



LOOKING AHEAD 2050

**The Metropolitan Transportation
Plan for the Saint Cloud Area
Planning Organization**

Approved Oct. 10, 2024



Saint Cloud Area Planning Organization

2024 Policy Board Representatives

Name	Jurisdiction
Raeanne Danielowski, APO Chair	Sherburne County Commissioner
Jared Gapinski, APO First Vice Chair	Benton County Commissioner
Jeff Westerlund, APO Second Vice Chair	LeSauk Township Supervisor
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Dottie Seamans	City of Sauk Rapids Councilmember
Frank Theisen	City of Waite Park Councilmember
Joe Perske	Stearns County Commissioner
Ryan Daniel	Saint Cloud Metro Bus Chief Executive Officer

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Jodi Teich	Stearns County
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Disclaimer

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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 Soocelinta 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.

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.

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 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 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.

Aviso Público de Derechos Bajo el Título II

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.



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

T. 320.252.7568 F. 320.252.6557

RESOLUTION #2024-10

**Approving the Looking Ahead 2050 Saint Cloud Area Planning Organization
Metropolitan Transportation Plan**

WHEREAS, pursuant to Title 23 United States Code Sections 134(a) and 134(g), the Saint Cloud Area Planning Organization (APO) has been designated by the State of Minnesota as the official Metropolitan Planning Organization (MPO) for the greater Saint Cloud metropolitan area; and

WHEREAS, Title 23, Part 450 and Title 49 of the Code of Federal Regulations (CFR) require the APO to prepare and update the Metropolitan Transportation Plan (MTP) at least every five years; and

WHEREAS, the APO has, through a continuing, comprehensive, and coordinated transportation planning process, worked with its member jurisdictions and agencies in preparing the MTP for planning horizon year 2050; and

WHEREAS, the APO Policy Board does find that Looking Ahead 2050, the APO's 2050 MTP, meets all federal requirements for process and content; and

WHEREAS, the staff of the APO executed a robust and comprehensive public input process to solicit, document, and explicitly consider public comments regarding transportation issues opportunities, and content of the draft Looking Ahead 2050 MTP, and

NOW, THEREFORE, BE IT RESOLVED, that the Policy Board of the APO approves and adopts Looking Ahead 2050, the APO's 2050 Metropolitan Transportation Plan.

Adopted by the Saint Cloud Area Planning Organization Policy Board Oct. 11, 2024.

ATTEST:

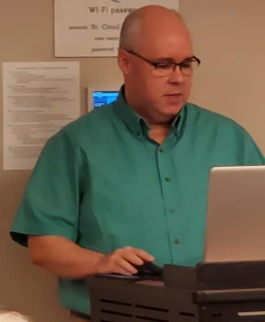
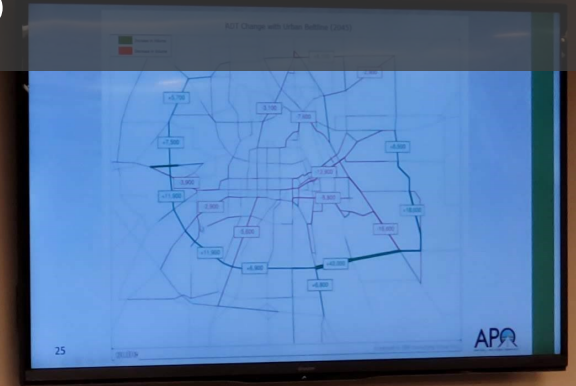
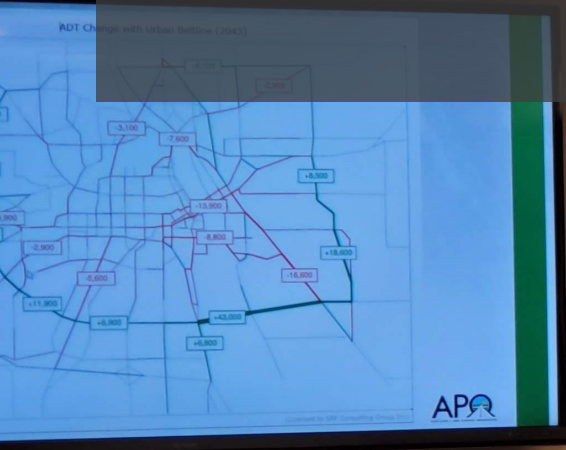

Commissioner Raeanne Danielowski
Saint Cloud APO Chair


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Glossary & Acronyms



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Glossary

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

2050 Build + Beltline Model: In the travel demand modeling process, this Saint Cloud APO-specific modeling scenario refers to the addition of the not-yet-constructed, non-fiscally constrained portions of the proposed urban arterial beltline corridor to the 2050 Build Model results. This model scenario is designed to understand the impacts on travel patterns and travel delay to be experienced by 2050 if all capacity expansion projects proposed in the 2050 build model were completed AS WELL AS all remaining portions of the urban arterial beltline corridor (see *Build Model* and *Urban Arterial Beltline Corridor*).

A

Active Transportation: Active transportation refers to any human-powered form of transportation. This includes walking, bicycling, skateboarding, rollerblading, and mobility assistive devices like wheelchairs. Active transportation also encompasses those who use transit services.

Active Transportation Advisory Committee: The Active Transportation Advisory Committee (ATAC) consists of citizen volunteers representing 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.

Active Transportation Infrastructure Grants: The Minnesota Active Transportation (AT) Program was established by the Minnesota Legislature in 2017 with the intent to provide infrastructure funding for projects that serve a transportation purpose to connect communities and/or connect key destinations within a community. For this infrastructure grant component of this program, eligible items include pedestrian and bicycle crossing improvements; off-street bicycle and pedestrian facilities; on-road facilities; traffic control and safety devices; and basic curb, roadway, or turf replacement due to removals required to install the improvements listed. Historically, funding provided through this program has not required a local match commitment for eligible construction activities.

Air Quality Index: The Air Quality Index (AQI) is used for reporting daily air quality. This index determines how clean or polluted the air is and what associated health effects might be a concern. The Environmental Protection Agency calculates the AQI for five major air pollutants regulated by the Clean Air Act: ground-level ozone, particle pollution (particulate matter), carbon monoxide, sulfur dioxide, and nitrogen dioxide.

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

Amtrak: An intercity passenger rail service accessing more than 500 destinations across 46 states and parts of Canada. Amtrak operates more than 30 different routes nationwide. Amtrak’s Empire Builder line (running from Chicago to Portland/Seattle) runs through the Saint Cloud metro area.

Aquatic Management Areas: An aquatic management area is a program that provides angler and management access, protects critical shoreland habitat, and provides areas for education and research. AMAs are designated by the Minnesota Department of Natural Resources. Three AMAs are located within the Saint Cloud metro area: Luxemburg Creek, Baert Island, and Little Rock Lake.

Attainment: Any area that meets the national primary or secondary ambient air quality standard for a National Ambient Air Quality Standards. Primary standards provide public health protection, including protecting the health of “sensitive” populations such as asthmatics, children, and the elderly. Secondary standards provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings. As of the drafting of this plan, the Saint Cloud region is currently in attainment.

Automated Vehicle: Automated vehicles use technology to steer, accelerate, and brake with little to no human input. Some vehicles still require a human to monitor the roadway, while others require no human intervention.

Average Annual Daily Traffic: Average Annual Daily Traffic (AADT) is the total volume of vehicle traffic on a road over a year divided by 365 days. This measure is used to determine how busy a specific roadway is.

B

Base Year Model: In the travel demand modeling process, the base year model refers to the model run that would replicate (to the best extent possible) current travel conditions. For the 2050 Looking Ahead Metropolitan Transportation Plan, the Base Year Model was calculated to reflect travel conditions present during 2020 – incorporating some data from 2021 due to the global pandemic.

Black, Indigenous, and People of Color: Commonly referred to by the acronym BIPOC, this demographic population subset includes people who identify as Black or African American; American Indian and Alaska Native; Asian or Asian American; Native Hawaiian and Other Pacific Islander; some other race; and two or more races. The Saint Cloud APO staff have also included individuals who are of Hispanic or Latino descent, regardless of race, to this definition as well.

Bridge Deck: The bridge deck is designed to provide a smooth and safe riding surface for traffic utilizing the bridge.

Bridge Substructure: The bridge substructure includes all the elements which support the superstructure (see *Bridge Superstructure*).

Bridge Superstructure: The bridge superstructure supports the deck or riding surface of the bridge as well as the load applied to the deck (see *Bridge Deck*).

Build Model: In the travel demand modeling process, the Build Model refers to the model run that would incorporate the hypothesized regional growth/expansion (through population growth and development anticipated to occur by 2050) AND the fiscally constrained capacity expansion roadway projects proposed by the APO jurisdictions/agencies. The intent of the Build Model is to understand how proposed improvements to the current transportation network will impact the overall function of the regional system as population growth and future development continue to occur.

C

Capacity Expansion: As defined by the APO and used throughout the Looking Ahead 2050 Metropolitan Transportation Plan, capacity expansion (or expansion) pertains to any roadway project that either adds capacity to the existing roadway – through the addition of lanes – or the construction of a new roadway alignment that does not currently exist. During the travel demand modeling process, capacity expansion projects are added to the No-Build Model results to understand how the proposed improvements will impact the overall function of the regional system (thus creating the Build Model results).

Capital Highway Investment Plan: The Capital Highway Investment Plan (CHIP) details the Minnesota Department of Transportation’s (MnDOT’s) capital highway investments planned on the state highway network for a 10-year period. This document is updated annually to remove projects that are currently being constructed, adjust timing of existing planned projects, and add new planned projects. This document serves as a check to ensure MnDOT is meeting the investment levels and performance outcomes identified in the state’s 20-year State Highway Investment Plan. Each MnDOT District is responsible for drafting its own CHIP. Within the Saint Cloud metro area, capital highway investments on the state network would be reflected in the MnDOT District 3 CHIP.

Carbon Reduction Program: The Carbon Reduction Program (CRP) was established as a result of the 2021 Infrastructure Investment and Jobs Act (IIJA). The CRP is designed to fund surface transportation projects designed to reduce transportation emissions (carbon dioxide) from on-road highway sources.

Centerline Miles: Centerline miles represent the total length of a given road from its starting point to its endpoint. This type of calculation does not account for the number of lanes on a particular roadway.

Climate Action Framework Plan: The Climate Action Framework is a plan developed by the Minnesota Pollution Control Agency to establish a vision for how Minnesota will address and prepare for climate change. This plan identifies immediate, near-term actions the state must take to achieve the long-term goal of a carbon-neutral, resilient, and equitable future.

Climate Change: Climate change refers to any significant change in the measures of climate lasting for an extended period of time. Climate change includes major variations in temperature, precipitation, or wind patterns, among other environmental conditions, that occur for several decades or longer. Changes in climate may manifest as a rise in sea levels as well as increase the frequency and magnitude of extreme weather events now and in the future.

Congestion Management: One of the six vision statements adopted by the Saint Cloud Area Planning Organization as part of the development of the Looking Ahead 2050 Metropolitan Transportation Plan. This statement reads: “Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.”

Congestion Mitigation and Air Quality Improvement: Congestion Mitigation and Air Quality Improvement – or CMAQ – funds are federal formula program dollars that can be used for a transportation project or program that appears likely to contribute to the attainment or maintenance of national ambient air quality standards with a high level of effectiveness in reducing air pollution. Because the Saint Cloud metro area meets all air quality standards, the region does not qualify for CMAQ funding at the time this plan was drafted.

Congressionally Directed Spending: Congressionally Directed Spending – or CDS – dollars are used to promote economic development, education, health care initiatives, and other worthy investments across the country. CDS funding requires the U.S. Congress to directly allocate funding.

Connected Vehicle: Connected vehicles use technology to communicate with each other, connect with traffic signals, signs, and other road items, or obtain data from cloud technology.

ConneX: A fixed route, demand response transit service piloted by Saint Cloud Metro Bus from January 2019 through May 2023. This service, exclusive to the City of Sartell, provided point-to-point service within the city limits previously covered by a fixed route service (Route 32) as well as providing a connection to other fixed routes within the city limits at either the Sartell Walmart or County Manor.

Corridors of Commerce: The Minnesota Corridors of Commerce (CoC) program was created in 2013 by the Minnesota Legislature. The goal of the CoC program is to focus additional transportation investments in state highway projects that directly and indirectly foster economic growth for the state through the provisioning of construction jobs, enabling of goods to be transported through a commerce friendly network of corridors, and providing additional mobility to its citizens.

County State Aid Highway: The County State Aid Highway (CSAH) system is a collection of key highways under county jurisdiction. Unlike a general county road, roadways designated as a CSAH are eligible to receive funding from the State of Minnesota through the state’s Highway User Tax Distribution Fund (see *Minnesota Highway User Tax Distribution Fund*).

Critical Crash Rate: The critical crash rate is an index which measures how likely crashes are to occur at a particular intersection in comparison to other similarly designed intersections. Any intersection with a critical crash rate index above 1.0 is considered to have an abnormally high crash rate and warrants further study and possible mitigation activities.

CUBE: A predictive modeling and transportation simulation software. Agencies like the Saint Cloud Area Planning Organization, use CUBE as a way to analyze the effects of new projects and policies on the region’s transportation network, land use, and population.

Culverts: A culvert allows for water to flow efficiently. Any culvert 20-feet or greater is defined as a bridge by the Federal Highway Administration standards.

Curb-to-Curb: A type of Dial-a-Ride/paratransit service provided by Saint Cloud Metro Bus. This service is used by riders who are able to move between the building and the bus without needing assistance from the bus operator.

D

Dial-a-Ride: Transit service, also known as demand response service, that is characterized by flexible routing and scheduling of relatively small vehicles to provide door-to-door or point-to-point service. Within the Saint Cloud metro area, Saint Cloud Metro Bus is responsible for operating Dial-a-Ride. Additionally, this service is the Saint Cloud Metro Bus's paratransit service, which is a flexible form of public transportation that provides demand response services to those unable to ride the fixed route service (being unable to board, ride, or disembark) due to a combination of a disability and physical barrier (distance to a bus stop, terrain, etc.). To carry out this service, Metro Bus utilizes Class 400 buses which are medium-size light-duty transit vehicles that are approximately 20-30 feet long.

Door-through-Door: A type of Dial-a-Ride/paratransit service provided by Saint Cloud Metro Bus. This service is used by riders who need a bus operator to assist them through the first door of the building at both their point of origin and their destination. Operator assistance ends when the rider is through the first door of the building.

Drive MN: Drive MN is a 2022 study conducted by the Minnesota Department of Transportation's (MnDOT's) Office of Research and Innovation in conjunction with consulting firm Bolton & Menk, the University of Minnesota's Center for Transportation Studies, and VSI Labs to understand the potential issues current infrastructure would have in allowing for the presence of automated vehicles on Minnesota roadways.

E

Electric Bike: Electric bikes, more commonly referred to as e-bikes, have a built-in or postproduction electronic motor that assists people with pedaling. E-bikes do not take the place of pedaling a bicycle, but rather provide a little extra power behind each pedal stroke. E-bikes are classified into three different classes. Class 1 e-bikes have a motor that only works when the rider is pedaling. These types of e-bikes can assist a rider in traveling up to 20 mph. Class 2 e-bikes are equipped with a throttle that can work even if a rider is not pedaling. This type of e-bike can also assist a rider in traveling up to 20 mph. Class 3 e-bikes can assist a rider in traveling up to 28 mph with or without a throttle and must be equipped with a speedometer.

Electric Vehicle: An electric vehicle (EV) is a vehicle that can be powered by an electric motor that draws electricity from a battery and is capable of being charged from an external source. An EV includes both a vehicle that can only be powered by an electric motor that draws electricity from a battery (battery electric vehicle – a BEV) and a vehicle that can be powered by an electric motor that draws electricity from a battery and by an internal combustion engine (plug-in hybrid electric vehicle – a PHEV). A third option, a Hybrid Electric Vehicle (HEV) also exists, however, these types of vehicles primarily rely on a gas-

powered engine with some energy to power the electric motor being generated through regenerative braking. HEVs cannot be plugged into a charging station.

Electric Vehicle Charging Station: Public electric vehicle charging stations are categorized into three different levels. At its most basic level, a Level 1 Charging Station allows an electric vehicle to plug into a 120-volt wall socket. This type of charging station provides the slowest level of charging. A Level 2 Charging Station is the most common type of publicly available charging station. Charging times vary, but plug-in hybrid electric vehicles (PHEVs) and battery electric vehicles (BEVs) typically can get a full charge within several hours. A Level 3 Charging Station – known as a DC Fast Charging Station (DCFC) – is the fastest way to charge an electric vehicle. Level 3 Charging Stations can charge a vehicle within about an hour; however, they are the most expensive stations to charge a vehicle at.

Enhanced Mobility of Seniors & Individuals with Disabilities – Section 5310: The Enhanced Mobility of Seniors & Individuals with Disabilities (commonly referred to as Section 5310 funding) is funding provided through the Federal Transit Administration to provide formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. This program aims to improve mobility for older adults and people with disabilities by removing barriers to transportation service and expanding transportation mobility options.

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

F

Federal Fiscal Year: The federal fiscal year is the fiscal year running from October 1 through September 30. For example, federal fiscal year 2020 would run from Oct. 1, 2019, through Sept. 30, 2020.

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

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

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

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

Fixed Base Operator: An FBO is a company that is given permission by an airport to operate on its premises to provide aeronautical services for aircraft, passengers, and crew. FBOs provide a wide variety of services centered around aircraft maintenance.

Fixed Route Bus Service: Transit service that operates buses on a predetermined route according to a predetermined schedule. Within the Saint Cloud metro area, Saint Cloud Metro Bus is responsible for operating fixed route bus service. To carry out this service, Metro Bus utilizes Class 700 buses which are large-size heavy-duty transit vehicles that are 30-feet or longer with a rear-mounted engine.

Fixing America’s Surface Transportation (FAST) Act: Fixing America’s Surface Transportation (FAST) Act was introduced in December 2015 as the transportation bill to replace the previous transportation authorization act adopted in 2012. The FAST Act is a bipartisan, bicameral, five-year legislation to improve the nation’s surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail. This transportation authorization act was replaced by the Infrastructure Investment and Jobs Act (IIJA) in 2021 (see *Infrastructure Investment and Jobs Act*).

Floodplain: A floodplain is any normally dry land area susceptible to surface water flooding. Floodplains are categorized into either a 100-year floodplain (1% chance of flooding in any year) or a 500-year floodplain (0.2% chance of flooding in any year).

Formula Grants for Rural Areas – 5311: Formula Grants for Rural Areas – 5311 (more commonly referred to as Section 5311 funding) is funding distributed by the Federal Transit Administration to provide capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. Activities eligible under the 5311 Program include planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

G

Gas Tax: The gas tax is a tax applied to the sale of fuel. At the federal level, the tax on gas is 18.4 cents-per-gallon and was last raised in 1993. At the state level, the tax on gas was previously set at 28.5 cents-per-gallon prior to 2023. However, the Minnesota Legislature has since approved changes to the state’s gasoline tax to have the gas tax rate be tied to historical levels for the Minnesota Department of Transportation’s (MnDOT’s) construction cost index (an index which tracks inflation for building roads and bridges). This annual increase – which started in 2024 – will be capped at a 3% annual increase starting in 2026. Funding generated from the gas tax is used to fund roadway infrastructure projects on both the federal and state level.

Grants for Buses and Bus Facilities Formula Program – 5339(a): The Grants for Buses and Bus Facilities Formula Program – 5339(a) (more commonly referred to as Section 5339 funding) is funding distributed by the Federal Transit Administration to provide funding to states and transit agencies through a statutory formula to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities.

Gravity Model: In the travel demand modeling process, the gravity model refers to the method in which the model assumes the attractiveness of destinations based on the distance and the “mass” (i.e., the number of jobs) at a destination. For example, a major shopping center would attract many more trips and will attract trips from farther away than a small corner convenience store located in a neighborhood.

Greenhouse Gas Emissions: Greenhouse gases (GHG) are gases that trap heat in the atmosphere. The main GHGs are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases. Carbon dioxide is the primary greenhouse gas emitted through human activities, with the combustion of fossil fuels such as gasoline and diesel from the transportation sector being the largest emitter of CO₂ in the U.S.

H

Highway Safety Improvement Program: The Highway Safety Improvement Program (HSIP) funds are used for safety projects that are consistent with Minnesota’s Strategic Highway Safety Plan and that correct or improve a hazardous road location or feature or address a highway safety problem. Ideally, funds expended through the HSIP program should provide low-cost, high-benefit solutions to reducing fatalities and serious injuries on all public roadways.

Historical Districts: Historical districts are a collection of assets, such as a grouping of commercial, industrial, or residential buildings; archaeological sites; or a combination of different resource types that reflect cohesion and continuity. As a group, the buildings should retain the integrity of location, design, setting, materials, workmanship, feeling, and association to be considered a historic district. There are four historic districts within the Saint Cloud metro area: Minnesota State Reformatory for Men Historic District (Minnesota Correctional Facility); Saint Cloud Commercial Historic District; Saint Benedict’s Convent and College Historic District (College of Saint Benedict); and the Veterans Administration Hospital.

I

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

Intelligent Transportation Systems: Intelligent Transportation Systems (ITS) technologies aim to develop innovations to advance transportation safety, mobility, and environmental sustainability. ITS technologies are targeted at infrastructure, vehicles, and travelers, as well as integrated applications among them, to enable the development of an intelligent

transportation system – augmenting traditional infrastructure improvement approaches by integrating advance communications technologies into vehicles and existing infrastructure to improve transportation operations, efficiency, and reliability.

International Roughness Index: The International Roughness Index (IRI) is a statistic used to estimate the condition of roadway pavement. IRI measures three types of pavement distress: 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); and faulting (a difference in elevation between adjacent pavement due to environmental conditions and vehicle usage).

Interregional Connections: One of the six vision statements adopted by the Saint Cloud Area Planning Organization as part of the development of the Looking Ahead 2050 Metropolitan Transportation Plan. This statement reads: “Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.”

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

Invasive Species: Non-native plants, animals, or other living organisms whose introduction into an ecosystem causes or is likely to cause economic or environmental harm.

J

Jefferson Lines: Jefferson Lines is an intercity bus service which services much of the upper Midwest, running routes through 14 states: Arkansas, Oklahoma, Missouri, Kansas, Nebraska, Iowa, Wisconsin, Minnesota, North Dakota, South Dakota, Wyoming, Montana, Idaho, and Washington.

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.

L

Labor Force: The labor force includes all people age 16 and older who are classified as either employed and unemployed. The labor force level is the number of people who are either working or actively looking for work.

Labor Force Participation Rate: The labor force participation rate represents the number of people in the labor force as a percentage of the civilian non-institutional population. The participation rate is the percent of the population that is either working or actively looking for work and is calculated as: $(\text{Labor Force} \div \text{Civilian Noninstitutional Population}) \times 100$.

Land Use: Land use, according to planners, is defined by its most common varieties: residential, commercial, retail, industrial, and a few others that might pop up in specific community or environmental contexts.

Lane Miles: Lane miles are calculated by multiplying the centerline mileage of a road by the number of lanes it has. Lane mileage provides a total amount of mileage covered by lanes belonging to a specific road.

Level of Service: Level of service defines how well vehicle traffic flows along a street or road. LOS has a big impact on how long trips take with the objective of ensuring that all travelers can reach their destination on time, with minimum level of discomfort and inconvenience. It is calculated based on quantitative metrics such as traffic speed, volume, and density.

Limited English Proficiency: Individuals who do not speak English as their primary language and who have a limited ability to read, speak, write, or understand English.

Local Environmentally Sensitive Areas: A locally environmentally sensitive area is a designation for a specific geographic area or locations that are recognized for their environmental significance, fragility, or vulnerability. These areas are typically subject to special regulations or protections aimed at preserving and safeguarding their natural characteristics. Within the Saint Cloud metro, the cities of Saint Cloud and Sauk Rapids have local ESAs.

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

Long-Term Time Band: For purposes of the APO's Looking Ahead 2050 Metropolitan Transportation Plan, the Long-Term Time Band refers to the years 2035 through 2050. The Long-Term Time Band is utilized to assist APO staff and member agencies and jurisdictions in determining funding availability as well as proposed infrastructure investments that can occur in the latter stages of the planning horizon. For infrastructure projects without a specific year of construction identified within the Long-Term Time Band, cost estimates were inflated to mid-year within the time band (2043) to allow for project costs to be inflated to an estimated year of expenditure dollar amount (see *Short-Term Time Band* and *Mid-Term Time Band*).

M

Major Collector: A road or street that is used to "collect" traffic from local roads and funnel them to arterial roadways. In urban areas, major collectors allow for longer distance travel than smaller neighborhood roads and usually extend for three-quarters of a mile or more. They typically include intersections that are controlled by traffic signals and rarely have house driveways that connect directly to them.

Metropolitan Planning Area: The geographic area over which a Metropolitan Planning Organization (MPO) carries out its planning activities. The MPA must include at least the U.S. Census-defined urban area but may also include any additional urban or urbanizing areas and/or commuter travel sheds as deemed appropriate by the member jurisdictions of an MPO.

Metropolitan Planning Organization: A Metropolitan Planning Organization (MPO) is the policy board of an organization created and designed to carry out the metropolitan transportation planning process. MPOs carry out planning activities for

regions over 50,000 people that are designated urbanized areas determined by the populations calculated with each Decennial Census. The Saint Cloud Area Planning Organization is the MPO for the Saint Cloud metropolitan area.

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

Mid-Term Time Band: For purposes of the APO’s Looking Ahead 2050 Metropolitan Transportation Plan, the Mid-Term Time Band refers to the years 2029 through 2034. The Mid-Term Time Band is utilized to assist APO staff and member agencies and jurisdictions in determining funding availability as well as proposed infrastructure investments that can occur in the middle stages of the planning horizon. For infrastructure projects without a specific year of construction identified within the Mid-Term Time Band, cost estimates were inflated to mid-year within the time band (2032) to allow for project costs to be inflated to an estimated year of expenditure dollar amount (see *Short-Term Time Band* and *Long-Term Time Band*).

Minnesota Biological Survey: Conducted by the Minnesota Department of Natural Resources, the MBS collects, interprets, monitors, and delivers data on plant and animal distribution as well as the ecology of native plant communities and functional landscapes. Once the data has been analyzed, MBS ecologists assign a biodiversity significance ranking to communicate with the statewide native biological diversity of each site to natural resource professionals, state and local government officials, and the public.

Minnesota Board of Water and Soil Resources: The Minnesota Board of Water and Soil Resources (BWSR) is the state soil and water conservation agency charged with helping meet the state’s goals for clean water, clean air, and abundant fish and wildlife. BWSR’s mission is to work with partners to improve and protect Minnesota’s land and water resources through implementing the state’s soil and water conservation policy, comprehensive local water management, and the Wetland Conservation Act (see *Wetland Conservation Act*).

Minnesota Department of Natural Resources: The Minnesota Department of Natural Resources (DNR) works to integrate and sustain the interdependent values of a healthy environment, a sustainable economy, and livable communities. The DNR protects the state’s natural heritage by conserving the diversity of natural lands, waters, and fish and wildlife that provide the foundation for Minnesota’s recreational and natural resource-based economy.

Minnesota Department of Transportation: The state department of transportation for Minnesota. MnDOT’s mission is to plan, build, operate, and maintain a safe, accessible, efficient, and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally, and around the world. MnDOT is further subdivided into eight regional district areas which manage the day-to-day operations including highway construction projects, maintenance, and highway right-of-way issues. The Saint Cloud APO is located within MnDOT District 3 which encompasses the counties of Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena, and Wright.

Minnesota GO Vision: The vision statement identified by the State of Minnesota in 2011 that establishes a 50-year goal for the state’s transportation system. The Minnesota GO Vision Statement reads: “Minnesota’s multimodal transportation system maximizes the health of people, the environment, and our economy.”

Minnesota Highway User Tax Distribution Fund: The Minnesota Highway User Tax Distribution Fund is the state’s fund used to support infrastructure projects completed at the local level (on the county state aid highway system or on the municipal state aid streets system), the non-state highway network, and the State Trunk Highway Fund. Funds within the Minnesota Highway User Tax Distribution Fund are collected from four primary sources: the state gas tax, motor vehicle registration tax, motor vehicle sales tax, and general fund transfer revenues (see *Gas Tax, Motor Vehicle Registration Tax, and Motor Vehicle Sales Tax*).

Minnesota Pollution Control Agency: The Minnesota Pollution Control Agency (MPCA) is the state agency focused on preventing and reducing the pollution of air, land, and water, and leads Minnesota’s efforts to protect against the devastating effects of climate change.

Minnesota Principal Freight Network: The Minnesota PFN was identified during the development of the Minnesota Statewide Freight Plan update in 2015. The PFN identifies roadways most critical to the movement of freight in Minnesota and includes trunk highways, railroads, waterways, airports, pipelines, and other infrastructure. The Minnesota PFN system is designated as a Tier 2 Freight Network. Within the Saint Cloud metro area, US 10, MN 15, MN 23, and CSAH 75 are part of the Minnesota PFN.

Minnesota State Highway Investment Plan: This 20-year plan sets and communicates capital investment priorities for the state of Minnesota’s highway system given the expected levels of funding. This plan prioritizes future investments to address the widening gap between highway revenues and construction costs. MnSHIP describes how the Minnesota Department of Transportation will use capital investments to repair, replace, and improve the state highway system.

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

Minor Collector: A road or street that is used to connect neighborhoods to arterials or major collectors. Minor collectors tend to be shorter (often less than three-quarters of a mile in urban areas), have fewer lanes, and can have house driveways directly connected to them. These types of roadways are also less likely to cross county boundaries.

Motor Vehicle Registration Tax: Motor Vehicle Registration Tax, more commonly referred to as “tab fees,” pertains to funds generated through the renewal of vehicle registrations. Tab renewal fees are based on initial vehicle pricing. In addition, the State of Minnesota adds an additional \$75 surcharge in the registration tax for electric vehicles as of the drafting of this plan. Revenue generated through the Motor Vehicle Registration Tax is “deposited” into the Minnesota Highway User Tax Distribution Fund (see *Minnesota Highway User Tax Distribution Fund*).

Motor Vehicle Sales Tax: Motor Vehicle Sales Tax is the tax that is applied during the sale of a motor vehicle. During the 2023 Minnesota Legislative Session, the motor vehicle sales tax has been raised from 6.5% to 6.875%. Revenue generated through the Motor Vehicle Sales Tax is “deposited” into the Minnesota Highway Tax Distribution Fund (see *Minnesota Highway User Tax Distribution Fund*).

Multimodal Connections: One of the six vision statements adopted by the Saint Cloud Area Planning Organization as part of the development of the Looking Ahead 2050 Metropolitan Transportation Plan. This statement reads: “Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.”

Municipal Separate Storm Sewer System: An MS4 is a conveyance or system of conveyances such as roads with drainage systems, municipal streets, catch basins, curbs, gutters, ditches, man-made channels, storm drains, etc.

Municipal State Aid Streets: The Municipal State Aid Streets (MSAS) are a network of roadways located in an urban city with a population of 5,000 or more. Roadways designated as an MSAS (up to 20% of a city’s county road and local improved mileage can be considered an MSAS) are eligible to receive funding from the State of Minnesota through the state’s Highway User Tax Distribution Fund (see *Minnesota Highway User Tax Distribution Fund*).

N

National Electric Vehicle Infrastructure Formula Program: The National Electric Vehicle Infrastructure (NEVI) Formula Program was established as a result of the 2021 Infrastructure Investment and Jobs Act. This federal program provides funding to the states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. EV charging stations funding using NEVI dollars must be non-proprietary, allow for open-access payment methods, be publicly available or available to authorized commercial motor vehicle operators from more than one company, and be located along designated Federal Highway Administration Alternative Fuel Corridors (AFCs).

National Environmental Policy Act: NEPA was signed into law on Jan. 1, 1970, by President Nixon. The Act is designed to encourage productive and enjoyable harmony between humans and their environment; promote efforts which will prevent or eliminate damage to the environment and biosphere and stimulate the health and welfare of humankind; to enrich the understanding of the ecological systems and natural resources important to the Nation; and to establish a Council on Environmental Quality.

National Highway Freight Network: The NHFN is a network of major highways. The NHFN includes highways identified as the most critical highway portions of the U.S. freight transportation system, routes that provide important continuity and access to freight transportation facilities, roads both located inside and outside of an urbanized area which provide access and connections to critical highways. The NHFN system is designated as a Tier 1 Freight Network. Within the Saint Cloud metro area, I-94 is part of the NHFN.

National Highway Freight Program: The National Highway Freight Program (NHFP) is a federal funding formula program focused on improving the condition and performance of the National Highway Freight Network (NHFN) and ensuring the network provides the foundation for the United States to compete in the global economy (see *National Highway Freight Network*).

National Highway Performance Program: The National Highway Performance Program (NHPP) is a federal funding formula program focused on the condition, performance, and resiliency of the National Highway System (NHS) (see *National Highway System*).

National Highway System: The National Highway System consists of roadways important to the nation's economy, defense, and mobility. Examples of NHS corridors within the Saint Cloud area include I-94, US 10, MN 15, MN 23, and CSAH 75.

National Register of Historic Places: The NRHP is the official list of the nation's historic places worthy of preservation. This program is designed to coordinate and support public and private efforts to identify, evaluate, and protect America's historic and archeological resources.

Native Plant Communities: A group of native plants that interact with each other and with their environment in ways not greatly altered by modern human activity or by introduced organisms. In Minnesota, less than 1% of native plant communities currently exist.

No-Build Model: In the travel demand modeling process, the no-build model refers to the model run that would hypothesize how the regional transportation system would function in the event the region continues to grow/expand (through population growth and development) AND no additional roadway capacity is added to the network. This model scenario would follow the validation of the base year model calibration. For the 2050 Looking Ahead Metropolitan Transportation Plan, the No-Build Model run was calculated to incorporate regional population growth and development changes anticipated to be seen in 2050 (see *Base Year Model*).

Nonpoint Source Pollution: Nonpoint source pollution is contamination resulting from land runoff, oil, road salt, precipitation, atmospheric deposition, drainage, seepage, or hydrologic modification from many diffuse sources.

Northstar Commuter Rail: Commuter rail service connecting Big Lake to Minneapolis. Stops along this commuter rail line include Elk River, Ramsey, Anoka, Coon Rapids-Riverdale, and Fridley. Northstar Commuter Rail service is overseen by Metro Transit, the transit provider for the Twin Cities.

Northstar Link Commuter Bus: The Northstar Link Commuter Bus is a commuter bus which provides a connection for passengers living in and around Saint Cloud to the Northstar Commuter Rail station in Big Lake. The Northstar Link is operated by Saint Cloud Metro Bus in conjunction with Metro Transit, the transit provider for the Twin Cities.

O

Observed Crash Rate: The observed crash rate is the number of crashes that occur per 1 million vehicles entering a particular intersection.

Older Americans Act: The Older Americans Act was signed into law on July 14, 1965, by President Johnson. The Act prohibits discrimination on the basis of age in programs or activities receiving Federal financial assistance.

Orderly Annexation Agreement: An Orderly Annexation Agreement provides a means for the advance planning and negotiation that is intended to result in a more logical development of property without burdening existing citizens with undue costs. In Minnesota, one or more townships and one or more municipalities, by joint resolution, may designate an unincorporated area as in need of orderly annexation. An OAA can provide for a means in which a municipality can annex an unincorporated property due to the likelihood the proposed property is now or is about to become urban or suburban in character and the annexing municipality is capable of providing the services required by the area within a reasonable time; the existing township form of government is not adequate to protect the public health, safety, and welfare; or on finding that annexation would be in the best interests of the subject area.

P

Pedestrian-Hybrid Beacons: Formerly known as high-intensity activated crosswalk (HAWK) signals, PHBs are often recommended in areas with high rates of midblock crossings. The person about to cross the roadway activates a flashing red beacon signaling to approaching vehicles the need to stop.

Pedestrian Rectangular Rapid Flashing Beacons: Used at uncontrolled intersection crossings, pedestrians and bicyclists about to use the crosswalk activate the RRFB. Yellow warning beacons begin flashing to alert motorists that they are approaching a crosswalk with users present.

Per-Capita Vehicle Miles Traveled: Per-capita VMT refers to the number of miles individual people travel each year. This is calculated as: $(\text{Population} \div \text{Vehicle Miles Traveled})$.

Performance-Based Planning and Programming: Performance-based planning and programming applies performance management principles to transportation system policy and investment decisions, providing a link between management and long-range decisions about policies and investments that an agency makes in its transportation system. PBPP is a system-level, data-driven process to identify strategies and investments.

Point Source Pollution: Any type of pollution from a single, identifiable source of pollution from which pollutants are discharged, such as a pipe, ditch, ship, or factory smokestack.

Policy Board: The Policy Board of the Saint Cloud Area Planning Organization is the decision-making body of the APO. The Board is made up of elected officials from member jurisdictions as well as a senior-level management position from Saint Cloud

Metro Bus. The Policy Board is responsible for adopting regional transportation plans, projects, and policies as well as directing APO staff.

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

Promoting Resilient Operations for Transformative Efficient and Cost-Saving Transportation Program: Known as PROTECT, this federal formula funding program is designed to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Public Transportation Agency Safety Plan: This federally required document requires operators of public transportation systems that receive federal funds under the Federal Transit Administration’s (FTA’s) Urbanized Area Formula Grants (Section 5307), and rail transit agencies subject to the FTA’s State Safety Oversight program to develop an agency safety plan that includes the processes and procedures to implement a Safety Management System – a comprehensive, collaborative, and systematic approach to managing safety.

R

Railway-Highway Crossings: The Railway-Highway Crossings Program (more commonly referred to as RRS funding or Section 130 funding) provides funds for the elimination of hazards at railway-highway crossings.

Rebuilding American Infrastructure with Sustainability and Equity: The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) program is a discretionary grant that provides an opportunity for the U.S. Department of Transportation to invest in road, rail, transit, and port projects that promise to achieve national objectives.

Resilience: In respect to a transportation project, resilience is a project that has the ability to anticipate, prepare for, or adapt to conditions or withstand, respond to, or recover rapidly from disruptions including the ability to: resist hazards or withstand impacts from weather events and natural disasters; reduce the magnitude or duration of impacts of a disruptive weather event or natural disaster; have absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to weather events or other natural disasters; or the consideration of incorporating natural infrastructure.

Revenue Hours: The amount of time (in hours) from when a vehicle starts in service at the first scheduled pick-up time point on its first trip to the time the vehicle is out of service at the last scheduled drop-off time point. Revenue hours do not include things like pre-trip inspection, fueling, or any time the vehicle is traveling to or from the garage (deadheading).

Revenue Miles: The number of miles a vehicle travels while in service. This does not include any time the vehicle is traveling to or from the garage (deadheading).

Runoff: Runoff occurs when water that would normally be absorbed by vegetation and soil is instead channeled into drainage systems and carried away.

S

Safe Routes to School: The Safe Routes to School program is designed to improve safety, reduce traffic, and improve air quality near schools through a multidisciplinary approach that is structured around six Es (evaluation, education, encouragement, equity, engagement, and engineering). The ultimate vision for SRTS planning in Minnesota is to allow youth in Minnesota to safely, confidently, and conveniently walk, bike, and roll to school and in daily life.

Safe Routes to School Infrastructure Grant: The Minnesota Safe Routes to School (SRTS) Infrastructure Grant was established by the Minnesota Legislature in 2012 with the intent on funding infrastructure projects that enable students to walk and bicycle to and from school. Historically, funding provided through this program has not required a local match commitment for eligible construction activities.

Safe Streets and Roads for All: The Safe Streets and Roads for All (SS4A) discretionary grant program was developed under the Infrastructure Investment and Jobs Act to fund regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. This program is broken into two grants. The planning and demonstration portion of SS4A provides federal funding to develop, complete, or supplement a safety action plan. The implementation grants provide federal funding to implement projects and strategies outlined in the safety action plan to address a roadway safety problem.

Safe Systems Approach: The Safe Systems Approach aims to eliminate fatal and serious injuries for all road users by accommodating human mistakes and keeping impacts on the human body at tolerable levels. This approach is rooted in six principles: deaths/serious injury is unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. The Safe Systems Approach uses five elements (safe vehicles, safe speeds, safe roads, post-crash care, and safe road users) as a means of promoting a traffic safety culture.

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

Saint Cloud Regional Airport Authority: The Saint Cloud Regional Airport Authority (STC) is a publicly operated air facility located at 1550-45th Ave. SE in Saint Cloud. The airport provides commercial air service through Allegiant Airlines and Sun Country Airlines as well as providing space for the Minnesota Air National Guard's Blackhawk and Chinook maintenance base.

Scientific and Natural Area: SNAs are public lands in which native plants and animals are minimally disturbed. SNAs include undisturbed plant communities, rare or endangered species habitats, seasonal habitats for birds or animal concentrations, natural geologic formations and features, and plant communities. These areas are designated by the Minnesota Department of

Natural Resources. There are five SNAs within the Saint Cloud metro area: Quarry Park, Englund Ectone, Harry W. Cater Homestead Prairie, Partch Woods, and Saint Wendel Tamarack Bog.

Sedimentation: Sedimentation is the build-up of eroded soil particles that are transported in runoff from one area and deposited into drainage systems, other ground surfaces, bodies of water, or in wetlands. An overabundance of sediment can cause flooding by filling drainage systems as well as damage bridge abutments and cause roadbeds to become unstable and potentially hazardous (see *Runoff*).

Shoreland: Shoreland includes areas located within whichever is greater of the following distances from public water: 1,000 feet from the ordinary high-water level of a lake, pond, or flowage; 300-feet from a river or stream; or the landward extent of a flood plain designated by ordinance on a river or stream.

Short-Term Time Band: For purposes of the APO’s Looking Ahead 2050 Metropolitan Transportation Plan, the Short-Term Time Band refers to the years 2025 through 2028. The Short-Term Time Band is utilized to assist APO staff and member agencies and jurisdictions in determining funding availability as well as proposed infrastructure investments that can occur in the early stages of the planning horizon. For infrastructure projects without a specific year of construction identified within the Short-Term Time Band, cost estimates were inflated to mid-year within the time band (2027) to allow for project costs to be inflated to an estimated year of expenditure dollar amount (see *Mid-Term Time Band* and *Long-Term Time Band*).

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

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

State Transportation Improvement Program: The State Transportation Improvement Program (STIP) is a compilation of significant surface transportation improvements scheduled for implementation within the state during a four-year period. All projects listed within the Saint Cloud Area Planning Organization’s Transportation Improvement Program are required to be listed in the STIP (see *Transportation Improvement Program*).

Statewide Multimodal Transportation Plan: The Minnesota Statewide Multimodal Transportation Plan (SMTP) is the highest policy plan for transportation in Minnesota. The SMTP provides objectives, performance measures, strategies, and actions to move Minnesota’s transportation system forward.

Surface Transportation Block Grant Program: The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by states and localities for projects to preserve and improve the conditions and performance on any federal-aid highway; bridge, and tunnel projects on any public road; pedestrian and bicycle infrastructure; and transit capital projects including intercity bus terminals.

System and Environmental Stewardship: One of the six vision statements adopted by the Saint Cloud Area Planning Organization as part of the development of the Looking Ahead 2050 Metropolitan Transportation Plan. This statement reads: "Protecting and preserving our existing infrastructure and environmental assets."

System Preservation: As defined by the APO and used throughout the Looking Ahead 2050 Metropolitan Transportation Plan, system preservation pertains to any and all activities used to preserve and maintain the existing roadway network. This includes items as minor as pothole filling and snow removal to more major constructions such as mill and overlays and reconstructions. For purposes of the projects listed within this document, the APO has opted to only consider reconstruction projects as "System Preservation projects" as those are typically the most complex and likely to be, in part, federally funded.

T

Technical Advisory Committee: The Technical Advisory Committee consists of voting representatives from each of the APO's member jurisdictions along with 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.

Technological Advancements: One of the six vision statements adopted by the Saint Cloud Area Planning Organization as part of the development of the Looking Ahead 2050 Metropolitan Transportation Plan. This statement reads: "Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region's existing transportation network."

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

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

Toward Zero Deaths: The Minnesota Toward Zero Deaths program is the state's cornerstone traffic safety program, employing an interdisciplinary approach to reducing traffic crashes, injuries, and deaths on Minnesota roads. The TZD mission is to create a culture for which traffic fatalities and serious injuries are no longer acceptable through the integrated application of education, engineering, enforcement, and emergency medical and trauma services. To carry out the TZD initiative on a more

regional level, the TZD effort is broken down into eight regions across the state. The Saint Cloud metro area falls within the East Central TZD Region.

Traffic Analysis Zones: TAZs are units of geography used in travel demand modeling to understand the distribution of trip origins and destinations at a regional level. While TAZ boundaries are informed using Census data, they are not Census tracts or block groups. A TAZ aggregates trip generation and attraction at a useful level of geography. Parcel level data is just too small to be useful at a regional level. And Census block groups/tracts can be much too big to have any meaningful analysis. Often times TAZs are shaped based upon natural boundaries (rivers) or manmade boundaries (like major roadways or railroad tracks). TAZs are designed to capture the characteristics of a particular area that influence travel behavior, such as land use, population density, employment centers, and transportation infrastructure.

Transit Asset Management Plan: Transit Asset Management (TAM) plans are federally required plans that must be developed by every transit agency if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. A TAM plan should include the following: an outline of how people, processes, and tools come together to address asset management policy and goals; provide accountability and visibility for furthering understanding of leveraging asset management practices; and support planning, budgeting, and communications to internal and external stakeholders.

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

Transportation Alternatives: Transportation Alternatives (TA) funding area a set-aside of Surface Transportation Block Grant Program funding for transportation alternatives such as active transportation infrastructure. This program encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity (see *Active Transportation, Safe Routes to School, and Surface Transportation Block Grant Program*).

Transportation Equity: As defined by the Minnesota Department of Transportation, transportation equity means the benefits and burdens of transportation systems, services, and spending are fair and just, which historically has not been the case. Transportation equity requires ensuring underserved communities, especially Black, Indigenous and People of Color, share in the power of decision making.

Transportation Improvement Program: The TIP is a comprehensive listing of the region’s surface transportation projects – including transit, highway, local roadway, and bicycle and pedestrian investments – that receive federal or state funds or are regionally significant regardless of funding source. The TIP covers a four-year time frame and all projects included in the TIP must be consistent with the Metropolitan Transportation Plan (MTP).

Transportation Network Companies: Also known as ride hailing companies, TNCs provide on-demand transportation services for passengers. TNCs typically do not maintain their own vehicle fleets or operate conventional dispatch centers. Instead, passengers request rides directly from private drivers under contract with a TNC typically through a smartphone application.

Transportation Safety: One of the six vision statements adopted by the Saint Cloud Area Planning Organization as part of the development of the Looking Ahead 2050 Metropolitan Transportation Plan. This statement reads: “Reducing fatalities and serious injuries by planning, designing, and building safe infrastructure and improving driver behavior.”

Travel Delay: As an output of the travel demand model, travel delay is a metric used to measure approximately how much time people are sitting in traffic due to factors such as congestion.

Travel Demand Model: A travel demand model is a tool used to understand trip generation and attraction information to distribute travel on a roadway network. This computer simulation allows transportation planners to understand how many trips can be generated from a specific area, identify where trips are going, and identify roadways those trips will utilize. The TDM can model current traffic patterns and if calibrated correctly, is critical in forecasting future travel patterns in a region.

Travel Time Reliability: Travel time reliability considers the average amount of time it would take for a vehicle to travel at the 50th percentile speed on an average 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.

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 residents and the development of communities. Tri-CAP provides services under three different umbrellas of service: Basic Needs, Self-Sufficiency, and Building Stability. Tri-CAP provides rural curb-to-curb bus transportation to portions of Stearns, Benton, Sherburne, Morrison, and Mille Lacs counties.

Truck Platooning: Truck platooning is an early form of connected vehicle technology that allows trucks to travel together connected by a computer system which communicates with the trucks to align speed, acceleration, and braking. As of 2019, the State of Minnesota has allowed for truck platooning of up to three trucks pending approval from the Minnesota Department of Transportation. Truck platoons in Minnesota are limited to freeways and expressways on designated, pre-approved routes (see *Connected Vehicle*).

U

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

Urban Arterial Beltline Corridor: The Urban Arterial Beltline Corridor is a concept proposed over the past several decades by jurisdictional members of the APO to construct a roadway around the core Saint Cloud urban area. This proposed four-lane, at-grade, divided minor arterial roadway would be designed to divert through traffic off of the region’s principal arterial corridors (MN 15, MN 23, CSAH 75) as well as connect two vital freight corridors – I-94 and US 10 – which are currently separated by the Mississippi River (see *Minor Arterials* and *Principal Arterials*).

Urbanized Area Formula Program (Section 5307): Urbanized Area Formula Program funding, more commonly referred to as Section 5307 funding, is funds distributed by the Federal Transit Administration to urbanized areas (i.e., areas with a population of 50,000 or more) for transit capital and operating assistance. Projects eligible for this funding include planning, engineering, design, and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul, and rebuilding of buses; crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, tracks, signals, communications, and computer hardware and software.

V

Vehicle Hours Traveled: Vehicle hours traveled is calculated from data on speed and miles traveled and used to measure the quality-of-service roadways provide.

Vehicle Miles Traveled: Vehicle miles traveled measures the amount of travel for all vehicles in a geographic region over a one-year period.

Vehicle-to-Everything: Vehicle-to-Everything (V2X) is a form of connected vehicle technology which allows vehicles to connect to a multitude of objects including other vehicles and infrastructure. This form of connected technology encompasses both Vehicle-to-Vehicle (V2V) and Vehicle-to-Infrastructure (V2I) technology (see *Connected Vehicle*, *Vehicle-to-Infrastructure*, and *Vehicle-to-Vehicle*).

Vehicle-to-Infrastructure: Vehicle-to-Infrastructure (V2I) is a form of connected vehicle technology which allows vehicles to connect to roadway infrastructure such as traffic signals, pedestrian crossing infrastructure, or roadway markings. It is the hope that with the increase of Intelligent Transportation Systems, this technology will be able to wirelessly relay roadway information such as construction zones or other roadway hazards to outfitted vehicles in order to prevent crashes (see *Connected Vehicle* and *Intelligent Transportation Systems*).

Vehicle-to-Vehicle: Vehicle-to-Vehicle (V2V) is a form of connected vehicle technology that allows vehicles to connect to each other and allow the sharing of critical information. For example, if a vehicle suddenly brakes, vehicles that are behind the braking vehicle will be able to receive a safety warning to slow down/apply the brakes before they get too close (see *Connected Vehicle*).

Volume to Capacity Ratio: The volume to capacity ratio (V/C) is the amount of traffic on a given roadway relative to the amount of traffic the roadway was designed to accommodate.

Vulnerability: The extent to which a transportation asset or system is susceptible to sustaining damage from hazards during extreme events. Vulnerability is a function of the extent to which an asset or system is exposed to damaging forces; its sensitivity to those forces; and its adaptive capacity.

W

WACOSA: Based in Waite Park, WACOSA is a non-profit organization that works for adults with disabilities to provide a wide variety of personal life enrichment activities, employment and career options, and volunteering and community connection opportunities.

Watershed: Also known as a drainage basin, a watershed is the area of land that drains water to a river, stream, or lake. The State of Minnesota is divided into eight major watershed basins and further subdivided into 81 major surface water watersheds and approximately 5,600 minor watersheds. The Saint Cloud metro is part of the Upper Mississippi River Basin and is part of three major surface water watersheds: Mississippi River-Saint Cloud, Mississippi River Sartell, and Sauk River.

Wetland Conservation Act: The Minnesota Wetland Conservation Act (WCA) was passed into law in 1991. The purpose of the WCA is: to achieve no net loss in the quality, quantity, and biological diversity of Minnesota’s existing wetlands; to increase the quality, quantity, and biological diversity of Minnesota’s wetlands by restoring or enhancing diminished or drained wetland; to avoid direct or indirect impacts from activities that destroy or diminish the quantity, quality, and biological diversity of wetlands; and to replace wetland values where avoidance of activities is not feasible or prudent.

Wildlife Management Area: A wildlife management area is designed to protect those lands and waters that have a high potential for wildlife production, public hunting, trapping, fishing, and other compatible recreational uses. These areas are designated by the Minnesota Department of Natural Resources. There are two WMAs located within the Saint Cloud metro area: Michaelson Farm and Sand Prairie.

Acronyms

5307: Urbanized Area Formula Program for transit.

5310: Enhanced Mobility of Seniors & Individuals with Disabilities transit funding.

5311: Formula Grants for Rural Areas program for transit.

5339(a): Grants for Buses and Bus Facilities Program for transit.

AAA: American Automobile Association.

AADT: Average Annual Daily Travel.

AASHTO: American Association of State Highway and Transportation Officials.

ACS: American Community Survey.

ADA: Americans with Disabilities Act.

ADAS: Advance driver assistance system.

ADS: Automated driving system.

AMA: Aquatic management area.

APO: Saint Cloud Area Planning Organization.

AQI: Air quality index.

AT: Active Transportation Infrastructure Grants.

ATAC: Active Transportation Advisory Committee.

BIPOC: Black, Indigenous, and People of Color.

BEP: Benton Economic Partnership.

BEV: Battery electric vehicle.

BNSF: Burlington Northern Santa Fe railroad.

BUILD: Better Utilizing Investments to Leverage Development.

BWSR: Minnesota Board of Water and Soil Resources.

CARES Act: Coronavirus Aid, Relief, and Economic Security Act.

CAV: Connected and Automated vehicle.

CAV-X: Minnesota Department of Transportation's Office of Connected and Automated Vehicles.

CCI: Construction cost index.

CCR: Critical crash rate.

CDS: Congressionally Directed Spending.

CFR: Code of Federal Regulations.

CH₄: Methane gas.

CHIP: Capital Highway Investment Plan.

CMAQ: Congestion Mitigation and Air Quality Improvement.

CMRA: Climate Mapping for Resilience and Adaption.

CNG: Compressed natural gas.

CO₂: Carbon dioxide.

CoC: Corridors of Commerce.

COVID-19: Coronavirus disease.

CR: County Road.

CRP: Carbon Reduction Program.

CSAH: County State Aid Highway.

CSB: College of Saint Benedict.

CSO: Chief Safety Officer with Saint Cloud Metro Bus.

DAR: Dial-a-Ride or paratransit bus service.

DCFC: DC Fast Charging electric vehicle charging station.

DEED: Minnesota Department of Employment and Economic Development.

DNR: Department of Natural Resources.

DOT: Department of Transportation.

DPS: Minnesota Department of Public Safety.

DWSMA: Drinking water supply management area.

EDA: Economic development authority.

EO: Executive Order.

EPA: U.S. Environmental Protection Agency.

ESA: Local Environmentally Sensitive Area.

EV: Electric vehicle.

FAA: Federal Aviation Administration.

FAST Act: Fixing America’s Surface Transportation Act.

FBO: Fixed Base Operator.

FEMA: Federal Emergency Management Agency.

FFY: Federal fiscal year.

FHWA: Federal Highway Administration.

FR: Fixed route bus service.

FTA: Federal Transit Administration.

FTE: Full-time equivalent employees.

GHG: Greenhouse gas.

GSDC: Greater Saint Cloud Development Corporation.

GSP: Gross State Product.

HCAADT: Heavy commercial annual average daily traffic.

HEV: Hybrid electric vehicle.

HSIP: Highway Safety Improvement Program.

IIJA: Infrastructure Investment and Jobs Act.

IRI: International Roughness Index.

ITS: Intelligent Transportation Systems.

KBB: Kelley Blue Book.

LDC: Land Development Code.

LEP: Limited English Proficiency.

LGU: Local government unit.

LOTTR: Level of travel time reliability.

LOS: Level of service.

MBS: Minnesota Biological Survey.

MDE: Minnesota Department of Education.

MDH: Minnesota Department of Health.

MICE: Minnesota Infrastructure Carbon Estimator tool.

MnCMAT2: Minnesota Department of Transportation’s Minnesota Crash Mapping Analysis Tool.

MnDOT: Minnesota Department of Transportation.

MnSHIP: Minnesota State Highway Investment Plan.

MPA: Metropolitan planning area.

MPCA: Minnesota Pollution Control Agency.

MPO: Metropolitan Planning Organization.

MRT: Mississippi River Trail.

MS4: Municipal separate storm sewer system.

MSAS: Municipal State Aid Streets.

MSP: Minneapolis-Saint Paul International Airport.

N₂O: Nitrous oxide.

NAAQS: National Ambient Air Quality Standard.

NBI: National Bridge Inventory.

NCB: Northstar Commuter buses.

NEMT: Non-emergency medical transportation.

NEPA: National Environmental Policy Act.

NEVI: National Electric Vehicle Infrastructure Formula Program.

NHFN: National Highway Freight Network.

NHFP: National Highway Freight Program.

NHPP: National Highway Performance Program.

NHS: National Highway System.

NLR: Northern Lines Railway.

NPDES: National Pollutant Discharge Elimination System permit.

NPMRDS: National Performance Management Research Data Set.

NPS: Nonpoint source pollution.

NRHP: National Register of Historic Places.

NTD: National Transit Database.

OAA: Orderly Annexation Agreement.

OCR: Observed crash rate.

OTS: Minnesota Department of Public Safety's Office of Traffic Safety.

PBPP: Performance-based planning and programming.

PCA: Personal Care Attendant.

PCB: Polychlorinated biphenyls.

PCI: Pavement Condition Index.

PFN: Principal Freight Network in Minnesota.

PFOS: Perfluorooctane sulfonic acid.

PHB: Pedestrian-hybrid beacons.

PHEV: Plug-in hybrid electric vehicle.

PM1: Transportation Safety Performance Measures.

PM2: Infrastructure Condition Performance Measures.

PM3: System Performance Measures.

PPE: Personal protective equipment.

PROTECT: Promoting Resilient Operations for Transformative Efficient and Cost-Saving Transportation Program.

PTASP: Public Transportation Agency Safety Plan.

PUC: Minnesota Public Utilities Commission.

RAISE: Rebuilding American Infrastructure with Sustainability and Equity.

RHTS: Regional Household Travel Survey.

RSEA: Regionally Significant Ecological Areas.

RRFB: Rectangular rapid flashing beacons.

RRS: Railway-Highway Crossings Program.

RSG: Rare Species Guide.

SCSU: Saint Cloud State University.

SCTCC: Saint Cloud Technical & Community College.

SEP: Stakeholder Engagement Plan.

SGR: State of good repair.

SIP: State Implementation Plan.

SJU: Saint John’s University.

SMTP: Minnesota Department of Transportation’s Statewide Multimodal Transportation Plan.

SNA: Scientific and natural area.

SOV: Single occupancy vehicle.

SRTS: Safe Routes to School.

SS4A: Safe Streets and Roads for All.

STBGP: Surface Transportation Block Grant Program.

STIP: State Transportation Improvement Program.

TA: Transportation Alternatives.

TAC: Technical Advisory Committee.

TAM: Transit Asset Management.

TAZ: Traffic analysis zones.

TCM: Transportation Control Measures.

TDM: Travel Demand Model.

TERM: Transit Economic Requirements Model.

TIGER: Transportation Investment Generating Economic Recovery.

TIP: Transportation Improvement Program.

TMA: Transportation management areas.

TNC: Transportation network companies.

TPMR: Transportation Performance Monitoring Report.

TTTR: Truck travel time reliability.

TZD: Minnesota Toward Zero Deaths.

ULB: Useful life benchmark.

UPWP: Unified Planning Work Program.

USC: United States Code.

USDA: U.S. Department of Agriculture.

V/C: Volume to capacity ratio.

V2I: Vehicle-to-infrastructure.

V2V: Vehicle-to-vehicle.

V2X: Vehicle-to-everything.

VA: Veterans Administration.

VHT: Vehicle hours traveled.

VMT: Vehicle miles traveled.

VRM: Vehicle revenue miles.

WCA: Wetland Conservation Act.

WHPA: Wellhead protection area.

WMA: Wildlife management area.

ZEV: Zero-emission vehicle.