CR 121	\$12.929	Long-Term (2035-2050)
ST13	Stearns County	CSAH 136	CR 115 to 33rd Street S	\$13.029	Long-Term (2035-2050)
M14	MnDOT	I-94	Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2 (ITS project)	\$0.750	Mid-Term (2029-2034)
M15	MnDOT	MN 23	1.1 miles east of CSAH 12 west of Richmond to 0.5 miles east of 93rd Avenue (EB & WB)	\$15.000 (entire project)	Mid-Term (2029-2034)
M16	MnDOT	I-94	Bridges 73869 and 73870	\$2.300	Mid-Term (2029-2034)
M17	MnDOT	I-94	East end of bridges 73865 and 73866 1.5 miles west of MN 23 to SE end of bridges 73853 and 73854 over CSAH 75 (EB& WB)	\$14.614	Mid-Term (2029-2034)

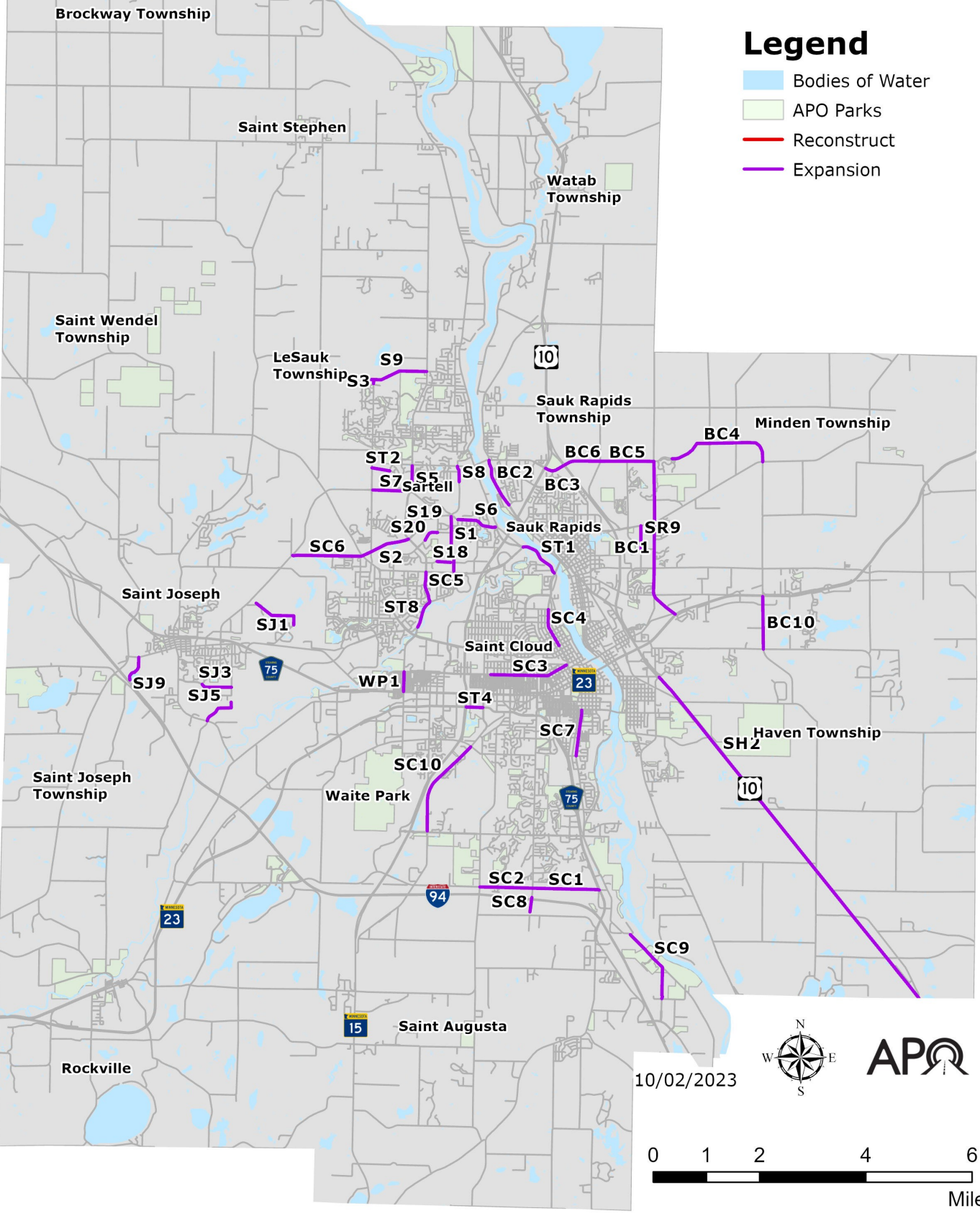
# MTP Expansion Projects



# 2050 APO MTP Capacity Expansion Projects

Project ID	Jurisdiction	Roadway	Termini	Cost (in millions)	Timeframe
BC3	Benton County	35th Street NE (CSAH 29)	MN 15 to US 10	\$2.624	Short-Term (2025-2028)
BC5	Benton County	CSAH 29	Fifth Avenue NE (CR 57) to CSAH 1 (Mayhew Lake Road)	\$3.099	Short-Term (2025-2028)
BC4	Benton County	CSAH 29	Mayhew Lake Road (CSAH 1) to 35th Avenue NE	\$6.692	Mid-Term (2029-2034)
BC2	Benton County	Benton Drive (CSAH 33)	First Street (CSAH 29) to 18th Street NW	\$5.377	Mid-Term (2029-2034)
BC6	Benton County	CSAH 29	Fifth Avenue NE (CR 57) to US 10	\$2.109	Mid-Term (2029-2034)
BC1	Benton County	Mayhew Lake Road (CSAH 1)	35th Street (CSAH 29) to MN 23	\$42.665	Long-Term (2035-2050)
BC10	Benton County	CSAH 8	Second Street SE to MN 23	\$6.220	Long-Term (2035-2050)
SH2	Sherburne County	Adjacent to US 10 (unspecified county roadways)	15th Avenue S in Saint Cloud to southern border of Haven Township	\$14.490	Long-Term (2035-2050)
SC9	Saint Cloud	Heatherwood Road	47th Street to 60th Street S	\$8.389	Short-Term (2025-2028)
SC2	Saint Cloud	40th Street S (MSAS 156)	Oak Grove Road (CSAH 136) to Cooper Avenue (MSAS 141)	\$7.090	Mid-Term (2029-2034)
SC1	Saint Cloud	40th Street S (MSAS 156)	Cooper Avenue to Roosevelt Road (CSAH 75)	\$14.015	Mid-Term (2029-2034)
SC6	Saint Cloud	322nd Street	CSAH 133 to CSAH 4	\$7.168	Mid-Term (2029-2034)
SC5	Saint Cloud	Pinecone Road S	CR 134 to CSAH 120	\$7.914	Long-Term (2035-2050)
SC3	Saint Cloud	Third Street N (MSAS 114)	31st Avenue N to Ninth Avenue N (MSAS 145)	\$21.981	Long-Term (2035-2050)
SC10	Saint Cloud	West Saint Germain Street (CSAH 74)	Seventh Street S/22nd Street S (CR 137) to 33rd Street S	\$16.957	Long-Term (2035-2050)
SC4	Saint Cloud	Ninth Avenue N (MSAS 145)	15th Street N (MSAS 148) to Eighth Street/Veterans Drive (CSAH 4)	\$11.387	Long-Term (2035-2050)
SC7	Saint Cloud	Clearwater Road/Ninth Street S	University Drive to 22nd Street S	\$5.525	Long-Term (2035-2050)
SC8	Saint Cloud	Cooper Avenue	Overpass of I-94	\$5.701	Long-Term (2035-2050)
SJ19	Saint Joseph	Gateway Avenue	Minnesota Street to Lake Sarah	\$2.035	Short-Term (2025-2028)
SJ5	Saint Joseph	20th Avenue SE	Intersection of Jade Road and College Avenue to 16th Avenue	\$4.721	Mid-Term (2029-2034)
SJ19	Saint Joseph	Westwood Parkway	Current terminus to Pearl Drive	\$11.578	Long-Term (2035-2050)
SJ3	Saint Joseph	Field Street	Seventh Avenue to 16th Avenue	\$7.231	Long-Term (2035-2050)
S1	Sartell	Leander Avenue (MSAS 117)	CSAH 120 to Heritage Drive (MSAS 118)	\$6.426	Short-Term (2025-2028)
S3	Sartell	19th Avenue N	11th Street to 15th Street	\$0.894	Short-Term (2025-2028)

# MTP Expansion Projects

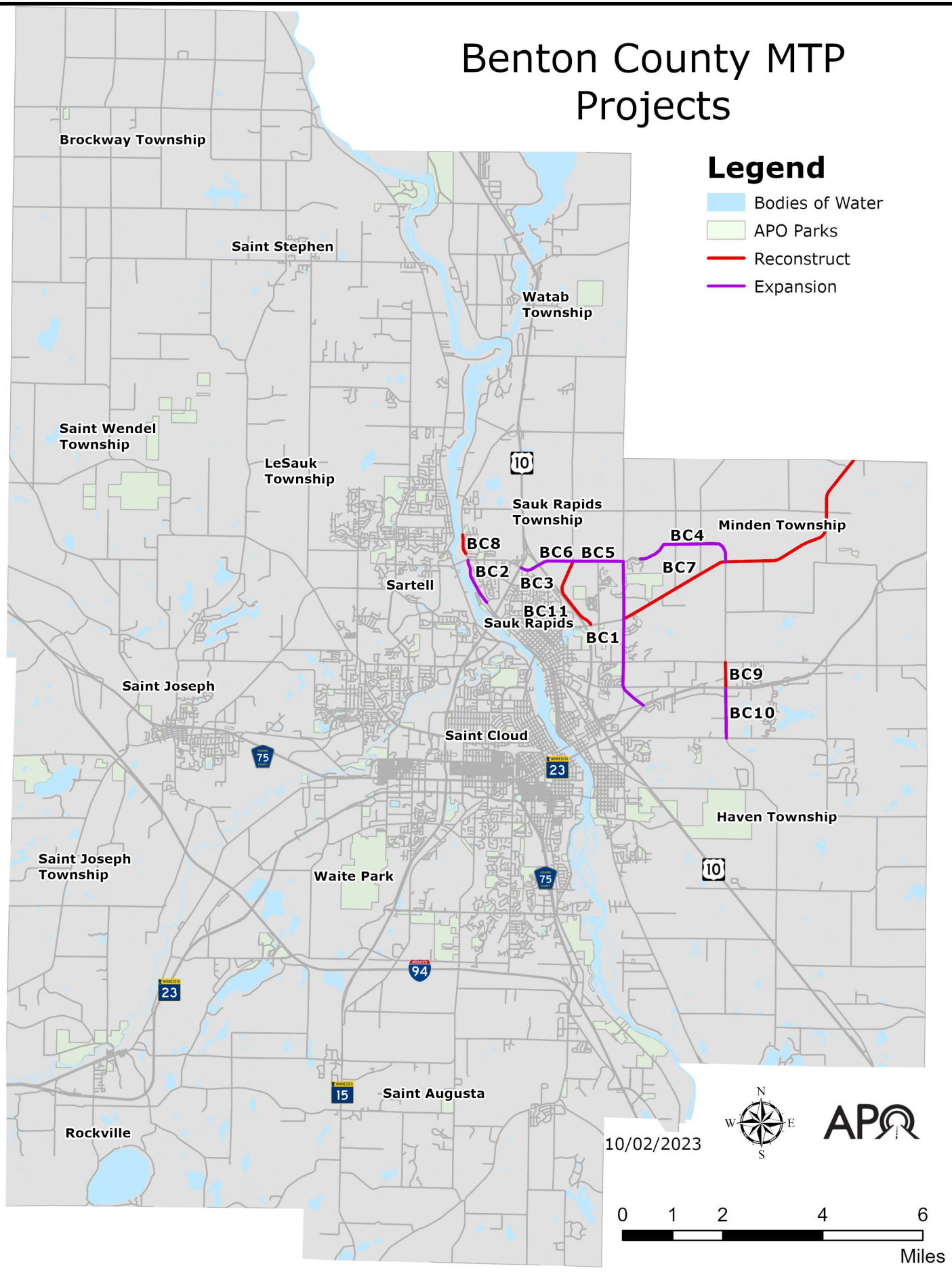


# 2050 APO MTP Capacity Expansion Projects

Project ID	Jurisdiction	Roadway	Termini	Cost (in millions)	Timeframe
S2	Sartell	Roberts Road	Pinecone Road to CSAH 4	\$7.284	Short-Term (2025-2028)
S8	Sartell	Fourth Avenue S	Second Street S to Fourth Street S	\$1.005	Short-Term (2025-2028)
S9	Sartell	15th Street N	Pinecone Road to 19th Avenue N	\$4.808	Mid-Term (2029-2034)
S6	Sartell	Heritage Drive	Huntington Drive (west leg) to CSAH 1	\$3.669	Mid-Term (2029-2034)
S7	Sartell	Heritage Drive	Pinecone Road to 19th Avenue S	\$2.703	Mid-Term (2029-2034)
S18	Sartell	23rd Street S	Seventh Avenue S to Leander Avenue	\$1.438	Mid-Term (2029-2034)
S19	Sartell	15th Street S	Pinecone Road to Roberts Road	\$1.549	Mid-Term (2029-2034)
S20	Sartell	Beetle Boulevard	17th Street S to Scout Drive	\$0.588	Mid-Term (2029-2034)
S5	Sartell	Pinecone Road	Heritage Drive to Second Street S	\$4.439	Mid-Term (2029-2034)
SR9	Sauk Rapids	13th Avenue NE	Existing 19th Street NE to Golden Spike Road	\$2.710	Long-Term (2035-2050)
WP1	Waite Park	10th Avenue N (MSAS 103)	Third Street N (CSAH 81) to Division Street (CSAH 75)	\$3.095	Long-Term (2035-2050)
ST2	Stearns County	CSAH 133	Existing CSAH 133 to 19th Avenue (3/4 mile)	\$2.309	Short-Term (2025-2028)
ST8	Stearns County	CR 134	Sauk River Bridge to Pinecone Road	\$5.008	Mid-Term (2029-2034)
ST4	Stearns County	CSAH 75	MN 15 to 33rd Avenue S	\$4.364	Long-Term (2035-2050)
ST1	Stearns County	CSAH 1	Ninth Avenue N (MSAS 145) to CR 120	\$9.719	Long-Term (2035-2050)

# Benton County 2050 MTP Projects

## Capacity Expansion



Project ID	Roadway	Termini	Cost (in millions)	Timeframe
BC3	35th Street NE	MN 15 to US 10	\$2.624	Short-Term (2025-2028)
BC5	CSAH 29	Fifth Avenue NE (CR 57) to CSAH 1 (Mayhew Lake Road)	\$3.099	Short-Term (2025-2028)
BC2	Benton Drive	First Street (CSAH 29) to 18th Street NW	\$5.377	Mid-Term (2029-2034)
BC4	CSAH 29	Mayhew Lake Road (CSAH 1) to 35th Avenue NE	\$6.692	Mid-Term (2029-2034)
BC6	CSAH 29	Fifth Avenue NE (CR 57) to US 10	\$2.190	Mid-Term (2029-2034)
BC1	Mayhew Lake Road (CSAH 1)	35th Street (CSAH 29) to MN 23	\$42.665	Long-Term (2035-2050)
BC10	CSAH 8	Second Street SE to MN 23	\$6.220	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
7	\$68.886 million

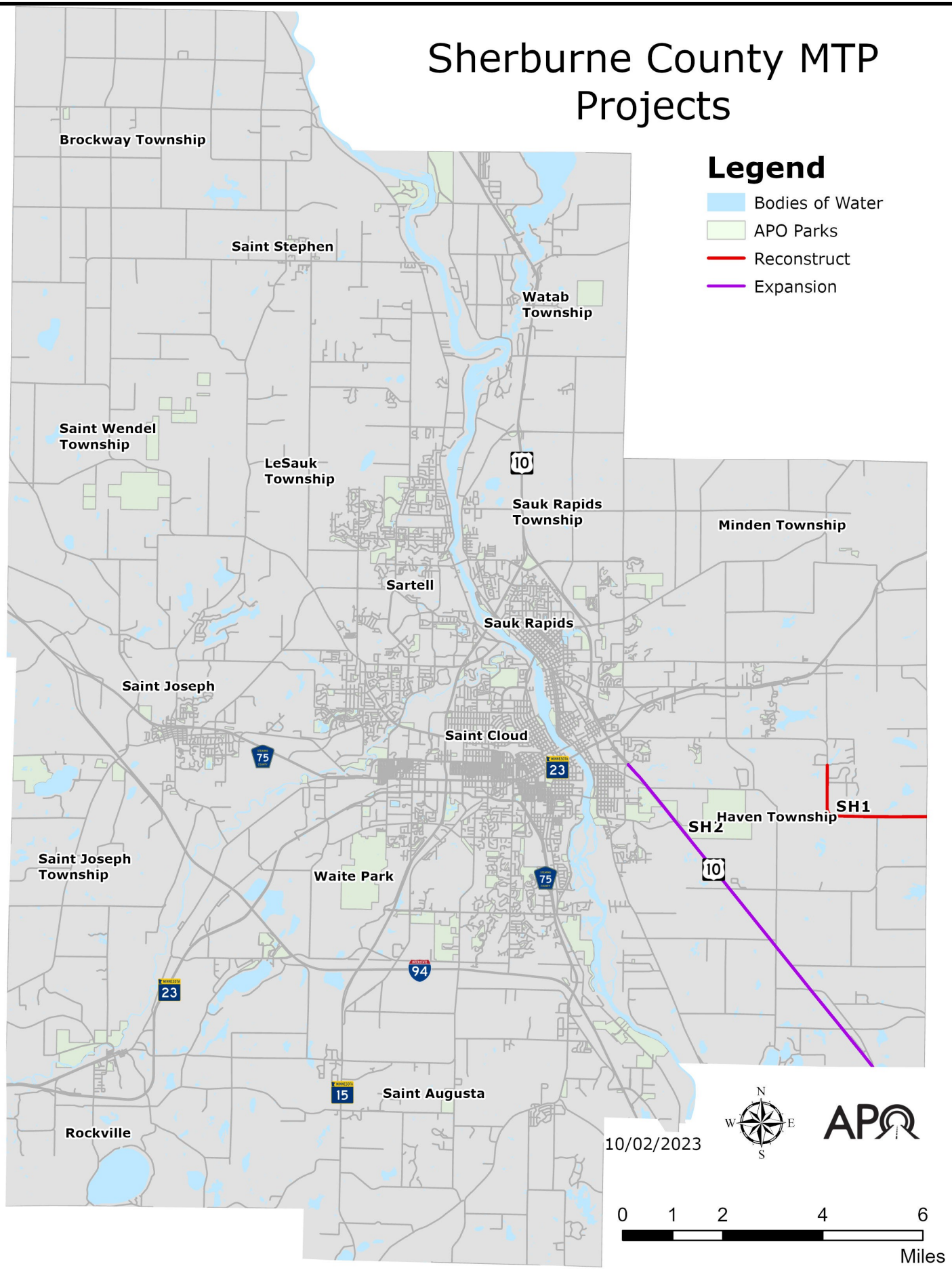
## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
BC7	CSAH 3	CSAH 1 to APO eastern planning boundary	\$3.300	Short-Term (2025-2028)
BC11	CR 57 (Quarry Road)	CSAH 3 to CSAH 29	\$6.269	Mid-Term (2029-2034)
BC8	CSAH 33	Third Street N to Ninth Street	\$2.859	Long-Term (2035-2050)
BC9	CSAH 8	MN 23 to CR 45/80	\$2.012	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
4	\$14.440 million

# Sherburne County 2050 MTP Projects

## Capacity Expansion



Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SH2	Adjacent to US 10 (unspecified county roadways)	15th Avenue S in Saint Cloud to southern border of Haven Township	\$14.490	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
1	\$14.490 million

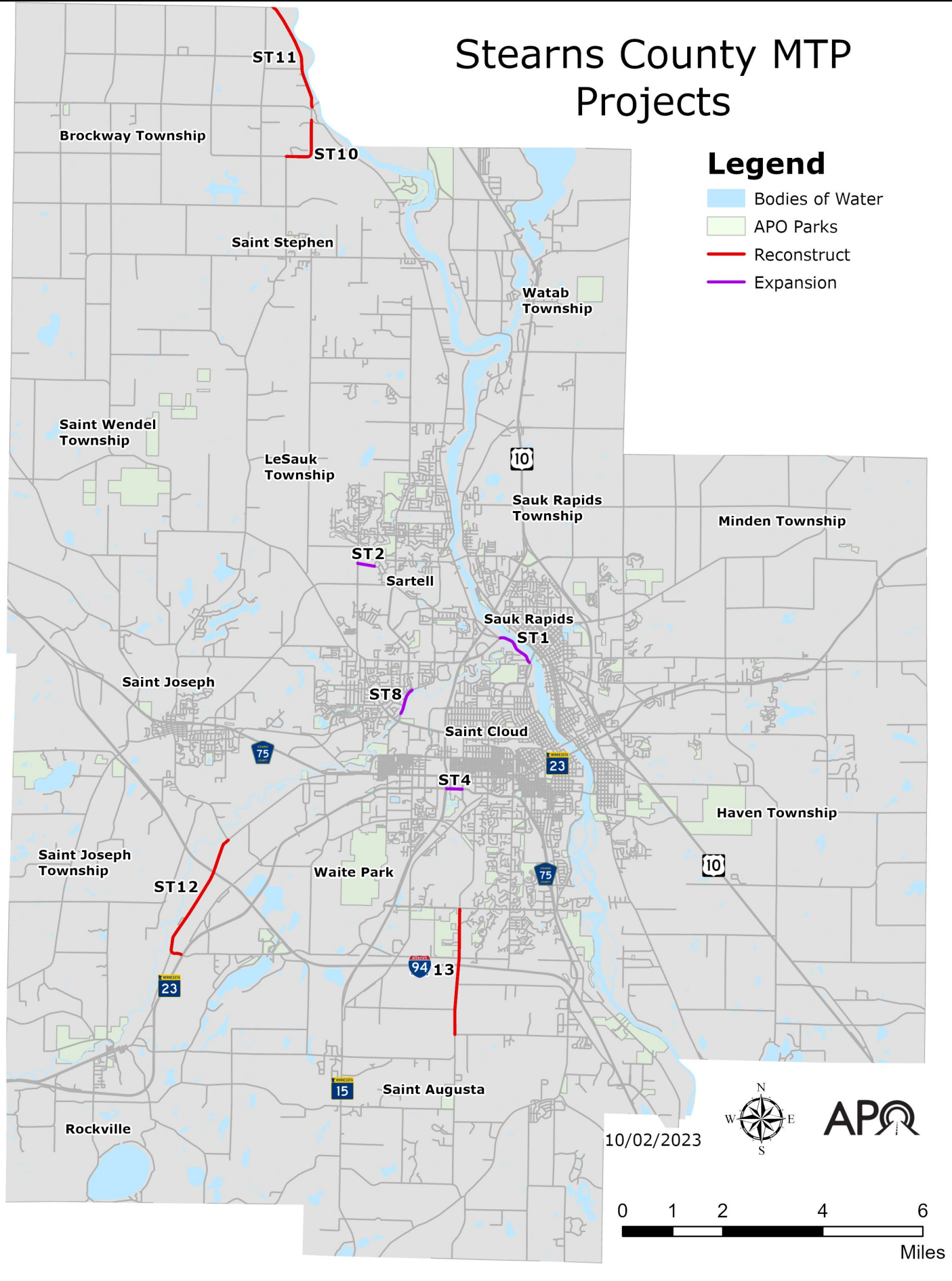
## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SH1	CR 62 (17th Street SW)	Tee-to-Green Street to CSAH 20 (75th Avenue SE)	\$6.391	Short-Term (2025-2028)

Total Projects	Total Cost (in time-frame of expenditure)
1	\$6.391 million

# Stearns County 2050 MTP Projects

## Capacity Expansion



Project ID	Roadway	Termini	Cost (in millions)	Timeframe
ST2	CSAH 133 (Second Street) in Sartell	Existing CSAH 133 to 19th Avenue (3/4 mile)	\$2.309	Short-Term (2025-2028)
ST8	CR 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	\$5.008	Mid-Term (2029-2034)
ST4	CSAH 75 (Second Street S) in Saint Cloud	MN 15 to 33rd Avenue S	\$4.364	Long-Term (2035-2050)
ST1	CSAH 1 in Saint Cloud	Ninth Avenue N to CR 120	\$9.719	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
4	\$21.399 million

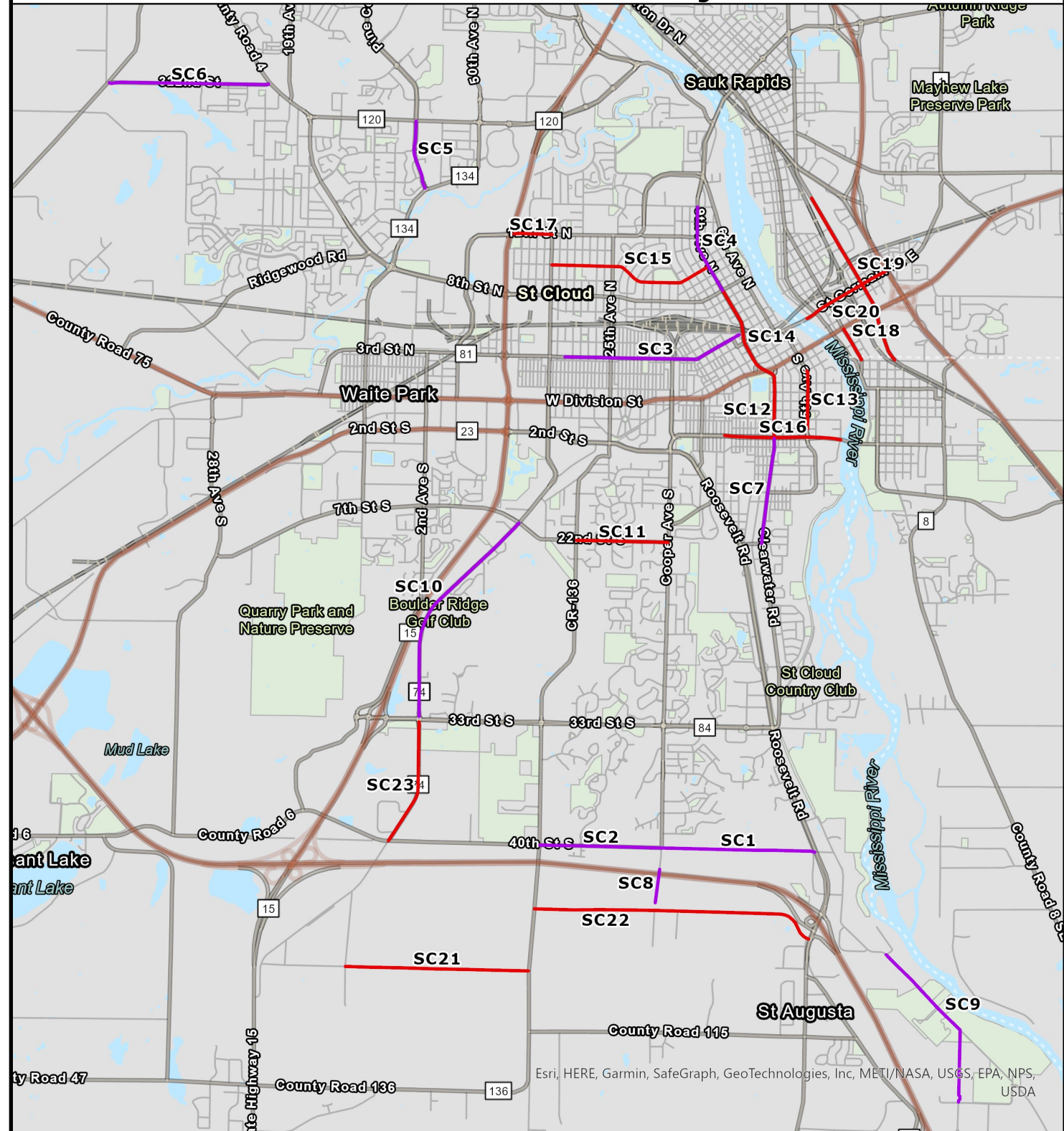
## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
ST10	CSAH 2 (Central Avenue N) in Brockway Township	421st Street to CSAH 1	\$3.534	Short-Term (2025-2028)
ST11	CSAH 1 in Brockway Township	CSAH 17 to northern Stearns County border	\$5.775	Short-Term (2025-2028)
ST12	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to CR 121	\$12.929	Long-Term (2035-2050)
ST13	CSAH 136 in Saint Cloud and Saint Augusta	CR 115 to 33rd Street S	\$13.029	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
4	\$35.267 million



# Saint Cloud MTP Projects



## Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



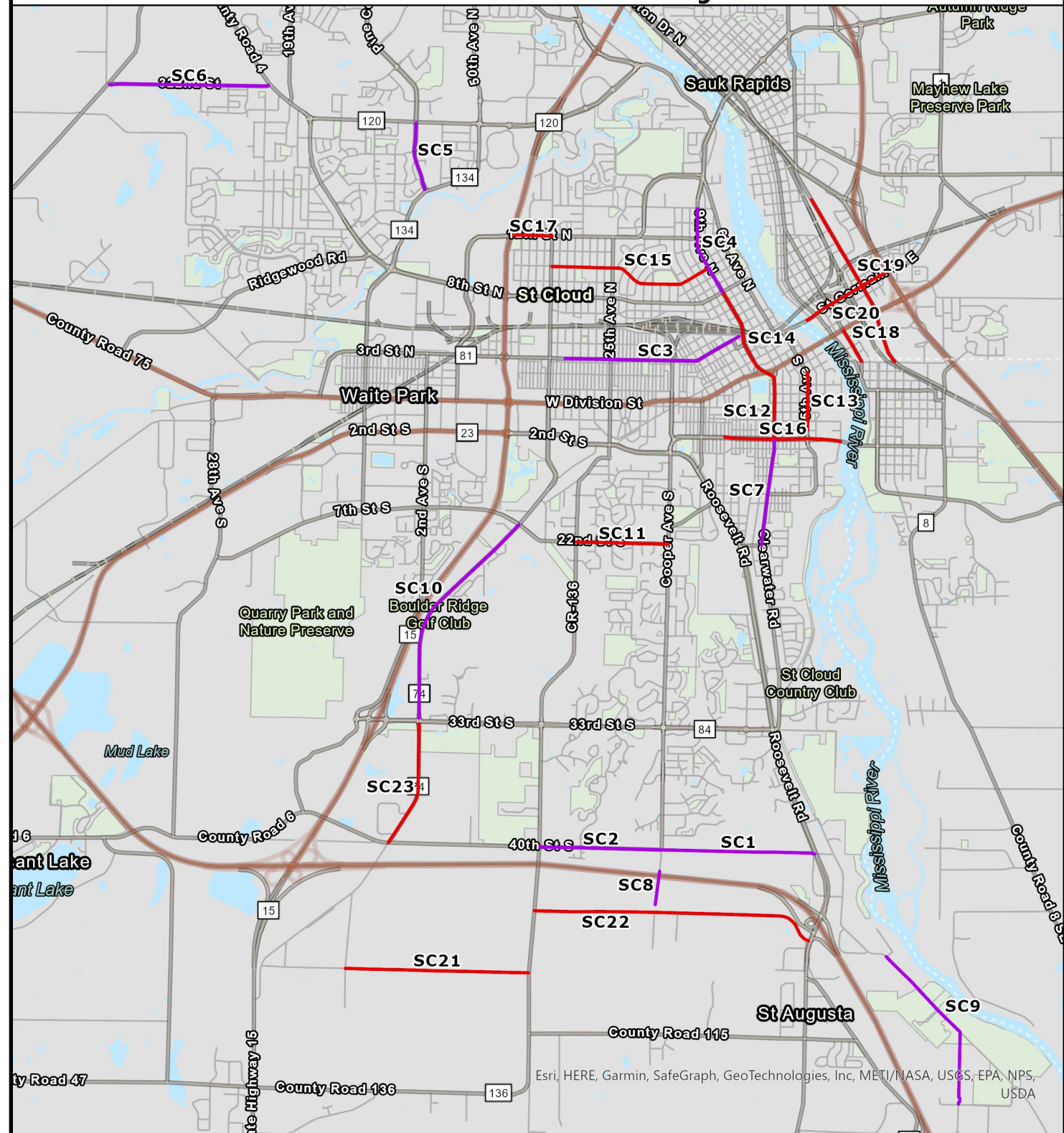
# City of Saint Cloud 2050 MTP Projects

## Capacity Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SC9	Heatherwood Road	47th Street to 60th Street S	\$8.389	Short-Term (2025-2028)
SC1	40th Street S	Cooper Avenue to Roosevelt Road	\$14.015	Mid-Term (2029-2034)
SC2	40th Street S	Oak Grove Road to Cooper Avenue	\$7.090	Mid-Term (2029-2034)
SC6	322nd Street	CSAH 133 to CSAH 4	\$7.168	Mid-Term (2029-2034)
SC3	Third Street N	31st Avenue N to Ninth Avenue N	\$21.981	Long-Term (2035-2050)
SC10	West Saint Germain Street	Seventh Street S/22nd Street S to 33rd Street S	\$16.957	Long-Term (2035-2050)
SC5	Pinecone Road S	CR 134 to CSAH 120	\$7.914	Long-Term (2035-2050)
SC4	Ninth Avenue N	15th Street N to Eighth Street N/Veterans Drive	\$11.387	Long-Term (2035-2050)
SC7	Clearwater Road/Ninth Street S	University Drive to 22nd Street S	\$5.525	Long-Term (2035-2050)
SC8	Cooper Avenue	Overpass of I-94	\$5.701	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
10	\$106.127 million

# Saint Cloud MTP Projects



## Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



# City of Saint Cloud 2050 MTP Projects

## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SC11	22nd Street S	Oak Grove Road to Cooper Avenue	\$2.987	Short-Term (2025-2028)
SC19	Lincoln Avenue SE	Seventh Street SE to northern city limits	\$8.098	Short-Term (2025-2028)
SC15	Centennial Drive/10th Street N	Ninth Avenue N to 33rd Avenue	\$4.991	Short-Term (2025-2028)
SC20	East Saint Germain Street	Mississippi River to US 10	\$3.784	Short-Term (2025-2028)
SC16	University Drive	Mississippi River to 15th Avenue SE	\$4.384	Short-Term (2025-2028)
SC18	Wilson Avenue SE	Seventh Street SE to Division Street	\$1.096	Short-Term (2025-2028)
SC17	12th Street N	MN 15 to 33rd Avenue N	\$1.526	Short-Term (2025-2028)
SC13	Fifth Avenue S	Ninth Street S to Ramsey Place	\$1.852	Short-Term (2025-2028)
SC12	Ninth Avenue N	Fourth Street S to University Drive	\$2.272	Short-Term (2025-2028)
SC14	Ninth Avenue N	Fourth Street S to Veterans Drive/Eighth Street N	\$2.496	Short-Term (2025-2028)
SC22	255th Street	CR 136 to CR 75	\$9.293	Short-Term (2025-2028)
SC23	County Road 74	33rd Street S to 40th Street S	\$3.055	Short-Term (2025-2028)
SC21	250th Street	CR 136 to CR 74	\$9.563	Short-Term (2025-2028)

Total Projects	Total Cost (in time-frame of expenditure)
13	\$55.395

# City of Saint Joseph 2050 MTP Projects

## Capacity Expansion

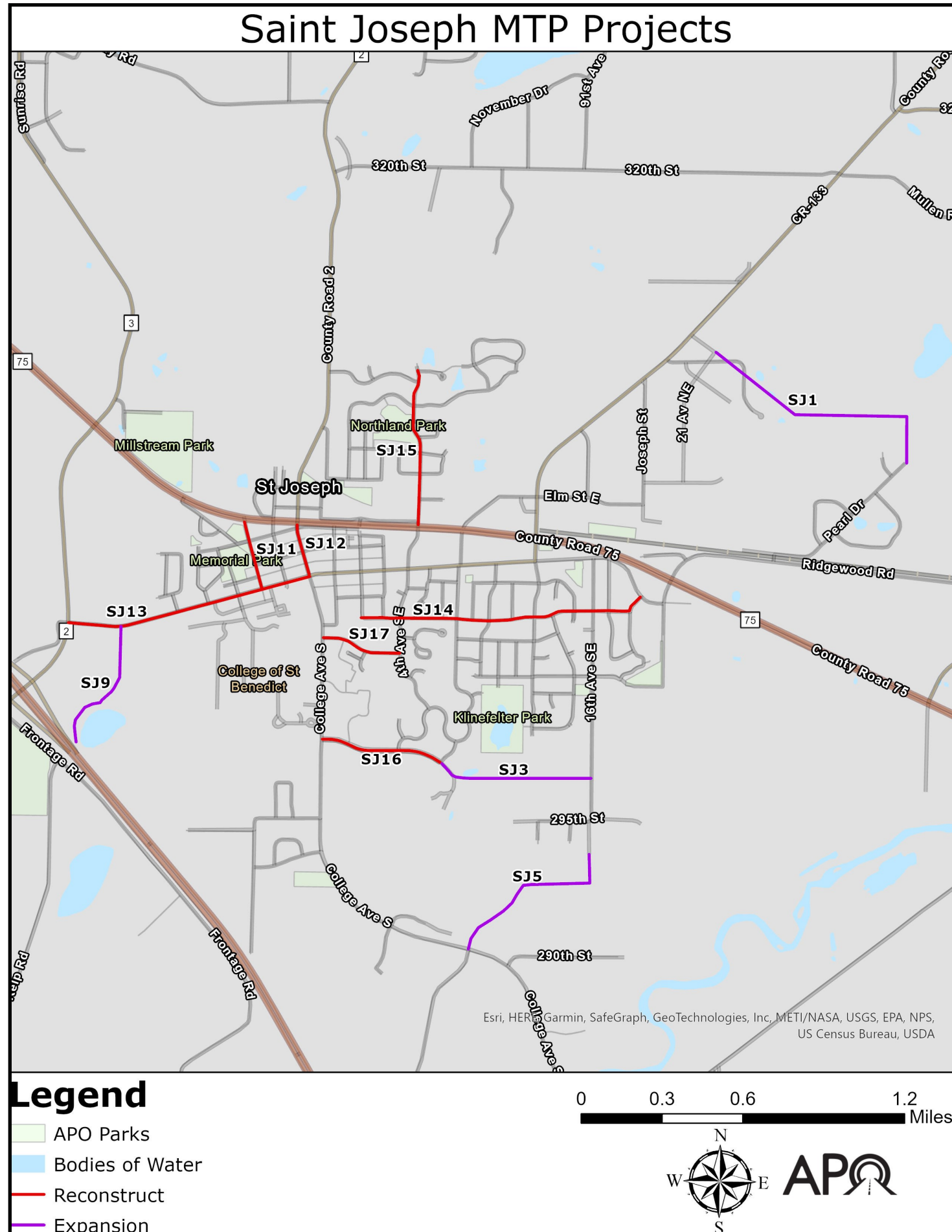
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SJ9	Gateway Avenue	Minnesota Street to Lake Sarah	\$2.035	Short-Term (2025-2028)
SJ5	20th Avenue SE	Intersection of Jade Road and College Avenue to 16th Avenue	\$4.721	Mid-Term (2029-2034)
SJ11	Westwood Parkway	Current terminus to Pearl Drive	\$11.578	Long-Term (2035-2050)
SJ3	Field Street	Seventh Avenue to 16th Avenue	\$7.231	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
4	\$25.564 million

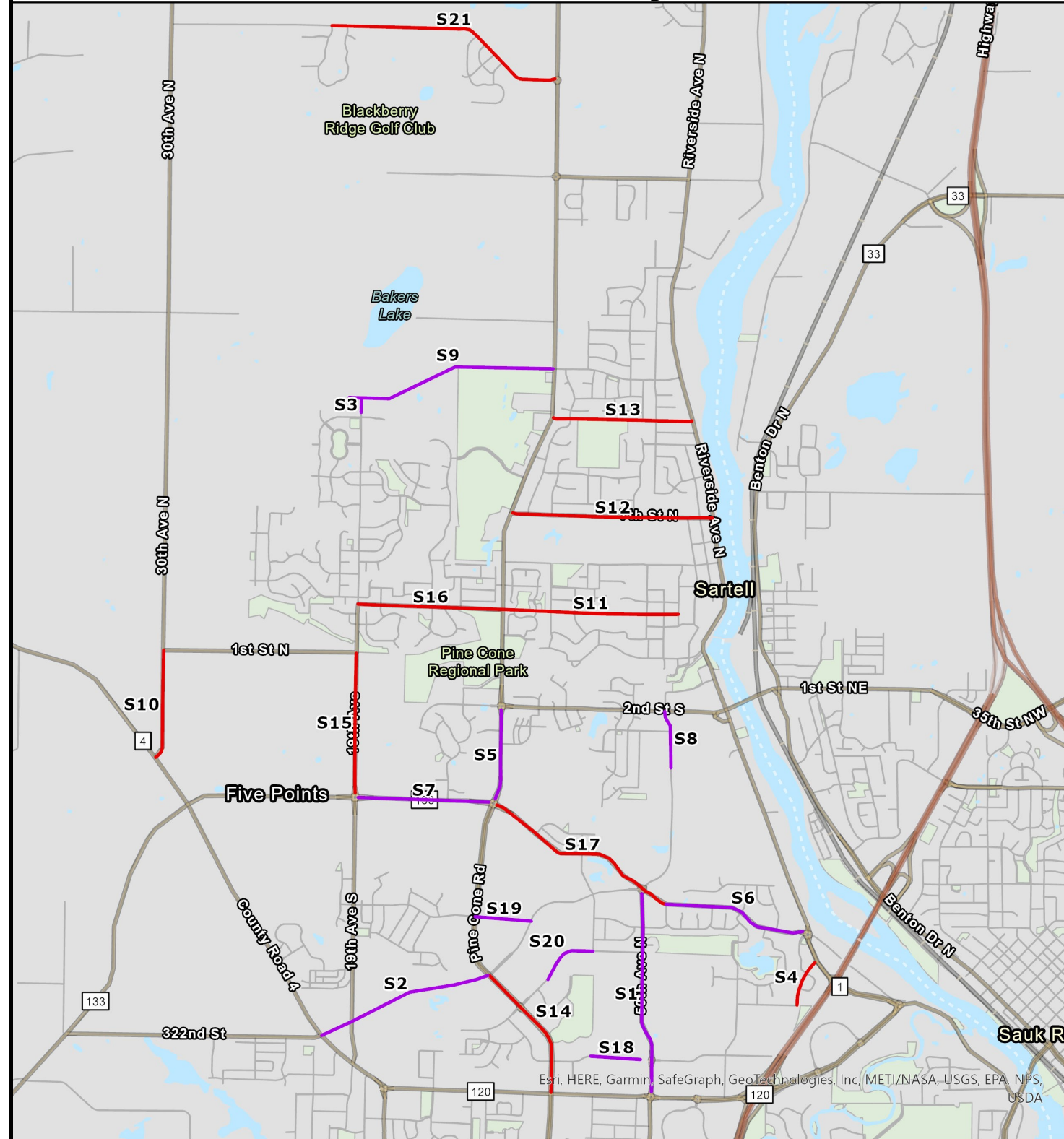
## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SJ11	Second Avenue NW	Minnesota Street to CSAH 75	\$0.828	Short-Term (2025-2028)
SJ13	Minnesota Street W	CSAH 2 to College Avenue	\$4.248	Short-Term (2025-2028)
SJ17	Callaway Street	College Avenue to Fourth Avenue SE	\$1.334	Short-Term (2025-2028)
SJ12	College Avenue	Minnesota Street to CSAH 75	\$0.419	Short-Term (2025-2028)
SJ14	Baker Street	Second Avenue SE to Minnesota Street E	\$4.309	Mid-Term (2029-2034)
SJ15	Northland Drive	CSAH 75 to 200 LF north of Jasmine Lane E	\$2.558	Mid-Term (2029-2034)
SJ16	Field Street	College Avenue to Seventh Avenue SE	\$3.535	Mid-Term (2029-2034)

Total Projects	Total Cost (in time-frame of expenditure)
7	\$17.232 million

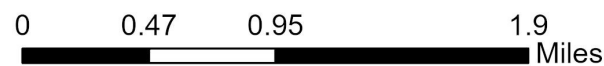


# Sartell MTP Projects



## Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



UPDATED OCT. 4, 2023

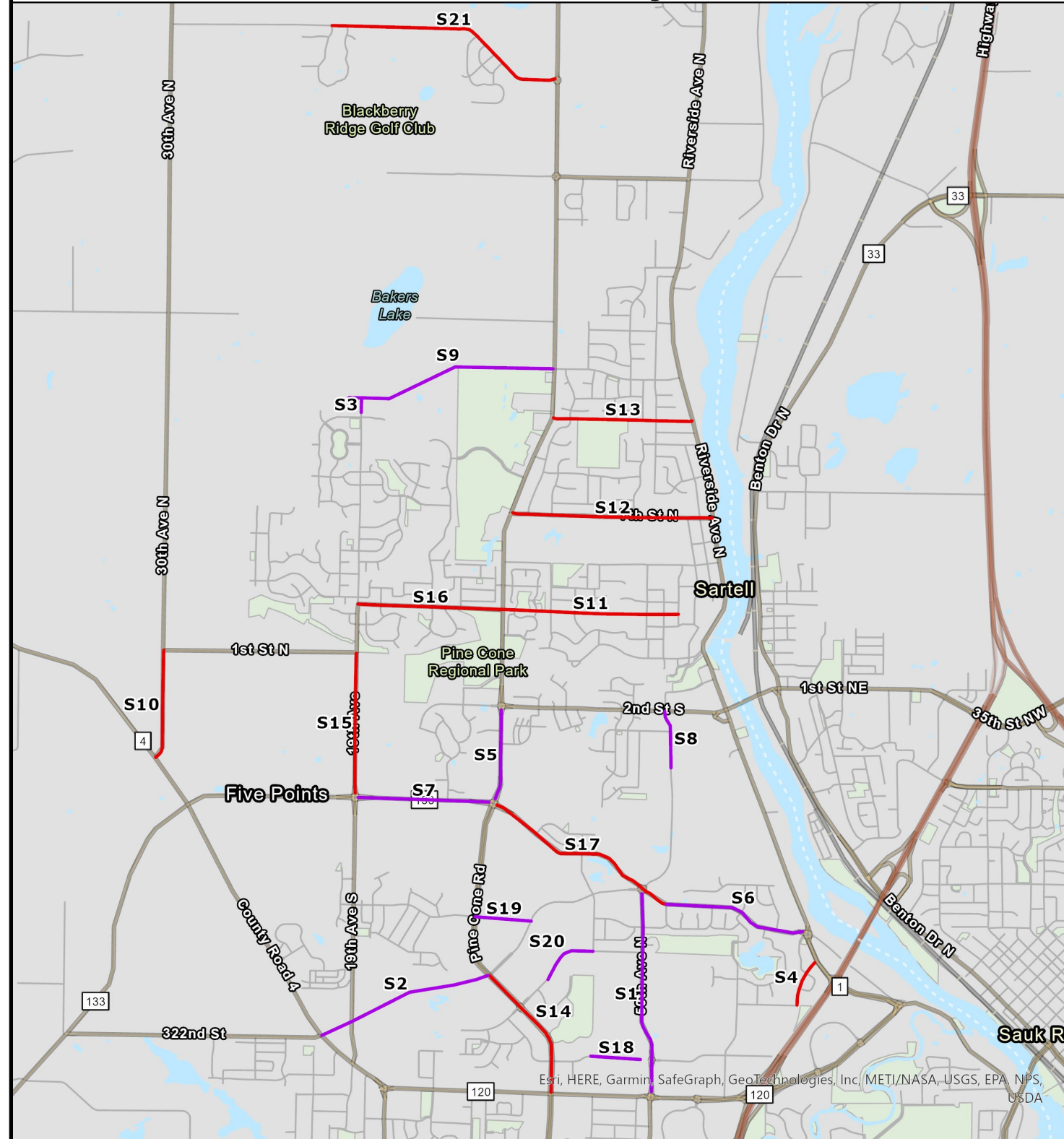
# City of Sartell 2050 MTP Projects

## Capacity Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
S1	Leander Avenue	CSAH 120 to Heritage Drive	\$6.426	Short-Term (2025-2028)
S3	19th Avenue N	11th Street to 15th Street	\$0.894	Short-Term (2025-2028)
S2	Roberts Road	Pinecone Road to CSAH 4	\$7.284	Short-Term (2025-2028)
S8	Fourth Avenue S	Second Street S to Fourth Street S	\$1.005	Short-Term (2025-2028)
S9	15th Street N	Pinecone Road to 19th Avenue N	\$4.808	Mid-Term (2029-2034)
S6	Heritage Drive	Huntington Drive (west leg) to CSAH 1	\$3.669	Mid-Term (2029-2034)
S7	Heritage Drive	Pinecone Road to 19th Avenue S	\$2.703	Mid-Term (2029-2034)
S18	23rd Street S	Seventh Avenue S to Leander Avenue	\$1.438	Mid-Term (2029-2034)
S19	15th Street S	Pinecone Road to Roberts Road	\$1.549	Mid-Term (2029-2034)
S20	Beetle Boulevard	17th Street S to Scout Drive	\$0.588	Mid-Term (2029-2034)
S5	Pinecone Road	Heritage Drive to Second Street S	\$4.439	Mid-Term (2029-2034)

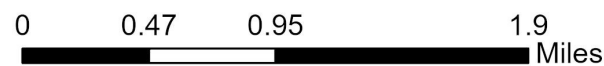
Total Projects	Total Cost (in time-frame of expenditure)
11	\$34.804 million

# Sartell MTP Projects



## Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



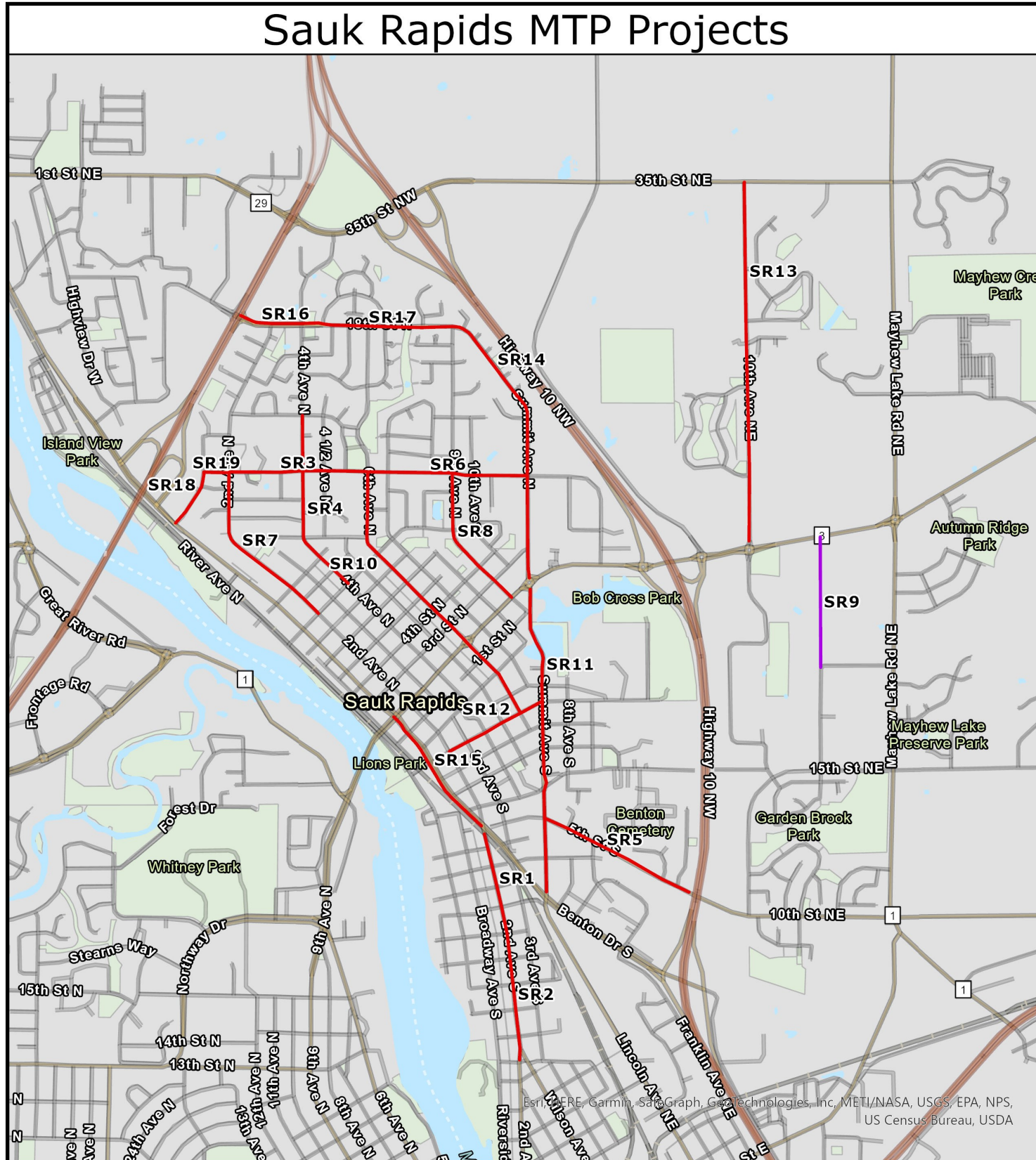
# City of Sartell 2050 MTP Projects

## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
S15	19th Avenue S	Sixth Street S to First Street N	\$2.537	Short-Term (2025-2028)
S10	Townline Road	CSAH 4 to First Street N	\$0.371	Short-Term (2025-2028)
S4	LeSauk Drive	Riverside Drive to Dehler Drive	\$1.070	Short-Term (2025-2028)
S14	Pinecone Road	CSAH 120 to Roberts Road	\$3.414	Mid-Term (2029-2034)
S16	2-1/2 Street N	Pinecone Road to 19th Avenue S	\$2.766	Mid-Term (2029-2034)
S17	Heritage Drive	Pinecone Road to west leg of Huntington Drive	\$5.014	Mid-Term (2029-2034)
S11	2-1/2 Street N	Pinecone Road to Third Avenue N	\$3.862	Mid-Term (2029-2034)
S13	12th Street N	Pinecone Road to Riverside Drive	\$5.103	Long-Term (2035-2050)
S12	Seventh Street N	Pinecone Road to Riverside Drive	\$7.142	Long-Term (2035-2050)
S21	35th Street N	Pinecone Road to Blackberry Circle West	\$7.504	Long-Term (2035-2050)

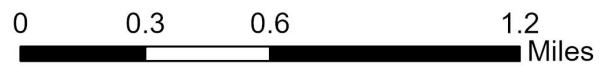
Total Projects	Total Cost (in time-frame of expenditure)
10	\$38.782 million

# Sauk Rapids MTP Projects



## Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



UPDATED OCT. 4, 2023

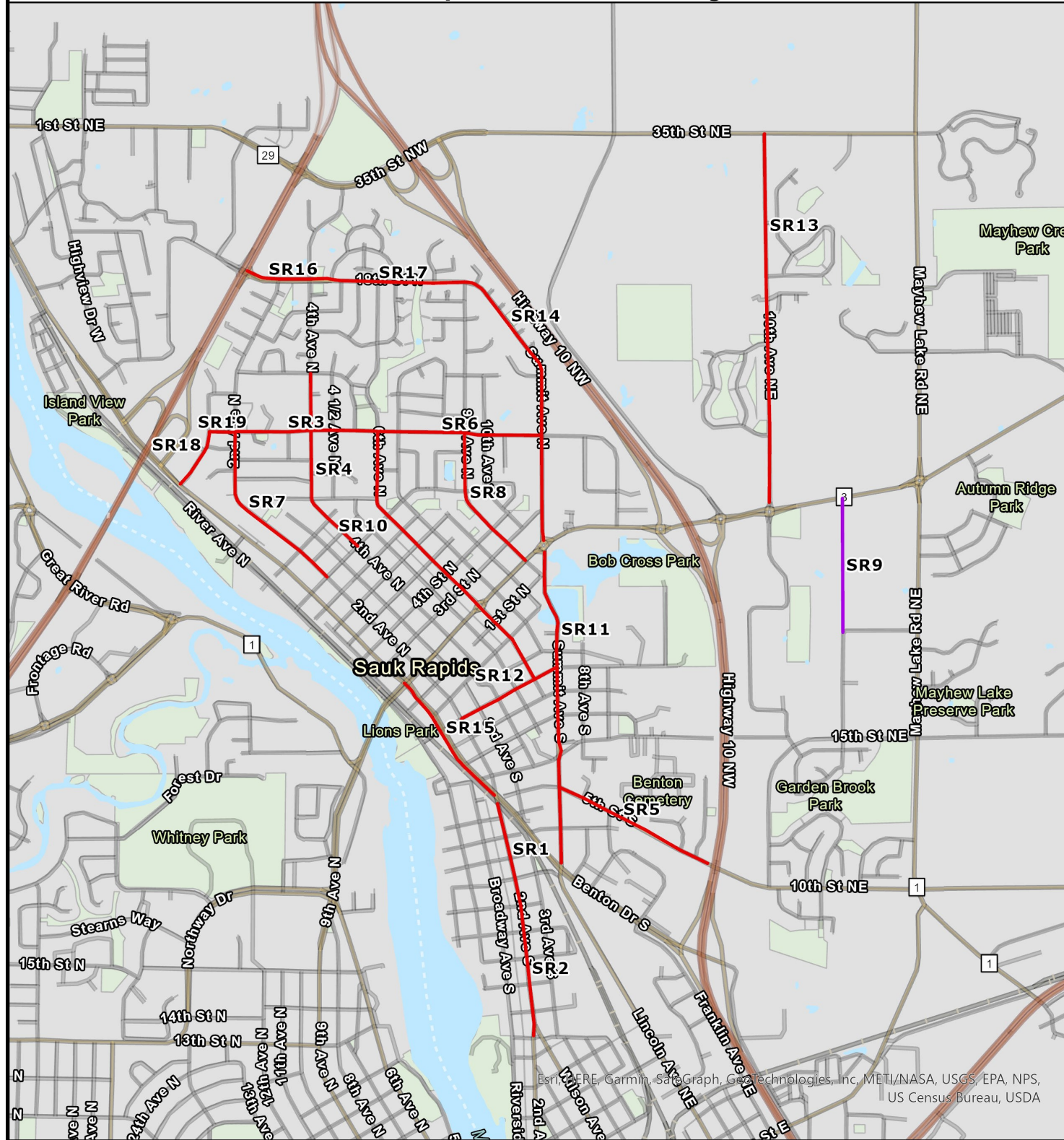
# City of Sauk Rapids 2050 MTP Projects

## Capacity Expansion

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SR9	13th Avenue NE	Existing 19th Street N to Golden Spike Road	\$2.710	Long-Term (2035-2050)

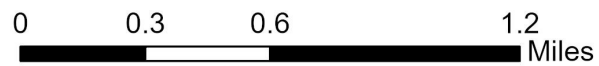
Total Projects	Total Cost (in time-frame of expenditure)
1	\$2.710 million

# Sauk Rapids MTP Projects



## Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



UPDATED OCT. 4, 2023

# City of Sauk Rapids 2050 MTP Projects

## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SR1	Second Avenue S	Benton Drive to 10th Street S	\$1.288	Short-Term (2025-2028)
SR19	11th Street N	First Avenue N to Second Avenue N	\$0.263	Short-Term (2025-2028)
SR18	First Avenue N	Benton Drive to 11th Street N	\$0.641	Short-Term (2025-2028)
SR2	Second Avenue S	10th Street S to Searle Street	\$1.691	Short-Term (2025-2028)
SR3	11th Street N	Second Avenue N to Sixth Avenue N	\$2.135	Mid-Term (2029-2034)
SR12	First Street S	Second Avenue S to Summit Avenue	\$1.805	Mid-Term (2029-2034)
SR4	Fourth Avenue N	Eighth Street N to 13th Street N	\$3.732	Long-Term (2035-2050)
SR5	Fifth Street S	Summit Avenue to US 10	\$4.337	Long-Term (2035-2050)
SR6	11th Street N	Sixth Avenue N to Summit Avenue	\$3.449	Long-Term (2035-2050)
SR7	Second Avenue N	Eighth Street N to 11th Street N	\$3.372	Long-Term (2035-2050)
SR8	Ninth Avenue N	Second Street N to 11th Street N	\$3.258	Long-Term (2035-2050)
SR10	Sixth Avenue South and North	First Street S to 11th Street N	\$6.682	Long-Term (2035-2050)
SR13	10th Avenue NE	CSAH 3 to CSAH 29	\$9.686	Long-Term (2035-2050)
SR14	Summit Avenue	Second Street N to Ninth Avenue N	\$7.508	Long-Term (2035-2050)
SR15	Benton Drive	Third Street N to Second Avenue N	\$8.530	Long-Term (2035-2050)
SR16	18th Street N	MN 15 to 4-1/2 Avenue N	\$2.341	Long-Term (2035-2050)
SR17	18th Street N	Ninth Avenue N to 4-1/2 Avenue N	\$3.360	Long-Term (2035-2050)
SR11	Summit Avenue	Benton Drive to Second Street N	\$7.028	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
18	\$71.105 million

# City of Waite Park 2050 MTP Projects

## Capacity Expansion

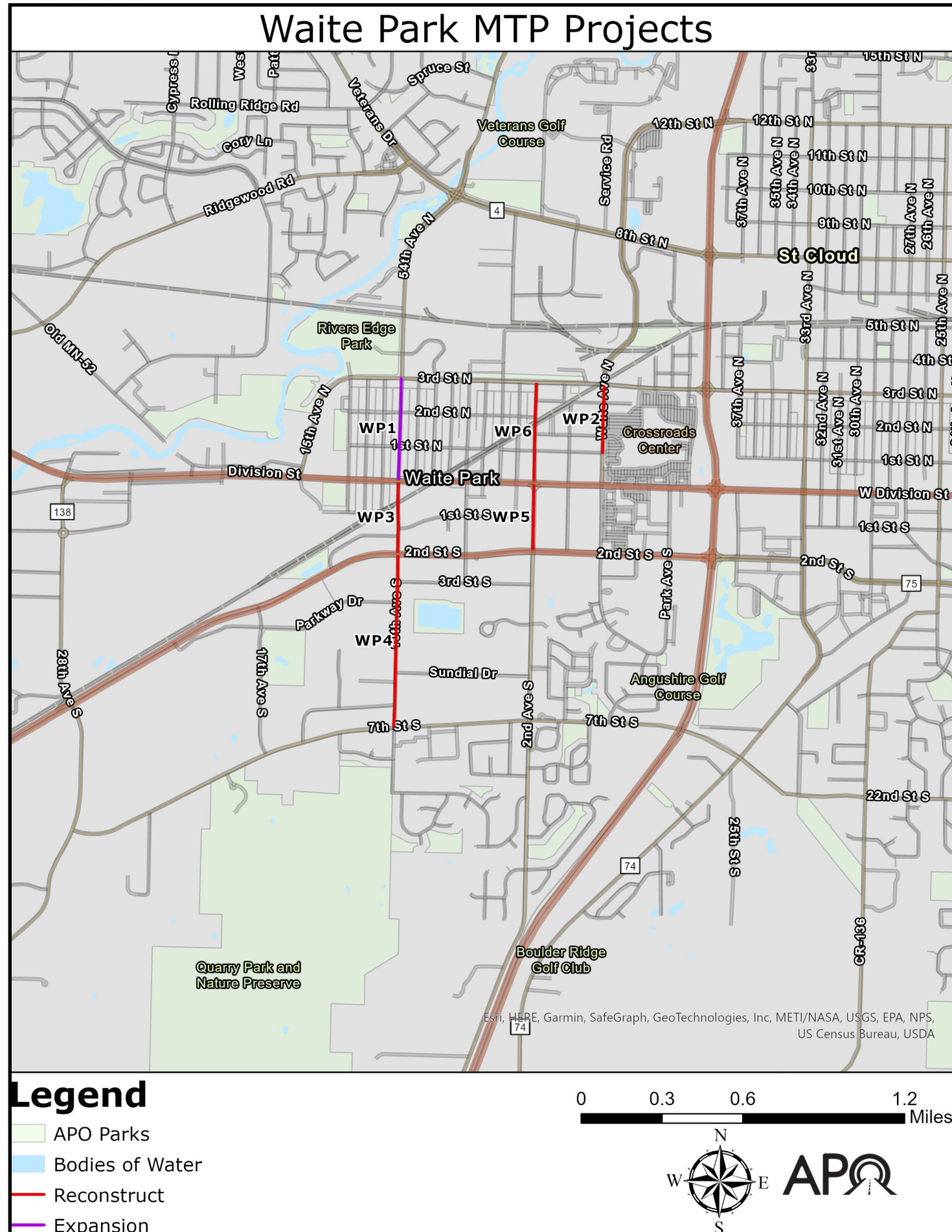
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
WP1	10th Avenue N	Third Street N to Division Street	\$3.095	Long-Term (2035-2050)

Total Projects	Total Cost (in time-frame of expenditure)
1	\$3.095 million

## System Preservation

Project ID	Roadway	Termini	Cost (in millions)	Timeframe
WP2	Waite Avenue	Third Street N to First Street N	\$1.465	Short-Term (2025-2028)
WP5	Second Avenue S	Second Street S to Division Street	\$1.239	Short-Term (2025-2028)
WP3	10th Avenue S	Division Street to Second Street S/MN 23	\$1.284	Mid-Term (2029-2034)
WP6	Second Avenue N	Division Street to Third Street N	\$2.282	Mid-Term (2029-2034)
WP4	10th Avenue S	Second Street S to Seventh Street S	\$6.777	Long-Term (2035-2050)

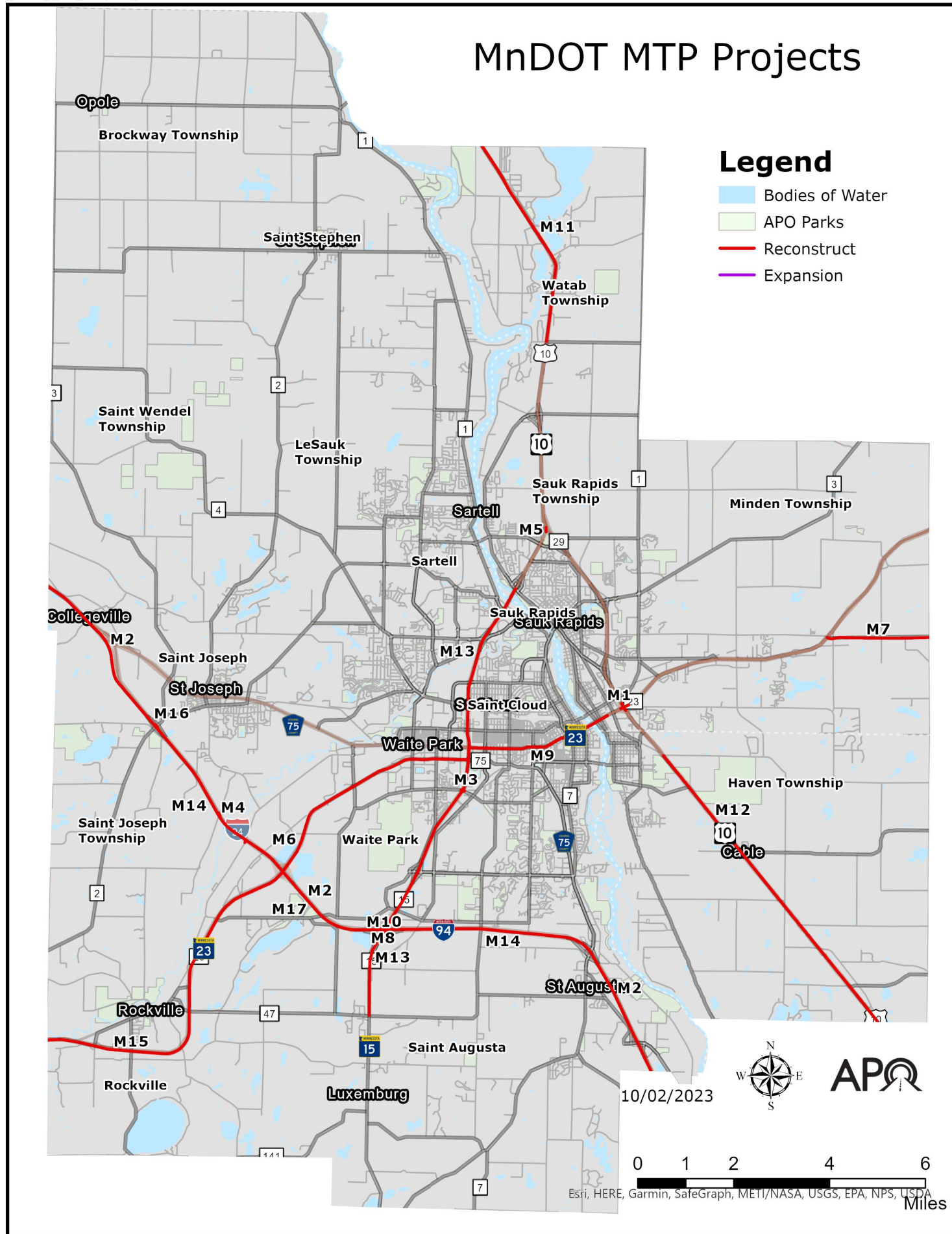
Total Projects	Total Cost (in time-frame of expenditure)
5	\$13.047 million





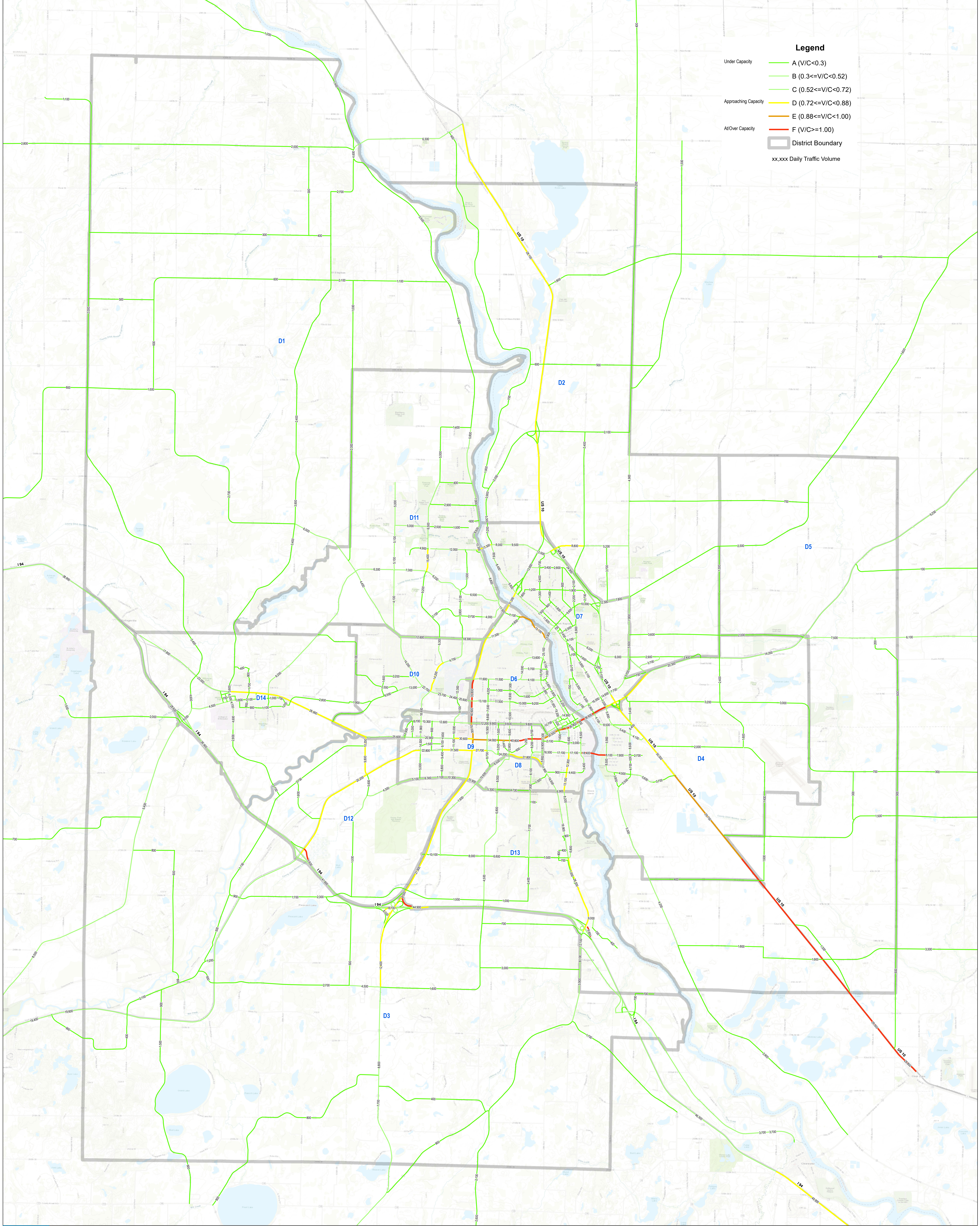
# Minnesota Department of Transportation 2050 MTP Projects

## System Preservation



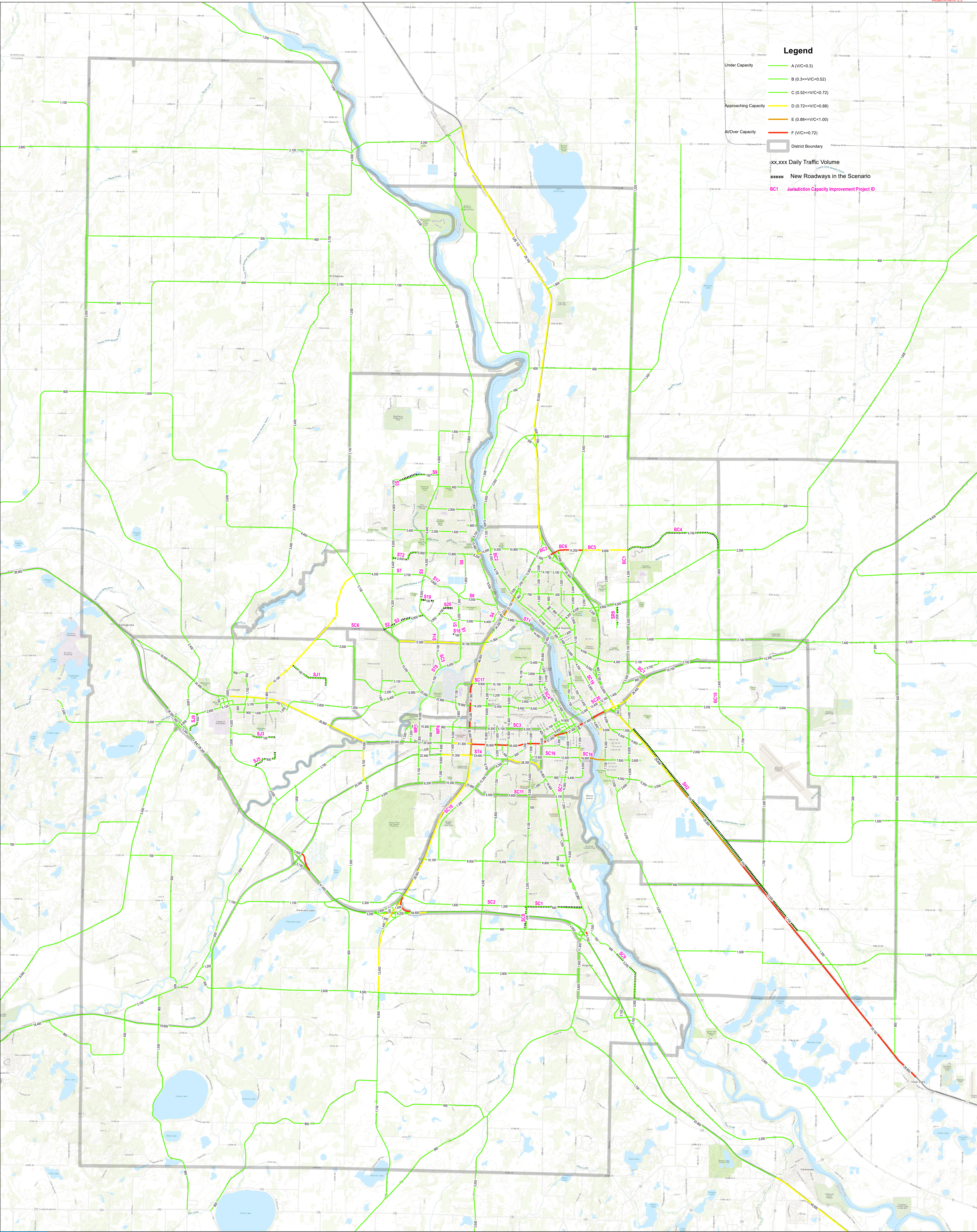
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
M1	MN 23	US 10/MN 23 interchange project	\$49.000	Short-Term (2025-2028)
M2	I-94	From eastern planning area boundary to western planning area boundary	\$0.500	Short-Term (2025-2028)
M3	MN 15	Bridge 73019 over MN 15	\$0.800	Short-Term (2025-2028)
M4	I-94	Bridges 73877 (WB) and 73878 (EB) over Sauk River in Saint Joseph Township	\$1.500	Short-Term (2025-2028)
M5	MN 15	Bridge 05003 over US 10	\$1.850	Short-Term (2025-2028)
M6	MN 23	0.455 miles east of 93rd Avenue to MN 15 in Waite Park, eastbound and westbound	\$12.985	Short-Term (2025-2028)
M7	MN 95	From junction with MN 23 to eastern planning boundary (entire project extends to Benton/Mille Lacs County line)	\$7.470 (entire project)	Mid-Term (2029-2034)
M8	I-94	Bridges 73855 and 73856 over MN 15	\$2.405	Mid-Term (2029-2034)
M9	MN 23	MN 15 to Fourth Avenue in Saint Cloud	\$7.155	Mid-Term (2029-2034)
M10	I-94	Bridge 73873 over MN 15	\$1.300	Mid-Term (2029-2034)
M11	US 10	CR 40 (Halfway Crossing) to Benton CSAH 4	\$15.700 (entire project)	Mid-Term (2029-2034)
M12	US 10	1.2 miles east of MN 23 to southern planning boundary (eastbound lanes only)	\$18.490	Mid-Term (2029-2034)
M13	MN 15	Stearns CSAH 47 in Saint Augusta to Benton CSAH 33	\$12.000	Mid-Term (2029-2034)
M14	I-94	I-94 from Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2	\$0.750	Mid-Term (2029-2034)
M15	MN 23	1.1 miles east of CSAH 12 west of Richmond to 0.5 miles east of 93rd Avenue (EB & WB)	\$15.000 (entire project)	Mid-Term (2029-2034)
M16	I-94	Bridge 73869 (WB) and 73870 (EB) over CSAH 2	\$2.300	Mid-Term (2029-2034)
M17	I-94	East end of Bridge 73865 and 73866 1.5 miles west of MN 23 to SE end of bridges 73853 and 73854 over CSAH 75	\$14.614	Mid-Term (2029-2034)

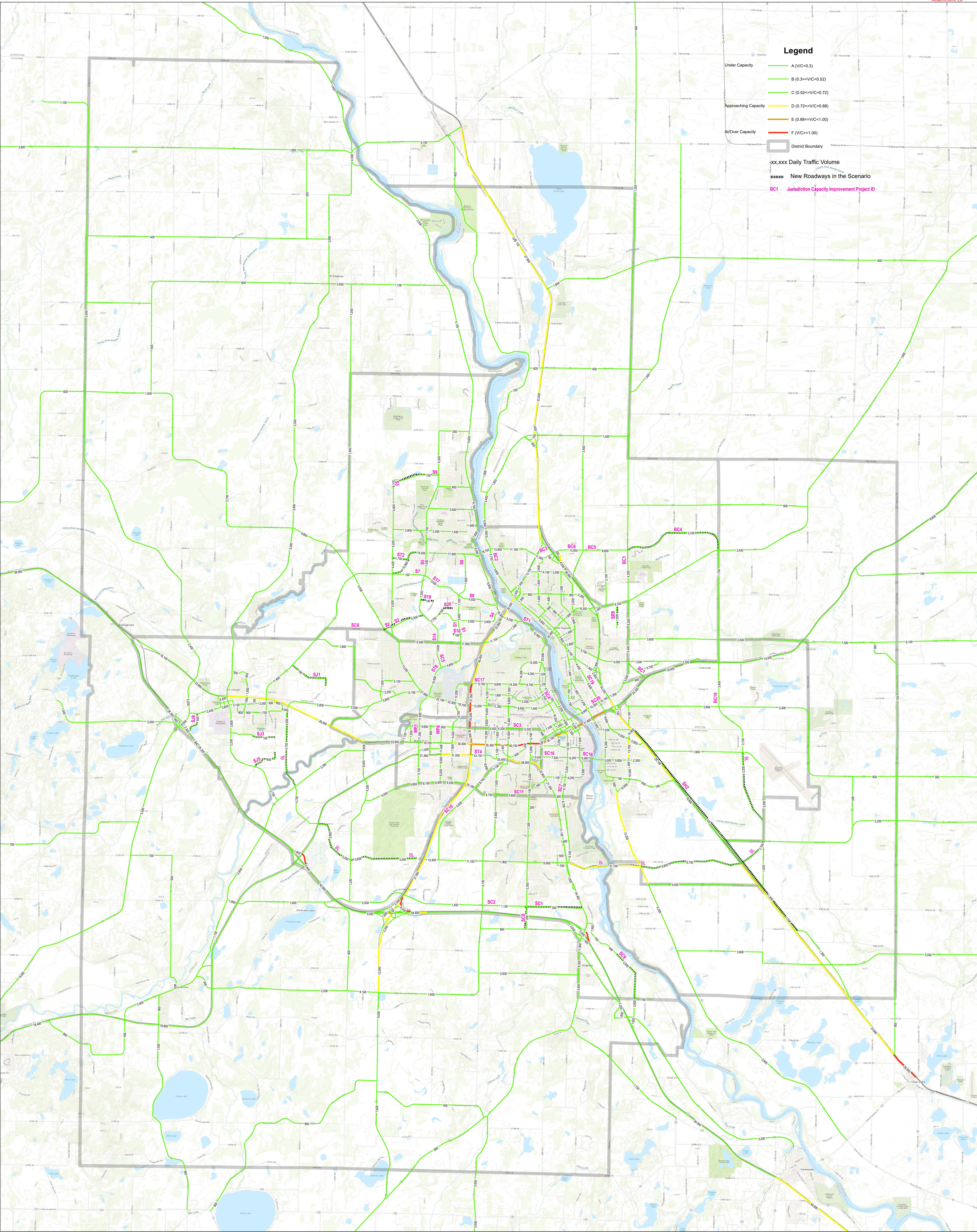
Total Projects	Total Cost (in time-frame of expenditure)
17	\$163.819 million



**Legend**

- Under Capacity
  - A ( $V/C < 0.3$ )
  - B ( $0.3 \leq V/C < 0.52$ )
  - C ( $0.52 \leq V/C < 0.72$ )
- Approaching Capacity
  - D ( $0.72 \leq V/C < 0.88$ )
  - E ( $0.88 \leq V/C < 1.00$ )
- All/Over Capacity
  - F ( $V/C \geq 1.00$ )
- District Boundary
- xx,xxx Daily Traffic Volume





**Legend**

Under Capacity

- A (V/C<0.3)
- B (0.3<=V/C<0.52)
- C (0.52<=V/C<0.72)

Approaching Capacity

- D (0.72<=V/C<0.88)
- E (0.88<=V/C<1.00)

At/Over Capacity

- F (V/C>=1.00)

District Boundary

xxx,xxx Daily Traffic Volume

----- New Roadways in the Scenario

BC1 Jurisdiction Capacity Improvement Project ID



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

T. 320.252.7568

F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Policy Board  
**FROM:** James Stapfer, Planning Technician  
**RE:** Consideration of 2024 Safety Targets (PM1)  
**DATE:** October 2, 2023

Safety Performance Management supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for five (5) safety performance measures. The goal of the safety measures is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. MPOs must establish their HSIP targets by February 28 of the calendar year for which they apply.

There are five performance measures for the purpose of carrying out the HSIP. Each performance measure is reported using a five (5)-year rolling average.

1. Number of fatalities;
2. Rate of fatalities (Per 100 Million VMT);
3. Number of serious injuries;
4. Rate of serious injuries (Per 100 Million VMT); and,
5. Number of non-motorized fatalities and non-motorized serious injuries.

The APO's responsibilities when setting targets include;

- Establish HSIP targets for all public roads in the metropolitan planning area in coordination with the State.
- Estimate vehicle miles traveled (VMT) for all public roads within the metropolitan planning area for rate targets.
- Coordinate with the State and include the safety performance measures and the MPO's safety targets for those measures in the MTP.
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the SHSP.
- Include a description in the TIP of the anticipated effect of the TIP toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

Displayed in Figure 1.1 are the 2022 targets versus the results for 2022 safety measures in the APO region. The results show the APO met **3** of its targets; fatalities, fatality rate, and non-motorized fatalities and serious injuries. The APO desires fatalities and serious injuries to decline.



Figure 1.1

Performance Measures	2022 Results	2022 Targets	2023 Targets	Proposed 2024 Targets	MnDOT 2024 Target
<b>Fatalities</b>	8.2	<b>8.6</b>	<b>8.0</b>	<b>8.0</b>	<b>352.4</b>
<b>Fatality Rate (100 MVMT)</b>	0.629	<b>0.720</b>	<b>0.626</b>	<b>0.626</b>	<b>0.582</b>
<b>Serious Injuries</b>	28.4	<b>23.0</b>	<b>23.0</b>	<b>23.0</b>	<b>1,463.4</b>
<b>Serious Injury Rate (100 MVMT)</b>	2.169	<b>1.946</b>	<b>1.946</b>	<b>1.946</b>	<b>2.470</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	6.2	<b>7.8</b>	<b>6.6</b>	<b>6.2</b>	<b>258.4</b>

*\*All Measures are Calculated Using the 5-Year Rolling Averages*

Attachment (D2) displays the full data set from 2013-2022 for reference.

Examples of programmed projects in the FY 2024-2027 TIP that will help achieve the APO’s roadway targets include the following: the construction of a roundabout at the intersection of Benton County CSAH 1 and Benton County CSAH 29 (project number 005-070-014) and the construction of a J-turn at the intersection of MN 23 and Stearns CSAH 8 (project number 7305-132). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

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

**Requested Action Today:**

1. Policy Board Approval of the APO’s 2024 safety targets.

Year	Fatalities	Fatalities (5-Year Rolling Average)	Serious Injuries	Serious Injuries (5-Year Rolling Average)	Non-Motorized Fatalities and Serious Injuries	Non-Motorized Fatalities and Serious Injuries (5-Year Rolling Average)	Fatality Rate (100 Million VMT)	Fatality Rate (100 Million VMT)(5-Year Rolling Average)	Serious Injuries Rate (100 Million VMT)	Serious Injuries Rate (100 Million VMT)(5-Year Rolling Average)
2013	9	7.2	23	23.2	7	5.8	0.835	0.666	2.134	2.144
2014	5	7.4	15	21.6	5	5.2	0.462	0.685	1.387	2.001
2015	14	8.2	19	21.4	12	7.0	1.275	0.756	1.730	1.978
2016	7	8.4	36	23.4	8	7.8	0.605	0.765	3.111	2.117
2017	8	8.6	25	23.6	7	7.8	0.666	0.769	2.081	2.088
2018	8	8.4	20	23.0	8	8.0	0.568	0.715	1.419	1.946
2019	7	8.8	24	24.8	6	8.2	0.493	0.721	1.689	2.006
2020	12	8.4	32	27.4	10	7.8	1.025	0.671	2.732	2.207
2021	5	8.0	32	26.6	2	6.6	0.377	0.626	2.414	2.067
2022	9	8.2	34	28.4	5	6.2	0.685	0.629	2.587	2.169