

Attachment D has since been revised per actions taken by the APO's TAC at the Feb. 29, 2024, TAC Meeting.



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

T. 320.252.7568 F. 320.252.6557

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, FEB. 29, 2024 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK
MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A-D*)
 - a. Approve minutes of the Feb. 1, 2024, TAC meeting (Attachment A)
 - b. Receive staff report of the Jan. 25, 2024, Central Minnesota Area Transportation Partnership (ATP-3) Meeting (Attachment B)
 - c. Receive staff report of the Feb. 7, 2024, Policy Board meeting (Attachment C)
 - d. **REVISED FEB. 29, 2024**, Receive staff report of the Feb. 7, 2024, Urban Beltline workshop (Attachment D)
4. Consideration of the 2025 APO Greenhouse Gas (GHG) Emissions Target (Attachment E), *James Stapfer, Transportation Planning Technician*
 - a. **Suggested Action: Recommend Policy Board approval.**
5. Consideration of the 2023 Stakeholder Engagement Plan (SEP) Annual Report (Attachments F1-F2), *Alex McKenzie, Associate Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval to publish.**
6. Consideration of the 2022 Transportation Performance Monitoring Report (TPMR) (Attachments G1-G2), *James Stapfer, Transportation Planning Technician*
 - a. **Suggested Action: Recommend Policy Board approval to publish.**
7. Consideration of the 2024-2028 Regional Infrastructure Investment Plan (RIIP) (Attachments H1-H2), *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval to publish.**
8. Other Business & Announcements
9. Adjournment

English

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Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.

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

Thursday, Feb. 1 @ 10 a.m.

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was held at 10 a.m. Thursday, Feb. 1, 2024. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Luke Langer	City of Saint Cloud (alternate)
Matt Glaesman	City of Saint Cloud
Michael Kedrowski	Saint Cloud Metro Bus
Jon Noerenberg	City of Waite Park
Chris Byrd	Benton County
Jodi Teich	Stearns County
Kari Theisen	City of Sartell
Nate Keller	City of Saint Joseph (alternate)
Pete Eckhoff	City of Sauk Rapids (alternate)
Steve Voss	MnDOT District 3

Non-Voting Members:

David Murphy	City of Saint Joseph (non-voting)
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Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
Trina Ness	APO, Administrative Assistant

Zoom Attendees:

Erika Shepard	MnDOT MPO Coordinator
Colin Korst	Federal Transit Administration
James Stapfer	APO, Planning Technician

Introductions were made.

PUBLIC COMMENT PERIOD

No members of the public were present.

CONSIDERATION OF CONSENT AGENDA

- a. Approve minutes of the Oct. 26, 2023, TAC meeting.
- b. Receive staff report of the Nov. 9, 2023, Policy Board meeting.
- c. Receive staff report of the Jan. 11, 2024, Policy Board meeting.

- d. Receive report on 2023 attendance for TAC
- e. Receive staff report on Jan. 26, 2024, Active Transportation Advisory Committee (ATAC) meeting.

Ms. Teich made a motion to approve the Consent Agenda Items. Mr. Keller seconded the motion. Motion carried.

CONSIDERATION OF AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS TO THE FY 2024-2027 TRANSPORTATION IMPROVEMENT PROGRAM

Ms. Johnson provided an overview of the proposed amendments and modifications to the APO's 2024-2027 Transportation Improvement Program. This included requests from the following entities: Saint Cloud APO (Mississippi River crossing environmental study); Saint Cloud Metro Bus (operating funds, replacement operations vehicles, and facility improvements); WACOSA (replacement vehicles); City of Saint Cloud (EV charging station and 22nd Street S); Sherburne County (CR 65/45th Avenue); and Stearns County (CSAH 133). Ms. Johnson reviewed the public engagement outreach conducted as well as provided a general overview of comments received during this period.

Mr. Norenberg made a Motion to recommend Policy Board approval of the TIP Amendments/Modifications. Ms. Teich seconded the Motion. Motion carried.

CONSIDERATION OF THE FY 2028 SURFACE TRANSPORTATION BLOCK GRANT PROGRAM PRIORITIZATION (STGBP)

Ms. Johnson reviewed the FY 2028 Surface Transportation Block Grant Program (STGBP). The Central Minnesota Area Transportation Partnership is targeted to receive \$12.2 million. Of that, the Saint Cloud APO would receive 20.53% of that allocation, amounting to \$2,504,660.

APO staff received three applications for the FY 2028 STGBP solicitation:

- Benton County CSAH 3 full depth reclamation.
- Stearns County CSAH 133 resurfacing.
- Stearns County CSAH 1 reconstruction.

Ms. Johnson and each respective applicant provided a brief presentation of their projects. Ms. Johnson also presented the preliminary ranking done by APO staff and proposed funding distribution.

The proposed funding distribution/ranking presented was as follows:

Applicant	Project Title	Proposed Ranking	Proposed Funding
Benton County	Benton CSAH 3, from CSAH 1 to CR 44, full depth reclamation and bituminous	2	\$1,004,660

Applicant	Project Title	Proposed Ranking	Proposed Funding
	surfacing		
Stearns County	CSAH 133 from Pinecone Road to 4 th Avenue S in Sartell, Resurfacing	3	\$0
Stearns County	CSAH 1, from near Rice Bridge to Stearns/Morrison County line, reconstruction and shoulder widening	1	\$1,500,000

Ms. Teich made a Motion to recommend Policy Board approval of the ranking/prioritization for STBGP funding consideration as laid out by the APO staff. Mr. Glaesman seconded the Motion. Motion carried. There was one abstention, Mr. Voss.

CONSIDERATION OF FY 2028 TRANSPORTATION ALTERNATIVES (TA) APPLICATIONS

Ms. Johnson reviewed the prioritization for the FY 2028 Transportation Alternatives. There were 17 applications received district wide to compete for the \$2.5 million available in 2028. The six applications received from the APO were:

- City of Saint Cloud – 22nd Street South
- City of Saint Cloud – Ninth Avenue South/13th Street South
- City of Sauk Rapids – Second Avenue South RR Crossing
- City of Sauk Rapids – CSAH 3 pedestrian improvements
- City of Sartell – 15th Street South sidewalk
- City of Saint Joseph – gap filling project

Ms. Johnson and each respective applicant provided a brief presentation of their projects. Ms. Johnson also presented the preliminary ranking done by members of the APO's Active Transportation Advisory Committee (ATAC) and proposed regional priority points distribution.

The proposed regional priority point distribution/ranking presented was as follows:

Applicant	Project Description	Proposed Ranking	Priority Point Distribution
City of Saint Cloud	Reconstruction of 22 nd Street S – multimodal components to include 6' wide sidewalk, 6' wide bike lanes	3	0
City of	Filling sidewalk gaps on 13 th Street S	1	10

Applicant	Project Description	Proposed Ranking	Priority Point Distribution
Saint Cloud	from 11 th Avenue S to Ninth Avenue S. Installation of a pedestrian activated crossing at the intersection of 13 th Street S and Ninth Avenue S		
City of Sauk Rapids	Construction of a sidewalk extension across dual set of railroad tracks adjacent to Second Avenue S and Benton Drive South	2	5
City of Sauk Rapids	Installing pedestrian crosswalk flasher system along CSAH 3 at the intersections of Sixth Avenue N and Summit Avenue N	5	0
City of Sartell	Installation of a sidewalk along Pinecone Road from 15 th Street S to Roberts Road. This project will also include a push button flasher system at the intersection of Roberts Road and Pinecone Road S	6	0
City of Saint Joseph	Construct a shared use path and crosswalk connecting the Lake Wobegon Trail Head to existing network; Sidewalk construction along College Avenue; Sidewalk/crosswalk construction at various locations along Second Avenue NW and W Ash Street	4	0

Mr. Glaesman made a Motion to recommend final ranking/proposed prioritization point distribution for Policy Board approval. Mr. Langer seconded the Motion. Motion carried. One abstention (Mr. Voss) and one nay vote (Mr. Keller).

CONSIDERATION OF ENGINEERING REPRESENTATIVE TO THE ATP-3 TRANSPORTATION ALTERNATIVES (TA) EVALUATION COMMITTEE

Ms. Johnson stated that the APO is in need of a new engineering representative for the TA evaluation committee. Mr. Witter (Sherburne County) has been reviewing TA applications for the past two years and would like a reprieve.

Ms. Teich was nominated.

Mr. Byrd made a Motion to accept Ms. Teich as the representative to the ATP-3 Transportation Alternatives (TA) Evaluation Committee. Mr. Langer seconded the Motion. Motion carried.

OTHER BUSINESS AND ANNOUNCEMENTS

Ms. Johnson reminded TAC representatives about the upcoming TIP amendment deadline on Feb. 12. She also stated emails regarding the financial information and annual listing of obligated projects information to assist in the development of the 2025-2028 TIP will be sent out to TAC representatives within the next two weeks.

Ms. Johnson also reminded TAC representatives about the upcoming Policy Board meeting on Feb. 7. After this meeting, Ms. Johnson said there would be a separate meeting to discuss the urban beltline.

ADJOURNMENT

The meeting adjourned at 11:03 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: Jan. 31, 2024

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, Jan. 25, 2024. At that meeting the following items were discussed.

1. **FY 2024-2027 Local Federal Projects Update.** MnDOT District 3 State Aid Engineer Angie Tomovic presented information on the fiscal year 2024 federal projects within the district's Area Transportation Improvement Program (ATIP). This included the following projects occurring within the APO's planning area:
 - a. Sherburne County's CR 65 and 45th Avenue realignment.
 - b. Stearns County's CR 120 resurfacing.
 - c. Stearns County's CSAH 133 expansion.
 - d. City of Saint Cloud's EV charging station.
 - e. City of Sauk Rapids' Second Avenue S reconstruction.

Ms. Tomovic stated she does not have any concerns at this time about the progression of these projects.

Ms. Tomovic also updated the ATP on the Local Partnership Program (LPP) solicitation which had concluded the week prior. MnDOT District 3 staff received seven applications for the FY 2028 LPP solicitation. No projects are located within the APO's planning boundary.

Applicant	Project Description	Project Total	Year Requested
Brainerd	TH 371B – Willow Street Roundabout Project	\$1,500,000	2025
Buffalo	TH 25 Right turn lane at 14 th St. NE development	\$200,000	2025
Cass County	TH 371 Shingobee Trail Underpass/Connection	\$600,000	2026
Clearwater	TH 24 major improvements in Clearwater	\$1,000,000	2028
Monticello	TH 25 (Pine Street) Mississippi River bridge MRT pedestrian	\$100,000	2027

Applicant	Project Description	Project Total	Year Requested
	underpass		
Wright RAD	State Highway 25 and Wright County Road (CR) 113 in Buffalo Township	\$1,500,000	2028
Wright I-94	I-94 east and westbound on/off ramps at CR 137	\$1,500,000	2025
Total		\$6,400,000	

Ms. Tomovic and two other MnDOT staff will work on reviewing these applications to determine a recommendation for funding. This recommendation will be provided to the ATP-3 representatives at the April meeting. A total of \$4.8 million in Federal funding was requested through LPP. The District is anticipating having \$4.3 million available between 2025 and 2028.

2. **FY 2025-2028 STIP Development.** MnDOT District 3 Planning Director Steve Voss provided an overview of the anticipated funding targets used to develop the 2025-2028 ATIP (and subsequently the APO's Transportation Improvement Program). According to Mr. Voss, no changes to the federal funding targets are being made to years 2025-2027. Mr. Voss did call attention to funding allocations under new federal programs developed under the Federal transportation bill – the Infrastructure Investment and Jobs Act (IIJA). Those programs include the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT). It should be noted that the Saint Cloud APO is a direct recipient of CRP funds in FY 2025 (\$440,000), FY 2026 (\$440,000), and FY 2027 (\$270,000). Mr. Voss said it is anticipated the ATP-3's funding target will remain the same as FY 2027. This results in:
 - a. \$12.2 million in Surface Transportation Block Grant Program (STBGP) funding. This would equate to \$2,504,660 in STBGP funding for the Saint Cloud APO.
 - b. \$2.5 million in Transportation Alternatives (TA) funding.
 - c. \$4.7 million in Highway Safety Improvement Program (HSIP) funding.
 - d. \$1.38 million in ATP-3 managed CRP funding.
 - e. \$270,000 in APO-managed CRP funding.
 - f. \$700,000 in ATP-3 managed PROTECT funding.

Mr. Voss also reviewed MnDOT District 3's funding targets. Mr. Voss said the District has experienced increases in funding targets for 2025 (\$1 million) and 2026 (\$4 million). But other than that, the funding target is relatively constant. New this year, MnDOT will not be establishing funding guidance for Federal programs starting in fiscal year 2028. In previous years, of the federal funding MnDOT would receive, the state would mandate so much of the funding needed to be allocated to specific programs. An example being of the \$125,870,000 in Federal funding for FY 2027, District 3 would need to spend \$63,600,000 on pavement for high level principal arterials. Mr. Voss said the change will allow MnDOT District's more control of allocating funding to areas of greatest need instead of being locked into specific funding categories. In addition, Mr. Voss said programming changes will be made in FY 2028 to align future MnDOT projects

with the newly adopted Minnesota State Highway Investment Plan (MnSHIP).

Finally, Mr. Voss indicated that the City of Elk River – which had received STBGP funding from Region 7W as well as District LPP funding – has opted to rescind its proposed project at Twin Lakes Road. This will mean an additional \$2 million in STBGP funding as well as an additional \$1 million in LPP funding will be available. A motion was made to return the \$2 million in STBGP funding to Region 7W to redistribute as well as return the \$1 million in LPP funding to the District to redistribute.

3. **Local Candidates Seeking FY 2028 Federal Surface Transportation Program Block Grant Funding by Region.** MnDOT staff provided regional planning representatives the opportunity to provide updates on the applicants each received as part of the STBGP solicitation. APO Senior Transportation Planner Vicki Johnson stated the APO received three applications – one from Benton County and two from Stearns County – requesting \$4,210,000 in Federal funding. She indicated the APO's TAC will provide a recommendation on funding/prioritization at the Feb. 1 TAC meeting with a final decision from the APO's Policy Board occurring on Feb. 7.
4. **Transportation Alternatives (TA) Program Update.** MnDOT District 3 Senior Engineering Specialist/Program Coordinator Jeff Lenz stated District staff received 17 applications for the FY 2028 TA solicitation. This includes three projects from Region 5, eight projects from Region 7W, and six projects from the Saint Cloud APO. Applications will be reviewed by the TA subcommittee and final funding recommendations will be brought before both the ATIP development committee and the ATP at the March and April meetings, respectively.

Mr. Lenz also provided an overview of the TA funds available. Due to some miscalculations at the District level, there is an additional \$74,038 available to be distributed in FY 2028. This means the total amount of funding will be \$2,574,038.

Finally, Mr. Lenz led a discussion about the regional equity point distribution for the TA program. MnDOT staff completed a historical review of TA funding distributions by region relative to each region's population. This was done to determine if regions were receiving a proportional share of the TA funding. The exercise was done using 2010 Census data, 2020 Census data, and a combination of 2010 and 2020 Census data. Based on this analysis, MnDOT was hoping to determine this next round of equity point distribution. A motion was made to utilize the hybrid option methodology to determine equity point distribution. This will result in the top-ranking Region 5 project receiving an additional four equity points.

5. **IIJA ATP-3 Carbon Reduction Program (CRP) Toolkit and Solicitation.** MnDOT Sustainability Program Supervisor Siri Simons presented the draft CRP Toolkit which was developed by the state. Ms. Simons provided an overview of CRP, a relatively new program developed under the Federal Infrastructure Investment and Jobs Act (IIJA) transportation authorization. This program is designed to fund projects that reduce transportation emissions from on-road highway sources. Because this program is a very extensive program (i.e., it can fund a wide range of projects), the state has worked to prioritize funding strategies for consideration. This includes:
 - a. Electrification
 - i. Installing EV or ZEV charging infrastructure.
 - ii. Purchase of lease EVs or ZEVs.
 - iii. Support EV and ZEV through outreach and education.
 - b. Travel Options

- i. Install and maintain infrastructure network improvements for walking, rolling and bicycling.
 - ii. Plan, design, and engineer infrastructure network improvements for walking, rolling, and bicycling.
 - iii. Implement context sensitive design for travel options.
 - iv. Add high-capacity transit options (operations and capital).
 - v. Add intercity and regional public transit options (operations and capital).
 - vi. Implement travel demand management.
- c. Low Carbon Infrastructure and System Management
- i. Optimize transportation system management and operations.
 - ii. Utilize low carbon methods for constructing and maintaining transportation infrastructure.
 - iii. Support renewable energy generation.

Ms. Simons stated MnDOT developed project evaluation criteria based on five items: Estimated cost-effectiveness of carbon emissions reduction; equity; safety; transportation access; and health benefits. To apply for CRP funding, applicants will need to complete a narrative detailing their project and its readiness as well as complete the carbon emissions tool. Applicants will also need to address each of the evaluation criterion. Ms. Simons provided a draft rubric as well.

Ms. Simons stated comments on the draft toolkit will be taken through Friday, Jan. 26. After that, she hopes to have the final toolkit available to be used by mid-February to solicit projects for FY 2025 through FY 2027.

6. **Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Update.** Mr. Lenz provided information on the PROTECT program at the ATP-3 level. Last fall the District conducted a solicitation for PROTECT funds and received three applicants. Two projects were approved for funding – City of Baxter and City of Monticello (contingent on some clarification). However, given the timing of the ATP-3's funding award and the finalization of the 2024-2027 STIP, the District was unable to award the 2024 PROTECT funds. In addition, because of a miscommunication resulting in handling PROTECT funds, the District no longer has access to the FY 2024 PROTECT funds. Mr. Lenz proposed the ATP utilize the FY 2025 PROTECT funds to fund both the City of Baxter and City of Monticello. This motion was approved.

Suggested Action: None, informational.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Policy Board Meeting
DATE: February 12, 2024

A Policy Board meeting was held on Wednesday, February 7, 2024. The Board took the following actions:

1. The Board chose to not waive tort liability limits for the APO.
2. The Board approved various amendments and administrative modifications to the TIP, as recommended by the TAC at their February 1st meeting.
3. The Board awarded the following Surface Transportation Block Grant Program (STBGP) funds, as recommended by the TAC:
 - a. \$1,500,000 to Stearns County for the CSAH 1 reconstruction from near the Rice Bridge to the Morrison County Line; and
 - b. \$1,004,660 to Benton County for the full depth reclamation and resurfacing of CSAH 3 from Mayhew Lake Road (CSAH 1) to County Road 44.
4. The Board awarded the following priority points for the Transportation Alternatives projects, as recommended by the TAC:
 - a. 10 points for Saint Cloud's 9th Avenue South/13th Street project
 - b. 5 points for Sauk Rapid's 2nd Avenue South project at the railroad tracks.

Suggested Action: None, informational.

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Beltline Workshop
DATE: February 12, 2024

The APO held an informational workshop regarding the beltline project. Executive Director Gibson summarized the origins of the project, progress made so far, and the expected future benefits of the project.

The questions posed to the workshop participants were.

1. Is the beltline still our goal?
2. Should APO staff include the bridge environmental work (CSAH 75 to US 10) in the 2025 APO budget?
 - a. If so, how should the local match be paid?
3. How should the APO handle other parts of the beltline going forward?

Some general outcomes of the workshop were:

- There was no disagreement that the beltline was still our regional goal. Several participants spoke favorably about it.
- It was noted that part of the problem with the 2024 APO budget was the timing. The APO had requested a significant increase in its budget to cover the cost of the bridge environmental work when the cities and counties had already completed their budgeting process.
- It was suggested that the APO staff explore other potential funding methods rather than a simple per capita assessment for the local match.
- It was suggested that going forward, the planning and environmental review for beltline projects be a region-wide shared cost, while final design, right-of-way acquisition, and construction would fall solely on the individual jurisdiction responsible for construction.

Suggested Action: None, informational.



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T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on Beltline Workshop
DATE: February 12, 2024

**REVISED MEMO PER ACTIONS TAKEN BY TAC AT FEB. 29, 2024,
MEETING**

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- It was suggested that the APO staff explore other potential funding methods rather than a simple per capita assessment for the local match.
- The possibility was discussed that going forward, the planning and environmental review for beltline projects be a region-wide shared cost, while final design, right-of-way acquisition, and construction would fall solely on the individual jurisdiction responsible for construction.
- All of these items will be further discussed with the Policy Board, who will make the final decisions

Suggested Action: None, informational.



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

T. 320.252.7568

F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: James Stapfer, Planning Technician
RE: Consideration of 2025 GHG Reduction Targets
DATE: Feb. 16, 2024

The Minnesota Department of Transportation (MnDOT) has established an initial greenhouse gas (GHG) reduction target for the 2022-2025 performance period (the target represents a decrease in on-road tailpipe CO₂ emissions on NHS facilities between CY 2022 and CY 2025).

Feb. 1, 2024, is the establishment date for this new target, which is the date MnDOT submitted the State Initial GHG Report to the FHWA.

Performance Measures	Two-Year 2023 Target	Four-Year 2025 Target
Percent change in tailpipe CO₂ emissions on the NHS, compared to the reference year – (Calendar Year 2022)	NA	-22.0%

MnDOT has set a policy-based target aligned with the State Multimodal Transportation Plan (SMTP) GHG measure target. This target is a 30% reduction in GHG from 2005 levels by 2025 in the transportation sector, then reducing to net zero by 2050. The 22% reduction is a proportional representation of the reduction still needed between 2022 and 2025 to reduce tailpipe emissions on the NHS by 30% from 2005 to 2025.

Metropolitan Planning Organizations (MPOs) including the Saint Cloud APO have 180 days from the establishment date of Feb. 1, 2024, to support this state target, or to establish a target for our Metropolitan Planning Area (MPA).

Given the lack of MPO specific data related to GHG emissions to assist APO staffers in determining planning area information to determine an appropriate target, APO staffers are recommending adopting MnDOT's policy-based target.

MnDOT has further plans to update the target to an estimated expected outcome as soon as possible. MnDOT is advancing work on this and expected that to be possible by the Oct. 1, 2024, opportunity to revise this target. Based upon current information, it is anticipated APO staff will once again recommend supporting the state's revised GHG target once officially adopted.

Requested Action Today:

1. Recommend Policy Board Approval to support the State's 2025 greenhouse gas reduction target.

E. admin@stcloudapo.orgW. stcloudapo.org



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Alex McKenzie, Associate Transportation Planner
RE: 2023 Stakeholder Engagement Plan
DATE: February 7, 2024

The Annual Stakeholder Engagement Plan (SEP) serves as our roadmap, guiding APO staff, advisory committees, and decision-makers on how to engage with the community. Our overarching goal is to provide every community member with an equal and equitable opportunity to participate in the planning process.

The APO has developed three specific goals when it comes to getting the community involved in the regional transportation planning process:

- 1. Opportunities for Involvement.** We strive to offer early, accessible, and continuous opportunities for public involvement, embracing diversity among stakeholders.
- 2. Access to Information.** We are committed to providing reasonable public access to technical and policy information used in planning and project development.
- 3. Review of Materials.** Ensuring transparency, we provide sufficient time for the community to review materials and offer comments before plan adoption.

To assess our progress, APO staff conducts an annual evaluation, measuring the effectiveness of policies and practices around public involvement. The 2023 SEP Annual Report serves as a public engagement evaluation tool.

Chapter 1 of this report begins with an introduction to the APO's role and significance in the region. *Chapter 2* outlines various techniques APO staff used to engage and inform members of the public on regional transportation planning and programming processes. *Chapter 3* gives a detailed insight into various outreach activities employed by APO staff and consultants in 2023, from meetings and events to online surveys and social media engagement. Emphasizing the importance of inclusivity, the report dives into using demographic data in outreach efforts to ensure representation from a diverse community. Recognizing the commitment to obtaining feedback from participants, the APO asked for advice through a survey on how to improve APO-sponsored events and activities. *Chapter 4* provides insight into the social media platforms employed by the APO to connect with the public. In *Chapter 5*, the staff conducts a self-evaluation, explicitly discussing their efforts to engage people with limited English proficiency. The *last chapter* explores a two-fold approach, reviewing past recommendations and proposing new strategies that will help engage the public more effectively.

Suggested Action: Recommend approval of the 2023 Stakeholder Engagement Plan to the Policy Board.

Stakeholder Engagement Plan

Attachment F2

Prepared by the Saint Cloud Area Planning Organization

March 14, 2024



2023 Report



SAINT CLOUD | AREA PLANNING ORGANIZATION

Disclaimer

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The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation 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

Ciwaanka VI Ee Xaqiijinta

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



Garantía Del Título VI

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

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>) o llamando al 651-366-3071.

Title II Assurance

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



Ciwaanka II Ee Zaqiijinta

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

Garantía Del Título II

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



A Summary of the APO's 2023 Stakeholder Engagement Plan Annual Report

The Saint Cloud Area Planning Organization (APO) is dedicated to fostering coordinated planning for the collective benefit of the entire Saint Cloud metropolitan planning area (MPA). Our commitment revolves around ensuring fair, mutually beneficial processes that transcend jurisdictional boundaries. Central to this mission is meaningful public input, shaping the decision-making process behind every plan and program developed by the APO.

The Stakeholder Engagement Plan (SEP) serves as our roadmap, guiding APO staff, advisory committees, and decision-makers on how to engage with the community. Our overarching goal is to provide every community member an equal and equitable opportunity to participate in the planning process.

The APO has developed three specific goals when it comes to getting the community involved in the regional transportation planning process:

1. **Opportunities for Involvement.** We strive to offer early, accessible, and continuous opportunities for public involvement, embracing diversity among stakeholders.
2. **Access to Information.** We are committed to providing reasonable public access to technical and policy information used in planning and project development.

3. **Review of Materials.** Ensuring transparency, we provide sufficient time for the community to review materials and offer comments before plan adoption.

To assess our progress, APO staff conducts an annual evaluation, measuring the effectiveness of policies and practices around public involvement. The 2023 SEP Annual Report serves as a public engagement evaluation tool.

Chapter 1 of this report begins with an introduction to the APO's role and significance in the region.

Chapter 2 outlines various techniques APO staff used to engage and inform members of the public on regional transportation planning and programming processes.

Chapter 3 gives a detailed insight into various outreach activities employed by APO staff and consultants in 2023, from meetings and events to online surveys and social media engagement. Emphasizing the importance of inclusivity, the report dives into using demographic data in outreach efforts to ensure representation from a diverse community. Recognizing the commitment to obtaining feedback from participants, the APO asked for advice through a survey on how to improve APO-sponsored events and activities.

Chapter 4 provides insight into the social media platforms employed by the APO to connect with the public,

In Chapter 5, the staff conducts a self-evaluation, explicitly discussing their efforts to engage people with limited English proficiency.

The last chapter explores a two-fold approach, reviewing past recommendations and proposing new strategies that will help engage the public more effectively.



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Glossary of Terms

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

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

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

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

BIPOC – Black, Indigenous and People-of-Color: A group of historically underrepresented people.

GRRL - Great River Regional Library: The location where various APO sponsored events are held. The library is located at 1300 West Saint Germain Street in Saint Cloud.

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

LEP – Limited English Proficiency: A person who do not speak English as their primary language and has limited ability to read, speak, write, or understand English.

MnDOT – Minnesota Department of Transportation: The State department the APO coordinates with on transportation issues and which has oversight responsibilities for ensuring the APO complies with applicable Federal and State requirements.

MPA - Metropolitan Planning Area: The geographic area over which a Metropolitan Planning Organization (MPO) exercises planning authority and which must include the Census-defined Urban Area, plus other urban and urbanizing areas as agreed to by the MPO's Board.



MPO - Metropolitan Planning Organization: An MPO is the policy board of an organization created and designated to carry out the metropolitan transportation planning process. MPOs are required to represent localities in all urbanized areas with populations over 50,000 as determined by the U.S. Census. The Saint Cloud APO is the MPO for the Saint Cloud urban area.

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

MTP - Metropolitan Transportation Plan: The regional transportation plan with at least a 20-year planning horizon, developed cooperatively between the units of government and relevant agencies which are members of any Metropolitan Planning Organization, including the Saint Cloud APO.

PWD/HD - Stearns County Public Works Department/Highway: The location where Technical Advisory Committee (TAC) meetings are primarily held. The department is located at 455-28th Ave. S in Waite Park.

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

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

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

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

UPWP - Unified Planning Work Program: A Federally-required statement of work identifying the planning priorities and activities to be carried out by the staff of a Metropolitan Planning Organization (MPO). It is also the MPO's annual budget, and it identifies any special studies and consultant contracts for the fiscal year.

1 – Introduction

The Code of Federal Regulations (23 CFR §450.316) requires all Metropolitan Planning Organizations (MPOs) to develop and use a documented public participation plan that defines a process for providing citizens, affected public agencies, and others with reasonable opportunities to be involved in the metropolitan transportation planning process.

As the MPO for the Saint Cloud metropolitan planning area (MPA), the Saint Cloud Area Planning Organization (APO) is responsible for complying with these regulations. The APO's [Stakeholder Engagement Plan](https://bit.ly/327W6vf) (https://bit.ly/327W6vf) – updated in October 2022 – fulfills those federal requirements and reinforces the APO's commitment to meaningful public involvement in its planning and programming efforts.

The APO's Stakeholder Engagement Plan (SEP) provides detailed information regarding how the public can be involved in the APO's planning and programming processes, including; 1) the Metropolitan Transportation Plan (MTP), 2) the Transportation Improvement Program (TIP); and 3) the Unified Planning Work Program (UPWP). It also provides general guidance for all other planning products done by the APO, such as region-wide planning studies, corridor studies, and sub-area studies.

In addition to the public participation plan, the APO's SEP also contains the Title VI and Limited English Proficiency (LEP) plan – both of which are also federally required.

To assess and evaluate the successes and shortcomings of the APO's public engagement strategies, the SEP outlines a process for staffers to compile pertinent quantitative and

qualitative data regarding public engagement. Per the expectations outlined in the APO's SEP, staff will review all public outreach efforts annually and will use the information gathered to help modify any perceived deficiencies in public outreach strategies.

Since the first SEP Annual Report in 2019, the traditional one-year time frame has been from July 1 to June 30, coinciding with the state fiscal year. However, due to most work items – particularly consultant lead studies – being contained within a traditional calendar year (Jan. 1 through Dec. 31), APO staff felt it best to align SEP annual reports with this schedule. All reports beginning in 2023 will align with the new reporting period.



Figure 1. Example of a public engagement event.

Saint Cloud Area Planning Organization

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

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

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

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud MPA, the APO receives local, state, and Federal funds to administer programs and transportation-related studies.

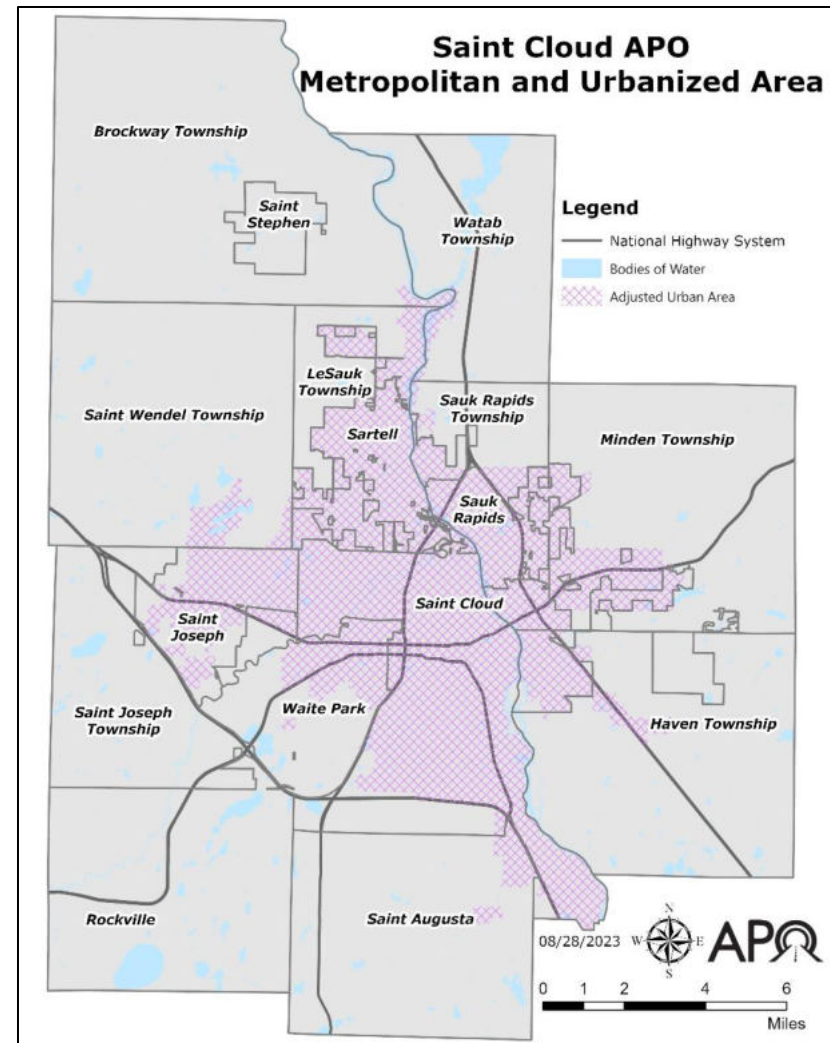


Figure 2. The APO's metropolitan and urbanized area.



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

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

The APO strives to be:

- Public service-oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.
- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with our partners.

- Continuous learners who constantly seek new information, knowledge, and skills to better serve the Saint Cloud MPA.

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

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



2 – Community Participation Approaches

Goals

As identified in the APO's SEP, APO staffers strive to educate and engage the public in meaningful ways that allow for fully informed participation and engagement. The APO has created a list of goals and strategies to aid in the public development and implementation of the SEP.

The three goals of the SEP are:

- 1. Opportunities for Involvement.** We strive to offer early, accessible, and continuous opportunities for public involvement, embracing diversity among stakeholders.
- 2. Access to Information.** We are committed to providing reasonable public access to technical and policy information used in planning and project development.
- 3. Review of Materials.** Ensuring transparency, we provide sufficient time for the community to review materials and offer comments before plan adoption.

Public Involvement Techniques

APO staffers utilize various techniques to engage and inform members of the public on regional transportation planning and programming processes. A brief description of those strategies is also included below.

Public Meetings: These meetings generally function in coordination with transportation plan updates or planning studies with the overall intent of involving the public in the determination and consideration of identified issues and the

development of project alternatives. All public meetings are announced via social media and the APO's website.

Advertising of Public Meetings: Notice of public involvement opportunities may include posting of notices in public places and direct notification of stakeholders identified in the process. The APO utilizes legal notices in the local newspaper of record to advertise public input opportunities on the documents and planning studies in their draft form prior to formal completion and/or adoption by the APO's Policy Board.

News Media: The APO notifies news media through general purpose meeting notifications for the Policy Board and project-specific press releases. The APO may also submit letters to the editor of the newspaper of record on current trends in transportation that would have implications on the APO planning area. The APO maintains a current list of media contacts.

APO Website: The [APO website](http://www.stcloudapo.org) (www.stcloudapo.org) is utilized to accommodate the timely delivery of information to the public. Information inclusive of meeting agendas, notices, announcements, draft/final plans, minutes, maps, and studies are located on the web in formats accessible to the public.

Social Media: The APO utilizes appropriate social media avenues to post pertinent information and notices frequently. This also provides another opportunity for the public to provide input to the APO's ongoing planning process.

Citizen Surveys: On a project-specific basis, citizen surveys will be used to collect data and other relevant information. This information is generally documented within the transportation plan or study and is posted on the

APO's website. These surveys will be available both online and in hard copy.

Visualization Techniques: This content-focused technique utilizes graphics such as maps, charts, graphs, pictures, renderings, and PowerPoint presentations to communicate relationships, trends, performance thresholds, deficiencies, issues, recommendations, and considerations to the public.

Interested Persons List: APO staffers maintain a list of stakeholder contacts which includes citizens; affected public agencies; representatives of public transportation employees; freight shippers; providers of freight transportation services; private providers of transportation; representatives of users of public transportation; representatives of users of pedestrian walkways and bicycle transportation facilities; representatives of people with disabilities, Black Indigenous and People-of-Color (BIPOC), persons of low income; and other interested parties. The list is used to notify stakeholder contacts of opportunities to be involved in the transportation planning process.

Speaking Engagements: APO staff members are available to provide general and project-specific information as requested by interested community groups. Staff members also may perform public outreach to community and advocacy groups.

Ensuring Accessible Meetings: For meetings to be successful, everyone involved must have an equal opportunity to participate. Three components are vital in presenting meetings that are accessible to people with disabilities: 1) where the meeting is held, 2) how the meeting room furniture is arranged, and 3) how the meeting information is communicated. APO staff shall use the guidance provided in [Accessible Information Exchange: Meeting on a Level Playing Field](#)

(<https://www.ada.gov/business/accessiblemtg.htm>). When preparing public meetings, APO staff shall make all reasonably good-faith efforts to provide auxiliary services if requested.



Figure 3. Presentation at the Saint Cloud Area Chamber of Commerce.



3 – Public Outreach

During the calendar year 2023, the APO actively engaged with the public through a variety of channels, hosting a total of 19 in-person outreach events, eight hybrid meetings, one radio interview, and seven online virtual engagement meetings. These efforts were designed to foster transparency and inclusivity in the decision-making processes related to the Transportation Improvement Program (TIP) and the development of the 2050 Metropolitan Transportation Plan (MTP) visioning themes. Additionally, meetings such as the TAC, ATAC, and Policy Board meetings were conducted to address various aspects of project development.

When the APO needs public input, we design a public engagement strategy that includes a variety of techniques outlined in Chapter 2. For those public outreach meetings, APO staff advertise these events through a variety of channels, including social media. To gauge the effectiveness of social media posts, the APO utilized the concept of "reach," representing the estimated number of individuals who had any posts from the APO page on their screen. This metric was further broken down into total, organic, and promotional reach.

APO staff documents those members of the public who attend all in-person meetings. For the purpose of this analysis, a "member of the public" is defined as:

1. Someone who does not work for the APO or its member jurisdictions/agencies.
2. An elected or appointed official not serving on the APO Policy Board.
3. Staff of an organization attending for employment purposes.

Part of the participant documentation also includes providing an optional demographic survey. As part of all APO online surveys, participants are presented with nine demographic questions. These questions cover gender, city of residence, age, ethnicity, household size, household income, physical disability, place of birth (inside or outside the U.S.), and primary language spoken at home. Responding to these demographic questions is optional, and the information collected assists APO staff in identifying the diverse groups within the MPA reached through surveys.

The intention behind collecting demographic data is to ensure equal and equitable opportunities for all community members to participate in the process. By understanding the demographics of participants, the APO can develop targeted strategies to reach traditionally underrepresented populations.

Concluding each public outreach event, APO staff conduct surveys to gather feedback on participants' experiences. Following each public engagement opportunity, APO staff distribute an online survey to gather feedback on participants' experiences, the usefulness of provided information, and their perception of staff responsiveness to comments and feedback. Participants are presented with a series of statements related to their experiences before, during, and after the event, and are asked to express agreement or disagreement. Additionally, the survey assesses participants' likelihood to engage in future events or recommend participation to others.

This comprehensive approach to public engagement and feedback collection reflects the APO's commitment to transparency, inclusivity, and continuous improvement in serving the community's diverse needs.



TAC Meetings

The APO's TAC comprises of planners and engineers from APO member agencies and jurisdictions primarily focusing on technical transportation issues.

Eight in-person and one online-only TAC meetings were held in 2023 at the Stearns County Public Works Department/Highway Department (Stearns Co PWD/HD) -- 455-28th Avenue S. in Waite Park. TAC meetings and public participation were as follows:

Method of Event	Date Held	Location	Public Participants
Hybrid	2/2/2023	Stearns Co PWD/HD	0
Online	2/23/2023	Online	0
Hybrid	3/30/2023	Stearns Co PWD/HD	0
Hybrid	4/27/2023	Stearns Co PWD/HD	0
Hybrid	5/25/2023	Stearns Co PWD/HD	0
Hybrid	7/27/2023	Stearns Co PWD/HD	0
Hybrid	8/31/2023	Stearns Co PWD/HD	0
Hybrid	9/28/2023	Stearns Co PWD/HD	0
Hybrid	10/26/2023	Stearns Co PWD/HD	0

Figure 3.1. A table of TAC 2023 meeting dates, locations, and the number of participants who attended.

Given the existing technology capabilities, APO staff were able to offer a hybrid option for TAC representatives and members of the public to participate in meetings via Zoom. However, TAC representatives who participated online did

not count toward establishing a quorum and were not allowed to vote. There was an exception to this with the Feb. 23 meeting due to inclement weather conditions.

To enhance public awareness, TAC meetings were advertised on the homepage of the APO's website. No members of the public attended.

There were six Facebook and three Instagram posts related to the TAC meetings, as shown in Figure 3.2. APO staff used two styles of Facebook posts, events and photos, to engage members of the public.

Date	Platform	Post Type	Reach
2/14/2023	Facebook	Photo (Event)	39
4/25/2023	Facebook	Photo	49
4/25/2023	Instagram	Photo	36
5/17/2023	Facebook	Photo	39
7/21/2023	Facebook	Photo (Event)	27
7/26/2023	Instagram	Photo	23
8/22/2023	Facebook	Photo (Event)	0
10/16/2023	Facebook	Photo	49
10/16/2023	Instagram	Photo	36

Figure 3.2. A table of TAC-related social media posts, including the purpose of the post, post type, and the reach.

The most effective post type on Facebook, in terms of reach, was a photo closely followed by a photo (event) post.

Previous SEP Annual Reports recommend consistently posting notices of public meetings on Facebook. The APO missed posting the Feb. 2, March 30, and Sept. 28 TAC meetings.

Policy Board Meetings

The APO Policy Board is comprised of elected officials and a senior-level management position from Saint Cloud Metro Bus.

In 2023, the APO hosted 10 Policy Board meetings at the Saint Cloud branch of the Great River Regional Library (GRRL) – 1300 West Saint Germain Street in Saint Cloud. The dates of Policy Board meetings and public participation are as follows:

Method of Event	Date Held	Location	Public Participants
In-Person	1/12/2023	GRRL	0
In-Person	2/9/2023	GRRL	0
In-Person	3/9/2023	GRRL	0
In-Person	4/13/2023	GRRL	0
In-Person	5/11/2023	GRRL	0
In-Person	6/8/2023	GRRL	0
In-Person	8/10/2023	GRRL	0
In-Person	9/21/2023	GRRL	1
In-Person	10/12/2023	GRRL	0
In-Person	11/9/2023	GRRL	0

Figure 3.3. A table of Policy Board 2023 meeting dates, locations, and the number of participants who attended.

Policy Board meetings were advertised to members of the public on the homepage of the APO's website. One member of the public attended the Sept. 21 meeting.

There were four Facebook and one Instagram post related to Policy Board meetings, as shown in Figure 3.4. APO staff used two styles of Facebook posts, events and photos, to engage members of the public.

The most effective post type on Facebook, in terms of reach was photo, closely followed by a photo (event) post.

Date	Platform	Post Type	Reach
1/31/2023	Facebook	Photo (Event)	35
4/12/2023	Facebook	Photo	58
5/9/2023	Facebook	Photo	51
5/9/2023	Instagram	Photo	32
9/15/2023	Facebook	Photo	46

Figure 3.4. A table of Policy Board-related social media posts, including the purpose of the post, post type, and the reach.

Previous SEP Annual Reports recommend consistently posting notices of public meetings on Facebook. The APO missed posting the Jan. 12, March 9, June 8, Aug. 10, and Nov. 9 Policy Board meetings.



Figure 3.5. Photo of a Policy Board Meeting.

ATAC Meetings

The ATAC Committee consists of citizen volunteers and professionals working to advance active transportation efforts within the APO planning area.

In the 2023 calendar year, the APO held one ATAC meeting online via Zoom. The date of the ATAC meeting and public participation is as follows:

Method of Event	Date Held	Public Participants	Non-Public Participants
Online	1/24/2023	1	3

Figure 3.6. A table of the ATAC 2023 meeting dates, and the number of participants who attended.

The ATAC meeting was advertised to members of the public on the homepage of the APO's website. One member of the public and three non-public members attended the meeting.

In 2023, there was one post related to ATAC meetings, as shown in Figure 3.7. APO staff used a photo (event) style of events to engage members of the public on Facebook.

Date	Platform	Post Type	Reach
1/18/2023	Facebook	Photo (Event)	34

Figure 3.7. A table of ATAC-related social media posts, including the purpose of the post, post type, and the reach.

Previous SEP Annual Reports recommend consistently posting notices of public meetings on Facebook. The APO satisfied that recommendation for 2023 ATAC meetings.



Figure 3.8. A person in a motorized scooter rolling over an active transportation counting tube.

Transportation Improvement Program

The TIP is a compilation of significant surface transportation improvements scheduled for implementation in the APO's planning area during the next four years.

In the calendar year 2023, the APO hosted eight TIP open houses. Four were in-person at the Saint Cloud branch of the Great River Regional Library (GRRL)-- 1300 W Saint Germain Street in Saint Cloud. The other four were held online via Facebook Live. The dates of the TIP open house are as follows:

Method of Event	Date Held	Location	Public Participants
In-Person	1/13/2023	GRRL	1
Online	1/17/2023	Online	N/A
Online	2/28/2023	Online	N/A
In-Person	3/1/2023	GRRL	0
Online	3/24/2023	Online	N/A
In-Person	3/29/2023	In-Person	0
Online	7/25/2023	Online	N/A
In-Person	7/26/2023	GRRL	1

Figure 3.9. A table of 2023 TIP meeting dates, locations, and the number of participants who attended.

TIP open house meetings were advertised to members of the public on the homepage of the APO's website. Two members of the public attended a TIP-related meeting in 2023.

There were 25 Facebook, three Instagram, and two TikTok posts related to TIP public engagement, as shown in Figure 3.11. APO staff used seven styles of Facebook posts: photo, photo (survey), photo (event), Facebook Live video, text, video, and survey to engage members of the public. TIP updates was also included in the January issue of the APO's newsletter, The Oxcart.

The most effective post type on Facebook, in terms of average reach was photos at 101, followed by Facebook Live videos at 68, text at 67, photo (surveys) at 39, photo (events) at 20, and surveys at 22.



Figure 3.10. Example of a Facebook photo post for the TIP.

Date	Platform	Post Type	Reach
1/13/2023	Facebook	Photo	158
1/17/2023	Facebook	Facebook Live Video	93
2/15/2023	Facebook	Photo (Survey)	39
2/15/2023	Instagram	Photo	42
2/21/2023	Facebook	Photo (Event)	37
2/28/2023	Facebook	Facebook Live Video	103
3/14/2023	Facebook	Photo (Event)	23
3/24/2023	Facebook	Facebook Live Video	57
3/24/2023	TikTok	Video	823
3/29/2023	Facebook	Text	67
7/21/2023	Facebook	Video	24
7/21/2023	Facebook	Photo (Event)	1
7/21/2023	Facebook	Video	N/A
7/25/2023	Facebook	Photo	41
7/25/2023	Facebook	Facebook Live Video	19
7/25/2023	Instagram	Photo	30
7/26/2023	Facebook	Photo	39
7/27/2023	Facebook	Photo	34
7/27/2023	TikTok	Video	94
7/28/2023	Facebook	Photo	27
7/29/2023	Facebook	Survey	22
7/31/2023	Facebook	Photo	48
8/2/2023	Facebook	Photo	695
8/2/2023	Facebook	Photo	47
8/3/2023	Facebook	Photo	36
8/3/2023	Facebook	Photo	190
8/4/2023	Facebook	Photo	38
8/5/2023	Facebook	Photo	40
8/9/2023	Facebook	Photo	26
8/9/2023	Instagram	Photo	23
12/20/2023	Facebook	Video	19
12/20/2023	Instagram	Video	27

Figure 3.11. A table of TIP-related social media posts, including the purpose of the post, post type, and the reach.



One recommendation for previous SEP Annual reports was to review the TIP public engagement process. Currently, the majority of public outreach events conducted by the APO revolve around TIP development and amendments. The APO should review how we published and conducted TIP notices, events, and research how other MPOs do TIP public engagement. We did not complete a review of the engagement process this year but will make it a goal for 2024.

Demographic Questionnaire

There were four separate demographic surveys for the TIP ending in the calendar year 2023, with 28 participants. The surveys were conducted from Dec. 28, 2022, to Jan. 27, 2023; Feb. 15 to March 17; March 13 to April 14; and July 12 to Aug. 11.

Based on Figure 3.12, the average participant in TIP-related engagements was:

- Male (70% of total respondents).
- Living in Sartell or Saint Cloud (44% and 30% of total respondents, respectively).
- White (92% of total respondents).
- Living in a two-person or four or more-person household (71% of total respondents).
- Earning a household income of over \$150,000 (42% if total respondents).
- Between the ages of 35 to 44 (37% of total respondents).
- Not a person with a physical disability (77% of total respondents).
- Born in the United States (100% of total respondents).
- Using English as the primary language spoken at home (96% of total respondents).

Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA 2018-2022 Population Estimates
Gender			
Male	18	69.2%	50.2%
Female	8	30.8%	49.8%
Other	0	0.0%	NA
City of Residence			
Rockville	0	0.0%	1.6%
Saint Augusta	0	0.0%	2.5%
Saint Cloud	8	29.6%	49.4%
Saint Joseph	2	7.4%	5.1%
Saint Stephen	1	3.7%	0.6%
Sartell	12	44.4%	13.9%
Sauk Rapids	1	3.7%	9.9%
Waite Park	0	0.0%	5.9%
Other	3	11.1%	11.1%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA 2018-2022 Population Estimates
Ethnicity			
White or Caucasian	22	91.7%	77.7%
Black or African American	0	0.0%	11.7%
Hispanic or Latino	0	0.0%	3.6%
Asian or Asian American	0	0.0%	2.7%
American Indian or Alaska Native	0	0.0%	0.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	0.0%
Some Other Race	1	4.2%	0.2%
Two or More Races	1	4.2%	3.9%
Number in Household			
1 Person	4	14.3%	30.0%
2 People	10	35.7%	33.9%
3 People	4	14.3%	14.9%
4 or More People	10	35.7%	21.2%
Household Income			
Less than \$5,000	0	0.0%	2.3%
\$5,000 to \$9,999	0	0.0%	1.6%
\$10,000 to \$14,999	0	0.0%	3.9%
\$15,000 to \$19,999	0	0.0%	4.0%
\$20,000 to \$24,999	0	0.0%	4.1%
\$25,000 to \$34,999	0	0.0%	7.8%
\$35,000 to \$49,999	4	15.4%	12.8%
\$50,000 to \$74,999	3	11.5%	18.8%
\$75,000 to \$99,999	2	7.7%	14.8%
\$100,000 to \$149,999	6	23.1%	16.2%
\$150,000 or more	11	42.3%	13.6%
Age			
Under 20	0	0.0%	27.0%
20 to 24	0	0.0%	11.7%
25 to 29	0	0.0%	6.9%
30 to 34	2	7.4%	6.6%
35 to 39	4	14.8%	6.2%
40 to 44	6	22.2%	6.1%
45 to 49	1	3.7%	5.1%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA 2018-2022 Population Estimates
50 to 54	1	3.7%	5.2%
55 to 59	4	14.8%	5.5%
60 to 64	1	3.7%	5.4%
65 to 69	4	14.8%	4.3%
70 to 74	1	3.7%	3.8%
75 to 79	1	3.7%	2.8%
80 to 84	2	7.4%	1.4%
85 and over	0	0.0%	1.8%
Physical Disability			
Yes	6	23.1%	11.9%
No	20	76.9%	88.1%
Where Were You Born			
In the U.S.	26	100.0%	90.8%
Outside the U.S.	0	0.0%	9.2%
Primary Language Spoken at Home			
English	25	96.2%	87.4%
Something Other than English	1	3.8%	12.6%

Figure 3.12. Results from the APO's demographic questionnaire compared to the population estimates of various demographics within the Saint Cloud MPA. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted.

Survey of Participants

In 2023, the APO sent out four surveys of participants regarding the TIP, as shown in Figures 3.13 through 3.16. These surveys were conducted from Feb. 3 to April 3, March 24 to April 28, April 18 to May 22, and Aug. 17 to Sept. 15. Of those surveys, there were two participants. Both participants found out about the TIP survey via email.

Overall, the participants had mixed feelings before the event. One of the participants somewhat disagreed that the information and purpose of the event were clearly defined or helped them prepare to participate more effectively. Both participants felt the notice was clear and welcoming, and their views were taken seriously.

During the event, one participant somewhat disagreed that there was sufficient opportunity to express their views and that APO staff heard their opinions. On the other hand, both participants felt the APO staff provided a safe, fair, and well-managed environment for participants.

After the event, both participants felt the event would result in a better decision on the topic and that their views would be taken seriously. Both participants would partake in an APO-sponsored event again regarding future engagement opportunities.

Before the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
The notice or invitation to participate was clear and welcoming?	2	0	0	0
Information about the event topic helped prepare me to participate more effectively.	1	0	1	0
The purpose of the event was clearly defined.	1	0	1	0
I believed that any views offered would be taken seriously by APO staff.	1	1	0	0

Figure 3.13. A list of responses about people's experiences providing public input before the TIP event as part of the APO's public engagement qualitative survey.

During the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
There was sufficient opportunity for me to express my views about what I thought was important.	1	0	1	0
APO staff provided a safe, fair, and well-managed environment for participants.	1	1	0	0
APO staff heard my opinions on the topic(s) presented.	1	0	1	0

Figure 3.14. A list of responses about people's experiences providing public input during the TIP event as part of the APO's public engagement qualitative survey.

After the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
I believed that the event would result in better decisions on the topic(s) discussed.	1	1	0	0
I believe that any views offered would be taken seriously by APO staff.	1	1	0	0

Figure 3.15. A list of responses about people's experiences providing public input after the TIP event as part of the APO's public engagement qualitative survey.



Regarding future engagement opportunities ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Given the chance, I would participate in an APO outreach activity again.	1	1	0	0
I would encourage other residents to participate in similar APO events on this or other appropriate topics.	1	1	0	0

Figure 3.16. A list of responses from the APO’s public engagement qualitative survey inquiring about their willingness to participate in future APO-sponsored outreach events.



Figure 3.17. Example of a Facebook Live Video for the TIP.

Looking Ahead 2050 – MTP Proposed Visioning Themes

The public input for the draft Metropolitan Transportation Plan (MTP) visioning themes officially launched in December 2022 and concluded in January 2023. This input stemmed from the comments received from the 2021 visioning themes survey. APO staff boiled down the comments into six main visioning themes and went back to public comment to ask two main questions: 1) "Did we hear you correctly?" and 2) "Should these themes remain a priority for the region?" To solicit feedback, APO staff developed a SurveyMonkey and promoted it at each of the public events held during the latter half of 2022 into 2023.



Figure 3.18. APO staff at the Southside Boys & Girls Club.

In 2023, the APO hosted six public engagement events for the MTP. Four events were held in-person at the following locations: the Metro Bus Downtown Transit Center--510 First St. S in Saint Cloud; the Roosevelt Boys & Girls Club – 345-30th Ave. N in Saint Cloud; the Southside Boys & Girls Club –1205 Sixth Ave. S in Saint Cloud, and the Eastside Boys & Girls Club –320 Raymond Ave. NE in Saint Cloud.

The other two events were conducted online via Facebook Live and on WJON Radio, a Townsquare Media station. The dates of the MTP public events were as follows:

Method of Event	Date Held	Location	Public Participants
In-Person	1/9/2023	Metro Bus Downtown Transit Center	10
Online	1/10/2023	Online	N/A
In-Person	1/11/2023	Roosevelt Boys & Girls Club	10
In-Person	1/17/2023	Southside Boys & Girls Club	10
In-Person	1/19/2023	Eastside Boys & Girls Club	13
Radio	1/26/2023	WJON Radio	N/A

Figure 3.19. A table of MTP engagement dates, locations, and the number of participants who attended.

The Facebook Live video event held on Jan. 10 was advertised to members of the public on the homepage of the APO's website. The Looking Ahead 2050 Plan update was also included in the January, September and December issue of the APO's newsletter, The Oxcart.

There were three Facebook, one Instagram, and one TikTok posts related to MTP public engagement, as shown in Figure 3.20. APO staff used three styles of Facebook posts, photo (event), photo (survey), and Facebook Live video, to engage members of the public.



Date	Platform	Post Type	Reach
1/5/2023	Facebook	Photo (Event)	37
1/5/2023	Facebook	Photo (Survey)-Boosted	9,349
1/5/2023	Instagram	Photo	30
1/10/2023	Facebook	Facebook Live Video	77
1/10/2023	TikTok	Video	823

Figure 3.20. A table of MTP-related social media posts, including the purpose of the post, post type, and the reach.

Demographic Survey

There was one demographic survey for the Looking Ahead 2050 Proposed Visioning Themes ending in 2023 with 80 participants. The survey ran from Dec. 7, 2022, to Jan. 31, 2023.

Based on Figure 3.21, the average participant was:

- Female (65% of total respondents).
- Living in Saint Cloud or Saint Joseph (44% and 20% of total respondents, respectively).
- White (93% of total respondents).
- Living in a two-person household (39% of total respondents).
- Earning a household income of over \$100,000 (40% if total respondents).
- Between the ages of 50 to 69 (48% of total respondents).
- Not a person with a physical disability (80% of total respondents).
- Born in the United States (97% of total respondents).
- Using English as the primary language spoken at home (100% of total respondents).

Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
Gender			
Male	25	32.5%	50.2%
Female	50	64.9%	49.8%
Other	2	2.6%	0.0%
City of Residence			
Rockville	0	0.0%	1.6%
Saint Augusta	1	1.3%	2.5%
Saint Cloud	33	44.0%	49.4%
Saint Joseph	15	20.0%	5.1%
Saint Stephen	0	0.0%	0.6%
Sartell	5	6.7%	13.9%
Sauk Rapids	7	9.3%	9.9%
Waite Park	1	1.3%	5.9%
Other	13	17.3%	11.1%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
Ethnicity			
White or Caucasian	69	93.2%	77.7%
Black or African American	2	2.7%	11.7%
Hispanic or Latino	1	1.4%	3.6%
Asian or Asian American	0	0.0%	2.7%
American Indian or Alaska Native	0	0.0%	0.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	0.0%
Some Other Race	2	2.7%	0.2%
Two or More Races	0	0.0%	3.9%
Number in Household			
1 Person	17	22.1%	30.0%
2 People	30	39.0%	33.9%
3 People	12	15.6%	14.9%
4 or More People	18	23.4%	21.2%
Household Income			
Less than \$5,000	2	3.1%	2.3%
\$5,000 to \$9,999	2	3.1%	1.6%
\$10,000 to \$14,999	0	0.0%	3.9%
\$15,000 to \$19,999	1	1.5%	4.0%
\$20,000 to \$24,999	3	4.6%	4.1%
\$25,000 to \$34,999	4	6.2%	7.8%
\$35,000 to \$49,999	5	7.7%	12.8%
\$50,000 to \$74,999	11	16.9%	18.8%
\$75,000 to \$99,999	11	16.9%	14.8%
\$100,000 to \$149,999	17	26.2%	16.2%
\$150,000 or more	9	13.8%	13.6%
Age			
Under 20	0	0.0%	27.0%
20 to 24	2	2.7%	11.7%
25 to 29	3	4.0%	6.9%
30 to 34	8	10.7%	6.6%
35 to 39	7	9.3%	6.2%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
40 to 44	7	9.3%	6.1%
45 to 49	7	9.3%	5.1%
50 to 54	8	10.7%	5.2%
55 to 59	7	9.3%	5.5%
60 to 64	10	13.3%	5.4%
65 to 69	11	14.7%	4.3%
70 to 74	3	4.0%	3.8%
75 to 79	2	2.7%	2.8%
80 to 84	0	0.0%	1.4%
85 and over	0	0.0%	1.8%
Physical Disability			
Yes	15	19.7%	11.9%
No	61	80.3%	88.1%
Where Were You Born			
In the U.S.	74	97.4%	90.8%
Outside the U.S.	2	2.6%	9.2%
Primary Language Spoken at Home			
English	73	100.0%	87.4%
Something Other than English	0	0.0%	12.6%

Figure 3.21. Results from the APO's demographic questionnaire compared to the population estimates of various demographics within the Saint Cloud MPA. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted.

Survey of Participants

In 2023, the APO sent one survey of participants regarding the MTP visioning themes running from Feb. 2 to April 3. One person participated and found out about the event through Facebook. As shown in Figures 3.22 through 3.25.

Staff are appreciative of the one person who participated in the survey of participants. However, given the lack of responses, it is unclear if a majority of participants felt the same way.



Before the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
The notice or invitation to participate was clear and welcoming?	0	1	0	0
Information about the event topic helped prepare me to participate more effectively.	1	0	0	0
The purpose of the event was clearly defined.	0	1	0	0
I believed that any views offered would be taken seriously by APO staff.	1	0	0	0

Figure 3.22. A list of responses about people's experiences providing public input before the MTP Proposed Visioning Themes survey as part of the APO's public engagement qualitative survey.

During the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
There was sufficient opportunity for me to express my views about what I thought was important.	1	0	0	0
APO staff provided a safe, fair, and well-managed environment for participants.	1	0	0	0
APO staff heard my opinions on the topic(s) presented.	1	0	0	0

Figure 3.23. A list of responses about people's experiences providing public input during the MTP Proposed Visioning Themes survey as part of the APO's public engagement qualitative survey.

After the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
I believed that the event would result in better decisions on the topic(s) discussed.	1	0	0	0
I believe that any views offered would be taken seriously by APO staff.	1	0	0	0

Figure 3.24. A list of responses about people's experiences providing public input after the MTP Proposed Visioning Themes survey as part of the APO's public engagement qualitative survey.



Regarding future engagement opportunities ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Given the chance, I would participate in an APO outreach activity again.	1	0	0	0
I would encourage other residents to participate in similar APO events on this or other appropriate topics.	1	0	0	0

Figure 3.25. A list of responses from the APO's public engagement qualitative survey inquiring about their willingness to participate in future APO-sponsored outreach events.



Figure 3.26. Example of a MTP public engagement event at the Eastside Boys & Girls Club.



Consultant Led Public Meetings

To assist APO staff, consultants are hired to conduct various planning activities. In 2023, the APO hired consultants to lead various activities including: the Mississippi River Bridge Planning Study, CSAH 1 (River Avenue N) Corridor Study, and the community liaison. As stated in the APO's SEP, it is important to ensure the public is given ample opportunity to access, review, and comment on plans, studies, and other documents as they are being developed and to provide a complete and open participation process. APO staff requires consultants to follow the same guidelines and procedures in the APO's SEP.

Mississippi River Bridge Planning Study

Beginning in 2021, the APO partnered with the City of Saint Cloud, Haven Township, MnDOT, the Minnesota Department of Natural Resource (DNR), Stearns and Sherburne Counties, and Coborn's to hire a consultant to assist in the Mississippi River Bridge Planning Study. The consultant, Stantec, completed their final report in November 2023.

During the calendar year 2023, the consultant conducted four in-person events. Two events were held at Haven Town Hall – 230-45th Ave. SE in Saint Cloud, one at CrestView Shoppes – 3031 Roosevelt Road in Saint Cloud, and one at Saint Cloud City Hall – 1201 Seventh St. S in Saint Cloud. The dates of the public events were as follows:

Method of Event	Date Held	Location	Public Participants
In-Person	1/25/2023	CrestView Shoppes	53
In-Person	1/30/2023	Haven Town Hall	80
In-Person	9/19/2023	Haven Town Hall	NA

Method of Event	Date Held	Location	Public Participants
In-Person	9/20/2023	Saint Cloud City Hall	NA

Figure 3.27. A table of event dates, locations, and the number of participants who attended.

All in-person events besides the January 30 event were advertised to members of the public on the homepage of the APO's website. The study was also mentioned in the January and September issue of The Oxcart.

There was one Facebook and TikTok-related post about the Mississippi River Bridge Study public engagement, as shown in Figure 3.28. APO staff used one style of Facebook post, a photo, to engage members of the public.

Date	Platform	Post Type	Reach
1/17/2023	Facebook	Photo: Boosted	11,550
1/19/2023	TikTok	Video	933

Figure 3.28. A table of Mississippi River Bridge Planning Study-related social media posts, including the platform type, post type, and the reach.

Survey of Participants

In 2023, the APO sent one survey of participants regarding the Mississippi River Bridge Planning Study running from Feb. 28 to March 31, as shown in Figures 3.29 through 3.32. Ten people participated and learned about the event through various methods, such as email, word of mouth, and a mailer.

Those who attended the event felt the discussion before and after was helpful, and that comments and questions were allowed at appropriate times. Others liked the face-to-face interactions. One participant did not like the meeting



location and felt the plan didn't adequately review other project locations before sticking with the 33rd Street option.

Before the event, all participants either strongly or somewhat agreed that the notice or invitation was clear and welcoming. Around 20% either somewhat or strongly disagreed that the event's purpose was clearly defined, and 30% disagreed that staff would take their views seriously.

During the event, around 80% of participants felt there was sufficient opportunity to express their views, that it was a safe, fair, and well-managed environment, and that their opinions were heard.

After the event, around 65% of participants felt the event would result in better decisions on the topics and that staff would take their views seriously.

Regarding future engagement opportunities, almost 90% of participants would partake in a similar outreach activity again and encourage other residents to participate.

A new recommendation from the 2022 Mid-Year SEP Annual Report was to send a qualitative survey after every public engagement event hosted by a consultant. The APO sent one survey covering the engagement conducted at the Jan. 25 and Jan. 30 meetings. The APO did not send a survey for the two meetings in September.

Before the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
The notice or invitation to participate was clear and welcoming?	5	5	0	0
Information about the event topic helped prepare me to participate more effectively.	4	4	1	1
The purpose of the event was clearly defined.	6	3	1	0
I believed that any views offered would be taken seriously by consultant staff.	2	5	2	1

Figure 3.29. A list of responses about people's experiences providing public input before an event as part of the consultant's public engagement qualitative survey.

During the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
There was sufficient opportunity for me to express my views about what I thought was important.	5	3	1	1
Consultant staff provided a safe, fair, and well-managed environment for participants.	6	2	0	1
Consultant staff heard my opinions on the topic(s) presented.	5	3	1	0

Figure 3.30. A list of responses about people's experiences providing public input during an event as part of the consultant's public engagement qualitative survey.



After the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
I believed that the event would result in better decisions on the topic(s) discussed.	3	3	3	0
I believe that any views offered would be taken seriously by consultant staff.	3	3	1	2

Figure 3.31. A list of responses about people's experiences providing public input after an event as part of the consultant's public engagement qualitative survey.

Regarding future engagement opportunities ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Given the chance, I would participate in an APO sponsored outreach activity again.	6	2	1	0
I would encourage other residents to participate in similar APO sponsored events on this or other appropriate topics.	7	1	1	0

Figure 3.32. A list of responses from the public engagement qualitative survey inquiring about their willingness to participate in future APO-sponsored outreach events.

Survey of Participants - Demographic Survey

There was one demographic survey for the Mississippi River Bridge Study in 2023 with nine participants. The survey ran from Feb. 28 to March 31.

Based on Figure 3.33, the average participant was:

- Female (55% of total respondents).
- Living in Saint Cloud (90% of total respondents).
- White (100% of total respondents).
- Living in a two-person household (67% of total respondents).
- Earning a household income of over \$50,000 (100% of total respondents).
- Between the ages of 60 to 84 (100% of total respondents).
- Not a person with physical disability (100% of total respondents).
- Born in the United States (100% of total respondents).
- Using English as the primary language spoken at home (100% of total respondents).

Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
Gender			
Male	4	44.4%	50.25
Female	5	55.6%	49.8%
Other	0	0.0%	NA



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
City of Residence			
Rockville	0	0.0%	1.6%
Saint Augusta	0	0.0%	2.5%
Saint Cloud	8	88.9%	49.4%
Saint Joseph	0	0.0%	5.1%
Saint Stephen	0	0.0%	0.6%
Sartell	0	0.0%	13.9%
Sauk Rapids	0	0.0%	9.9%
Waite Park	0	0.0%	5.9%
Other	1	11.1%	11.1%
Ethnicity			
White or Caucasian	9	100.0%	77.7%
Black or African American	0	0.0%	11.7%
Hispanic or Latino	0	0.0%	3.6%
Asian or Asian American	0	0.0%	2.7%
American Indian or Alaska Native	0	0.0%	0.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	0.0%
Some Other Race	0	0.0%	0.2%
Two or More Races	0	0.0%	3.9%
Number in Household			
1 Person	2	22.2%	30.0%
2 People	6	66.7%	33.9%
3 People	1	11.1%	14.9%
4 or More People	0	0.0%	21.2%
Household Income			
Less than \$5,000	0	0.0%	2.3%
\$5,000 to \$9,999	0	0.0%	1.6%
\$10,000 to \$14,999	0	0.0%	3.9%
\$15,000 to \$19,999	0	0.0%	4.0%
\$20,000 to \$24,999	0	0.0%	4.1%
\$25,000 to \$34,999	0	0.0%	7.8%
\$35,000 to \$49,999	0	0.0%	12.8%
\$50,000 to \$74,999	3	37.5%	18.8%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
\$75,000 to \$99,999	2	25.0%	14.8%
\$100,000 to \$149,999	2	25.0%	16.2%
\$150,000 or more	1	12.5%	13.6%
Age			
Under 20	0	0.0%	27.0%
20 to 24	0	0.0%	11.7%
25 to 29	0	0.0%	6.9%
30 to 34	0	0.0%	6.6%
35 to 39	0	0.0%	6.2%
40 to 44	0	0.0%	6.1%
45 to 49	0	0.0%	5.1%
50 to 54	0	0.0%	5.2%
55 to 59	0	0.0%	5.5%
60 to 64	2	22.2%	5.4%
65 to 69	2	22.2%	4.3%
70 to 74	3	33.3%	3.8%
75 to 79	1	11.1%	2.8%
80 to 84	1	11.1%	1.4%
85 and over	0	0.0%	1.8%
Physical Disability			
Yes	0	0.0%	11.9%
No	9	100.0%	88.1%
Where Were You Born			
In the U.S.	9	100.0%	90.8%
Outside the U.S.	0	0.0%	9.2%
Primary Language Spoken at Home			
English	9	100.0%	87.4%
Something Other than English	0	0.0%	12.6%

Figure 3.33. Results from the APO's demographic questionnaire compared to the population estimates of various demographics within the Saint Cloud MPA. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted.

CSAH 1 (River Avenue N) Corridor Study

Beginning in February 2023, the APO partnered with the City of Saint Cloud, the City of Sartell, LeSauk Township, and Stearns County to hire consultant TC2 to assist in the CSAH 1 (River Avenue N) Corridor Study.

In 2023, the consultant conducted three in-person events. Two events were at Sartell Community Center – 850-19th St. S in Sartell, and one at the Whitney Senior Center – 1527 Northway Drive in Saint Cloud. The dates of the public events were as follows:

Method of Event	Date Held	Location	Public Participants
In-Person	5/23/2023	Sartell Community Center	32
In-Person	10/10/2023	Whitney Senior Center	25
In-Person	12/11/2023	Sartell Community Center	20

Figure 3.34. A table of event dates, locations, and the number of participants who attended.

All in-person events were advertised to members of the public on the homepage of the APO's website. The corridor study was also in the December issue of the APO's newsletter, The Oxcart.

There were two Facebook and one Instagram-related post about the CSAH 1 Corridor Study public engagement, as shown in Figure 3.35. APO staff used one style of Facebook post, a photo, to engage members of the public.

The APO missed posting the October event on Facebook.

Date	Platform	Post Type	Reach
5/10/2023	Facebook	Photo	43
12/7/2023	Facebook	Photo	28
12/8/2023	Instagram	Photo	32

Figure 3.35. A table of CSAH 1 Corridor Study-related social media posts, including the purpose of the post, post type, and the reach.



Figure 3.36. CSAH 1 Corridor Study Public Engagement Event.

A new recommendation from the 2022 Mid-Year SEP Annual Report was to send a qualitative survey of participants after every public engagement event hosted by a consultant. The APO sent one survey of participants for all three meeting dates from Dec. 14, 2023, to Jan. 19, 2024.

Survey of Participants

The APO sent one survey of participants regarding the CSAH 1 Corridor Study running from December 14, 2023, to January 19, 2024, as shown in Figures 3.37 through 3.40.



Four people participated and learned about the event through various methods, such as email, and a mailer.

Those who attended the event felt handouts would have been helpful and that open meeting, the presenters should use a strategy to keep person focused and respectful of others.

Before the event, all participants either strongly or somewhat agreed that the notice or invitation was clear and welcoming. Around 30% disagreed that consultant staff would take their views seriously.

During the event, all participants felt there was sufficient opportunity to express their views, that it was a safe, fair, and well-managed environment, and that their opinions were heard.

After the event, around 65% of participants felt the event would result in better decisions on the topics and that staff would take their views seriously.

Regarding future engagement opportunities, around 65% of participants would partake in a similar outreach activity again and encourage other residents to participate.

A new recommendation from the 2022 Mid-Year SEP Annual Report was to send a qualitative survey after every public engagement event hosted by a consultant. The APO sent one survey covering the engagement conducted at the May, October, and December meetings.

Before the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
The notice or invitation to participate was clear and welcoming?	1	3	0	0
Information about the event topic helped prepare me to participate more effectively.	0	2	1	0
The purpose of the event was clearly defined.	1	1	0	0
I believed that any views offered would be taken seriously by consultant staff.	1	1	1	0

Figure 3.37. A list of responses about people's experiences providing public input before an event as part of the consultant's public engagement qualitative survey.

During the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
There was sufficient opportunity for me to express my views about what I thought was important.	1	2	0	0
Consultant staff provided a safe, fair, and well-managed environment for participants.	1	2	0	0

During the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Consultant staff heard my opinions on the topic(s) presented.	1	2	0	0

Figure 3.38. A list of responses about people's experiences providing public input during an event as part of the consultant's public engagement qualitative survey.

After the event ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
I believed that the event would result in better decisions on the topic(s) discussed.	0	2	0	1
I believe that any views offered would be taken seriously by consultant staff.	0	2	0	1

Figure 3.39. A list of responses about people's experiences providing public input after an event as part of the consultant's public engagement qualitative survey.

Regarding future engagement opportunities ...	Strongly Agree	Somewhat Agree	Somewhat Disagree	Strongly Disagree
Given the chance, I would participate in an APO sponsored outreach activity again.	1	1	0	1
I would encourage other residents to participate in similar APO sponsored events on this or other appropriate topics.	0	2	0	1

Figure 3.40. A list of responses from the public engagement qualitative survey inquiring about their willingness to participate in future APO-sponsored outreach events.

Survey of Participants - Demographic Survey

There was one demographic survey for the CSAH 1 Corridor Study with four participants. The survey ran from December 14, 2023, to January 19, 2024.

Based on Figure 3.41, the average participant was:

- Male (75% of total respondents).
- Living in Saint Cloud (50% of total respondents).
- White (50% of total respondents).
- Living in a two-person household (75% of total respondents).
- Earning a household income between \$75,000 to \$99,999 (100% of total respondents).
- Between the ages of 55 to 84 (100% of total respondents).
- Not a person with physical disability (75% of total respondents).
- Born in the United States (100% of total respondents).
- Using English as the primary language spoken at home (100% of total respondents).



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
Gender			
Male	3	75.0%	50.25
Female	1	25.0%	49.8%
Other	0	0.0%	NA
City of Residence			
Rockville	0	0.0%	1.6%
Saint Augusta	0	0.0%	2.5%
Saint Cloud	2	50.0%	49.4%
Saint Joseph	0	0.0%	5.1%
Saint Stephen	0	0.0%	0.6%
Sartell	1	25.0%	13.9%
Sauk Rapids	0	0.0%	9.9%
Waite Park	0	0.0%	5.9%
Other	1	25.0%	11.1%
Ethnicity			
White or Caucasian	2	50.0%	77.7%
Black or African American	0	0.0%	11.7%
Hispanic or Latino	0	0.0%	3.6%
Asian or Asian American	0	0.0%	2.7%
American Indian or Alaska Native	0	0.0%	0.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	0.0%
Some Other Race	1	25.0%	0.2%
Two or More Races	1	25.0%	3.9%
Number in Household			
1 Person	0	0.0%	30.0%
2 People	3	75.0%	33.9%
3 People	1	25.0%	14.9%
4 or More People	0	0.0%	21.2%
Household Income			
Less than \$5,000	0	0.0%	2.3%
\$5,000 to \$9,999	0	0.0%	1.6%
\$10,000 to \$14,999	0	0.0%	3.9%
\$15,000 to \$19,999	0	0.0%	4.0%
\$20,000 to \$24,999	0	0.0%	4.1%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
\$25,000 to \$34,999	0	0.0%	7.8%
\$35,000 to \$49,999	0	0.0%	12.8%
\$50,000 to \$74,999	0	0.0%	18.8%
\$75,000 to \$99,999	3	100.0%	14.8%
\$100,000 to \$149,999	0	0.0%	16.2%
\$150,000 or more	0	0.0%	13.6%
Age			
Under 20	0	0.0%	27.0%
20 to 24	0	0.0%	11.7%
25 to 29	0	0.0%	6.9%
30 to 34	0	0.0%	6.6%
35 to 39	0	0.0%	6.2%
40 to 44	0	0.0%	6.1%
45 to 49	0	0.0%	5.1%
50 to 54	0	0.0%	5.2%
55 to 59	1	25.0%	5.5%
60 to 64	0	0.0%	5.4%
65 to 69	1	25.0%	4.3%
70 to 74	1	25.0%	3.8%
75 to 79	0	0.0%	2.8%
80 to 84	1	25.0%	1.4%
85 and over	0	0.0%	1.8%
Physical Disability			
Yes	1	25.0%	11.9%
No	3	75.0%	88.1%
Where Were You Born			
In the U.S.	3	100.0%	90.8%
Outside the U.S.	0	0.0%	9.2%
Primary Language Spoken at Home			
English	3	100.0%	87.4%
Something Other than English	0	0.0%	12.6%

Figure 3.41. Results from the APO's demographic questionnaire compared to the population estimates of various demographics within the Saint Cloud MPA. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted.



Community Liaison

The APO allocated \$5,000 to hire two different community organizations as part of this pilot program. Independent Lifestyles, Inc.: A Center for Independent Living (ILICIL) and the Center for Africa Immigrants and Refugees Organization (CAIRO) were chosen. This pilot project aimed to hire persons from traditionally underserved/transportation-disadvantaged populations to conduct public outreach in their communities. It was the belief that people would be more likely to participate in the planning process if they heard about it from someone they knew and trusted.

The Community Liaison program was used for the APO's MTP visioning public outreach.

Under this contract, APO staff educated these liaisons on the APO's visioning survey and asked them to assist their clientele in completing the surveys. APO staff provided ILICIL and CAIRO staffers with copies of the APO's visioning themes survey. ILICIL was contracted to provide 70 completed surveys for \$3,150. CAIRO was contracted to provide 20 surveys for \$2,000; however, CAIRO staff was able to complete 26 surveys.

The APO's 2022 mid-year annual report recommended hiring a community liaison for hard-to-reach populations. This recommendation was complete.

Demographic Survey

There was one demographic survey for the Looking Ahead 2050 Proposed Visioning Themes conducted by the consultants ending in calendar year 2023 with a total of 78 participants. The survey ran from Dec. 7, 2022, to Jan. 31, 2023.

Based on Figure 3.42, the average participant was:

- Female (56% of total respondents).
- Living in Saint Cloud (50% of total respondents).
- White (60% of total respondents).
- Living in a one person or two-person household (54% of total respondents).
- Earning a household income between \$25,000 and \$99,999 (53% of total respondents).
- Between the ages of 35 to 49 (40% of total respondents).
- A person without a physical disability (60% of total respondents).
- Born in the United States (70% of total respondents).
- Using English as the primary language spoken at home (76% of total respondents).

Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
Gender			
Male	33	42.9%	50.2%
Female	43	55.8%	49.8%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
Other	1	1.3%	NA
City of Residence			
Rockville	1	1.3%	1.6%
Saint Augusta	0	0.0%	2.5%
Saint Cloud	39	50.0%	49.4%
Saint Joseph	6	7.7%	5.1%
Saint Stephen	0	0.0%	0.6%
Sartell	8	10.3%	13.9%
Sauk Rapids	9	11.5%	9.9%
Waite Park	11	14.1%	5.9%
Other	4	5.1%	11.1%
Ethnicity			
White or Caucasian	45	57.7%	77.7%
Black or African American	29	37.2%	11.7%
Hispanic or Latino	2	2.6%	3.6%
Asian or Asian American	1	1.3%	2.7%
American Indian or Alaska Native	0	0.0%	0.2%
Native Hawaiian or Other Pacific Islander	0	0.0%	0.0%
Some Other Race	0	0.0%	0.2%
Two or More Races	1	1.3%	3.9%
Number in Household			
1 Person	21	27.6%	30.0%
2 People	20	26.3%	33.9%
3 People	9	11.8%	14.9%
4 or More People	26	34.2%	21.2%
Household Income			
Less than \$5,000	6	10.0%	2.3%
\$5,000 to \$9,999	1	1.7%	1.6%
\$10,000 to \$14,999	7	11.7%	3.9%
\$15,000 to \$19,999	7	11.7%	4.0%
\$20,000 to \$24,999	6	10.0%	4.1%
\$25,000 to \$34,999	8	13.3%	7.8%
\$35,000 to \$49,999	8	13.3%	12.8%



Category	Total Survey Participant Responses	% of Total Survey Participant Responses	% of MPA Population Estimates
\$50,000 to \$74,999	8	13.3%	18.8%
\$75,000 to \$99,999	8	13.3%	14.8%
\$100,000 to \$149,999	1	1.7%	16.2%
\$150,000 or more	0	0.0%	13.6%
Age			
Under 20	0	0.0%	27.0%
20 to 24	1	1.4%	11.7%
25 to 29	7	9.5%	6.9%
30 to 34	3	4.1%	6.6%
35 to 39	9	12.2%	6.2%
40 to 44	10	13.5%	6.1%
45 to 49	11	14.9%	5.1%
50 to 54	7	9.5%	5.2%
55 to 59	10	13.5%	5.5%
60 to 64	6	8.1%	5.4%
65 to 69	3	4.1%	4.3%
70 to 74	4	5.4%	3.8%
75 to 79	2	2.7%	2.8%
80 to 84	1	1.4%	1.4%
85 and over	0	0.0%	1.8%
Physical Disability			
Yes	30	40.0%	11.9%
No	45	60.0%	88.1%
Where Were You Born			
In the U.S.	54	70.1%	90.8%
Outside the U.S.	23	29.9%	9.2%
Primary Language Spoken at Home			
English	59	75.6%	87.4%
Something Other than English	19	24.4%	12.6%

Figure 3.42. Results from the APO's demographic questionnaire compared to the population estimates of various demographics within the Saint Cloud MPA. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless note.



4 - Social Media

In 2023, the APO had the following active social media accounts: Facebook, Instagram, and TikTok. Facebook is the predominant platform staffers use. Along with social media platforms the APO relied on their quarterly newsletter, The Oxcart, to engage members of the public.

Facebook

Throughout 2023, the number of followers on the APO's Facebook page remained relatively the same. As of Jan. 1, 2024, the APO's Facebook page had 467 followers, a 1.7% increase compared to the 459 followers in January 2023.

Time Period	Total Number of Followers	Percent Increase from the Previous Year
2018 - July	220	N/A
2019 - July	237	7.7%
2020 - July	272	23.6%
2021 - July	343	26.1%
2022 - July	428	24.8%
2023 - January	459	7.2%
2024 - January	467	1.7%

Figure 4.1. Number of Facebook followers by year.

The number of Facebook reaches from 2022 to 2023 increased substantially (766%). This increase can be primarily attributed to the post about the Mississippi River Bridge study in January, which was a boosted post. That post alone accounted for over half of this year's reach at 11,550.

Time Period	Reach	Percent Increase from the Previous Year
2022	2,273	NA
2023	19,684	766%

Figure 4.2. The number of yearly Facebook reaches.

Demographics

Based on the demographic breakdown of the APO's Facebook followers compared to the MPA population estimates, there is a notable gender disparity, with a higher representation of females. The majority of our followers are between the ages of 25-44, with a notable underrepresentation of followers in the 18-24 age group.

Category	% of APO Facebook Followers	% of Total Facebook Users	% of MPA Population Estimates
Gender			
Male	41.7%	56.3%	50.2%
Female	58.3%	43.7%	49.8%
Age			
18-24	0.4%	21.5%	11.7%*
25-34	22.4%	29.9%	13.5%
35-44	31.6%	19.4%	12.3%
45-54	21.2%	11.6%	10.3%
55-64	13.8%	7.3%	10.9%
65 and over	10.6%	5.6%	14.1%

Figure 4.3. Population estimates of various demographics within the Saint Cloud MPA compared to Facebook followers. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted. *ACS data groups under 20 into one category. Percent of Facebook user's data courtesy of Hootsuite.



Instagram

Throughout 2023, the number of followers on the APO's Instagram page gradually grew. As of Jan. 1, 2024, the APO's Instagram page had 198 followers, a 7.6% increase compared to the 184 followers in January of 2023.

Time Period	Total Number of Followers	Percent Increase from the Previous Year
2023 - January	184	NA
2024 - January	198	7.6%

Figure 4.3. Number of Instagram followers by year.

The number of Instagram reaches from 2022 to 2023 increased substantially (997.5%).

Time Period	Reach	Percent Increase from the Previous Year
2022	122	NA
2023	1,339	997.5%

Figure 4.3. The number of yearly Instagram reaches.

Demographics

Much like Facebook, the APO's Instagram demographic of followers, compared to the MPA population estimates, shows a notable gender disparity, with a higher representation of females. The majority of our followers are between the ages of 25 and 44, with a notable underrepresentation of followers in the 18 to 24 age group.

Category	% of APO Instagram Followers	% of Total Instagram Users	% of MPA Population Estimates
Gender			
Male	35.7%	50.7%	50.2%
Female	64.3%	49.3%	49.8%
Age			
18-24	3.0%	30.1%	11.7%*
25-34	23.7%	31.5%	13.5%
35-44	33.3%	16.1%	12.3%
45-54	19.4%	8.0%	10.3%
55-64	14.0%	3.6%	10.9%
65 and over	6.6%	2.1%	14.1%

Figure 4.4. Population estimates of various demographics within the Saint Cloud MPA compared to Instagram followers. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted. *ACS data groups under 20 into one category. Percent of Instagram user's data courtesy of Hootsuite.

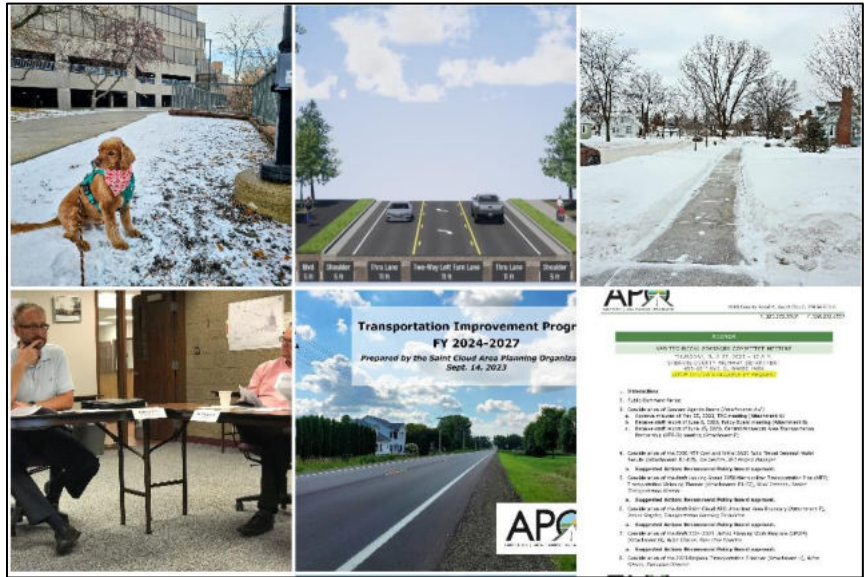


Figure 4.5. Example of APO Instagram posts.



TikTok

APO staff created a TikTok account in October 2022 and posted four videos in 2023. The APO felt this platform was underutilized in 2023 and will make an effort to post at least monthly in 2024. The creation of a TikTok account came out of the 2022 Annual Report, which suggested creating a TikTok to reach a younger audience.

Time Period	Total Number of Followers	Percent Increase from the Previous Year
2023 - January	4	NA
2024 - January	3	-25%

Figure 4.6. Number of TikTok followers by year.

Though the APO did not post frequently on TikTok, the number of reaches from 2022 to 2023 increased by 828%.

Time Period	Reach	Percent Increase from the Previous Year
2023 - January	288	NA
2024 - January	2,673	828.1%

Figure 4.7. The number of yearly TikTok reaches.

Demographics

The APO’s TikTok audience is predominantly male and skews younger (18-34) compared to other social media platforms such as Facebook and Instagram.

Category	% of TikTok users who viewed an APO video	% of Total TikTok Users	% of MPA Population Estimates
Gender			
Male	60.6%	50.8%	50.2%
Female	39.4%	49.2%	49.8%
Age			
18-24	33.1%	23.9%	11.7%*
25-34	34.1%	25.2%	13.5%
35-44	18.6%	17.1%	12.3%
45-54	9.2%	6.7%	10.3%
55 and over	5.0%	7.0%	25.0%

Figure 4.8. Population estimates of various demographics within the Saint Cloud MPA compared to TikTok users who viewed an APO video. Population data courtesy of 2018-2022 American Community Survey Five-Year Estimates unless noted. *ACS data groups under 20 into one category. Percent of total TikTok users’ data courtesy of Backlinko.

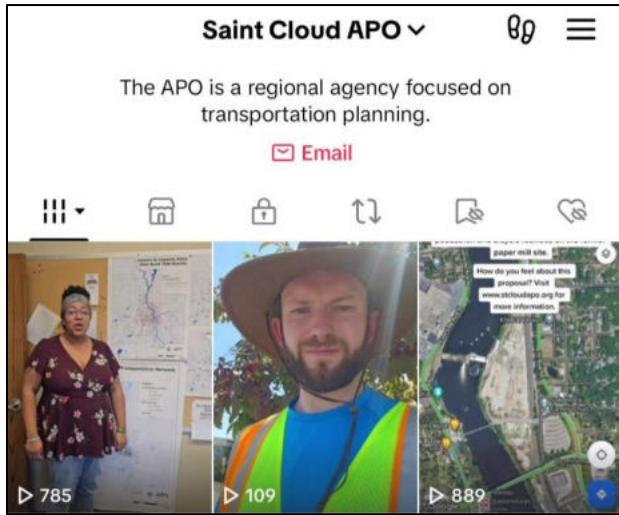


Figure 4.9. Example of the APO’s TikTok page.

The Oxcart

The Saint Cloud APO puts out a quarterly newsletter titled The Oxcart. During the calendar year 2023, the newsletter had three editions: January, September, and December. Due to technology issues, we could not obtain metrics (recipients, link clicks, etc.) for the January issue.



Figure 4.10. Logo of The Oxcart.

January Issue

The January issue of The Oxcart had five stories related to APO activities. The stories included the Looking Ahead 2050 proposed vision themes public comment period, the proposed changes to the 2023-2026 TIP, the two planning studies that were conducted in 2022 (Mayhew Lake Road and Opportunity Drive), the community input for the Mississippi Bridge study, and information on the upcoming ATAC meeting.

September Issue

The September issue of Oxcart was sent to 179 recipients. Of those 179 recipients, 44.1% opened the email, and 15.1% clicked on a link within a story. There was a total of 88 clicks on stories with links. The stories with the most link clicks are as follows: Safe Routes to School Grant (28), The Mississippi River Bridge (25), the link to the APO's Facebook (13), Looking Ahead 2050 Plan (12), and a link to the APO's website (10). Two recipients unsubscribed.



Figure 4.11. Example of the Safe Routes to School story from the September issue of The Oxcart.

December Issue

The December issue of The Oxcart was sent to 184 recipients. Of those 184 recipients, 36.4% opened the email, and 1.1% clicked on a link within a story. There was a total of seven clicks on stories with links. The stories with the most link clicks are as follows: Know Before you Go: Check out 511 (2), a link to the APO's website (2), a link to the APO's Facebook page (2), and a link to the APO's YouTube Channel which no longer exists (1).



5 – Limited English Proficiency (LEP) Monitoring

As part of the APO's SEP, staff have developed a Limited English Proficiency (LEP) plan to identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access services provided. Defined in Executive Order 13166, persons with limited English language proficiency are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English.

Per Federal regulations, APO staff will review its LEP Plan on an annual basis. As part of that review, staff will include the following:

- The number of documented persons with limited English language proficiency contacts encountered.
- How the needs of persons with limited English language proficiency have been addressed.
- Determination of the current LEP population in the service area.
- Determination of whether the need for translation services has changed.
- Determination of whether local language assistance programs have been effective and sufficient to meet the need.
- Determination of whether the APO's financial resources are sufficient to fund language assistance resources needed.
- Determination of whether the APO fully complies with the goals of the LEP plan.

- Determination of whether complaints have been received concerning the agency's failure to meet the needs of individuals with limited English language proficiency.
- Maintain a Title VI complaint log which includes LEP to determine issues and basis of complaints.

Below is the APO's 2023 LEP self-evaluation.

Number of documented persons with limited English language proficiency contacts encountered.

In calendar year 2023, the APO had no requests for interpreters and no requests for translated documents. The APO's Board, committees, staff, contractors, and sub-recipients have not knowingly had any contact with persons with limited English language proficiency. There were no encounters from those with limited English language proficiency at any APO meetings, events, or activities.

How the needs of persons with limited English language proficiency have been addressed.

A person who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English may be identified as a person with limited English language proficiency and may be entitled to language assistance with respect to the APO's programs and services. Language assistance can include interpretation, which means oral or spoken transfer of a message from one language into another language, and/or translation, which means the written transfer of a message from one language into another language.

APO staff may notify and identify a person with limited English language proficiency who needs language assistance by:



- Posting notice in a conspicuous and accessible place in the APO office of the LEP plan and the availability of interpretation or translation services free of charge in languages persons with limited English language proficiency would understand.
- Posting the APO's LEP plan on the APO website.
- Greeting visitors and participants as they arrive at the APO office or APO-sponsored meetings or events. By informally engaging participants in conversation or by using language identification cards, it is possible to gauge each attendee's ability to speak and understand English. Although translation may not be available at the time, it will help identify future needs.
- Providing "I Speak" cards to assist in identifying the language interpretation needed if the occasion arises.
- APO staff will be surveyed annually as part of the annual monitoring process.
- Publishing advanced public notice of the event including information on procuring a translator or interpreter.

In regard to meeting the needs of persons with limited English language proficiency, the APO strives to:

1. Take reasonable steps to provide the opportunity for meaningful access to clients who have difficulty communicating in English.
2. Provide the following resources to clients who have difficulty communicating in English:
 - a. Interpretive services for public meetings, if advance notice is provided to the APO and such services are available.
 - b. Translated versions (or provide for interpretation of relevant sections) of all

documents/publications upon request, within a reasonable time frame and if resources permit.

Additionally, the APO includes the following paragraph – which is translated into both Somali and Spanish in accordance with the Safe Harbor Provision – at the bottom of every agenda distributed to the public by the APO; on the APO's website under the [Get Involved](https://stcloudapo.org/get-involved/) (<https://stcloudapo.org/get-involved/>) dropdown; displayed at the APO office near the desk of the administrative assistant and within the APO's conference room; and displayed near the sign-in form at all in-person meetings and in-person engagement events:

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 Translation:

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 Translation:

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.

During this time frame, APO staff did not provide any surveys in multiple languages. However the APO's community liaison CAIRO did interpret the MTP survey to their clients.

LEP Population in the MPA

The most current data set available to APO staff that provided the most complete breakdown of languages by individual jurisdiction within the MPA was the 2018-2022 ACS Five Year Estimates.

According to the estimates, approximately 87.4% of the Saint Cloud MPA population over the age of 5 speaks only English. About 12.6% of the people within the MPA over age 5 speak a language other than English at home. Of this, 4.5% speak English less than "very well." This is on par with the state (4.5%) and below the national (8.2%) threshold for people who speak English less than "very well."

Geographic Area	Population Estimates (Population 5 Years and Over)	Population (5+) Who Speak English Less Than "Very Well"	Percent of Total Population
United States	312,092,668	25,704,846	8.2%
Minnesota	5,354,746	240,339	4.5%
Saint Cloud MPA	130,891	5,944	4.5%

Figure 5.1: A geographic breakdown of the 2018-2022 population estimates of people over age 5 who speak English less than "very well." Data courtesy of the 2018-2022 American Community Survey Five-Year Estimates.

Among persons speaking English "less than very well" within the MPA, the most common languages, according to the ACS data, are other and unspecified languages (3,578



people or 2.7%); Spanish (875 people or 0.7%); and Vietnamese (473 people or 0.4%).

In consultation with the Saint Cloud area's urban transit provider, Saint Cloud Metro Bus, and St. Cloud ISD 742 data it was determined that other and unspecified languages is most likely Somali. Data from District 742 reveal the most common languages excluding English are Somali (26.5%), Spanish (5.5%), and Vietnamese (0.8%).

U.S. DOT has adopted the Safe Harbor Provision, which outlines circumstances that can provide a "safe harbor" for recipients regarding the translation of vital written materials for LEP populations. A vital document includes paper or electronic, written material that contains information that is critical for accessing a component's programs, services, benefits, or activities; directly and substantially related to public safety; or required by law. The Safe Harbor Provision applies to eligible LEP language groups that constitute 5% or 1,000 persons, whichever is less of the total population of persons eligible to be served or likely to be affected or encountered.

Determination of whether the need for translation services has changed.

The need for interpretation and translation services and the APO's commitment to respond to those needs have remained consistent.

Determination of whether local language assistance programs have been effective and sufficient to meet the need.

APO staff can respond to requests for language assistance utilizing a list of interpreter and translation services that can be made available. As stated earlier, the APO has had no documented encounters with LEP individuals. However, staff

feel they are prepared to accommodate individuals with limited English proficiency appropriately.

Determination of whether the APO's financial resources are sufficient to fund language assistance resources needed.

Given its limited financial resources, the APO is likely unable to provide full multi-language translations of large planning documents or agenda packets. Given the limited LEP population, it is unlikely this would be warranted. However, the APO will consider any such requests and its ability to satisfy them on a case-by-case basis as they arise.

Determination of whether the APO fully complies with the goals of the LEP plan.

While citizens' involvement in APO planning activities is voluntary and not considered a vital, immediate, or emergency direct service, the APO is committed to ensuring all persons interested in APO activities have equal and equitable access to do so.

The APO's goals for public involvement include early accessible, and continuous opportunities for public participation; reasonable public access to technical and policy information used in the development of plans and projects; and a reasonable amount of time to review materials and comment prior to adoption of any plan or amendment.

In pursuit of these goals, the APO is committed to ensuring materials are accessible to those whose who speak English "less than very well." As identified in the SEP, the APO provides notice to the public of how translation and/or interpretive services can be provided to review APO documents (including agendas) and participate in APO planning activities.

Sufficient Staff Training

The APO recognizes the significance of staff with appropriate training and resources available to assist LEP individuals. The following training will be provided to all staff on an annual basis and upon new hire employee orientation:

- Information on the Title VI Policy and LEP responsibilities.
- Description of language assistance services available and offered to the public.
- Use of the “I Speak” cards.
- Documentation of language assistance requests.
- How to handle a potential Title VI/LEP complaint.

APO staff attended training sessions for each of the following: Title VI on June 5, 2023; LEP on July 10, 2023; and a Title II training on June 5, 2023. The next training sessions will be held in early 2024.

To provide added assurances of staff training, the APO has prepared an LEP training and certificate of completion log to ensure staff compliance as it pertains to annual LEP training. This can be found in Appendix C.

Title VI/LEP Complaints

The APO assures that no person shall, on the grounds of race, color, or national origin as provided by Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987 (PL 100.259), be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under an agency-sponsored program or activity.

In the event an individual (or his/her/their representative) believes that he/she/they have been subject to discrimination prohibited by Title VI and other

nondiscrimination provisions they have the right to file a complaint. This includes LEP individuals.

In addition to responding to the complaint, the APO Title VI Coordinator, Brian Gibson, must maintain a log of all Title VI complaints filed against the APO.

As of December 2023, the APO has had no formal Title VI complaints filed against the organization.



*Figure 5.2. Person boarding a Saint Cloud Metro Dial-a-Ride Bus.
Photo courtesy of Metro Bus.



6 - Recommendations

Response to Past Recommendations

During the development of the past SEP Annual Reports, APO staff have made numerous recommendations for improving public engagement. It is crucial to ensure we evaluate recommendations from the prior year's SEP and continue working on recommendations from all SEPs. We aim to continue building off past recommendations and adjust our strategies and focuses. A complete list of past recommendations can be found in Appendix D.

Recommendations for Public Engagement

In addition to the self-evaluations in Appendix D, APO staff recommends focusing on the following strategies in the coming year. Some of these strategies have been recommendations from past annual reports that the APO is still working on. These recommendations are listed in no particular order.

Community Liaison for Hard-To-Reach Populations

APO staff annually evaluates its public input campaigns of the previous years to determine their effectiveness. Past demographic questionnaire results have indicated low to no response rates to APO outreach efforts among traditionally underserved populations. In response, APO staff met with community organizations that serve these under-represented populations to identify strategies or tools that could be used to ensure that they are aware of the opportunity to impact the decision-making process. One identified strategy was to hire people from within the various communities to convey the message to their friends

and neighbors. Outsiders and people from government organizations can often be distrusted. The community liaison initiative will serve as a pilot project to implement the suggestions received from community organizations. As public input opportunities become available, the APO will seek members of traditionally underserved populations, train them on the available product for public review and comment, and then ask them to work within their communities to spread the word. These individuals will be contractors to the APO and keep a timesheet that includes descriptions of their actions in support of this effort. Afterward, APO staff will again evaluate participation from under-represented populations to determine if the pilot project was successful or not.

- **Results: Achieved.** The APO did hire two community liaisons in 2023. The 2024-2025 UPWP allocates \$8,000 to continue the community liaison program.

Reach a Younger Audience on TikTok

Social media apps such as Facebook, Instagram, and YouTube have existed for many years. Other apps, such as TikTok, are relevantly new to the lineup but have a growing audience. APO's demographic surveys reveal that the average age of survey takers skews on the older side. Creating a TikTok can help the APO reach a younger audience.

- **Results: Ongoing progress.** APO staff created a TikTok account in Oct. 2022. Four TikToks were posted to the APO's account in 2023. Our reach on TikTok does show about one-third of those who viewed an APO video were 18-24 years of age, and another third were 25-34 APO staff will work to

continue creating content on TikTok and grow our following.

Explore Innovative Engagement Tools

Cited in the 2021 SEP Annual Report, APO staff will further explore a variety of public engagement tools and determine if they are practical to implement, including weighing the costs of using these methods.

- **Results: Ongoing.** APO staff have consistently explored innovative engagement tools, including Jamboard and Nextdoor.

Send Qualitative Survey to Consultant Participants

The APO contracts with consultants to help with a variety of tasks. Some tasks include hosting engagement events or creating surveys for the public. After every APO-hosted event and/or survey, we send a qualitative survey to participants who gave us their email. When the public attends an engagement event or takes a survey hosted by a consultant that reflects upon the APO, we should know how they felt about the experience.

- **Results: Adequate.** The APO did not send a survey for the two Mississippi River Bridge Study meetings in September.

Review TIP Public Engagement Process

The TIP is a multi-year program of transportation investments in the Saint Cloud MPA. Currently, the majority of public outreach events conducted by the APO revolve around TIP development and amendments. The APO should further review how we publish and conduct TIP notices, events and research how other MPOs do TIP public engagement.

- **Results: Did not complete.** Review the TIP Public Engagement Process and improve engagement in 2024.

Though the APO did not accomplish every recommendation during this report, the APO should always strive to improve its public engagement process through a wide variety of strategies.

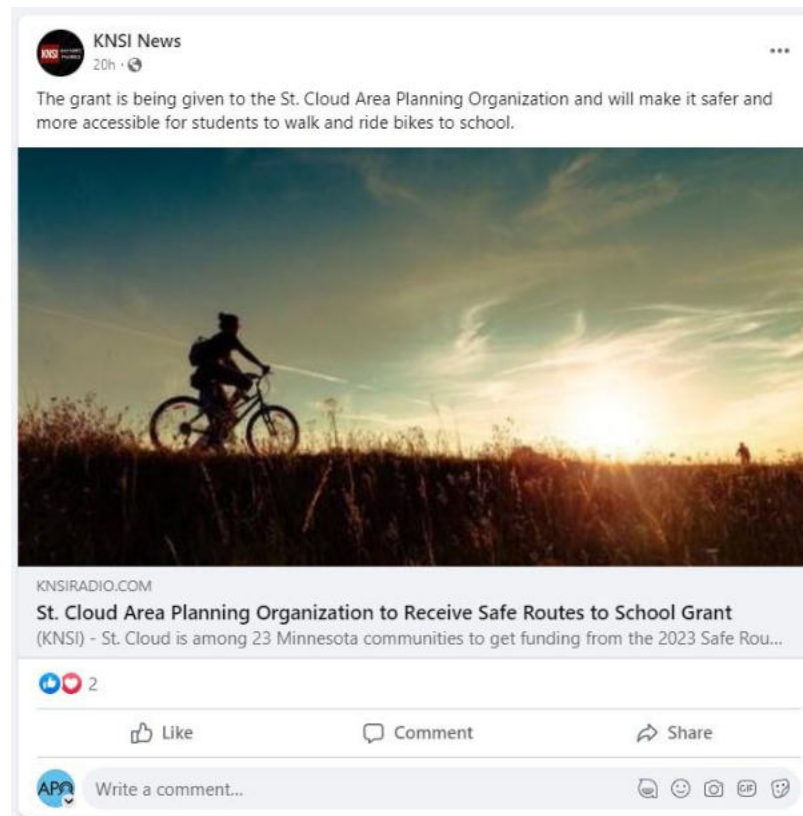


Figure 6.1 Example of a news article posed about the APO from KNSI.

New Recommendations for Public Engagement

Consistency in Posting Public Meetings on Facebook, Instagram, and the APO's Website

Expanding on the goal in the 2022 Annual Report of consistency in posting public meetings on Facebook, the APO wants to expand this goal to include Instagram. Informing the public of opportunities to voice their opinions at APO-related activities increases the visibility and understanding of transportation issues for the public, APO staff, and decision-makers. To increase public awareness of the Policy Board, TAC, ATAC, and consultant lead public meetings, every meeting date should be advertised via Facebook, Instagram, and the APO's website.

- **Recommendation:** APO staff will advertise all public meetings on Facebook, Instagram, and the APO's website.

Post Original Content on All Social Media Accounts

This recommendation is very similar to previous recommendations including from 2020 (be more consistent in the use of all social media accounts) and 2022 (explore more effective usage of available social media). Facebook is the predominant social media platform the APO staff uses, though the APO does have a presence on other platforms, including Instagram and TikTok. Instagram had several posts over the last year, but TikTok had only four. Posting consistency will help grow our following on each social media platform as well as keep the public informed on APO-related activities.

- **Recommendation.** The APO should post original weekly content on Facebook and Instagram and at least monthly to TikTok.

Establish Social Media Roles Within the APO

Based on the review of 2023, there were inconsistent postings for public meetings. In 2024 and going forward, internally, the APO should assign a person(s) to post on Facebook, Instagram, and the APO's website for meetings such as TAC, Policy Board, ATAC, and consultant-led public events.

- **Recommendation:** Establish social media roles within the agency.

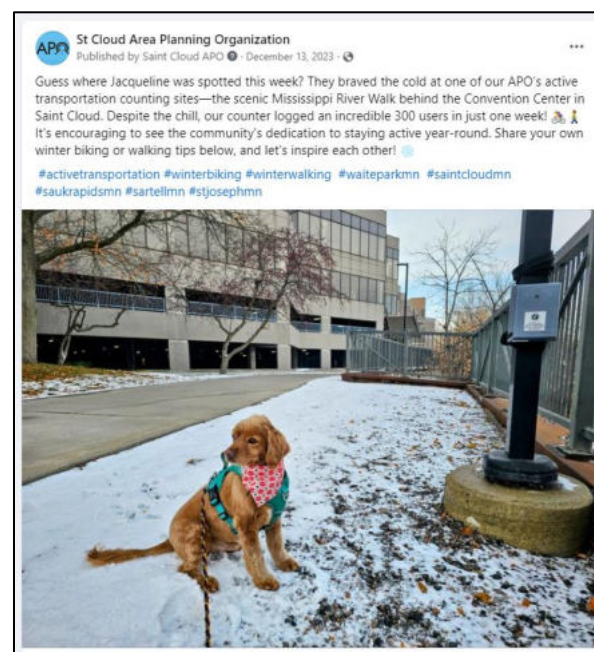


Figure 4.2. Example of a post on the APO's Facebook page.



Appendix A

Public Engagement Calendar of Events

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Public Engagement Calendar of Events

Month	Date	Location	Method of Event	Purpose of Event	Number of Public Participants
January	1/9/2023	Metro Bus Downtown Transit Center	In-Person	MTP Public Engagement	10
January	1/10/2023	Online -- Facebook Live	Online -- Facebook Live	MTP Public Engagement	NA
January	1/11/2023	Roosevelt Boys and Girls Club	In-Person	MTP Public Engagement	10
January	1/12/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
January	1/13/2023	Great River Regional Library	In-Person	TIP Open House	1
January	1/17/2023	Online -- Facebook Live	Online -- Facebook Live	TIP Open House	NA
January	1/17/2023	Southside Boys and Girls Club	In-Person	MTP Public Engagement	10
January	1/19/2023	Eastside Boys and Girls Club	In-Person	MTP Public Engagement	13
January	1/24/2023	Online -- Zoom	Online -- Zoom	ATAC Meeting	1
January	1/25/2023	CrestView Shoppes, 3031 Roosevelt Road, Saint Cloud	In-Person	Mississippi River Bridge Community Meeting	53
January	1/26/2023	WJON Radio	WJON Radio	MTP Public Engagement	NA
January	1/30/2023	Haven Town Hall 4230 45th Ave SE Saint Cloud, MN	In-Person	Mississippi River Bridge Community Meeting	80
February	2/2/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0
February	2/9/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
February	2/23/2023	Online -- Zoom	Online -- Zoom	TAC Meeting	0
February	2/28/2023	Online -- Facebook Live	Online -- Facebook Live	TIP Open House	NA
March	3/1/2023	Great River Regional Library	In-Person	TIP Open House	0
March	3/9/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
March	3/24/2023	Online -- Facebook Live	Online -- Facebook Live	TIP Open House	NA
March	3/29/2023	Great River Regional Library	In-Person	TIP Open House	0
March	3/30/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0
April	4/6/2023	City of Saint Cloud City Hall	In-Person	Transportation Summit	18
April	4/13/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
April	4/27/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0
May	5/11/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
May	5/23/2023	Sartell Community Center 850 19th Street South Sartell, MN	In-Person	CSAH 1 (River Avenue North) Corridor Study Public Input Meeting	32
May	5/25/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0
June	6/8/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
July	7/25/2023	Online -- Facebook Live	Online -- Facebook Live	TIP Open House	NA
July	7/26/2023	Great River Regional Library	In-Person	TIP Open House	1
July	7/27/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0
August	8/10/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
August	8/31/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0

Public Engagement Calendar of Events

Month	Date	Location	Method of Event	Purpose of Event	Number of Public Participants
September	9/19/2023	Haven Town Hall 4230 45th Ave SE Saint Cloud, MN	In-Person	Mississippi River Bridge Community Meeting	NA
September	9/20/2023	St. Cloud City Hall 1201 7th Street South Saint Cloud, MN	In-Person	Mississippi River Bridge Community Meeting	NA
September	9/21/2023	Great River Regional Library	In-Person	Policy Board Meeting	1
September	9/28/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0
October	10/10/2023	Whitney Senior Center 1527 Northway Drive Saint Cloud, MN	In-Person	CSAH 1 (River Avenue North) Corridor Study Public Input Meeting	25
October	10/12/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
October	10/26/2023	Stearns County Highway Department	Hybrid	TAC Meeting	0
November	11/9/2023	Great River Regional Library	In-Person	Policy Board Meeting	0
December	12/1/2023	Sartell Community Center 850 19th Street South Sartell, MN	In-Person	CSAH 1 (River Avenue North) Corridor Study Public Input Meeting	20



Appendix B

Social Media Public Engagement

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Month	Date	Platform	Purpose of Post	Post (Including post type)	Engagement (30 days after posted)	Reach	Impressions
January	01/05/2023	Facebook	MTP	Post Type: Photo (Event) In 2021 we asked you to share your transportation stories with us – the things that worked well and the things that needed to be improved upon. Through our combined engagement efforts, we received nearly 2,000 comments from central Minnesotans. APO staff were able to boil those comments down into six main “visioning” themes – the blueprint of where the Saint Cloud metropolitan area should be headed over the next 25 years. Between now and Tuesday, Jan. 31, we want to know – Did we hear you correctly? Should these themes remain a priority for the region? More information on the visioning themes: www.lookingahead2050.org MTP Survey: https://www.surveymonkey.com/r/V2CQ8FW	NA	37	NA
January	01/05/2023	Facebook	MTP	Post Type: Photo (Survey): Boosted In 2021 we asked you to share your transportation stories with us – the things that worked well and the things that needed to be improved upon. Through our combined engagement efforts, we received nearly 2,000 comments from central Minnesotans. APO staff were able to boil those comments down into six main “visioning” themes – the blueprint of where the Saint Cloud metropolitan area should be headed over the next 25 years. Between now and Tuesday, Jan. 31, we want to know – Did we hear you correctly? Should these themes remain a priority for the region? To take our survey and for more information on each of these themes, check out www.lookingahead2050.org	313	9,349	32,295
January	01/05/2023	Instagram	MTP	Post Type: Photo In 2021 we asked you to share your transportation stories with us – the things that worked well and the things that needed to be improved upon. Through our combined engagement efforts, we received nearly 2,000 comments from central Minnesotans. APO staff were able to boil those comments down into six main “visioning” themes – the blueprint of where the Saint Cloud metropolitan area should be headed over the next 25 years. Between now and Tuesday, Jan. 31, we want to know – Did we hear you correctly? Should these themes remain a priority for the region? To take our survey and for more information on each of these themes, check out www.lookingahead2050.org	0	30	35
January	01/10/2023	Facebook	MTP	Post Type: Facebook Live Video Join Senior Transportation Planner Vicki Johnson as she provides updates on the development of the APO's next long-range plan Looking Ahead 2050.	NA	77	NA
January	01/13/2023	Facebook	TIP	Post Type: Photo Senior Transportation Planner Vicki Johnson is ready to talk transportation! She will be at the St. Cloud library until 2:15 today (Jan. 13) getting feedback on proposed changes to Federally funded projects in the APO's Transportation Improvement Program. Can't make it? No problem! Check out www.stcloudapo.org for more information on the TIP and how you can get your voice heard!	19	158	184
January	01/17/2023	Facebook	TIP	Post Type: Facebook Live Video Senior Transportation Planner Vicki Johnson is here to discuss proposed changes to the APO's FY 2023-2026 Transportation Improvement Program.	NA	93	NA
January	01/17/2023	Facebook	Mississippi River Bridge Study	Post Type: Photo: Boosted We are seeking your feedback on the potential for a new Mississippi River bridge at 33rd Street South. Two community meetings are scheduled for: Wednesday, January 25, 2023, 2-5 pm at the CrestView Shoppes - 3031 Roosevelt Road Monday, January 30, 2023, 2-5 pm at Haven Town Hall, 4230 45th Ave. You can also review the information by clicking on this link: https://storymaps.arcgis.com/.../1259055ef6c24d0baf0def45... There is a survey at the end that you can use to provide your feedback.	3,488	11,550	16,671
January	01/18/2023	Facebook	ATAC Meeting	Post Type: Photo (Event) Contact Alex McKenzie (mckenzie@stcloudapo.org) to participate via Zoom. Agenda Packet found here: http://stcloudapo.org/.../01/January-2023-ATAC-Packet.pdf	NA	34	NA

Month	Date	Platform	Purpose of Post	Post (Including post type)	Engagement (30 days after posted)	Reach	Impressions
January	01/31/2023	Facebook	Policy Board Meeting	Post Type: Photo (Event) The APO Policy Board will be meeting February 9, 2023 at the Great River Regional Library in the Bremer Community Room. Visit our website for more information. https://stcloudapo.org/boards-committees/policy-board/	NA	35	NA
February	02/14/2023	Facebook	TAC Meeting	Post Type: Photo (Event) Due to the impending winter weather, the APO's Technical Advisory Committee will be meeting online via Zoom for its regularly scheduled meeting on Thursday, Feb. 23 starting at 10 a.m. Members of the public are welcome to email ikeogu@stcloudapo.org at least 24 hours in advance for access to the Zoom link. Visit our website for more information: https://stcloudapo.org/.../technical-advisory-committee.../	NA	39	NA
February	02/15/2023	Facebook	TIP	Post Type: Photo (Survey) The Saint Cloud Area Planning Organization (APO) has received several requests to amend its Transportation Improvement Program (TIP). The APO is beginning its initial 30-day public comment period on these changes starting on Wednesday, Feb. 15, and running through Friday, March 17, 2023. During this time period, we are asking the public to weigh in and provide their input on these proposed changes. Take our online survey: https://www.surveymonkey.com/r/B7GRVLH . Attend our in-person open house from 11 a.m. to 1 p.m. on Wednesday, March 1 at the St. Cloud library. Participate in our virtual open via Facebook Live starting at 3:30 p.m. on Tuesday, Feb. 28.	1	39	52
February	02/15/2023	Instagram	TIP	Post Type: Photo The Saint Cloud Area Planning Organization (APO) has received several requests to amend its Transportation Improvement Program (TIP). The APO is beginning its initial 30-day public comment period on these changes starting on Wednesday, Feb. 15, and running through Friday, March 17, 2023. During this time period, we are asking the public to weigh in and provide their input on these proposed changes! 🗳️ Take our online survey: https://www.surveymonkey.com/r/B7GRVLH 🗳️ Attend our in-person open house from 11 a.m. to 1 p.m. on Wednesday, March 1 at the St. Cloud library 📺 Participate in our virtual open house on the APO's Facebook page (www.facebook.com/stcloudapo) starting at 3:30 p.m. on Tuesday, Feb. 28.	1	42	44
February	02/21/2023	Facebook	TIP	Post Type: Photo (Event) A virtual public input meeting via Facebook Live to discuss changes to the TIP will be held starting at 3:30 p.m. on Tuesday, Feb. 28. Visit our website for more details. http://stcloudapo.org/changes-to-the-tip-need-your-feedback/	NA	37	NA
February	02/28/2023	Facebook	TIP	Post Type: Facebook Live Video Join Saint Cloud APO Senior Transportation Planner Vicki Johnson as she walks through the latest requests to modify the 2023-2026 Transportation Improvement Program (TIP).	NA	103	NA
March	03/14/2023	Facebook	TIP	Post Type: Photo (Event) The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Saint Cloud Metropolitan Planning Area (MPA). 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 requested a change be made to the current TIP. Visit the Saint Cloud APO website for more details: http://stcloudapo.org/changes-to-the-tip-need-your.../	NA	23	NA
March	03/24/2023	Facebook	TIP	Post Type: Facebook Live Video Join Saint Cloud APO Associate Transportation Planner Alex McKenzie as he walks through the latest requests to modify the 2023-2026 Transportation Improvement Program (TIP).	NA	57	NA
March	03/29/2023	Facebook	TIP	Post Type: Text Associate Transportation Planner Alex McKenzie will be at the Great River Regional Library in Saint Cloud talking about the latest TIP amendment. Come out and say hi! He will be here from 11a.m. until 1p.m.	1	67	78

Month	Date	Platform	Purpose of Post	Post (Including post type)	Engagement (30 days after posted)	Reach	Impressions
April	04/12/2023	Facebook	Policy Board Meeting	Post Type: Photo The APO Policy Board will be meeting Thursday at 4:30 pm at the Great River Library. The meeting is open to the public. The agenda is pictured below, but you can see the full agenda packet at bit.ly/3MxG6LM	4	58	68
April	04/25/2023	Facebook	TAC Meeting	Post Type: Photo The APO Technical Advisory Committee (TAC) will be meeting Thursday at 10:00 a.m. at the Stearns County Highway Department. The meeting is open to the public. The agenda is pictured below, but you can see the full agenda packet at https://bit.ly/3NcITdr	5	49	60
April	04/25/2023	Instagram	TAC Meeting	Post Type: Photo The APO Technical Advisory Committee (TAC) will be meeting Thursday at 10:00 a.m. at the Stearns County Highway Department. The meeting is open to the public. The agenda is pictured below, but you can see the full agenda packet at https://bit.ly/3NcITdr .	0	36	37
May	05/09/2023	Facebook	Policy Board Meeting	Post Type: Photo The APO Policy Board will be meeting Thursday at 4:30 pm at the Great River Library. The meeting is open to the public. The agenda is pictured below, but you can see the full agenda packet at https://bit.ly/3pmhRGM .	3	51	60
May	05/09/2023	Instagram	Policy Board Meeting	Post Type: Photo The APO Policy Board will be meeting Thursday at 4:30 pm at the Great River Library. The meeting is open to the public. The agenda is pictured below, but you can see the full agenda packet at https://bit.ly/3pmhRGM .	0	32	34
May	05/10/2023	Facebook	CSAH 1 (River Avenue N) Corridor Study	Post Type: Photo The APO, in coordination with Stearns County and the cities of Sartell and Saint Cloud, has undertaken a study of River Avenue North in St. Cloud. A public input meeting has been scheduled for May 23rd from 5:00 until 6:30 pm at the Sartell Community Center (850 19th Street North, Sartell). You can find many more details on the County's project webpage: https://www.stearnscountymn.gov/1662/CSAH-1-Corridor-Study	3	43	56
May	05/17/2023	Facebook	TAC Meeting	Post Type: Photo Join us next Thursday (May 25) for the APO's Technical Advisory Committee (TAC) meeting. This meeting will be held at the Stearns County Highway Department (455-28th Ave. S, Waite Park) starting at 10 a.m. To participate via Zoom, please contact APO Senior Transportation Planner Vicki Johnson for the link! Check out our agenda packet here: http://stcloudapo.org/.../05/05252023-FINAL-TAC-Agenda.pdf	2	39	48
May	05/22/2023	Facebook	Safety Town	Post Type: Photo Last week the APO had the honor of participating in Safety Town with kids from Saint Peter & Paul School, Saint Boniface School, and Richmond Elementary School. What an amazing time! All of us had a blast!	NA	NA	NA
June	06/05/2023	Facebook	Bike Rodeo	Post Type: Photo Are you interested in bike and pedestrian safety? The APO is looking for volunteers at the bike rodeo during this year's Saint Cloud Granite City Days on June 25th from 11 AM-2 PM. Bike rodeos present driving courses designed to simulate actual road situations commonly encountered by bicyclists. Contact Alex McKenzie (mckenzie@stcloudapo.org) for more information.	1	73	84
June	06/25/2023	Facebook	Bike Rodeo	Post Type: Photo Come down to Lake George and test your skills at the bike rodeo! We'll be here from 11am to 2pm.	16	132	141
July	07/21/2023	Facebook	TIP	Post Type: Video The APO is now taking your comments on the draft 2024-2027 Transportation Improvement Program (TIP). More information can be found here: https://stcloudapo.org/draft-2024-2027-tip-open-for.../	1	24	33

Month	Date	Platform	Purpose of Post	Post (Including post type)	Engagement (30 days after posted)	Reach	Impressions
July	07/21/2023	Facebook	TIP	Post Type: Photo (Event) The APO is now taking your comments on the draft 2024-2027 Transportation Improvement Program (TIP). More information can be found here: https://stcloudapo.org/draft-2024-2027-tip-open-for.../	NA	1	NA
July	07/21/2023	Facebook	TAC Meeting	Post Type: Photo (Event) The APO's TAC will be hosting a regularly scheduled meeting. To view the agenda click here: https://stcloudapo.org/.../technical-advisory-committee.../	5	27	31
July	07/21/2023	Facebook	TIP	Post Type: Video The APO is now taking your comments on the draft 2024-2027 Transportation Improvement Program (TIP). More information can be found here: https://stcloudapo.org/draft-2024-2027-tip-open-for.../	NA	NA	NA
July	07/25/2023	Facebook	TIP	Post Type: Photo Calling all Benton County, MN residents. The APO is currently asking for your thoughts on a Federally-funded project the county is hoping to construct -- a roundabout at the intersection of Mayhew Lake Road and CSAH 29. Let us know what you think by completing this short survey: https://www.surveymonkey.com/r/8GN2YWP Public comment on this and other Federally funded projects within the Saint Cloud metro ends on Aug. 11 as part of the 2024-2027 Transportation Improvement Program (TIP). Find out more at www.stcloudapo.org .	3	41	43
July	07/25/2023	Facebook	TIP	Post Type: Facebook Live Video Join Senior Transportation Planner Vicki Johnson as she walks through the 2024-2027 Transportation Improvement Program (TIP).	NA	19	NA
July	07/25/2023	Instagram	TIP	Post Type: Photo The APO is now taking your comments on the draft 2024-2027 Transportation Improvement Program (TIP). More information can be found here: https://bit.ly/43GovWM	1	30	36
July	07/26/2023	Facebook	TIP	Post Type: Photo Stearns County MN Government has several Federally funded projects occurring in the St. Cloud metro area over the next several years. We want to know what you think. Let us know as part of the APO's 2024-2027 Transportation Improvement Program (TIP) public comment period. To find out more about the proposed Stearns County projects (and other Federal/state funded projects in the region) check out our website: https://stcloudapo.org/draft-2024-2027-tip-open-for.../ Or feel free to take the Stearns County TIP survey: https://www.surveymonkey.com/r/W9DQMZ8 Don't delay. The public comment period ends on Aug. 11!	1	39	45
July	07/26/2023	Instagram	TAC	Post Type: Photo The APO Technical Advisory Committee (TAC) will be meeting Thursday at 10:00 a.m. at the Stearns County Highway Department. The meeting is open to the public. The agenda is pictured below, but you can see the full agenda packet at https://stcloudapo.org/boards-committees/tac/ .	0	23	27
July	07/27/2023	Facebook	TIP	Post Type: Photo Sherburne County MN Government is looking to do some safety projects (intersection lighting and mumble strip installation) in various locations across Haven Township. How do you feel about that? We want to know! These projects and other Federal and/or state-funded projects across the St. Cloud metro are currently being proposed as part of the draft 2024-2027 Transportation Improvement Program (TIP). Find out more about the projects and how you can provide your feedback by checking out our website: www.stcloudapo.org . To take the Sherburne County TIP survey, follow this link: https://www.surveymonkey.com/r/W9WNKHJ Public comment on this closes Aug. 11!	1	34	1
July	07/28/2023	Facebook	TIP	Post Type: Photo City of St. Cloud, MN has pursued Federal funding to construct some electric vehicle charging stations as well as reconstruct 22nd Street S from Oak Grove Road SW to Cooper Avenue. What do you think? We want to know! These projects are included as part of the APO's draft 2024-2027 Transportation Improvement Program (TIP) which is out for public comment now through Aug. 11. Share your thoughts about these particular	2	27	31

Month	Date	Platform	Purpose of Post	Post (Including post type)	Engagement (30 days after posted)	Reach	Impressions
				projects by taking this survey: https://www.surveymonkey.com/r/8G9RS9W To learn more about the 2024-2027 TIP as well as see the other Federal and/or state-funded projects slated to occur during this time frame, check out our website: www.stcloudapo.org . Remember, get your comments in by Aug. 11!			
July	07/29/2023	Facebook	TIP	Post Type: Survey WACOSA is currently planning on replacing two buses in their fleet between now and 2027 using Federal dollars. What are your thoughts? The APO is currently seeking comments on the draft 2024-2027 Transportation Improvement Program and the projects in it -- including WACOSA's. To weigh in on the WACOSA bus purchases follow this survey link: https://www.surveymonkey.com/r/YLJVB5C To learn more about the draft TIP and to see the other projects that are planning on being funded with Federal and/or state funds, check out our website: www.stcloudapo.org . Public comment ends on Aug. 11!	0	22	28
July	07/31/2023	Facebook	TIP	Post Type: Photo Have you heard? The APO's draft 2024-2027 Transportation Improvement Program (TIP) is now out for public review and comment!!! And we want to hear from YOU! The TIP contains projects that will be occurring in the Saint Cloud metro area between 2024-2027. This includes projects like a roundabout in St. Joseph (Minnesota Street and CSAH 2), sidewalks near Riverview Intermediate School in Sartell, and the reconstruction of Second Avenue S in Sauk Rapids. Find out what federally funded projects are slated to occur in the region by checking out our website: www.stcloudapo.org . And feel free to provide your comments on ALL of the proposed projects by taking our full TIP survey: https://www.surveymonkey.com/r/83DFLHW .	0	48	52
August	08/02/2023	Facebook	TIP	Post Type: Photo Live, work, or visit the City of Sartell ? Have an opinion on transportation? We want to hear from you! The city is proposing to complete several transportation improvements between 2024-2027 using federal funding. These projects are included as part of the APO's draft 2024-2027 Transportation Improvement Program now out for public comment. So if you have thoughts about Sartell projects, feel free to take our survey: https://www.surveymonkey.com/r/W75PDTZ To find out more about the draft 2024-2027 TIP and to view and comment on other proposed federally funded projects (or MnDOT projects) please check out the APO's website: www.stcloudapo.org Public comment on the draft TIP closes on Aug. 11, so get your comments in today!	85	695	763
August	08/02/2023	Facebook	TIP	Post Type: Photo The City of Sauk Rapids is preparing to do a major reconstruction project on Second Avenue S (Phase I is from Benton Drive to 10th Street S in 2024 and Phase II is from 10th Street S to the southern city limits in 2026). Both phases of this reconstruction project are receiving Federal dollars. What are your thoughts? The APO is taking public comments on the draft 2024-2027 Transportation Improvement Program (TIP) which includes both of these Sauk Rapids projects. To provide your comments on these specific projects, please take our survey: https://www.surveymonkey.com/r/83HZVSP To learn about these and other projects receiving Federal funding, check our website www.stcloudapo.org to find out more. Public comment closes on Aug. 11, so don't delay!	1	47	51
August	08/03/2023	Facebook	TIP	Post Type: Photo Like to walk/bike/roll? The City of Waite Park, Minnesota Government is planning on providing more options for you to do so. The city is hoping to construct a shared-use path along 15th N using federal funding. What are your thoughts? We want to know. This project and others receiving Federal funding across the metro are part of the APO's 2024-2027 Transportation Improvement Program (TIP) which is open for public comment through Aug. 11. Provide your comments on this Waite Park project by taking our survey: https://www.surveymonkey.com/r/W7XZZQM Check out our website at www.stcloudapo.org for more information on this and other projects within the draft TIP.	1	36	40
August	08/03/2023	Facebook	TIP	Post Type: Photo Did you know? The APO was a recipient of Congressionally Directed Spending to continue progress on the 33rd Street S Mississippi River crossing? Yes, it's true. The Federal government has awarded \$800,000 to the APO to begin the environmental process for this crossing. We want to know what you think? Let us know: https://www.surveymonkey.com/r/83RH9SS This project is just one of several Federally funded projects included in the	77	190	212

Month	Date	Platform	Purpose of Post	Post (Including post type)	Engagement (30 days after posted)	Reach	Impressions
				draft 2024-2027 Transportation Improvement Program (TIP). To learn more about the TIP and to check out all the other projects check out www.stcloudapo.org . Public comment on the draft TIP ends on Aug. 11!			
August	08/04/2023	Facebook	TIP	Post Type: Photo It's everyone's favorite time of year: Road construction season! The Minnesota Department of Transportation has several projects coming up in the Saint Cloud metro between 2024 and 2027. Find out more about them as well as let us know your thoughts by participating in the APO's 2024-2027 Transportation Improvement Program (TIP) public input period. Check out our survey on MnDOT specific projects: https://www.surveymonkey.com/r/W728NYD To learn more about the draft TIP be sure to check out our website: www.stcloudapo.org . Public comment on the draft TIP ends on Aug. 11.	5	38	40
August	08/05/2023	Facebook	TIP	Post Type: Photo Metro Bus has a ton of projects receiving Federal funding between 2024 and 2027 ranging from operating assistance to bus purchases. We want to know what you think! Let us know by taking our survey: https://www.surveymonkey.com/r/PR6QMDV These projects are part of the APO's 2024-2027 draft Transportation Improvement Program (TIP) which is out for public comment until Aug. 11. Feel free to check out our website www.stcloudapo.org for more information on the Metro Bus projects as well as learn more about all the other projects slated to receive federal funding assistance. Remember, you have until Aug. 11 to share your opinions with us!	1	40	42
August	08/09/2023	Facebook	TIP	Post Type: Photo Time is running out to provide your comments on the draft 2024-2027 Transportation Improvement Program (TIP)! For more information check out our website www.stcloudapo.org ! Hurry because public comment closes on Friday, Aug. 11!	1	26	29
August	08/09/2023	Instagram	TIP	Post Type: Photo Time is running out to provide your comments on the draft 2024-2027 Transportation Improvement Program (TIP)! For more information check out our website www.stcloudapo.org ! Hurry because public comment closes on Friday, Aug. 11!	2	23	27
August	08/22/2023	Facebook	TAC Meeting	Post Type: Photo (Event) The APO's Technical Advisory Committee (TAC) will have its regularly scheduled August TAC meeting. To learn more and/or view the agenda check out the APO's website: www.stcloudapo.org . A virtual option is also available. Please contact APO Senior Transportation Planner Vicki Johnson at ikeogu@stcloudapo.org for more information.	NA	0	NA
September	09/15/2023	Facebook	Policy Board Meeting	Post Type: Photo The next meeting of the APO Policy Board will be on Sept. 21 at 4:30 pm in the Mississippi Room of the Great River Regional Library. You can download the full agenda packet at: https://stcloudapo.org/.../September_Policy_Board_Full...	2	46	48
October	10/06/2023	Facebook	CSAH 1 (River Avenue N) Corridor Study	Post Type: Photo Stearns County is hosting the second public open house for the County Road 1 (River Avenue North) between County Road 120 and 9th Avenue in St. Cloud. The open house will be Tuesday, October 10 at the Whitney Senior Center from 5-7 pm with a short presentation at 6 pm. https://www.stearnscountymn.gov/1662/CSAH-1-Corridor-Study	2	38	43
October	10/16/2023	Facebook	TAC Meeting	Post Type: Photo Join the Saint Cloud APO's Technical Advisory Committee for its next regularly scheduled meeting at 10 a.m. on Thursday, Oct. 26. Check out the agenda on our website: https://tinyurl.com/4n6mnm9 .	2	49	56
October	10/16/2023	Instagram	TAC	Post Type: Photo Join the Saint Cloud APO's Technical Advisory Committee for its next regularly scheduled meeting at 10 a.m. on Thursday, Oct. 26. Check out the agenda on our website: https://tinyurl.com/4n6mnm9 .	1	36	39

Month	Date	Platform	Purpose of Post	Post (Including post type)	Engagement (30 days after posted)	Reach	Impressions
December	12/7/2023	Facebook	CSAH 1 (River Avenue N) Corridor Study	Post Type: Photo This year, the APO, in association with Transportation Collaborative & Consultants (TC^2), has been conducting a study of Stearns County Road 1 (aka, River Avenue North) between County Road 120 and 9th Avenue North. The public will have one more opportunity to provide their input and feedback on these draft recommendations. A public input meeting will be held on Monday, December 11 at 5:00 pm in the Sartell Community Center (850 19th Street South, Sartell, MN). All members of the public are invited to attend.	2	28	33
December	12/8/2023	Instagram	CSAH 1 (River Avenue N) Corridor Study	Post Type: Photo This year, the APO, in association with Transportation Collaborative & Consultants (TC^2), has been conducting a study of Stearns County Road 1 (aka, River Avenue North) between County Road 120 and 9th Avenue North. The public will have one more opportunity to provide their input and feedback on these draft recommendations. A public input meeting will be held on Monday, December 11 at 5:00 pm in the Sartell Community Center (850 19th Street South, Sartell, MN). All members of the public are invited to attend. #saintcloud #sartellmn #saukrapidsmn #stearnscounty #waiteparkmn	1	32	34
December	12/20/2023	Facebook	TIP	Post Type: Video Public comment is now open on proposed changes to the APO's 2024-2027 Transportation Improvement Program. Check out our website, stcloudapo.org, for more information on how you can leave your feedback. Public comment is open through Jan. 19.	0	19	25
December	12/20/2023	Instagram	TIP	Post Type: Video Public comment is now open on proposed changes to the APO's 2024-2027 Transportation Improvement Program. Check out our website, stcloudapo.org, for more information on how you can leave your feedback. Public comment is open through Jan. 19.	NA	27	NA



Appendix C

Staff Training Certifications

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LEP


2023 Annual Training Certification

The undersigned attended a training session regarding Title VI of the Civil Rights Act and its applicability to the Area Planning Organization.

The training occurred on July 10, 2023 and consisted of watching **Breaking Down the Language Barrier - Translating Limited English Proficiency into Practice** by the US Department of Health & Human Services, the USDA, and the US Department of Justice, and discussing it within the context of the APO's processes.



Brian Gibson



Alex McKenzie



Vicki Johnson



James Stapfer

Title II

2023 Annual Training Certification

The undersigned attended a ninety-minute training session regarding Title II of the Civil Rights Act and its applicability to the Area Planning Organization.


The training occurred on June 5, 2023 and consisted of watching ADA Title II 2016¹, a presentation to the Gaston County DHHS.



Brian Gibson



Alex McKenzie



Wicki Johnson



James Stapfer

¹ <https://youtu.be/ayQNmAqAI0s>

Title VI

2023 Annual Training Certification

The undersigned attended a 45-minute training session regarding Title VI of the Civil Rights Act and its applicability to the Area Planning Organization.

The training occurred on June 5, 2023 and consisted of watching **2020 Title VI Training**¹ by the Tennessee Coalition to end Domestic & Sexual Violence and discussing it within the context of the APO's processes.



Brian Gibson



Alex McKenzie



Vicki Johnson



James Stapfer

¹ https://youtu.be/_etLdKrCPYU



Appendix D

Past Recommendations

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Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2019	Public Meetings	APO staff realize they cannot change the nature of many of its meetings. TIP open houses are designed to discuss changes to federally funded transportation projects; ATAC (formerly BPAC) meetings are convened to discuss active transportation issues; TAC meetings have a heavy focus on technical information presented to agency and jurisdictional planners and engineers; and Policy Board meetings are designed to present actionable information to elected officials. However, APO staff can do a better job of advertising those meetings to encourage more public participation.	Consistently utilize its social media platform to advertise meetings. This will include creating Facebook events.	Poor - The APO irregularly posted APO-sponsored public meetings on Facebook.	Continue advertising meetings on social media.
			Utilize simpler, less jargon-filled language. This will be included in advertising on social media platforms, on the APO's website, and in agenda packet material.	Good - The APO should always be mindful when sharing information to the public.	Continue utilizing simpler, less jargon-filled language to the public.
2019	Infrequent APO Meetings	APO staff realize that distributing flyers or printed material around the MPA for regularly scheduled meetings may not be the best use of limited staff time. But for infrequent meetings such as the ATAC or TIP open houses posting flyers or notifications at key locations would be beneficial in notifying the public of input opportunities.	Identify several key locations – locations with high traffic and those that attract a demographically diverse audience – within the MPA to distribute flyers about infrequent APO meetings.	Poor - Did not do.	Due to limited staff time and low effectiveness, this suggestion is not recommended unless a specific and wide spread targeted public input campaign is underway.
			Utilize simpler, less jargon-filled language. This will be included in advertising on social media platforms, on the APO's website, and in agenda packet material (should the meetings contain an agenda).	Good - The APO should always be mindful when sharing information to the public.	Continue utilizing simpler, less jargon-filled language to the public.

Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2019	Follow Up on Action Taken on Public Input.	<p>When directly soliciting comments for specific plans or studies undertaken by the APO, APO staff record comments received by the public. Those documented comments are then individually responded to and are subsequently included into the plan/study. Comments received at public meetings (ATAC/TAC/Policy Board) are recorded in the meeting's minutes. These comments, however, are typically not disposed of in the same way as those on specific plans or studies. APO staff will do their best to provide follow up information to comments made during public meetings either with a follow up at the next regularly scheduled meeting and/or directly to the commenter dependent upon whether contact information is provided. By doing so, this will provide participants with the assurance that their opinions were heard.</p>	<p>At public input events, APO staff will ask participants if they are interested in signing up (providing their email address) in order to be contacted on specific topics they are interested in. However, currently these emails are lumped into one general stakeholder email listserv and are contacted very infrequently, if at all. Rather than attempt to manage multiple listservs on a wide variety of topics, APO staff will provide – at a minimum – quarterly updates to the one general stakeholder email listserv.</p>	<p>Excellent - The APO solicits emails at every public engagement event and creates specific lists based on topics the participant is interested in.</p>	<p>Continue soliciting emails at public engagement events.</p>
		<p>Out of all of the events and engagement opportunities provided during the time period of July 2018 and June 2019, participation in events around the TIP were virtually non-existent.</p>	<p>These updates will consist of a newsletter that will be distributed electronically and will be placed on the APO's website. These newsletters will consist of updates surrounding APO planning activities, such as active transportation, transit, and roadway construction projects, along with relevant transportation related information within the MPA. It is the hope that by providing this platform to interested stakeholders they will become more familiar with the roles and responsibilities of the APO and will receive regular updates on topics they have expressed interest in.</p>	<p>Fair - The APO has a quarterly newsletter (The Oxcart) that is sent out to interested stakeholders and is shared on social media and the APO's website. The Oxcart was only sent out three of the four quarter of 2023.</p>	<p>Continue the quarterly newsletter.</p>
2019	TIP Participation	<p>Out of all of the events and engagement opportunities provided during the time period of July 2018 and June 2019, participation in events around the TIP were virtually non-existent.</p>	<p>Relocate the open house events from the APO office to either a more centralized location – such as the Saint Cloud branch of the Great River Regional Library – or reach out to member jurisdictions who are impacted by the changes to the TIP during the amendment process for suggested locations for in-person events.</p>	<p>Great - The APO moved open house events from the APO to the Great River Regional Library.</p>	<p>Continue open houses at the library and look into adding event locations in the jurisdictions who are impacted by changes to the TIP.</p>
			<p>Develop an online survey during the 30-day public comment period that would be advertised online, in the required legal notice, and on social media.</p>	<p>Excellent - A 30-day public comment period with a SurveyMonkey is created for every public input process with a survey.</p>	<p>Continue online surveys.</p>

Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2019	Demographic Questionnaire	The purpose of the demographic questionnaire is to ensure APO staff are providing all members of the community with the opportunity to receive information, ask questions, provide feedback, and be involved in the overall planning process. However, based upon the information presented in this report, the amount of demographic data collected using this tool is insufficient in terms of drawing conclusions for analysis.	Updating the demographic survey questions. APO staff will modify the existing demographic questionnaire to further determine gaps in achieving the goals of engaging all segments of the community.	Excellent - The demographic survey is aligned with U.S. Census and ACS data.	Continue collecting demographic information.
			On every online survey engagement opportunity APO staff will include the nine demographic questions at the end of the survey. There will be a disclaimer attached stating: The following questions are OPTIONAL, but completing them will help APO staff understand if they are reaching all segments of the population.	Excellent - The APO includes demographic question at the end of every survey.	Continue collecting demographic information.
2020	Explore hybrid in-person/virtual meetings	With COVID-19 effectively eliminating in-person meetings and public engagement opportunities, APO staff have been relying heavily on virtual platforms like Zoom to conduct meetings. Once public health guidelines allow for in-person meetings APO staff will more than likely transition back to this type of platform. However, APO staff realize members of the public may feel more comfortable attending and participating in meetings and/or events virtually.	To offer greater transparency and participation, staff will investigate the technology, costs, and practicality of methods that would permit members of the public to view, listen, or join meetings and events virtually.	Adequate - The APO offers members of the public to attend TAC Meetings via Zoom, but not Policy Board Meetings.	Continue offering the Zoom option to members of the public when feasible.
			Consideration will be given to posting audio recordings of meetings on the APO website.	Poor - Did not do.	Meeting minutes are provided for every public meeting are sufficient. Recordings of meetings are often low quality and not utilized by the public.

Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2020	Explore targeted and more frequent outreach and engagement	In attempting to assure equitable access and opportunity to participate in the transportation planning process, APO staff have relied on their interested stakeholder email list. This list is comprised of organizations that work closely with traditionally underrepresented populations (i.e., people-of-color, low-income, people with disabilities, limited English proficient populations, older adults, and young people). Despite this, the response from these demographic groups – as measured by the optional demographic survey responses – was minimal. Representatives from these demographic groups have expressed a need for APO staff to do one-on-one engagement within their communities on a regular basis. This does not have to be tied to a specific activity or public comment period. Several comments received from the SEP survey suggest that strategies currently in use by the APO fall short in achieving meaningful participation.	APO staff will explore opportunities to reach and engage with potentially underrepresented stakeholders on a more frequent basis and in alternative forums. APO staff will be mindful of the available staff time and financial resources needed to accomplish this task.	Good - The APO is continually working on reaching underrepresented populations such as working with community liaisons.	Continue to explore ways to reach underrepresented populations.
2020	Solicit email addresses as part of online survey	For in-person meetings and engagement events, APO staff utilize a sign-in sheet which allows individuals the option to provide their email address to stay informed about APO planning activities. However, as APO staff have transitioned to online engagement – in part due to COVID-19 – providing the public with a means to stay connected to planning activities has not been consistent.	As part of online surveys, APO staff will include the option for individuals to provide their email address. This will provide participants the opportunity to receive the APO’s newsletter and emails regarding public input opportunities. It will also allow APO staff to more readily conduct qualitative assessments on public engagement.	Excellent - The APO includes the option for participants to leave their email address on surveys.	Continue to provide opportunities for individuals to include their emails as part of online surveys.

Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2020	Provide qualitative surveys more frequently	Currently, APO staff annually distribute a qualitative assessment to individuals who have participated in an APO public outreach activity within the past year. This survey allows participants to provide their feedback on their experience in dealing with APO staff. However, APO staff have noticed that for some events significant time has passed between the initial public engagement opportunity and when staff are inquiring about participant experience. Staff believe inviting feedback closer to the time frame for the product or event in which people were engaged will improve their recall of the activity and likelihood to participate in the survey.	APO staff will distribute public engagement qualitative assessment surveys to individuals immediately following the close of public comment periods. For plans that will be developed over multiple years like the MTP, APO staff will identify appropriate opportunities to receive feedback from participants on the quality of public engagement. At a minimum, these qualitative assessment surveys will be conducted on an annual basis.	Excellent - The APO distributes the qualitative assessment survey directly after public input has closed.	Continue to distribute qualitative assessment surveys in a timely manner.
2020	Explore more effective usage of available social media	APO staff has generally made much more effective use of Facebook through posts pertaining to events and announcements concerning public meetings and activities. Tools such as Facebook Live have increased engagement and public participation. In the last year (2020), social media accounts for Instagram, YouTube and LinkedIn were created, though there has been little use of these platforms for planning related announcements or public engagement.	APO staff will explore opportunities to make improved use of Instagram, YouTube and LinkedIn for informational purposes and other announcements.	Poor - The APO has utilized Instagram more frequently, but YouTube and LinkedIn have rarely ever been used.	Examine the usage of unused social media platforms and decide whether to delete them.
2021	Respond to Comments and How Considered	As a standard practice, all comments on APO planning documents are recorded and responded to as part of their respective document. However, this is often not easily or readily accessible to members of the public. How staff responds to those who provide their input has varied. Those commenting on the TIP, for example, are informed that their comments are recorded and that they have been received and presented (or will be presented) to members of the TAC and Policy Board. Plans and studies prepared by consultants typically record public comments, however, consultants may not necessarily respond directly to participants regarding how their comments were considered.	The recommendation is to provide the comment disposition matrix to participants after the process of public engagement has concluded for that activity. If the person who provided the input is known, this may also include directly responding to the individual and – if relevant – how it influenced the outcome of the plan or study.	Excellent - The APO has begun to attach or direct participants of where and how their comments were disposed of.	Continue to inform participants of how their comments disposed of.

Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2021	Provide Standard Demographic Survey Questions	The APO surveys from last year created from SurveyMonkey include nine optional questions that ask for demographic information, specifically in response to gender, city of residence, ethnicity, household size, household income, age, disability, place of birth, and the primary language spoken in the home. The two consultant led surveys asked a different set of questions to obtain demographic data. The TH 15 Corridor Alternatives Survey asked about gender, race, age, and language only. The Mississippi River Bridge Study only asked survey respondents to identify their age, race, and affiliation with the area.	The staff recommendation is that consultants be required at a minimum to provide the same set of demographic questions with their survey engagement as are asked in other APO surveys. This would enable the APO to obtain more complete information on demographic characteristics needed to track progress toward equity in participation.	Good - When the APO writes an RFP for consultant work, included in the scope of work is the inclusion of using the APO's set of demographic questions.	Continue to include demographic questions as part of the scope of work for any consultant contracts.
2021	Explore Innovative Engagement Tools	In 2020, the APO received 27 comments from the public by using an interactive online tool, Wikimap, to obtain comments from the public relevant to active transportation needs. Besides Wikimap, there are a variety of other interactive two-way information sharing tools with brands such as Mentimeter, Video Ask, etc. that may be helpful in obtaining public input. In addition, other innovative passive tools such as sidewalk clings placed along shared use paths and/or sidewalks could also be used to boost public involvement.	APO staff will further explore a variety of public engagement tools and determine if they are practical to implement including weighing the costs to use these methods.	Adequate - As public engagement is needed the APO should consider innovative engagement tools.	Continue to consider innovative engagement tools.

Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2022	Community Liaison for Hard-To-Reach Populations	APO staff annually evaluates its public input campaigns of the previous year to determine their effectiveness. Past demographic questionnaire results have indicated low to no response rates among traditionally underserved populations to APO outreach efforts. In response, APO staff met with community organizations that serve these under-represented populations to identify strategies or tools that could be used to ensure that they are aware of the opportunity to impact the decision-making process.	One of the identified strategies was to hire persons from within the various communities to carry the message to their friends and neighbors. Outsiders and persons from government organizations can often be distrusted. The community liaison initiative will serve as a pilot project to implement the suggestion received from community organizations. As public input opportunities become available, the APO will seek members of traditionally underserved populations, train them on the product that is available for public review and comment, and then ask them to work within their communities to spread the word. These individuals will be contractors to the APO and will keep a time sheet that includes descriptions of their actions taken in support of this effort. Afterward, APO staff will again evaluate participation from under-represented populations to determine if the pilot project was successful or not.	Good - The APO did hire a community liaison, but plans to in 2023.	Continue the community liaison program in 2024.
2022	Join a Community Organization	In addition to the work of the community liaison, APO staff should also be more "plugged in" to the community, particularly organizations that engage hard-to-reach populations.	APO staff can then explore joining a community organization comprised of a hard-to-reach population. To engage with these populations, the APO must build trust, engage with respected community leaders, learn about the group, go beyond digital engagement and make it beneficial to the community we are engaging with.	Adequate - The APO is part of one community organization geared towards underrepresented populations.	As staff time allows, join other community organizations.
2022	Reach a Younger Audience on TikTok	Social media apps such as Facebook, Instagram, and YouTube have existed for many years. Other apps such as TikTok are relevantly new to the lineup but have a growing audience. According to Hootsuite Blog, TikTok was the most downloaded app in 2021 with 656 million downloads making it the sixth most used social media platform worldwide. Wallaroo states that in July 2022, there were over 80 million active users in the U.S., with 80% being between the ages of 16-34. The APO's demographic surveys reveal that the average age of survey takers skews on the older side. Creating a TikTok can help the APO reach a younger audience.	TikTok accounts with similar content to the APO include channels such TalkingCities, which explores urban design, city planning, and architecture has 200,000 followers and 5.5 million likes. Other similar accounts to model after include Everyday Engineering, philritz1, and pedestriandignity, to name a few. In order to assist in reaching and engaging a younger audience, APO staff should explore the idea of developing and maintaining a TikTok channel.	Adequate - The APO created a TikTok in late 2022, and has only a couple of videos.	Continue to create content on TikTok

Report Year	Category	Issue/Problem	Suggestion	Year End Assessment	Recommendation
2022	Update Demographic Survey	APO staff uses nine demographic questions at the end of all APO online surveys. Respondents are asked to provide information regarding their gender, city of residence, age, ethnicity, household size, household income, whether they have a physical disability, place of birth (inside or outside the U.S.), and their primary language spoken at home. Completion of these the demographic questions by survey participants was optional.	Responses to these demographic questions assist APO staff in identifying the various groups within the MPA that are being reached through surveys. The intent is to ensure that all community members are afforded an equal and equitable opportunity to participate in the process. The survey results have been very insightful but have one major flaw. The demographic survey categories do not align with the Census and ACS categories. To resolve this, the demographic survey questions should be revised to line up with the questions for the Census and ACS data so they can be directly compared.	Excellent - The demographic survey was tweaked to aligned with U.S. Census and ACS categories.	Continue to use the most up-to-date demographic questions.
2022	Consistency in Posting Public Meetings to Facebook	Informing the public of opportunities to voice their opinions at APO-related activities increases the visibility and understanding of transportation issues for the public, APO staff, and decision-makers. Between July 2021 and June 2022, only four of the nine Policy Board meetings were advertised on the APO's Facebook page, with no member of the public attending any of the meetings.	To increase public awareness of the Policy Board, TAC, and ATAC meetings, every meeting date should be advertised via Facebook.	Fair - The APO did not advertise every Policy Board Meeting or TAC Meeting.	Continue to advertise all meetings on Facebook.
2022	Be More Consistent Use of All Social Media Accounts	Facebook is the predominant social media platform the APO staff uses, though the APO does have a presence on other platforms including YouTube, Instagram, and LinkedIn. Instagram had several posts over the last year, but YouTube and LinkedIn had none.	The APO should post to each social media account at least quarterly or delete them if they are not being utilized.	Good - The APO deleted YouTube and LinkedIn profiles.	Consider deleting YouTube and LinkedIn profiles.
2023	Consistency in Posting Public Meetings on Facebook, Instagram, and the APO's Website	As stated in many other SEP's it is important to reach the public through social media. It has become apparent that certain social media platforms have different user demographics.	In order to reach as many different demographics as possible, the APO should consistency post public meeting notices on Facebook, Instagram, and the APO's Website.	New Suggestion.	APO staff will advertise all public meetings on Facebook, Instagram, and the APO's website.
2023	Post Original Content on All Social Media Accounts	Many of the APO's posts are either reshares of other agencies information or posting about upcoming public engagement events. Though this type of information is important and should continue to be on the APO's social media platforms, it is also important to engage our audience on other APO related activities.	To engage our social media audiences and grow our following the APO should most original content of all social media platforms more frequently.	New Suggestion.	The APO should post original weekly content on Facebook and Instagram and at least monthly to TikTok.
2023	Establish Social Media Roles Within the APO	The APO was inconsistent in posting our public engagement events on social media.	Within the APO, we should assign social media roles, so posting of public engagement events are not missed.	New Suggestion.	Establish social media roles within the agency.



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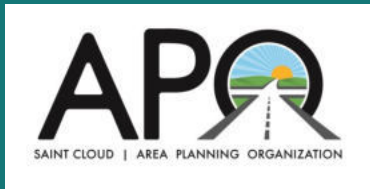
TO: Saint Cloud Area Planning Organization TAC
FROM: James Stapfer, Planning Technician
RE: 2022 Transportation Performance Monitoring Report
DATE: February 16, 2024

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 2022 Transportation Performance Monitoring Report

Suggested Action: None, informational.

Saint Cloud Area Planning Organization Transportation Performance Monitoring Report



2022



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.

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

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

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 codsabayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaataada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan ee suurtoogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

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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.

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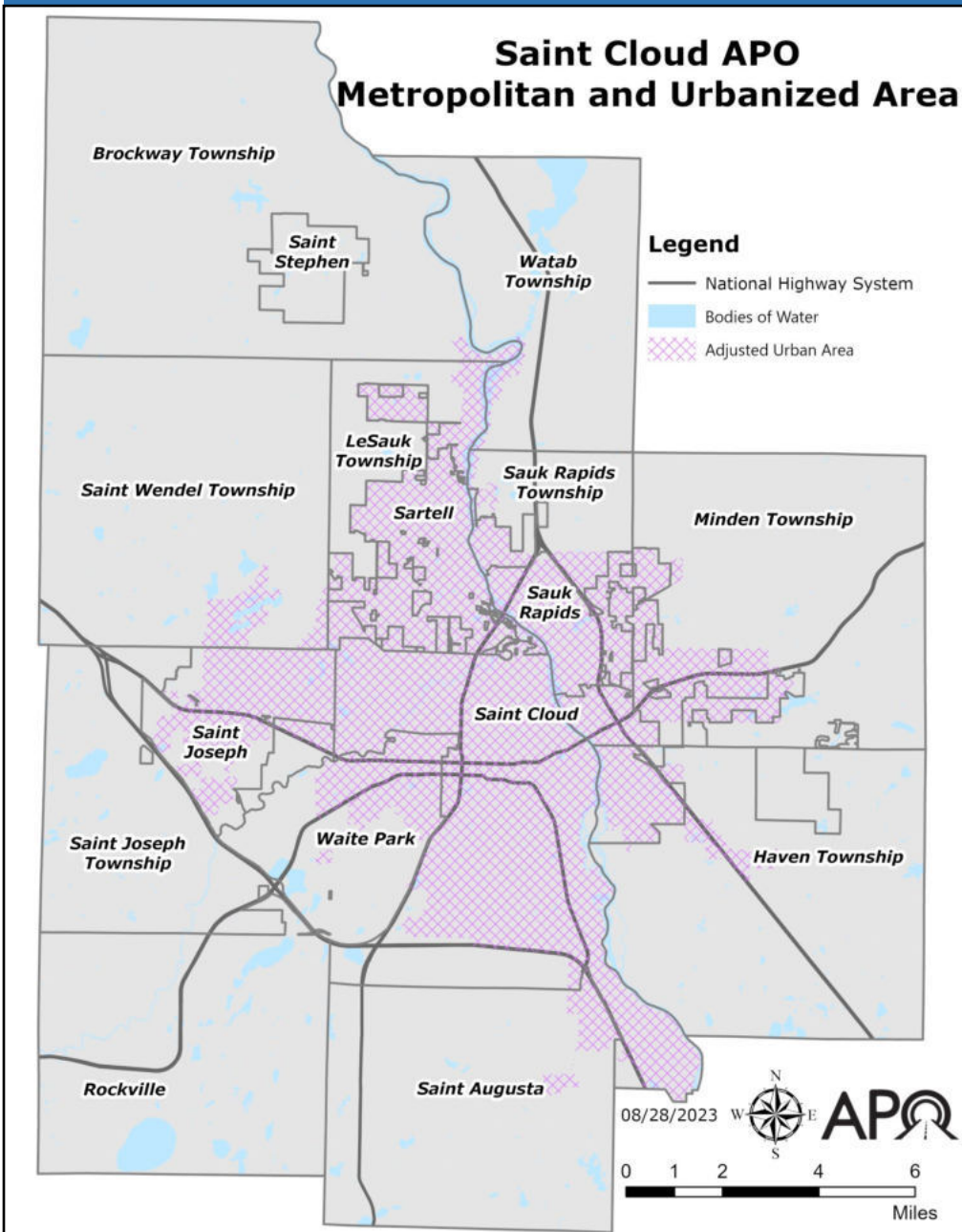
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Common Acronyms

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.

139,467

Estimated population in the Saint Cloud APO planning area in 2022.

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.

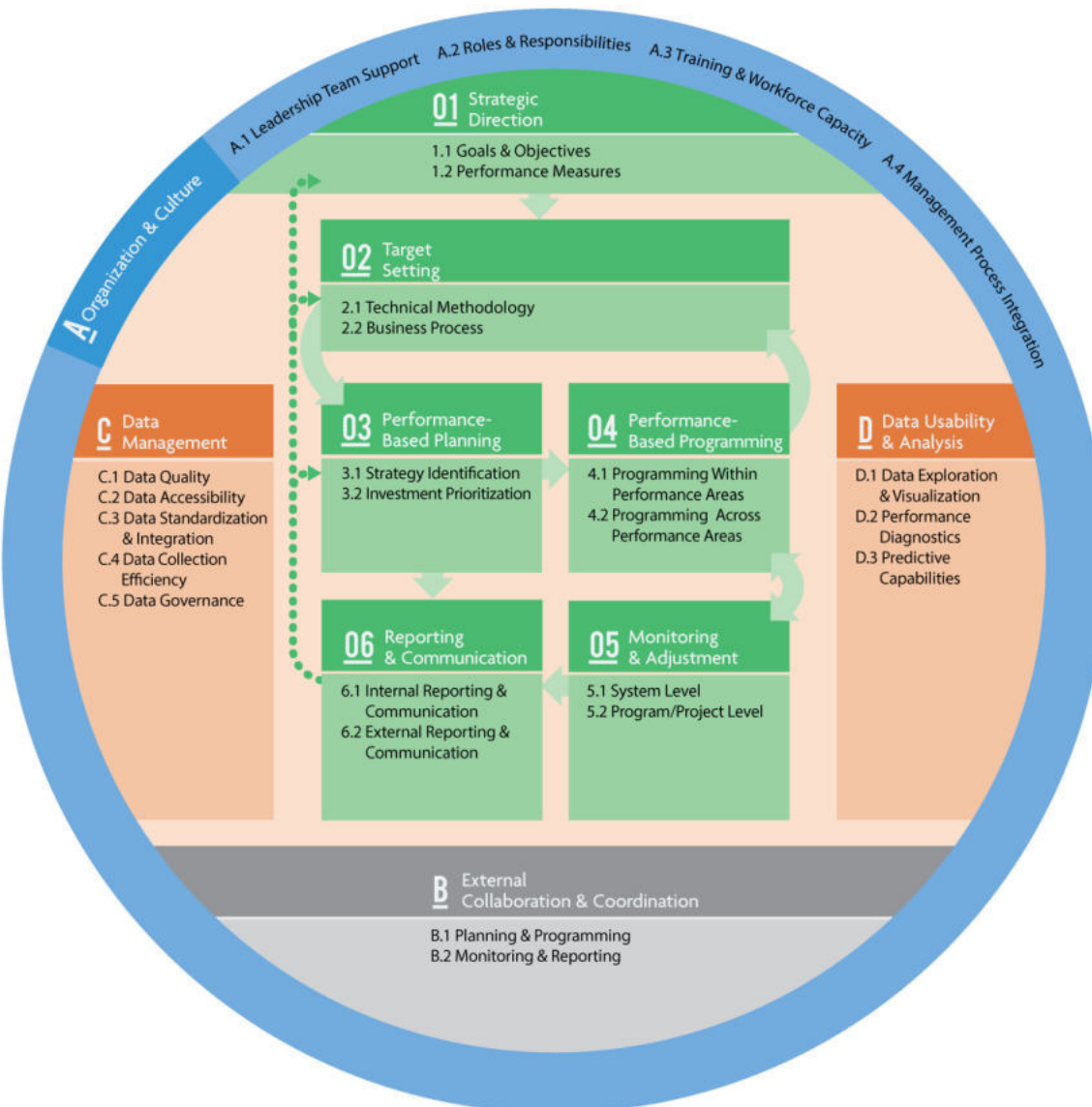
Based on the Transportation Performance Management (TPM) (<https://bit.ly/3MIOV2P>) assessment tool, the APO is currently working towards a maturity level four, functioning phase. Transportation performance management practices have been institutionalized. Staff at multiple levels of the organization understand their roles with respect to achievement of performance targets and are held accountable. Performance reporting processes are well-established and available systems are functioning as intended. Information provided is used to inform actions and pursue course corrections. There is alignment across planning partners on performance measures, benchmarks, and targets. Performance data may still have gaps and quality issues, but processes are in place to improve these over time. Basic predictive capabilities are in place for future performance projections and are starting to be applied. Resource allocation processes are data-driven within performance areas. The agency is able to analyze tradeoffs across selected performance areas, though resource allocation may not be based on these tradeoffs. Data are being gathered to evaluate the costs and effectiveness of actions taken. Communication of performance results is being pursued in a deliberate and strategic manner, with different levels and formats of information designed to meet the needs of different internal and external audiences.



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

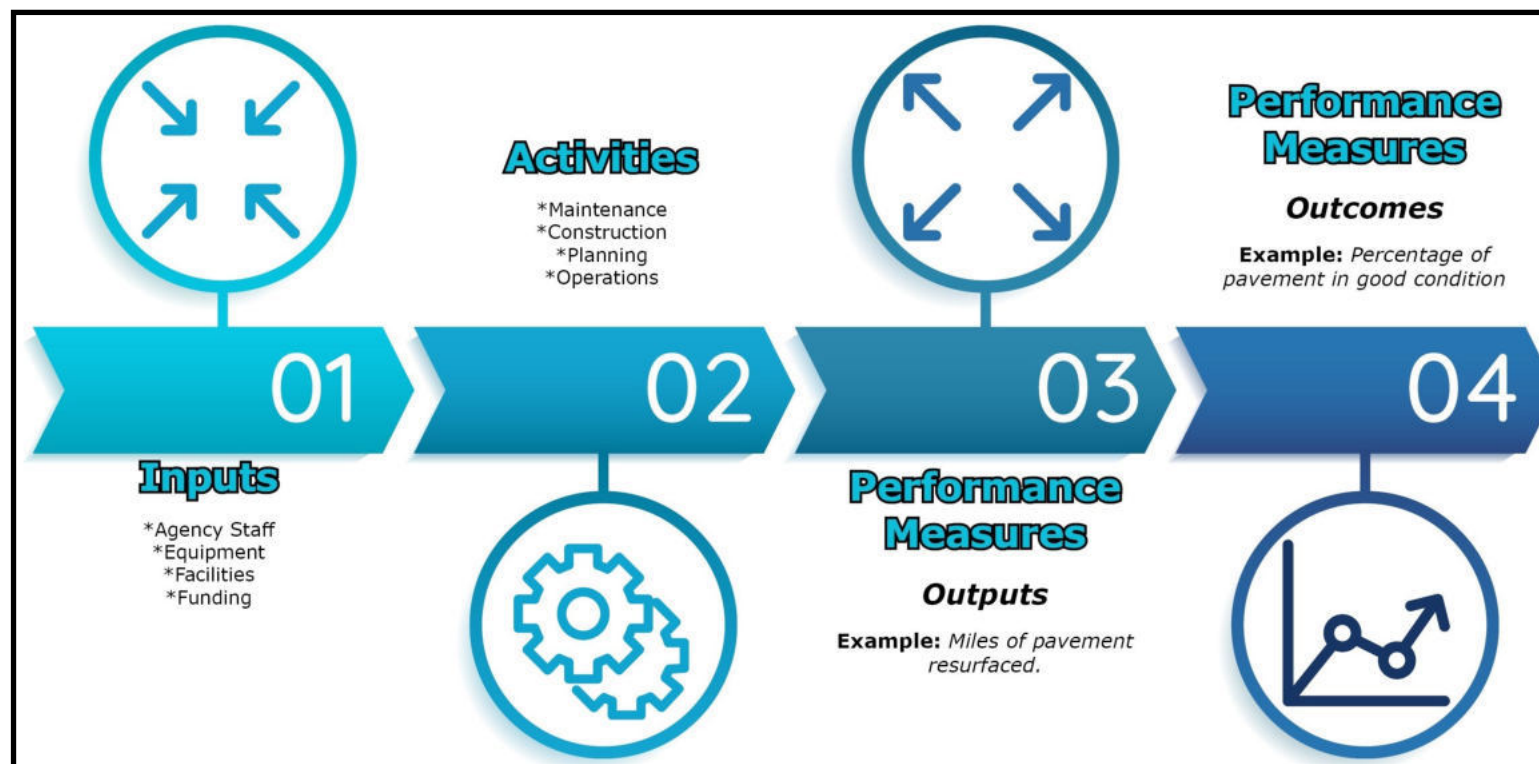
Why does the APO use Performance Measures?

- ◆ 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.



Introduction

Performance Measures

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.

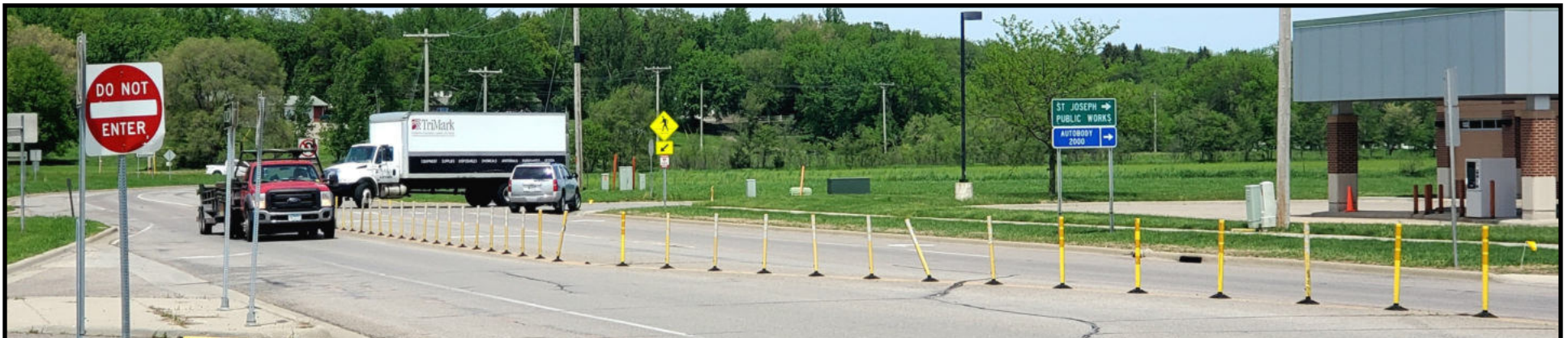
The establishment of these performance targets has also involved a continuing cooperative effort between all parties listed previously and MnDOT and Federal planning partners.

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.



Above: Photo of the APO's Technical Advisory Committee (TAC) meeting. Below: Photo of CSAH 133 in Saint Joseph. Photos courtesy of Saint Cloud APO.



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.

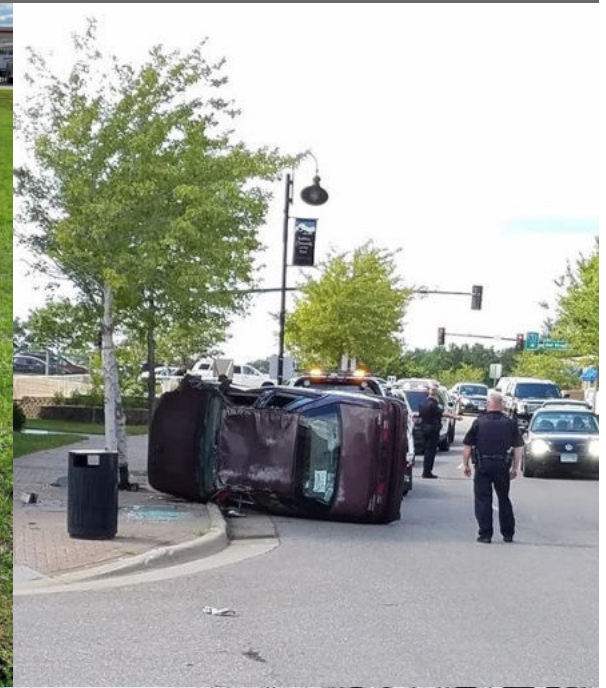
Targets established should be reasonable and based on the analysis of trends and projections of future efforts. These efforts include projects identified in the TIP, MTP, and general maintenance of existing infrastructure completed by the counties, municipalities, and townships in the APO planning area. 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

Like 2021, 2022 seems to be showing a continuing return to normalcy.

Vehicle Miles Traveled (VMT) within the Saint Cloud MPA—while not quite at 2018/2019 levels— was slowly making its way to pre-COVID levels in 2022. The region reported 1.31 billion VMT in 2022, up 12.2% from 2020 VMT levels. However, 2022 saw a very slight decrease in VMT levels compared to 2021.

As a result of the post-COVID VMT increases, the number of crashes is subsequently increasing as well. However, the rate of fatal crashes per 100 million VMT and the number of non-motorized fatal and suspected serious injury crashes are decreasing.

Typically, 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.

Due to the changing of MN statute 169.09 subdivision 7, property damage only crashes are no longer explicitly required to be reported by law enforcement to the Minnesota Department of Public Safety. Due to this, fewer lower severity crashes were reported in 2022 and will be moving forward.

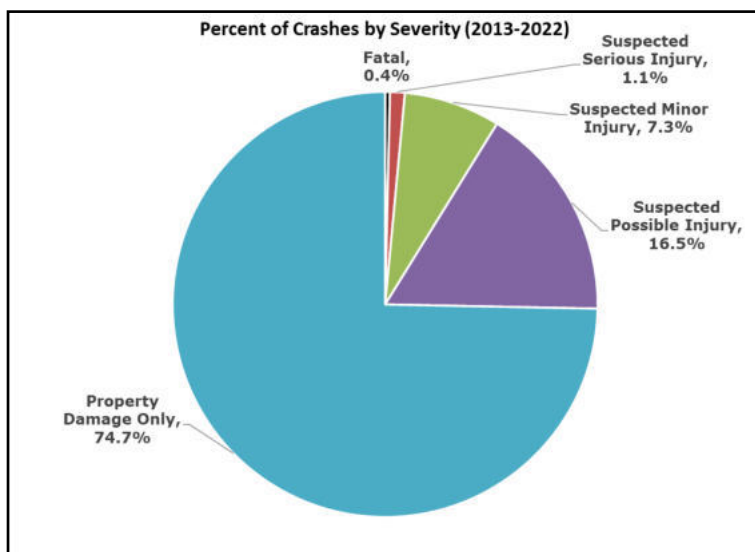


Figure 1.1-Percent of Crashes by Severity (2013-2022)
Data Source: MnDOT.

The 2022 five year rolling average (2018-2022) for fatal crashes is up about 0.2 crashes compared to 2021. The five year rolling average for suspected serious injury (SSI) crashes also experienced an increase — up 1.8 crashes compared to 2021.

Taking a closer look at both fatal and SSI crashes within the Saint Cloud MPA, around a quarter of fatal crashes and around one in five 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 (1.5%) these vulnerable road users account for a significant share of both fatal and serious injuries.

Overall, some of the most severe crashes occurring within the MPA continue to happen at intersections, particularly along the NHS (I-94, MN 15, MN 23, US 10, and CSAH 75).

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

Although 2020 was such a different year and some effects may not yet be realized, 2021 and 2022 have shown a resurgence toward more normal, albeit lowered, travel behavior.

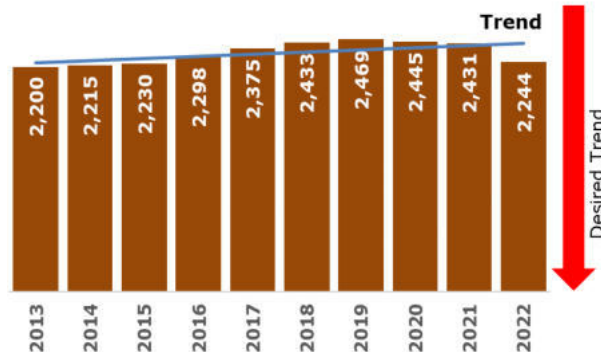
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
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Number of Crashes Five Year

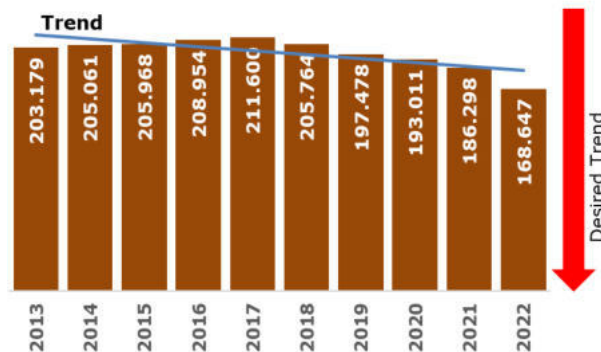
Rolling Average: Number of reported crashes for five consecutive years (i.e., 2018-2022), dividing by five, and rounding to the nearest whole number.



The five year rolling average for the number of crashes in 2022 was 2,244. This is a 7.7% decrease from the 2021 five year rolling average of 2,431. Due to reporting requirement changes (Statute 169.09), many low severity crashes aren't being reported to the state. This means that the actual number of crashes is higher than the number reported. The APO desires the total number of crashes to decrease.

Rate of Crashes Five Year Rolling

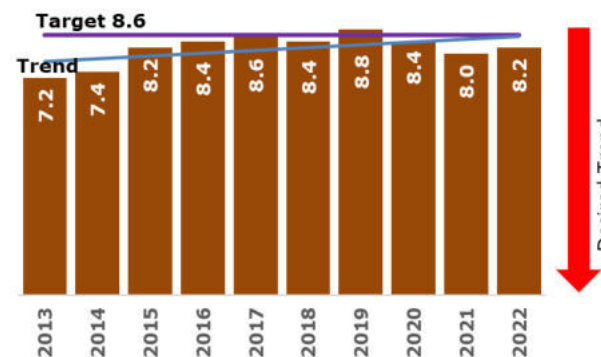
Average: Number of reported crashes per 100 million vehicle miles traveled (VMT) for five consecutive years (i.e., 2018-2022), dividing by five, and rounding to the thousandth decimal place.



The five year rolling average for total crash rate in 2022 was at 168.647. This is an 9.5% decrease from the 2021 rate of 186.298. This follows the recent trend of decreasing rates over time. It should be noted the decrease experienced in 2022 is likely a result of the lack of reporting for lower severity crashes. 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., 2018-2022), dividing by five, and rounding to the tenth decimal place.



The five year rolling average for fatalities in 2022 was 8.2. This is an increase of 0.2 fatalities per year from 2021. The APO had set a 2022 target of less than 8.6 fatalities.

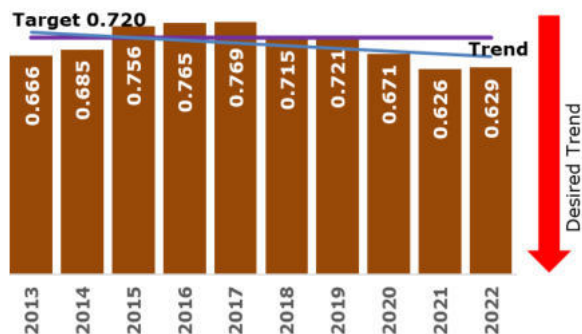
See page 25 for more information on fatal crashes.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

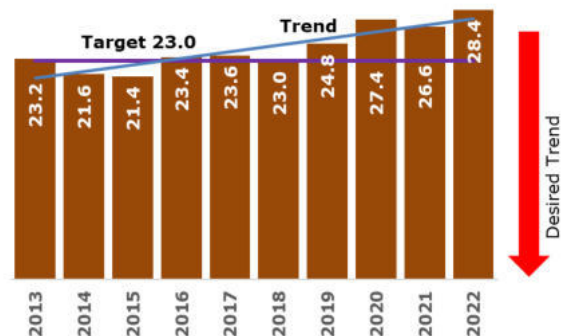
Measure	Multi-Year Trend	Analysis
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Rate of Fatalities Five Year Rolling Average: Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent five consecutive years (i.e., 2018-2022), adding the results, dividing by five, and rounding to the thousandth decimal place.



The 2022 five year rolling average for fatality rate was 0.629. This is an increase of 0.003 from 0.626 seen in 2021. While still short of pre-pandemic traffic levels, this decreased rate is occurring with an increase in travel from 2020. It is also the second lowest fatality rate in the last 10 years. The APO set a 2022 fatality rate target of less than 0.720.

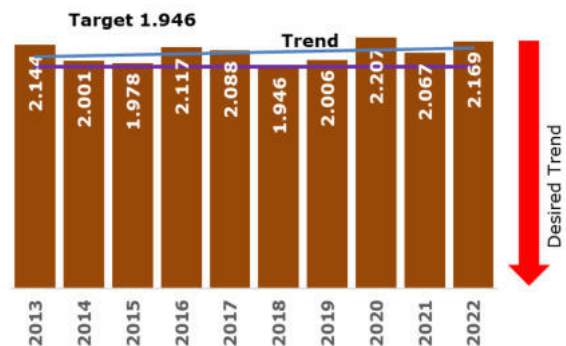
Number of Suspected Serious Injuries Five Year Rolling Average: Addition of the number of suspected serious injuries for each of the most recent five consecutive years (i.e., 2018-2022), dividing by five, and rounding to the tenth decimal place.



The five year rolling average for suspected serious injuries in 2022 was 28.4. This is the highest number in the past decade. As of recent years, this number has been trending upward. The APO had set a 2022 target of less than 23.0 serious injuries.

See page 27 for more information on SSI crashes.

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., 2018-2022), adding the results, dividing by five, and rounding to the thousandth decimal place.



The five year rolling average for the suspected serious injury rate in 2022 was 2.169. This is an increase of 0.102 from 2.067 in 2021. This number has remained somewhat constant. The APO had set a serious injury rate 2022 target less than 1.946.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis																						
<p>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., 2018-2022), dividing by five, and rounding to the tenth decimal place.</p>	<table border="1"> <caption>Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Rolling Average</caption> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr><td>2013</td><td>5.8</td></tr> <tr><td>2014</td><td>5.2</td></tr> <tr><td>2015</td><td>7.0</td></tr> <tr><td>2016</td><td>7.8</td></tr> <tr><td>2017</td><td>7.8</td></tr> <tr><td>2018</td><td>8.0</td></tr> <tr><td>2019</td><td>8.2</td></tr> <tr><td>2020</td><td>7.8</td></tr> <tr><td>2021</td><td>6.6</td></tr> <tr><td>2022</td><td>6.2</td></tr> </tbody> </table>	Year	Value	2013	5.8	2014	5.2	2015	7.0	2016	7.8	2017	7.8	2018	8.0	2019	8.2	2020	7.8	2021	6.6	2022	6.2	<p>The five year rolling average for non-motorized fatalities and suspected serious injuries in 2022 was 6.2. This is a decrease of 0.4 from the 6.6 recorded in 2021. The APO had set a 2022 target of less than 7.8 non-motorized fatalities and suspected serious injuries.</p> <p>Of note, 2021 and 2022 were the first years since 2014 with no reported non-motorized fatalities.</p> <p>More information on active transportation crashes can be found starting on page 30.</p>
Year	Value																							
2013	5.8																							
2014	5.2																							
2015	7.0																							
2016	7.8																							
2017	7.8																							
2018	8.0																							
2019	8.2																							
2020	7.8																							
2021	6.6																							
2022	6.2																							
<p>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., 2018-2022), dividing by five, and rounding to the tenth decimal place.</p>	<table border="1"> <caption>Number of Chemical Impairment Crashes Five Year Rolling Average</caption> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr><td>2013</td><td>100.2</td></tr> <tr><td>2014</td><td>97.4</td></tr> <tr><td>2015</td><td>97.4</td></tr> <tr><td>2016</td><td>93.4</td></tr> <tr><td>2017</td><td>90.6</td></tr> <tr><td>2018</td><td>84.8</td></tr> <tr><td>2019</td><td>82.0</td></tr> <tr><td>2020</td><td>81.6</td></tr> <tr><td>2021</td><td>80.2</td></tr> <tr><td>2022</td><td>83.2</td></tr> </tbody> </table>	Year	Value	2013	100.2	2014	97.4	2015	97.4	2016	93.4	2017	90.6	2018	84.8	2019	82.0	2020	81.6	2021	80.2	2022	83.2	<p>The five year average for the number of chemical impairment crashes in 2022 was 83.2. This is an increase of 3.2 from the previous year. The number of chemical impairment crashes had been in decline, although, in recent years the rate of decline has slowed. The APO desires the number of chemical impairment crashes to decrease.</p> <p>More information on chemical impairment crashes can be found starting on page 30.</p>
Year	Value																							
2013	100.2																							
2014	97.4																							
2015	97.4																							
2016	93.4																							
2017	90.6																							
2018	84.8																							
2019	82.0																							
2020	81.6																							
2021	80.2																							
2022	83.2																							
<p>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., 2018-2022), dividing by five, and rounding to the tenth decimal place, expressed as a percent.</p>	<table border="1"> <caption>Percent of Chemical Impairment Crashes Five Year Rolling Average</caption> <thead> <tr> <th>Year</th> <th>Value</th> </tr> </thead> <tbody> <tr><td>2013</td><td>4.6%</td></tr> <tr><td>2014</td><td>4.4%</td></tr> <tr><td>2015</td><td>4.4%</td></tr> <tr><td>2016</td><td>4.1%</td></tr> <tr><td>2017</td><td>3.8%</td></tr> <tr><td>2018</td><td>3.5%</td></tr> <tr><td>2019</td><td>3.3%</td></tr> <tr><td>2020</td><td>3.4%</td></tr> <tr><td>2021</td><td>3.3%</td></tr> <tr><td>2022</td><td>3.9%</td></tr> </tbody> </table>	Year	Value	2013	4.6%	2014	4.4%	2015	4.4%	2016	4.1%	2017	3.8%	2018	3.5%	2019	3.3%	2020	3.4%	2021	3.3%	2022	3.9%	<p>The percent of chemical impairment crashes for the five year period ending in 2022 was 3.9%. This is a 0.6 percentage point increase 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.</p> <p>This increase can in part be attributed to the decrease in lower severity crash reporting. It would likely still be around 3.5% of all crashes. The APO desires the percent of chemical impairment crashes to decrease.</p>
Year	Value																							
2013	4.6%																							
2014	4.4%																							
2015	4.4%																							
2016	4.1%																							
2017	3.8%																							
2018	3.5%																							
2019	3.3%																							
2020	3.4%																							
2021	3.3%																							
2022	3.9%																							

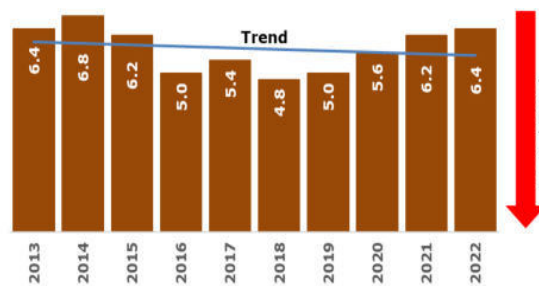
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
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Number of Fatal and Suspected Serious Injury Chemical Impairment Crashes Five Year Rolling Average:

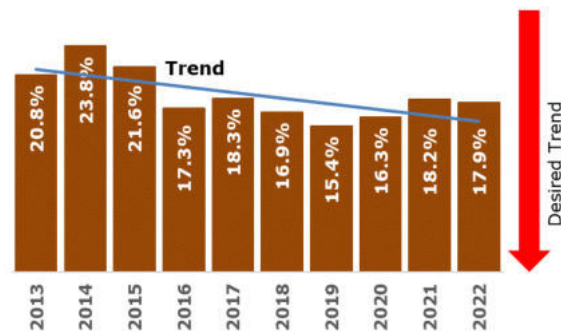
Rolling Average: Addition of the number of fatal and suspected serious injury crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years (i.e., 2018-2022), dividing by five, and rounding to the tenth decimal place.



The five year average for number of fatal and suspected serious injury chemical impairment crashes in 2022 was 6.4. This is a increase of 0.2 from the 6.2 chemical impairment crashes reported in 2021. Chemical impairment crashes involving fatalities or SSIs have been increasing in the past five years. The APO desires fatal and suspected serious injury chemical impairment crashes to decrease.

Percent of Fatal and Suspected Serious Injury Chemical Impairment Crashes Five Year Rolling Average:

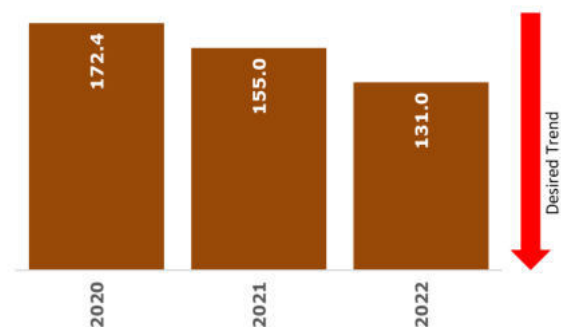
Rolling Average: Addition of the number of fatal and suspected serious injury chemical impairment crashes divided by the total number of fatal and suspected serious injury crashes for each of the most recent five consecutive years (i.e., 2018-2022), dividing by five, and rounding to the tenth decimal place, expressed as a percent.



The percent of fatal and suspected serious injury chemical impairment crashes for the five year period ending in 2022 was 17.9%. The percent of total fatal and suspected serious injury crashes due to chemical impairment is down from the past, but has remained somewhat constant in the last seven years. People chemically impaired have the chance to act more recklessly, thus chemical impairment crashes 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.

Distracted Driving Crashes Five Year Rolling Average:

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., 2018-2022), dividing by five, and rounding to the tenth decimal place.



The five year average for the number of distracted driving crashes in 2022 was 131.0. However the actual number in 2022 was 75, much lower than the averages seen prior. This number is likely low in part due to the decrease in lower severity crash reporting and because in 2015-2016 the way distracted driving is reported changed. The APO desires the number of distracted driving crashes to decrease.

See page 32 for more information on distracted driving crashes.

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., 2018-2022), 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> <tr> <td>2022</td> <td>5.8%</td> </tr> </tbody> </table>	Year	Percent	2020	7.1%	2021	6.4%	2022	5.8%	<p>The percent of distracted driving crashes for the five year period ending in 2022 was 5.8%, a decrease of 0.6 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%									
2022	5.8%									
<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., 2018-2022), 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> <tr> <td>2022</td> <td>1.6</td> </tr> </tbody> </table>	Year	Number	2020	2.2	2021	2.0	2022	1.6	<p>The number of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2022 was 1.6. This is a decrease of 0.4 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									
2022	1.6									
<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., 2018-2022), 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> <tr> <td>2022</td> <td>4.6%</td> </tr> </tbody> </table>	Year	Percent	2020	6.4%	2021	6.0%	2022	4.6%	<p>The percent of fatal and suspected serious injury distracted driving crashes for the five year period ending in 2022 was 4.6%. This is a decrease of 1.4 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%									
2022	4.6%									

Goal 1: Maintain and Enhance Transportation Safety

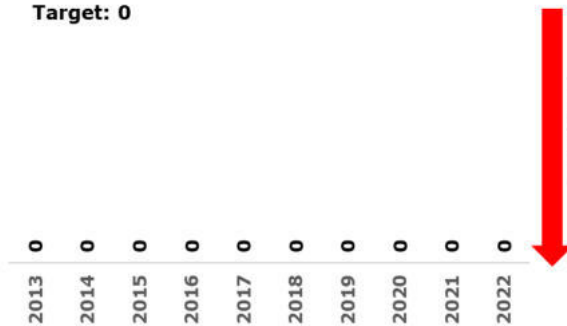
Saint Cloud APO Transportation Results Scorecard

Transit Measure	Multi-Year Trend	Analysis
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Number of Fixed Route (FR) Fatalities:

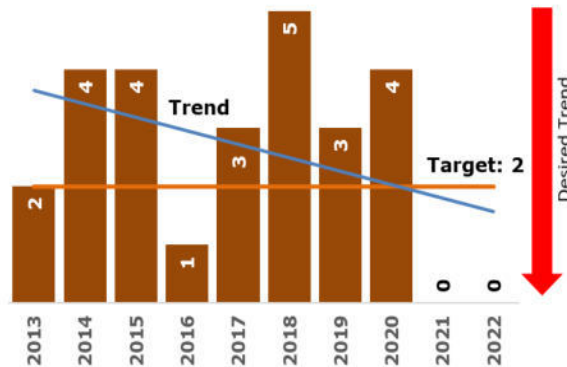
Fatalities: Total number of reportable FR fatalities.

Target: 0



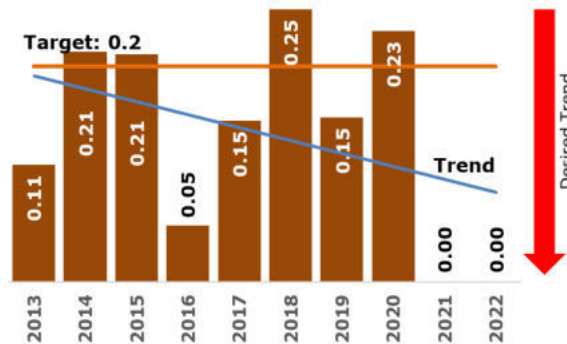
No reportable fixed route fatalities have occurred over the past 10 years. The APO desires this trend to continue.

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



No reportable FR injuries occurred in 2021 and 2022. 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.



The rate of reportable FR injuries per 65,000 vehicle revenue miles was 0.00 in 2021 and 2022. 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
<p>Number of FR Safety Events: Total number of reportable FR safety events.</p>		<p>One safety event was reported in 2022. This is one less safety events than what was reported in 2021 and ties 2016 in the lowest number of FR safety events reported. The APO desires the number of FR safety events to decrease.</p>
<p>Safety Event Rate (FR): Number of fixed route safety events divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.</p>		<p>The 2022 FR reportable safety event rate per 65,000 vehicle revenue miles was 0.07. This is a 0.05 year over year decrease and the lowest rate since 2017. The APO desires the rate of FR safety events to decrease.</p>
<p>Number of Dial-a-Ride (DAR) Fatalities: Total number of reportable DAR fatalities.</p>		<p>No reportable DAR fatalities have occurred over the past 10 years. The APO desires this trend to continue.</p>
<p>Number of DAR Injuries: Total number of reportable DAR injuries.</p>		<p>There were one reportable DAR injury in 2022. The APO desires the number of DAR injuries to decrease.</p>

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

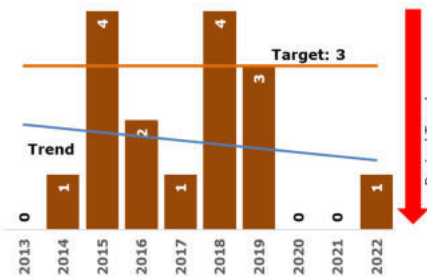
Transit Measure	Multi-Year Trend	Analysis
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Rate of Injury (DAR): Number of injuries divided by total vehicle revenue miles expressed per 65,000 vehicle revenue miles.



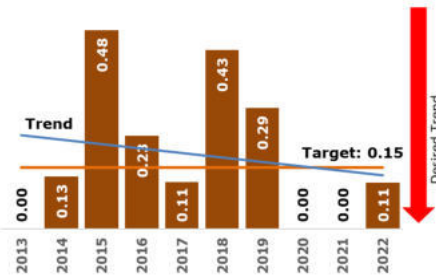
The rate of reportable DAR injuries per 65,000 vehicle revenue miles in 2022 was 0.22, the first reportable rate of injury for DAR since 2019. The APO desires the rate of DAR injuries to decrease.

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



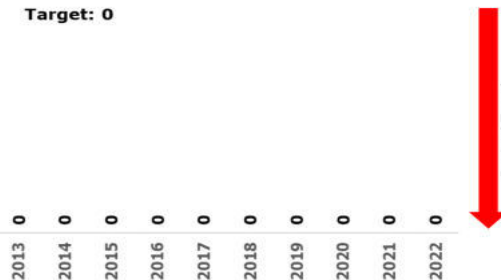
One DAR safety event was reported in 2022. The APO desires the number of DAR safety events to decrease.

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 in 2022 was 0.11, the first reportable safety event rate for DAR since 2019. The APO desires the rate of DAR safety events to decrease.

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

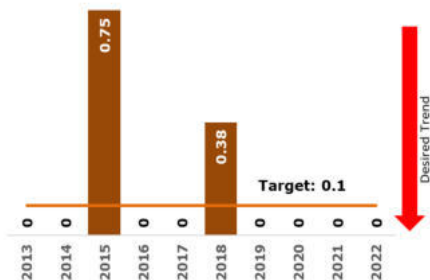
Transit Measure	Multi-Year Trend	Analysis
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Number of NCB Injuries: Total number of reportable NCB injuries.



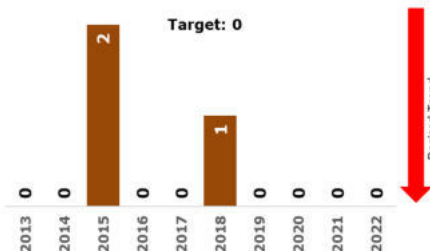
No NCB injuries were reported in 2022. The APO desires the number of NCB injuries to stay at zero.

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



The rate of reportable NCB injuries per 65,000 vehicle revenue miles remained at zero in 2022. The APO desires the rate of NCB injury rate to remain at zero.

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



There were no reportable safety events in 2022. The APO desires the number of NCB safety events to remain at zero.

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



The rate of reportable NCB safety events per 65,000 vehicle revenue miles remained at zero in 2022. The APO desires the NCB safety events to remain at zero.

Goal 1: Maintain and Enhance Transportation Safety

Fatalities

Number of fatalities for the most recent 10 consecutive years.

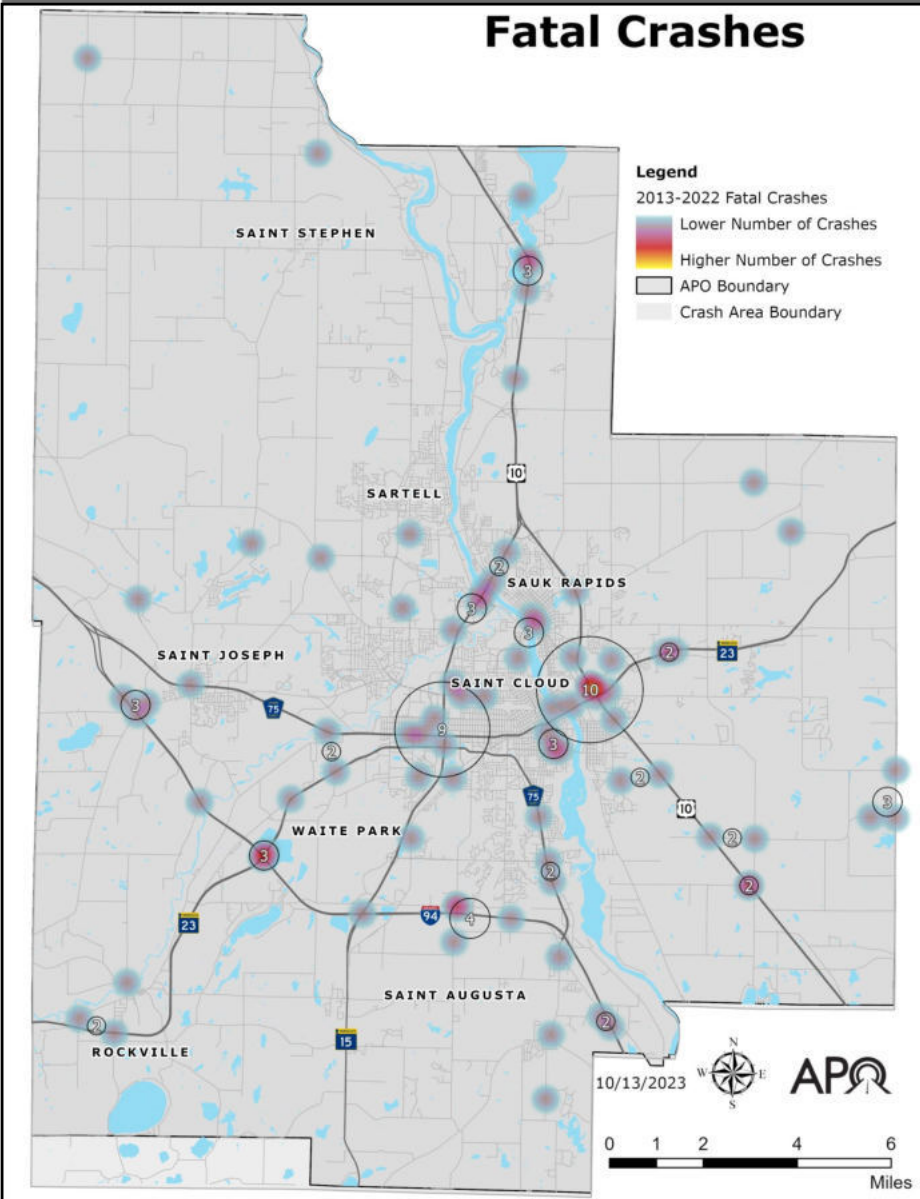
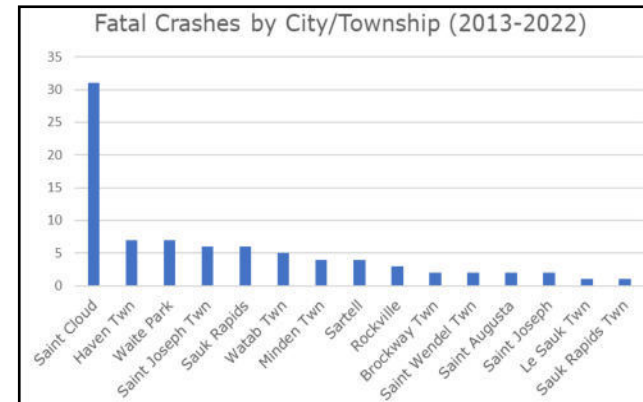


Figure 1.2-Fatal Crashes

Data Source: MnDOT.

Fatal Crashes

Figure 1.2 highlights the locations of traffic fatalities within the APO planning area between 2013 and 2022. 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 left shows the number of fatal crashes occurring in each area. Saint Cloud sees the most travel of all the listed areas. Two fatal crashes occurred in each Saint Joseph and Saint Augusta from 2013-2022.

Figure 1.3-Fatal Crashes by City/Township (2013-2022) 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
Suspected Minor Injury	Injuries that are evident at the scene, but not serious enough to prevent normal activity, such as
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 Fatal Crashes

2013-2022 Fatal Crashes

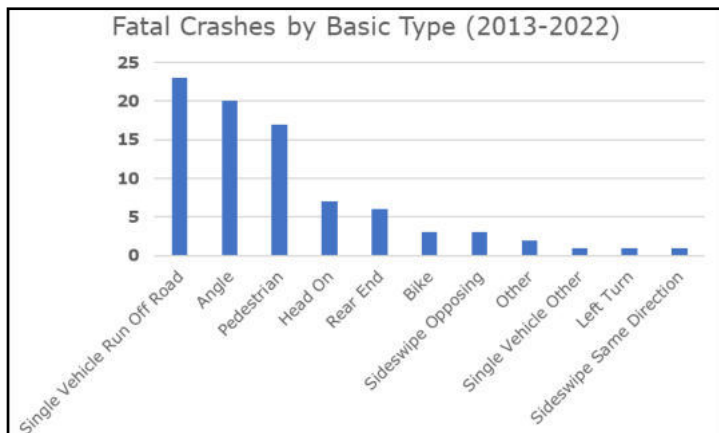


Figure 1.4-Fatal Crashes by Basic Type (2013-2022)
Data Source: MnDOT.

Of the 84 crashes involving a fatality, the three most commonly involved basic types were Single Vehicle Run Off Road, 27%, Active Transportation User (Pedestrians and Cyclists, 20% and 4% respectively), 24%, and Right Angle Crashes, 24%. These types of crashes account for 75% of all fatal crashes. Fatal crashes made up 0.4% of all crashes from 2013-2022.

However, Pedestrians and Cyclist involved crashes only made up 1% each of all crashes, while Right Angle Crashes made up nearly 19% and Single Vehicle Run Off Road only 17%.

These fatal crashes are pretty evenly split at intersections versus not at an intersection (46% and 48% respectively). Only about 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% decrease in fatal crashes](#), an 83% decrease in life-altering injury crashes, and a 42% 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 89% 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 10% were unknown. Of the remaining 72 people involved, 17% resulted as a failure to yield right-of-way and 14% were a result of drivers speeding.

The percent of males, 74%, involved in fatal crashes is well over double that of females, 26%. Nearly 40% of the people involved in fatal crashes were over the age of 50 while making up about 37% of the areas population. While only around 10% of the area's population, not including individuals younger than 15, is between 15 and 19, they made up just over 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 continues to have more fatal crashes along the corridor than other parts of the NHS.

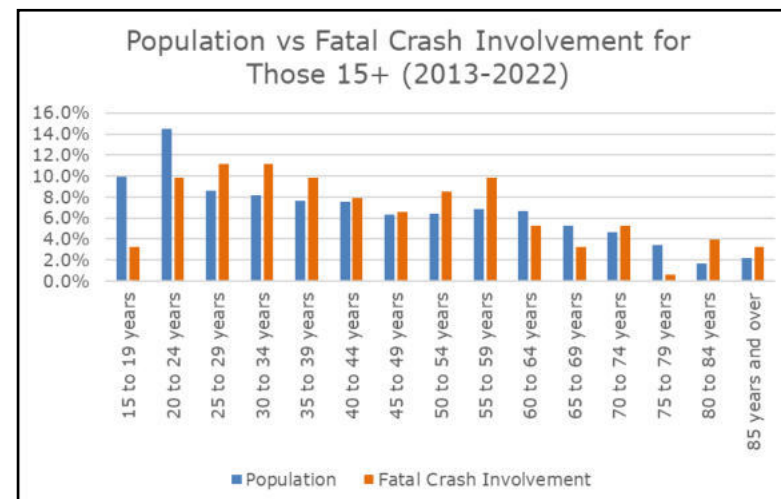


Figure 1.5-Population vs Fatal Crash Involvement for those 15+ (2013-2022) Data Source: MnDOT. 26

Goal 1: Maintain and Enhance Transportation Safety

Suspected Serious Injuries

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

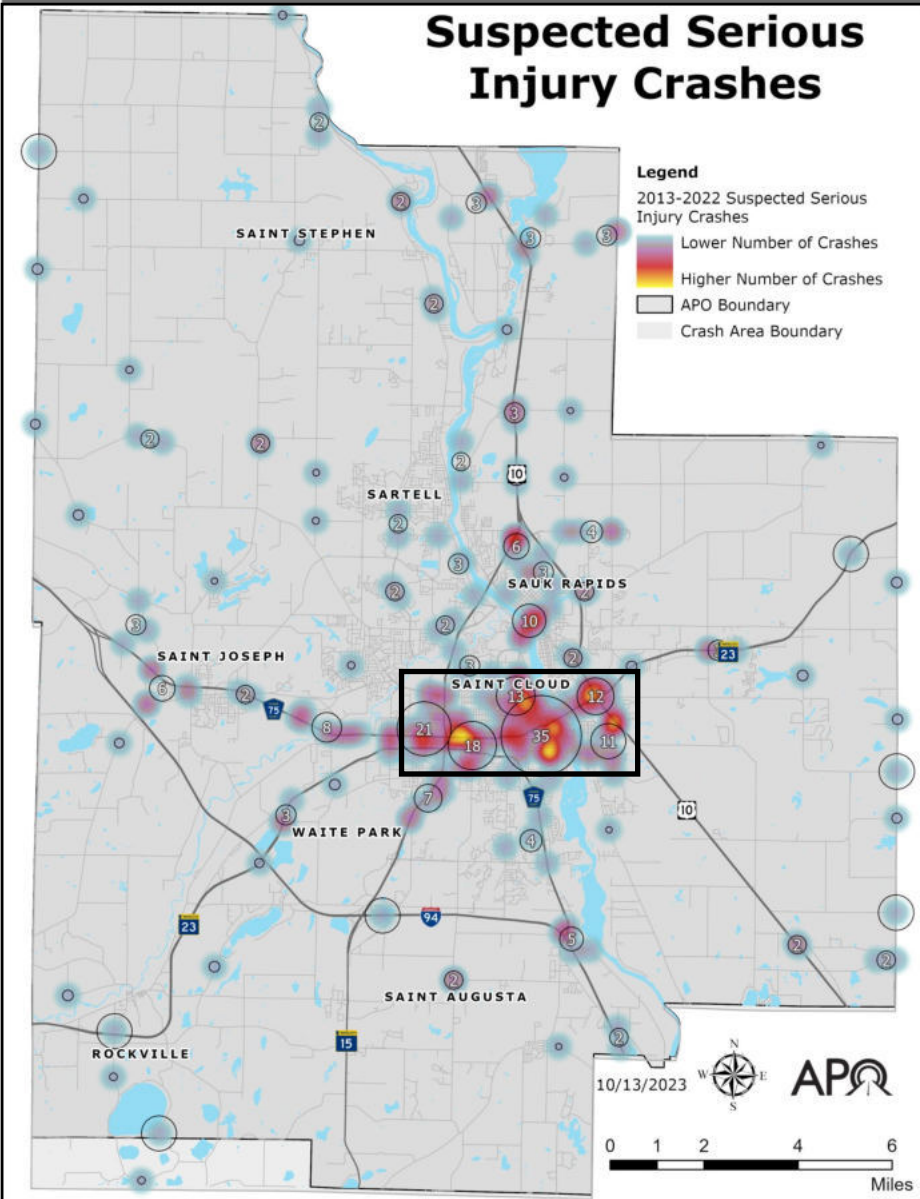
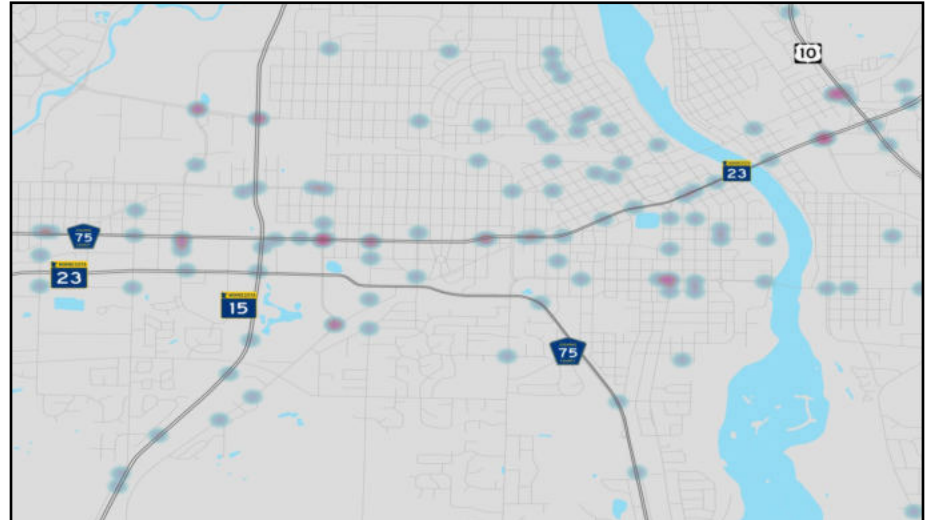


Figure 1.6-Suspected Serious Injury Crashes

Data Source: MnDOT.

Suspected Serious Injury Crashes

Figure 1.6 highlights the locations of traffic SSI crashes within the APO planning area between 2013 and 2022. Similar to fatalities, a majority of these crashes occurred on or near the NHS.



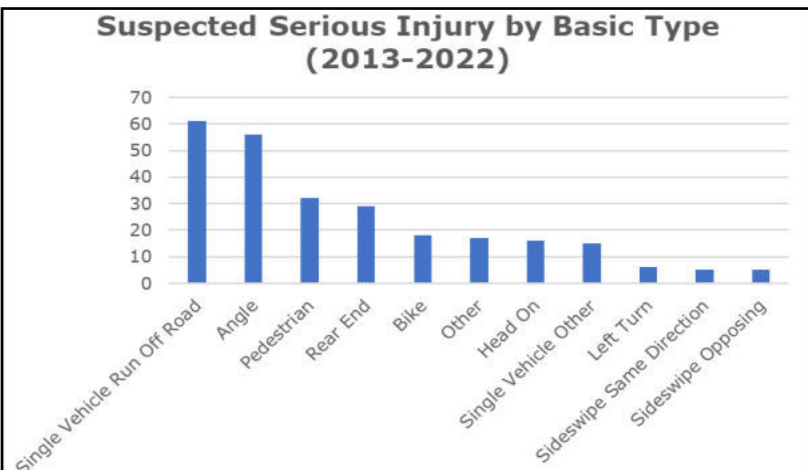
The average cost per crash was updated in 2023 by U.S. Department of Transportation on a per crash basis for use in calculating benefit/cost comparisons. The costs include economic cost factors and a measure of the value of lost quality of life that society is willing to pay to prevent deaths and injuries 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 Suspected Injury Crashes

2013-2022 Suspected Serious Injury Crashes



Of crashes which resulted in a suspected serious injury (SSI), the three most common basic types were Single Vehicle Run Off Road, 23%, Right Angle Crashes, 22%, and Active Transportation Users (Pedestrian/Cyclist, 12%/7%), 19%. 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 (49%) or not at an intersection (47%). Less than 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 (2013-2022) Data Source: MnDOT.

Physical condition is often easier to determine in SSI crashes than in ones involving a fatality. Nearly 79% of people involved, driver or any mode of transportation, were not on drugs or alcohol. However, the percent of people taking drugs, 1%, 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 — 65% and 30% respectively.

About 42% of people in SSI crashes had no clear contributing action. Of those with a contributing action, the most common contributing factor was a failure to yield right of way (24%). The next most common types of SSI crash contributing factors were operation of a motor vehicle in a careless/negligent/erratic way (10%), "other contributing action" (8%), and speeding (7%). 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 each age range makes in the population 15+ and the involvement in SSI crashes. The age ranges for SSI crashes match much more closely to the population percents compared to fatal crashes. Other than a few groups, most age ranges are evenly experiencing SSI crashes in relation to the proportion of the population they represent.

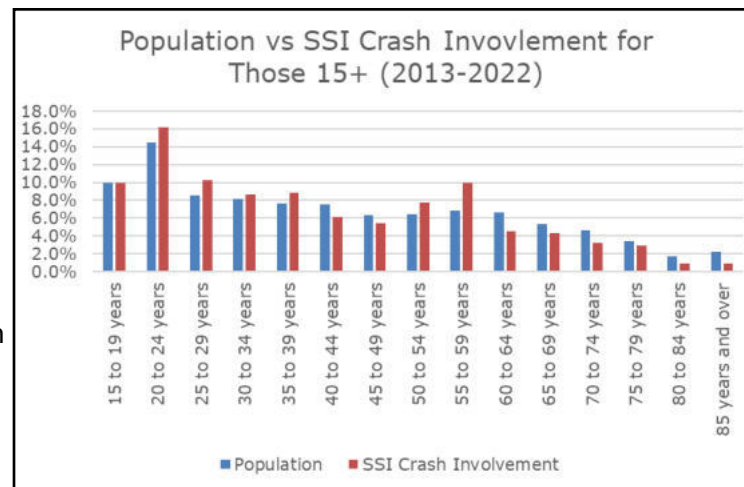
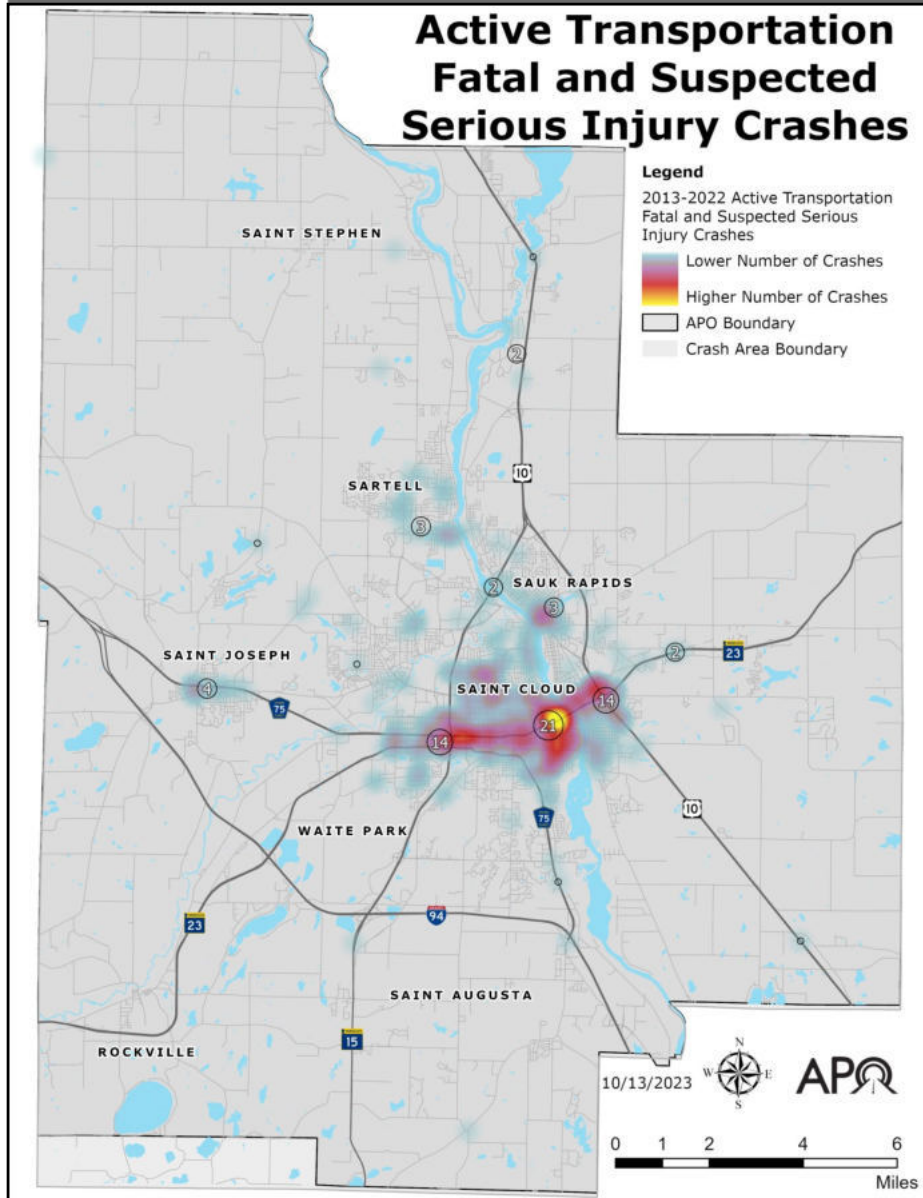


Figure 1.8-SSI Population vs SSI Crash Involvement for those 15+ (2013-2022) Data Source: MnDOT.

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 2013 to 2022. Active transportation involves any non-motorized user, such as a person who walks or cycles.

- ◇ Between 2013 and 2022 there were 70 fatal or SSI crashes involving active transportation.
- ◇ 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 9%.
- ◇ Active transportation crashes can involve people of all ages, not just young or old.
- ◇ Overall crashes involving cyclists tend to occur more often at intersections. For pedestrians, crashes occur similarly at intersections and not.

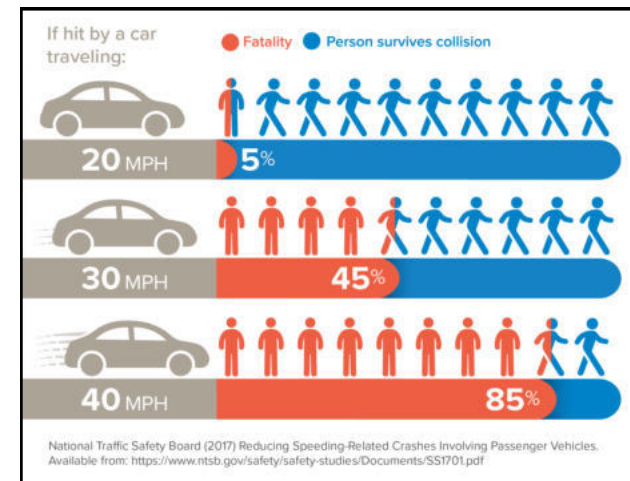


Figure 1.9–Active Transportation Fatalities and Suspected Serious Injuries

Goal 1: Maintain and Enhance Transportation Safety

Chemical Impairment Crashes

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

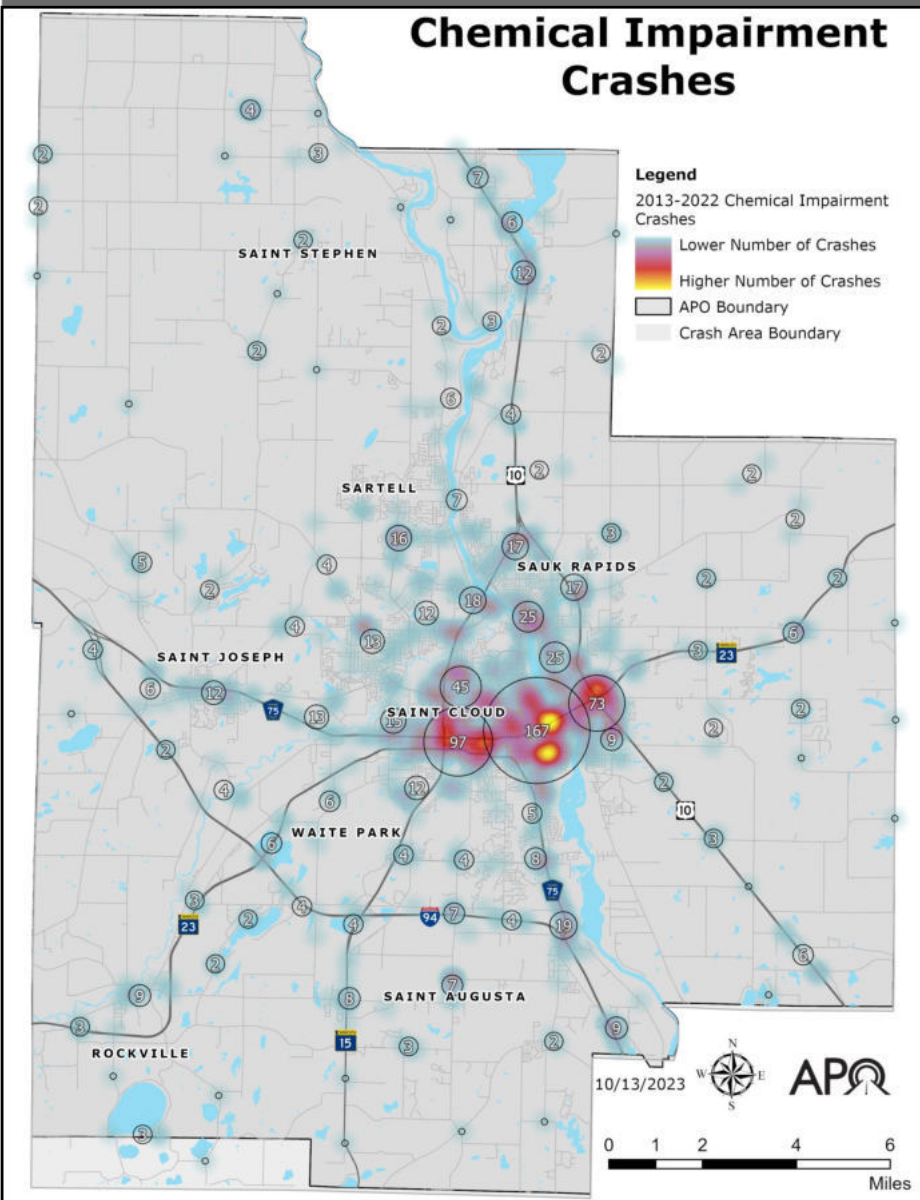


Figure 1.10-Chemical Impairment Crashes

Data Source: MnDOT.

Chemical Impairment Crashes

Figure 1.10 displays the locations where chemical impairment crashes occurred in the APO planning area from 2013 to 2022.

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 37 people in the United States die in drunk-driving crashes — that’s one person every 39 minutes. In 2021, 13,384 people died in alcohol-impaired driving traffic deaths — a 14% increase from 2020. These deaths were all preventable.”

Data Source: NHTSA.

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Chemical Impairment Crashes

2013-2022 Chemical Impairment Crashes

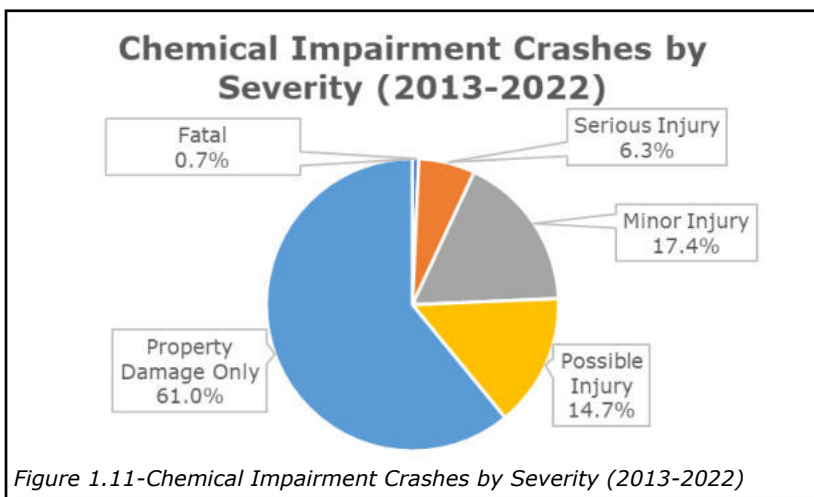


Figure 1.11-Chemical Impairment Crashes by Severity (2013-2022)
Data Source: MnDOT.

Approximately 0.4% of crashes within the APO's planning area involve a fatality and 1.1% result in a SSI. However, 17% of all fatal and serious injury crashes within the metro can be attributed to chemical impairment.

Looking at the basic types involved with chemical impairment crashes, about 48% involve a single vehicle running off the road, while 15% 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.

When looking at physical condition, of the 863 drivers/active transportation users involved in these crashes 356 were not on drugs/alcohol. People in an apparently normal physical condition make up nearly 41% of drivers/active transportation users involved in chemical impairment crashes.

Of those involved in chemical impairment crashes, nearly 2% are under the age of 18, while those aged 20-34 make up nearly 41%. Of note, people aged 20-34 make up only 25% of the region's population. The split along gender lines for chemical impairment crashes is 75% male and 25% female.

While 33% of crashes involving a chemically impaired individual occurred during daylight, nearly 63% occurred when it was dark out. The remaining 4% occurred during dawn/dusk.

Chemical impairment crashes occurred 1.6 times as often on average for a single weekend date versus single weekday.

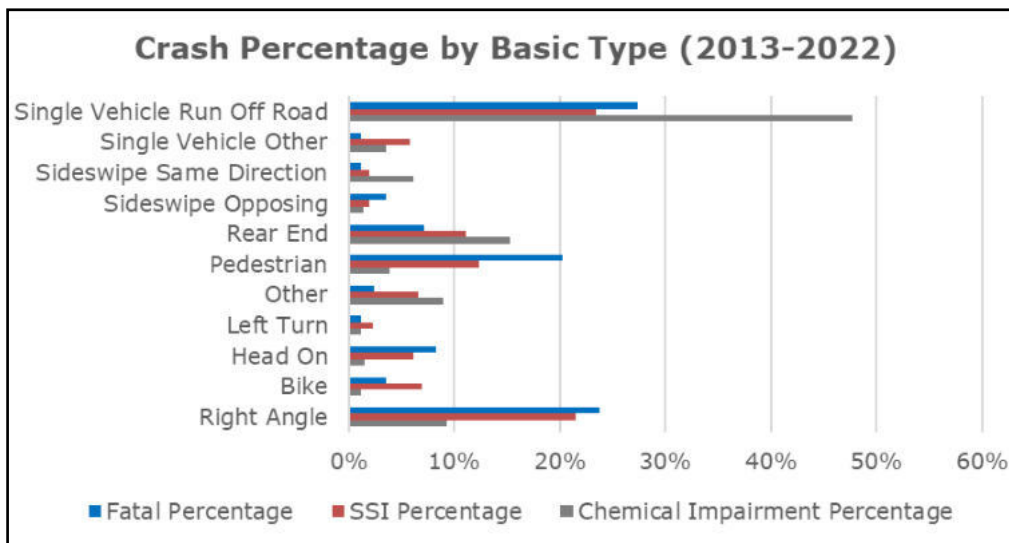


Figure 1.12-Crash Percentage by Basic Type (2013-2022) Data Source: MnDOT. 31

Goal 1: Maintain and Enhance Transportation Safety

Distracted Crashes

Number of crashes involving distracted drivers.

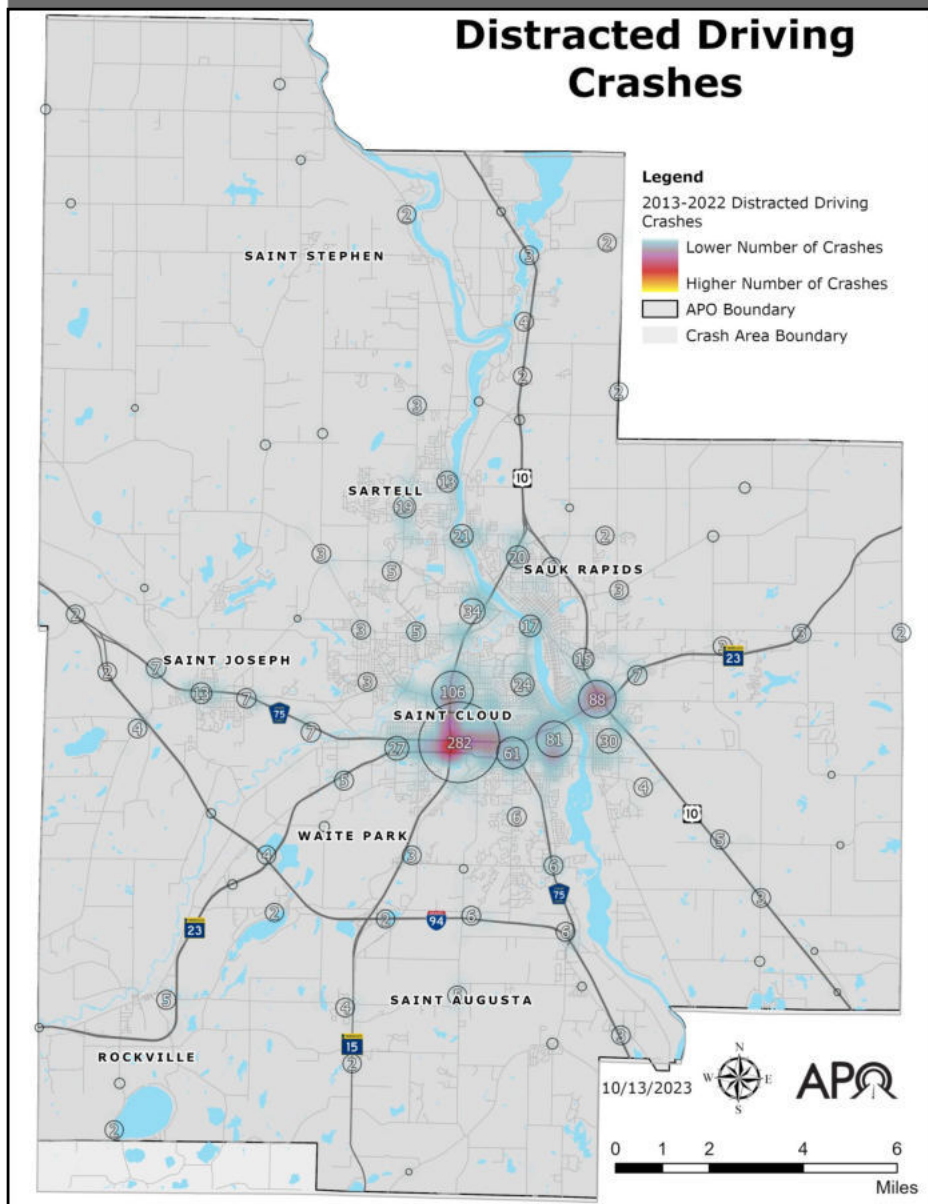


Figure 1.13-Distracted Crashes

Data Source: MnDOT.

Distracted Crashes

Figure 1.13 displays the locations where distracted crashes occurred in the APO planning area from 2013 to 2022.

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. This data is further affected by lower severity crashes being reported less.

- ◇ About 1/3 of distracted driving crashes resulted in rear end collisions.
- ◇ Most of these crashes occurred at intersections (55%), while 38% occurred 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 1: Maintain and Enhance Transportation Safety

All Crashes

Number of crashes occurring from 2018 to 2022.

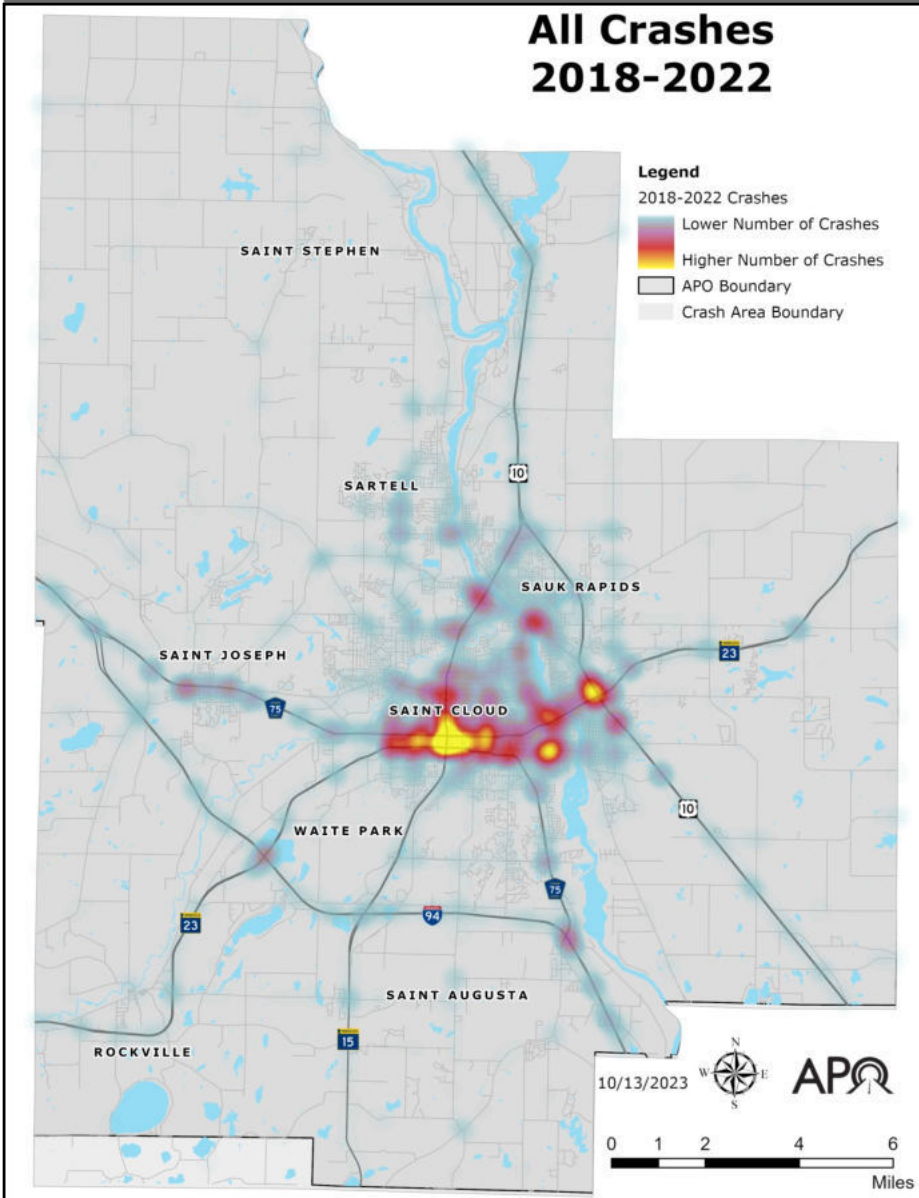


Figure 1.14-All Crashes 2018-2022

Data Source: MnDOT.

Crashes Occurring from 2018 to 2022

Figure 1.14 displays the locations where all crashes occurred in the APO planning area from 2018 to 2022.

Crashes occur more often where there is more travel. In the map on the right the largest number of crashes are occurring at and around the intersections of NHS roadways. This is particularly noticeable along all of the NHS excluding I-94. I-94 has fewer access points than the other NHS roadways causing it to experience fewer crashes. It is important to keep in mind that while a large number of crashes occur here, they tend to be less severe. MN 23 serves as the other east-west connection to I-94 and intersects with all of the other major roadways in close proximity. When looking at the intersections within the APO region, intersections with MN 23 have the highest number of crashes followed by MN 15.

Intersections	Total Crashes	Entering Volume	Crash Rate per million entering vehicles
St Germain ST E & Franklin Ave NE	53	9200	3.15
University DR S & 9th AVE S	117	31950	2.01
MN 15 & CSAH 75 (Division St)	225	62250	1.98
MN 15 & MN 23 (2nd St S)	182	53050	1.88
MN 15 & CSAH 81 (3rd St N)	154	47900	1.76

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



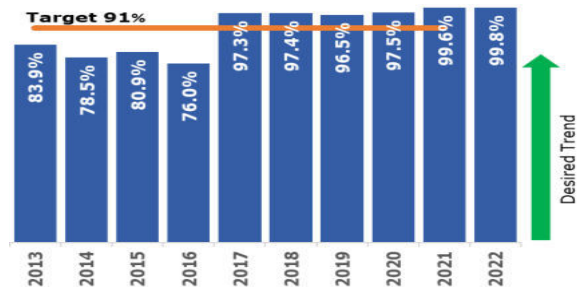
Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
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Non-Interstate NHS Reliability:

Annual percent of person-miles traveled that are reliable.



The non-Interstate NHS has continued to operate reliably as of 2017. The APO has set a 2023 target of at least 91% reliability.

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



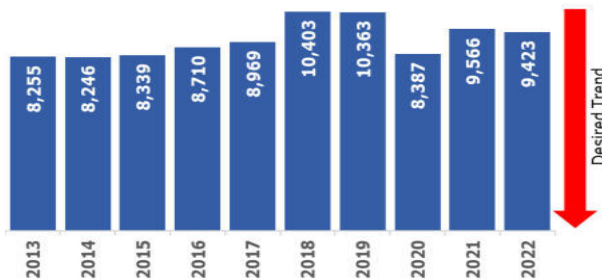
I-94 continues to operate extremely well with no significant reliability issues. The APO has set a 2023 target of 100% reliability.

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



VMT has increased from the levels seen during the COVID-19 pandemic. However, VMT has not yet returned to pre-pandemic levels. VMT prior to 2018 was calculated in part by the APO using a different method than MnDOT currently uses. MnDOT starting supplying all relevant VMT data in 2018. The APO does not have a set target.

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



VMT per capita decreased 1.5% from 9,566 in 2021 to 9,423 in 2022. 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 - Federal Fiscal Year	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"> <tr><th>Year</th><td>2013</td><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td></tr> <tr><th>Value</th><td>2.20</td><td>2.15</td><td>2.04</td><td>1.94</td><td>1.75</td><td>1.62</td><td>1.48</td><td>0.96</td><td>0.68</td><td>0.60</td></tr> </table>	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Value	2.20	2.15	2.04	1.94	1.75	1.62	1.48	0.96	0.68	0.60	<p>The number of annual FR transit riders has continued to decrease. Since 2013, FR ridership has fallen nearly 72.7%. Metro Bus has decreased service in response to the pandemic as well as having dealt with staffing shortages. The APO desires the number of fixed route transit riders to increase.</p>
Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022														
Value	2.20	2.15	2.04	1.94	1.75	1.62	1.48	0.96	0.68	0.60														
<p>Passengers Per Revenue Mile (FR): The number of passengers divided by the number of miles traveled by FR.</p>	<table border="1"> <tr><th>Year</th><td>2013</td><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td></tr> <tr><th>Value</th><td>1.84</td><td>1.77</td><td>1.66</td><td>1.57</td><td>1.35</td><td>1.26</td><td>1.16</td><td>0.86</td><td>0.64</td><td>0.61</td></tr> </table>	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Value	1.84	1.77	1.66	1.57	1.35	1.26	1.16	0.86	0.64	0.61	<p>FR passengers per revenue mile has decreased by 0.03 from 0.64 in 2021 to 0.61 in 2022. The number of revenue miles has also been decreasing over the years. The APO desires FR passengers per revenue mile to increase.</p>
Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022														
Value	1.84	1.77	1.66	1.57	1.35	1.26	1.16	0.86	0.64	0.61														
<p>Passengers Per Revenue Hour (FR): The number of passengers divided by the number of hours traveled by FR.</p>	<table border="1"> <tr><th>Year</th><td>2013</td><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td></tr> <tr><th>Value</th><td>25.92</td><td>24.93</td><td>23.47</td><td>22.04</td><td>17.96</td><td>16.90</td><td>15.15</td><td>11.41</td><td>8.72</td><td>8.28</td></tr> </table>	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Value	25.92	24.93	23.47	22.04	17.96	16.90	15.15	11.41	8.72	8.28	<p>FR passengers per revenue hour has decreased by 0.44 from 8.72 in 2021 to 8.28 in 2022. The number of revenue hours has been decreasing from 2020. The APO desires FR passengers per revenue hour to increase.</p>
Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022														
Value	25.92	24.93	23.47	22.04	17.96	16.90	15.15	11.41	8.72	8.28														
<p>Number of Annual Dial-a-Ride (DAR) Transit Riders: Annual number of transit riders by DAR.</p>	<table border="1"> <tr><th>Year</th><td>2013</td><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td></tr> <tr><th>Value</th><td>122,263</td><td>128,087</td><td>133,303</td><td>139,414</td><td>136,422</td><td>139,399</td><td>152,239</td><td>98,687</td><td>101,125</td><td>117,617</td></tr> </table>	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Value	122,263	128,087	133,303	139,414	136,422	139,399	152,239	98,687	101,125	117,617	<p>The number of annual DAR transit riders rose by 16.31% from 101,125 in 2021 to 117,617 in 2022. The APO desires the number of DAR transit riders to increase.</p>
Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022														
Value	122,263	128,087	133,303	139,414	136,422	139,399	152,239	98,687	101,125	117,617														
<p>Passengers Per Revenue Mile (DAR): The number of passengers divided by the number of miles traveled by DAR.</p>	<table border="1"> <tr><th>Year</th><td>2013</td><td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td><td>2019</td><td>2020</td><td>2021</td><td>2022</td></tr> <tr><th>Value</th><td>0.25</td><td>0.25</td><td>0.25</td><td>0.24</td><td>0.24</td><td>0.23</td><td>0.23</td><td>0.22</td><td>0.21</td><td>0.20</td></tr> </table>	Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	Value	0.25	0.25	0.25	0.24	0.24	0.23	0.23	0.22	0.21	0.20	<p>DAR passengers per revenue mile has decreased by 0.01 from 0.21 in 2021 to 0.20 in 2022. The miles driven to reach these new DAR riders increased at a greater rate than the ridership increase. This caused a decrease in passengers per revenue mile. The APO desires DAR passengers per revenue mile to increase.</p>
Year	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022														
Value	0.25	0.25	0.25	0.24	0.24	0.23	0.23	0.22	0.21	0.20														

The federal fiscal year runs from Oct. 1-Sept. 30. For example, federal fiscal year 2022 runs from Oct. 1, 2021 - Sept. 30, 2022.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Transit Measure - Federal Fiscal Year

Multi-Year Trend

Analysis

Passengers Per Revenue Hour (DAR):

The number of passengers divided by the number of hours traveled by DAR.



DAR passengers per revenue hour decreased by 0.08 from 2.72 in 2021 to 2.64 in 2022. Revenue hours for DAR have not yet recovered from COVID which has resulted in this slight decline. The APO desires DAR passengers per revenue hour to increase.

Number of Annual Northstar Commuter Bus (NCB) Transit Riders:

Annual number of transit riders on NCB.



Annual NCB transit ridership has increased by 26.1% from 8,330 in 2021 to 10,507 in 2022. Even with limited train runs due to the impacts of COVID, NCB bus use has increased. The APO desires the NCB transit ridership to increase.

Passengers Per Revenue Mile (NCB):

The number of passengers divided by the number of miles traveled by NCB.



Passengers per revenue mile has increased by 0.03 from 0.14 passengers per revenue mile in 2021 to 0.17 in 2022. The APO desires NCB passengers per revenue mile to increase.

Passengers Per Revenue Hour (NCB):

The number of passengers divided by the number of hours traveled by NCB.



Passengers per revenue hour has increased by 1.05 from 4.06 passenger per revenue hour in 2021 to 5.11 in 2022. The APO desires NCB passengers per revenue hour to increase.

Percent of Single Occupancy Vehicle (SOV) Travel:

Percent of travel to work alone in a motorized vehicle.



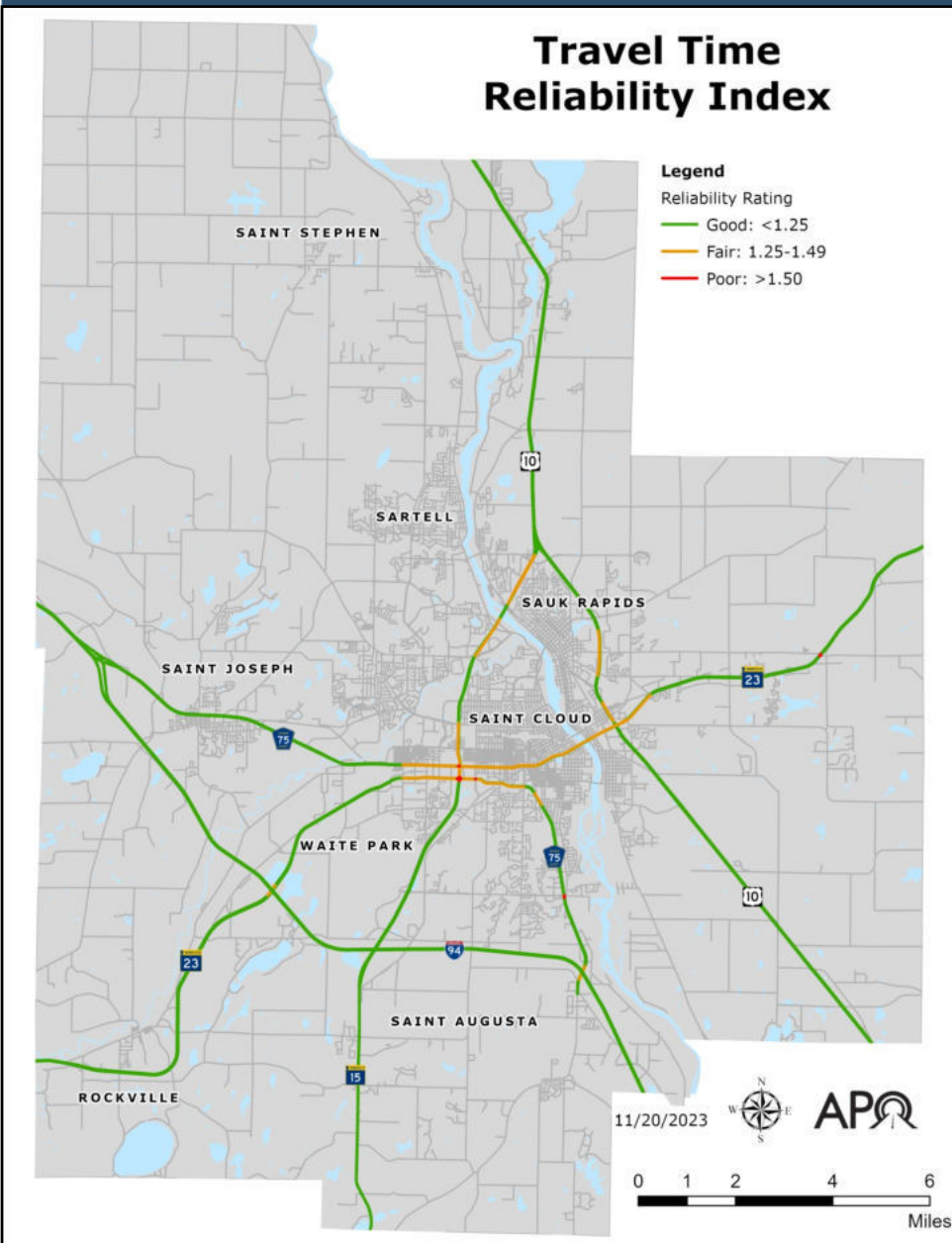
The percent of travel done by workers 16 years and older has decreased by 1.9% from 79.7% in 2021 to 77.8% in 2022. This is the lowest percent SOV travel recorded in the last eight years of data collection. The APO desires SOV travel to decrease.

The federal fiscal year runs from Oct. 1-Sept. 30. For example, federal fiscal year 2022 runs from Oct. 1, 2021 - Sept. 30, 2022.

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; 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 (2021)	Annual Vehicle Miles Traveled (2022)	Percent Change (2021-2022)
Saint Cloud	519,558,014	516,807,436	-0.5%
Sartell	73,981,427	80,286,172	8.5%
Sauk Rapids	57,461,515	58,346,334	1.5%
Waite Park	79,720,853	82,246,709	3.2%
Saint Joseph	37,503,797	37,434,161	-0.2%
Saint Augusta	58,988,191	59,490,675	0.9%
Rockville	59,944,362	56,024,791	-6.5%
Saint Stephen	3,816,362	3,563,031	-6.6%
Total	890,974,521	894,199,309	0.4%

Data Source: MnDOT.

VMT Travel by Municipality

Vehicle miles traveled in 2022 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 0.4% from the previous year.

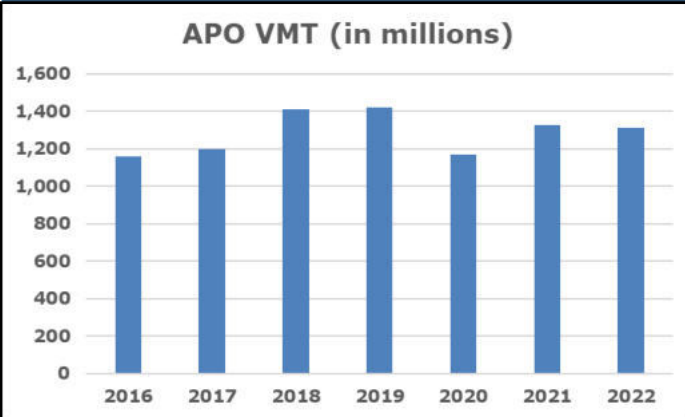
Strategies to Lower VMT:

- ◆ 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

Vehicle Miles Traveled

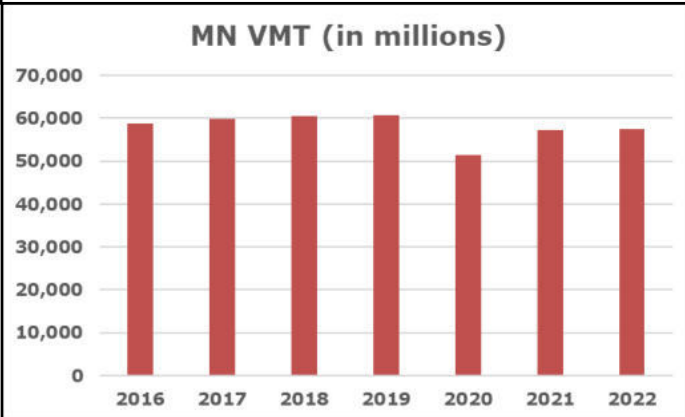
Vehicle Miles Traveled (VMT) is a measure of all miles driving within an area within a specific period.



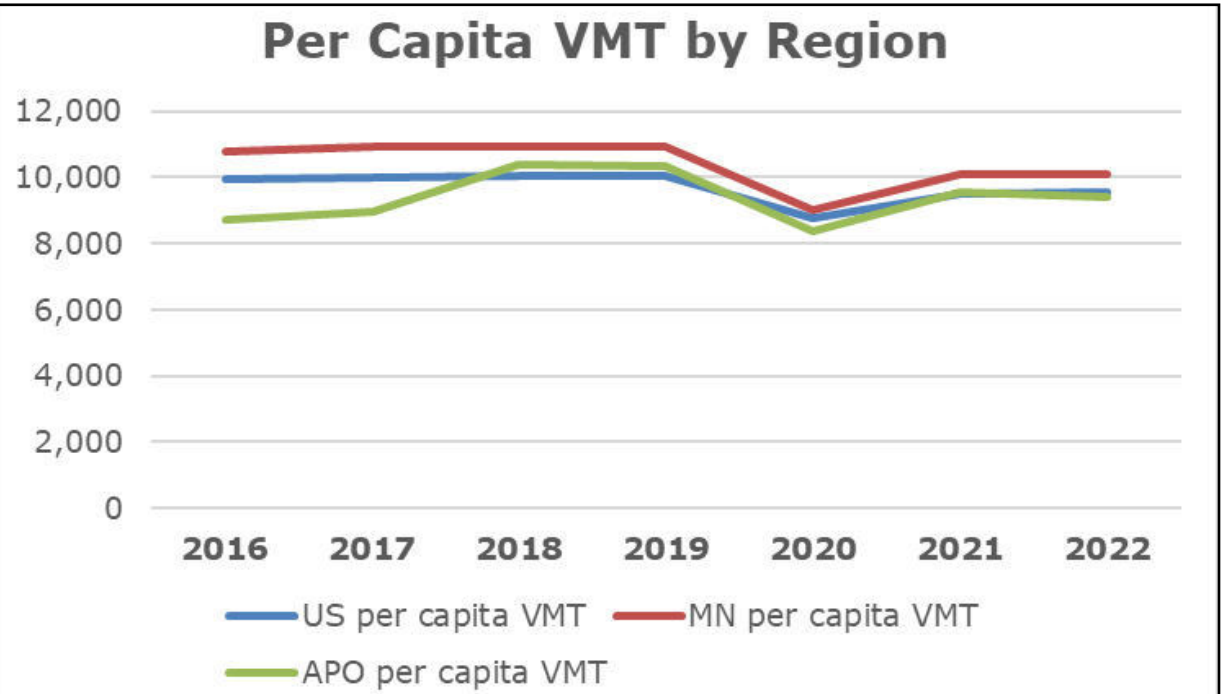
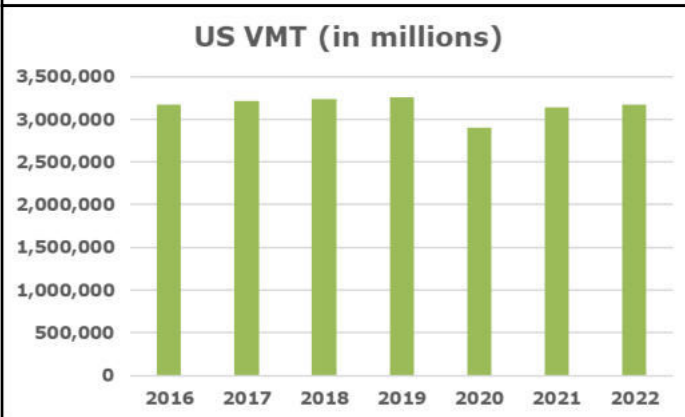
A Comparison in VMT: APO, Minnesota, and US Trends

VMT for the APO region was calculated differently prior to 2018 which mostly accounts for the huge percent change seen. It is likely that it would have seen a small positive growth from 2017 to 2018 based on the previous data. MnDOT's own VMT calculation system changed following 2015.

VMT trends between the three regions, the APO region, the state of Minnesota, and the United States mainly followed the same patterns of increasing and decreasing. The APO typically experiences a more pronounced change than these other regions due to the size of the area involved. A small increase in VMT in the APO area, for example, can have a big impact on local VMT, but the impact is relatively minor at the state and national levels.



VMT per capita shows a similar story. Following 2018, when the APO began receiving all VMT data from MnDOT, the ups and downs from year to year are similarly mirrored throughout each region.



Figures 2.2-2.5 APO VMT, MN VMT, US VMT, and Per Capita VMT by Region

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.



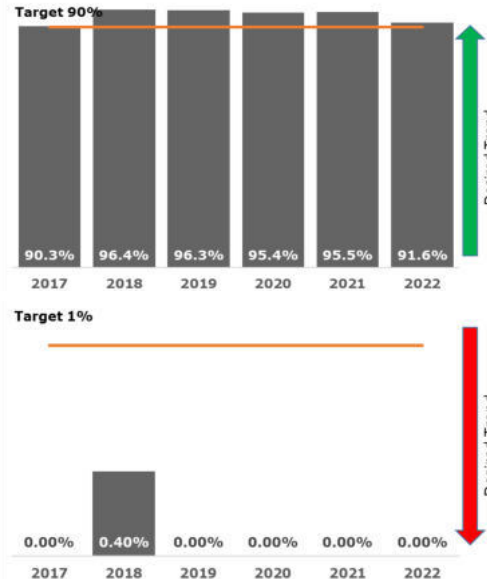
Photos courtesy of APO

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

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Data	Analysis
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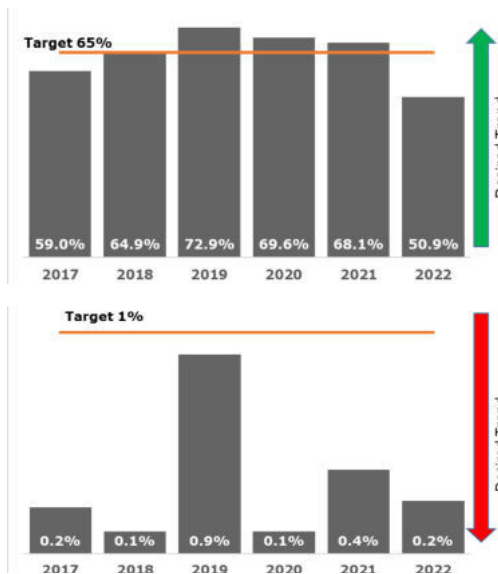
Interstate Pavement
Condition: Percent of total lane miles that are rated in good and poor condition.



In 2022, 91.6% of the Interstate’s pavement was rated in good condition. This is a 3.9 percentage point decrease from 2021. The APO has set a 2023 Interstate pavement condition target of at least 90% in good condition.

No Interstate pavement within the MPA was rated in poor condition in 2022. The APO has set a 2023 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 and poor condition.



Non-Interstate NHS pavement in 2022 was rated at 50.9% in good condition. This is an 17.2 percentage point decrease from 2021. The dramatic dip in non-Interstate NHS pavement condition can be attributed, in part, to the omission of 2022 pavement data on CSAH 75. If we adjust the 2022 pavement condition to include 2021 condition data from CSAH 75, this would result in a good condition rating of 63.5% -- only a 4.6 percentage point decrease. The APO has set a 2023 non-Interstate NHS pavement condition target of at least 65% in good condition.

Non-Interstate NHS pavement in 2022 was rated at 0.2% in poor condition. This is a 0.2 percentage point decrease from 2021. As CSAH 75 was missed in the pavement data collection for 2022, if 2021 numbers are used for CSAH 75 then the percent of pavement in poor quality would be 0.3% in 2022. The APO has set a 2023 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
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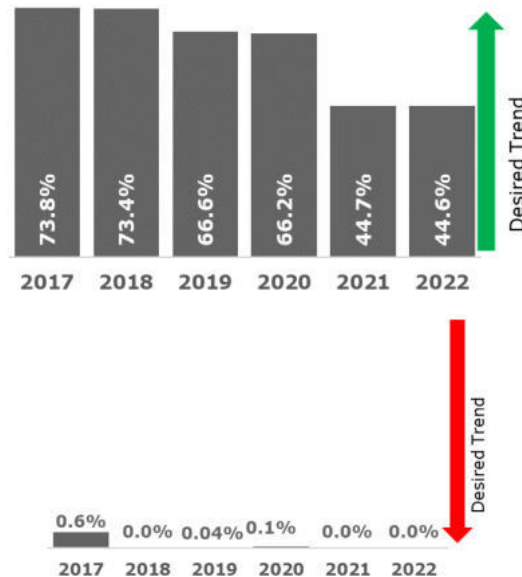
National Highway System (NHS) Bridge Condition: Percent of bridges by deck area classified in good and poor condition.



In 2022, 22.0% of NHS bridge deck area was in good condition. This is 30.5 percentage point drop from 2021. As a result, the number of bridges in the APO’s planning area that are in fair condition has risen considerably — up from 47.5% to 78.0% The APO has set a 2023 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 2023 target of less than 1% in poor condition.

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



In 2022, 44.6% of all bridge deck area in the MPA was rated in good condition. Similar to the NHS bridge condition, the decline experienced over the past two years is related to a number of bridges moving from a good condition to a fair condition. The APO does not have a set target, but desires this to increase.

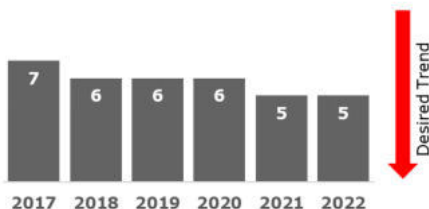
In 2022, no bridge deck area in the MPA was rated in poor condition. This has remains relatively unchanged since 2018. The APO does not have a set target.

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

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Data	Analysis
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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 2022. 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 2022 was 2.52. This is an increase of 0.62 from the previous year. The average age of FR buses is 8.5 years. These buses have a useful life of 12 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 2022 was 1.69, a decrease of 0.70 from the previous year. The average age of DAR buses is 4.9 years. These are starting to get close to their useful life of 7 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 2022 was zero. This decrease was maintained from last year. The average age of NCB buses is 4.6 years. These buses have a useful life of 12 years. The APO desires the number of NCB mechanical failures to decrease.

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

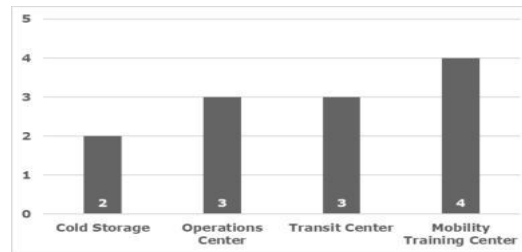
Saint Cloud APO Transportation Results Scorecard

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.

Measure	Data	Analysis
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TERM Scale for Facilities



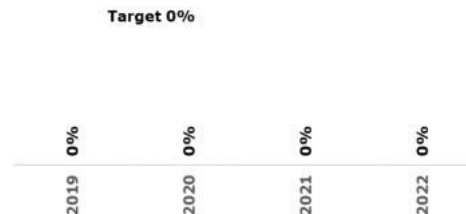
The TERM scale uses the number 1 through 5 to describe the condition of an asset — with 5 being excellent and 1 being poor. While the cold storage is rated at marginal, the operation center and transit center are rated as adequate. The mobility training center is rated as good.

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 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 2023 target of 33% of facilities being below 3 on the TERM scale.

Passenger/Parking Facilities



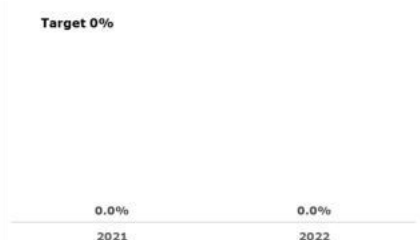

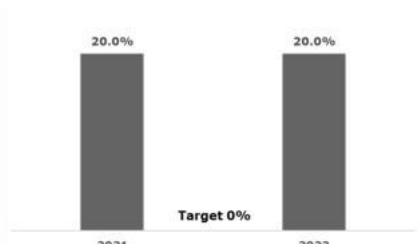
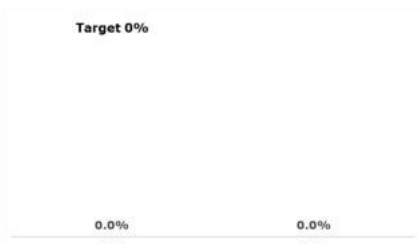
No Metro Bus passenger/parking facilities were rated below a 3 on the TERM scale in 2022. The transit center is the only facility type operated by MTC within this category. MTC set a 2023 target of 0% of facilities below 3 on the TERM scale.

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.

Measure	Data	Analysis
<p>Equipment (non-revenue service vehicles)</p>	 <p>Target 0%</p> <p>0.0% 2021 0.0% 2022</p>	<p>No non-revenue service vehicles have exceeded their useful life in 2022. MTC set a 2023 target of 0% exceeding useful life.</p>
<p>Rolling Stock (revenue vehicles) - Class 700 Buses</p>	 <p>10.3% 2021 Target 13% 20.5% 2022</p>	<p>For the class 700 buses (FR buses), 20.5% have exceeded their useful life. The inability to get new buses in a timely fashion is due to a multitude of reasons including supply chain issues and inflation drastically raising the price of buses. MTC set a 2023 target of 13% exceeding useful life.</p>
<p>Rolling Stock (revenue vehicles) - Class 400 Buses</p>	 <p>20.0% 2021 Target 0% 20.0% 2022</p>	<p>For the class 400 buses (DAR buses), 20% have exceeded their useful life. MTC set a 2023 target of 0% exceeding useful life.</p>
<p>Rolling Stock (revenue vehicles) - MCI buses</p>	 <p>Target 0%</p> <p>0.0% 2021 0.0% 2022</p>	<p>No MCI buses (NCB buses) have exceeded their useful life. MTC set a 2023 target of 0% exceeding useful life</p>

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

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

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



Photos courtesy of MnDOT.

How is Pavement Condition Calculated?

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

Data Collection Method

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

Data Source: MnDOT.

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

Data and photos courtesy of MnDOT.

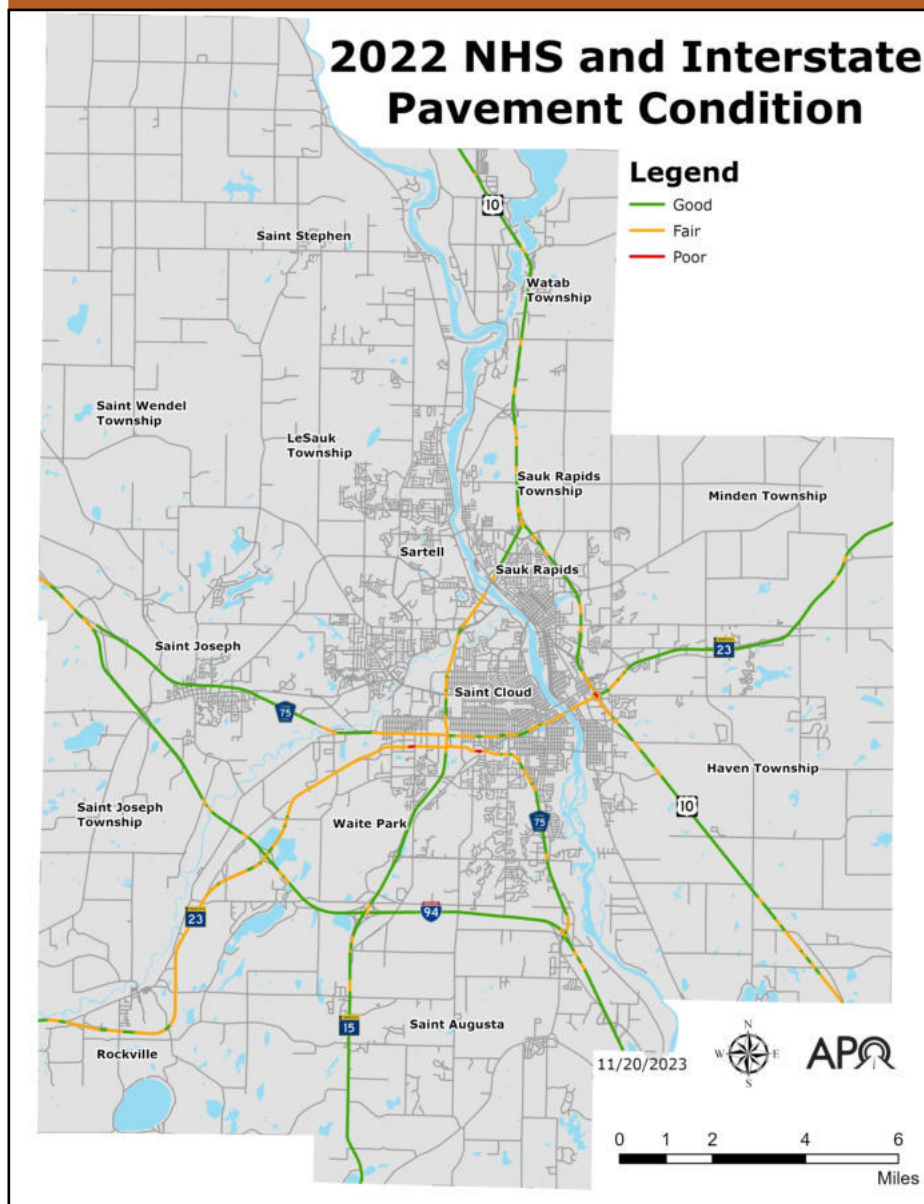
Equipment Used	Example
MnDOT currently collects pavement condition data using a Pathway Services, Inc. Digital Inspection Vehicle (DIV).	

Data and photo courtesy of MnDOT.

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

Pavement Conditions

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



Pavement Condition

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.

In 2022, 69.7% of Interstate and NHS pavement within the APO planning area was in good condition, 30.1% in fair condition, and 0.2% 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 (under construction in 2023); Second Street S between 33rd Avenue N and 25th Avenue S; and MN 23 between Second Ave S and 10th Avenue S. Of note, pavement condition for CSAH 75 was not collected in 2022. The information depicted on the map for CSAH 75 is from 2021. No significant pavement work on CSAH 75 occurred in 2022, however a project was completed in 2023.

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.

Figure 3.1-Pavement Condition (Data for CSAH 75 replaced with 2021 as it was not collected for 2022) Data Source: 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



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.

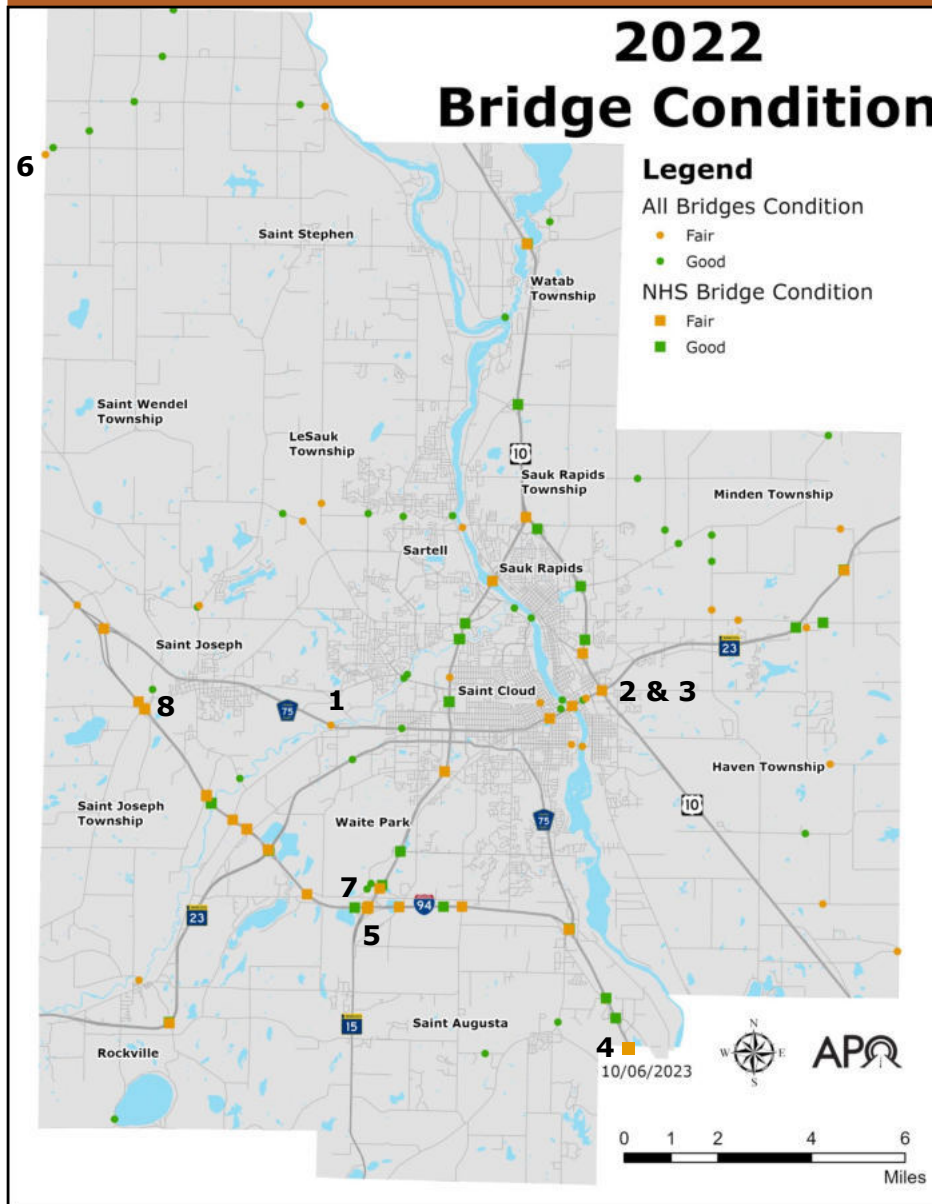
Bridge Components	Example
<p>Deck - The deck is designed to provide a smooth and safe riding surface for traffic utilizing the bridge.</p>	
<p>Superstructure - The superstructure supports the deck or riding surface of the bridge, as well as the load applied to the deck.</p>	
<p>Substructure - The substructure 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



Condition of All Bridges

Of the 112 bridges in the APO planning area, 61 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. This score looks at the lowest rated bridge component. The LPI only assigns scores to bridges owned by local agencies to assist in replacement schedules. There are 22 bridges with an overall rating of 5/10 and of those, below are eight 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*	CSAH 75 over Sauk River	Stearns County
2*	TH 23 NB over US 10	MnDOT
3*	TH 23 SB over US 10	MnDOT
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 EB over TH 15	MnDOT
8	I 94 WB over CSAH 2	MnDOT

Figure 3.2-Bridge Condition

Data Source: MnDOT.

Note: Those with an * next to the rank are currently scheduled for replacement. 50

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).

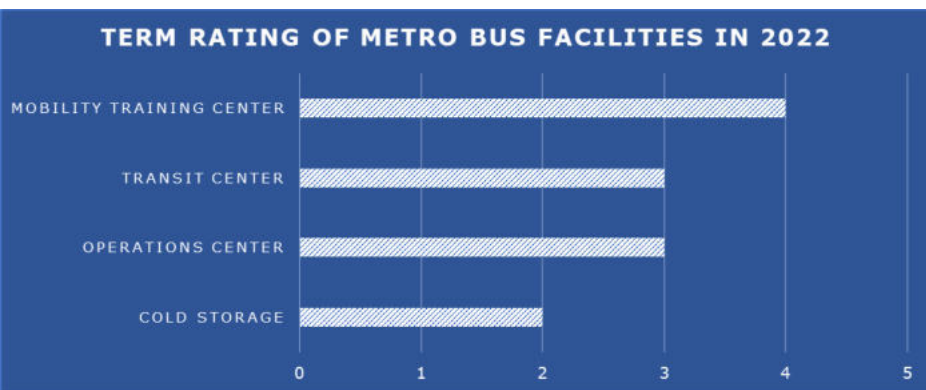






Figure 3.3 TERM Rating of Metro Bus Facilities in 2022 Data Source: National Transit Database and Metro Bus.

Transit Economic Requirements Model (TERM) Rating	
<p>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.</p>	
<p>Transit Center: This property serves as a hub for fixed route buses and the customer service center.</p>	
<p>The Mobility Training Center: This property houses outreach, travel training, and the safety departments.</p>	
<p>Cold Storage: This property was purchased for future expansion and is currently used for cold storage.</p>	

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.



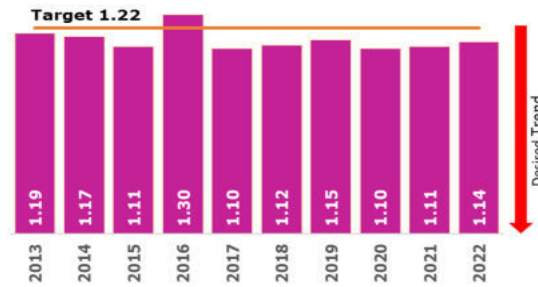
Photos courtesy of the APO.

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
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Truck Travel Time Reliability (TTTR): Calculated by dividing the ratio of the 95th percentile time by the normal time (50th percentile).



Truck Travel Time Reliability (TTTR) index has increased by 0.03 from 1.11 in 2021 to 1.14 in 2022. The closer to 1 this value is, the better. Overall TTTR appears to be relatively constant. The APO has set a 2023 target of less than 1.22.

Air Passengers at Saint Cloud Regional Airport (STC): Annual number of customers served.



Air passengers at the STC have increased 5.1% from 33,300 passengers in 2021 to 35,004 passengers in 2022. The number of passengers appears to be recovering and returning to pre-pandemic levels. The APO does not have a set target.

Tri-CAP One-Way Trips: Annual number of one-way transit trips plus annual number of one-way volunteer driver trips.



The number of Tri-CAP one-way trips has increased 17.7% from 113,160 trips in 2021 to 133,233 trips in 2022. The number of Tri-CAP one-way trips has continued to rebound. 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.

Amtrak Ridership: Annual passengers using the Saint Cloud Amtrak station.



Amtrak numbers increased by 13.5% from 5,422 in 2021 to 6,156 in 2022. While still down from the pandemic, the number of passengers is showing an increase from 2020. Prior to the pandemic, Amtrak was already experiencing a downward trend in ridership.

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).

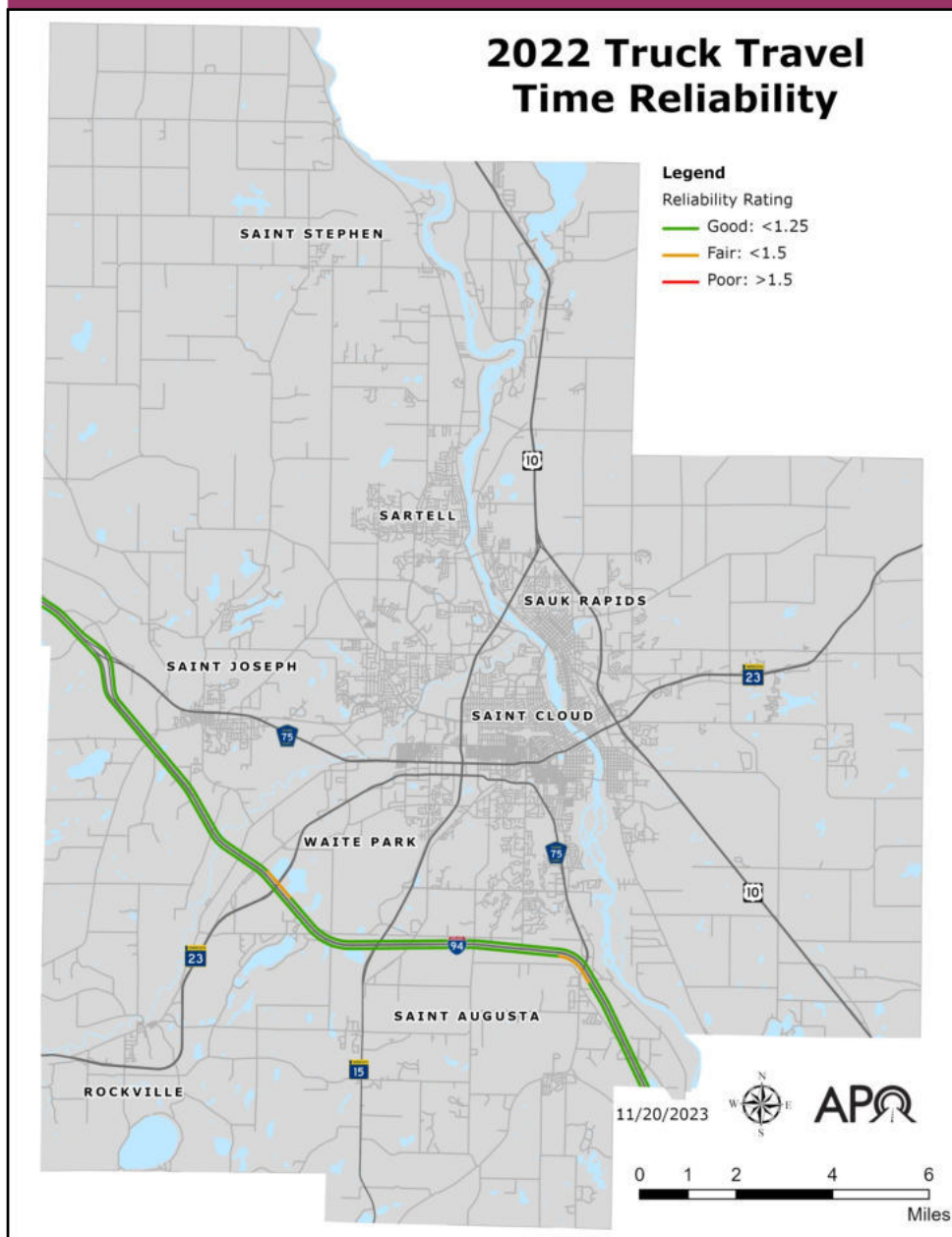


Figure 4.1-Truck Travel Time Reliability

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 FHWA standards.

The section of I-94 that passes through the APO’s MPA has a TTTR of either good or fair. The stretches near MN 23 and I-94 and CSAH 75 and I-94 are the only stretches rated as fair. 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.

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.

1,400

Number of acres the airport resides on.

\$49 Million

Estimated annual impact on the local economy.

Goal 4: Support Metropolitan Vitality and Economic Development

Broadband Access and Modes of Transportation taken to Work

Broadband Access for households and the Modes of Travel taken to Work

Broadband Access

An increasingly important tool in providing access to education, health care, and the ability to stay connected is broadband access.

President Biden signed in to law the Infrastructure Investment and Jobs Act (IIJA) in November 2021. Part of this Act apportioned funding to investment in broadband infrastructure—especially in rural communities.

While reliable Internet access has transformed the way individuals stay connected, it has also transformed the transportation sector. This includes the rise of remote work settings (no longer necessitating a daily commute) as well as the increase in online shopping and delivery services.

As show in Figure 4.2 below, access to broadband can be correlated to household income. While broadband access has been improving for households earning under \$75,000, those earning less than \$20,000 are about twice as likely to not have broadband access as those earning between \$20,000 and \$75,000.

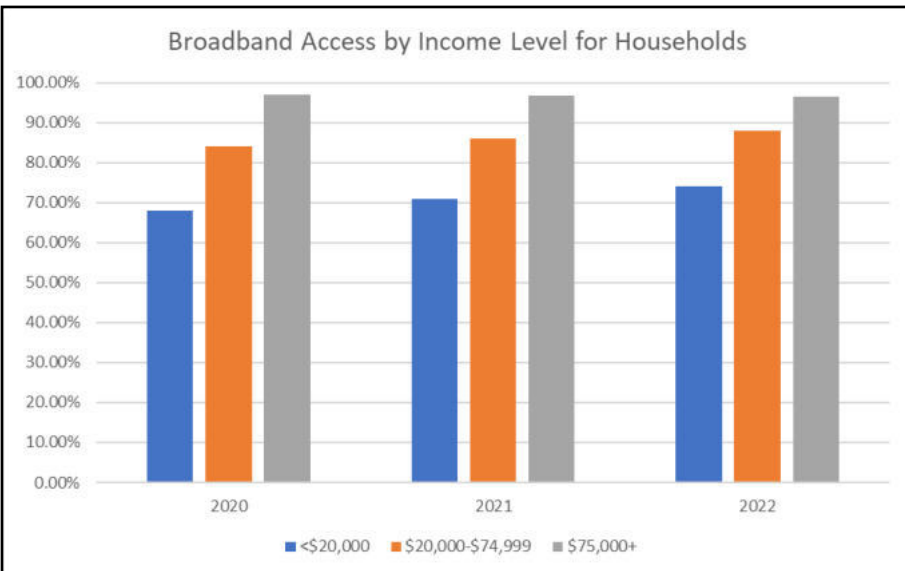


Figure 4.2 - Broadband Access by Income Level for Households
Data Source: U.S. Census ACS Five Year Estimates

Modes of Travel to Work

Working remotely has become increasingly common for Minnesotans. In a recent DEED analysis (bit.ly/3ULztJW), approximately 25% of Minnesota’s workforce with remote capabilities is working remotely several days a week in 2023. However, this is not the case with our neighboring states which saw between 10.2% and 16.7% for the same measure.

With this increase in working from home, these people are not necessarily making fewer trips. The lack of commuting trips from this group have partially changed to trips for errands such as shopping or trips to drop off/pick up their kids from school. There has also been a change in when the other trips resulting from the lack of a work commute are occurring. These new trips tend to occur at non-peak commute times, either earlier in the morning or around midday. This should help alleviate some congestion issues related to peak travel times.

The percent of people working from home has nearly doubled since 2019. Much of the decrease in people driving to work alone is due to an increase in accessibility of other options.

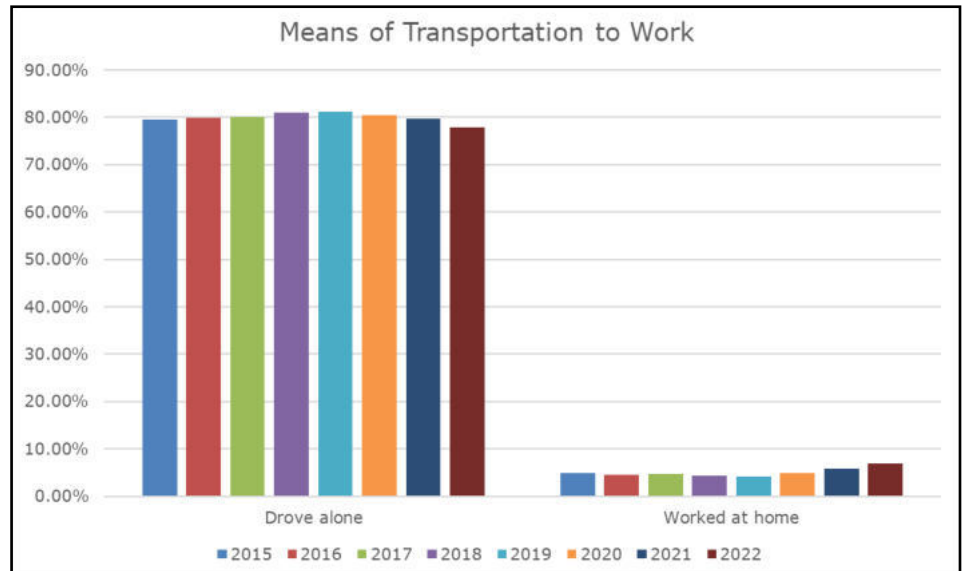


Figure 4.3 - Means of Transportation to Work
Data Source: U.S. Census ACS Five Year Estimates

Goal 4: Support Metropolitan Vitality and Economic Development

Modes of Travel taken to Work

Distribution of the means of transportation people are taking to work

Means of Transportation to Work

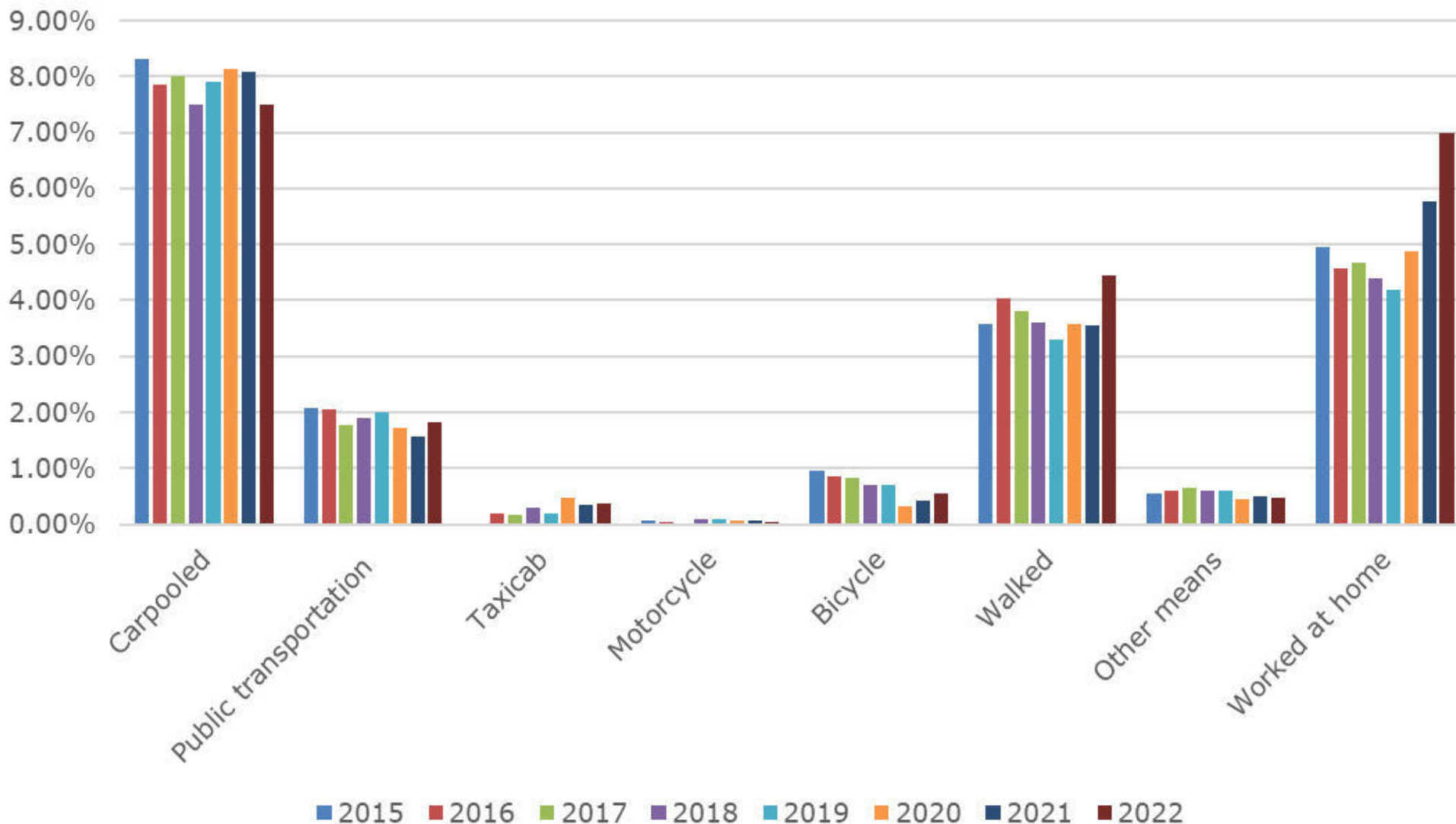


Figure 4.4 - Means of Transportation to Work

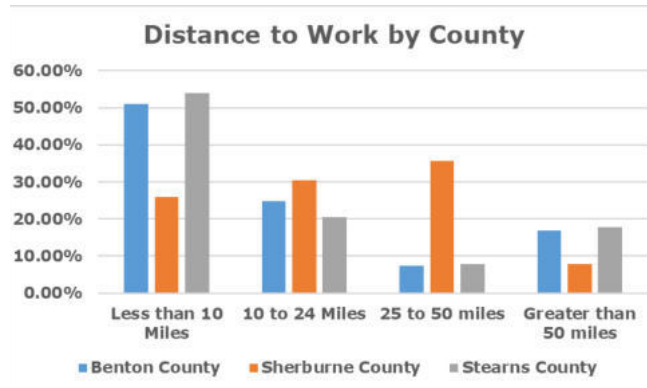
Data Source: U.S. Census ACS Five Year Estimates

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Economic Results Scorecard

Measure	Multi-Year Trend	Analysis
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Distance to Work from Home:
The distance an individual has to drive to reach their workplace.



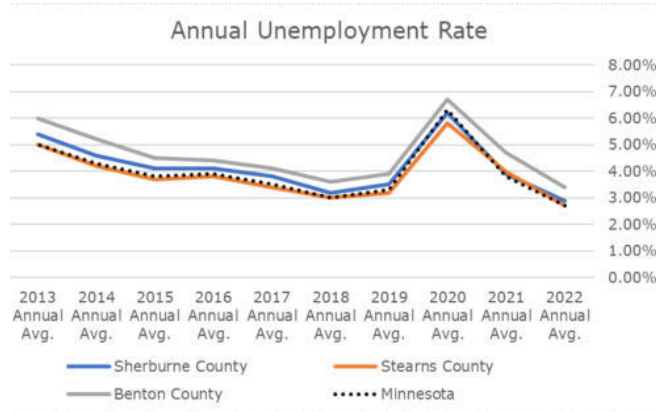
Stearns and Benton County have a very similar curve to their distances traveled for work, but Sherburne County has a much more uniform travel distances under 50 miles likely due to it being between the Twin Cities and Saint Cloud.

Information for 2022 was not available.

Annual Unemployment Rate for Counties:

The annual unemployment rate for Sherburne, Stearns, and Benton Counties and the State of Minnesota.

Data courtesy of the U.S. Bureau of Labor Statistics (BLS)



The counties tend to follow similar ups and downs for unemployment rates. Unemployment rates within all three of the counties included are at the lowest they have been in the past 10 years.

In 2020, the counties all experienced a drop in their labor force. This means that the number of people either employed or unemployed decreased from 2020 onward. But, positive growth in the labor force has occurred between 2021 and 2022 for each region.

The counties tend to follow the same trends as the overall of Minnesota.

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.



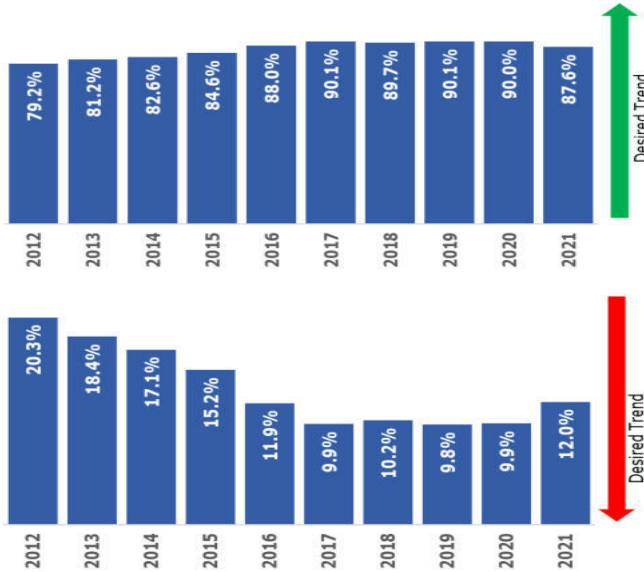
Photos courtesy of the APO.

Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Multi-Year Trend	Analysis
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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.



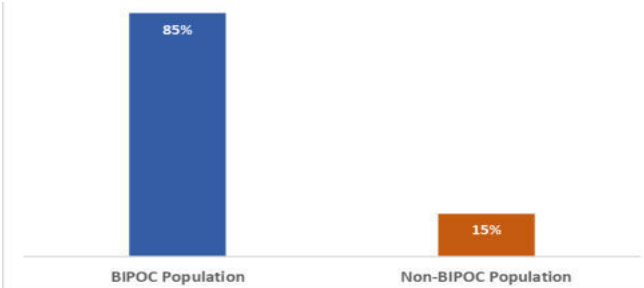
The five year rolling average percent of days with good air quality increased 8.4 percentage points since 2012, from 79.2% to 87.6% in 2021. Air quality will likely plateau although that could occur at a higher percentage of "Good" quality days. Information for 2022 was not available.

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. Information for 2022 was not available.

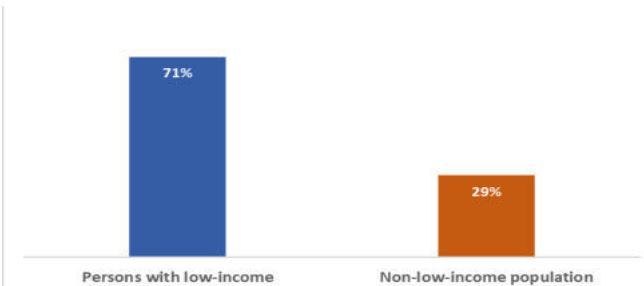
The APO desires the air quality of improve.

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 2022-2025 Transportation Improvement Program (TIP), 85% of programmed projects intersect with census blocks with a high BIPOC population.

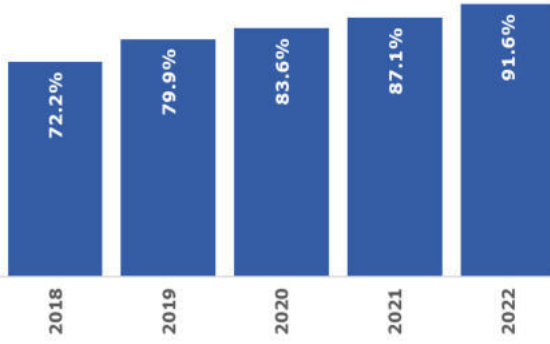


Annual Percentage of Transportation Investments in Low-Income Environmental Justice Census Blocks: The percentage of transportation investments in census blocks with high concentrations of households with low-income.



Identified in the 2022-2025 Transportation Improvement Program (TIP), 71% 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>Percentage</th> </tr> </thead> <tbody> <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> <tr> <td>2022</td> <td>91.6%</td> </tr> </tbody> </table>	Year	Percentage	2018	72.2%	2019	79.9%	2020	83.6%	2021	87.1%	2022	91.6%	<p>The percent of total fuel consumption using CNG has increased 4.5 percentage points from the previous year. The miles travelled using diesel dropped from 285,000 to 185,000 while the miles travelled using CNG dropped from 1,584,000 to 1,550,000. Metro Bus has made a considerable effort in transitioning from using diesel to CNG as fuel within their fleet.</p>
Year	Percentage													
2018	72.2%													
2019	79.9%													
2020	83.6%													
2021	87.1%													
2022	91.6%													
<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>Percentage</th> </tr> </thead> <tbody> <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> <tr> <td>2022</td> <td>89.3%</td> </tr> </tbody> </table>	Year	Percentage	2018	64.5%	2019	71.8%	2020	78.0%	2021	84.8%	2022	89.3%	<p>The percent of vehicle miles traveled using CNG in 2022 has increased 24.8 percentage points since 2018.</p>
Year	Percentage													
2018	64.5%													
2019	71.8%													
2020	78.0%													
2021	84.8%													
2022	89.3%													
<p>Number of Electric Vehicles (EVs) Versus Number of Public Charging Stations: Number of registered EVs divided by the number of public charging stations.</p>	 <table border="1"> <thead> <tr> <th>Year</th> <th>Ratio</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>16.2</td> </tr> <tr> <td>2020</td> <td>19.5</td> </tr> <tr> <td>2021</td> <td>26.5</td> </tr> <tr> <td>2022</td> <td>26.6</td> </tr> </tbody> </table>	Year	Ratio	2019	16.2	2020	19.5	2021	26.5	2022	26.6	<p>The number of EVs per charging station outlets increased by 0.1 from 2021 to 2022. The number of EVs in the region has increased as well. While there isn't a perfect ratio of EVs to chargers, this shows that the number of EVs is increasing faster than the number of public charging stations.</p> <p>Most charging stations have more than one port to allow for multiple vehicles to charge. There are currently 23 level 2 charging ports and 7 DCFC ports within the region between 14 charging locations.</p>		
Year	Ratio													
2019	16.2													
2020	19.5													
2021	26.5													
2022	26.6													

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.



Photo courtesy of the Saint Cloud APO.

Air Quality

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

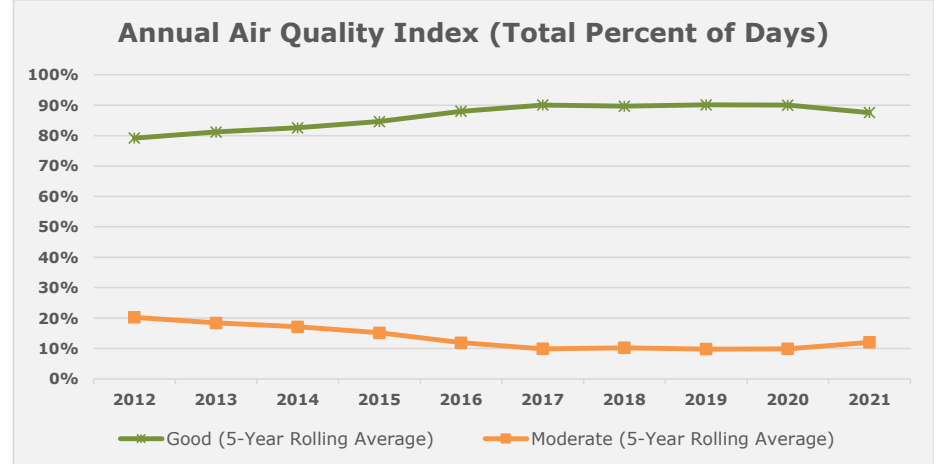


Figure 5.1-Annual Air Quality Index
Data Source: Minnesota Pollution Control Agency (MPCA)
Information for 2022 was not available.

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.

States and MPOs are now being required to set decreasing greenhouse gas emissions targets. Air quality should start to improve as less pollutants from vehicles are being emitted.

21.5%	25.8%
Air pollution caused by on-road vehicles.	Air pollution caused by off-road vehicles (construction and agricultural).

Data Source: MPCA, Statewide Air Emissions Data (2020).

Goal 5: Promote Energy and Environmental Conservation

Water Quality

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

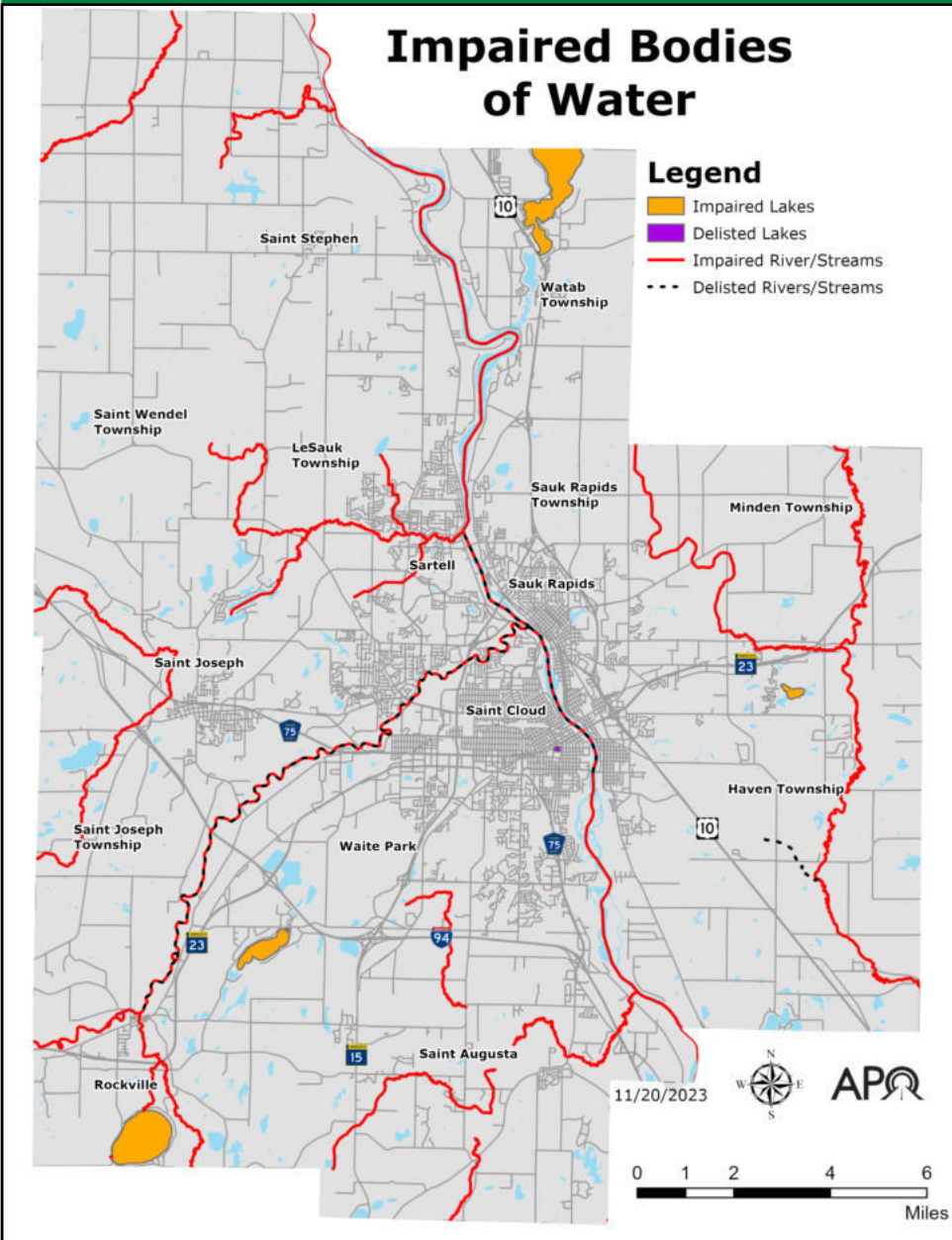


Figure 5.2-Water Quality in 2022

Data Source: MPCA.

Water Quality

Five lakes within the APO's planning area are being monitored for pollution: Donovan, Little Rock, Grand, Sagatagan, and Pleasant Lake. Between 2021 and 2022, Pleasant Lake was relisted as an impaired body of water. However, in that same time frame, Lake George was delisted due to restoration efforts.

Sixteen rivers/streams are being monitored for pollution within the APO planning area: County Ditch 12, 13, and 16; Elk River; Johnson Creek (Meyer Creek); Mayhew Creek; Mill Creek; Mississippi River; Plum Creek; Sauk River; Spunk Creek; Stony Creek; Watab River (North and South fork); and three unnamed creeks. Stony Creek is a new addition to this list.

The Sauk River and Mississippi river were both delisted previously for certain pollutants/stressors but issues remain with other pollutants/stressors. The unnamed creek south of the Haven Township label was also delisted.

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 even year.

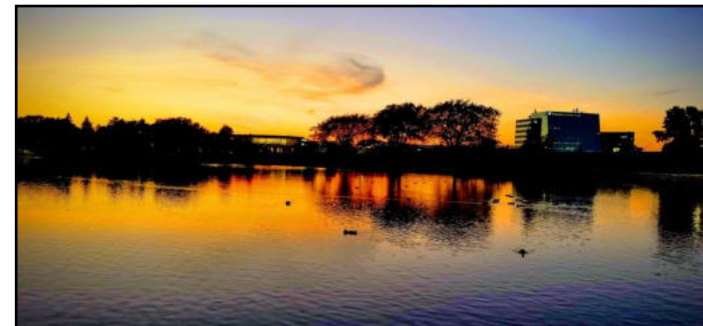


Photo courtesy of the Saint Cloud APO.

Goal 5: Promote Energy and Environmental Conservation

Registered Electric Vehicles

Number of registered electric vehicles (EVs)

Electric Vehicles

In 2022 there were 372 registered electric vehicles (EVs) in the APO region compared to 265 in 2021. Of the 372 EVs, 156 are in Saint Cloud, 73 in Sartell, 34 in Sauk Rapids, five in Saint Joseph, 25 in Saint Augusta, and nine are in Waite Park. Our region has a fraction of the 34,000 registered EVs across the State of Minnesota.

The number of EVs registered in the Saint Cloud Metro Area is increasing similarly to the state of Minnesota. Both areas saw a large increase in EVs between 2020 and 2021, Minnesota a nearly 85% increase and the Saint Cloud Metro Area just over a 125% increase. Between 2021 and 2022 neither area saw that doubling, both saw a similar percentage increase of new EV registrations. Minnesota had nearly 10,600 new EV registrations while the Saint Cloud Metro Area had nearly 110. Even with that growth, EVs still make up a rather small percentage of vehicles purchased statewide.

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 Location	2019	2020	2021	2022
Saint Cloud	39	53	118	156
Sartell	20	27	50	73
Sauk Rapids	13	13	26	34
Saint Joseph	0	0	3	5
Saint Augusta	5	10	17	25
Waite Park	4	2	7	9
Other cities and townships within the region	16	12	44	70
APO region total	97	117	265	372
Percent change from prior year—APO	N/A	21%	126%	40%
Minnesota total	10,065	13,014	23,897	34,473
Percent change from prior year –MN	N/A	29%	84%	44%

Figure 5.3 - EV Registration data comes from the Minnesota Public Utilities Commission (MPUC), 2023.

Note: Data is not collected at regular intervals. January 2023 data was substituted in for 2022 data as no snapshot was taken in 2022.

The original data from MPUC was corrected and the table above shows the corrected data.

Up to 88%

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

More than 80%

Percent of charging of EVs which occur at home, particularly when sleeping.

1.9%

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

Goal 5: Promote Energy and Environmental Conservation

Electric Vehicle Charging Stations and Locations

EV Charging Locations

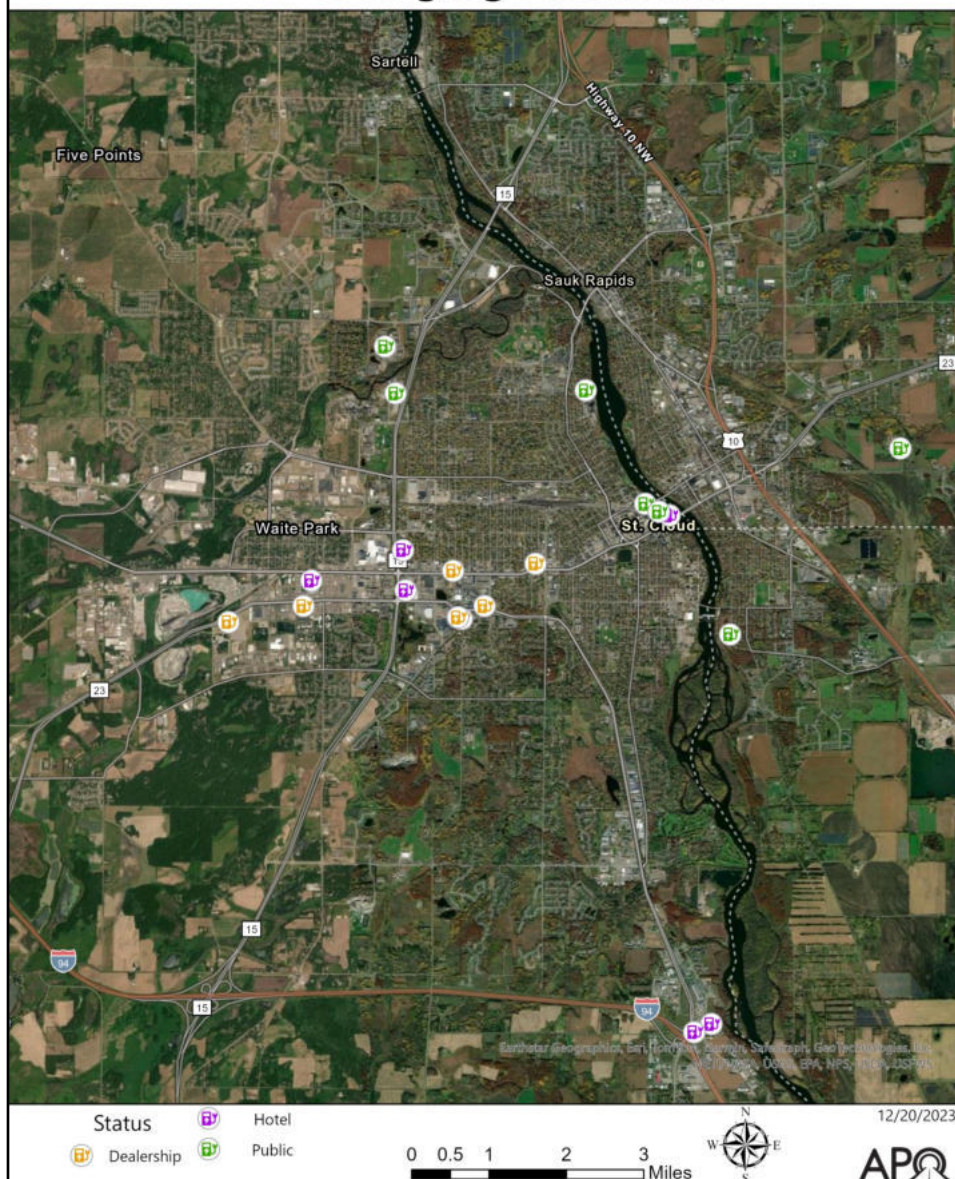


Figure 5.4–EV Charging Locations

Data Source: PlugIntoMN and Plugshare

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 seven public and seven dealership EV charging stations in the Saint Cloud metro area: eight level 2 ports and five DCFC ports. These charging locations include two level 2 ports and one DCFC port at Saint Cloud Honda, one level 2 port at Saint Cloud Toyota, two level 2 ports and two DCFC ports at Miller Nissan, two DCFC ports at Miller Buick GMC, two level 2 ports at Riverside Park, two level 2 and two DCFC ports are located at 504 First St. N, four level 2 ports at the CentraCare Health Plaza, one level 2 port at the MnDOT building in northern Saint Cloud, eight level 2 ports at the Saint Cloud Hospital, and one level 2 port at the Saint Cloud Campground and RV Resort. One level 1 port station not shown is located at the Kwik Trip on the east side of Saint Joseph. Hotels seem to currently only provide level 1 ports.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: 2024-2028 Regional Infrastructure Investment Plan (RIIP)
DATE: Feb. 13, 2024

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

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

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

Federal regulations go on to state:

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

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

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

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

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

the jurisdictional CIPs.

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

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

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

Suggested Action: Recommend Policy Board approval to publish.

Regional Infrastructure Investment Plan FY 2024-2028

Prepared by the Saint Cloud Area Planning Organization
March 14, 2024

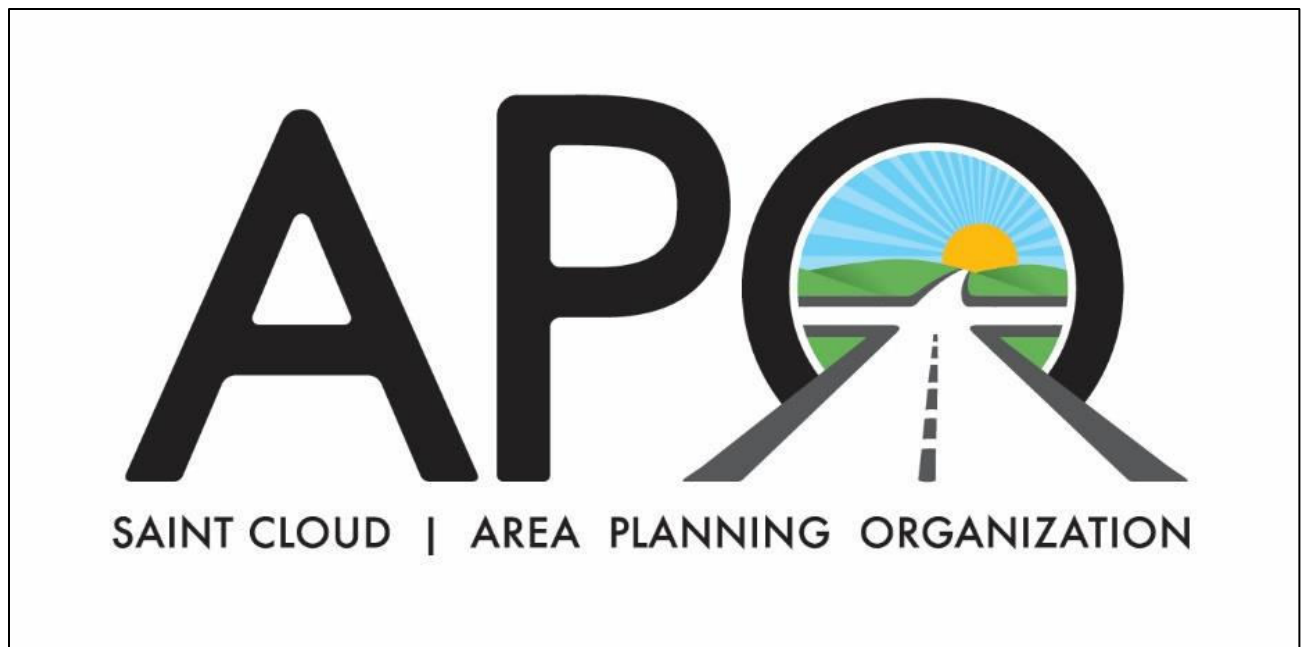


DISCLAIMER

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](http://www.stcloudapo.org) (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

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

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>) o llamando al 651-366-3071.

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



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 codsadayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaataada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax

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

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



COMMON ACRONYMS

3-C: Comprehensive, Cooperative, and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

BARC: Bridge and Road Construction.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CIP: Capital Improvement Program.

CHIP: Capital Highway Investment Plan.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CRP: Carbon Reduction Program.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride (Paratransit).

EJ: Environmental Justice.

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

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

¹I: Interstate.

IIJA: Infrastructure Investment and Jobs Act (2021).

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

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

LOS: Level of Service.

***MN:** Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

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



***RR:** Railroad.

RSS: Highway Rail Grade Crossing and Rail Safety.

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

SF: State Fund.

SGR: State of Good Repair.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TAC: Saint Cloud APO's Technical Advisory Committee.

TIP: Transportation Improvement Program.

TSM: Transportation System Management.

***US:** Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

Milling: Grinding off the top layer of pavement.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



INTRODUCTION

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

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

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

Saint Cloud Area Planning Organization

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

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

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

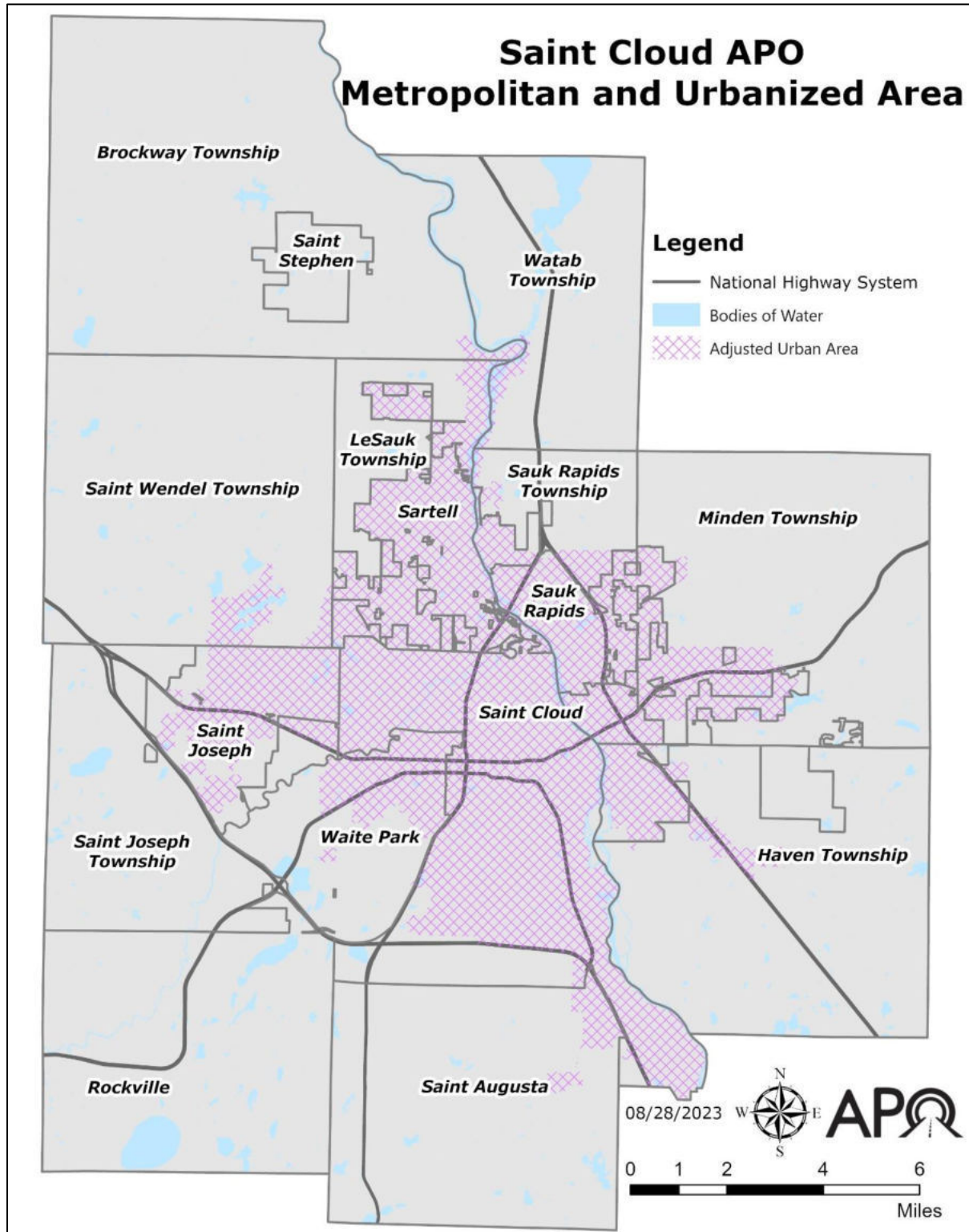


Figure 1: APO Planning Area.

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

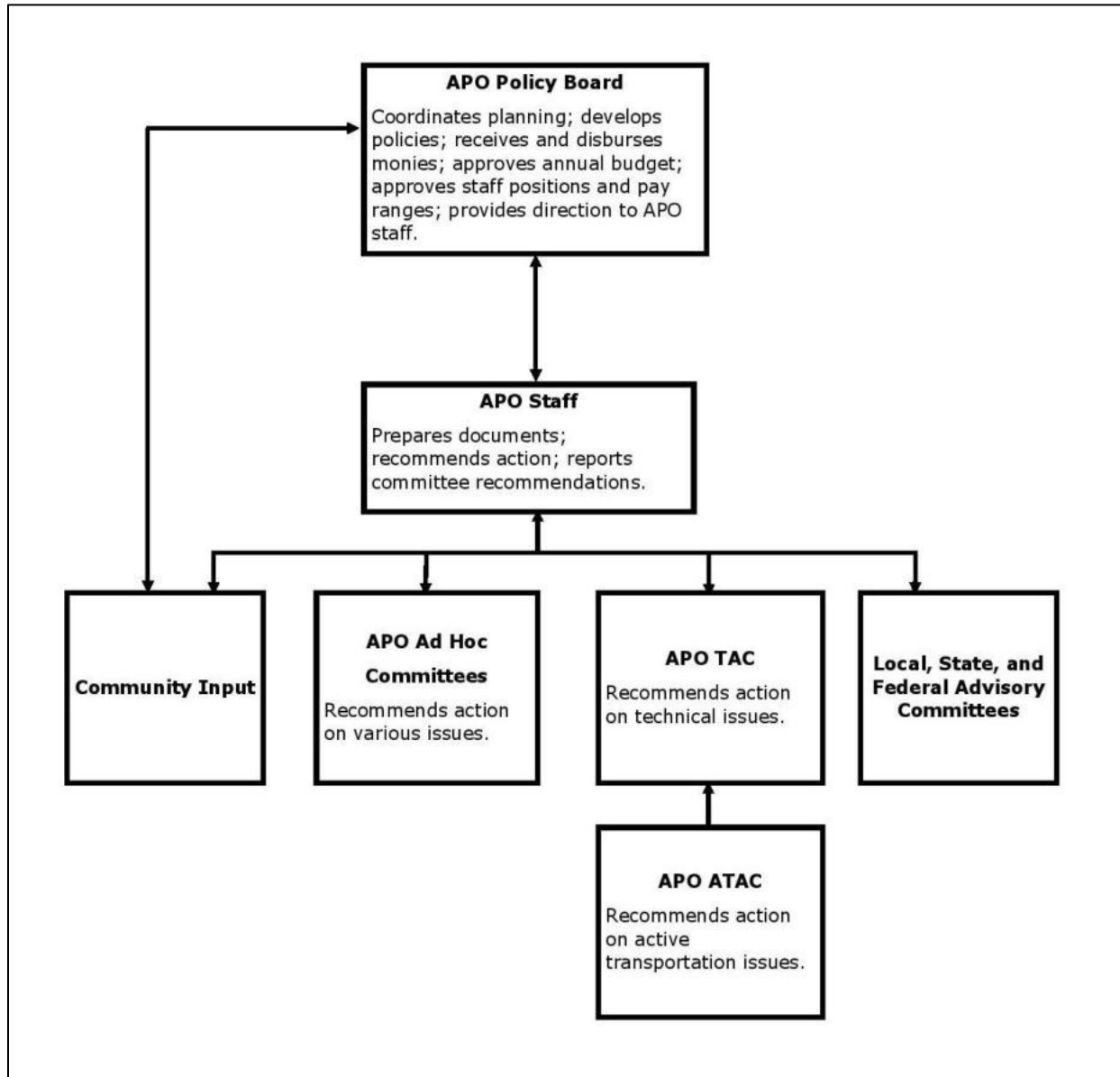


Figure 2: APO Organizational Chart.

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

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

The APO strives to be:



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

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

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

The RIIP and Its Connection to the TIP

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

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

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

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

Federal regulations go on to state:

"For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those

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



administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds.”

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

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

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

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



FY 2024-2028 RIIP PROJECTS

Projects within the RIIP are denoted by a Project Identification (Project ID) number. The order is not intended to convey priority and/or importance. Of note, the Project IDs shown herein are only for this document. Individual jurisdictions may use completely different project numbers for their own purposes. In addition, Project ID numbers found within the RIIP are not the same as those contained within the APO's TIP.

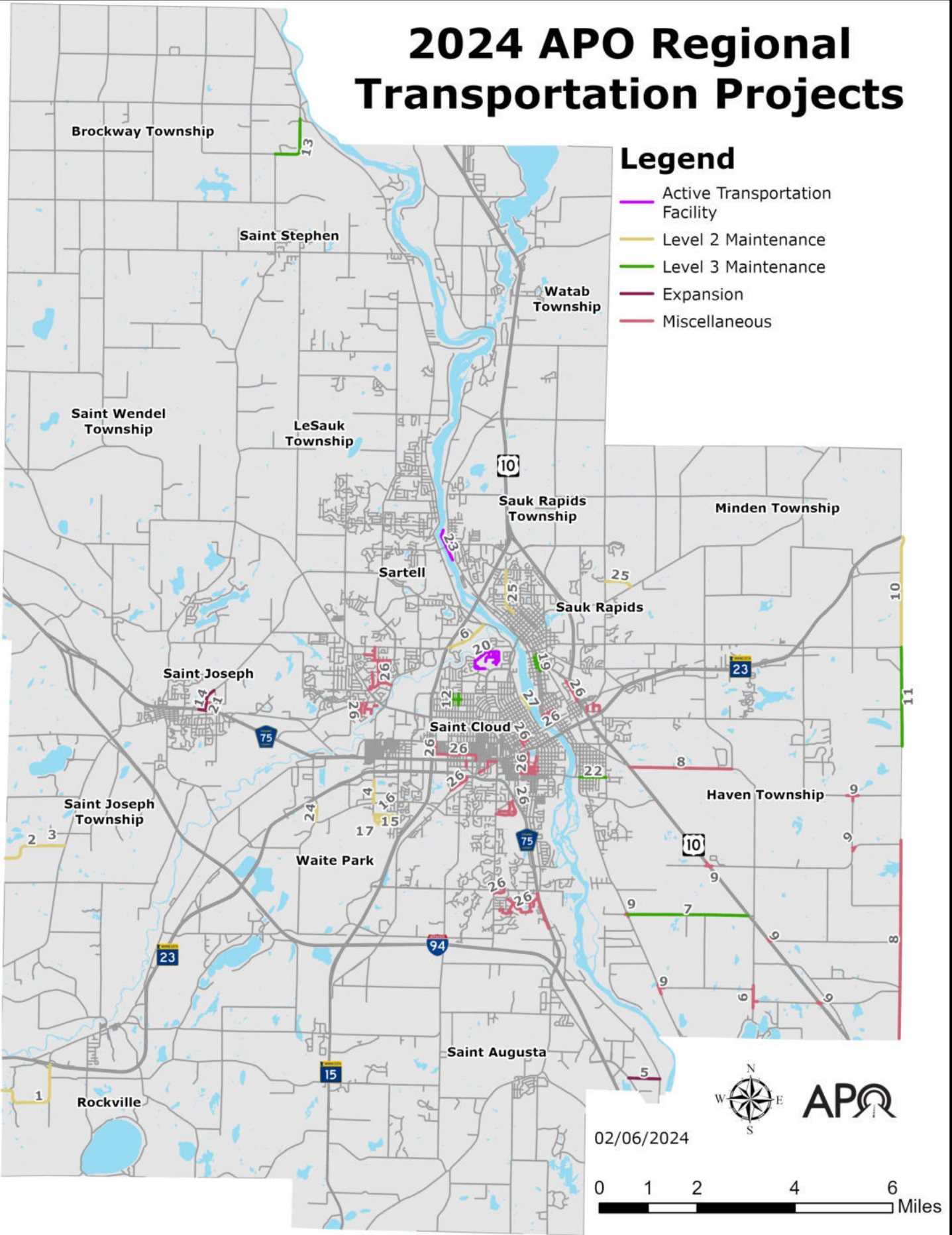
Projects mapped within the RIIP are classified into six "simplified work type" categories. Those categories and the definitions assigned to them are listed below. Definitions of specific roadway improvement terms can be found in the glossary near the beginning of this document.

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

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

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2024 APO Regional Transportation Projects



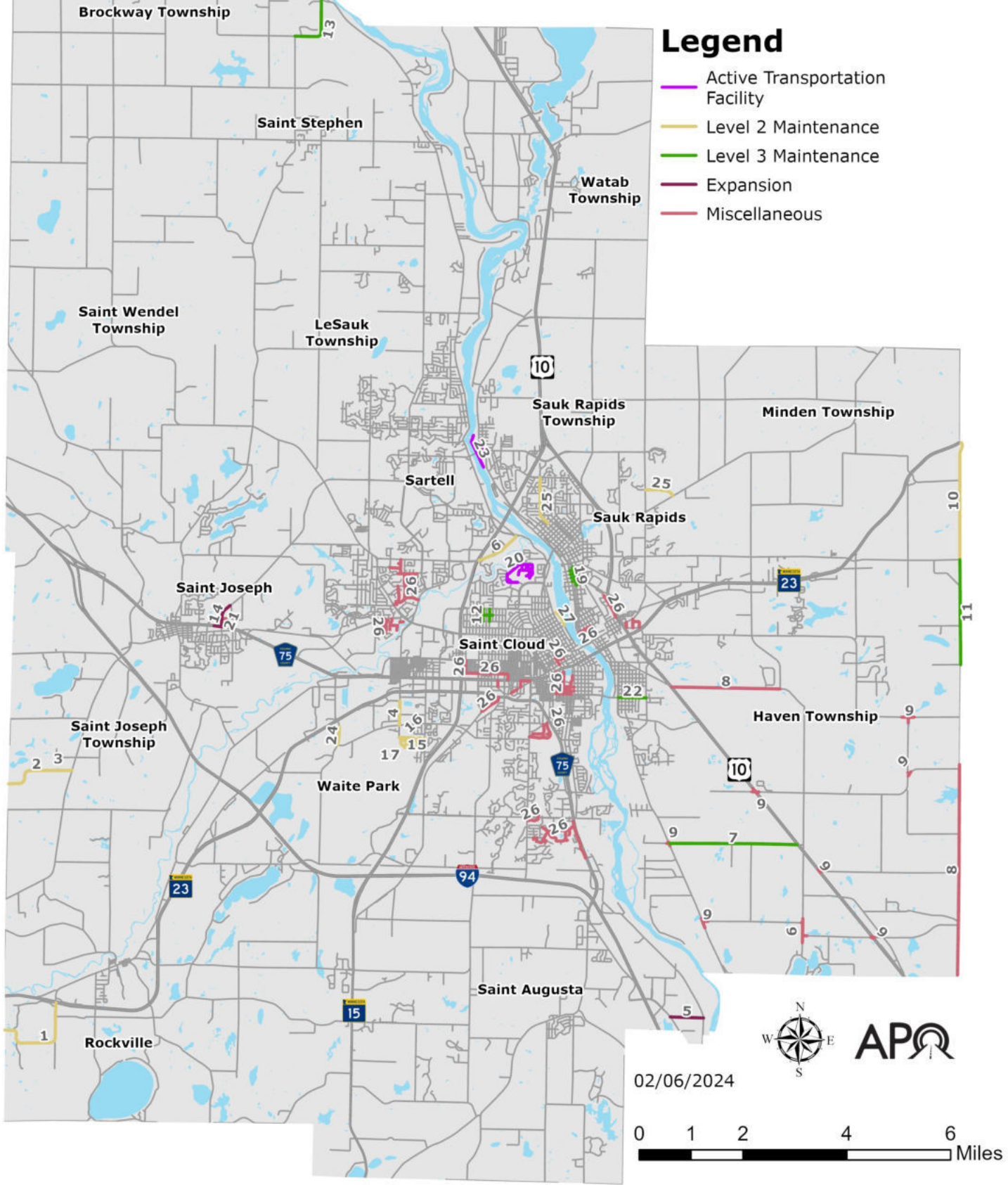
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2024 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
1	Stearns County	County Road 140	Level 2 Maintenance
2	Stearns County	County Road 160	Level 2 Maintenance
3	Stearns County	County Road 160	Miscellaneous
4	Waite Park	10th Avenue S	Level 2 Maintenance
5	Saint Cloud	72nd Street S	Capacity Expansion
6	Stearns County	County Road 120	Level 2 Maintenance
7	Sherburne County	County Road 65	Level 3 Maintenance
8	Sherburne County	CSAH 7 CSAH 20	Miscellaneous
9	Sherburne County	Intersection: CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Miscellaneous
10	Benton County	CSAH 25	Level 2 Maintenance
11	Benton County	CSAH 25	Level 3 Maintenance
12	Saint Cloud	30th Avenue N 32nd Avenue N 11th Street N	Level 3 Maintenance
13	Stearns County	CSAH 2	Level 3 Maintenance
14	Stearns County	CSAH 133	Capacity Expansion
15	Waite Park	Sunwood Park Drive	Level 2 Maintenance
16	Waite Park	Sunwood Park Drive	Level 2 Maintenance
17	Waite Park	Sunwood Park Lane	Level 2 Maintenance

2024 APO Regional Transportation Projects



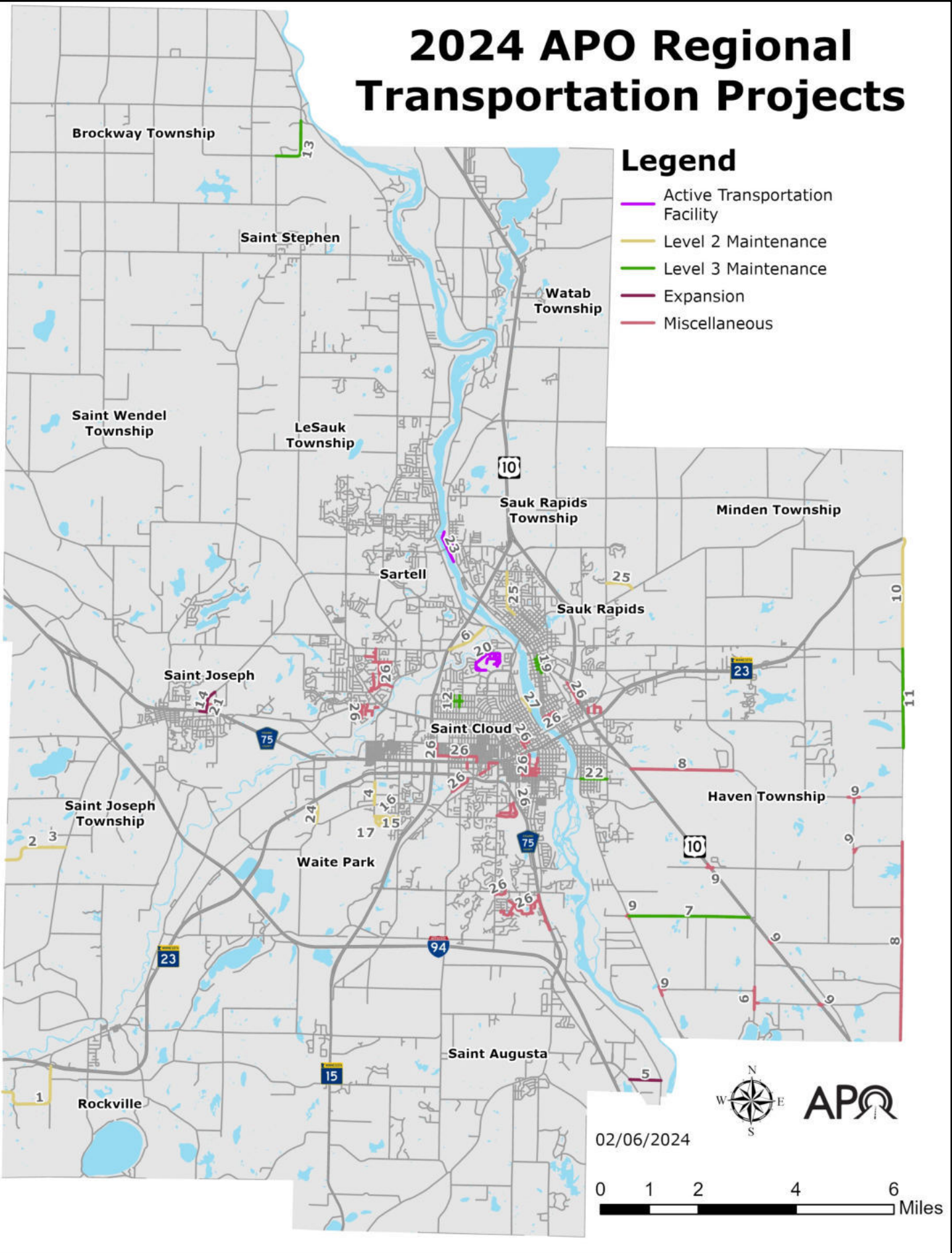
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2024 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
18	Waite Park	Pinewood Court Plumwood Court Poppewood Court Applewood Court Ashwood Court Cedarwood Court Cherrywood Court	Level 2 Maintenance
19	Sauk Rapids	Second Avenue S Sixth Street S Seventh Street S Eighth Street S Ninth Street S Third Avenue S	Level 3 Maintenance
20	Saint Cloud	Whitney Regional Park Phase I	Active Transportation Facility
21	Saint Joseph	Intersection of Elm Street and CSAH 133	Miscellaneous
22	Saint Cloud	University Drive	Level 3 Maintenance
23	Sartell	Waterfront Trail	Miscellaneous
24	Waite Park	28th Avenue S	Level 2 Maintenance
25	Sauk Rapids	Fourth Avenue N Osauka Road NE	Level 2 Maintenance
26	Saint Cloud	Fairfield Lane Fairfield Court Maywood Drive Pebble Creek Drive Morningside Road Moonglow Court Driftwood Drive Flintwood Road Rilla Road Elbow Lane Somerset Boulevard Spruce Street West Oakes Drive Trumpeter Court Glenview Lane Prairie Rose Lane	Miscellaneous

2024 APO Regional Transportation Projects



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



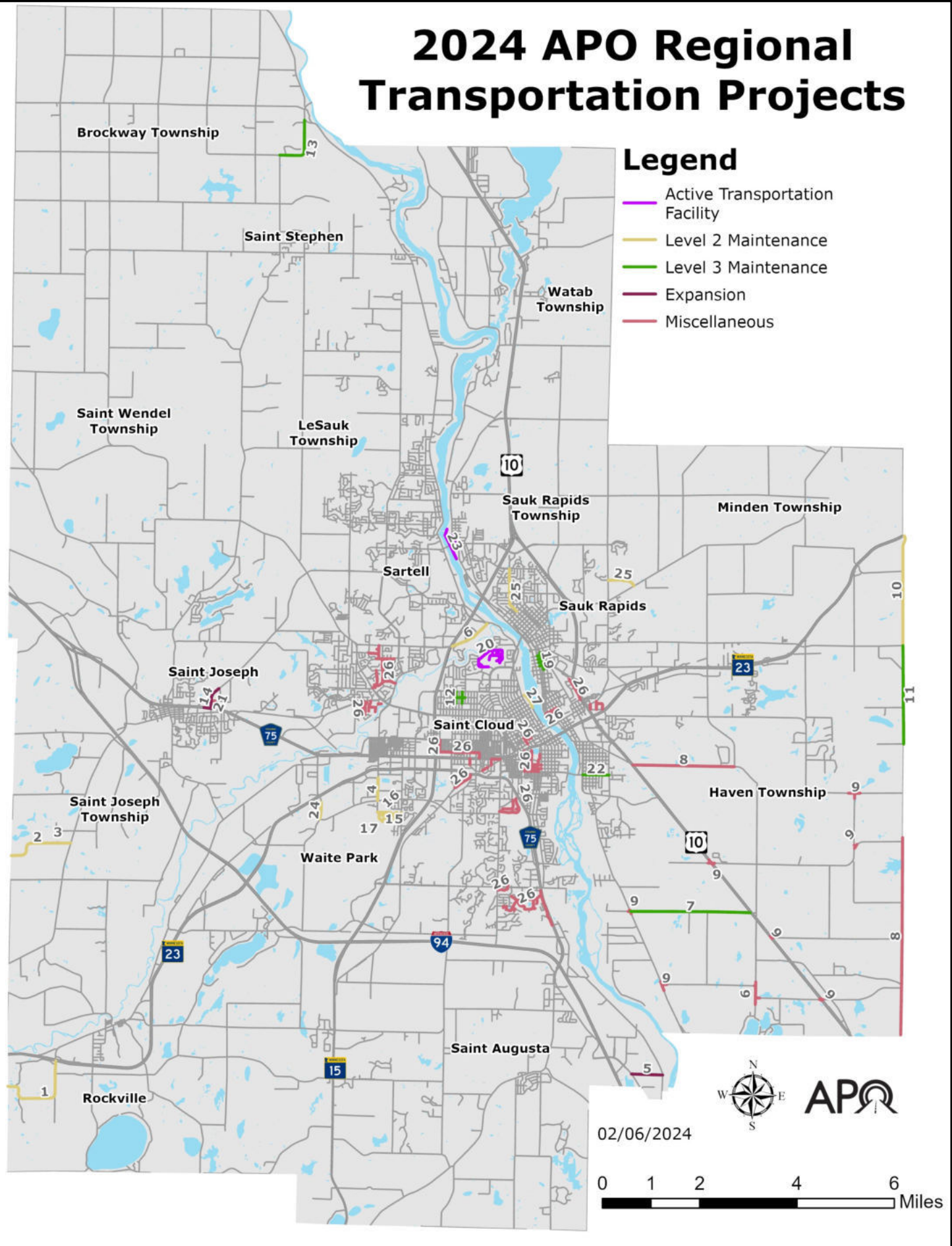
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2024 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
26	Saint Cloud	Prairie Rose Drive Prairie Rose Circle 37th Avenue N First Street N 24th Avenue N 27th Avenue N West Saint Germain Street 20th Avenue S West Division Street 12th Avenue N First Street N 11th Avenue N 14th Avenue S 13th Avenue S 12th Avenue S 11th Avenue S 10th Avenue S 10-1/2 Avenue S Ninth Street S Eighth Street S East Lake Boulevard Third Street NE Second Street NE Second Avenue NE Third Avenue NE Fourth Avenue NE Franklin Avenue NE 10th Avenue NE 12th Avenue NE Second Street NE 14th Avenue NE Woodhill Road Circle Drive Roger Road Allendale Drive Red River Trail Highland Trail 16th Avenue S Southridge Court Southview Court South Oak Circle Heights Court Plum Creek Drive Peach Tree Court Lime Tree Circle	Level 2 Maintenance

2024 APO Regional Transportation Projects



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



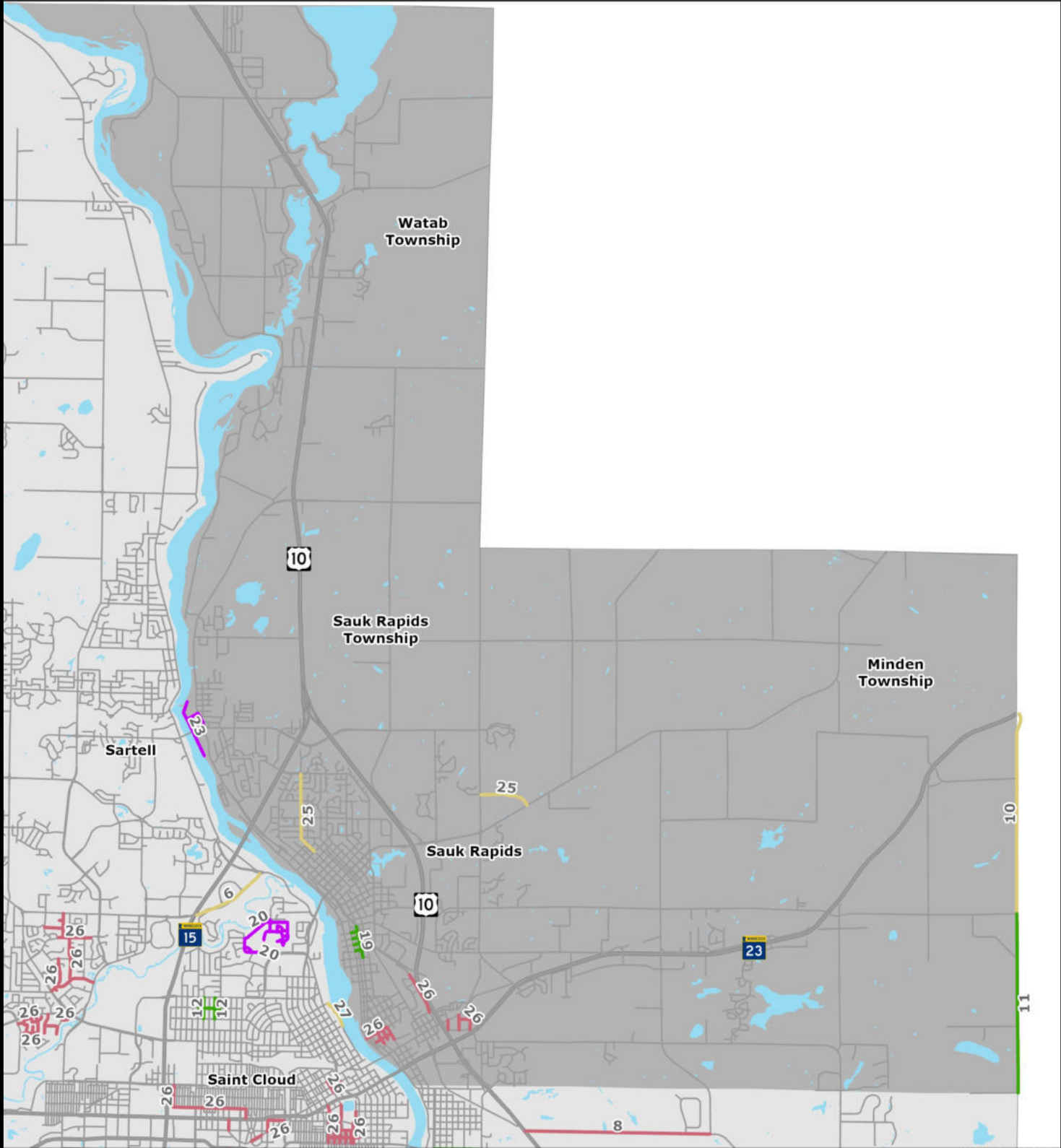
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2024 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
26	Saint Cloud	Bonna Belle Court Roosevelt Road Hadrian Road	Level 2 Maintenance
27	Saint Cloud	Fifth Avenue N	Level 2 Maintenance

2024 Transportation Projects in Benton County



02/06/2024

Legend

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

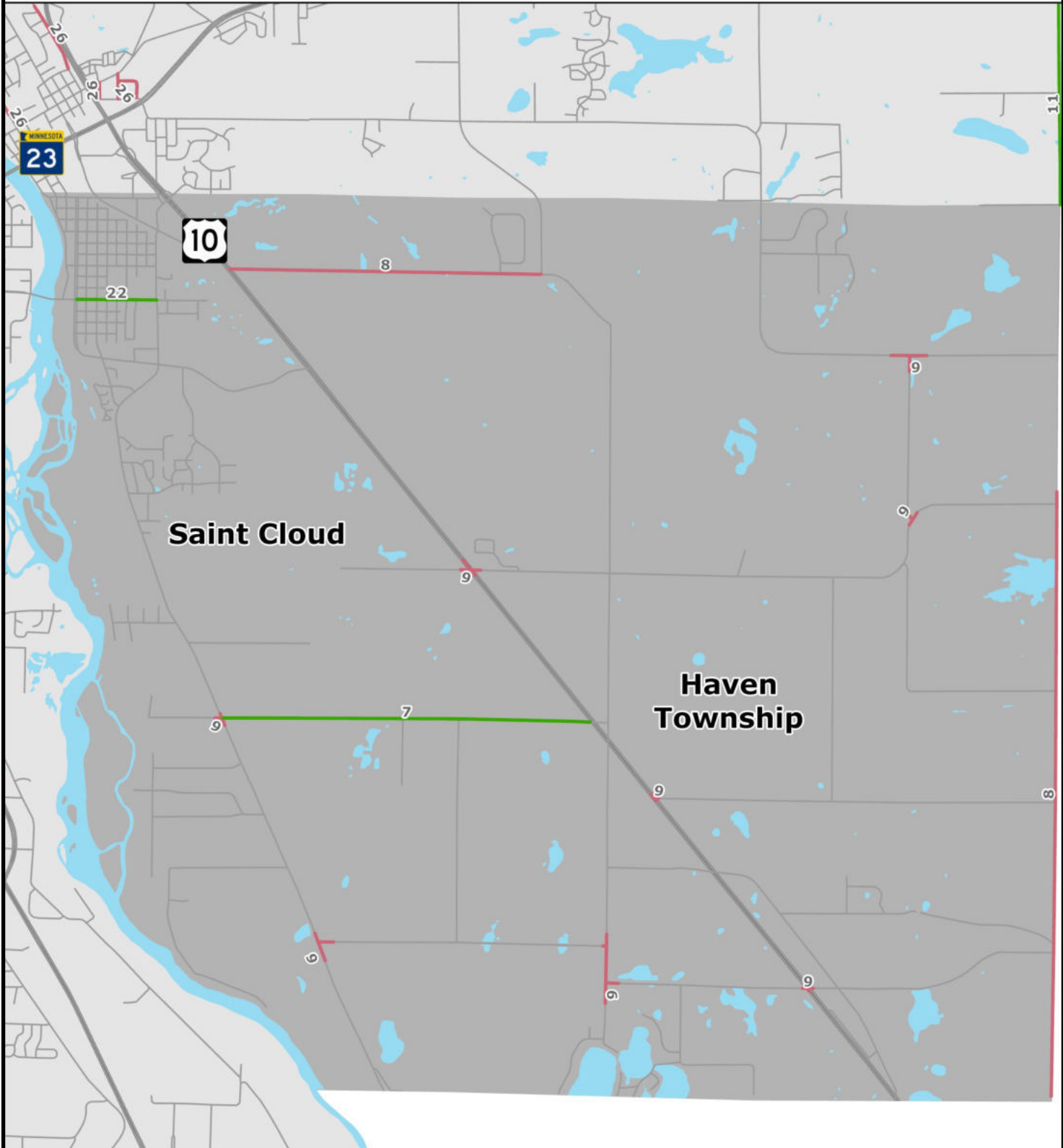


Benton County 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$1,137,500

Project ID	Route	Description	Miles	Estimated Project Cost
10	CSAH 25	Mill and overlay CSAH 25 from MN 95 to MN 23	2.25	\$337,500
11	CSAH 25	Reclaim CSAH 25 from MN 95 to Sherburne County line	2	\$800,000

2024 Transportation Projects in Sherburne County



Legend

- Level 3 Maintenance
- Miscellaneous

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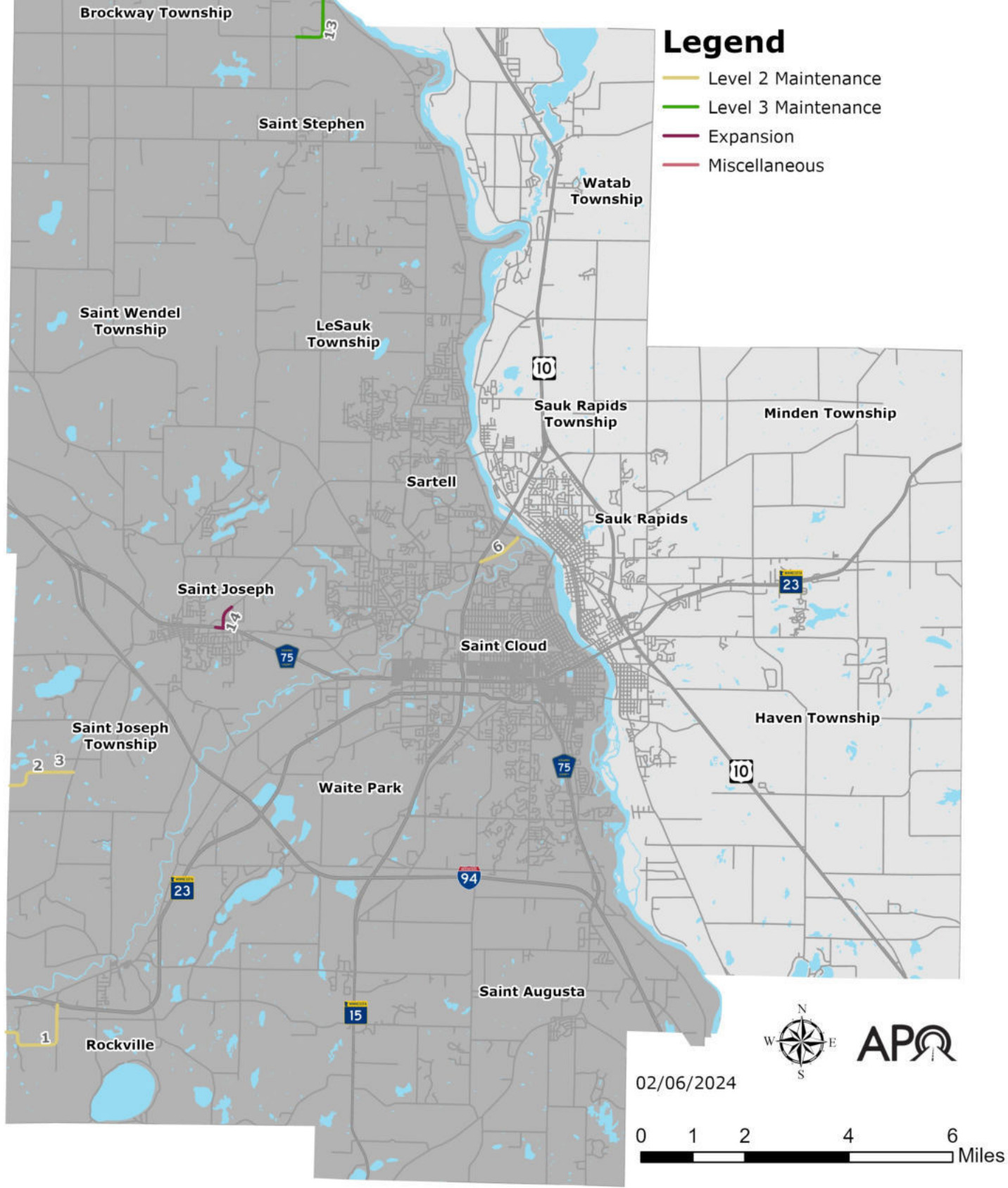


Sherburne County 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	\$2,577,000

Project ID	Route	Description	Miles	Estimated Project Cost
7	County Road 65	Reconstruction of County Road 65 from CSAH 8 to 1,000 feet west US 10	2.28	\$1,873,000
8	CSAH 7 CSAH 20	Installation of mumble strips on CSAH 7 from US 10 to east of 40th Avenue SE and on CSAH 20 from Haven Township southern limits to northern county line	N/A	\$180,000
9	Intersections: CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Installation of rural intersection lighting	N/A	\$524,000

2024 Transportation Projects in Stearns County

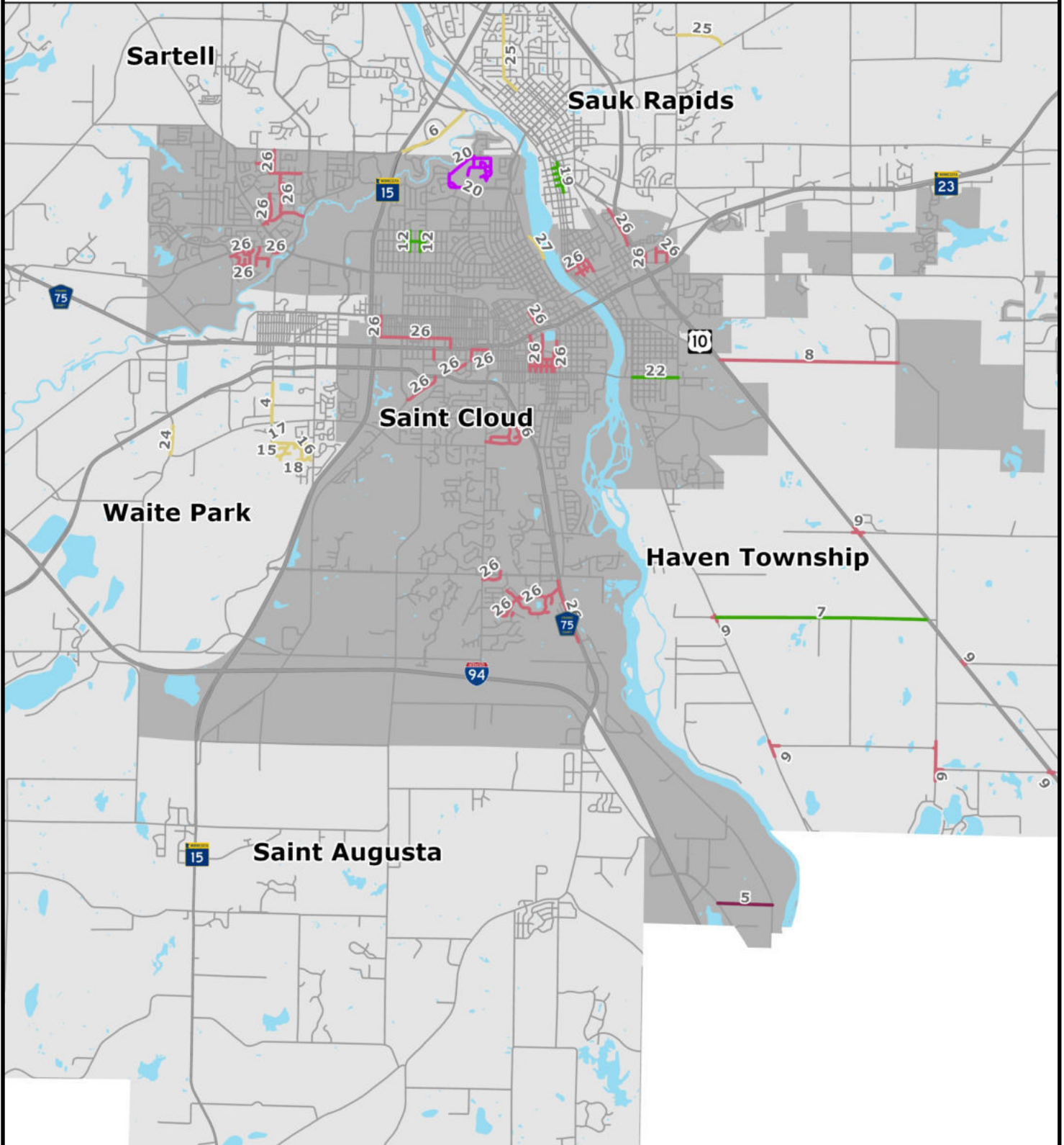


Stearns County 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
6	\$10,415,000

Project ID	Route	Description	Miles	Estimated Project Cost
1	County Road 140	Resurface and spot grade County Road 140 from MN 23 to MN 23	3	\$1,500,000
2	County Road 160	Resurface County Road 160 from CSAH 50 to CSAH 2	5.5	\$1,650,000
3	County Road 160	Replace bridge #92022 over Watab River	N/A	\$475,000
6	County Road 120	Resurface County Road 120 from MN 15 to CSAH 1 and reconstruction of the roundabout at County Road 120/CSAH 1	0.9	\$2,250,000
13	CSAH 2	Reconstruct CSAH 2 from 421st Street to CSAH 1	1.5	\$2,000,000
14	CSAH 133	Expand CSAH 133 from two lanes to four lanes from CSAH 75 to 15th Avenue in Saint Joseph. Intersection improvements at Elm Street. Construction of dual left turn lanes from eastbound CSAH 75 to northbound CSAH 133.	0.6	\$2,540,000

2024 Transportation Projects in Saint Cloud



Legend

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



02/06/2024

Miles

City of Saint Cloud 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
6	\$19,950,000

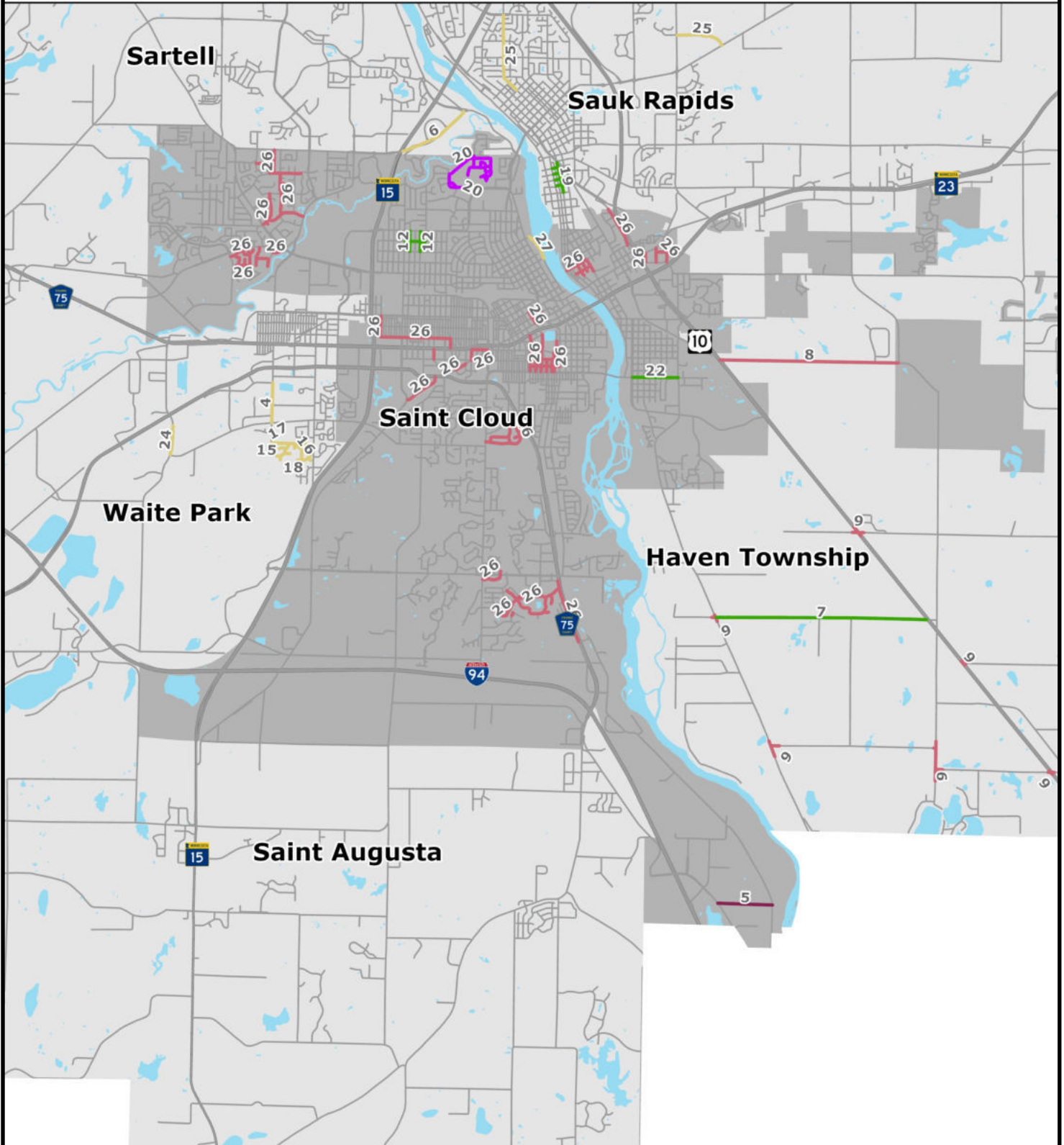
Project ID	Route	Description	Miles	Estimated Project Cost
5	72nd Street	Construction of 72nd Street S off of CSAH 75. The extension would align with the same distance as the cul-de-sac on 74th Street S. The project includes the addition of a water main loop to 74th Street S to deal with surging issues occurring in the system	N/A	\$2,370,000
12	30th Avenue N 32nd Avenue N 11th Street N	Reconstruct streets, curb and gutter, sidewalks, alleys, sanitary sewer, water main and storm drain on 30th and 32nd Avenue N from 10th to 12th Street N and 11th Street N from 29th to 33rd Avenue N	N/A	\$4,430,000
20	Whitney Regional Park Phase I	Continued improvements at Whitney Regional Park -- which will include restoration and replacement of walking trails/paths	N/A	\$6,000,000
22	University Drive	Reconstruct street and utilities on University Drive from Kilian Boulevard to 15th Avenue SE	N/A	\$4,400,000
27	Fifth Avenue N	Surface rehabilitation of Fifth Avenue N from 12th Street N to Veterans Drive	N/A	\$250,000

Continued on next page

Miscellaneous Saint Cloud 2024 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Full depth mill and bituminous replacement in Township merger areas (PROJECT NOT MAPPED)	N/A	\$1,100,000
N/A	N/A	Bridge maintenance repairs identified in annual bridge inspections (PROJECT NOT MAPPED)	N/A	\$250,000

2024 Transportation Projects in Saint Cloud



Legend

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



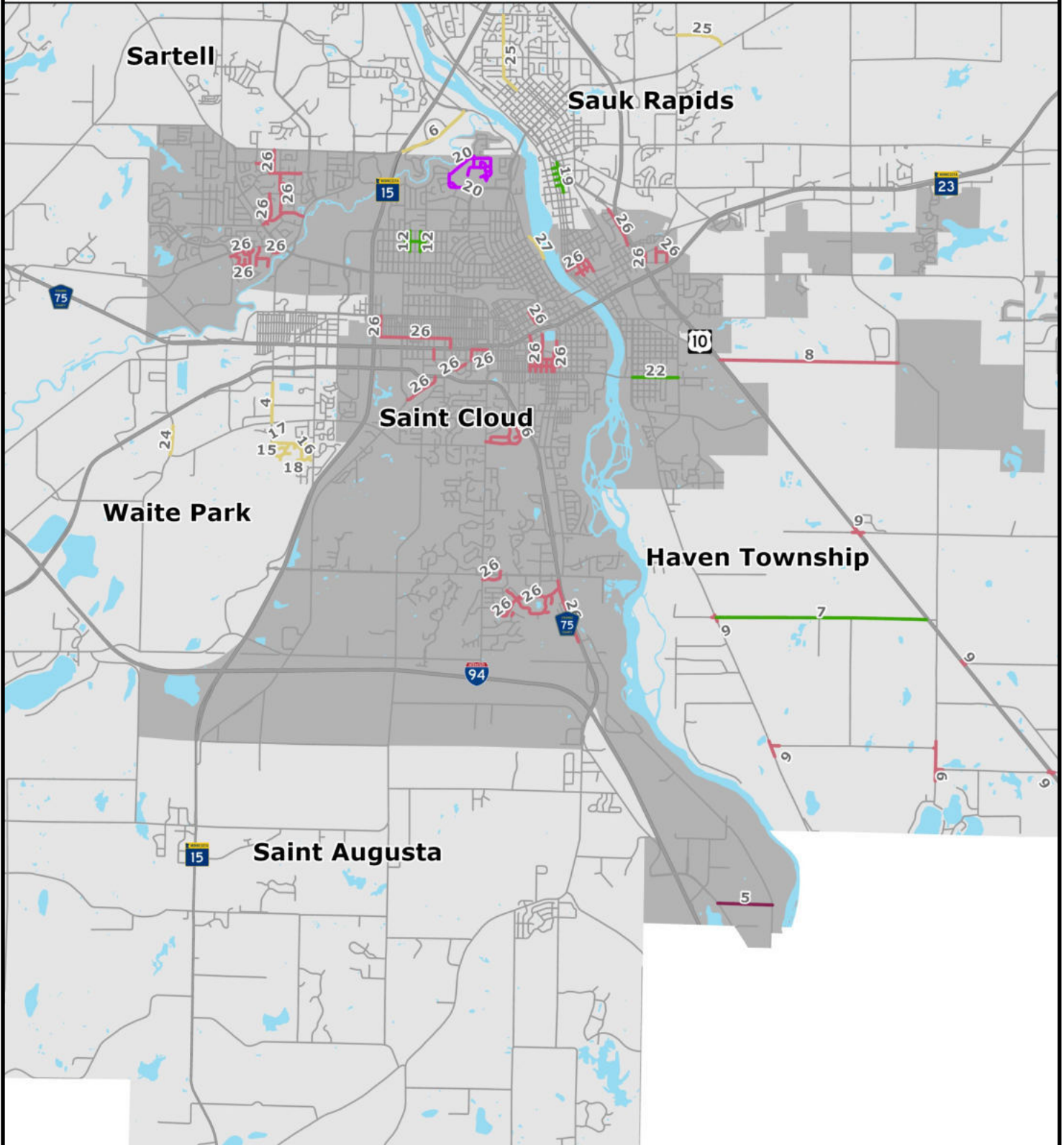
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City of Saint Cloud 2024 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
26	Fairfield Lane Fairfield Court Maywood Drive Pebble Creek Drive Morningside Road Moonglow Court Driftwood Drive Flintwood Road Rilla Road Elbow Lane Somerset Boulevard Spruce Street West Oakes Drive Trumpeter Court Glenview Lane Prairie Rose Lane Prairie Rose Drive Prairie Rose Circle 37th Avenue N First Street N 24th Avenue N 27th Avenue N West Saint Germain Street 20th Avenue S West Division Street 12th Avenue N	Street rehabilitation in the follow areas: Fairfield Lane (from Saukview Drive to Maywood Drive); Fairfield Court (from Maywood Drive to end); Maywood Drive (from County Road 134 to just north of Pebble Creek Drive); Pebble Creek Drive (from Fairfield Lane to just south of Morningside Road); Morningside Road (from Pebble Creek Drive to Maywood Drive); Moonglow Court (from Morningside Road to end); Driftwood Drive (from County Road 134 to end); Flintwood Road (from Driftwood Drive to Rilla Road); Rilla Road (from southern terminus to Flintwood Road); Elbow Lane (from Rilla Road to end); Somerset Boulevard (from County Road 4 to 16th Street N — including bump outs); Spruce Street (from Somerset Boulevard to County Road 134); West Oakes Drive (from Spruce Street to Glenview Lane); Trumpeter Court (from West Oakes Drive to end); Glenview Lane (from just east of Glenview Court to just west of Timberdoodle Drive); Prairie Rose Lane (from County Road 120 to Glenview Lane); Prairie Rose Drive (from Amblewood Drive to Prairie Rose Lane); Prairie Rose Circle (from Prairie Rose Lane to end); 37th Avenue N (from Third Street N to First Street N); First Street N (from 37th Avenue N to 24th Avenue N); 24th Avenue N (from First Street N to Division Street); 27th Avenue S (from Division Street to First Street S); West Saint Germain Street (from 33rd Avenue N to Second Street S); West Saint Germain Street (from 23rd Avenue S to 21st Avenue S); 20th Avenue S (from West Saint Germain Street to West Division Street); West Division Street (from 20th Avenue S to eastern termini); 12th Avenue N (from Second Street N to West Saint Germain Street)	N/A	\$2,500,000

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2024 Transportation Projects in Saint Cloud



Legend

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



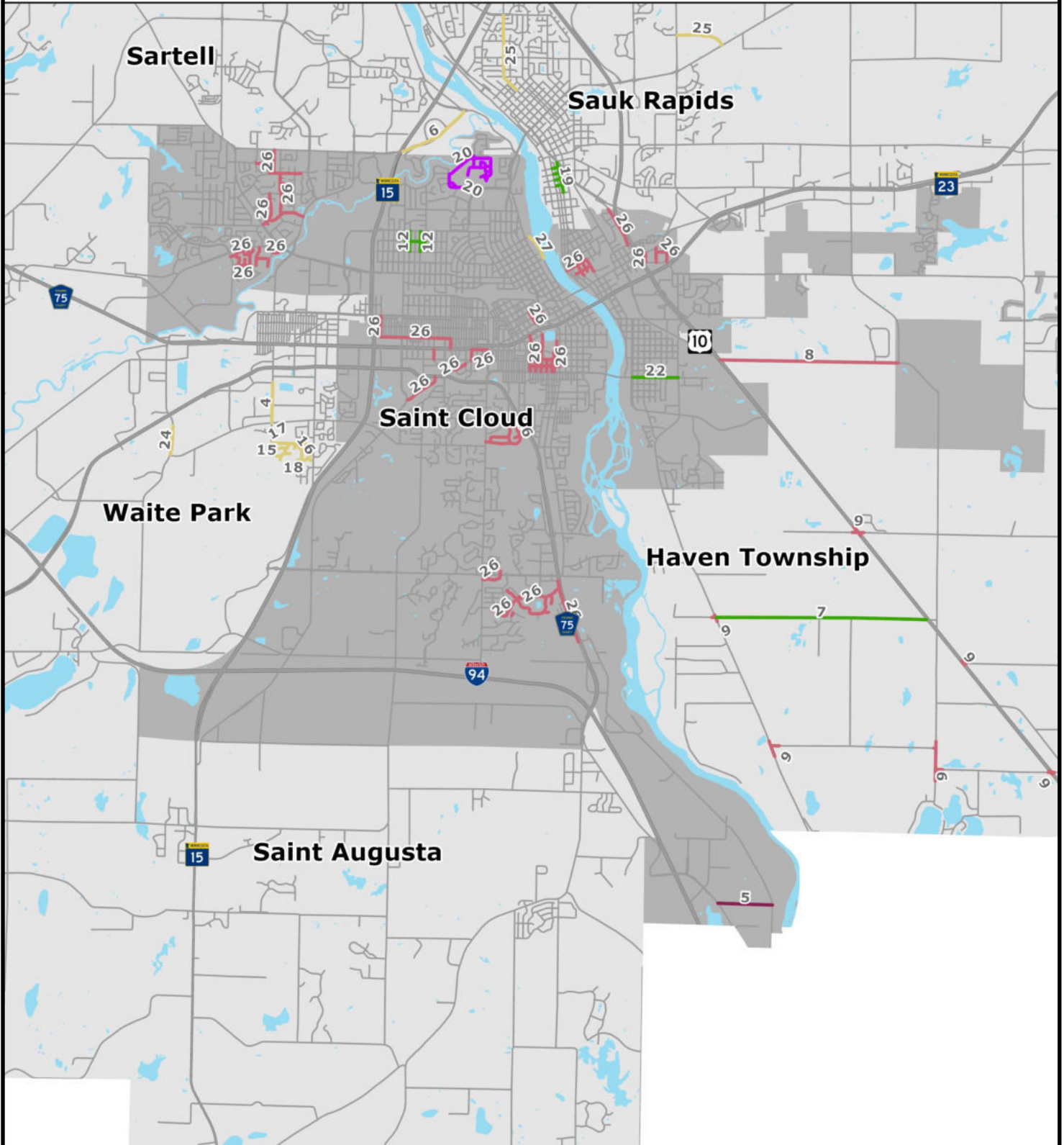
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City of Saint Cloud 2024 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
26	First Street N 11th Avenue N 14th Avenue S 13th Avenue S 12th Avenue S 11th Avenue S 10th Avenue S 10-1/2 Avenue S Ninth Street S Eighth Street S East Lake Boulevard Third Street NE Second Street NE Second Avenue NE Third Avenue NE Fourth Avenue NE Franklin Avenue NE 10th Avenue NE 12th Avenue NE Second Street NE 14th Avenue NE Woodhill Road Circle Drive Roger Road Allendale Drive Red River Trail	Street rehabilitation in the follow areas (continued from previous page): First Street N (from 11th Avenue N to 10th Avenue N); 11th Avenue N (from First Street N to Second Street N); 14th Avenue S (from MN 23 to University Drive); 13th Avenue S (from Seventh Street S to University Drive S); 12th Avenue S (from Second Street S to University Drive S); 11th Avenue S (from Eighth Street S to University Drive); 10th Avenue S (from Seventh Street S to Eighth Street S); 10th Avenue S (from Ninth Street S to University Drive S); 10-1/2 Avenue S (from Eighth Street S to University Drive S); Ninth Street S (from 14th Avenue S to Ninth Avenue S); Eighth Street S (from 14th Avenue S to Ninth Avenue S); East Lake Boulevard (from Seventh Street S to Fifth Street S); Third Street NE (from Riverside Drive NE to Wilson Avenue NE); Second Street NE (from Second Avenue NE to Wilson Avenue NE); Second Avenue NE (from Third Street NE to First Street NE); Third Avenue NE (from Third Street NE to railroad); Fourth Avenue NE (from Third Street NE to railroad); Franklin Avenue NE (from northern City limits to Crescent Street NE); 10th Avenue NE (from East Saint Germain Street to Division Street E); 12th Avenue NE (from East Saint Germain Street to Division Street E); Second Street NE (from 12th Avenue NE to 14th Avenue NE); 14th Avenue NE (from Second Street NE to Division Street E); Woodhill Road (from Traverse Road to Traverse Road); Circle Drive (from Woodhill Road to end); Roger Road (from Woodhill Road to Allendale Drive); Allendale Drive (from Cooper Avenue S to Woodhill Road); Red River Trail (from Cooper Avenue S to northern termini across 33rd Street S)	N/A	\$2,500,000

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2024 Transportation Projects in Saint Cloud



Legend

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



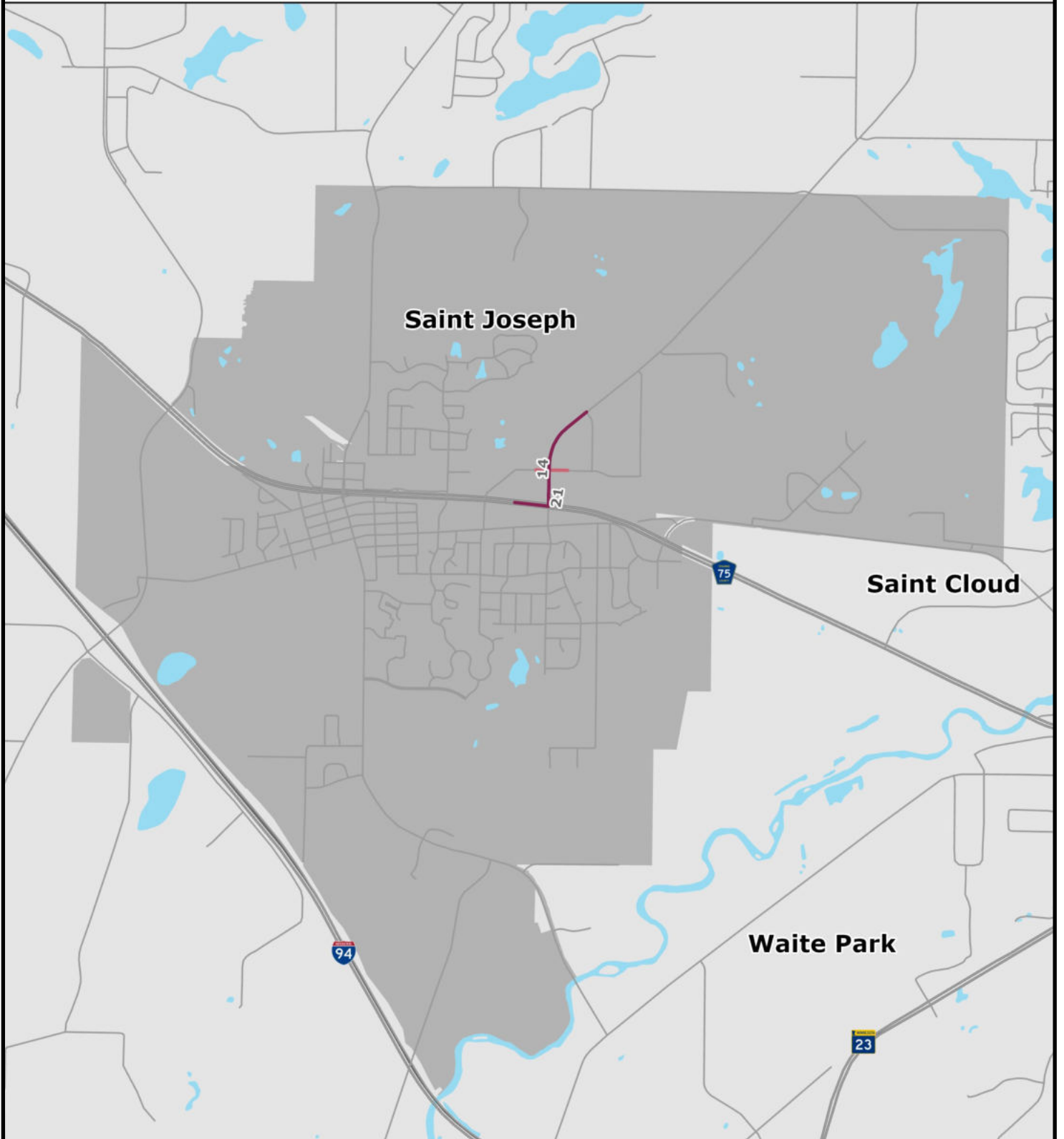
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City of Saint Cloud 2024 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
26	Highland Trail 16th Avenue S Southridge Court Southview Court South Oak Circle Heights Court Plum Creek Drive Peach Tree Court Lime Tree Circle Bonna Belle Court Roosevelt Road Hadrian Road	Street rehabilitation in the follow areas (continued from previous page): Highland Trail (from 1600 block to southern terminus); 16th Avenue S (from Highland Trail to 36th Street S); Southridge Court (from 36th Street S to end); Southview Court (from 36th Street S to end); South Oak Circle (from 36th Street S to end); Heights Court (from 36th Street S to end); Plum Creek Drive (from Highland Trail to Roosevelt Road (frontage road to CSAH 75)); Peach Tree Court (from Plum Creek Drive to end); Lime Tree Circle (from Plum Creek Drive to end); Bonna Bell Court (from Plum Creek Drive to end); Roosevelt Road/Hadrian Road (from Germany Street to 38th Street S)	N/A	\$2,500,000

2024 Transportation Projects in Saint Joseph



- Legend**
- Expansion
 - Miscellaneous

02/06/2024



Saint Joseph 2024 Projects

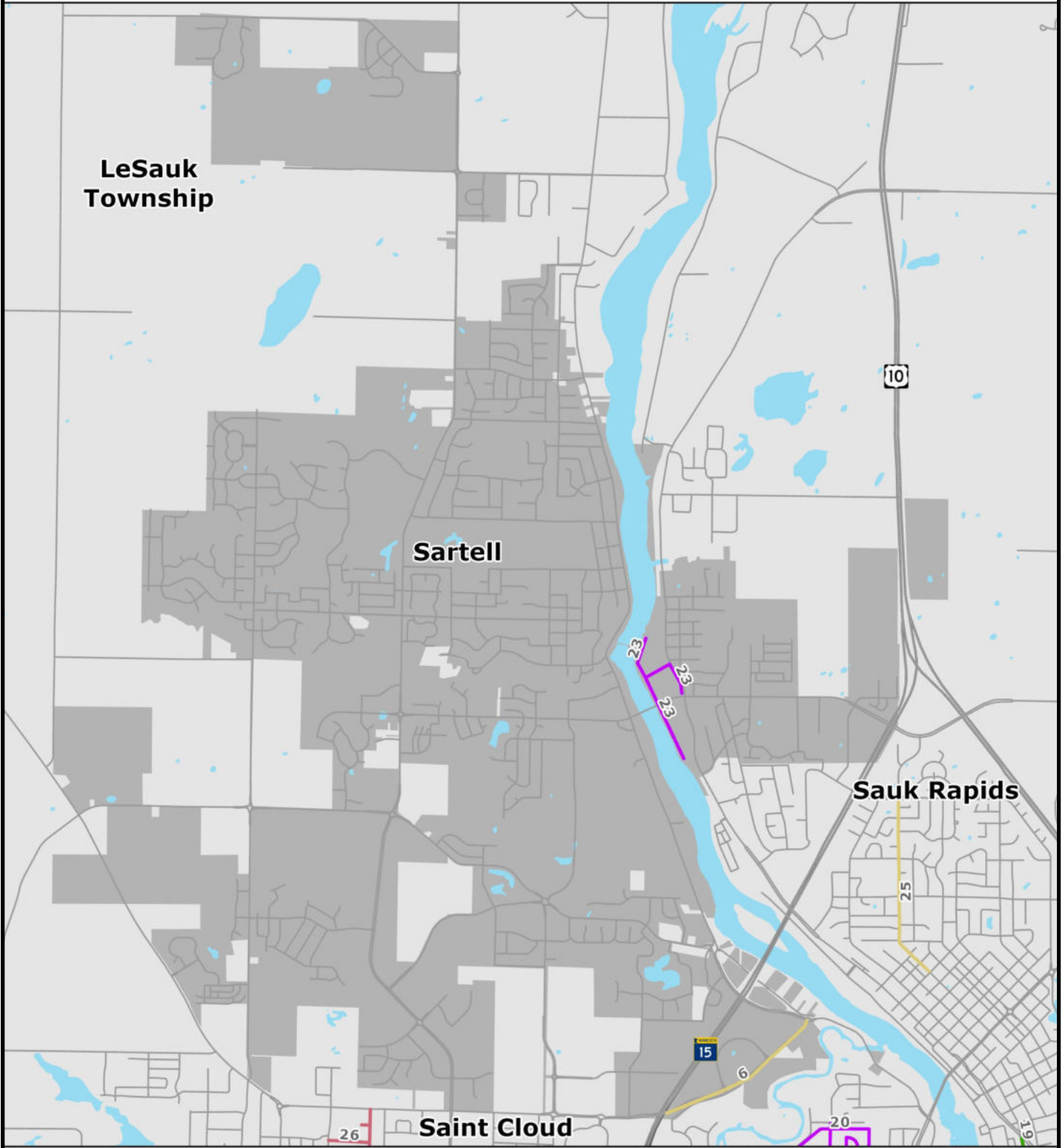
Total Number of Projects	Budgeted Estimated Project Cost
1	\$300,000

Project ID	Route	Description	Miles	Estimated Project Cost
21	Elm Street/ CSAH 133	Roundabout construction at the intersection of Elm Street and CSAH 133 — <i>joint project with Stearns County</i>	N/A	\$300,000

Miscellaneous Saint Joseph 2024 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2024 street overlays on undetermined local roadways (PROJECT NOT MAPPED)	N/A	\$1,070,565

2024 Transportation Projects in Sartell



Legend

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



Miles

Sartell 2024 Projects

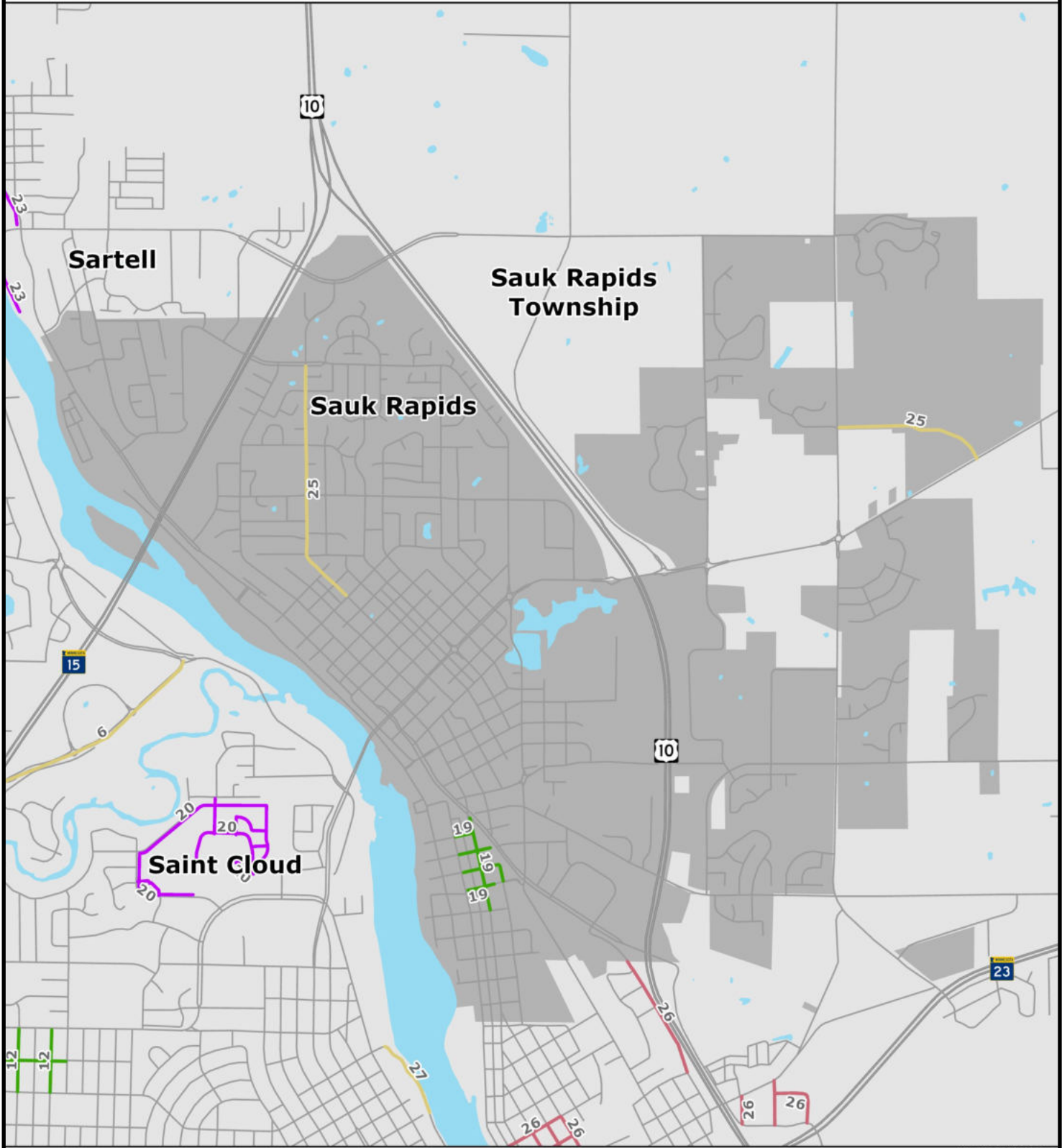
Total Number of Projects	Budgeted Estimated Project Cost
1	\$224,800

Project ID	Route	Description	Miles	Estimated Project Cost
23	Waterfront Trail	Design of the Waterfront (Paper Mill) Trail	N/A	\$224,800

Miscellaneous Sartell 2024 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Overlay, seal coat, and street improvements on undetermined roadways (PROJECT NOT MAPPED)	N/A	\$1,975,000
N/A	N/A	Overlay of undetermined portions of Pinecone Road between Heritage Drive and County Road 120 (PROJECT NOT MAPPED)	N/A	\$500,000

2024 Transportation Projects in Sauk Rapids



Legend

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



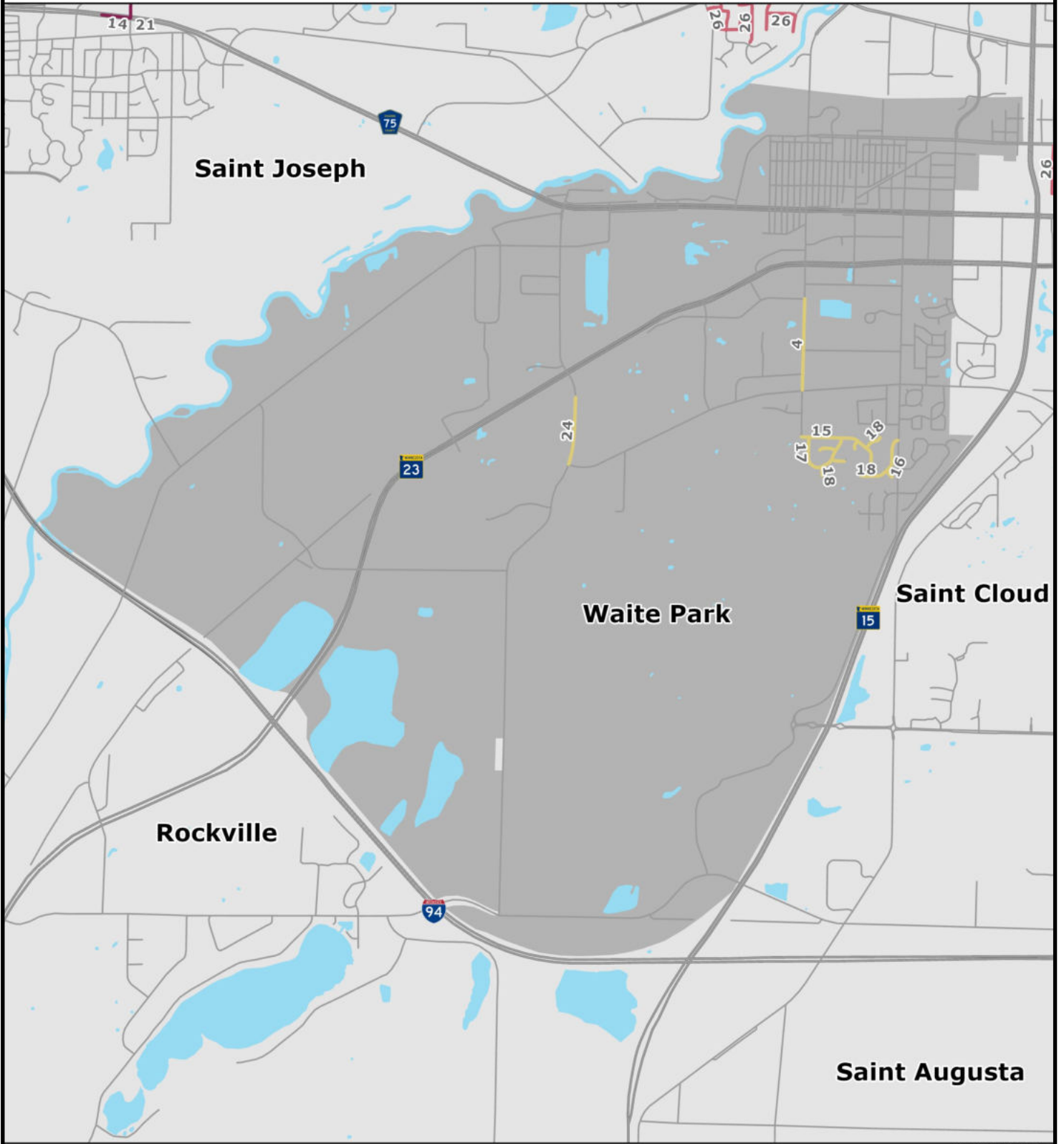
02/06/2024

Sauk Rapids 2024 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$6,896,000

Project ID	Route	Description	Miles	Estimated Project Cost
19	Second Avenue S Sixth Street S Seventh Street S Eighth Street S Ninth Street S Third Avenue S	Reconstruction of streets, sidewalks, drainage system, water main, sanitary sewer, and street lighting of the following roadways: Second Avenue S (from Benton Drive to 10th Street S); Sixth Street S (from Broadway Avenue S to Second Avenue S); Seventh Street S (from Broadway Avenue S to the railroad tracks); Eighth Street S (from Broadway Avenue S to Third Avenue S); Ninth Street S (from Broadway Avenue S to 150 feet east of Second Avenue S); and Third Avenue S (from Eighth Street S to Ninth Street S)	N/A	\$4,850,000
25	Fourth Avenue N Osauka Road NE	Full depth mill/reclamation and bituminous overlay of the following roadways: Fourth Avenue N (from Eighth Street N to 18th Street N) and Osauka Road NE (from Mayhew Lake Road NE to Golden Spike Road NE)	N/A	\$2,046,000

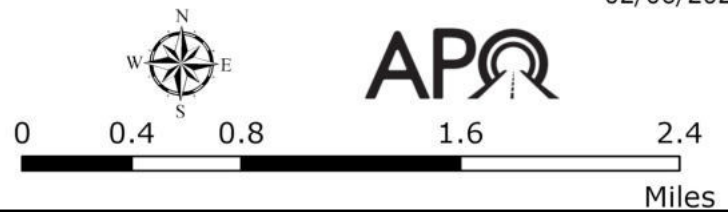
2024 Transportation Projects in Waite Park



02/06/2024

Legend

- Level 2 Maintenance
- Expansion
- Miscellaneous



Waite Park 2024 Projects

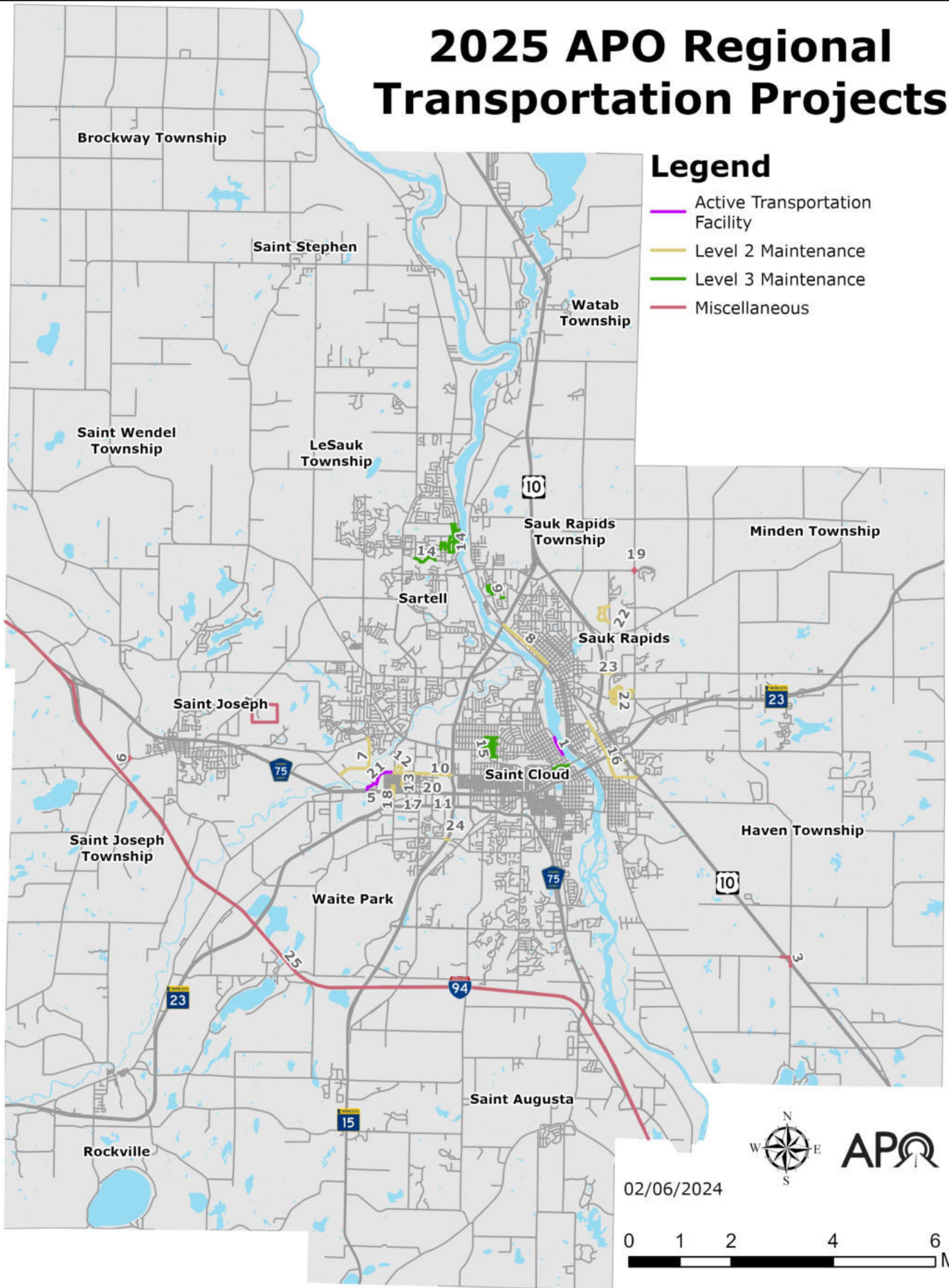
Total Number of Projects	Budgeted Estimated Project Cost
6	\$3,335,000

Project ID	Route	Description	Miles	Estimated Project Cost
4	10th Avenue S	Street preservation of 10th Avenue S from Seventh Street S to Parkway Drive	N/A	\$800,000
15	Sunwood Park Drive	Street preservation of Sunwood Park Drive from 10th Avenue S to Sunwood Park Lane	N/A	\$380,000
16	Sunwood Park Drive	Street preservation of Sunwood Park Drive from Second Avenue S to Sunwood Park Lane	N/A	\$760,000
17	Sunwood Park Lane	Street preservation of Sunwood Park Lane from Sunwood Park Drive to Sunwood Park Drive	N/A	\$630,000
18	Pinewood Court Plumwood Court Poppewood Court Applewood Court Ashwood Court Cedarwood Court Cherrywood Court	Street preservation of the following culs-de-sac: Pinewood Court (from Sunwood Park Lane to end); Plumwood Court (from Sunwood Park Lane to end); Poppewood Court (from Sunwood Park Lane to end); Applewood Court (from Sunwood Park Drive to end); Ashwood Court (from Sunwood Park Drive to end); Cedarwood Court (from Sunwood Park Drive to end); Cherrywood Court (from Sunwood Park Drive to end)	N/A	\$252,000
24	28th Avenue S	Street preservation of 28th Avenue S from Seventh Street S to 600' South of Highway 23 (railroad signal being redone)	N/A	\$512,500

2025 APO Regional Transportation Projects

Legend

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



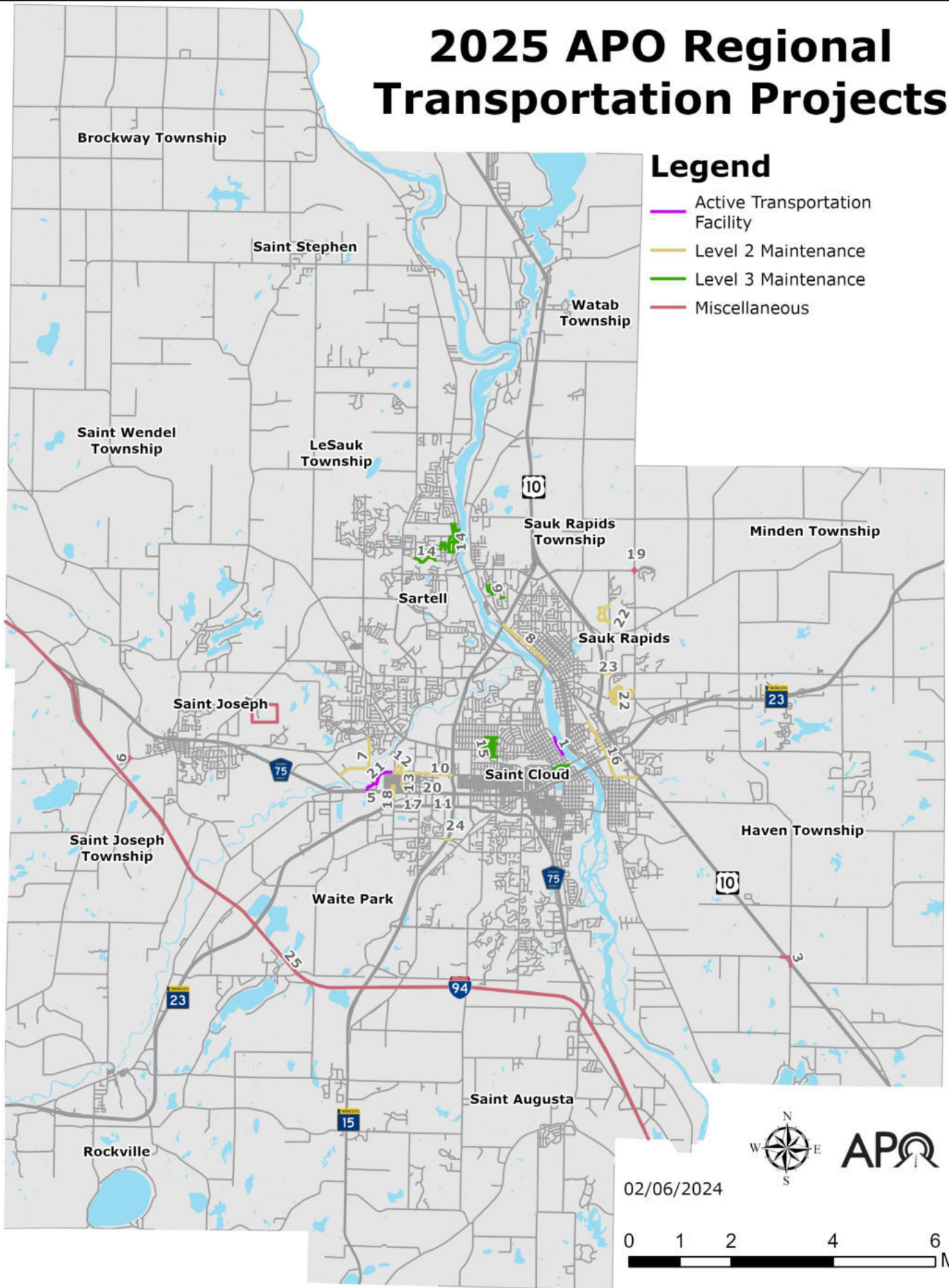
2025 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
1	Saint Cloud	Riverwalk Phase I	Active Transportation Facility
2	Saint Cloud	Second Street N	Level 3 Maintenance
3	Sherburne County	Intersection of US 10 and County Road 65	Miscellaneous
4	Saint Joseph	Northland Business Center Phase II	Miscellaneous
5	Waite Park	Lions Park Trail	Active Transportation Facility
6	Stearns County and City of Saint Joseph	Intersection of Minnesota Street and CSAH 2	Miscellaneous
7	Saint Cloud	Saukview Drive	Level 2 Maintenance
8	Benton County	CSAH 33	Level 2 Maintenance
9	Sauk Rapids	West Highview Drive High Drive High Court North Highview Drive	Level 3 Maintenance
10	Stearns County	CSAH 81	Level 2 Maintenance
11	Waite Park	Alley AB	Level 2 Maintenance
12	Waite Park	Great Oak Drive	Level 2 Maintenance
13	Waite Park	Alley T	Level 2 Maintenance
14	Sartell	First Avenue N Second Avenue N Alleyway between First Avenue N and CSAH 1 Alleyway between First Avenue N and Second Avenue N Third Avenue N Fourth Avenue N Sixth Street N Fifth Street N Fourth Street N Third Street N Second Street N Sartell Street W First Street N Terry Lane Seventh Avenue N	Level 3 Maintenance

2025 APO Regional Transportation Projects

Legend

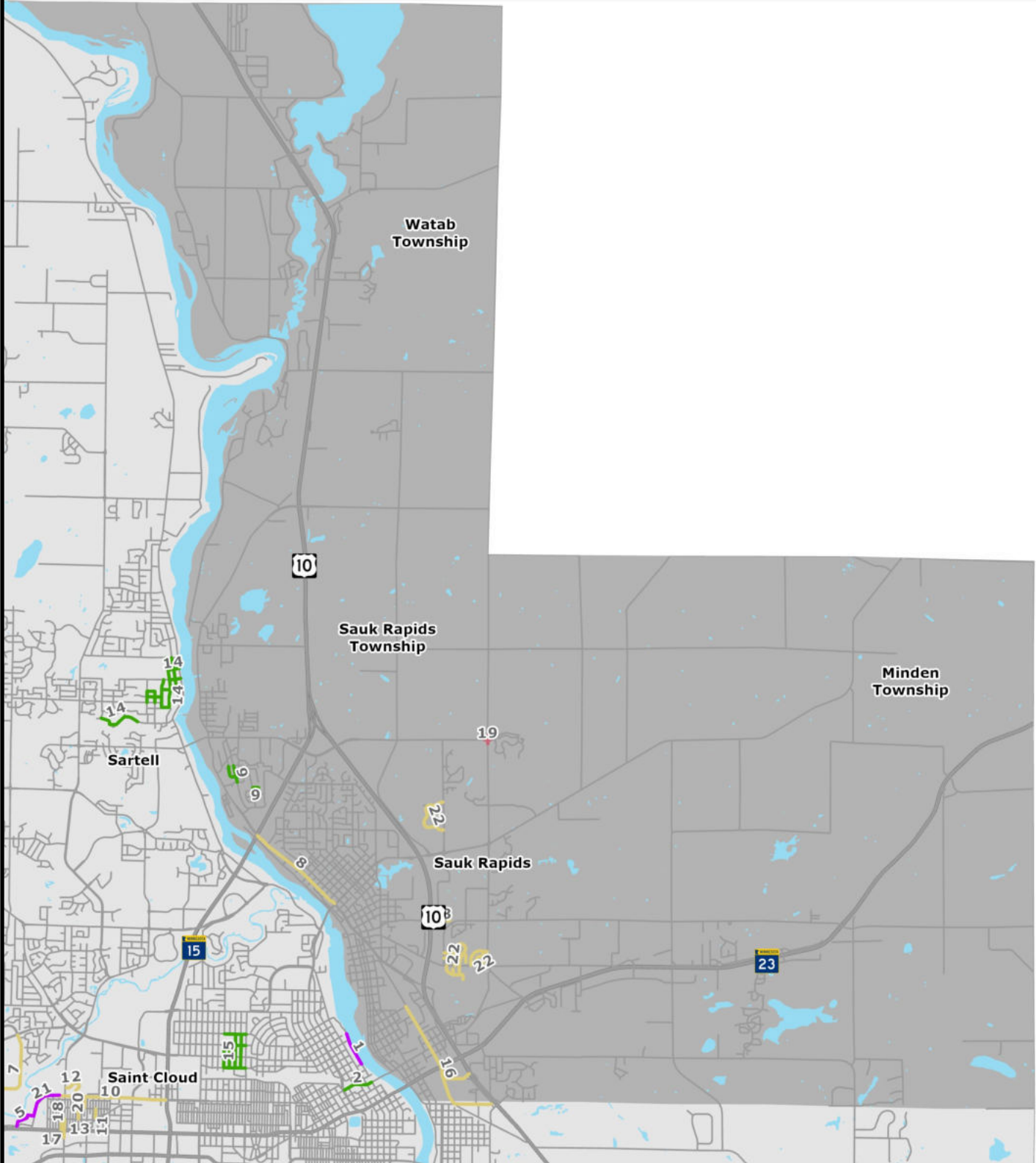
-  Active Transportation Facility
-  Level 2 Maintenance
-  Level 3 Maintenance
-  Miscellaneous



2025 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
15	Saint Cloud	Block group between 25th and 29th Avenue N	Level 3 Maintenance
16	Saint Cloud	Lincoln Avenue SE	Level 2 Maintenance
17	Waite Park	Alley K	Level 2 Maintenance
18	Waite Park	10th Avenue S	Level 2 Maintenance
19	Benton County	Intersection of CSAH 1 and CSAH 29	Miscellaneous
20	Waite Park	Alley V	Level 2 Maintenance
21	Waite Park	15th Avenue N	Active Transportation Facility
22	Sauk Rapids	Ocarina Drive Olive Lane Garden Brook Drive Marcella Court Strawberry Court Strawberry Lane Brook Court Hillside Road Hillside Court Meadows Drive Oakcrest Drive Oakcrest Lane Oakcrest Court	Level 2 Maintenance
23	Sauk Rapids	15th Street NE	Level 2 Maintenance
24	MnDOT	MN 15 at CSAH 137	Level 2 Maintenance
25	MnDOT	I-94	Miscellaneous

2025 Transportation Projects in Benton County



Legend

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



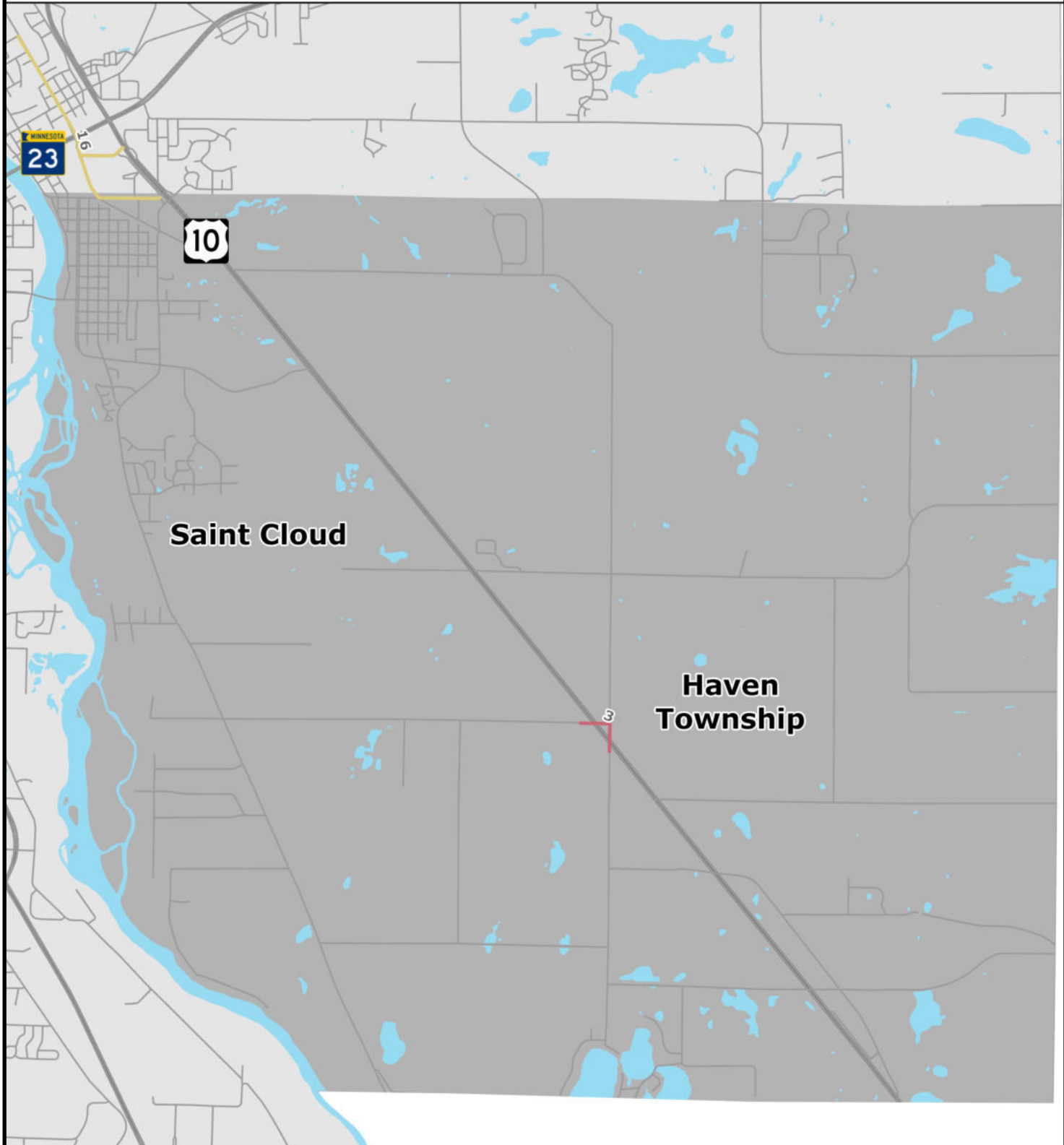
02/06/2024

Benton County 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$2,468,750

Project ID	Route	Description	Miles	Estimated Project Cost
8	CSAH 33	Mill and overlay CSAH 33 from CSAH 3 to MN 15	1.25	\$468,750
19	Intersection of CSAH 1 and CSAH 29	Construction of a roundabout at the intersection of CSAH 1 and CSAH 29	N/A	\$2,000,000

2025 Transportation Projects in Sherburne County



Legend

-  Level 2 Maintenance
-  Miscellaneous

02/06/2024

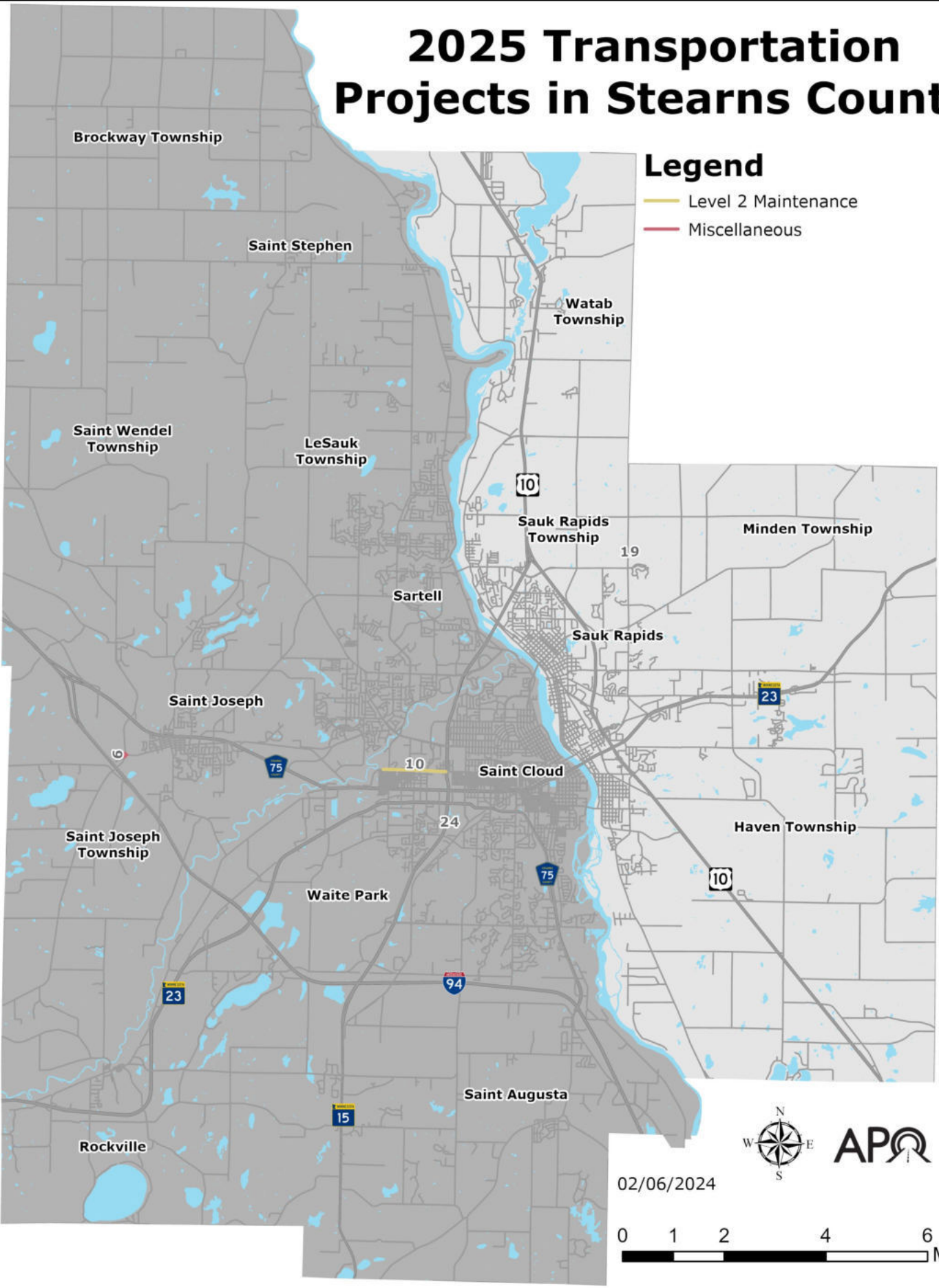


Sherburne County 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
1	\$2,500,000

Project ID	Route	Description	Miles	Estimated Project Cost
3	Intersection of US 10 and County Road 65	Realignment and access consolidation at Sherburne County Road 65 and 45th Avenue and US 10/BNSF railroad crossing	0.47	\$2,500,000

2025 Transportation Projects in Stearns County



Stearns County 2025 Projects

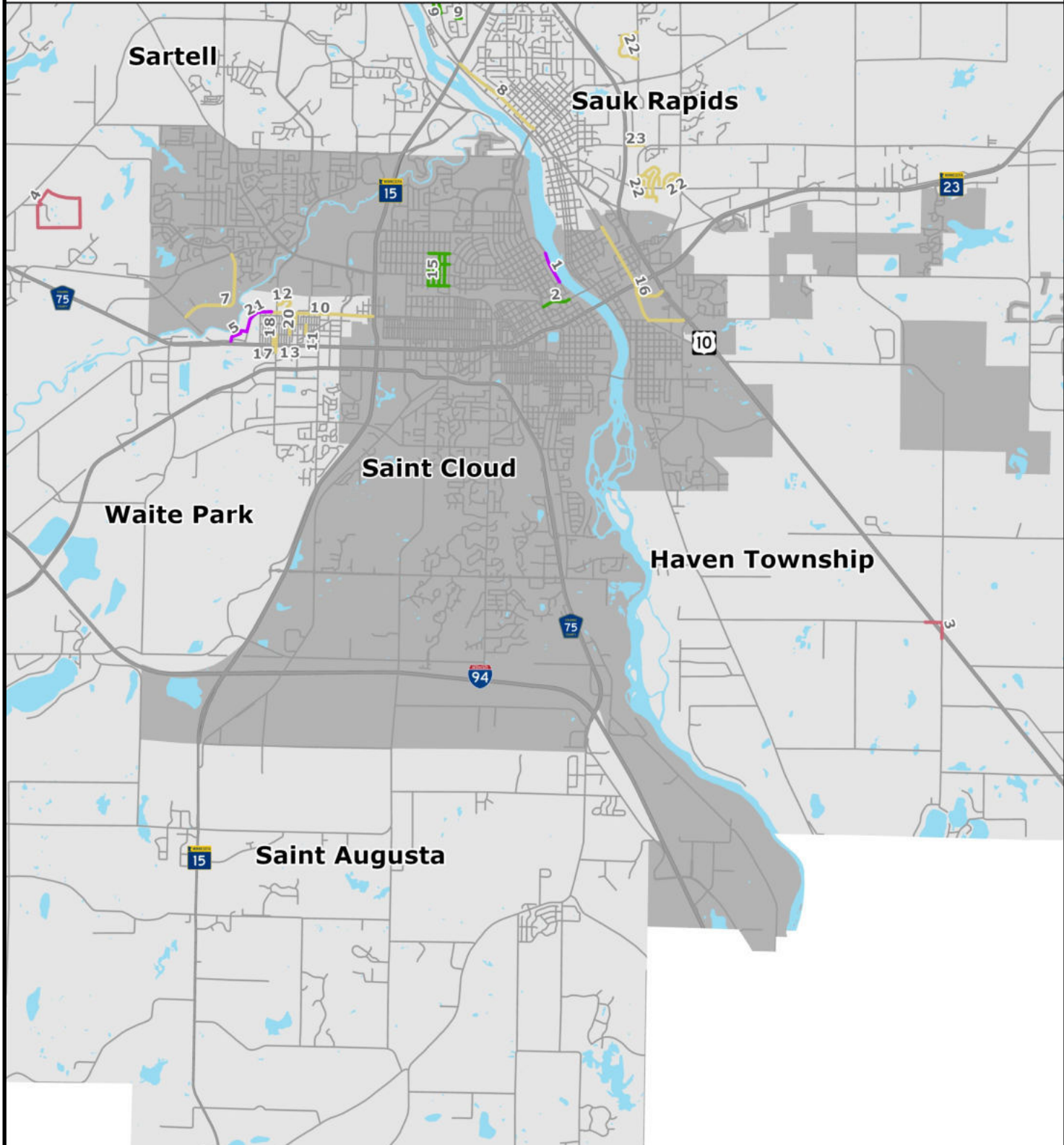
Total Number of Projects	Budgeted Estimated Project Cost
2	\$3,000,000

Project ID	Route	Description	Miles	Estimated Project Cost
6	Intersection of CSAH 2 and Minnesota Street	Roundabout construction at the intersection of CSAH 2 and Minnesota Street/Leaf Road — joint project with City of Saint Joseph	N/A	\$1,500,000
10	CSAH 81	Resurface CSAH 81 from 12th Avenue to MN 15	1.3	\$1,500,000

Miscellaneous Stearns County 2025 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Miscellaneous safety improvements at undetermined locations (PROJECT NOT MAPPED)	N/A	\$50,000

2025 Transportation Projects in Saint Cloud



Legend

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



02/06/2024

Saint Cloud 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	\$21,920,000

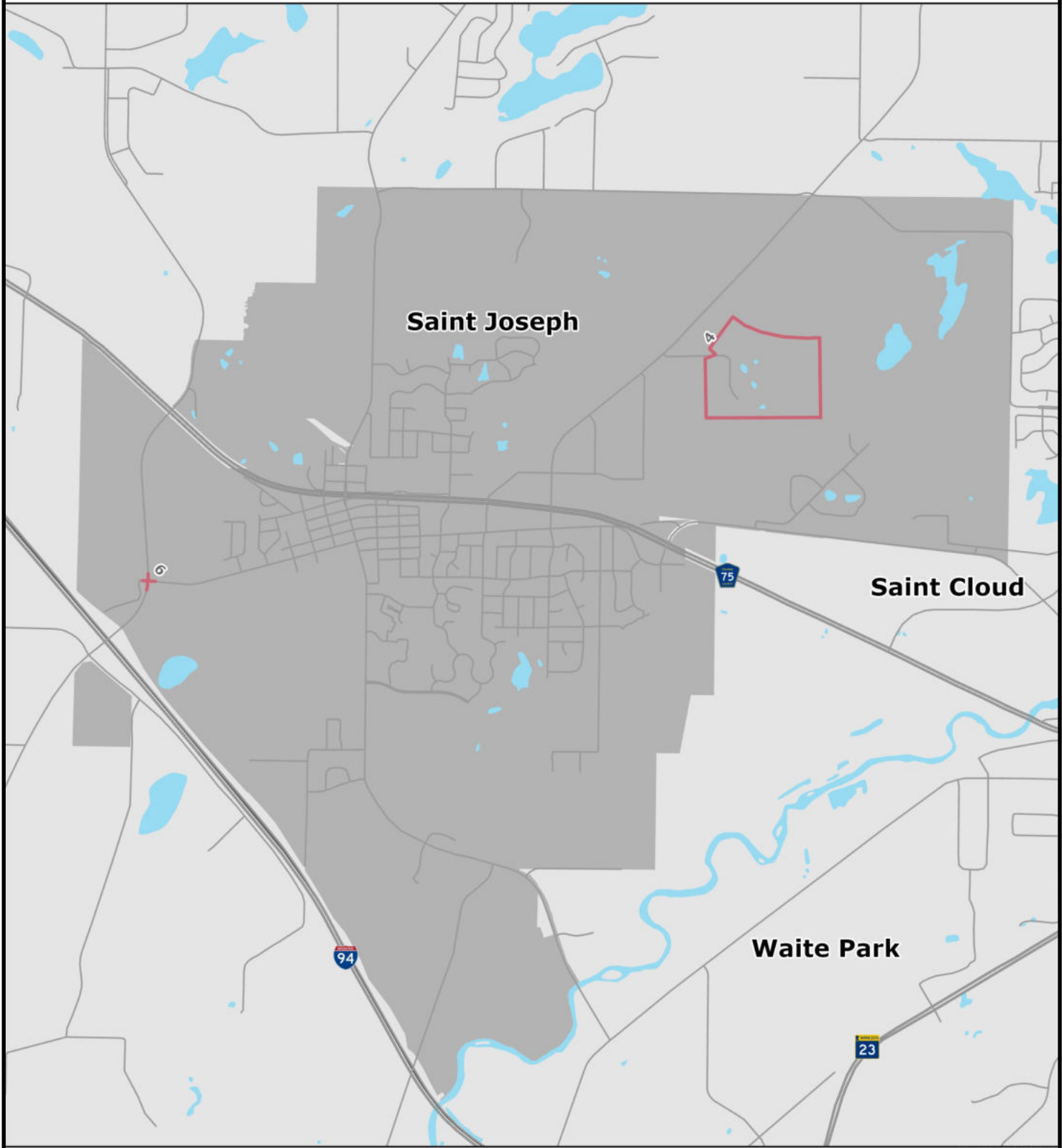
Project ID	Route	Description	Miles	Estimated Project Cost
1	Riverwalk Phase I	Design and construct a Riverwalk area adjacent to the Mississippi River north of the River's Edge Convention Center	N/A	\$5,000,000
2	Second Street N	Install 24' water main and roadway on Second Street N from Eighth to 10th Avenue N; Reconstruct Second Street N from Fifth to 10th Avenue N	N/A	\$5,800,000
7	Saukview Drive	Full depth mill and bituminous replacement on Saukview Drive from Old Highway 52 to Ridgewood Road/County Road 134, along with sanitary sewer extension from approximately 600' northeast of Old Highway 52 to Old Highway 52	N/A	\$2,000,000
15	Block group between 25th and 29th Avenue N	Reconstruct and/or rehabilitate streets, curb and gutter, sidewalks, alleys, sanitary sewer, water main, and storm drain facilities as warranted in the area between 25th and 29th Avenue N from Eighth to 10th Street N (26th Avenue N from Eighth to 10th Street N, 27th Avenue N from Eighth to 10th Street N, 28th Avenue N from Eighth to 10th Street N, 29th Avenue N from Eighth to 10th Street N, Ninth Street N from 25th to 29th Avenue N, 10th Street N from 25th to 29th Avenue N and including alleys in project area). Note that this project encompasses a portion of the Wobegon Bike Facility Improvements.	N/A	\$7,120,000
16	Lincoln Avenue SE	Mill and overlay on Lincoln Avenue SE from Seventh Street SE to north corporate limits	N/A	\$2,000,000

Miscellaneous Saint Cloud 2025 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Street rehabilitation in areas to be determined (PROJECT NOT MAPPED)	N/A	\$2,000,000
N/A	N/A	Street rehabilitation on MSA streets in the Central Business District area. Project does not include utility upgrades. Utility upgrades to be considered at a later date (PROJECT NOT MAPPED)	N/A	\$600,000
N/A	N/A	Full depth mill and bituminous replacement in Township Merger Areas (PROJECT NOT MAPPED)	N/A	\$1,100,000

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2025 Transportation Projects in Saint Joseph



Legend
— Miscellaneous



Saint Joseph 2025 Projects

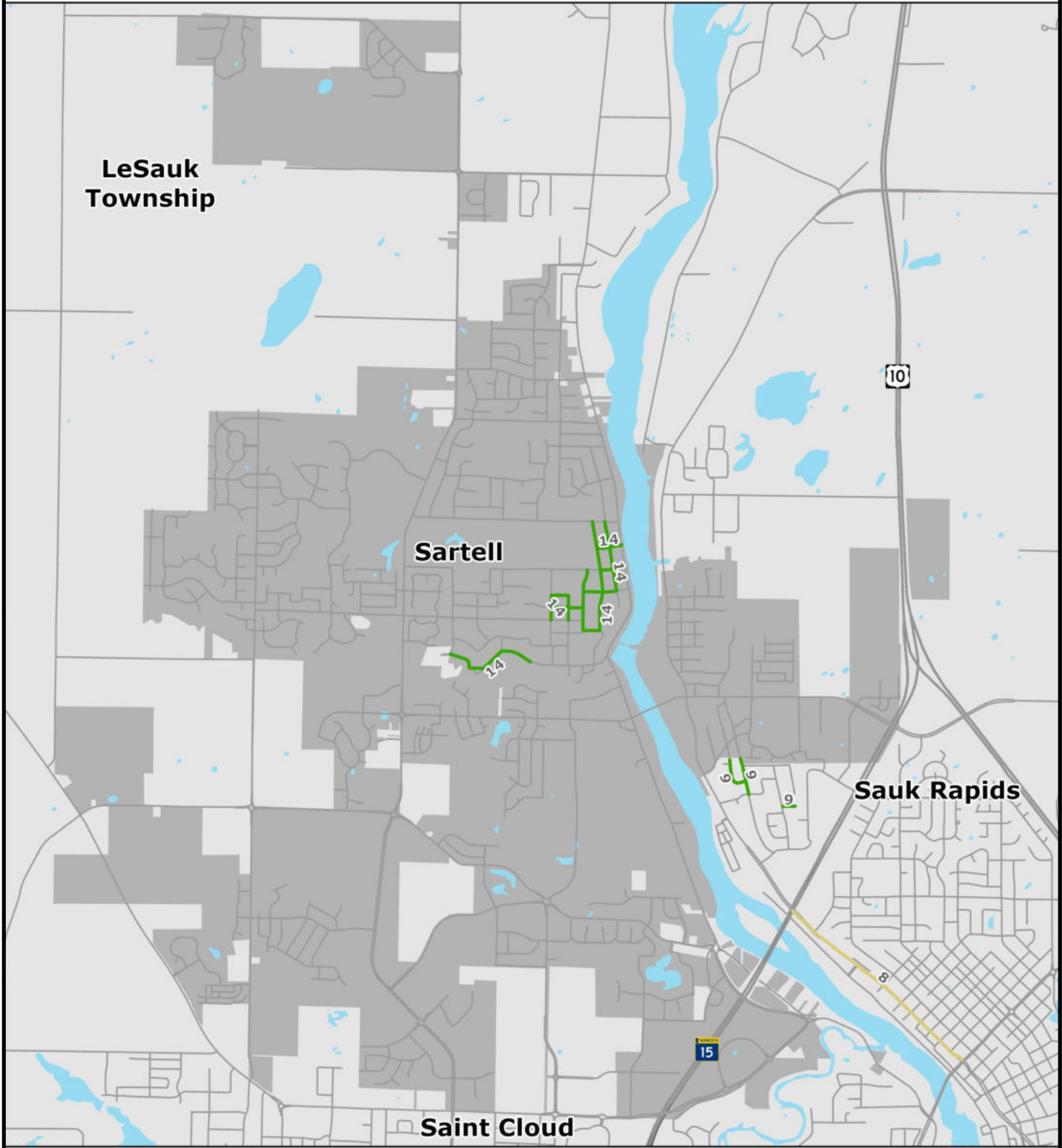
Total Number of Projects	Budgeted Estimated Project Cost
2	\$7,833,000

Project ID	Route	Description	Miles	Estimated Project Cost
4	Northland Business Center Phase II	Northland Business Center Phase II	N/A	\$7,683,000
6	Intersection of CSAH 2 and Minnesota Street	Roundabout construction at the intersection of CSAH 2 and Minnesota Street/Leaf Road — joint project with Stearns County	N/A	\$150,000

Miscellaneous Saint Joseph 2025 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2025 street overlays on undetermined local roadways (PROJECT NOT MAPPED)	N/A	\$1,618,135

2025 Transportation Projects in Sartell



Legend

-  Level 2 Maintenance
-  Level 3 Maintenance

02/06/2024



Sartell 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
1	\$12,888,000

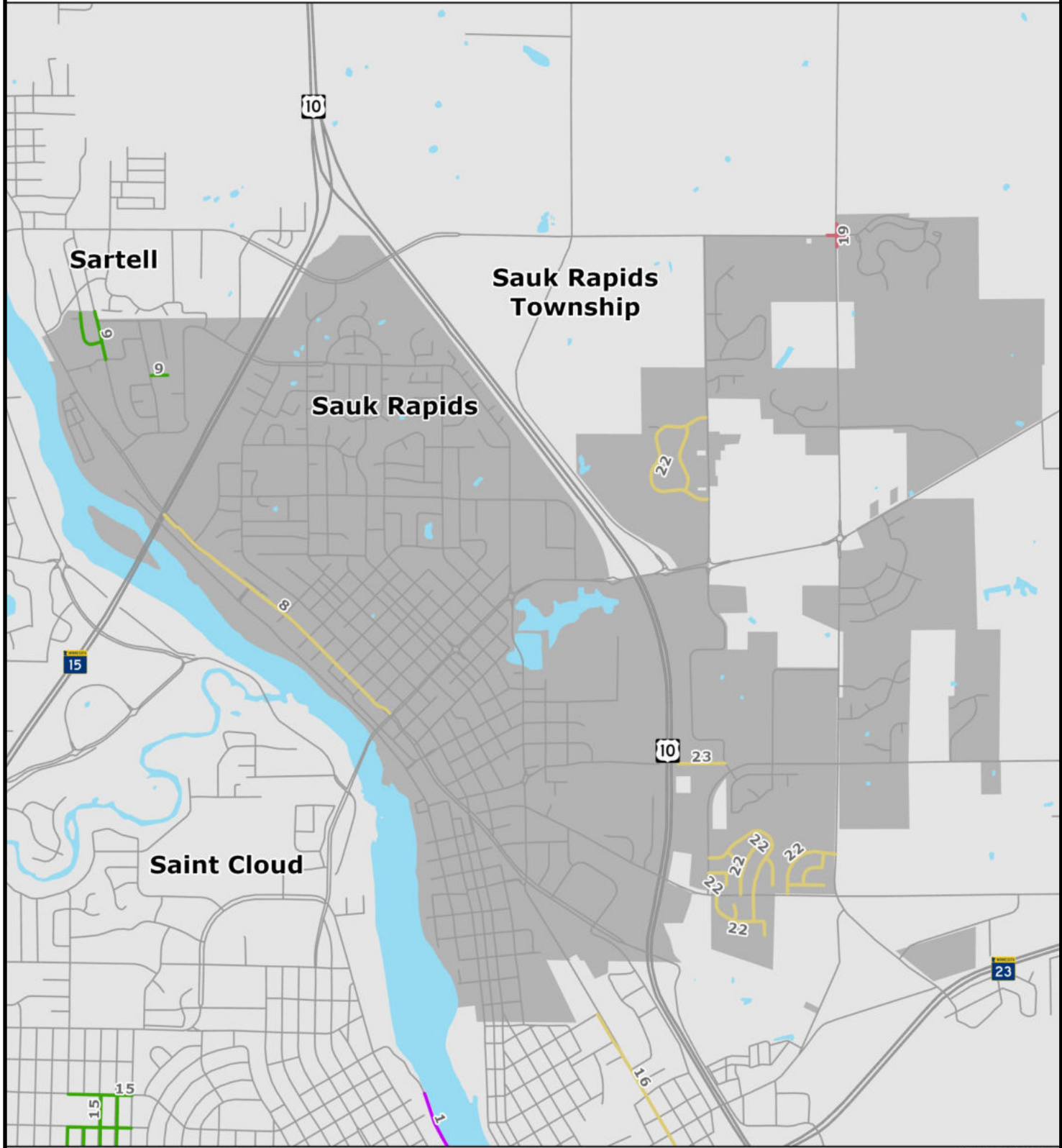
Project ID	Route	Description	Miles	Estimated Project Cost
14	First Avenue N Second Avenue N Alleyway between First Avenue N and CSAH 1 Alleyway between First Avenue N and Second Avenue N Third Avenue N Fourth Avenue N Sixth Street N Fifth Street N Fourth Street N Third Street N Second Street N Sartell Street W First Street N Terry Lane Seventh Avenue N	Street and utility reconstruction at the following locations: First Avenue N (from Seventh Street N to end); Second Avenue N (from Seventh Street N to Fifth Street N and from Fourth Street N to Second Street N); Alleyway between First Avenue N and CSAH 1 (from Seventh Street N to end); Alleyway between First Avenue N and Second Avenue N (from Sixth Street N to Fifth Street N); Third Avenue N (from Fifth Street N to Second Street N); Fourth Avenue N (from Fourth Street N to 2-1/2 Street N); Sixth Street N (from Second Avenue N to CSAH 1); Fifth Street N (from Third Avenue N to Second Avenue N and from Second Avenue N to CSAH 1); Fourth Street N (from Fifth Avenue N to Fourth Avenue N and from Third Avenue N to CSAH 1); Third Street N (from Fifth Avenue N to Third Avenue N); Second Street N (from Fifth Avenue N to First Avenue N); Sartell Street W (from CSAH 1 to Fourth Avenue S); First Street N (from the 600 block to Terry Lane); Terry Lane (from First Street N to end); Seventh Avenue N (from First Street N to Brookwood Lane)	N/A	\$12,888,000

Miscellaneous Sartell 2025 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Overlay, seal coat, and street improvements on undetermined roadways (PROJECT NOT MAPPED)	N/A	\$725,000
N/A	N/A	Overlay of undetermined portions of Pinecone Road between Heritage Drive and County Road 120 (PROJECT NOT MAPPED)	N/A	\$1,000,000

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2025 Transportation Projects in Sauk Rapids



Legend

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



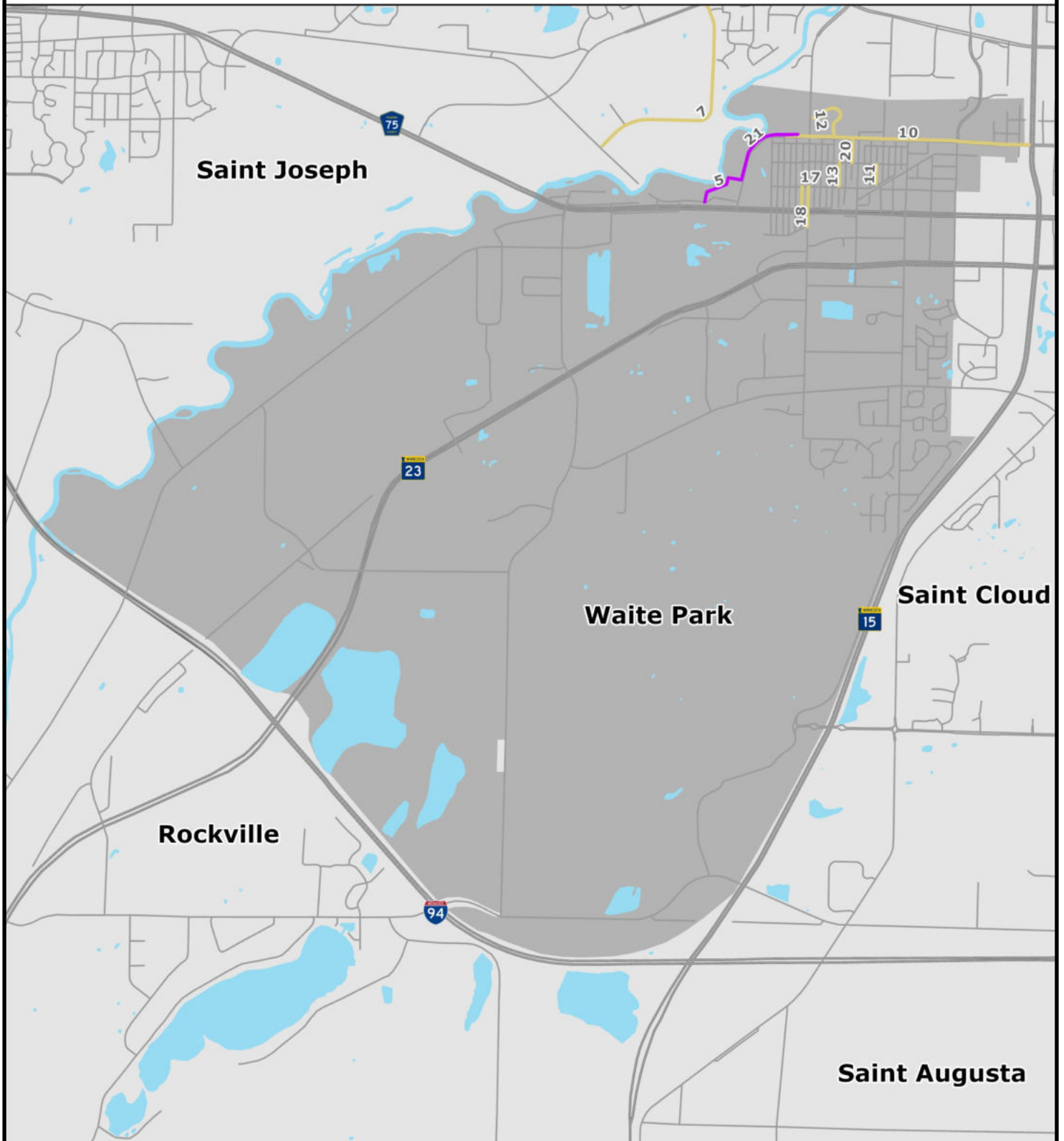
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Sauk Rapids 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	\$3,560,000

Project ID	Route	Description	Miles	Estimated Project Cost
9	West Highview Drive High Drive High Court North Highview Drive	Watermain extension and street reconstruction on West Highview Drive (from Benton Oaks Drive to the north city limits); High Drive (from West Highview Drive to north city limits); High Court (from High Drive to end); and North Highview Drive (from West Highview Drive to Oak Drive)	N/A	\$1,624,000
22	Ocarina Drive Olive Lane Garden Brook Drive Marcella Court Strawberry Court Strawberry Lane Brook Court Hillside Road Hillside Court Meadows Drive Oakcrest Drive Oakcrest Lane Oakcrest Court	Edge mill and overlay on the following roadways: Ocarina Drive (from 10th Avenue NE to 10th Avenue NE); Olive Lane (from Ocarina Drive to Ocarina Drive); Garden Brook Drive (from 10th Avenue NE to 10th Street NE); Marcella Court (from 10th Avenue NE to end); Strawberry Court (from 10th Street NE to end); Strawberry Lane (from Garden Brook Drive to Strawberry Court); Brook Court (from Garden Brook Drive to end); Hillside Road (from 10th Street NE to CSAH 1); Hillside Court (from Hillside Road to end); Meadows Drive (from Hillside Court to Hillside Road); Oakcrest Drive (from 10th Street NE to end); Oakcrest Lane (from 10th Street NE to end); Oakcrest Court (from Oakcrest Drive to end)	N/A	\$1,796,000
23	15th Street NE	Mill and overlay of 15th Street NE from Industrial Boulevard to western end	N/A	\$140,000

2025 Transportation Projects in Waite Park



- Legend**
- Active Transportation Facility
 - Level 2 Maintenance



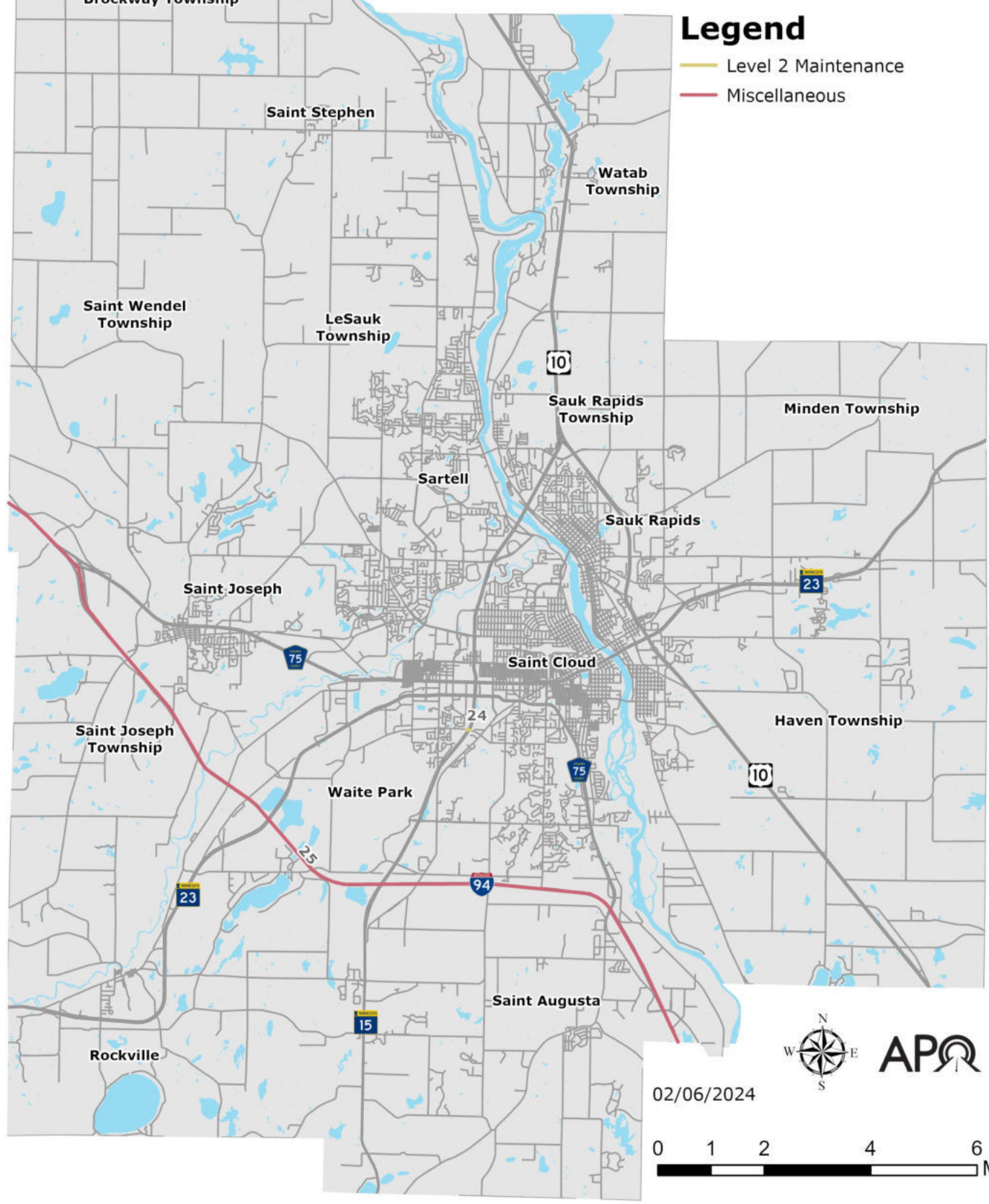
02/06/2024

Waite Park 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
8	\$1,991,177

Project ID	Route	Description	Miles	Estimated Project Cost
5	Lions Park Trail	Construction of Lions Park Trail from Rivers Edge Park to Tomcik Property	N/A	\$215,000
11	Alley AB	Street preservation of Alley AB (Alley between Fifth Avenue N and Fourth Avenue N) from Frontage Road to Second Street N	N/A	\$115,000
12	Great Oak Drive	Street preservation of Great Oak Drive from Third Street N to 10th Avenue N	N/A	\$500,000
13	Alley T	Street preservation of Alley T (Alley between Eighth Avenue N and Seventh Avenue N) from First Street N to Second Street N	N/A	\$120,000
17	Alley K	Street preservation of Alley K (Alley between 11th Avenue N and 10th Avenue N) from First Street N to Second Street N	N/A	\$133,000
18	10th Avenue S	Street preservation of 10th Avenue S from the railroad tracks to First Street N (rutted area)	N/A	\$189,000
20	Alley V	Street preservation of Alley V (Alley between Seventh Avenue N and Sixth Avenue N) from Third Street N to Second Street N	N/A	\$116,000
21	15th Avenue N	Construction of a multiuse trail/sidewalk along CSAH 81/15th Avenue from 830' north of CSAH 75 to 355' west of 10th Avenue	N/A	\$603,177

2025 MnDOT Transportation Projects

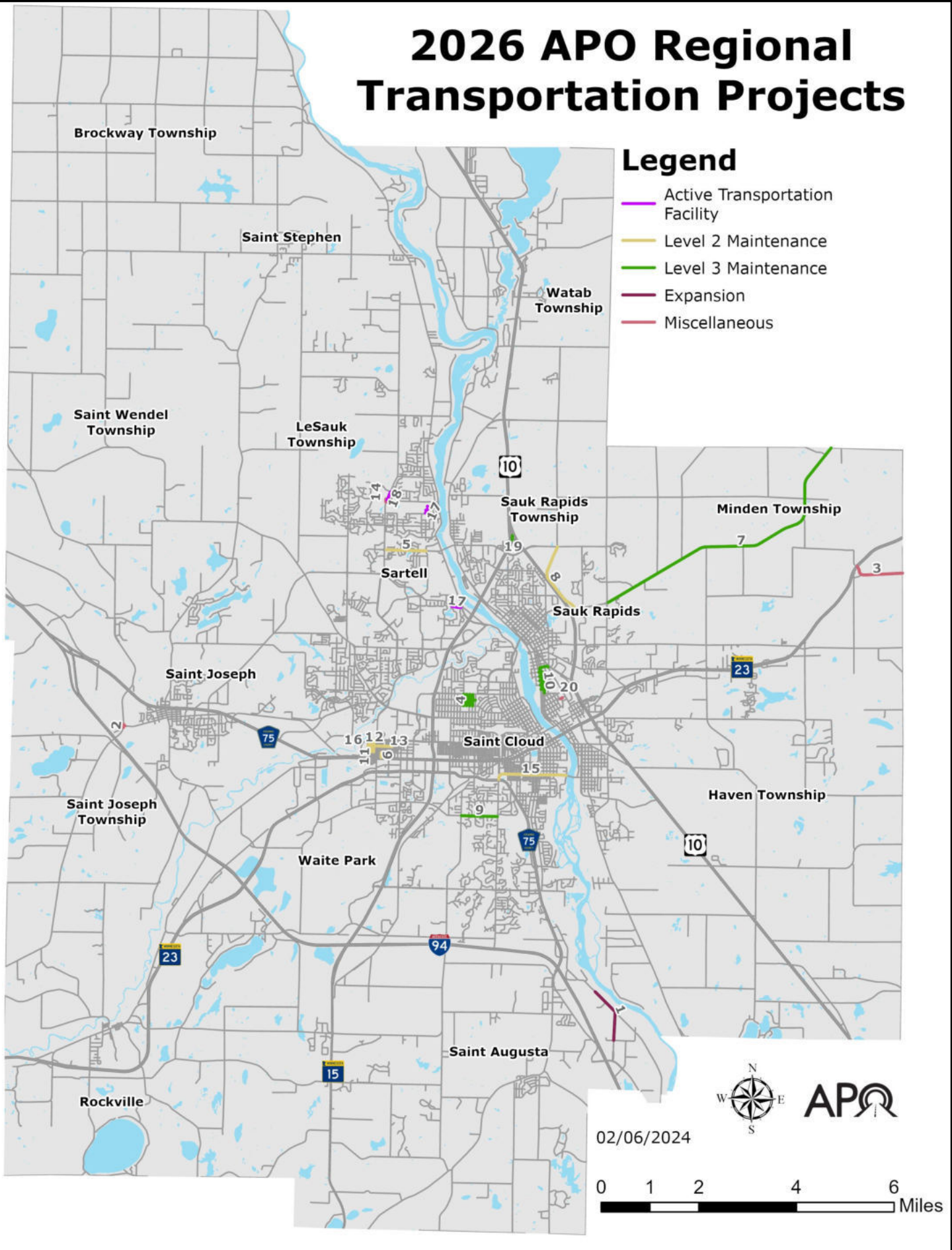


MnDOT 2025 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$1,451,000

Project ID	Route	Description	Miles	Estimated Project Cost
24	MN 15 at CSAH 137	Overlay bridge #73019 over MN 15 at CSAH 137	N/A	\$921,000
25	I-94	DMS, cameras, and fiber from US 71 in Sauk Centre to MN 24 in Clearwater and MN 24 from I-94 to Stearns County CSAH 75 in Clearwater	52.17	\$530,000

2026 APO Regional Transportation Projects



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



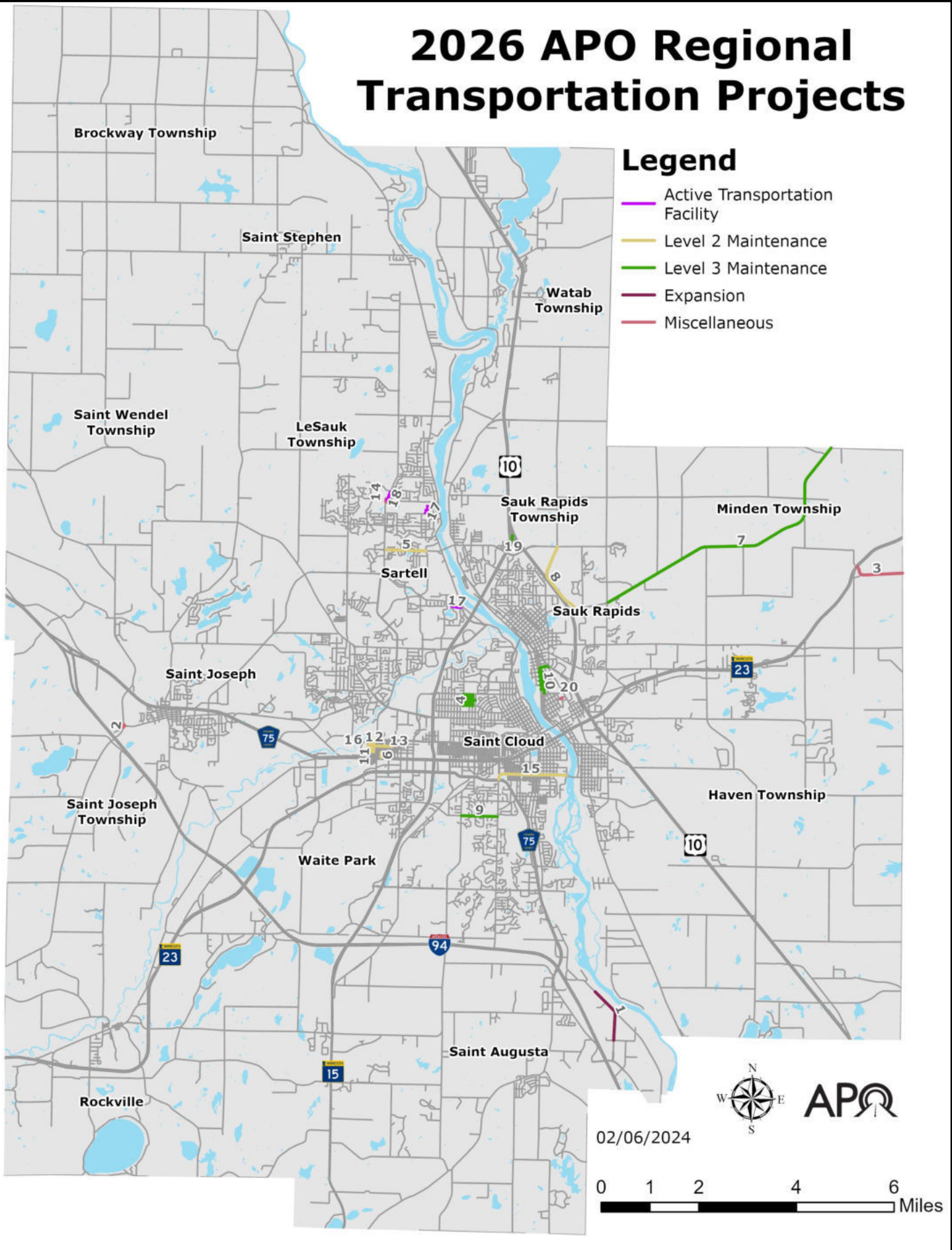
02/06/2024



2026 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
1	Saint Cloud	Heatherwood Road	Capacity Expansion
2	Saint Joseph	Intersection of CSAH 2 and Minnesota Street	Miscellaneous
3	Benton County	County Road 50	Miscellaneous
4	Saint Cloud	Block group between 25th and 29th Avenue N	Level 3 Maintenance
5	Stearns County	CSAH 133	Level 2 Maintenance
6	Waite Park	Alley R	Level 2 Maintenance
7	Benton County	CSAH 3	Level 3 Maintenance
8	Benton County	County Road 57	Level 2 Maintenance
9	Saint Cloud	22nd Street S	Level 3 Maintenance
10	Sauk Rapids	Second Avenue S Ninth Street S 10th Street S 11th Street S 12th Street S 13th Street S 14th Street S	Level 3 Maintenance
11	Waite Park	11th Avenue N 12th Avenue N	Level 2 Maintenance
12	Waite Park	Second Street N	Level 2 Maintenance
13	Waite Park	Second Street N	Level 2 Maintenance
14	Sartell	Intersection of Pinecone Road and Seventh Street N	Miscellaneous
15	Saint Cloud	University Drive	Level 2 Maintenance
16	Waite Park	Alley A	Level 2 Maintenance
17	Sartell	Heritage Drive	Active Transportation Facility
18	Sartell	Pinecone Road Trail/ Sidewalk	Active Transportation Facility

2026 APO Regional Transportation Projects



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



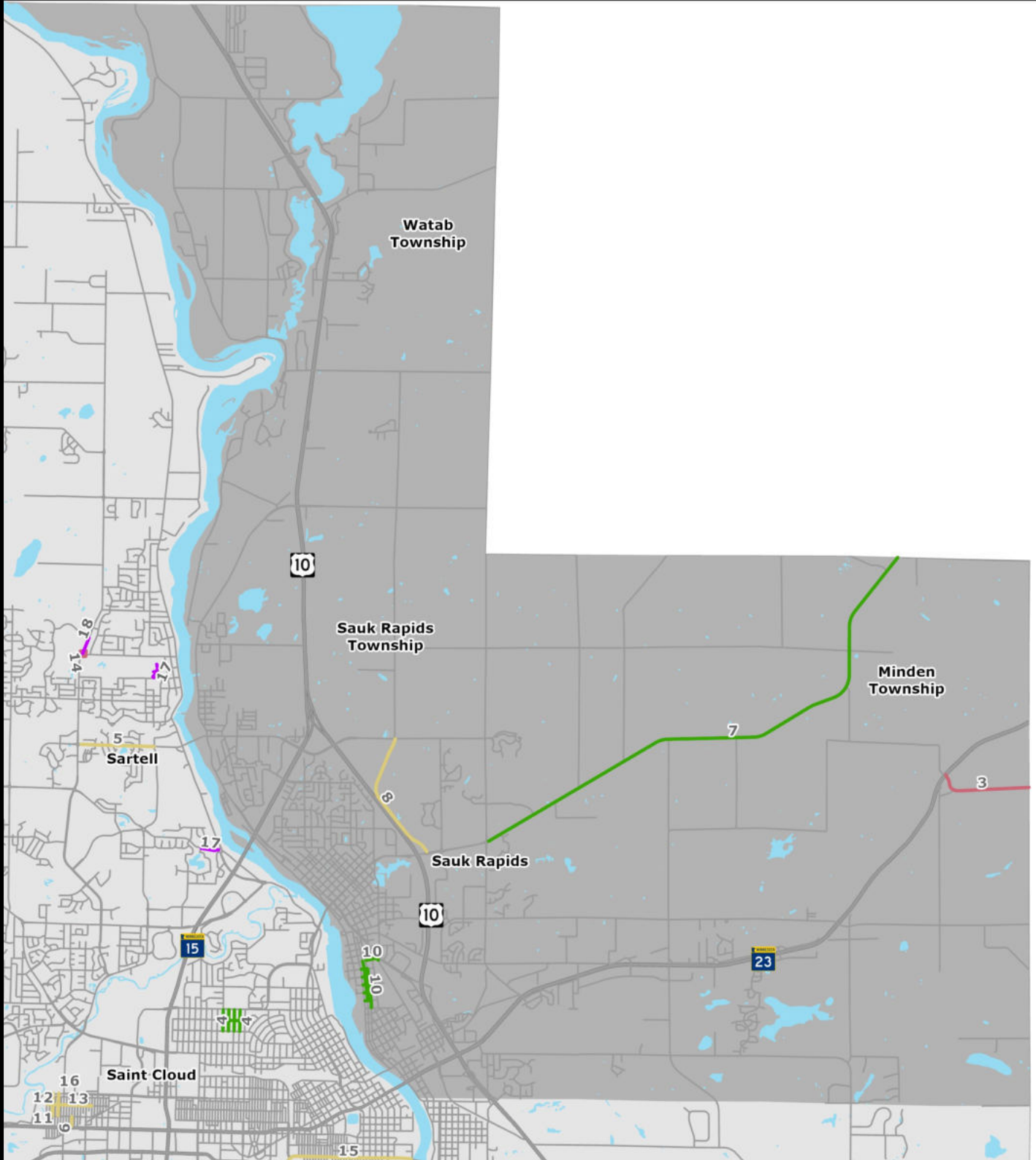
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2026 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
19	MnDOT	MN 15	Level 3 Maintenance
20	MnDOT	4-1/2 Street NE Railroad Signal	Miscellaneous

2026 Transportation Projects in Benton County



Legend

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



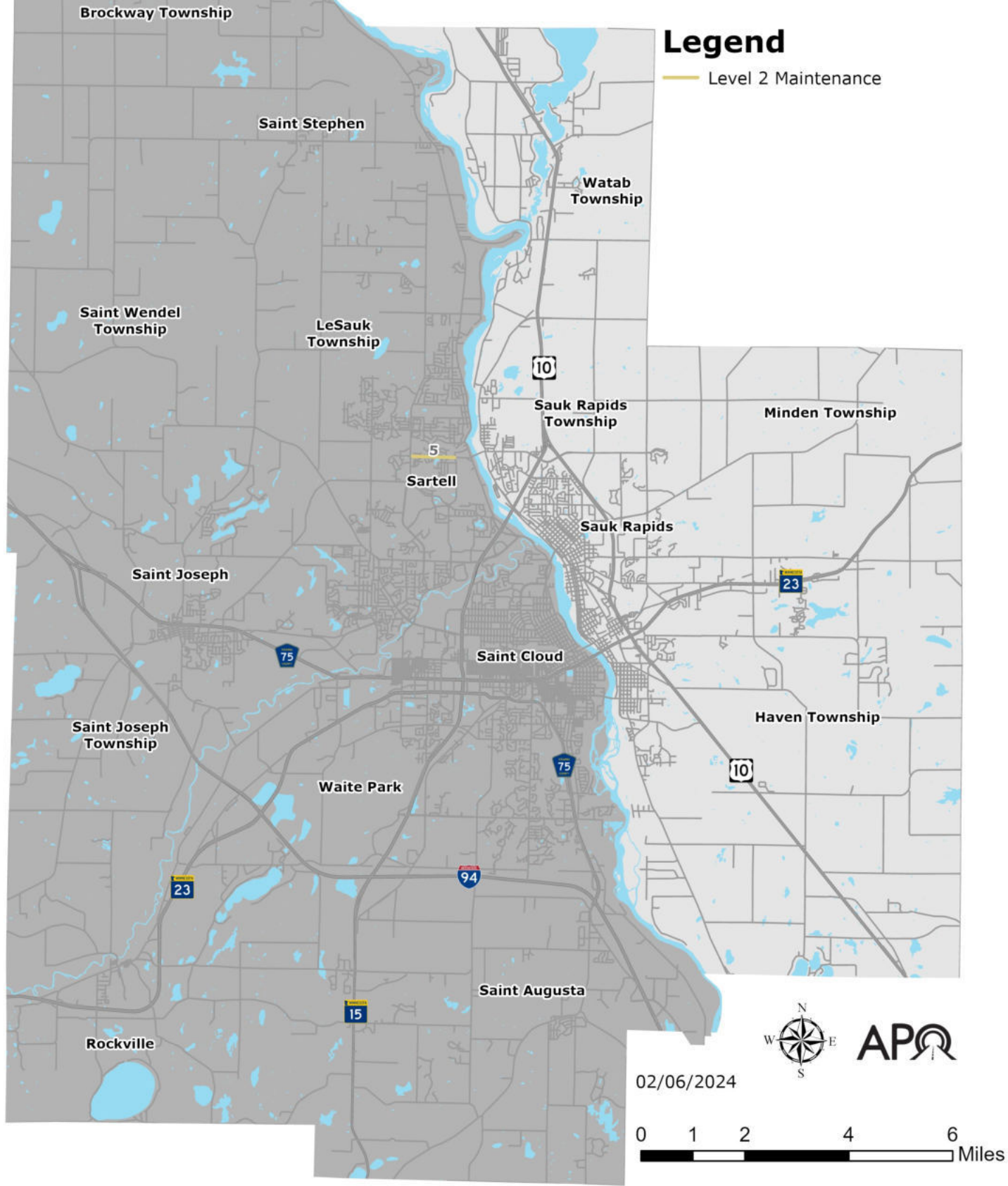
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Benton County 2026 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	\$7,075,000

Project ID	Route	Description	Miles	Estimated Project Cost
3	County Road 50	Pave gravel on County Road 50 from MN 23 to County Road 62	4	\$2,200,000
7	CSAH 3	Reclaim CSAH 3 from CSAH 1 to Popple Creek	7.5	\$3,750,000
8	County Road 57	Recondition County Road 57 from CSAH 3 to CSAH 29	1.5	\$1,125,000

2026 Transportation Projects in Stearns County



Stearns County 2026 Projects

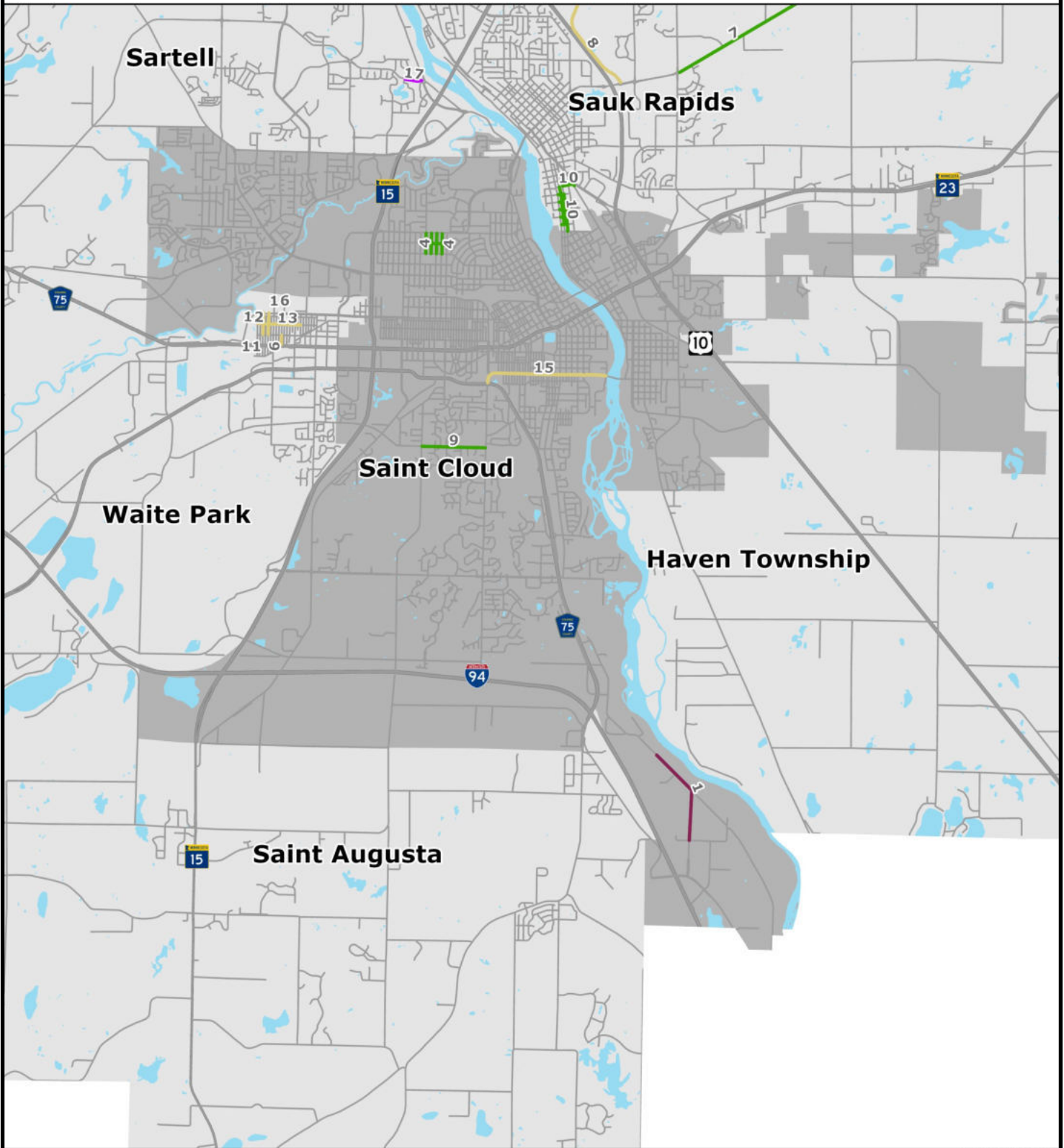
Total Number of Projects	Budgeted Estimated Project Cost
1	\$1,200,000

Project ID	Route	Description	Miles	Estimated Project Cost
5	CSAH 133	Resurface CSAH 133 from Pinecone Road to Fourth Avenue S in Sartell	1.2	\$1,200,000

Miscellaneous Stearns County 2026 Projects

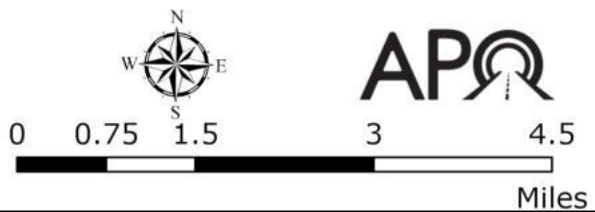
Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Miscellaneous safety improvements at undetermined locations (PROJECT NOT MAPPED)	N/A	\$50,000

2026 Transportation Projects in Saint Cloud



Legend

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



02/06/2024

Saint Cloud 2026 Projects

Total Number of Projects	Budgeted Estimated Project Cost
4	\$26,090,000

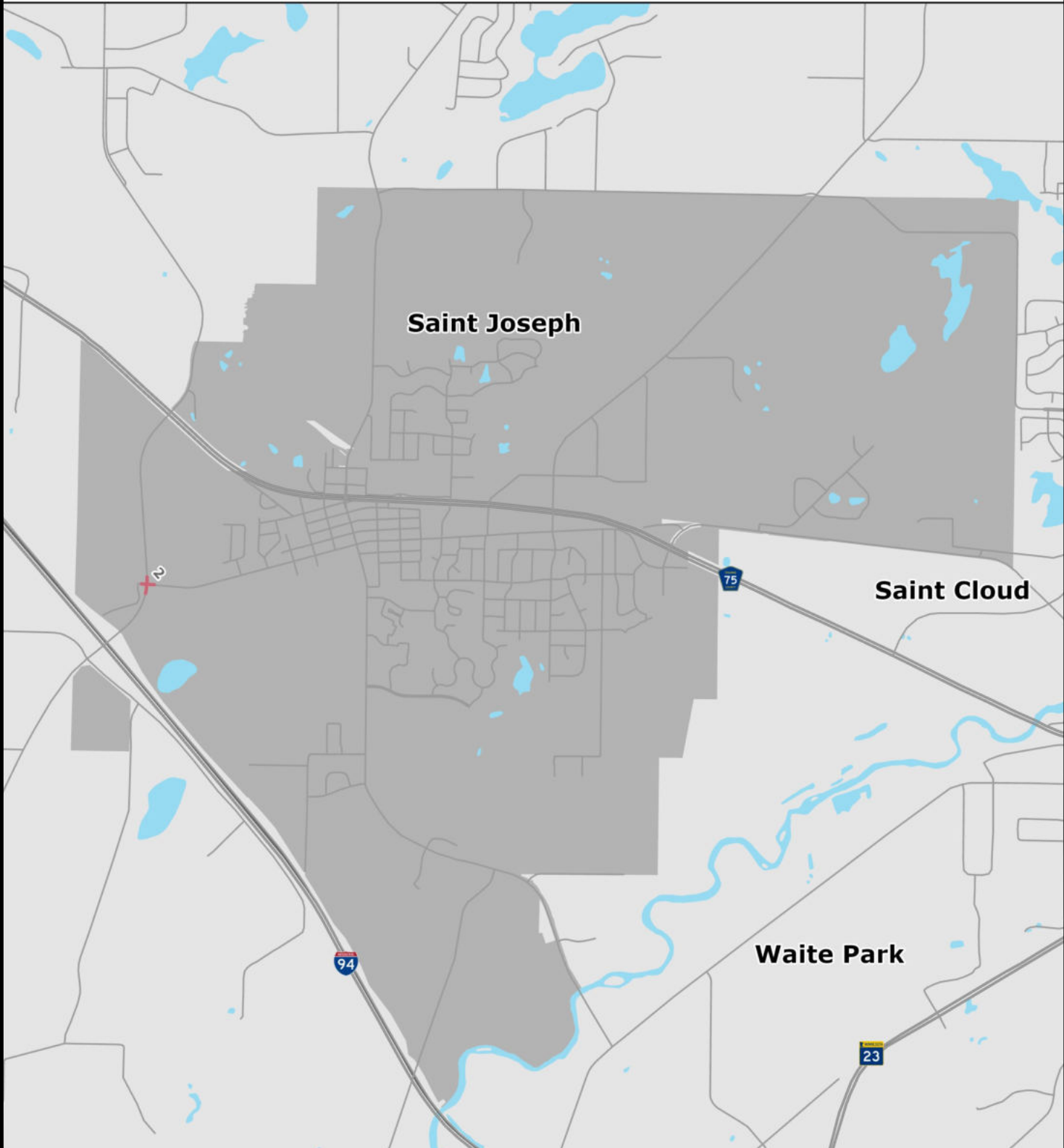
Project ID	Route	Description	Miles	Estimated Project Cost
1	Heatherwood Road	Construct street connection between Heatherwood Road and Eighth Avenue S in the I-94 Business Park including a bridge crossing Johnson Creek along with utility improvements	N/A	\$11,200,000
4	Block group between 25th and 29th Avenue N	Reconstruct streets, curb and gutter, sidewalks, alleys, sanitary sewer, water main and storm drain facilities as warranted in the areas between 25th and 29th Avenue N from 10th to 12th Street N (26th Avenue N from 10th Street N to 12th Street N, 27th Avenue N from 10th Street N to 12th Street N, 28 Avenue N from 10th Street N to 12th Street N, 29th Avenue N from 10th Street N to 12th Street N, 11th Street N from 25th to 29th Avenue N and including alleys in project area)	N/A	\$7,790,000
9	22nd Street S	Reconstruct and widen 22nd Street S from County Road 136 to Cooper Avenue S including sidewalks, bicycle lanes, street lighting and drainage improvements. Upsize to 16" water main along 22nd Street S from Shannon Drive to County Road 136. This project will also include a 24" water transmission line	N/A	\$5,500,000
15	University Drive	Mill and overlay on University Drive from Mississippi River to CSAH 75	N/A	\$1,600,000

Miscellaneous Saint Cloud 2026 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Street rehabilitation in areas to be determined (PROJECT NOT MAPPED)	N/A	\$1,000,000
N/A	N/A	Street rehabilitation on MSA streets in the Central Business District area. Project does not include utility upgrades. Utility upgrades to be considered at a later date. (PROJECT NOT MAPPED)	N/A	\$600,000
N/A	N/A	Full depth mill and bituminous replacement in Township Merger Areas (PROJECT NOT MAPPED)	N/A	\$1,100,000

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2026 Transportation Projects in Saint Joseph



02/06/2024

Legend

 Miscellaneous



Saint Joseph 2026 Projects

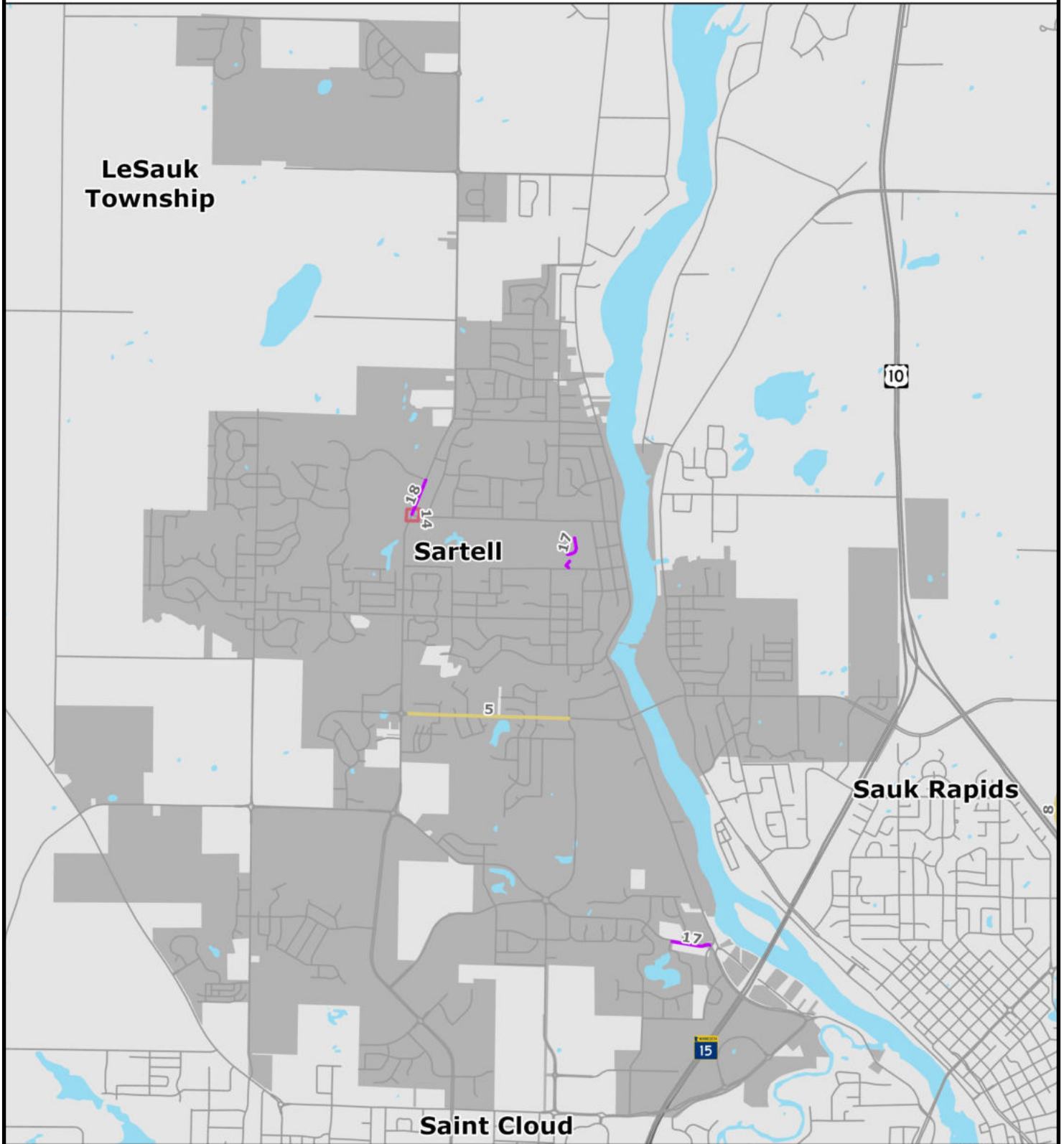
Total Number of Projects	Budgeted Estimated Project Cost
1	\$1,000,000

Project ID	Route	Description	Miles	Estimated Project Cost
2	Intersection of CSAH 2 and Minnesota Street	Roundabout construction at the intersection of CSAH 2 and Minnesota Street — joint project with Stearns County	N/A	\$1,000,000

Miscellaneous Saint Joseph 2026 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2026 street overlays on undetermined local roadways (PROJECT NOT MAPPED)	N/A	\$2,121,970
N/A	N/A	Gateway Commons	N/A	\$2,050,000
N/A	N/A	Jade Road Extension Phase I	N/A	\$1,600,000

2026 Transportation Projects in Sartell



02/06/2024

Legend

- Active Transportation Facility
- Level 2 Maintenance
- Miscellaneous



Sartell 2026 Projects

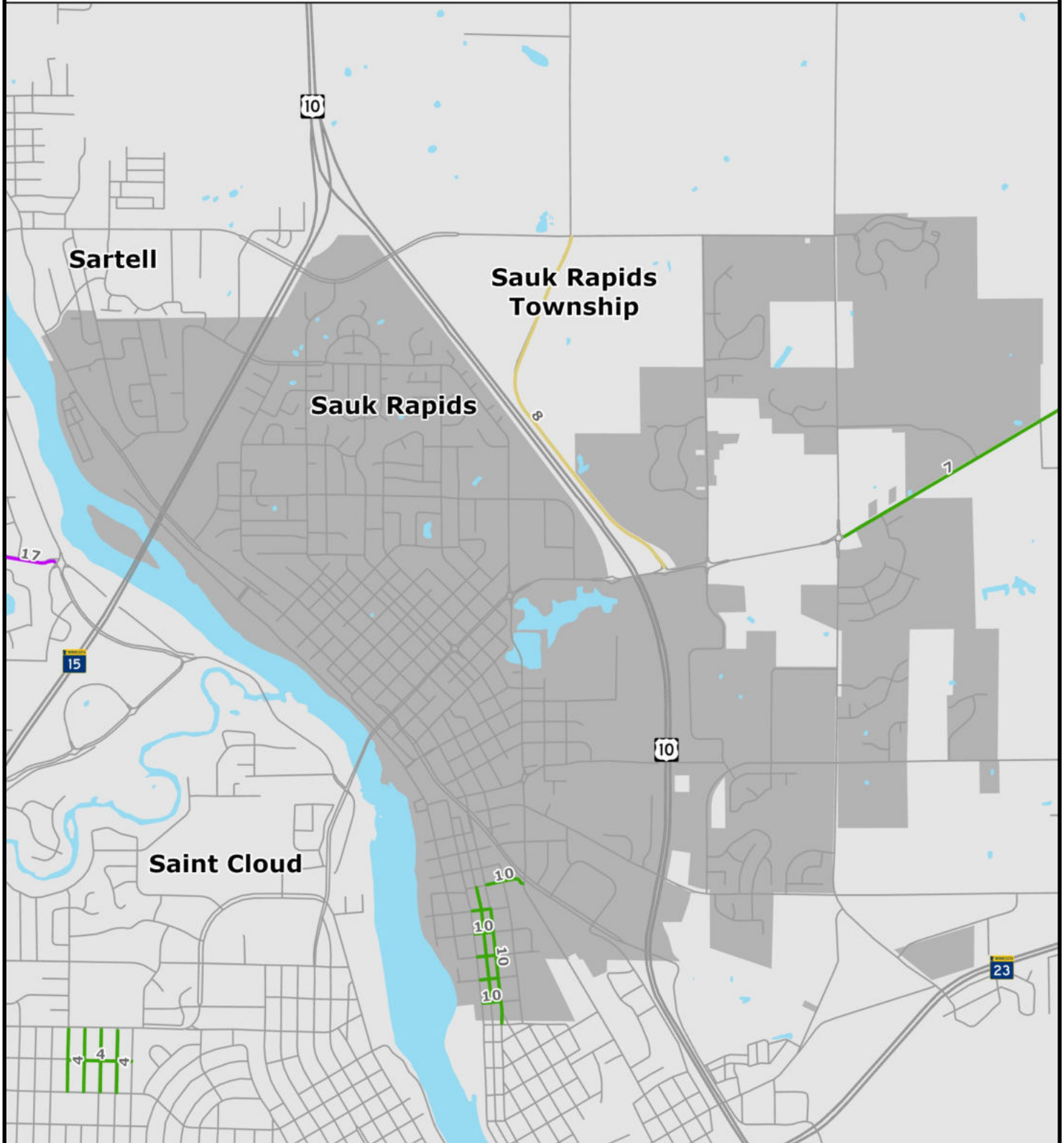
Total Number of Projects	Budgeted Estimated Project Cost
3	\$1,192,250

Project ID	Route	Description	Miles	Estimated Project Cost
14	Intersection of Pinecone Road and Seventh Street N	Intersection improvements and installation of pedestrian flasher system at Pinecone Road and Seventh Street N	N/A	\$695,000
17	Heritage Drive	Construct Heritage Drive Trail between Amber Avenue and CSAH 1 and sidewalks near Riverview Intermediate School in the City of Sartell	N/A	\$486,450
18	Pinecone Road Trail/Sidewalk	Pavement improvements to the Pinecone Road Trail/Sidewalk system between Seventh Street N and Central Park Boulevard/Pinecone Central Park	N/A	\$10,800

Miscellaneous Sartell 2026 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Overlay, seal coat, and street improvements on undetermined roadways (PROJECT NOT MAPPED)	N/A	\$550,000
N/A	N/A	Overlay of undetermined portions of Pinecone Road between Heritage Drive and County Road 120 (PROJECT NOT MAPPED)	N/A	\$1,000,000

2026 Transportation Projects in Sauk Rapids



Legend

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



02/06/2024

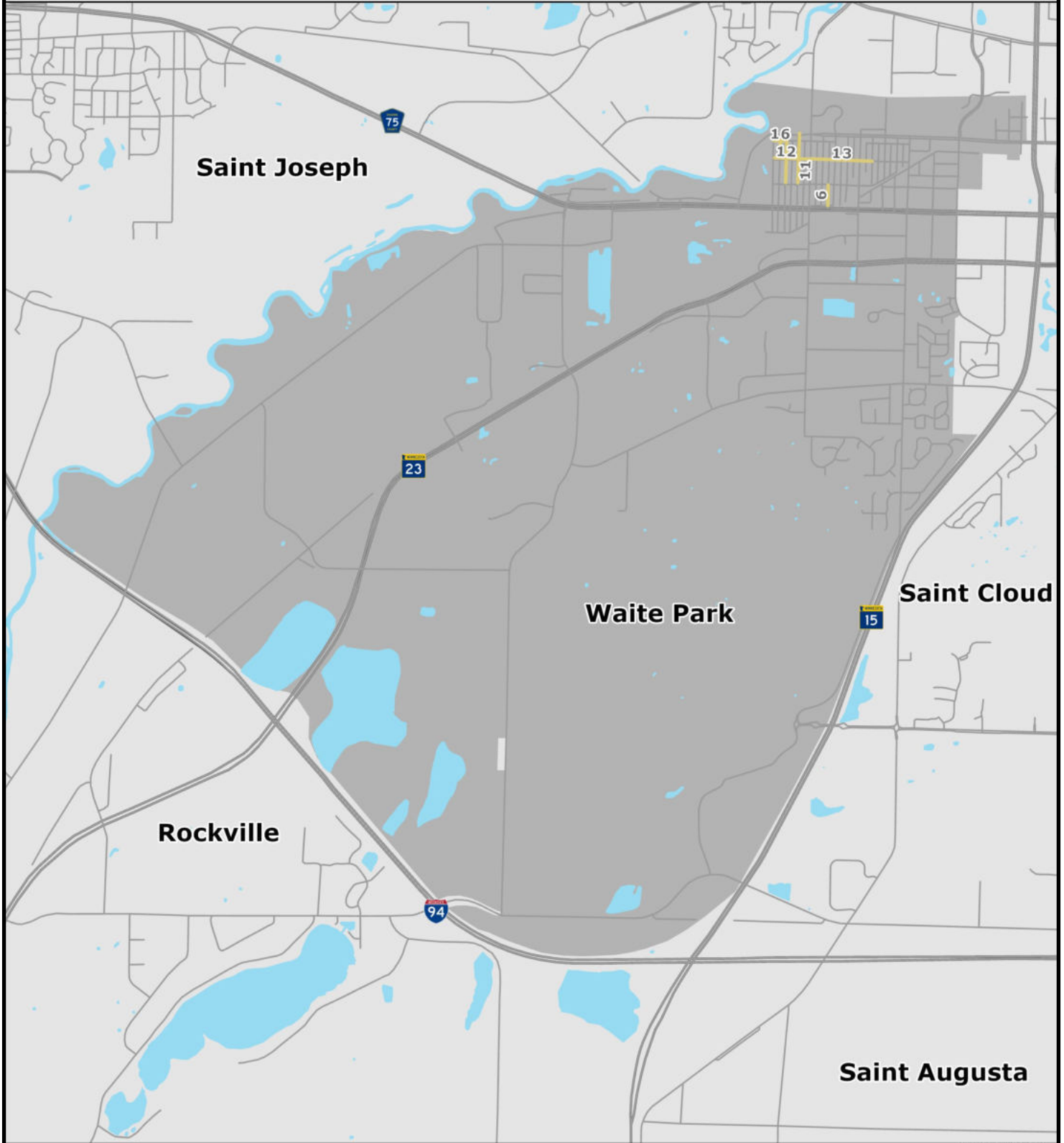


Sauk Rapids 2026 Projects


Total Number of Projects	Budgeted Estimated Project Cost
1	\$6,218,000

Project ID	Route	Description	Miles	Estimated Project Cost
10	Second Avenue S Ninth Street S 10th Street S 11th Street S 12th Street S 13th Street S 14th Street S	Reconstruction of street, storm sewer, water, sewer, and sidewalk on the following roadways: Second Avenue S (from 10th Street S to southern city limits); Ninth Street S (from alley between Second and Third Avenue S to the railroad tracks); 10th Street S (from Broadway Avenue S to Second Avenue S); 11th Street S (from Broadway Avenue S to Second Avenue S); 12th Street S (from Broadway Avenue S to Second Avenue S); 13th Street S (from Broadway Avenue S to Second Avenue S); and 14th Street S (from Broadway Avenue S to Second Avenue S)	N/A	\$6,218,000

2026 Transportation Projects in Waite Park



Legend

 Level 2 Maintenance

02/06/2024

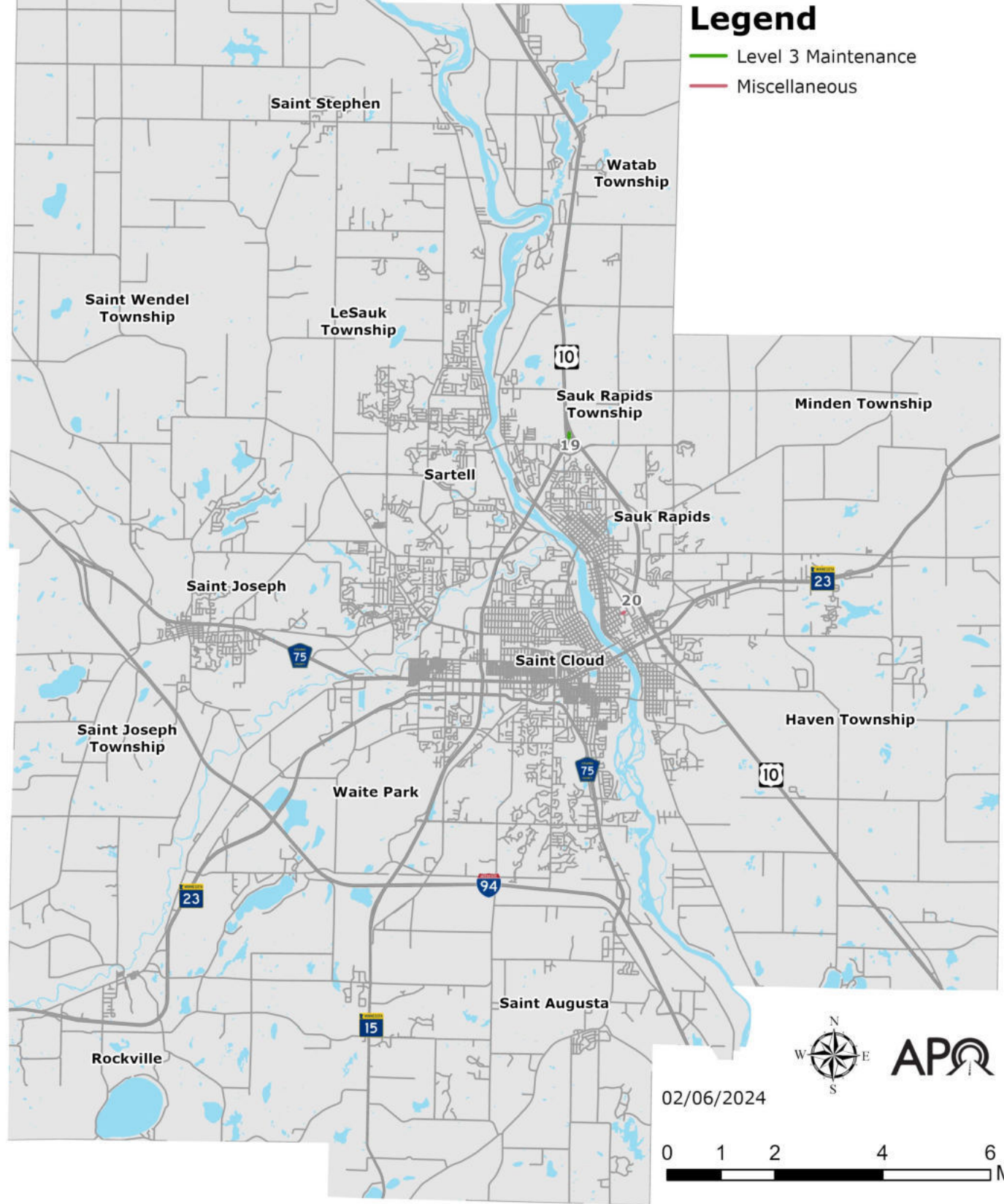


Waite Park 2026 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	\$1,800,000

Project ID	Route	Description	Miles	Estimated Project Cost
6	Alley R	Street preservation of Alley R (Alley between Ninth Avenue N and Eighth Avenue N) from First Street N to Division Street	N/A	\$115,000
11	11th Avenue N 12th Avenue N	Street preservation of 11th Avenue N (from First Street N to Second Street N and from Second Street N to Third Street N) and 12th Avenue N (from First Street N to Third Street N)	N/A	\$820,000
12	Second Street N	Street preservation of Second Street N from 10th Avenue N to 13th Avenue N	N/A	\$315,000
13	Second Street N	Street preservation of Second Street N from 10th Avenue N to Fifth Avenue N	N/A	\$410,000
16	Alley A	Street preservation of Alley A (Alley between 13th Avenue N and 12th Avenue N) from Third Street N to Second Street N (full alleyway)	N/A	\$140,000

2026 MnDOT Transportation Projects



MnDOT 2026 Projects

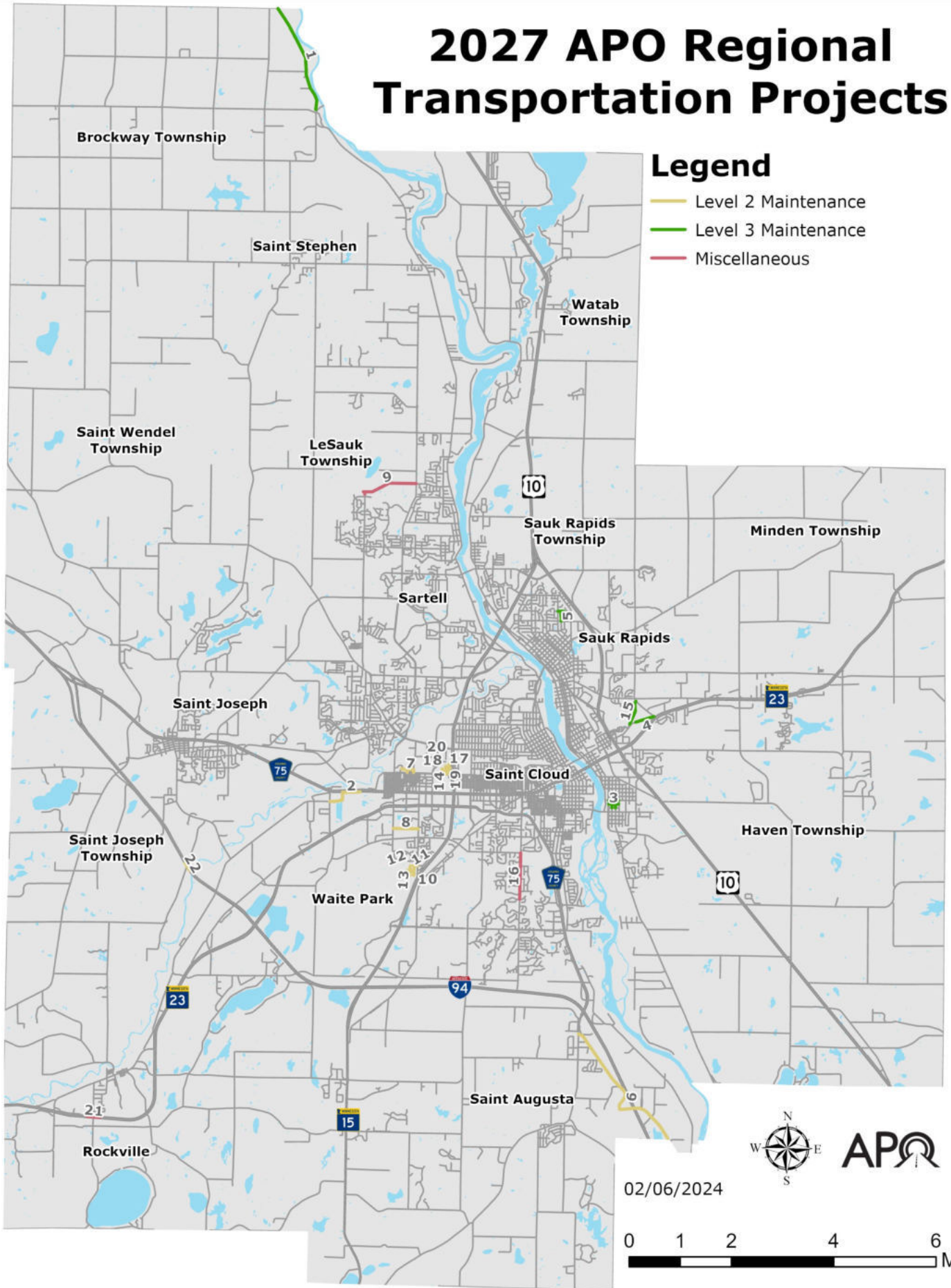
Total Number of Projects	Budgeted Estimated Project Cost
2	\$7,950,000

Project ID	Route	Description	Miles	Estimated Project Cost
19	MN 15	Replace bridge 05003 eastbound over US 10 north of Sauk Rapids	N/A	\$7,600,000
20	4-1/2 Street NE Railroad Signal	Replace existing signal system at M343, 4-1/2 Street NE in Saint Cloud	N/A	\$350,000

2027 APO Regional Transportation Projects

Legend

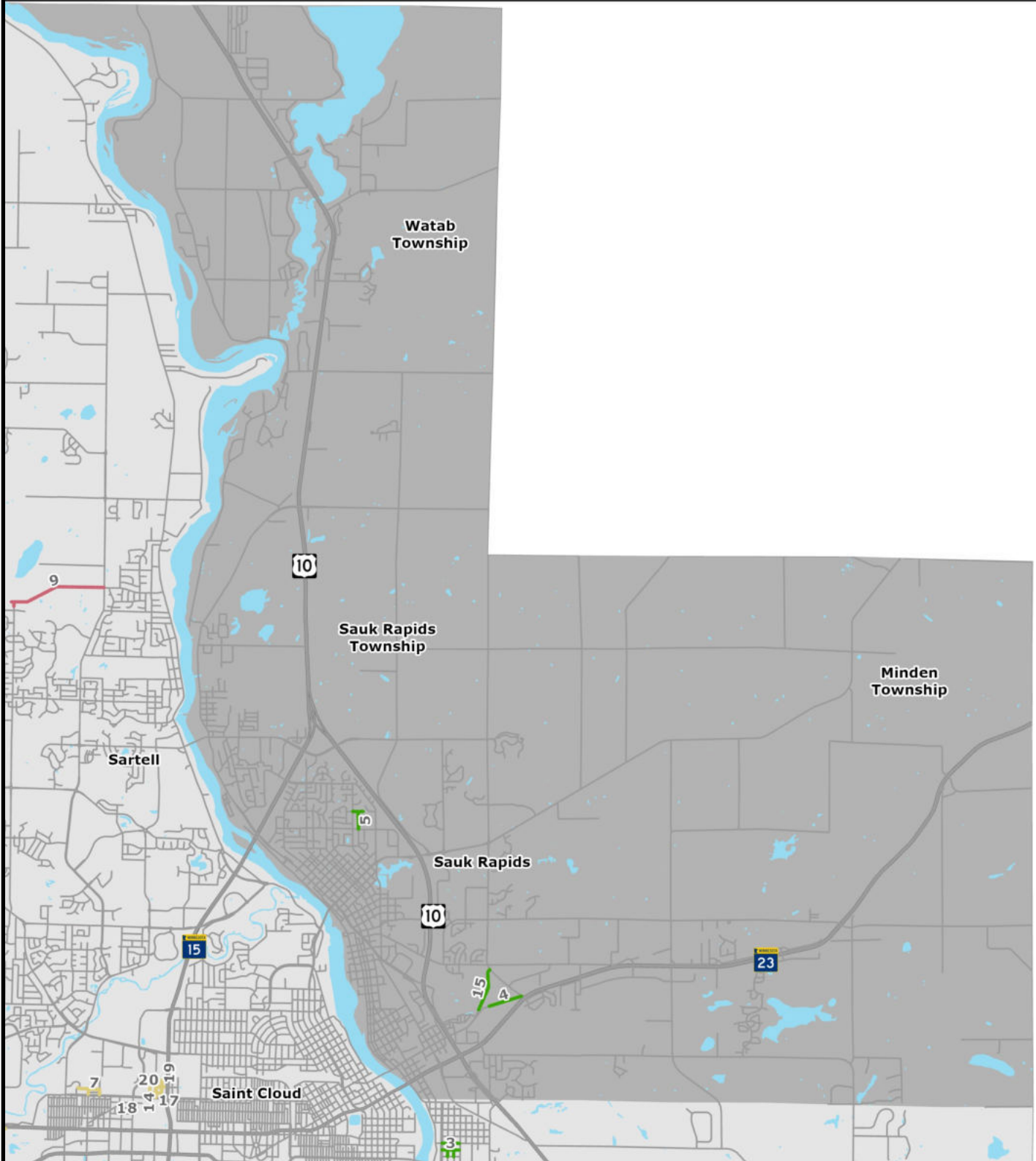
- Level 2 Maintenance
- Level 3 Maintenance
- Miscellaneous



2027 APO Regional Transportation Projects




Project ID	Sponsor	Route	Work Type
1	Stearns County	CSAH 1	Level 3 Maintenance
2	Waite Park	24th Avenue S Frontage Road S Second Street S	Level 2 Maintenance
3	Saint Cloud	Block group between Kilian Boulevard and 10th Avenue SE	Level 3 Maintenance
4	Benton County	County Road 75	Level 3 Maintenance
5	Sauk Rapids	10th Avenue N 13th Street N	Level 3 Maintenance
6	Stearns County	CSAH 75	Level 2 Maintenance
7	Waite Park	Sixth Avenue N Fourth Street N Fourth Avenue N	Level 2 Maintenance
8	Waite Park	Sundial Drive	Level 2 Maintenance
9	Sartell	15th Street N	Miscellaneous
10	Waite Park	Heritage Court	Level 2 Maintenance
11	Waite Park	Heritage Drive	Level 2 Maintenance
12	Waite Park	Heritage Drive North Cul -de-Sac	Level 2 Maintenance
13	Waite Park	Heritage Lane	Level 2 Maintenance
14	Waite Park	Third Avenue NE	Level 2 Maintenance
15	Benton County	County Road 74	Level 3 Maintenance
16	Saint Cloud	Cooper Avenue S	Miscellaneous
17	Waite Park	3-1/2 Street NE	Level 2 Maintenance
18	Waite Park	Second Avenue NE	Level 2 Maintenance
19	Waite Park	Fourth Avenue NE	Level 2 Maintenance
20	Waite Park	Fourth Street NE	Level 2 Maintenance
21	MnDOT	MN 23	Miscellaneous
22	MnDOT	I-94	Level 2 Maintenance

2027 Transportation Projects in Benton County



02/06/2024

Legend

-  Level 2 Maintenance
-  Level 3 Maintenance
-  Miscellaneous

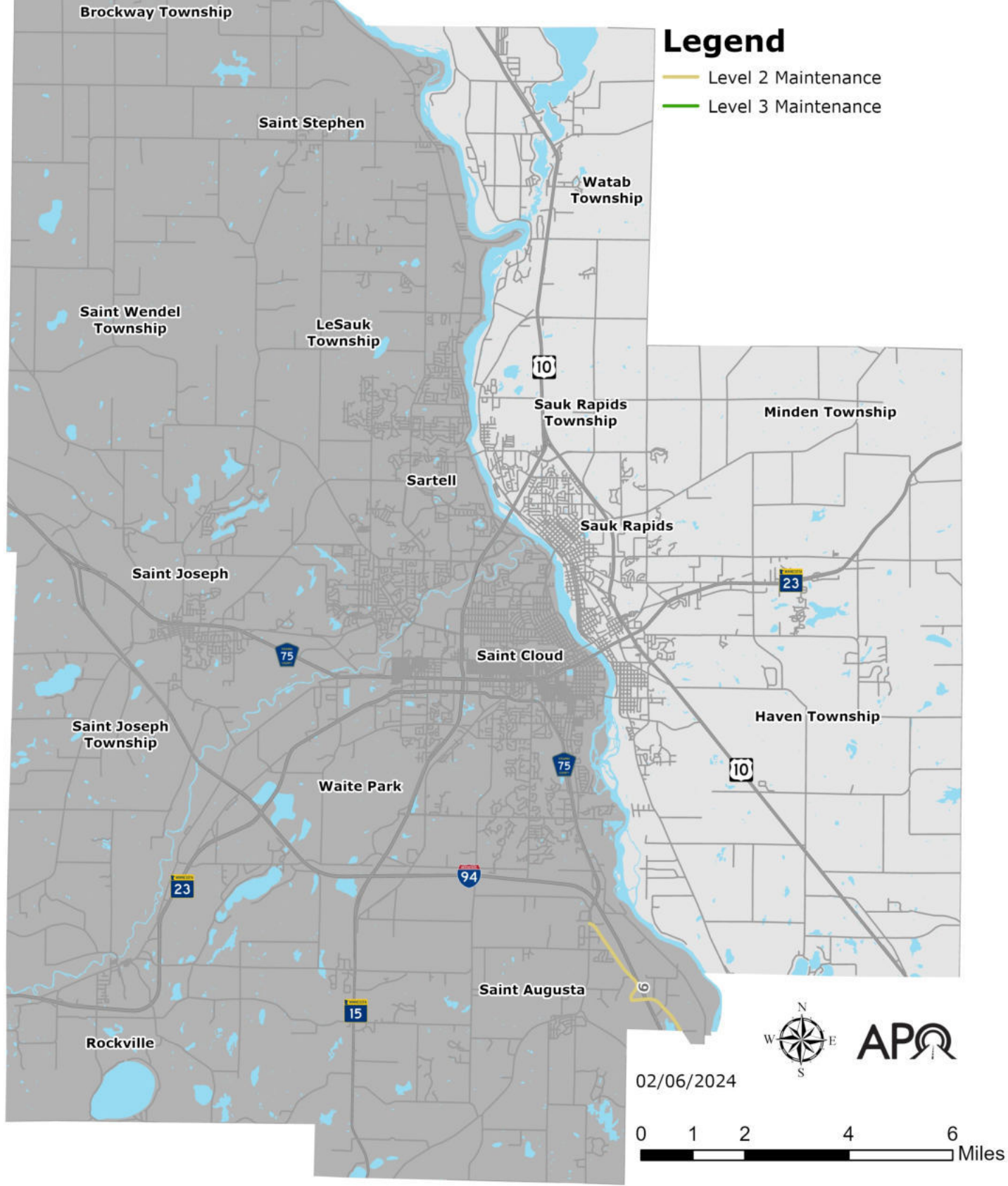


Benton County 2027 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$400,000

Project ID	Route	Description	Miles	Estimated Project Cost
4	County Road 75	Reclaim County Road 75 from Saint Cloud to CSAH 1	0.5	\$200,000
15	County Road 74	Reclaim County Road 74 from Saint Cloud to CSAH 1	0.5	\$200,000

2027 Transportation Projects in Stearns County

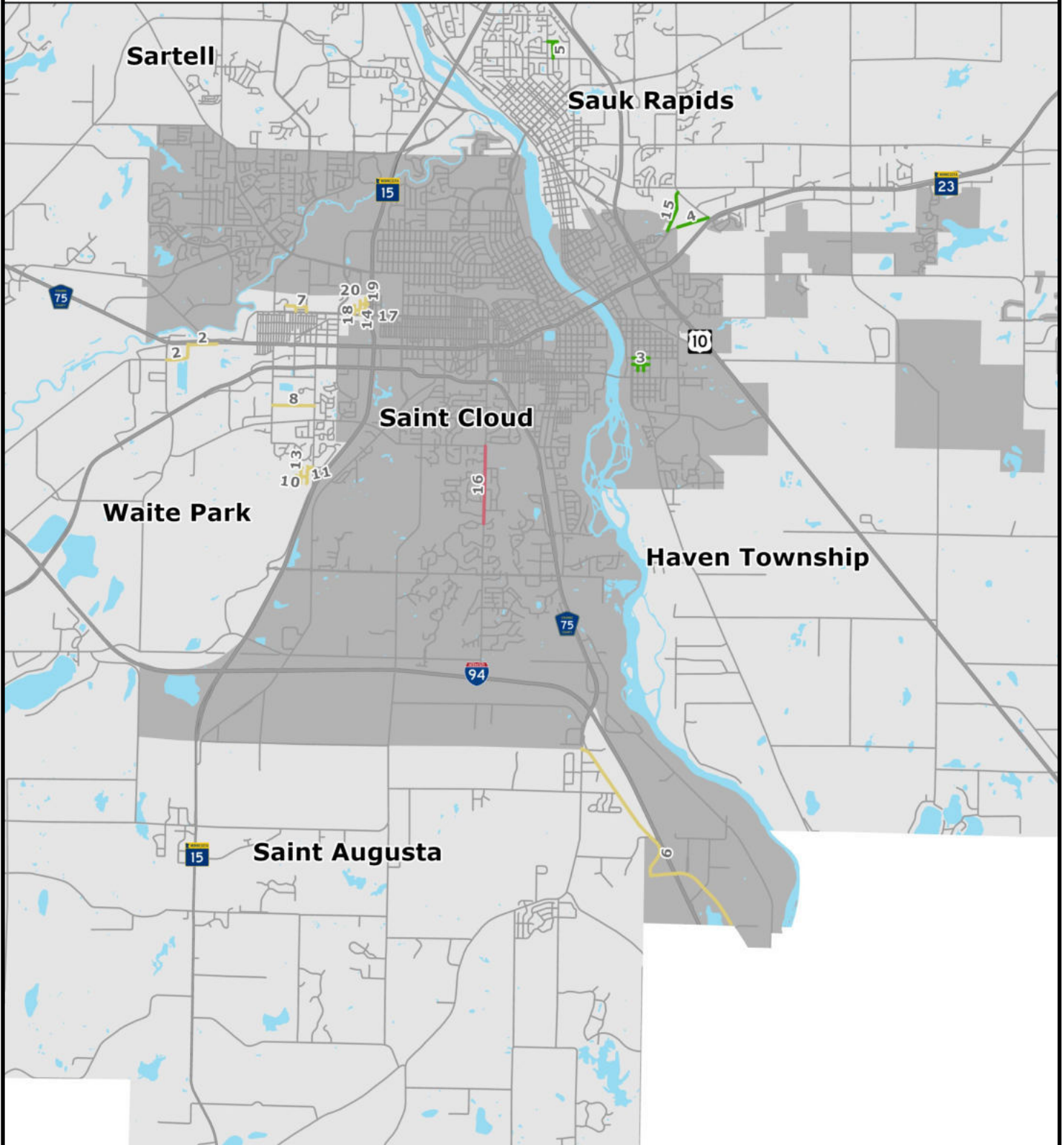


Stearns County 2027 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$4,750,000

Project ID	Route	Description	Miles	Estimated Project Cost
1	CSAH 1	Reconstruct CSAH 1 from CSAH 17 to north county line	2	\$2,500,000
6	CSAH 75	Resurfacing CSAH 75 from Clearwater to CSAH 7	7.2	\$2,250,000

2027 Transportation Projects in Saint Cloud



Legend

- Level 2 Maintenance
- Level 3 Maintenance
- Miscellaneous

02/06/2024



Saint Cloud 2027 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$10,800,000

Project ID	Route	Description	Miles	Estimated Project Cost
3	Block group between Kilian Boulevard and 10th Avenue SE	Neighborhood Revitalization Project — Area between Kilian Boulevard and 10th Avenue SE from 13th to 15th Street SE (Eighth, Ninth, and 10th Avenue SE from 13th to 15th Street; 13th, 14th, and 15th Street SE from Kilian Boulevard to 10th Avenue SE; including alleys in the project area)	N/A	\$4,800,000
16	Cooper Avenue S	Install 24" water main along Cooper Avenue S; approximately 7,000 linear feet from 22nd Street S to 30th Street S	N/A	\$6,000,000

Miscellaneous Saint Cloud 2027 Projects

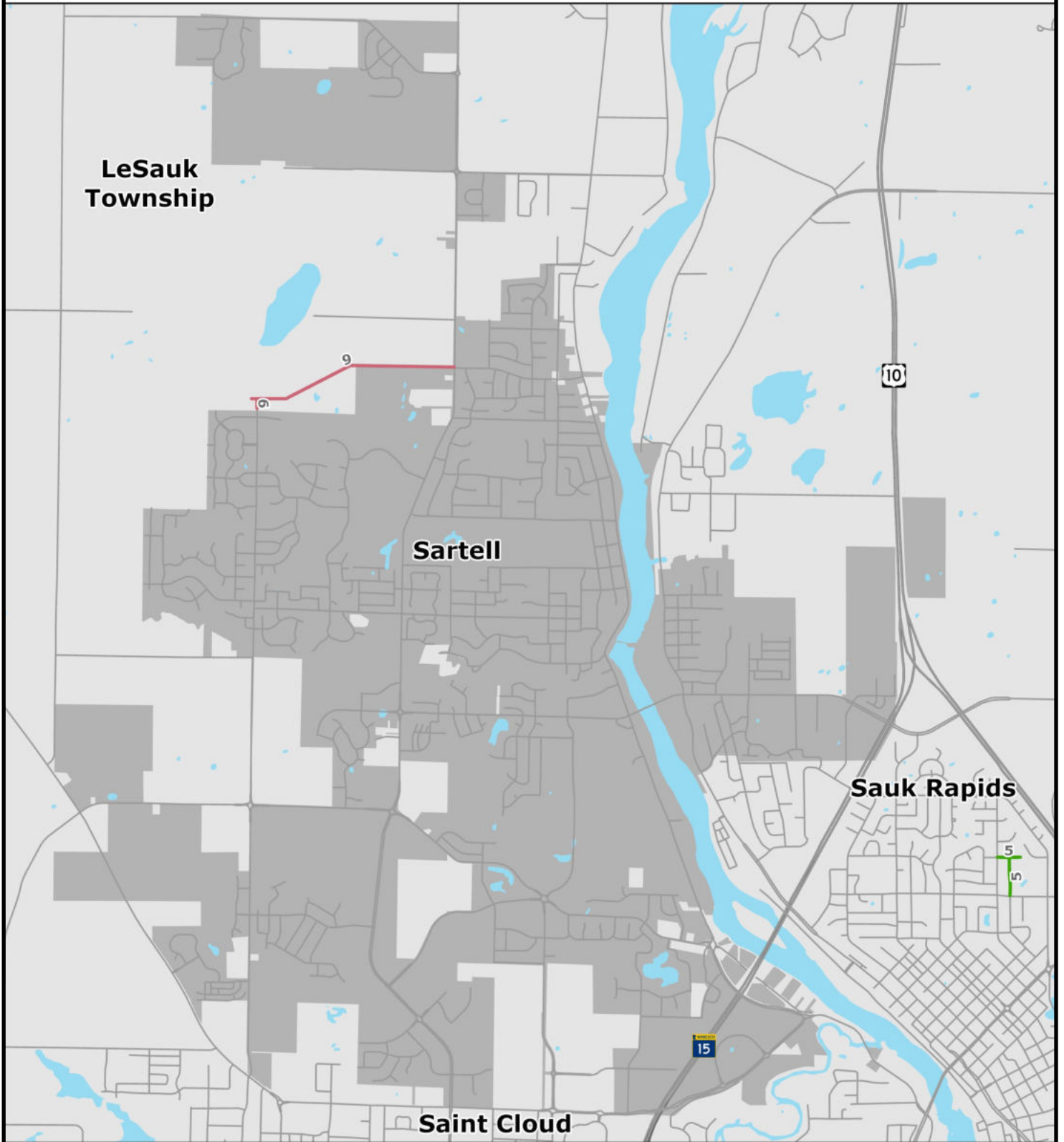
Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Street rehabilitation in areas to be determined (PROJECT NOT MAPPED)	N/A	\$3,000,000
N/A	N/A	Full depth mill and bituminous replacement in Township Merger Areas (PROJECT NOT MAPPED)	N/A	\$1,100,000

Miscellaneous Saint Joseph 2027 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2027 street overlays on undetermined local roadways (PROJECT NOT MAPPED)	N/A	\$1,634,770

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2027 Transportation Projects in Sartell



Legend

-  Level 3 Maintenance
-  Miscellaneous

02/06/2024



Sartell 2027 Projects

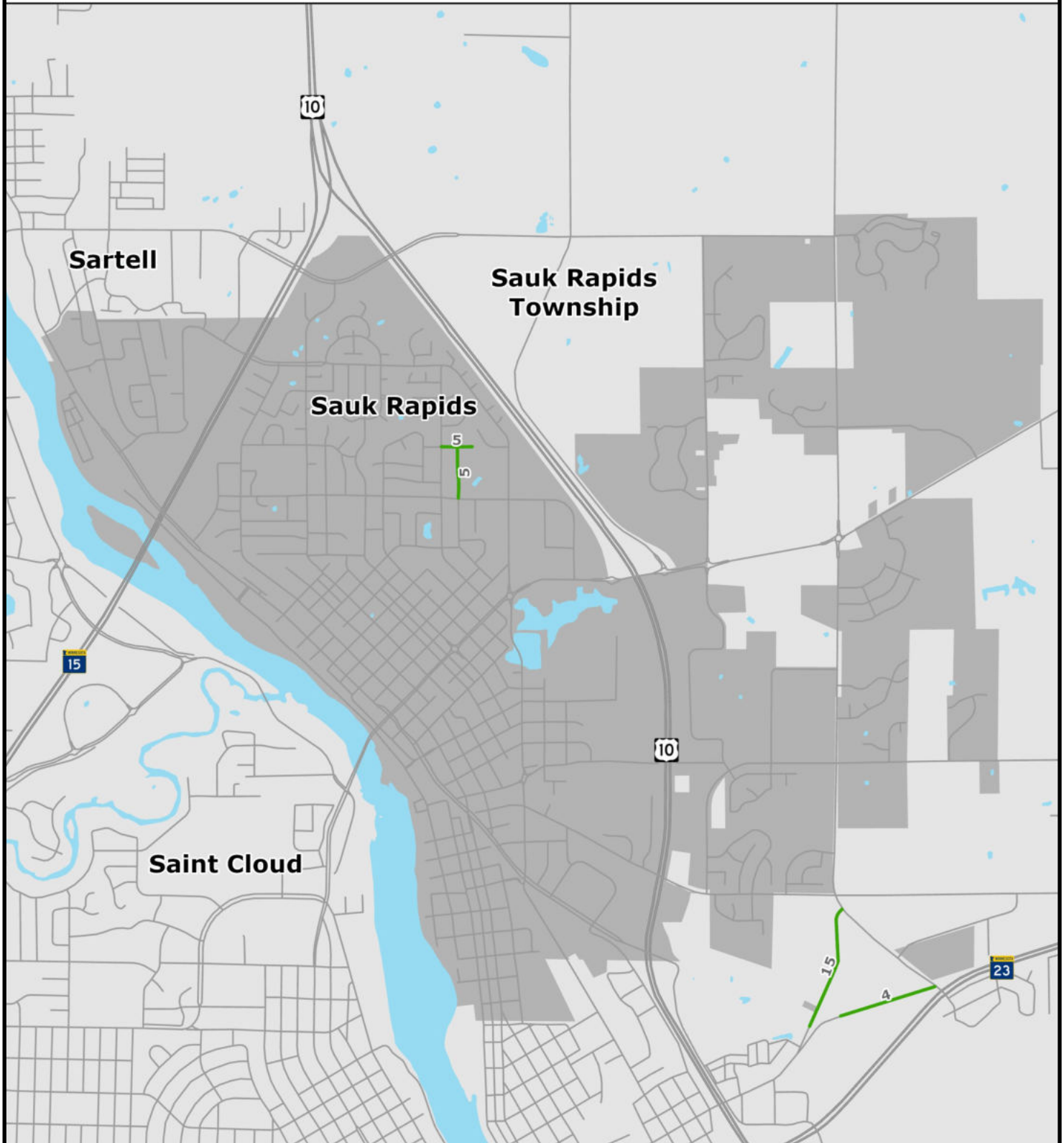
Total Number of Projects	Budgeted Estimated Project Cost
1	\$3,812,000

Project ID	Route	Description	Miles	Estimated Project Cost
9	15th Street N	Right of way acquisition of the 15th Street N corridor from Pinecone Road to 19th Avenue N	N/A	\$3,812,000


Miscellaneous Sartell 2027 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Overlay, seal coat, and street improvements on undetermined roadways (PROJECT NOT MAPPED)	N/A	\$550,000
N/A	N/A	Overlay of undetermined portions of Pinecone Road between Heritage Drive and County Road 120 (PROJECT NOT MAPPED)	N/A	\$500,000

2027 Transportation Projects in Sauk Rapids



Legend

 Level 3 Maintenance

02/06/2024



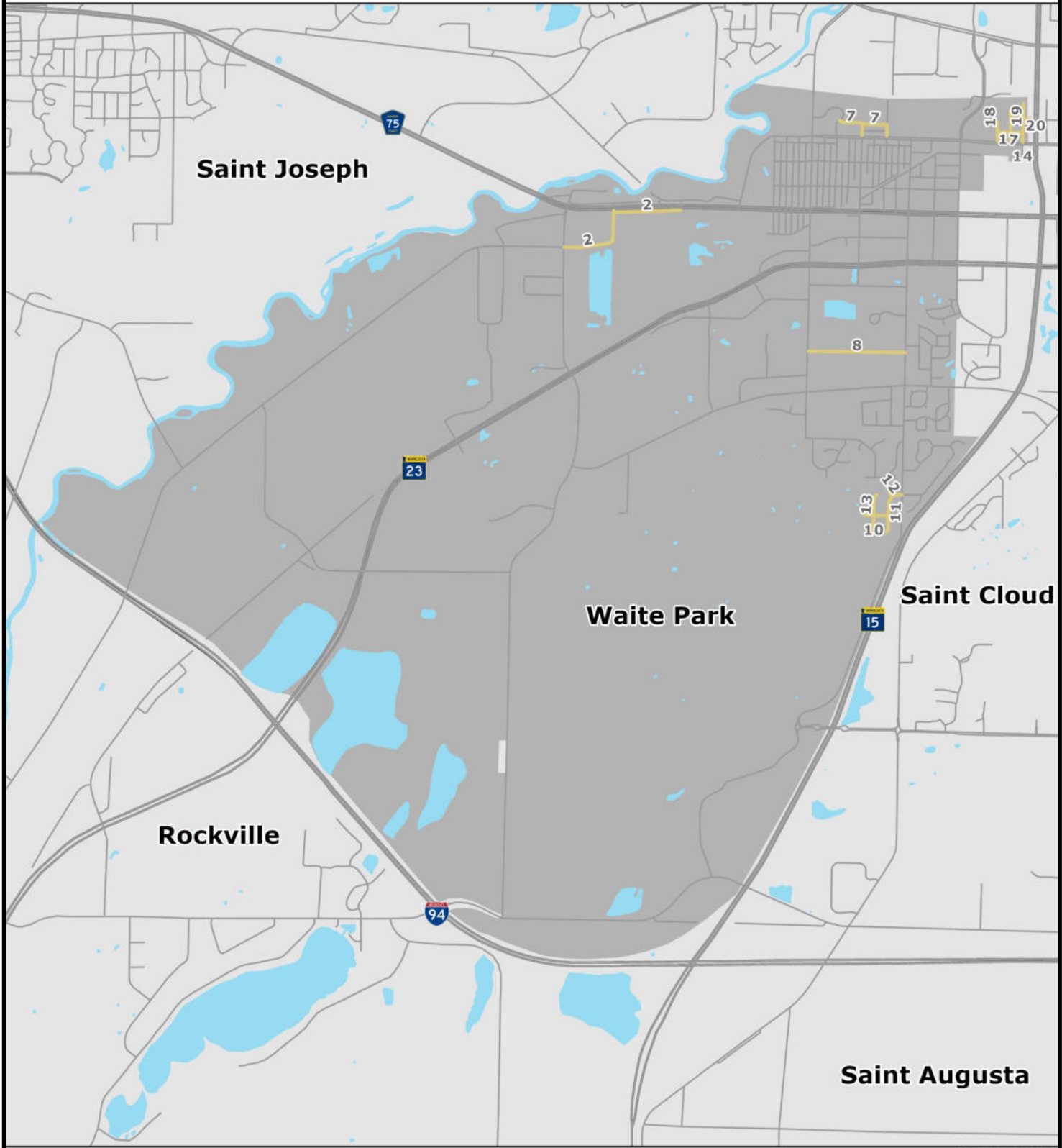
Miles

Sauk Rapids 2027 Projects

Total Number of Projects	Budgeted Estimated Project Cost
1	\$1,397,000

Project ID	Route	Description	Miles	Estimated Project Cost
5	10th Avenue N 13th Street N	Reconstruction of 10th Avenue N (from 11th Street N to 13th Street N) and 13th Street N (from Ninth Avenue N to dead end)	N/A	\$1,397,000

2027 Transportation Projects in Waite Park



Legend

 Level 2 Maintenance

02/06/2024





Waite Park 2027 Projects

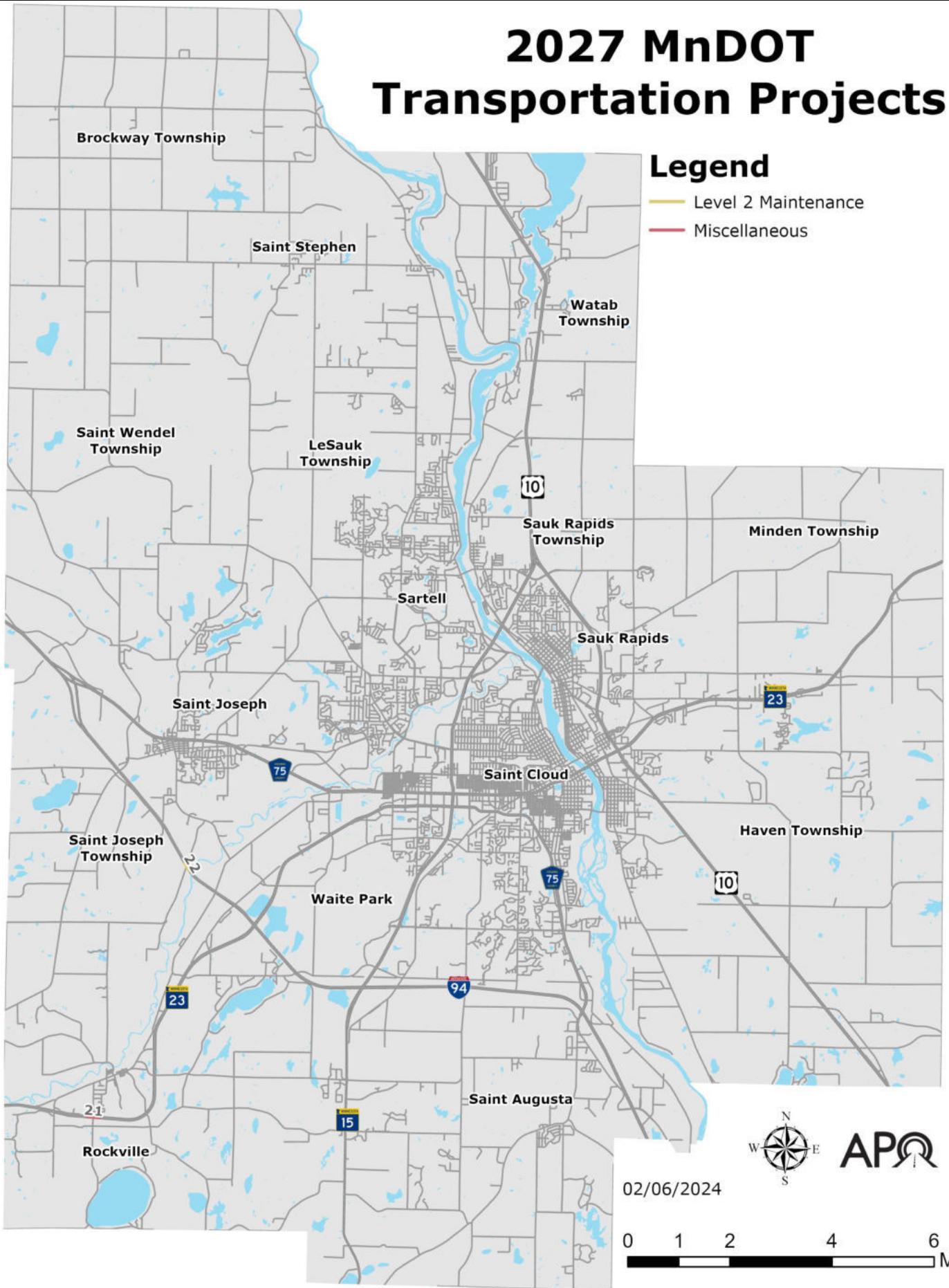
Total Number of Projects	Budgeted Estimated Project Cost
12	\$1,904,000

Project ID	Route	Description	Miles	Estimated Project Cost
2	24th Avenue S Frontage Road S Second Street S	Street preservation of the following roadways: 24th Avenue S (from Division Street to Second Street S); Frontage Road S (from 20th Avenue S to 24th Avenue S); and Second Street S (from 24th Avenue S to 28th Avenue S)	N/A	\$510,000
7	Sixth Avenue N Fourth Street N Fourth Avenue N	Street preservation of the following roadways: Sixth Avenue N (from Third Street N to Charlies Way); Fourth Street N (from Sixth Avenue N to Fourth Avenue N); Fourth Avenue N (from Third Street N to Fourth Street N)	N/A	\$200,000
8	Sundial Drive	Street preservation of Sundial Drive from Second Avenue S to 10th Avenue S	N/A	\$360,000
10	Heritage Court	Street preservation of Heritage Court from Heritage Drive to end	N/A	\$90,000
11	Heritage Drive	Street preservation of Heritage Drive from Second Avenue S to end	N/A	\$200,000
12	Heritage Drive N Cul-de-Sac	Street preservation of Heritage Drive N Cul-de-Sac from Heritage Drive to end	N/A	\$15,000
13	Heritage Lane	Street preservation of Heritage Lane from Heritage Drive to end	N/A	\$95,000
14	Third Avenue NE	Street preservation of Third Avenue NE from Third Street NE to end	N/A	\$100,000
17	3-1/2 Street N	Street preservation of 3-1/2 Street N from Second Avenue NE to Fourth Avenue NE	N/A	\$80,000
18	Second Avenue NE	Street preservation of Second Avenue NE from Third Street NE to end	N/A	\$80,000
19	Fourth Avenue NE	Street preservation of Fourth Avenue NE from Third Street NE to end	N/A	\$120,000
20	Fourth Street NE	Street preservation of Fourth Street NE from Third Avenue NE to end	N/A	\$54,000

2027 MnDOT Transportation Projects

Legend

-  Level 2 Maintenance
-  Miscellaneous

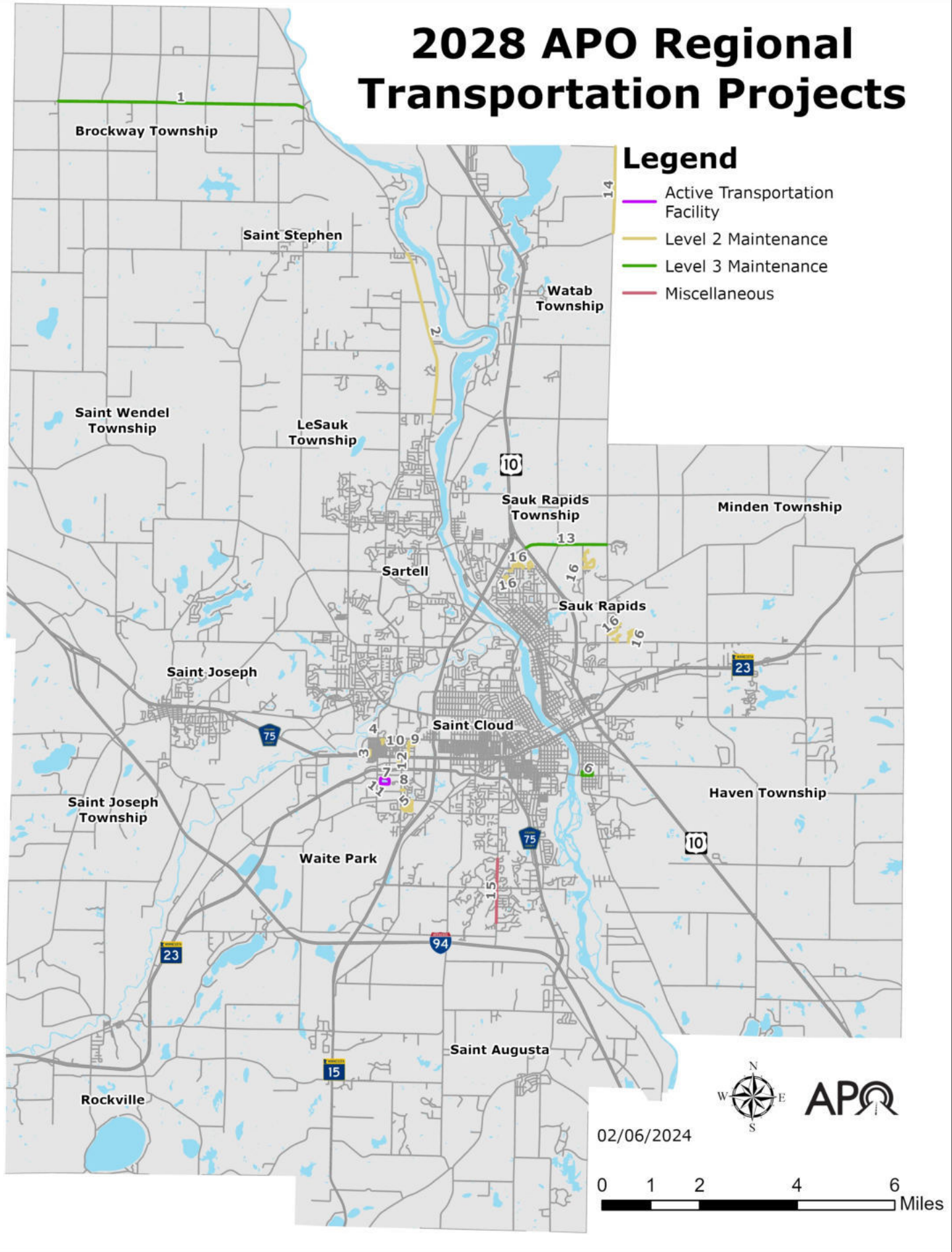


MnDOT 2027 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$4,200,000

Project ID	Route	Description	Miles	Estimated Project Cost
21	MN 23	Construction of a J-turn at the intersection of MN 23 and Stearns CSAH 8 in Rockville	N/A	\$1,200,000
22	I-94	Overlay of bridges 73877 (westbound) and 73878 (eastbound) over Township Road 477 in Saint Joseph Township	N/A	\$3,000,000

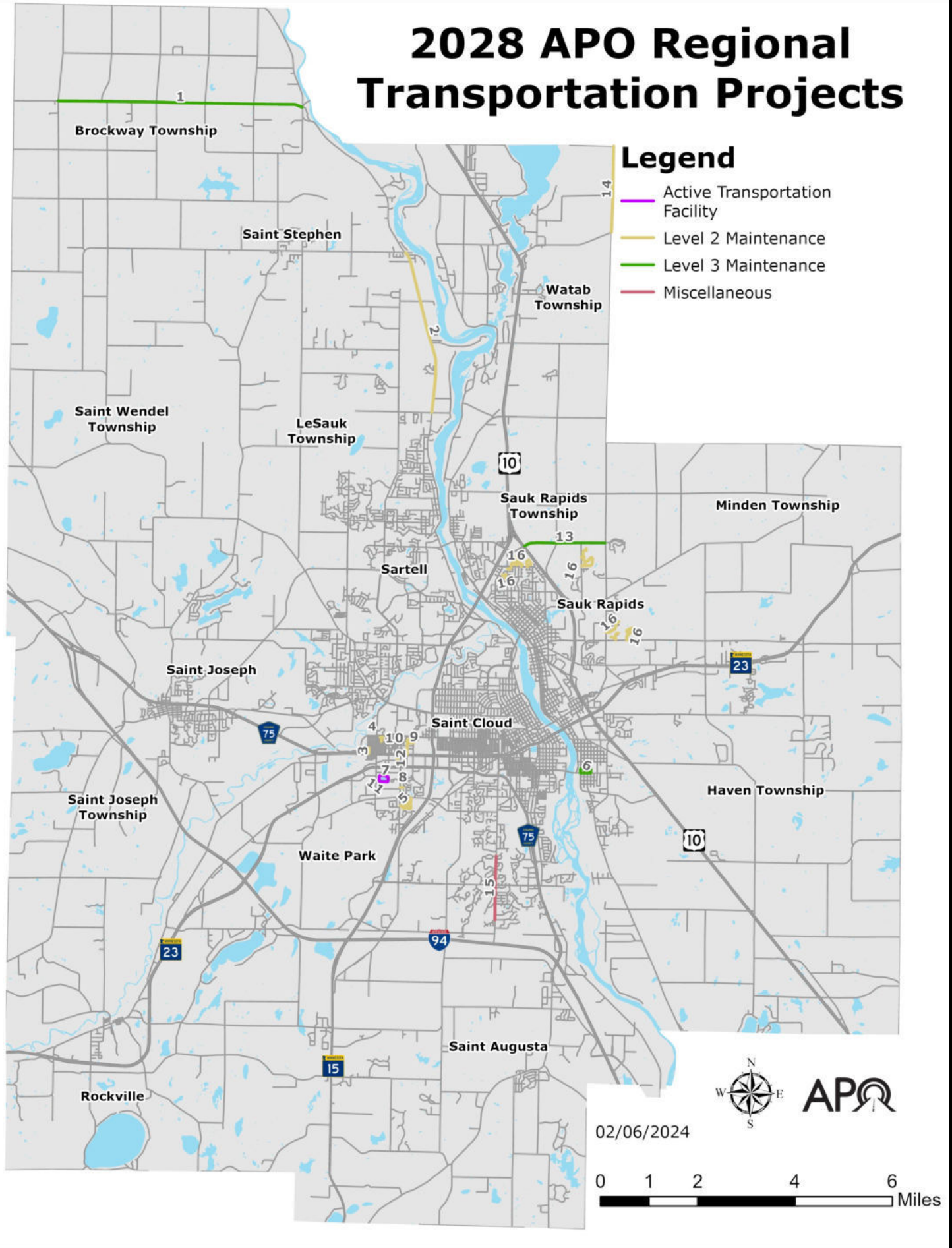
2028 APO Regional Transportation Projects



2028 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
1	Stearns County	CSAH 17	Level 3 Maintenance
2	Stearns County	CSAH 1	Level 2 Maintenance
3	Waite Park	Alley C	Level 2 Maintenance
4	Waite Park	Alley P	Level 2 Maintenance
5	Waite Park	Willow Creek Drive Willow Grove Circle Willow View Circle Willow View Lane	Level 2 Maintenance
6	Saint Cloud	Block group between Kilian Boulevard and 10th Avenue SE	Level 3 Maintenance
7	Waite Park	Third Avenue S	Level 2 Maintenance
8	Waite Park	Dundee Lane	Level 2 Maintenance
9	Waite Park	Cherry Street N	Level 2 Maintenance
10	Waite Park	Maple Street N	Level 2 Maintenance
11	Waite Park	Rock Island Park	Active Transportation Facility
12	Waite Park	First Avenue N	Level 2 Maintenance
13	Benton County	CSAH 29	Level 3 Maintenance
14	Benton County	County Road 78	Level 2 Maintenance
15	Saint Cloud	Cooper Avenue S	Miscellaneous

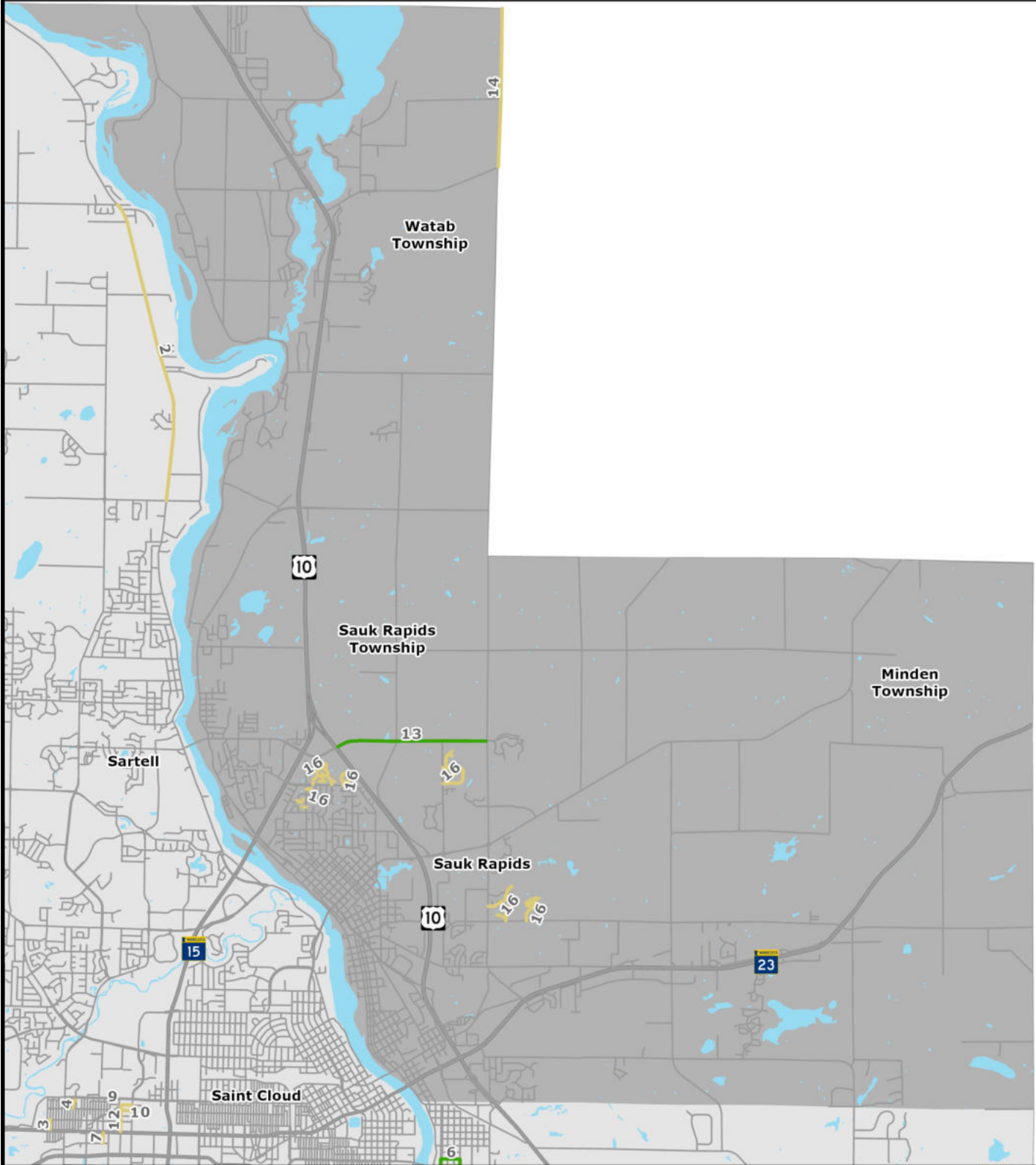
2028 APO Regional Transportation Projects



2028 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
16	Sauk Rapids	Peach Court NE Peach Drive NE 20th Avenue NE Perennial Lane NE Orchid Drive NE Olympus Drive NE Orchard Avenue NE Owl Street NE Oxen Trail NE Wollak Way Star Drive Eastern Star Loop Erickson Court Eastern Star Circle Twin Court Martini Drive Daniels Court Welsh Court Killinger Circle	Level 2 Maintenance

2028 Transportation Projects in Benton County



02/06/2024

Legend

-  Level 2 Maintenance
-  Level 3 Maintenance

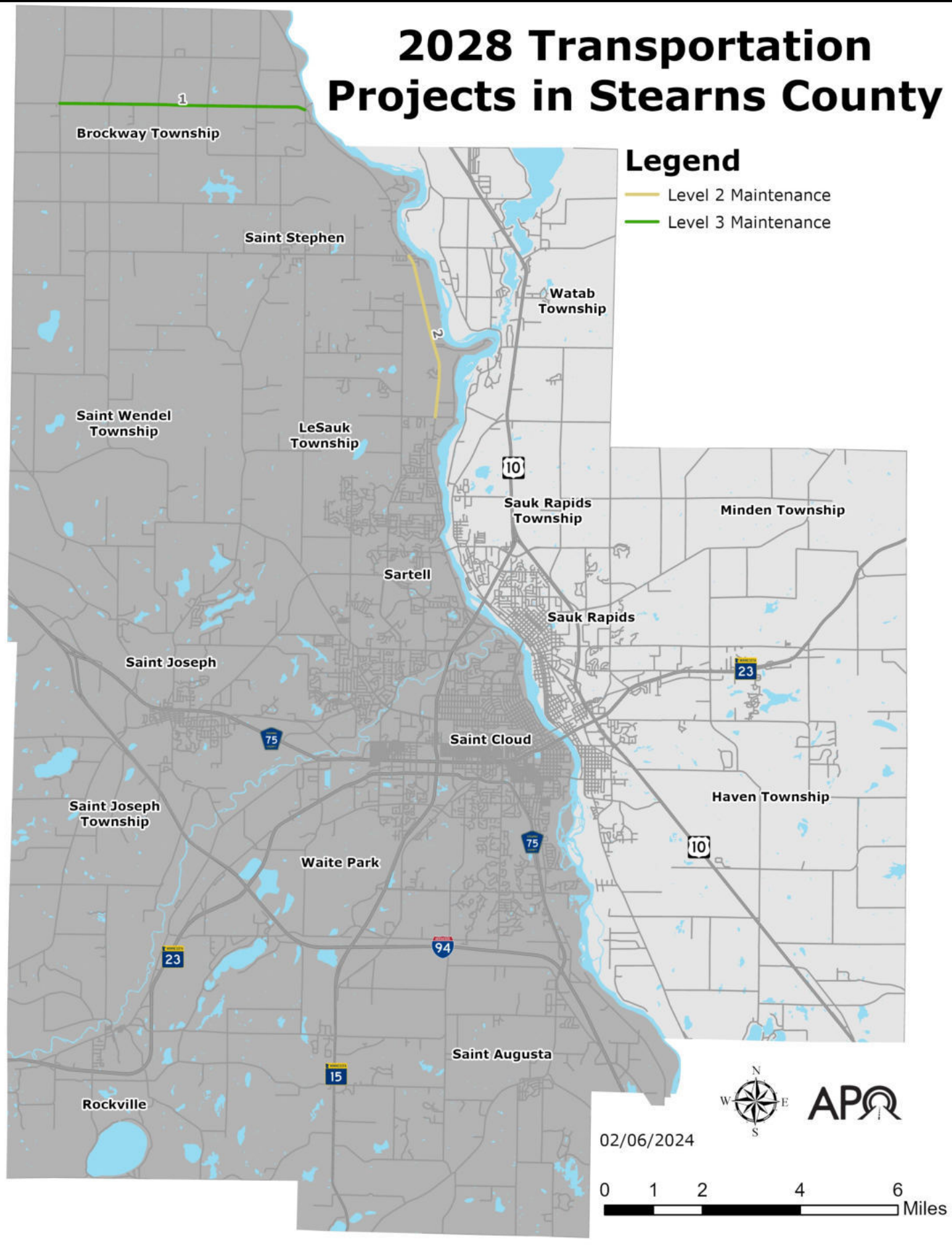


Benton County 2028 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$1,275,000

Project ID	Route	Description	Miles	Estimated Project Cost
14	County Road 78	Mill and overlay County Road 78 from CSAH 13 to CSAH 2	2.5	\$375,000
13	CSAH 29	Reclaim CSAH 29 from US 10 to CSAH 1	1.8	\$900,000

2028 Transportation Projects in Stearns County

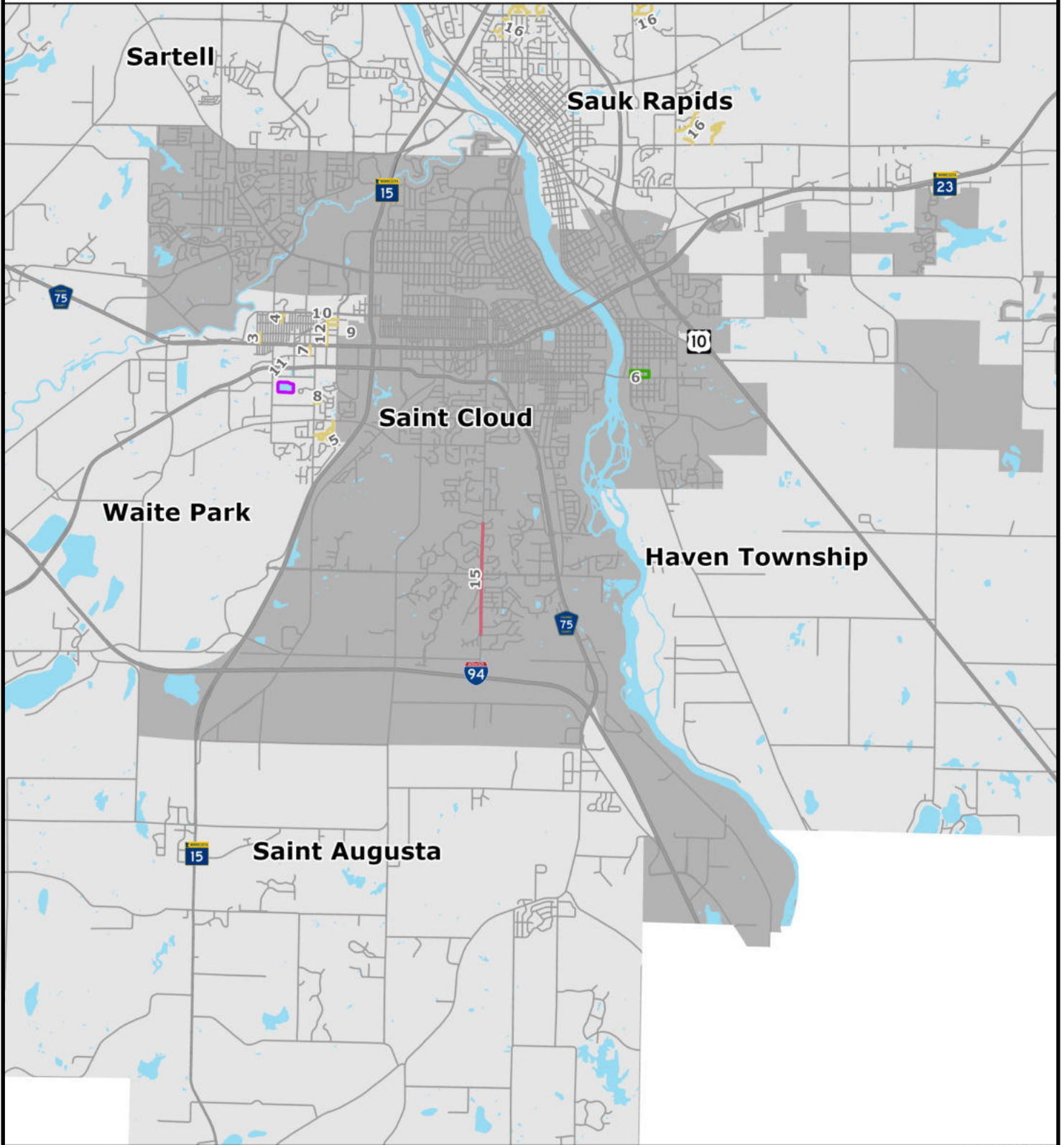


Stearns County 2028 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$6,750,000

Project ID	Route	Description	Miles	Estimated Project Cost
1	CSAH 17	Reconstruct CSAH 17 from Opole to CSAH 1	5	\$5,500,000
2	CSAH 1	Resurface CSAH 1 from 27th Street N to CSAH 5	3.4	\$1,250,000

2028 Transportation Projects in Saint Cloud



Legend

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



02/06/2024



Saint Cloud 2028 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$13,700,000

Project ID	Route	Description	Miles	Estimated Project Cost
6	Block group between Kilian Boulevard and 10th Avenue SE	Reconstruct and/or rehabilitate streets, curb and gutter, sidewalks, alleys, sanitary sewer, water main and storm drain facilities as warranted in areas between Kilian Boulevard and 10th Avenue SE from Minnesota Boulevard to 15th Street SE (including 10th Avenue SE)	N/A	\$7,700,000
15	Cooper Avenue S	Install 24" water main along Cooper Avenue S; approximately 7,000 linear feet from 30th Street S to 38th Street S	N/A	\$6,000,000

Miscellaneous Saint Cloud 2028 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Street rehabilitation in areas to be determined (PROJECT NOT MAPPED)	N/A	\$3,000,000
N/A	N/A	Full depth mill and bituminous replacement in Township Merger Areas (PROJECT NOT MAPPED)	N/A	\$1,100,000

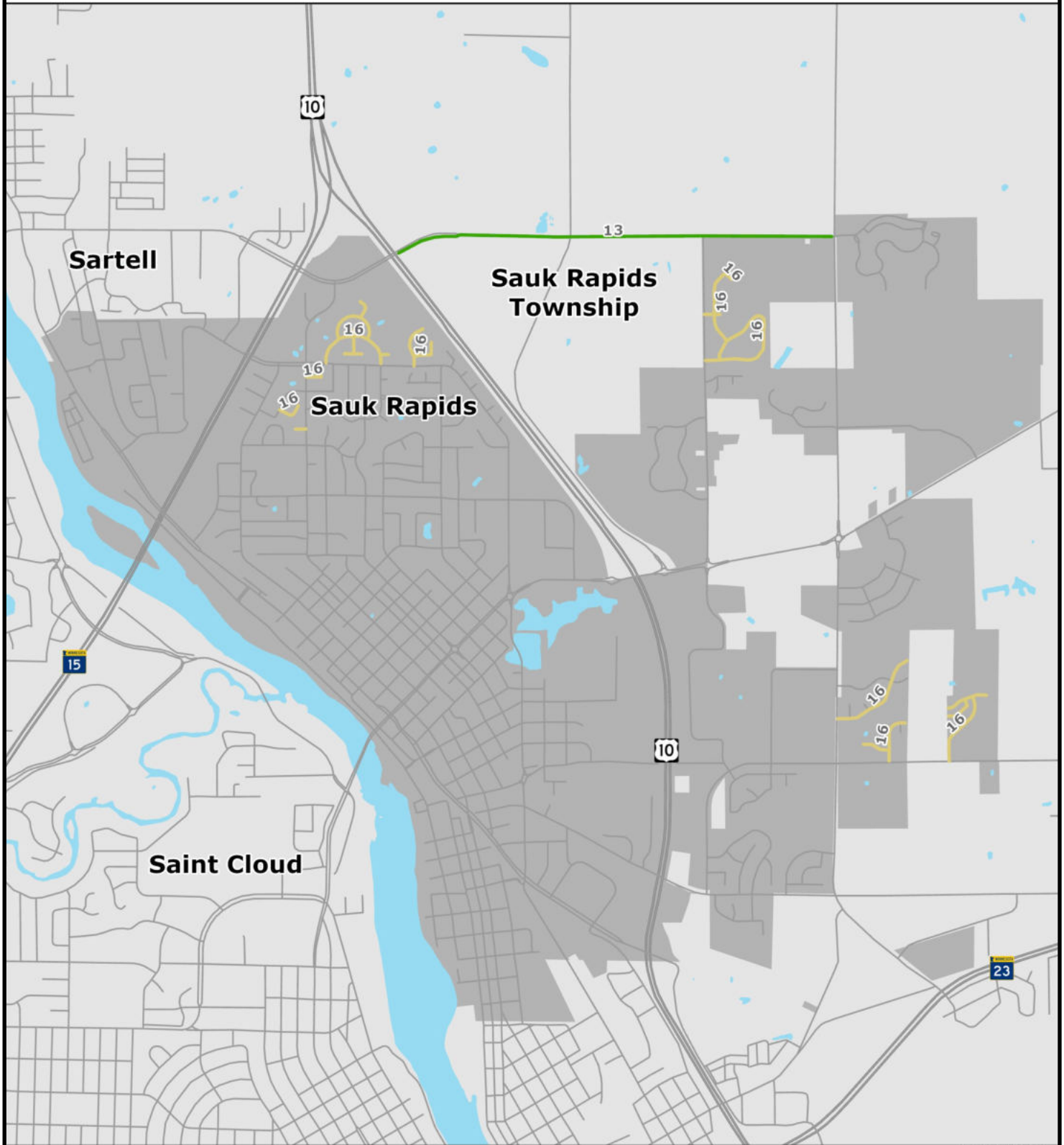
Miscellaneous Saint Joseph 2028 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2028 street overlays on undetermined local roadways (PROJECT NOT MAPPED)	N/A	\$697,185

Miscellaneous Sartell 2028 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	Overlay, seal coat, and street improvements on undetermined roadways (PROJECT NOT MAPPED)	N/A	\$550,000

2028 Transportation Projects in Sauk Rapids



Legend

-  Level 2 Maintenance
-  Level 3 Maintenance

02/06/2024



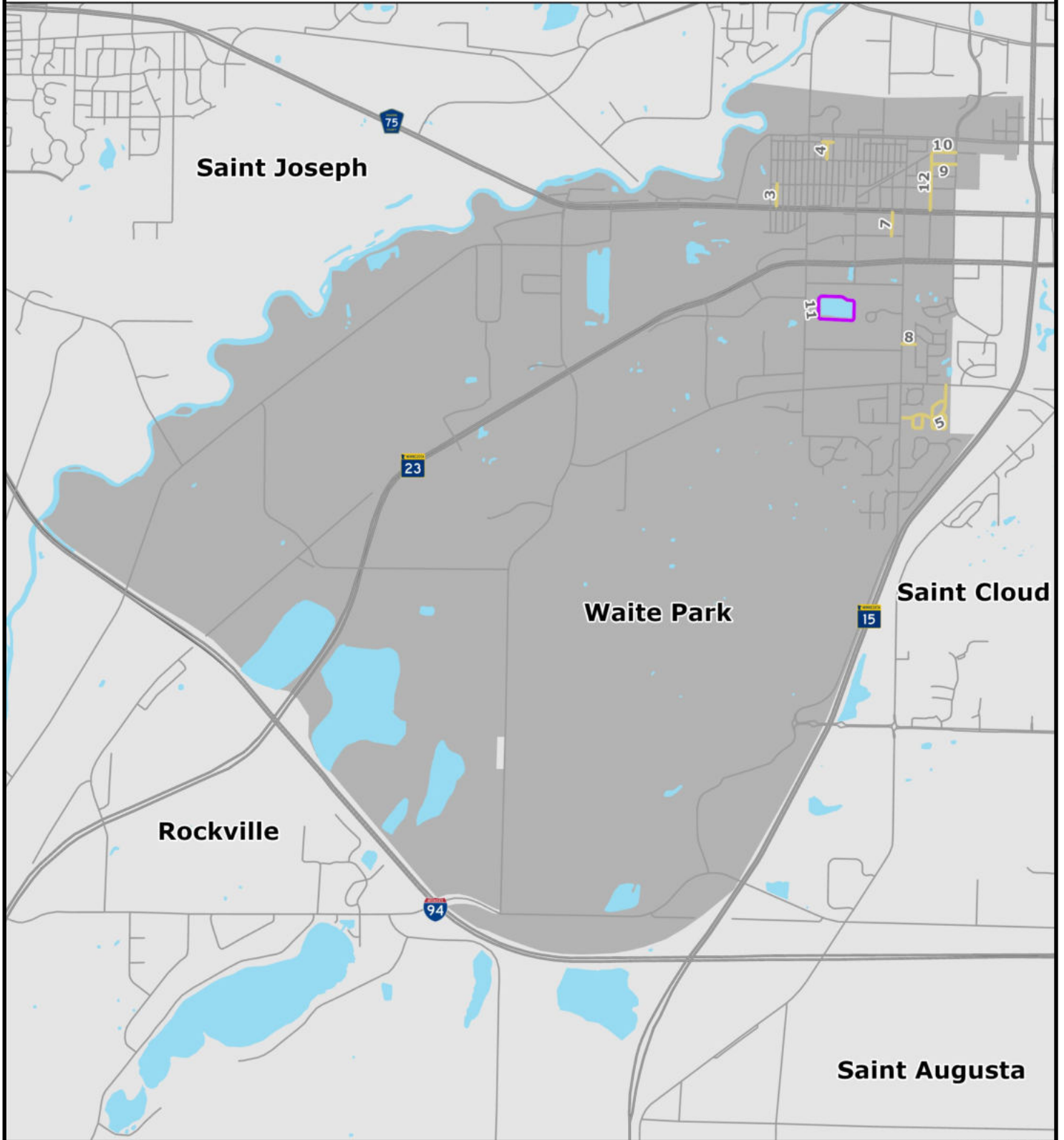
Miles

Sauk Rapids 2028 Projects

Total Number of Projects	Budgeted Estimated Project Cost
1	\$1,553,000

Project ID	Route	Description	Miles	Estimated Project Cost
16	Peach Court NE Peach Drive NE 20th Avenue NE Perennial Lane NE Orchid Drive NE Olympus Drive NE Orchard Avenue NE Owl Street NE Oxen Trail NE Wollak Way Star Drive Eastern Star Loop Erickson Court Eastern Star Circle Twin Court Martini Drive Daniels Court Welsh Court Killinger Circle	Edge mill and overlay on the following roadways: Peach Court NE (from Peach Drive to end); Peach Drive NE (from 15th Street NE to end and from 20th Avenue NE to 20th Avenue NE); 20th Avenue NE (from 15th Street NE to Peach Drive NE); Perennial Lane NE (from CSAH 1 to end); Orchid Drive NE (from 10th Avenue NW to Olympus Drive NE); Olympus Drive NE (from Orchid Drive NE to Orchid Drive NE); Orchard Avenue NE (from Olympus Drive to northern end); Owl Street NE (from Orchard Avenue NE to dead end); Oxen Trail (from 10th Avenue NE to dead end); Wollak Way (from Star Drive to end); Star Drive (from 18th Street N to end); Eastern Star Loop (from 18th Street N to 18th Street N); Erickson Court (from Eastern Star Loop to end); Eastern Star Circle (from Eastern Star Loop to Eastern Star Loop); Twin Court (north and south of Eastern Star Loop); Martini Drive (from Eastern Star Circle to end); Daniels Court (from Fourth Avenue N to end); Welsh Court (from 16th Street N to end); Killinger Circle (from Fourth Avenue N to end)	N/A	\$1,553,000

2028 Transportation Projects in Waite Park



Legend

- Active Transportation Facility
- Level 2 Maintenance

02/06/2024



Waite Park 2028 Projects

Total Number of Projects	Budgeted Estimated Project Cost
9	\$2,027,000

Project ID	Route	Description	Miles	Estimated Project Cost
3	Alley C	Street preservation of Alley C (Alley between 13th Avenue N and 12th Avenue N) from First Street N to Division Street	N/A	\$120,000
4	Alley P	Street preservation of Alley P (Alley between Ninth Avenue N and Eighth Avenue N) from Third Street N to Second Street N -- full alley	N/A	\$140,000
5	Willow Creek Drive Willow Grove Circle Willow View Circle Willow View Lane	Street preservation of the following roadways: Willow Creek Drive (from Second Avenue S to County Road 137); Willow Grove Circle (from Willow Creek Drive to Willow Creek Drive); Willow View Circle (from Willow Creek Drive to Willow Creek Drive); Willow View Lane (from Willow Creek Drive to Willow Creek Drive)	N/A	\$660,000
7	Third Avenue S	Street preservation of Third Avenue S from First Street S to end	N/A	\$36,000
8	Dundee Lane	Street preservation of Dundee Lane from Second Avenue S to Aberdeen Drive	N/A	\$36,000
9	Cherry Street N	Street preservation of Cherry Street N from Waite Avenue N to First Avenue N	N/A	\$84,000
10	Maple Street N	Street preservation of Maple Street N from Waite Avenue N to First Avenue N	N/A	\$84,000
11	Rock Island Park	Overlay of shared use path trail in Rock Island Park	N/A	\$675,000
12	First Avenue N	Street preservation of First Avenue N from Division Street to Frontage Road	N/A	\$192,000



FY 2023 CONSTRUCTION PROJECTS

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

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

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

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

The following is a list of projects constructed in 2023 within the MPA. Similar to those projects listed for construction in 2024-2028, these projects are again identified with a Project ID number and are classified into six “simplified work type” categories. A more detailed work type description along with the estimated final project cost for each project are included in the accompanying tables.

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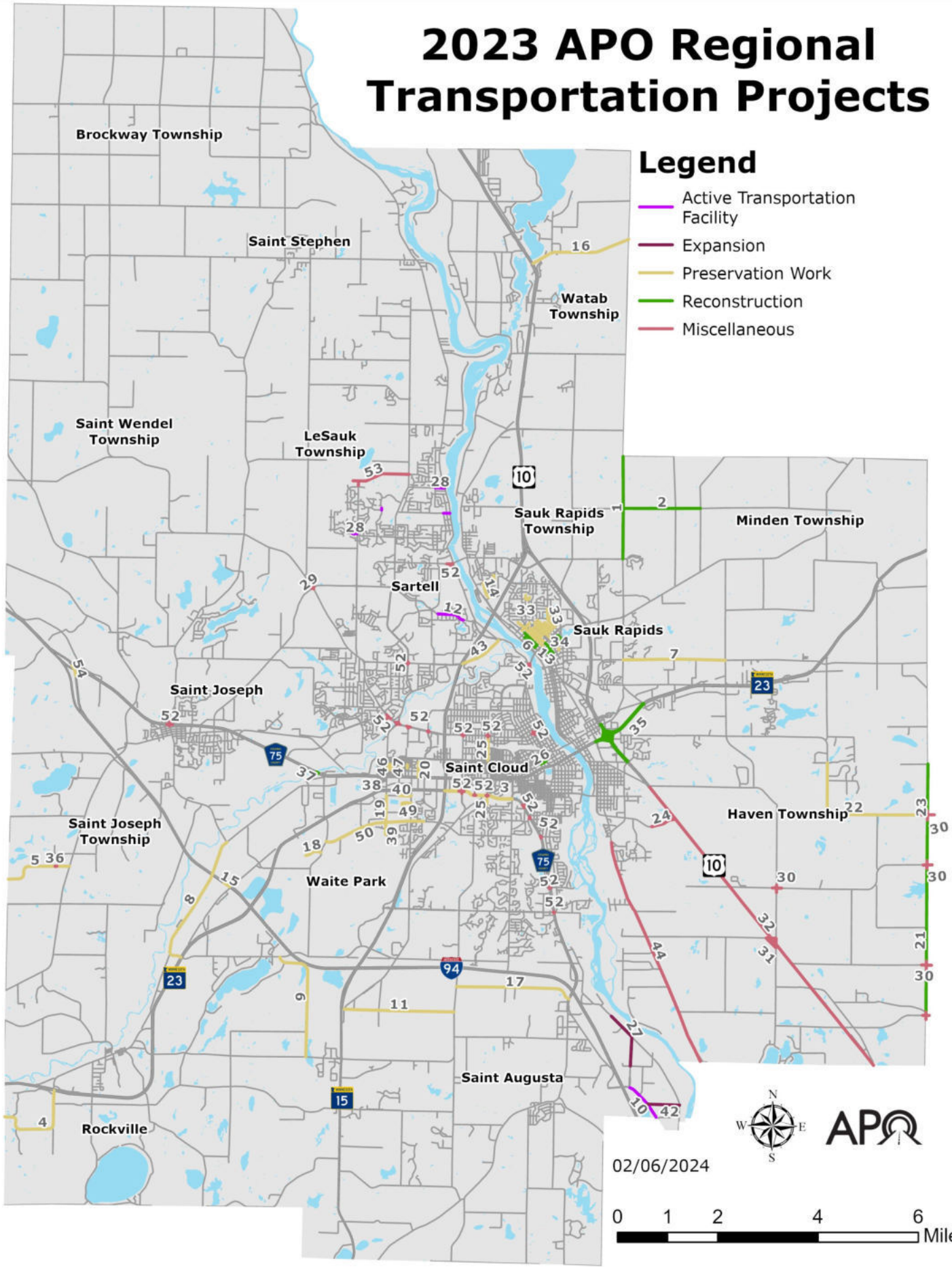
2023 APO Regional Transportation Projects

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
1	Benton County	Reclaim CSAH 1 from CSAH 29 to County Road 78	\$1,485,000	\$1,668,979
2	Benton County	Reclaim CSAH 15 from CSAH 1 to County Road 58	\$600,000	\$700,087
3	Stearns County	Full depth resurfacing and ADA improvements on CSAH 75 from MN 15 to Cooper Avenue	\$3,250,000	\$4,166,740
4	Stearns County	Resurface and spot grade of County Road 140 from MN 23 to MN 23	\$1,500,000	Delayed
5	Stearns County	Resurface County Road 160 from CSAH 50 to CSAH 2	\$1,375,000	Delayed to 2024
6	Sauk Rapids	Storm water, sewer, water, street lighting, and street reconstruction (no streetscaping) of Second Avenue N (from Third Street N to Eighth Street N); Third Street N, Fourth Street N, Fifth Street N, Sixth Street N, and Seventh Street N (from Second Avenue to Benton Drive)	\$4,828,000	\$4,459,000
7	Benton County	Mill and overlay County Road 45 from CSAH 1 to CSAH 8	\$400,000	\$426,348
8	Stearns County	Resurface CSAH 138 from MN 23 to County Road 121	\$700,000	\$708,098
9	Stearns County	Resurface County Road 137 from CSAH 6 to CSAH 47	\$490,000	\$672,995
10	Stearns County	Beaver Island Trail extension from Saint Cloud city limits to Stearns County Road 143 west of Clearwater	\$1,225,000	\$1,330,559
11	Saint Cloud	Mill and bituminous overlay on 250th Street from CSAH 136 to CSAH 75 (this is a joint roadway with Saint Augusta)	\$900,000	Included as part of Project ID 51 total cost
12	Sartell	Heritage Drive shared use path connectivity and enhancements from Huntington Drive S to Amber Avenue S as well as two crosswalks along Heritage Drive	\$459,121	\$770,919
13	Sauk Rapids	Storm water, sewer, water, and street reconstruction of Division Street (from Second Avenue to Eighth Avenue); Fourth Avenue N (from Division Street to Second Street N); Seventh Avenue (from Division Street to First Street N); Eighth Avenue (from Division Street to First Street N); Third Avenue S (from Division Street to First Street N); Fourth Avenue S (from Division Street to First Street S)	\$4,617,300	\$4,138,000

2023 APO Regional Transportation Projects

Legend

- Active Transportation Facility
- Expansion
- Preservation Work
- Reconstruction
- Miscellaneous



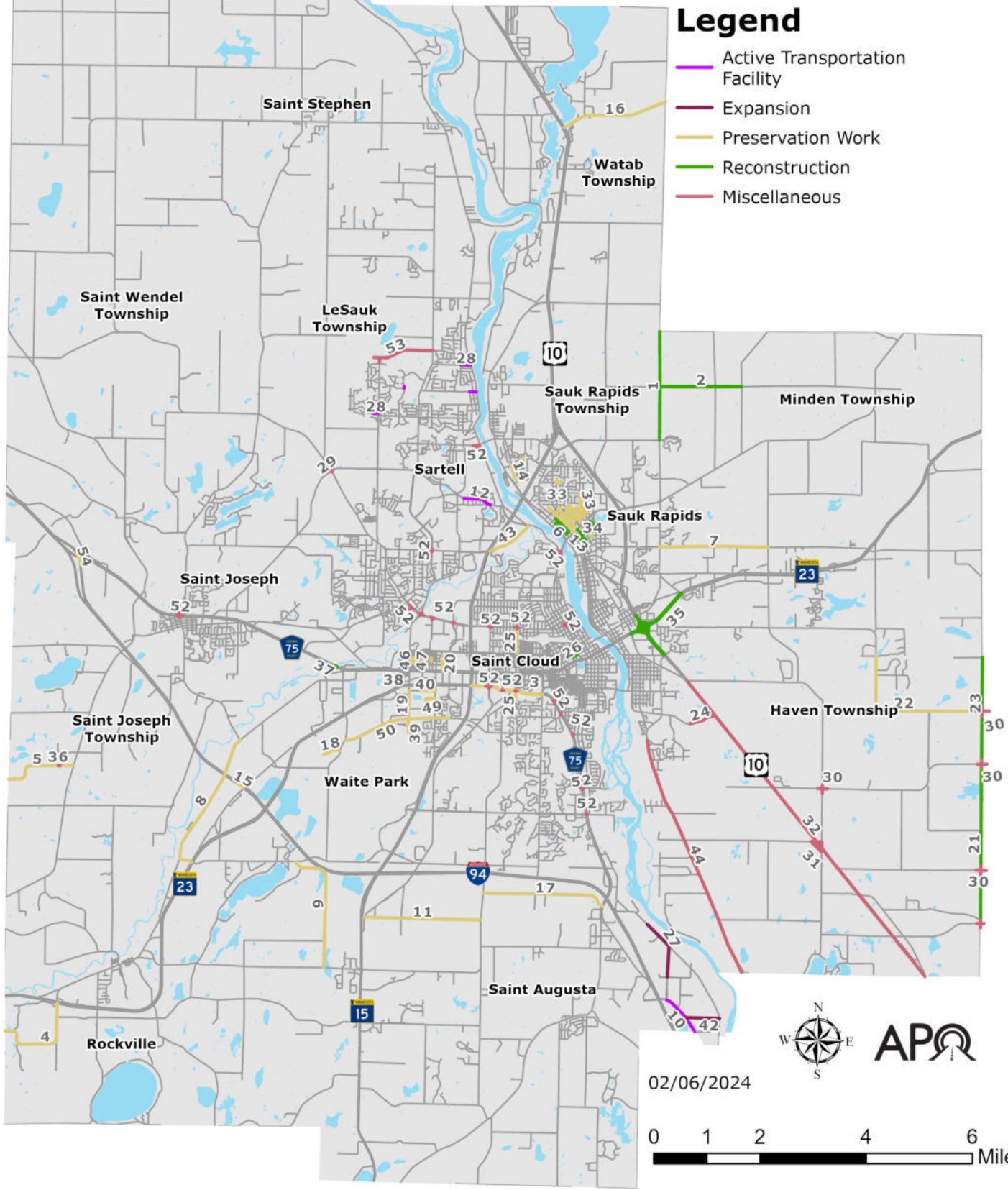
02/06/2024



2023 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
14	Sauk Rapids	Overlay of West Highview Drive (from Benton Oaks Drive to 18th Street N) and Oak Drive (from North Highview Drive to end)	\$792,922	Included as part of Project ID 33 total cost
15	MnDOT	Overlay bridge numbers 73875 and 73876 over BNSF railroad tracks 0.6 miles west of MN 23 interchange	\$3,435,152	\$3,435,152
16	Benton County	Mill and overlay CSAH 13 from US 10 to CSAH 1	\$697,500	\$677,366
17	Saint Cloud	Full depth mill and bituminous replacement on 255th Street from CSAH 75 to CSAH 136	\$900,000	Included as part of Project ID 51 total cost
18	Waite Park	Street preservation of Meadowview Lane from CR 137 to end	\$240,000	\$90,566
19	Waite Park	Street preservation of 10th Avenue S from 300-foot south of Third Street S to Seventh Street S	\$585,000	Project moved to 2024
20	Waite Park	Street preservation of First Avenue N from Division Street to Maple Street N	\$180,000	Project removed
21	Sherburne County	Reconstruction of CSAH 20 from CSAH 16 to CSAH 3	\$2,896,000	Project not completed
22	Sherburne County	Resurfacing of County Road 62 from northern county line to CSAH 20	\$1,575,000	\$1,324,382
23	Sherburne County	Reconstruction of CSAH 20 from CSAH 3 to the northern county line	\$1,029,000	Project not completed
24	MnDOT	Reclaim and rehabilitate retaining walls which are national register contributing features on a historic district listed on the NRHP using Secretary of Interior standards for treatment of historic properties on MN 301. Improve drainage, maintainability and safety adjacent to wall	\$3,457,733	\$3,991,553
25	Saint Cloud	Full depth mill and bituminous replacement on 25th Avenue N from First to Eighth Street N and 25th Avenue S from Second to 13th Street S	\$1,500,000	\$832,149 (Portion of project done in 2022)
26	Saint Cloud	Reconstruct street, curb and gutter, sidewalks, sanitary sewer, water main and storm drain facilities on Saint Germain Street from 10th to 12th Avenue and 11th Avenue from Saint Germain to First Street N	\$2,100,000	\$2,606,688

2023 APO Regional Transportation Projects



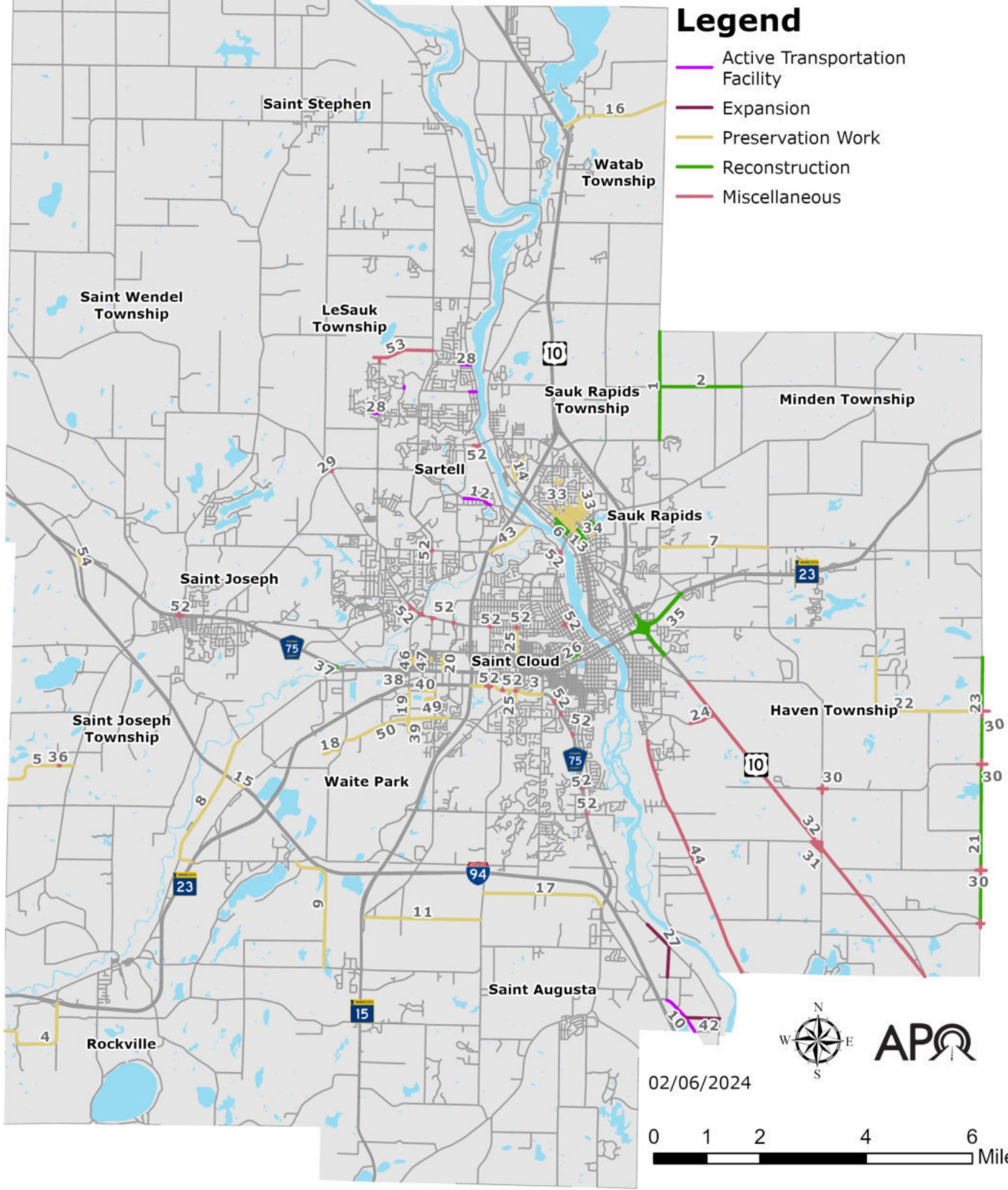
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2023 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
27	Saint Cloud	Construct street connection between Heatherwood Road and Eighth Avenue S in the I-94 Business Park including a bridge crossing Johnson Creek and replacement of the critical three-mile long dual pip sewer forcemain system installed directly below the Heatherwood Road extension and Main Liftstation pumping improvements as needed	\$35,000,000	Project to be constructed in 2025
28	Sartell	Construction of new shared use path connections on Seventh Street N and 12th Street N as well as sidewalk connections on 13th Avenue N and Third Street N	\$458,740	\$485,415
29	Stearns County	Construct a roundabout at the intersection of CSAH 4 and CSAH 133	\$1,800,000	\$1,789,855
30	Sherburne County	Installation of rural intersection street lighting at the following intersection: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62	\$368,000	Project not completed
31	MnDOT	BNSF railroad, realignment and new signal install at County Road 65, 42nd Street in Haven Township	\$300,000	Project not completed
32	MnDOT	Installation of median cable barrier guardrail from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in Clear Lake. This project is combined with two others outside of the planning area	\$7,556,472	\$8,754,236

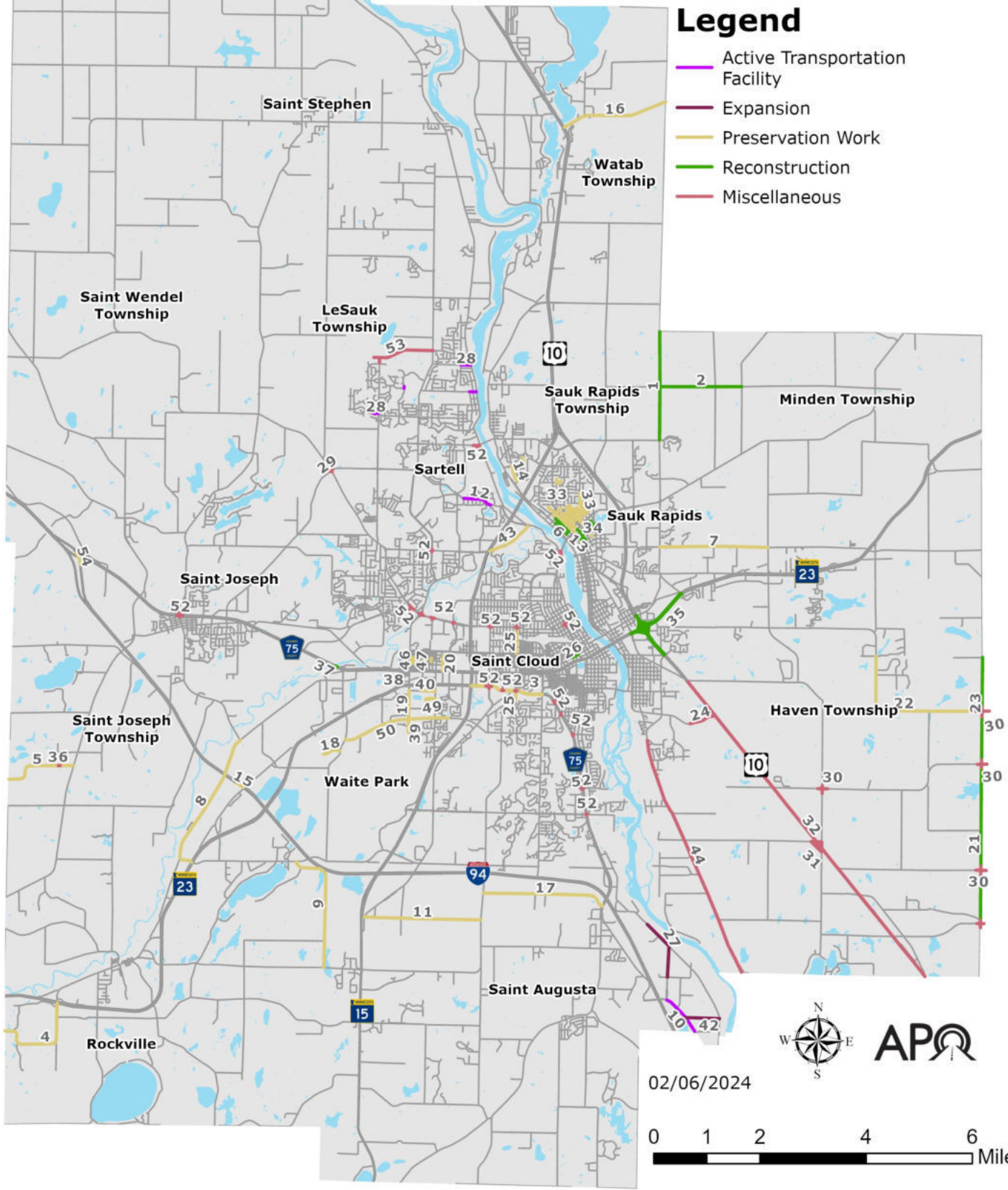
2023 APO Regional Transportation Projects



2023 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
33	Sauk Rapids	<p>Full depth mill and overlay on the following streets:</p> <p>Third Avenue N from Eighth Street N to Second Street N and from the dead end north of Ninth Street N to Eighth Street N; Fourth Avenue N between Second and Eighth Street N; 4-1/2 and Fifth Avenue N from 13th Street N to the cul-de-sac north of 13th Street N, Sixth Avenue N from Eighth Street N to Second Street N and from Second Street N to Division Street; Sixth Avenue S from Division Street to First Street S; Seventh Avenue N from Eighth Street N to Third Street N; Eighth Avenue N from Sixth Street N to Third Street N, Ninth Avenue N from 11th Street N to Third Street N; 10th Avenue N from Benedict Drive north of Eighth Street N to Third Street N; Eighth Street N from Ninth Avenue N to 10th Avenue N; 8-1/2 Street N from Second Avenue N to Fifth Avenue N; Seventh Street N from Fourth Avenue N to Seventh Avenue N; Sixth Street N from Second Avenue N to Eighth Avenue N; Fifth Street N from Second Avenue N to the private drive north of Seventh Avenue N; Fourth Street N from the alley between Second Avenue N and Third Avenue N to 10th Avenue N; Third Street N from the alley between Second Avenue N and Third Avenue N to Fourth Avenue N; Benedict Drive loop extending east of 10th Avenue N; Oak Drive from 100' south of North Highview Drive to the cul-de-sac south of North Highview Drive; West Highview Drive from Benton Oaks Drive to 18th Street NW</p>	\$2,766,000	\$3,399,000
34	Sauk Rapids	Overlay Third Avenue S from Division Street to First Street S	\$380,000	Project cost included in Project ID 13 total costs
35	MnDOT, Saint Cloud, Benton County	MN 23 at US 10 interchange in Saint Cloud; reconstruct MN 23 from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1; reconstruct US 10 from 0.2 miles west of Saint Germain to 0.1 miles north of 15th Avenue SE; replace bridges over US 10, BR# 9021 with BR# 05019 and BR #9022 with BR# 05018; includes multimodal improvements. Construct Fourth Street bridge over US 10	\$49,000,000	\$43,678,236
36	Stearns County	Replace bridge #92022 over Watab River	\$375,000	Delayed to 2024

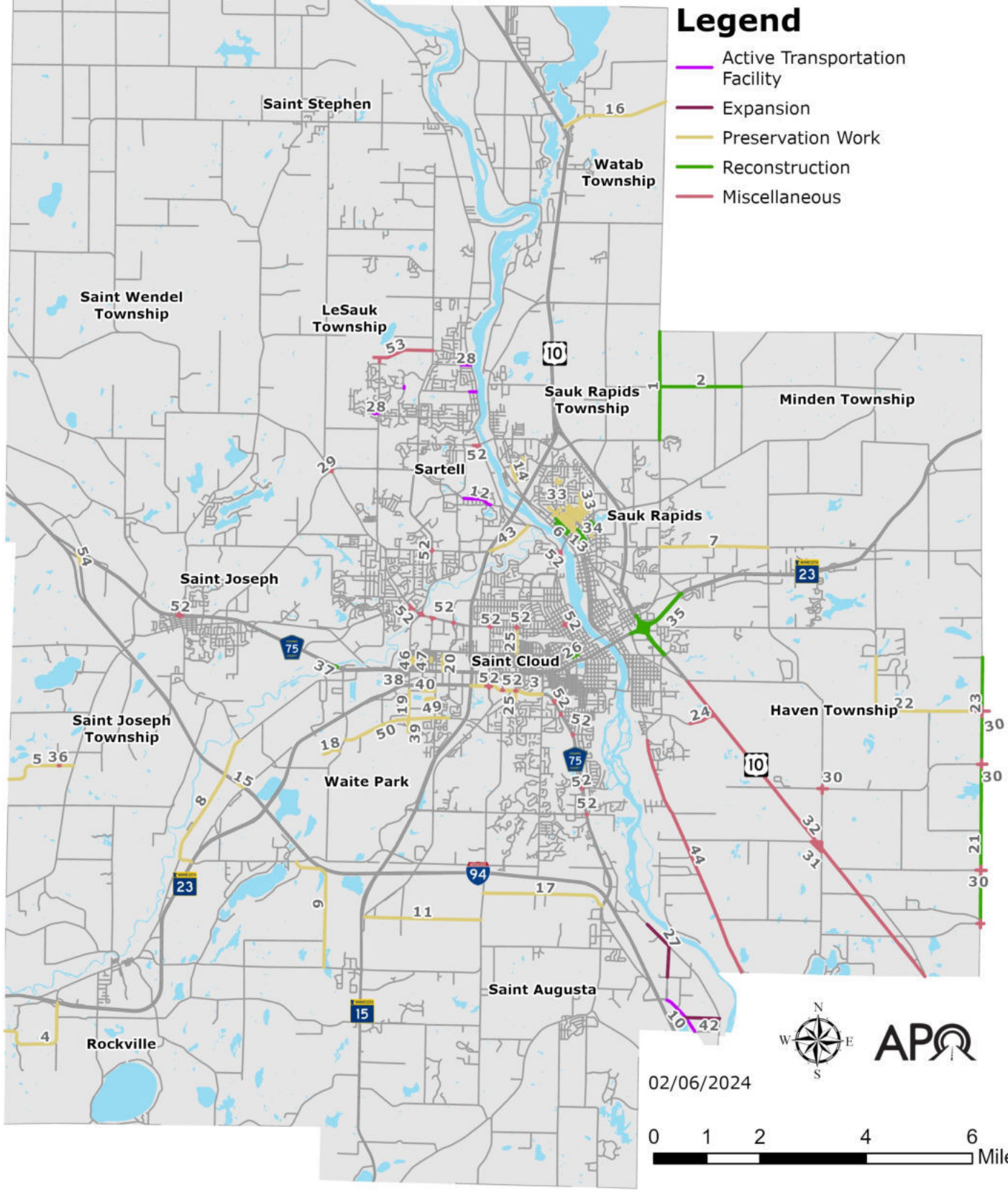
2023 APO Regional Transportation Projects



2023 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
37	Stearns County	CSAH 75, replace bridge 6819 over the Sauk River	\$5,000,000	\$4,745,024
38	Waite Park	Street preservation of 11th Avenue N (from Division Street to First Street N); 12th Avenue N (from Division Street to First Street N); and First Street N (from 10th Avenue N to 13th Avenue N)	\$418,000	\$480,399
39	Waite Park	Street preservation of 10th Avenue S (from Seventh Street S to Sunwood Park Drive); 11th Avenue S (from Eighth Street S to end); Eighth Street S (from 10th Avenue S to end)	\$416,000	\$464,786
40	Waite Park	Street preservation of Third Street S from Second Avenue S to 10th Avenue S	\$520,000	\$859,566
41	Saint Cloud	Bridge Maintenance repairs identified in annual bridge inspections	\$250,000	\$250,000
42	Saint Cloud	Construct 72nd Street S from Opportunity Drive to Franklin Road	\$1,200,000	Project delayed to 2024
43	Stearns County	Resurface County Road 120 from MN 15 to CSAH 1 and recondition roundabout at intersection of County Road 120 and CSAH 1	\$1,750,000	Project delayed to 2024
44	Sherburne County	Six-inch ground in wet reflective edge line striping on CSAH 8 from 24th Street to Haven Township southern limits and on CSAH 3 from US 10 to CSAH 20	\$444,444	\$349,022
45	Waite Park	Street preservation of Alley AD (Alley between Fourth Avenue N and Third Avenue N) from First Street N to Second Street N	\$61,200	\$26,682
46	Waite Park	Street preservation of Alley N (Alley between Ninth and 10th Avenue N) from First Street N to Second Street N	\$111,600	\$84,898
47	Waite Park	Street preservation of Alley Q (Alley between Ninth Avenue N and Eighth Avenue N) from First Street N to Second Street N	\$111,600	\$156,470
48	Waite Park	Street preservation of Alley Z (Alley between Sixth Avenue N and Fifth Avenue N) from Second Street N to end	\$57,600	Project removed
49	Waite Park	Street preservation of Park Meadows Drive from Second Avenue S to end	\$340,000	\$439,458

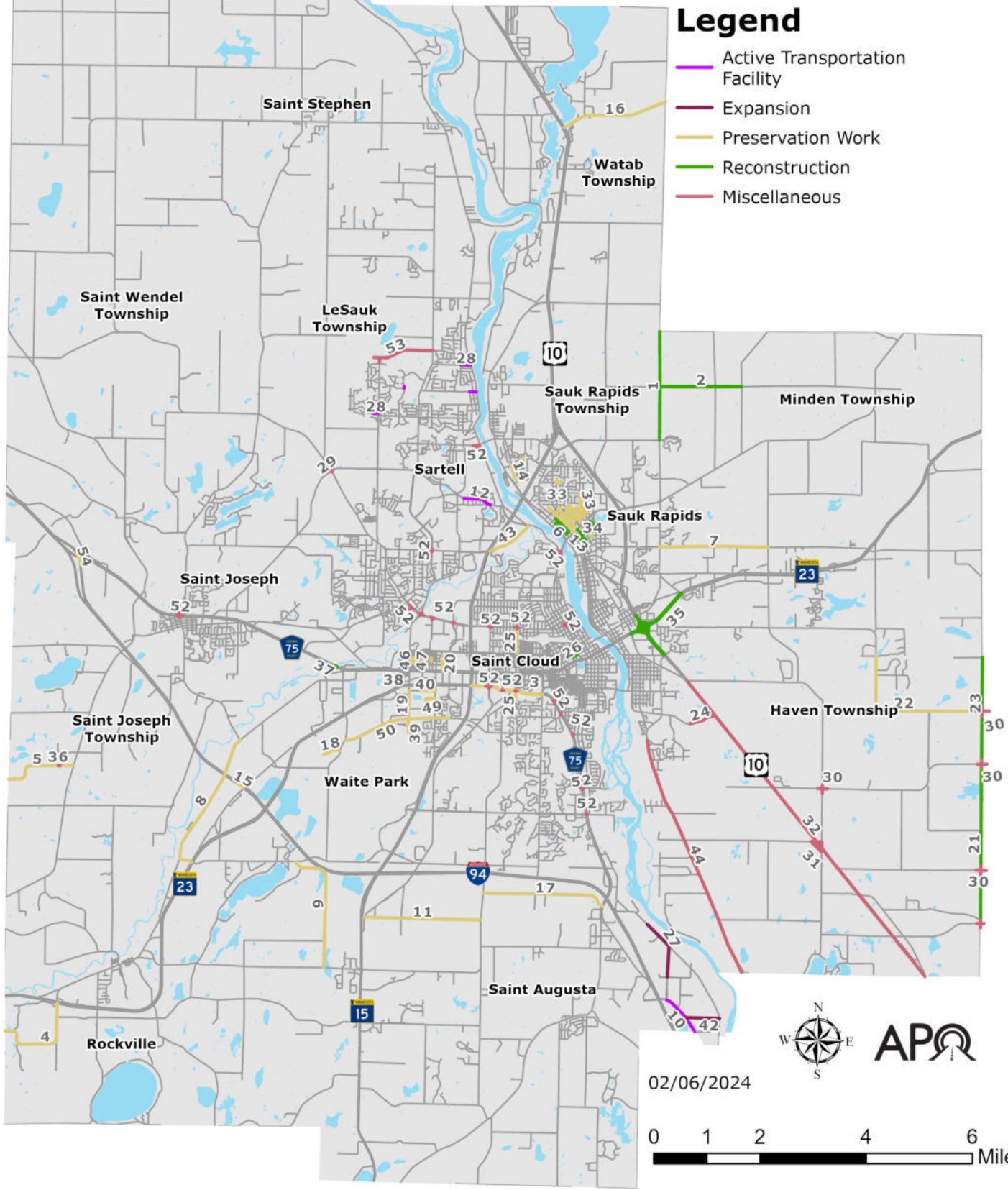
2023 APO Regional Transportation Projects



2022 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
50	Waite Park	Street preservation of Seventh Street S from 28th Avenue S to end	\$225,000	\$119,406
51	Saint Cloud	Street rehabilitation on the following roadways: 60th Street S (from Eighth Avenue S to Fourth Avenue S); Fourth Avenue S (from 60th Street S to Franklin Road); Southway Drive (from 33rd Street S to Germany Street); Kuhn Drive (from western terminus to Southway Drive); Park Drive (from western terminus to Stockinger Drive); Stockinger Drive (from Park Drive to Northway Drive); Stearns Way (from 29th Avenue N to Northway Drive); West Whitney Park (from Northway Drive to 18th Street N); 18th Street N (from West Whitney Park to Outer Drive); 17th Street N (from Sixth Avenue N to end); Hillcrest Road (from 17th Street N to end); Seventh Avenue N (from 13th Street N — both sides of Triangle Park — to 10th Street N); Second Street N (from Sixth Avenue N to Fifth Avenue N); Riverside Drive NE (from Third Street NE to First Street NE); First Street NE (from Riverside Drive NE to Second Avenue NE); Second Avenue NE (from First Street NE to East Saint Germain Street); First Street NE (from Second Avenue NE to Third Avenue NE); Third Avenue NE (from First Street NE to East Saint Germain Street); Seventh Street SE (from Frontage Road to Lincoln Avenue SE); University Drive SE (from 15th Avenue SE to eastern end); 19th Avenue SE (from University Drive SE to southern termini); 16th Street SE (from 19th Avenue SE to 15th Avenue SE); 16th Avenue SE (from University Drive SE to 16th Street SE); 21st Street SE (from County Road 8 SE to 15th Avenue SE); 16th Street S (from Clearwater Road to western termini); Seventh Avenue S (from 16th Street S to 15th Street S); Fifth Avenue S (from 14th Street S to 13th Street S); Sixth Avenue S (from 14th Street S to northern termini); 12th Street S (from Sixth Avenue S to Fourth Avenue S); 11th Street S (from Ninth Avenue S to Fourth Avenue S); Seventh Avenue S (from southern terminus to University Drive S); Eighth Avenue S (from 11th Street S to University Drive); 11th Avenue S (from 14th Street S to 11th Street S); 15th Avenue S (from 13th Street S to 11th Street S); 16th Avenue S (from 13th Street S to 11th Street S)	\$2,500,000	\$3,568,197

2023 APO Regional Transportation Projects



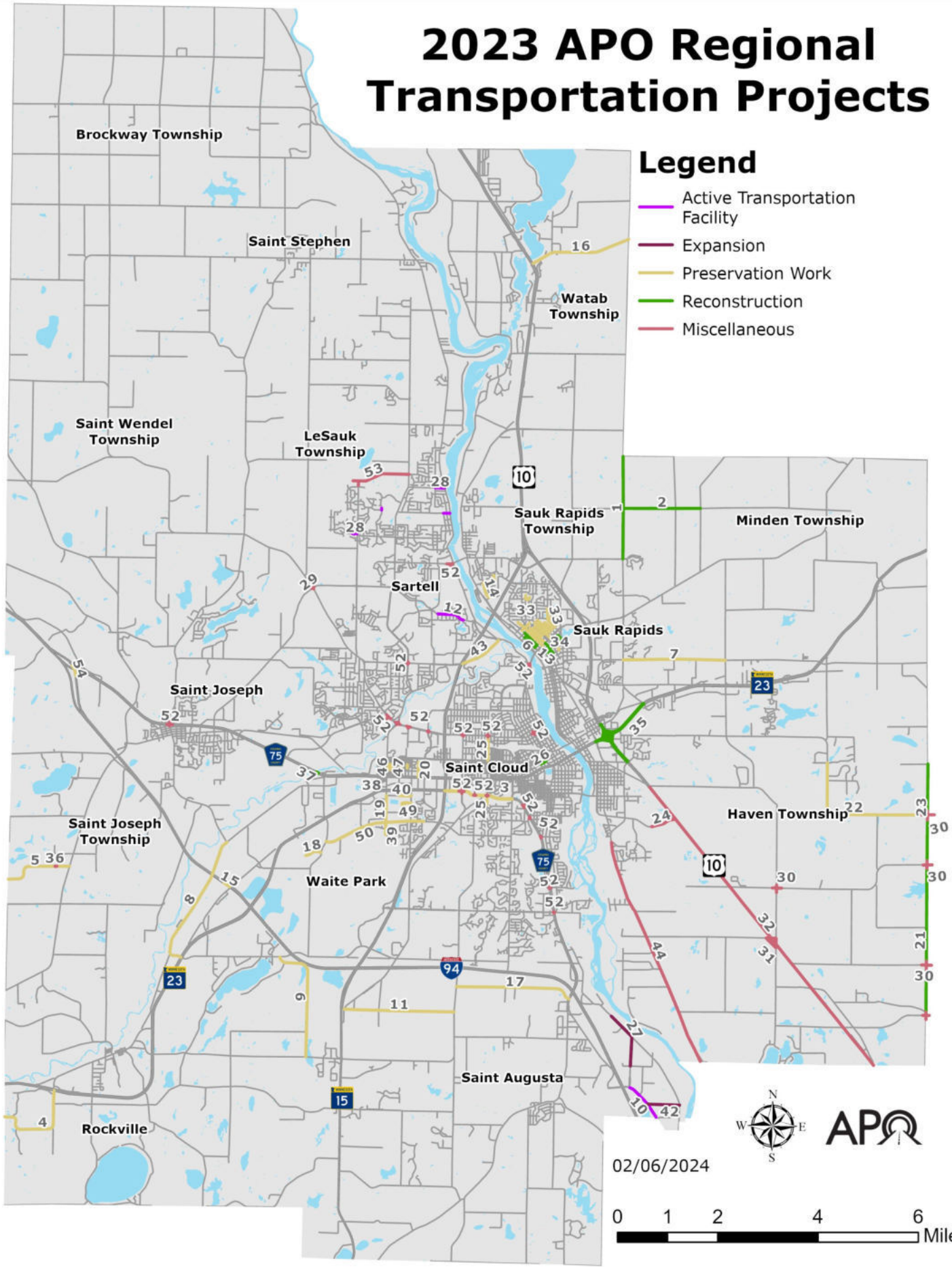
2023 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
51	Saint Cloud	<p>Street rehabilitation on the following roadways (continued):</p> <p>Eighth Street S (from First Avenue S to Fifth Avenue S); Fourth Avenue S (from Eighth Street S to Seventh Street S); Seventh Street S (from Fourth Avenue S to Fifth Avenue S); Sixth Street S (from Fifth Avenue S to Ninth Avenue S); Fourth Street S (from Third Avenue S to Fifth Avenue S); 21st Avenue S (from West Saint Germain Street to Division Street); First Street S (from 22nd Avenue S to 22nd Avenue S — just the circle); 22nd Avenue S (from First Street S to Division Street); Maine Prairie Road (from Quarry Road to Oak Grove Road SW); 27th Avenue N (from Division Street to First Street N); 29th Avenue N (from Division Street to First Street N); 30th Avenue S (from First Street S to Division Street); 31st Avenue S (from First Street S to Division Street); 37th Avenue N (from Third Street N to northern terminus); 38th Avenue N (from Third Street N to BNSF railroad — northern terminus); Fourth Street N (from 37th Avenue N to 38th Avenue N); Rusan Street (from McLeland Road to southern terminus); McLeland Road (from Anderson Avenue to western end of roadway curve prior to intersection with Rusan Street); Anderson Avenue (from southern terminus to Eighth Street N); Foundry Circle (from Anderson Avenue to western terminus)</p>	\$2,500,000	\$3,568,197
52	Stearns County	<p>Upgrade signal heads and countdown timers at the following intersections:</p> <p>CSAH 1 and Ninth Avenue N; CSAH 1 and Second Street S; CSAH 2 and CSAH 75; CSAH 4 and Ridgewood Road; CSAH 4 and 54th Avenue N; CSAH 4 and Anderson Avenue; CSAH 4 and 44th Avenue N; CSAH 4 and 33rd Avenue N; CSAH 4 and 25th Avenue N; CSAH 4 and Ninth Avenue N; CSAH 75 and 33rd Street S; CSAH 75 and Sportsmans Island Road; CSAH 75 and 22nd Street S; CSAH 75 and Traverse Road; CSAH 75 and Washington Memorial Drive; CSAH 75 and 25th Avenue S; CSAH 75 and 29th Avenue S; CSAH 75 and 33rd Avenue S; CSAH 120 and Pinecone Road</p>	\$684,000	\$1,510,777

2023 APO Regional Transportation Projects

Legend

- Active Transportation Facility
- Expansion
- Preservation Work
- Reconstruction
- Miscellaneous



02/06/2024



2023 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
53	Sartell	Environmental review of 15th Street N corridor extension from Pinecone Road to 19th Avenue N	\$240,000	\$240,000
54	MnDOT	I-94, overlay bridge number 73868 at the CSAH 75 flyover northwest of Saint Joseph	\$2,058,000	\$1,977,076