

AGENDA

APO POLICY BOARD MEETING

THURSDAY, OCTOBER 10, 2024 - 4:30 P.M.
GREAT RIVER REGIONAL LIBRARY, BREMER ROOM
1300 W ST GERMAIN ST, ST CLOUD, MN 56301

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – C*)
 - a. Approve Minutes of September 12, 2024, Policy Board Meeting (*Attachment A*)
 - b. Approve Bills List for September (*Attachment B*)
 - c. Receive Staff Report on Technical Advisory Committee Meeting (*Attachment C*)
6. Consider Final 2050 Metropolitan Transportation Plan (MTP) (*Attachments D1 & D2*),
Vicki Johnson, Senior Transportation Planner
 - a. **Suggest Action: Approve**
7. Consider Transportation Performance Targets (*Attachments E1-E6*), *James Stapfer,*
Planning Technician
 - a. **Suggested Action: Approve**
8. Consider Carbon Reduction Program (CRP) Regional Priorities (*Attachments F1 & F2*)
Alex McKenzie, Associate Planner
 - a. **Suggested Action: Approve**
9. Consider Cost Sharing Agreement for Future Beltline Projects, (*Attachment G*) *Brian*
Gibson, Executive Director
 - a. **Suggested Action: Approve**
10. Other Business & Announcements
11. Adjournment

English

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Somali

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

Spanish

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SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, September 12, 2024 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, September 12, 2024, at 4:30 p.m. APO Chair Raeanne Danielowski presided with the following members:

Jake Anderson	City of Saint Cloud
Administrator Matthew Staehling	City of Saint Cloud (Alternate for Mayor Dave Kleis)
Mike Conway	City of Saint Cloud (Alternate for Jeff Goerger)
Rick Schultz	City of Saint Joseph
Dottie Seamans	City of Sauk Rapids
Anna Gruber	City of Sartell (Alternate for Tim Elness)
Ryan Daniel	Metro Bus
Joe Perske	Stearns County
Josh Bently	Le Sauk Township (Alternate for Jeff Westerlund)

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO

Absent:

Jared Gapinski	Benton County
Rick Miller	City of Waite Park
James Stapfer	Saint Cloud APO

- 1. PLEDGE OF ALLEGIANCE**
- 2. INTRODUCTIONS**
- 3. APPROVAL OF AGENDA:**

Ms. Danielowski motioned that Item number 8 on the agenda (Consider Cost Sharing Agreement for Future Beltline Projects) be tabled until the October 2024 meeting. Mr. Perske seconded the motion. Motion carried with Mr. Staehling opposing.

Mr. Perske asked that 322nd Street be added to Other Business.

Ms. Danielowski motioned to approve the agenda, with the amendment of tabling Item No. 8 to the October meeting and adding 322nd Street to Other Business. Mr. Perske seconded the motion. Motion carried. Mr. Staehling opposed the motion.

- 4. PUBLIC COMMENT PERIOD:** There were no members of the public present.

5. CONSIDERATION OF CONSENT AGENDA ITEMS:

- a. Approve Minutes of August 8, 2024, Policy Board Meeting
- b. Approve Bills Lists for August
- c. Receive Staff Reports on Technical Advisory Committee Meeting

Ms. Seamans motioned to approve the agenda as amended. Mr. Daniel seconded the motion. Motion carried.

6. CONSIDER FINAL 2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Johnson gave an update of the 2025-2028 TIP stating that the public comment period ran from July 17-August 16th, 2024. There was also an in-person open house which one person attended, and a Facebook Live open house with no responses.

Public outreach included 12 online surveys with 52 responses, WJON story, emails to interested persons/stakeholder list, Facebook/Instagram posts, The Oxcart newsletter article, and legal notice in the St. Cloud Times. The final changes to the draft included: Updated Chapter 5 text with information regarding public engagement, and updates to Appendix C- including comment disposition.

Technical Advisory Committee representatives recommended Policy Board approval of the final 2025-2028 Transportation Improvement Program (TIP) at the August 29, 2024, meeting.

Mr. Schultz motioned to approve Policy Board approval of the Final 2025-2028 Transportation Improvement Program (TIP) as refined and recommended by the TAC. Ms. Seamans seconded the motion. Motion carried.

7. CONSIDER ALTERNATIVES FOR SHARING FUNDING IN THE AREA TRANSPORTATION PARTNERSHIP (ATP)

Ms. Johnson began by giving a brief history of the existing Surface Transportation Block Grant Program (STGBP) funding distribution for ATP-3, which was developed in 1999. This formula was developed in response to changes in the state's STBGP funding distribution to each of the eight ATPs.

Ms. Johnson then presented the ATP-3 Managed STBGP Formula Funding: 50% System Size: Bridge area, Federal aid lane miles, Number of Transit vehicles. 50% System Use: Vehicle Miles Traveled (VMT), Heavy Commercial Vehicle Miles Traveled (HCVMT), and 2025 population projections.

The state distributes the funding targets to the ATPs through a formula based upon system needs (county-state aid highway and municipal state aid streets) and population.

Ms. Johnson reviewed the current distribution of STBGP Block Grant Program funds by region:

Region	Raw Formula Calculation	Region 7W/Saint Cloud APO Split	Percentage of STBGP Funds Allocated
Region 5	32.65%	-	32.65%
Region 7E	13.82%	-	13.82%
Region 7W	53.53%	61.65%	33.00%
Saint Cloud APO	-	38.35%	20.53%

In 2017 an attempt was made to revisit the formula funding split, however concerns were raised due to several factors including changes to the ways the state was distributing STBGP funds to each of the ATPs as well some of the data being outdated. However, that proposal was declined at the ATP level.

MnDOT Central Office recently updated the data it uses to distribute funding targets to each of the ATPs. Using the 2020 Census and January 2023 CSAH and MSA needs data, ATP-3 experienced a \$500,000 funding cut in STBGP funds (also a \$100,000 cut in TA dollars).

Mr. Schultz motioned for Policy Board approval of asking the ATP to revisit the 1999 formula. Mr. Staehling seconded the motion. Motion carried.

8. CONSIDER COST SHARING AGREEMENT FOR FUTURE BELTLINE PROJECTS

Item tabled until the October 2024 meeting.

9. OTHER BUSINESS & ANNOUNCEMENTS

Mr. Perske added 322nd Street discussion. He is aware of the disrepair the road is in. St. Wendel and Le Sauk townships do not have the funds to put toward a major road improvement. Carol Lewis contacted him and asked about making it a county road. Ultimately, we (Policy Board) need to get the classification of the road changed so we can apply for state and federal funding. Mr. Perske would like to have the Board look at 322nd as everybody's problem and would like to help find funding for it. Mr. Gibson stated that the APO staff and the TAC are conducting a study regarding the classification of roads. The Policy Board should have that report by the end of the year.

Mr. Gibson stated that the gentleman that came into the room during the meeting stated that he's a self-proclaimed government advocate and he would like to congratulate the Policy Board on having their meetings at the library, which is an open, accessible location, that anyone can attend should they wish to. He also stated the agenda looked good and it was easy to follow. He would not give his name for the record.

10. ADJOURNMENT:

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

The meeting was adjourned at 5:35 p.m.

ST. CLOUD AREA PLANNING ORGANIZATION
Transaction List by Vendor
September 1-30, 2024

Vendor	Date	Amount	Account full name
Abdo Financial Solutions			
Abdo Financial Solutions	09/01/2024	\$ 4,874.25	6602 Accounting Services:6602.2 Accounting Services
Total for Abdo Financial Solutions		\$ 4,874.25	
Adobe Creative Cloud			
Adobe Creative Cloud	09/08/2024	\$ 59.99	6609 IT Support & Software
Adobe Creative Cloud	09/11/2024	\$ 59.99	6609 IT Support & Software
Adobe Creative Cloud	09/17/2024	\$ 21.51	6609 IT Support & Software
Adobe Creative Cloud	09/21/2024	\$ 21.51	6609 IT Support & Software
Total for Adobe Creative Cloud		\$ 163.00	
AFLAC			
AFLAC	09/05/2024	\$ 1,098.42	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC		\$ 1,098.42	
Bolton & Menk, Inc.			
Bolton & Menk, Inc.	8/30/2024	\$ 10,896.56	6622 CPG Passthrough Expense:6622.32 Regional Arterial and Collector Roadway Planning
Bolton & Menk, Inc.	09/03/2024	\$ 23,948.25	6622 CPG Passthrough Expense:6622.32 Regional Arterial and Collector Roadway Planning
Total for Bolton & Menk, Inc.		\$ 34,844.81	
CAIRO			
CAIRO	09/16/2024	\$ 8,000.00	6622 CPG Passthrough Expense:6622.29 Hard-to-Reach Liaisons
Total for CAIRO		\$ 8,000.00	
City of St. Cloud - Water/Sewer			
City of St. Cloud - Water/Sewer	09/04/2024	\$ 50.82	6606 Utilities and Maintenance:6606.1 Utilities
Total for City of St. Cloud - Water/Sewer		\$ 50.82	
David Turch & Associates			
David Turch & Associates	09/13/2024	\$ 4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates		\$ 4,000.00	
Delta Dental			
Delta Dental	09/17/2024	\$ 299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental		\$ 299.62	
Emerald Companies Inc			
Emerald Companies Inc	09/21/2024	\$ 404.49	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Emerald Companies Inc		\$ 404.49	
International Road Dynamics Corp			
International Road Dynamics Corp	09/30/2024	\$ 159.84	6609.1 Equipment & Hardware
Total for International Road Dynamics Corp		\$ 159.84	
Loffler Companies			
Loffler Companies	09/18/2024	\$ 97.48	6608 Multifunction Copier
Total for Loffler Companies		\$ 97.48	
Mailchimp.com			
Mailchimp.com	09/02/2024	\$ 20.00	6609 IT Support & Software
Total for Mailchimp.com		\$ 20.00	
Metro Sales Inc			
Metro Sales Inc	09/04/2024	\$ 1,078.15	6609 IT Support & Software
Total for Metro Sales Inc		\$ 1,078.15	
Premium Waters Inc			
Premium Waters Inc	8/31/2024	\$ 9.99	6601 Office Supplies
Total for Premium Waters Inc		\$ 9.99	
Principal Mutual Life Insurance			
Principal Mutual Life Insurance	09/01/2024	\$ 299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance		\$ 299.51	
Quill.com			
Quill.com	09/04/2024	\$ 52.22	6601 Office Supplies
Total for Quill.com		\$ 52.22	
Shutterstock.com			
Shutterstock.com	09/09/2024	\$ 29.00	6605 Printing & Publishing
Total for Shutterstock.com		\$ 29.00	
Spectrum Business (Charter)			
Spectrum Business (Charter)	09/13/2024	\$ 419.94	
Total for Spectrum Business (Charter)		\$ 419.94	
SRF Consulting Group			
SRF Consulting Group	8/31/2024	\$ 3,423.83	6622.22 CPG Passthrough Expense:Travel Demand Model Updates
Total for SRF Consulting Group		\$ 3,423.83	
St. Cloud Area Chamber of Commerce			
St. Cloud Area Chamber of Commerce	09/02/2024	\$ 611.60	6610 Dues & Subscriptions
Total for St. Cloud Area Chamber of Commerce		\$ 611.60	

Stearns Electric Association				
	Stearns Electric Association	09/05/2024	\$ 201.45	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association			\$ 201.45	
Toward Zero				
	Toward Zero	09/06/2024	\$ 150.00	6618 Professional Development
Total for Toward Zero			\$ 150.00	
Weisman Cleaning Inc				
	Weisman Cleaning Inc	09/30/2024	\$ 150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc			\$ 150.00	
West Central Sanitation, Inc				
	West Central Sanitation, Inc	09/01/2024	\$ 53.71	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc			\$ 53.71	
Xcel Energy				
	Xcel Energy	09/09/2024	\$ 53.60	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy			\$ 53.60	
			\$ 60,545.73	

Accrual Basis Wednesday, October 02, 2024 11:53 AM GMTZ



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the Sept. 26, 2024, Technical Advisory Committee Meeting
DATE: Sept. 30, 2024

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Sept. 26, 2024. At that meeting, the following topics were discussed:

1. Consideration of the final draft Looking Ahead 2050 Metropolitan Transportation Plan

- a. APO Senior Transportation Planner Vicki Johnson updated TAC representatives on where APO staff was in the process of preparing the Looking Ahead 2050 Metropolitan Transportation Plan (MTP). Ms. Johnson provided a recap of the public engagement process which included the methods staff used to reach out to the community, how the public engagement process was advertised, and a summary of public outreach contacts. APO TAC representatives recommended Policy Board approval on the final draft Looking Ahead 2050 MTP.

2. Consideration of PM1: Transportation Safety; PM2: Infrastructure; and PM3: System Performance federal performance targets

- a. APO Transportation Planning Technician James Stapfer presented on the proposed PM1, PM2, and PM3 performance targets. The APO needs to update PM1 targets on an annual basis. PM2 and PM3 targets are revisited every two years. The deadline to approve PM1 targets is Feb. 28, 2025, with PM2 and PM3 targets needing approval by March 20, 2025.
- b. Mr. Stapfer proposed the following targets to be considered for TAC recommendation to the Policy Board:

PM1: Transportation Safety

Performance Measure	Proposed 2025 Target
Fatalities	7.8
Fatality Rate (per 100 million vehicle miles traveled (100 MVMT))	0.607
Serious Injuries	23.0
Serious Injury Rate (per 100 MVMT)	1.946

Performance Measure	Proposed 2025 Target
Non-Motorized Fatalities and Serious Injuries	6.2

PM2: Infrastructure

Performance Measure	Proposed 2023 Target	Proposed 2025 Target
Interstate Pavement in Good Condition	90%	90%
Interstate Pavement in Poor Condition	1%	1%
Non-Interstate National Highway System (NHS) Pavement in Good Condition	65%	65%
Non-Interstate NHS Pavement in Poor Condition	1%	1%
NHS Bridges in Good Condition	60%	60%
NHS Bridges in Poor Condition	1%	1%

PM3: System Performance

Performance Measure	Proposed 2023 Target	Proposed 2025 Target
Interstate Travel Time Reliability	100%	100%
Non-Interstate NHS Travel Time Reliability	91%	91%
Interstate Truck Travel Time Reliability	1.22	1.22

TAC representatives recommended Policy Board approval/adoption of the targets listed above.

3. Consideration of the Saint Cloud APO-Managed Carbon Reduction Program (CRP) regional priorities and solicitation guidance.

- a. APO Associate Transportation Planner Alex McKenzie asked the TAC to consider several scenarios regarding the upcoming APO-Managed Carbon Reduction Program solicitation. In terms of scoring, Mr. McKenzie asked for TAC recommendations regarding the weighting of project categories (Electrification; Travel Options; and Low Carbon Infrastructure and System Management). Mr. McKenzie presented options on adjusting the weights

between the carbon effectiveness tool and the co-benefits of the application at the onset of the application or if the weights should be applied at the end. TAC representatives recommended the carbon effectiveness-to-co-benefit ratio remain at 50/50 and that no additional weighting be added to the scoring process.

- b. Mr. McKenzie asked TAC representatives to weigh in on a possible policy discussion regarding the public fleet electrification project eligibility. APO staff had presented a recommendation per the suggestion of the TAC at the August meeting. TAC representatives opted to forgo this discussion.
- c. Finally, Mr. McKenzie presented the draft co-benefit text to be included in the application. This text was modified by APO staff from the original application distributed from the Minnesota Department of Transportation's (MnDOT's) Office of Sustainability and Public Health. TAC representatives recommended Policy Board approval of the new co-benefit text be added to the APO-Managed CRP application.

4. Consideration of the 2025 Technical Advisory Committee meeting schedule.

- a. Ms. Johnson presented the proposed TAC meeting schedule for 2025. Of note, this proposed schedule includes two meetings in February. This is due to the conflict with the Minnesota City Engineer's Conference that occurs during the last week of January. TAC representatives approved the meeting schedule.

Suggested Action: None, informational.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Final Draft Looking Ahead 2050 Metropolitan Transportation Plan
DATE: Sept. 30, 2024

By Federal regulation, the Metropolitan Transportation Plan (MTP) must be updated at least every five years. The last MTP was approved on Oct. 30, 2019. APO staff are finalizing the development of the 2050 MTP – Looking Ahead 2050.

As the region's long-range, multimodal, surface transportation plan, the MTP establishes a vision for transportation in the region, along with establishing goals, objectives, and performance measures. The MTP also documents the significant transportation projects which are eligible for future federal funding assistance by virtue of being included in the MTP.

The APO's Policy Board approved the release of the draft document at the July 11 meeting.

Between Policy Board approval to release the draft and the ultimate release of the draft for the 30-day public comment period, APO staff had received comments Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and various offices within the Minnesota Department of Transportation (MnDOT) on the draft plan. These comments instructed APO staff to add additional components to the Looking Ahead 2050 MTP including additional information on Metro Bus (including updating the financial analysis and incorporating projected operation expenses over the duration of this planning horizon), a comprehensive comparison of the performance measures (PMs) for transportation safety, infrastructure, and system performance that were documented in the 2045 MTP and were listed in the 2050 MTP, and other minor details (typos).

On Aug. 8, 2024, APO staff released the document for public comment. APO staff completed the following regarding public engagement:

- Updated the APO's website.
- Distributed notification via direct email and The Oxcart.
- Social media (Facebook, Instagram, Nextdoor, TikTok, YouTube).
- Flyer distribution.
- Press releases, including a legal notice and radio interview.
- Contracting with the Center for African Immigrants and Refugees Organization (CAIRO).

Public input was solicited online via a StoryMap and ArcGIS Survey123 as well as nine jurisdictional/agency surveys related to the capacity expansion/system preservation projects identified in the MTP.

APO staff also presented the draft MTP at five events/meetings; held four pop-ups; conducted two youth-directed focus groups; and hosted two virtual public discussion forums.

All comments received on the draft plan can be found in Appendix R along with the APO staff disposition of those comments. Project specific comments can also be found under the appropriate jurisdiction's section in Chapter 7: Transportation Infrastructure Investment.

Toward the end of the public comment period, MnDOT's Office of Sustainability and Public Health had requested some additional changes to the draft. Those changes focused on updating language surrounding Minnesota's most recent greenhouse gas emissions legislation. Those changes were incorporated into the respective chapters.

As of 5 p.m. on Saturday, Sept. 7, 2024, APO staff concluded public engagement on the draft.

Below are the links to the finalized draft sections of the plan.

- [Document Formalities](https://tinyurl.com/4csk5b9c): (https://tinyurl.com/4csk5b9c)
 - This section includes the cover, disclaimer, Title VI and Title II assurances, a copy of the APO's approval resolution, and a comprehensive glossary and acronyms list.
- [Executive Summary](https://tinyurl.com/37tswc5h): (https://tinyurl.com/37tswc5h)
 - This section summarizes the Looking Ahead 2050 document and provides a brief discussion of each chapter included in the plan.
- Chapter 1: [Introduction](https://tinyurl.com/22nbdxdu) (https://tinyurl.com/22nbdxdu).
 - This chapter provides a brief overview of the federal requirements of a Metropolitan Transportation Plan as well as detailing the role of a Metropolitan Planning Organization (MPO). This chapter also provides an overview of local, regional, and state planning efforts and the APO's commitment to public engagement and transportation equity.
- Chapter 2: [Existing Conditions](https://tinyurl.com/2xj48wky) (https://tinyurl.com/2xj48wky).
 - This chapter provides a comprehensive overview of the region based on a "snapshot in time" (2020). This chapter contains a summary of who lives here (demographics), where are people traveling (commuting and other various trips), when are people traveling (peak travel times), and what are they using to travel (a look at the surface transportation network – roads, bridges, transit, active transportation, freight – as well as Northstar, Amtrak, Uber/Lyft, Jefferson Lines). Sprinkled throughout this section is a discussion on performance-based planning and programming (i.e., our performance measures and targets). This chapter concludes with a conversation on the local economy and the role surface transportation plays.
- Chapter 3: [Environmental Conditions](https://tinyurl.com/3murf75a) (https://tinyurl.com/3murf75a).
 - This chapter provides an overview of the existing conditions of our natural and physical environment. Within this chapter, there is information regarding air quality, water quality, wildlife and habitat, locally environmentally sensitive areas (for Saint Cloud and Sauk Rapids), soil, and cultural and historic properties. This chapter also addresses climate change and the need for resiliency planning. Comments from local environmental planners about the relationship between transportation and the environment are also presented here. Overall, this chapter really focuses on the impacts transportation has on the environment and vice versa.
- Chapter 4: [2050 Regional Vision](https://tinyurl.com/ufurj38t) (https://tinyurl.com/ufurj38t).
 - This section provides an overview of the federal and state transportation goals – of which the APO's planning efforts need to align. This chapter

provides a brief overview of the APO's visioning process, the visioning themes developed through our extensive public engagement process, as well as the objectives/strategies/performance measures to be used to help our region achieve our vision.

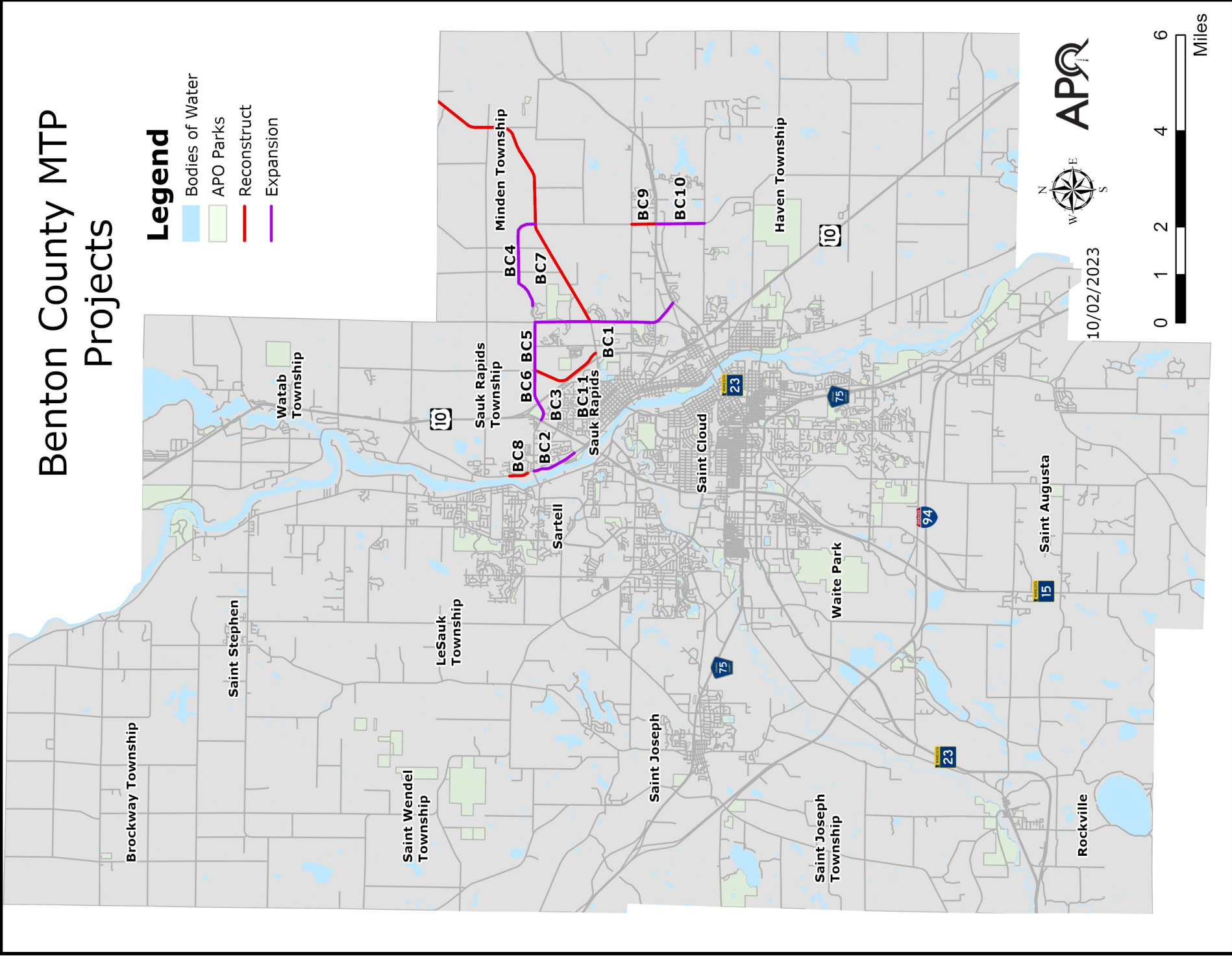
- The six visioning themes include:
 - **System and Environmental Stewardship:** Protecting and preserving our existing infrastructure and environmental assets.
 - **Multimodal Connections:** Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.
 - **Congestion Management:** Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.
 - **Interregional Connections:** Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
 - **Technological Advancements:** Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region's existing transportation network.
- Chapter 5: [Travel Demand Modeling](https://tinyurl.com/3wx7krax) (https://tinyurl.com/3wx7krax).
 - This chapter provides an overview of the APO's TDM – the software used to simulate current travel conditions and forecast future scenarios. Included in this section is a simplified review of the model calibration process as well as the data inputted into the model to reflect travel patterns in 2020/2021 (our base year). From there, the chapter moves on to discuss the development of the 2050 No-Build model which factors for future growth/development with no capacity expansion of the current transportation network. Model results from this No-Build scenario are included in this section.
- Chapter 6: [Transportation Funding](https://tinyurl.com/35bdxxfj) (https://tinyurl.com/35bdxxfj).
 - Future revenue forecasting was vetted on an individual jurisdictional/agency level prior to the development of the list of 2050 MTP projects. This section reviews the various types of funding sources available for transportation infrastructure improvements. This chapter contains the methodology APO staff utilized for forecasting transportation revenues (which was approved by jurisdictional/agency staffers). Concluding this section is a review of revenue forecasts by agency/jurisdiction.
- Chapter 7: [Transportation Infrastructure Investments](https://tinyurl.com/yrd6xpa2) (https://tinyurl.com/yrd6xpa2).
 - This section outlines the methodology used to develop the MTP project list as well as the process in which MTP projects were fiscally constrained. Chapter 7 reviews each jurisdiction/agencies capacity expansion and system preservation project that have been incorporated into the MTP. Environmental comments on specific projects are also listed by jurisdiction. This chapter concludes with a conversation about the 2050 Build Model results with a comparison to the 2020 Base Year and 2050 No-Build Model.
- Chapter 8: [Urban Beltline Corridor](https://tinyurl.com/mryhftfe) (https://tinyurl.com/mryhftfe).
 - This specific section is a deep dive into the urban beltline corridor. Chapter 8

provides background information regarding the beltline, the planning efforts that have been completed to date for the beltline as well as the anticipated construction costs for the uncompleted sections of the beltline (in 2023 dollars). This section includes a model scenario (2050 Build + Beltline) and a discussion of the impacts the completed beltline will have to the region. A closer look at the role/impact of the Mississippi River Bridge crossing is also included.

- Chapter 9: [Transportation & Technology](https://tinyurl.com/y54cffxc) (https://tinyurl.com/y54cffxc).
 - This section details some of the anticipated technological advances occurring within the transportation sector. This includes a discussion on electric vehicles (EVs); e-bikes; and connected and automated vehicles. Chapter 9 provides a reviews the progress of each of these technologies is in terms of development and implementation/adoption across the country/state/region.
- Chapter 10: [Implementation](https://tinyurl.com/3c62k6u6) (https://tinyurl.com/3c62k6u6).
 - This section includes recommendations for various planning studies/initiatives to be undertaken by the APO in order to assist the region in meeting its desired vision.
- [Completed Appendices](https://tinyurl.com/282vnpuu) (https://tinyurl.com/282vnpuu).
 - Appendices A-R are data heavy. Included in this section is Census data (for the demographic section), ridership data (Metro Bus, Northstar, Amtrak, Saint Cloud Regional Airport), technical memos for the TDM, revenue projections by jurisdiction, and the MTP visioning white paper, and the concluding public engagement appendix (Appendix R).

At the Sept. 26, 2024, Technical Advisory Committee (TAC) meeting, TAC representatives voted to recommend Policy Board approval/adoption of the Looking Ahead 2050 Metropolitan Transportation Plan.

Suggested Action: Approval/Adoption.



Benton County 2050 MTP Projects

Capacity Expansion

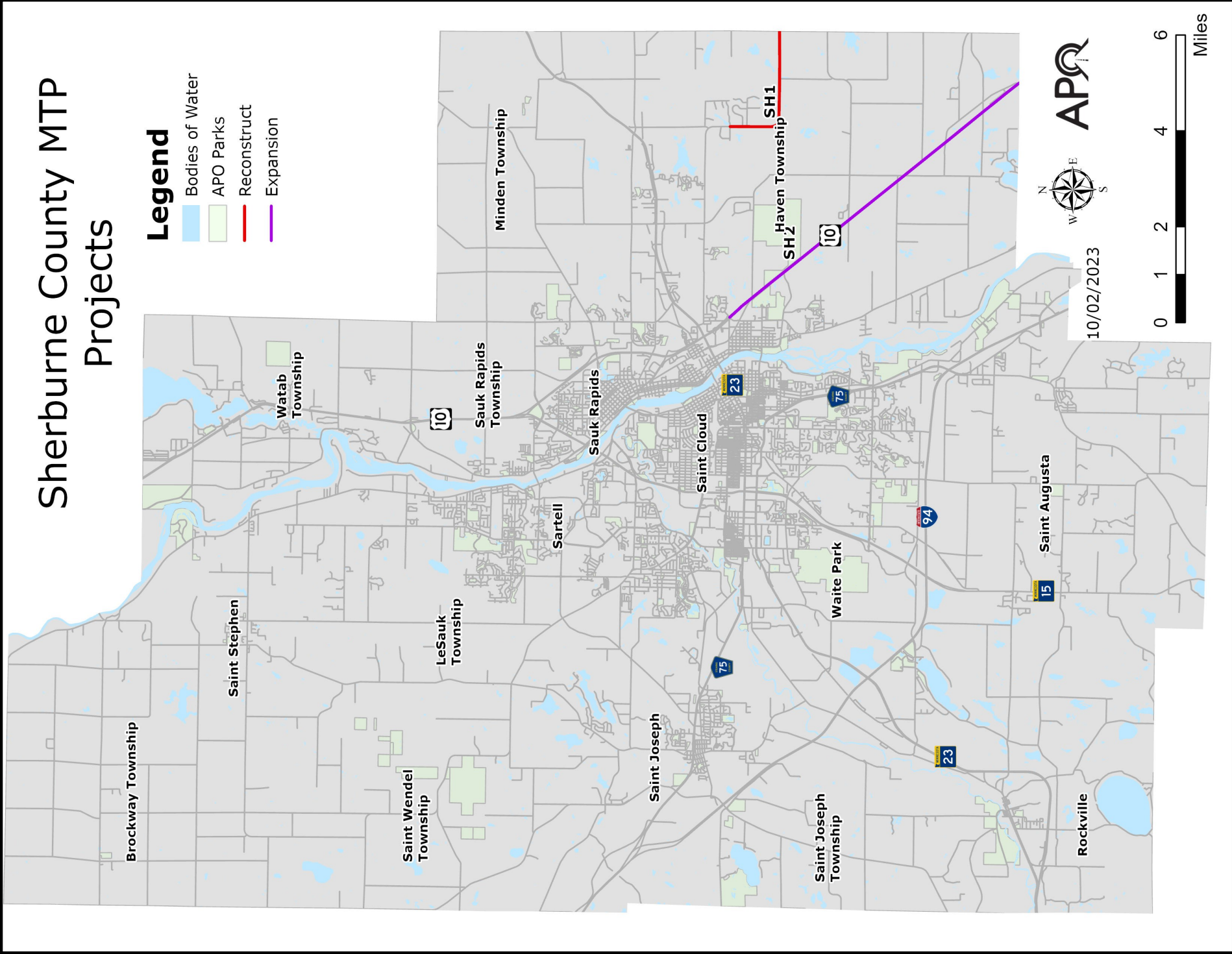
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
BC3	35th Street NE	MN 15 to US 10	\$2.624	Short-Term (2025-2028)
BC5	CSAH 29	Fifth Avenue NE (CR 57) to CSAH 1 (Mayhew Lake Road)	\$3.099	Short-Term (2025-2028)
BC2	Benton Drive	First Street (CSAH 29) to 18th Street NW	\$5.377	Mid-Term (2029-2034)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

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

System Preservation

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

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



Sherburne County 2050 MTP Projects

Capacity Expansion

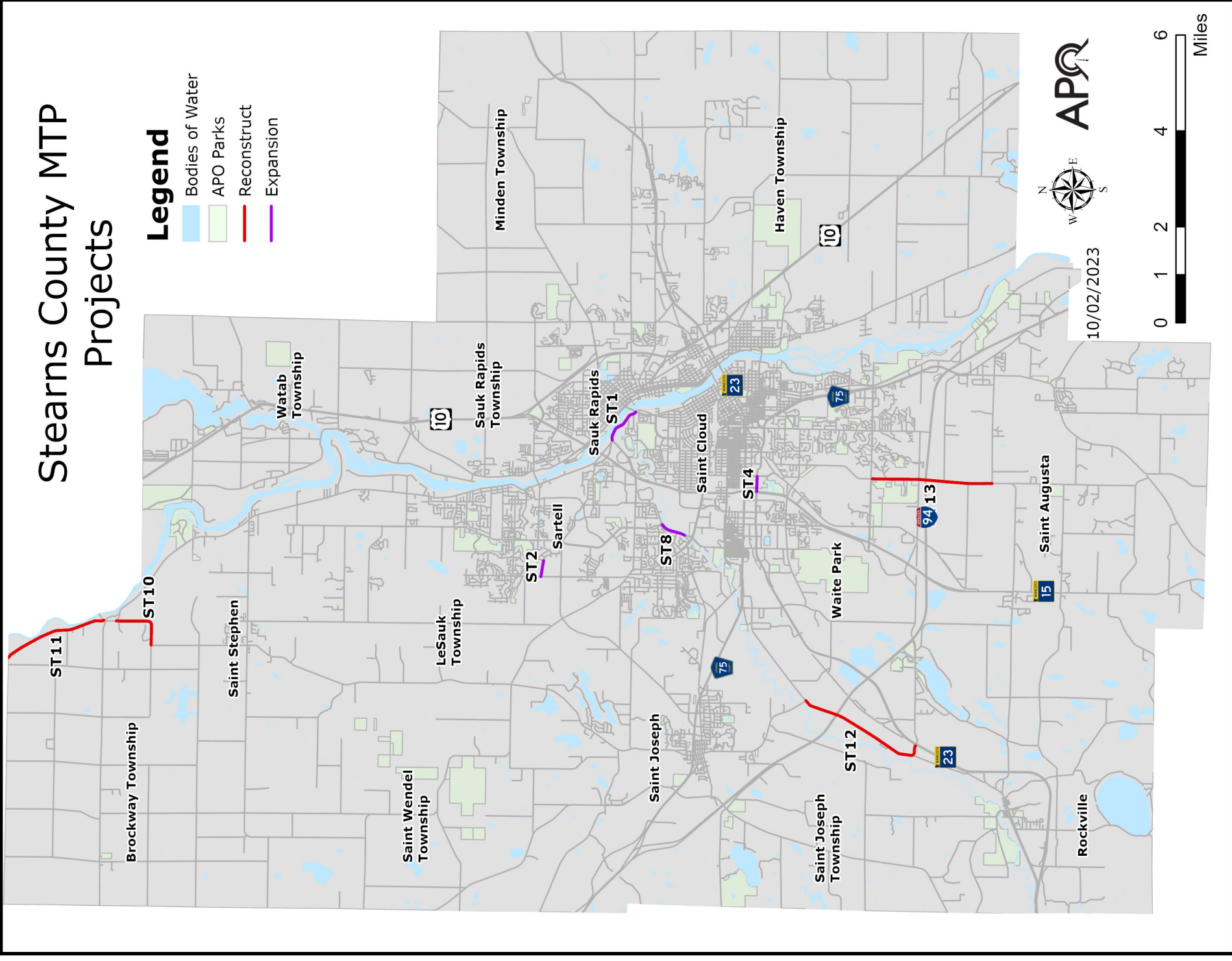
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SH2	Adjacent to US 10 (unspecified county roadways)	15th Avenue S in Saint Cloud to southern border of Haven Township	\$14.490	Long-Term (2035-2050)

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

System Preservation

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

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



Stearns County 2050 MTP Projects

Capacity Expansion

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

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

System Preservation

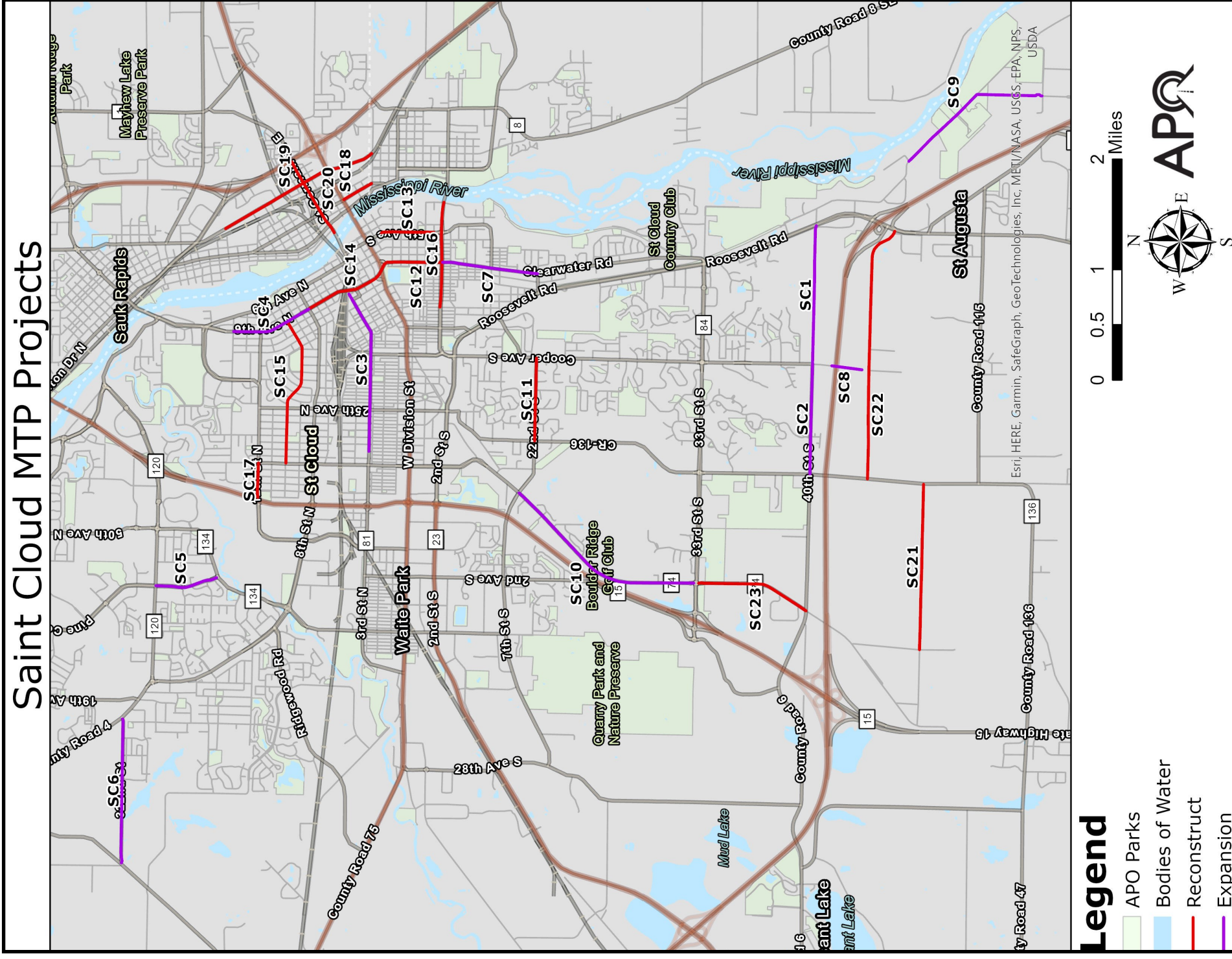
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
ST10	CSAH 2 (Central Avenue N) in Brockway Township	421st Street to CSAH 1	\$3.534	Short-Term (2025-2028)
ST11	CSAH 1 in Brockway Township	CSAH 17 to northern Stearns County border	\$5.775	Short-Term (2025-2028)
ST12	CSAH 138 in Waite Park and Saint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

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

Saint Cloud MTP Projects

City of Saint Cloud 2050 MTP Projects

Capacity Expansion



Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



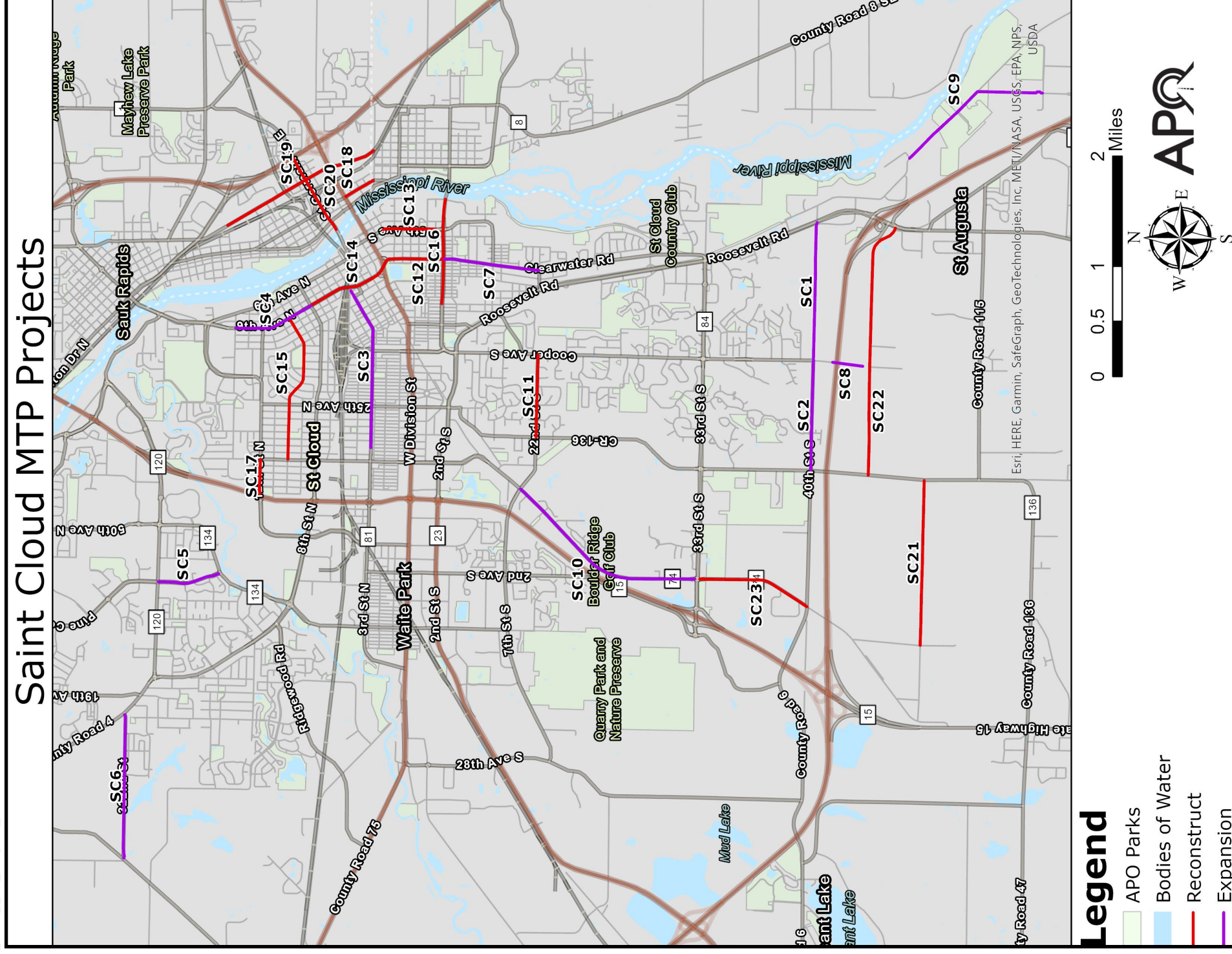
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
SC9	Heatherwood Road	47th Street to 60th Street S	\$8.389	Short-Term (2025-2028)
SC1	40th Street S	Cooper Avenue to Roosevelt Road	\$14.015	Mid-Term (2029-2034)
SC2	40th Street S	Oak Grove Road to Cooper Avenue	\$7.090	Mid-Term (2029-2034)
SC6	322nd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

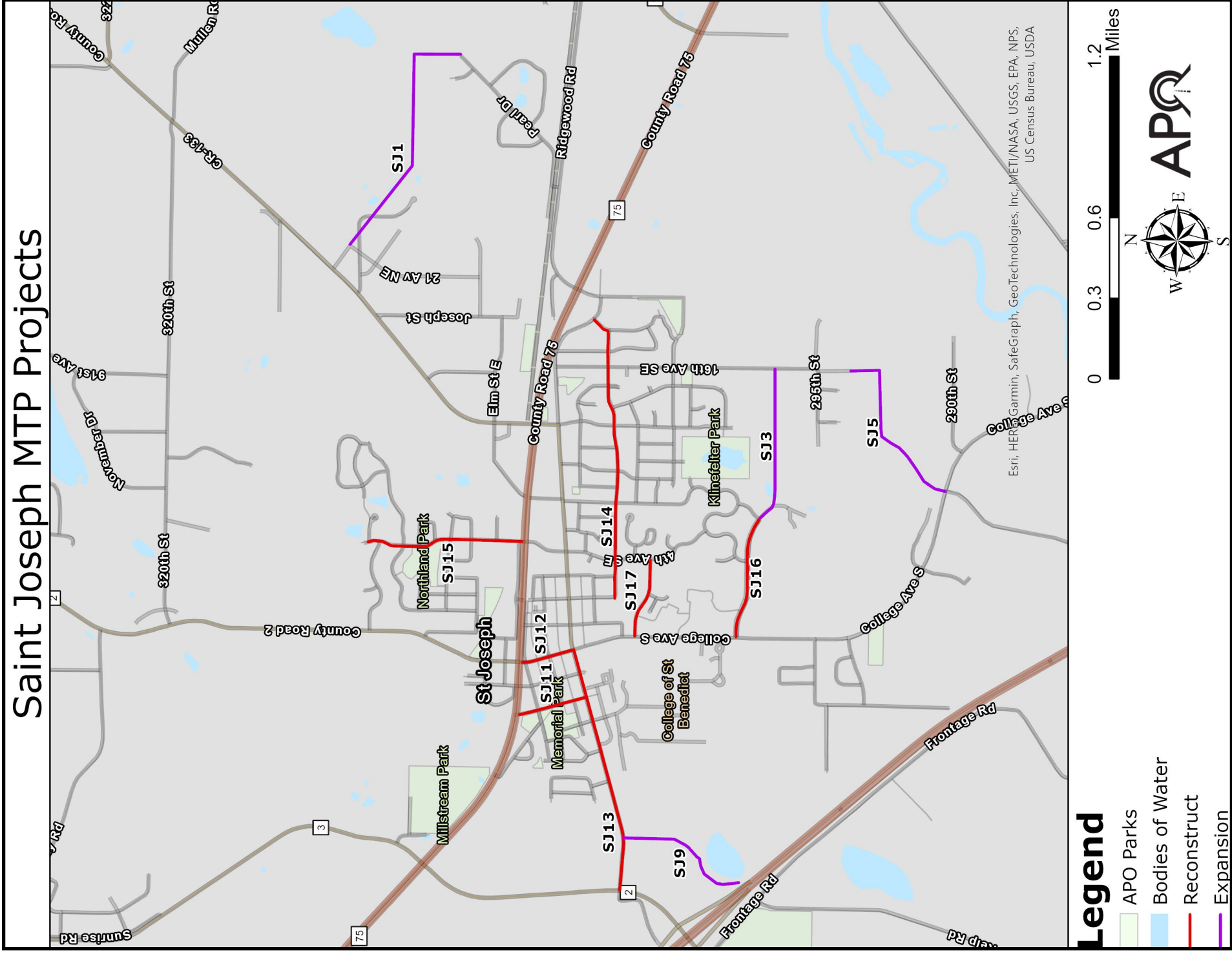
Total Projects (in time-frame of expenditure)	
Total Projects	10
Total Cost (in time-frame of expenditure)	\$106.127 million

System Preservation

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

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





Capacity Expansion

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

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

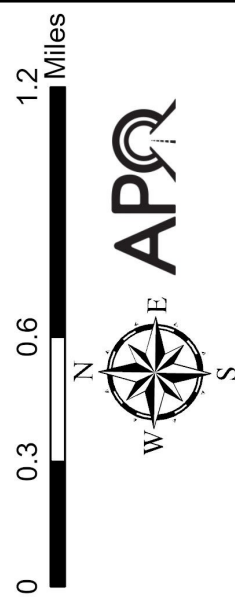
System Preservation

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

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

Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



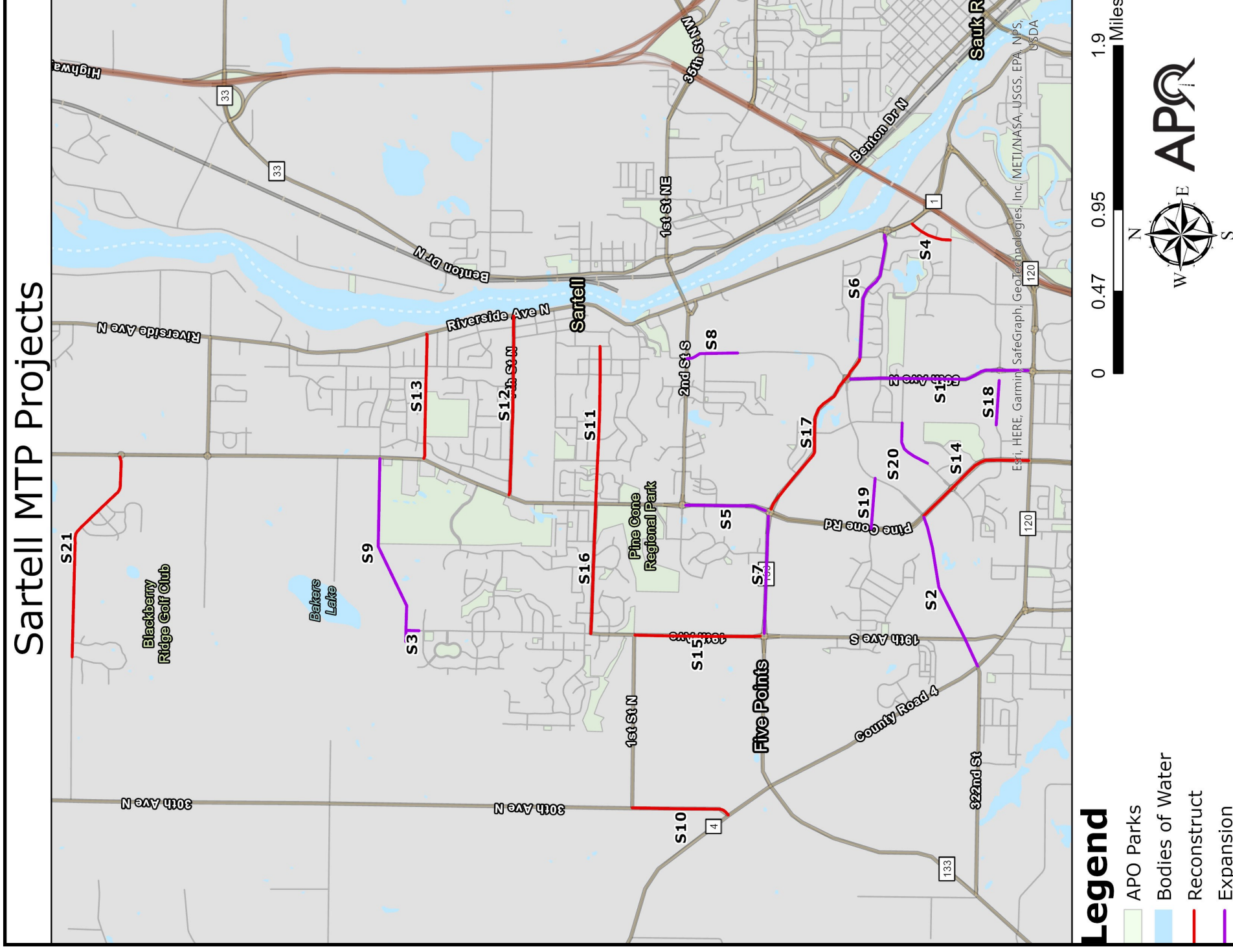
Sartell MTP Projects

City of Sartell 2050 MTP Projects

Capacity Expansion

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

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



Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion

0 0.47 0.95 1.9 Miles

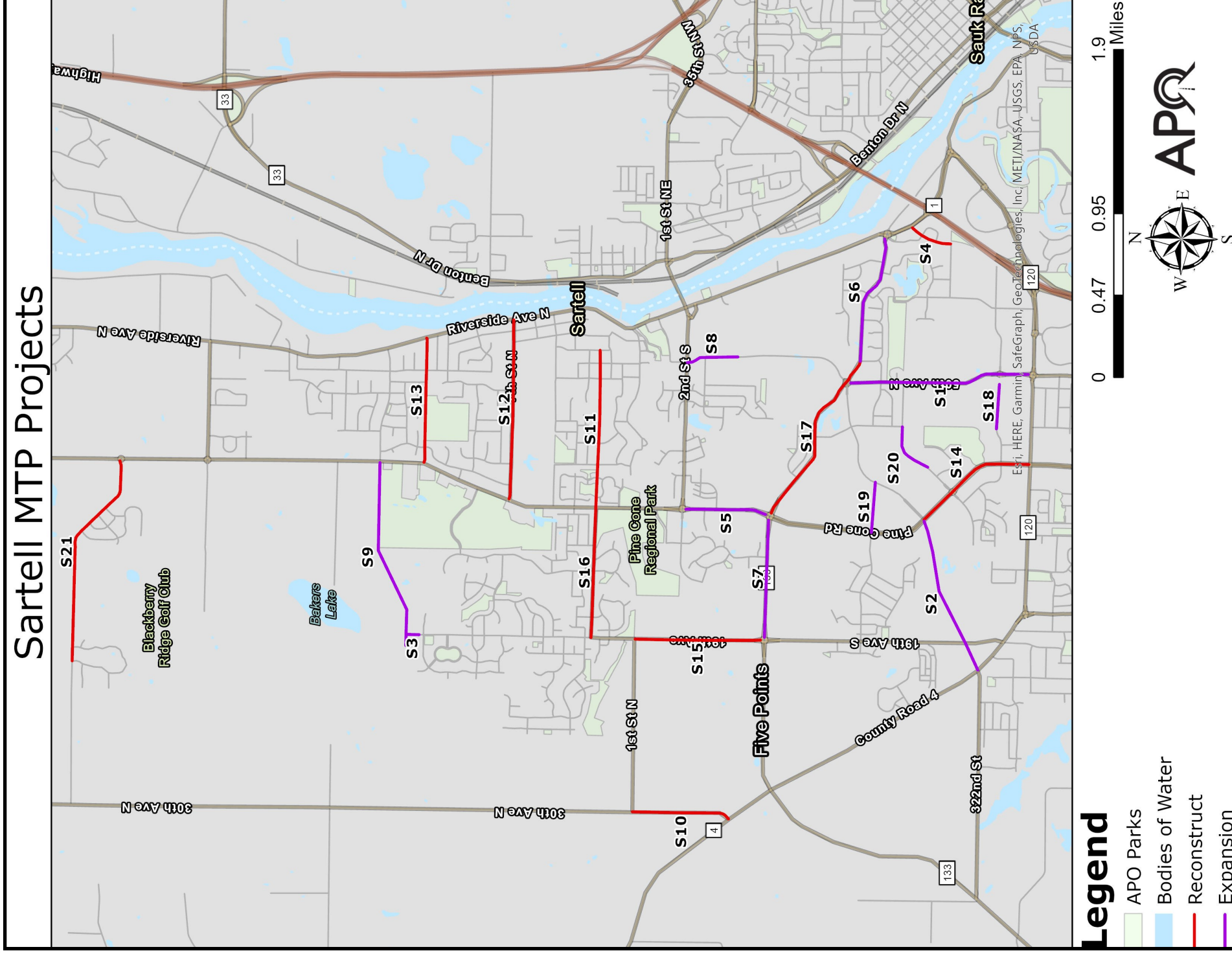
Sartell MTP Projects

City of Sartell 2050 MTP Projects

System Preservation

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

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



Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion

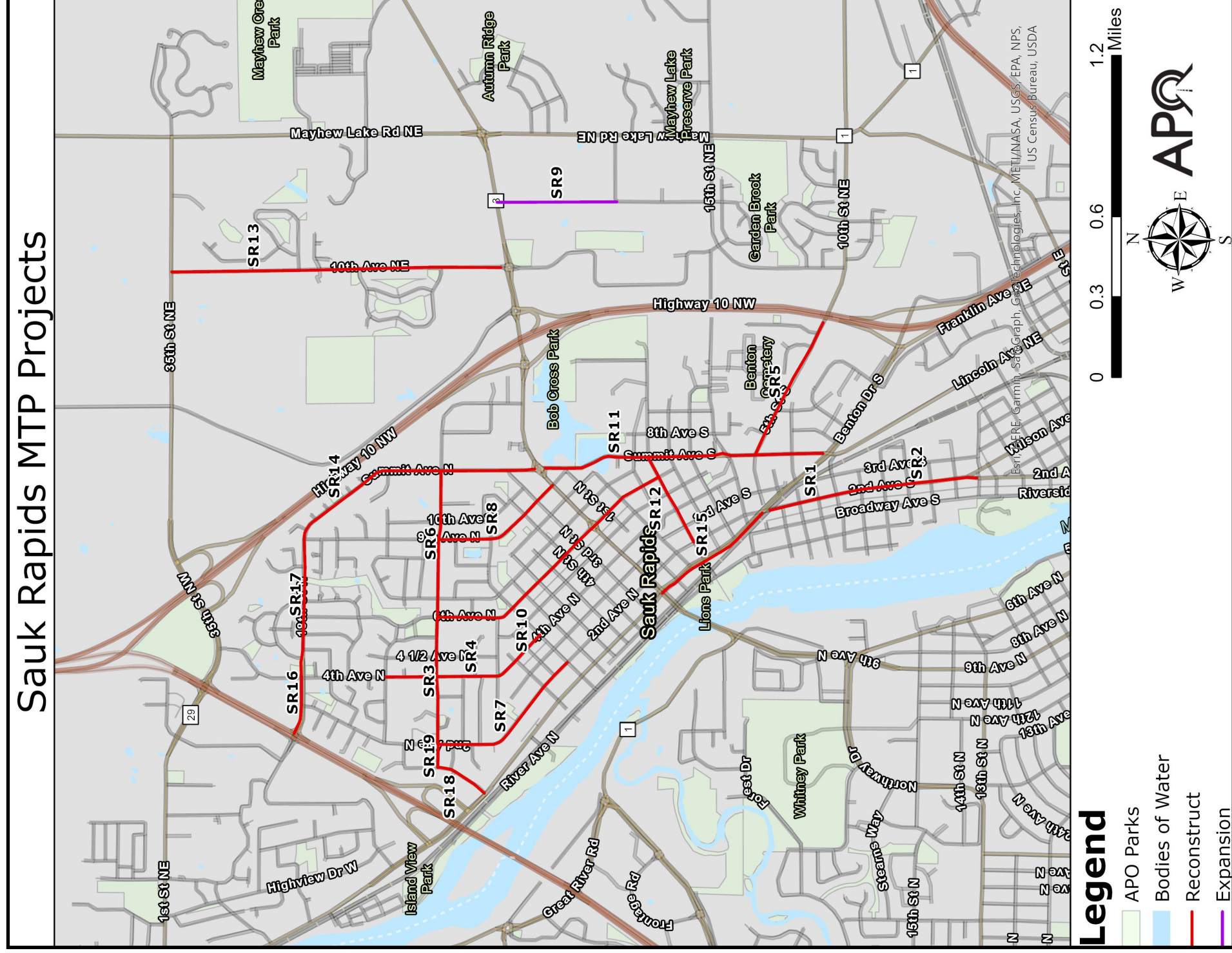
0 0.47 0.95 1.9 Miles

APQR

Capacity Expansion

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

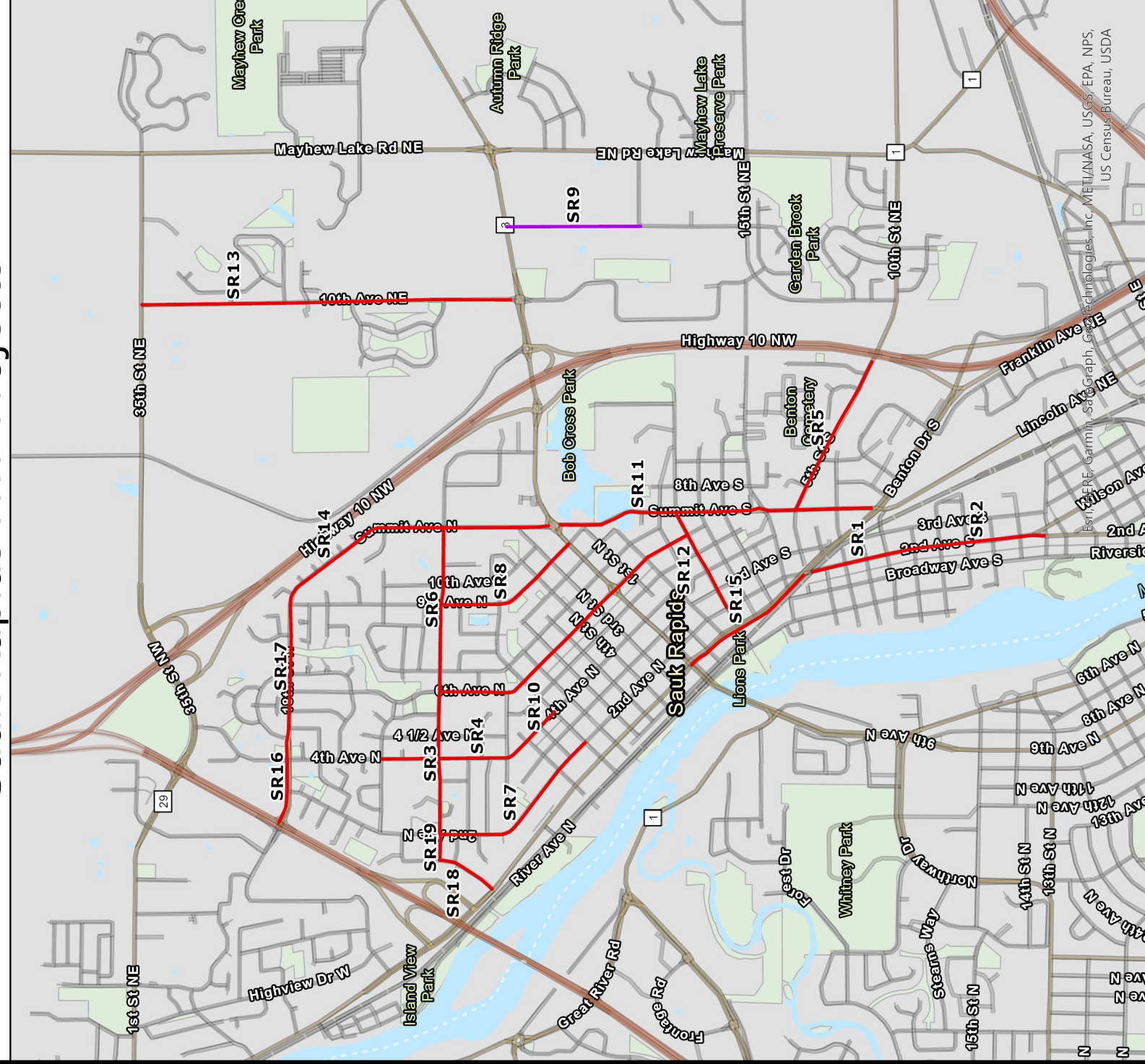
Total Projects		Total Cost (in time-frame of expenditure)	
1		\$2.710 million	



System Preservation

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

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



Legend

- APO Parks
- Bodies of Water
- Reconstruct
- Expansion



Waite Park MTP Projects

City of Waite Park 2050 MTP Projects

Capacity Expansion

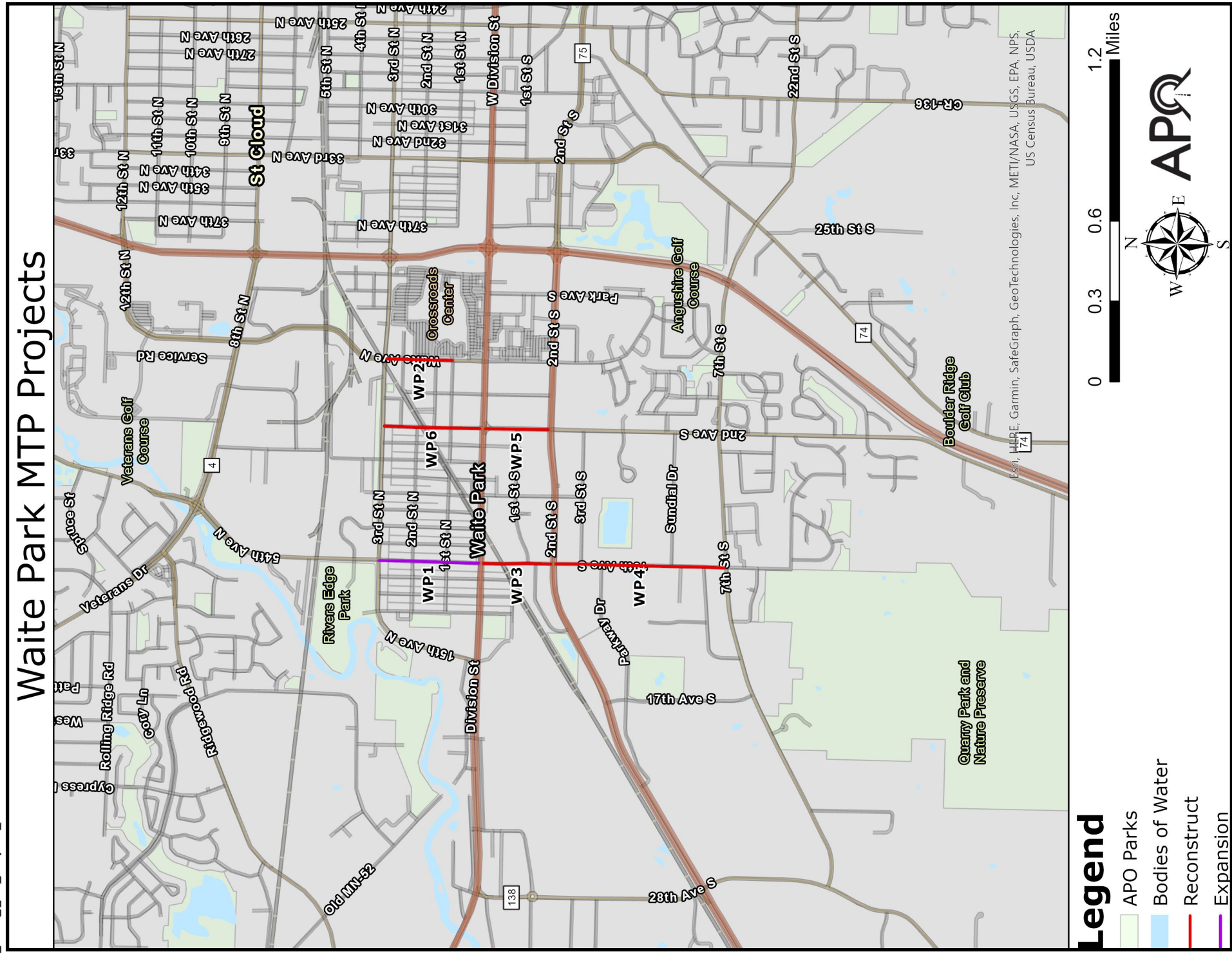
Project ID	Roadway	Termini	Cost (in millions)	Timeframe
WP1	10th Avenue N	Third Street N to Division Street	\$3.095	Long-Term (2035-2050)

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

System Preservation

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

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

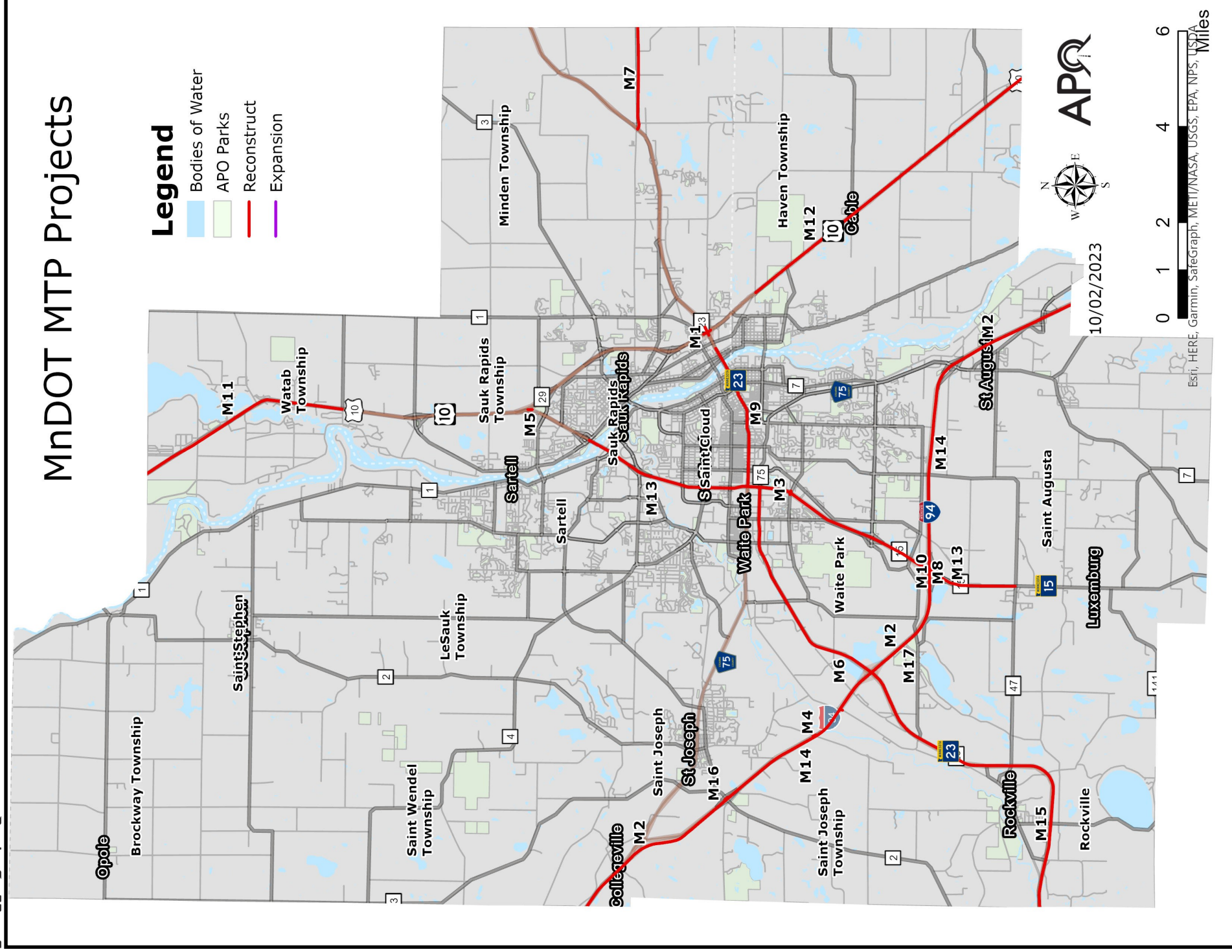


Minnesota Department of Transportation 2050 MTP Projects

System Preservation

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

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





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

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TO: Saint Cloud Area Planning Organization Policy Board
FROM: James Stapfer, Planning Technician
RE: Consideration of Year 2025 PM Targets
DATE: Sept. 30, 2024

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data. Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

PM1: TRANSPORTATION SAFETY

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

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

1. Number of fatalities.
2. Rate of fatalities (Per 100 million Vehicle Miles Traveled (VMT)).
3. Number of serious injuries.
4. Rate of serious injuries (Per 100 million VMT).
5. Number of non-motorized fatalities and non-motorized serious injuries.

The APO's responsibilities when setting targets include:



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

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

MPOs, including the APO, must either support state targets or develop their own before Feb. 28, 2025.

Attachment E2 includes the 2014-2023 safety data for the APO region.

The following table details the safety related targets and is updated every year.

Performance Measures	2023 Results	2023 Targets	2024 Targets	Proposed 2025 Targets	MnDOT 2025 Target
Fatalities	7.8	8.0	8.0	7.8	352.4
Fatality Rate (100 MVMT)	0.607	0.626	0.626	0.607	0.582
Serious Injuries	33.0	23.0	23.0	23.0	1,463.4
Serious Injury Rate (100 MVMT)	2.54	1.946	1.946	1.946	2.470
Non-Motorized Fatalities and Serious Injuries	6.6	6.6	6.2	6.2	258.4

PM2: INFRASTRUCTURE

Pavement Performance Management supports the National Highway Performance Program (NHPP) pavements on the National Highway System (NHS) and requires State DOTs and MPOs to set NHPP targets for four safety performance measures. The goal of the pavement condition measures is to maintain pavements at or above a minimum condition level.

There are four performance measures for the purpose of carrying out the NHPP:

1. Percent of Interstate pavements in Good condition.
2. Percent of Interstate pavements in Poor condition.



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3. Percent of non-Interstate NHS pavements in Good condition.
4. Percent of non-Interstate NHS pavements in Poor condition.

Pavement condition is calculated using the following measures:

- Roughness (IRI).
- Rutting (asphalt pavements only).
- Cracking.
- Faulting (concrete pavements only).

If interstate pavement falls below the minimum level (5% of interstate lane-miles in poor condition) for the most recent year, MnDOT must obligate National Highway Performance Program and transfer Surface Transportation Program (STP) funds to address interstate condition in next fiscal year.

Attachment E3 includes the 2023 pavement condition ratings for the APO region.

MPOs, including the APO, must support state targets or develop their own before Feb. 28, 2025.

Unlike PM1 targets, PM2 targets are updated, at a minimum, every four years. However, these targets must be revisited every two years – thus giving the state and/or MPO the opportunity to adjust.

The following table details the ***Interstate*** pavement condition targets.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Good Condition	84.2%	90%	90%	60%	90%	60%
Poor Condition	0.0%	1%	1%	2%	1%	2%

The following figure details the ***non-Interstate NHS*** pavement conditions.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Good Condition	58.4%	65%	65%	55%	65%	40%
Poor Condition	0.3%	1%	1%	2%	1%	2%



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Similar to pavement condition, bridge condition management supports the NHPP and requires State DOTs and MPOs to set NHPP targets for two bridge condition performance measures. The goals of the NHPP are: to provide support for the condition and performance of the NHS (National Highway System); to provide support for the construction of new facilities on the NHS; and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

There are two performance measures for the purpose of carrying out the NHPP.

1. Percentage of NHS bridge deck area classified as in Good condition.
2. Percentage of NHS bridge deck area classified as in Poor condition.

Attachment E4 includes the 2023 bridge condition ratings for the APO region.

The following details the condition of bridges located on the NHS.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Good Condition	15.3%	60%	60%	30%	60%	20%
Poor Condition	0%	1%	1%	5%	1%	5%

PM3: SYSTEM PERFORMANCE

Travel time reliability is defined as the consistency or dependability of travel times from day to day or across different times of the day. Level of Travel Time Reliability (LOTRR) is a comparison, expressed as a ratio, of the 80th percentile travel time of a reporting segment to the "normal" (50th percentile) travel time of a reporting segment occurring throughout a full calendar year.

Data collected from each reporting segment are a list of average travel times for all traffic (all vehicles) in 15-minute periods for the following time spans:

- a. Travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- b. Travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- c. Travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- d. Travel times occurring between the hours of 6 a.m. and 8 p.m. for every weekend day (Saturday-Sunday) from Jan. 1 through Dec. 31 of the same year.



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There are two performance measures used to assess reliability:

- a. Percent of the person-miles traveled on the Interstate that are reliable; and
- b. Percent of person-miles traveled on the non-Interstate NHS that are reliable.

Similar to PM2, PM3 targets are updated, at a minimum, every four years. However, these targets must be revisited every two years – thus giving the state and/or MPO the opportunity to adjust.

MPOs, including the APO, must either support state targets or develop their own before March 20, 2025.

Attachment E5 includes the 2023 travel time reliability indices for the APO region.

The following table details the LOTTR targets for both the Interstate and non-Interstate NHS.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
Interstate	100%	100%	100%	82%	100%	82%
Non-Interstate NHS	96.8%	90%	91%	90%	91%	90%

In addition to LOTTR, PM3 must include information on the Truck Travel Time Reliability (TTTR) index.

TTTR is calculated using the 95th percentile travel time divided by the Normal Truck Travel Time (50th percentile) and rounded to the nearest hundredth. This data set shall include, for each reporting segment, a ranked list of average truck travel times, to the nearest second, for 15-minute periods of a 24-hour period for an entire calendar year that:

- A. Includes "a.m. peak" travel times occurring between the hours of 6 a.m. and 10 a.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- B. Includes "midday" travel times occurring between the hours of 10 a.m. and 4 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- C. Includes "p.m. peak" travel times occurring between the hours of 4 p.m. and 8 p.m. for every weekday (Monday-Friday) from Jan. 1 through Dec. 31 of the same year.
- D. Includes "overnight" travel times occurring between the hours of 8 p.m. and 6 a.m. for every day (Sunday-Saturday) from Jan. 1 through Dec. 31 of the same year.
- E. Includes "weekend" travel times occurring between the hours of 6 a.m. and 8 p.m. for every weekend day (Saturday-Sunday) from Jan. 1 through Dec. 31 of the same year.



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TTTR is only evaluated at the Interstate level.

MPOs must support state targets or develop their own before March 20, 2025.

Attachment E6 includes the 2023 TTTR indices for the APO region.

The following table details the TTTR index.

Performance Measures	2023 Results	2023 Targets	Proposed 2023 Targets	MnDOT 2023 Target	Proposed 2025 Targets	MnDOT 2025 Target
TTTR Index	1.20	1.24	1.22	1.4	1.22	1.4

OVERALL RECOMMENDATIONS

APO staff received TAC recommendation for Policy Board approval of PM1, PM2, and PM3 targets. Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting different targets from the state, the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within the MTP.

Requested Action Today: Policy Board approval of the PM1, PM2, and PM3 targets.

Year	Fatalities	Fatalities (5-Year Rolling Average)	Serious Injuries	Serious Injuries (5-Year Rolling Average)	Non-Motorized Fatalities and Serious Injuries	Non-Motorized Fatalities and Serious Injuries (5-Year Rolling Average)	Fatality Rate (100 Million VMT)	Fatality Rate (100 Million VMT) (5-Year Rolling Average)	Serious Injuries Rate (100 Million VMT)	Serious Injuries Rate (100 Million VMT) (5-Year Rolling Average)	Vehicle Miles Travelled (VMT)	VMT (5-year rolling average)
2006	9	#N/A	43	#N/A	2	#N/A	0.876	#N/A	4.183	#N/A	1,027,972,528	#N/A
2007	3	#N/A	45	#N/A	0	#N/A	0.305	#N/A	4.582	#N/A	982,134,209	#N/A
2008	7	#N/A	31	#N/A	2	#N/A	0.649	#N/A	2.872	#N/A	1,079,326,341	#N/A
2009	4	#N/A	23	#N/A	0	#N/A	0.365	#N/A	2.101	#N/A	1,094,597,764	#N/A
2010	10	6.6	20	32.4	1	1.0	0.923	0.624	1.846	3.117	1,083,492,809	1,053,504,730
2011	6	6.0	26	29.0	1	0.8	0.557	0.560	2.414	2.763	1,076,994,062	1,063,309,037
2012	7	6.8	24	24.8	2	1.2	0.648	0.628	2.223	2.291	1,079,650,620	1,082,812,319
2013	9	7.2	23	23.2	2	1.2	0.835	0.666	2.134	2.144	1,078,013,661	1,082,549,783
2014	5	7.4	15	21.6	0	1.2	0.462	0.685	1.387	2.001	1,081,777,213	1,079,985,673
2015	14	8.2	19	21.4	5	2.0	1.275	0.756	1.730	1.978	1,097,990,473	1,082,885,206
2016	7	8.4	36	23.4	2	2.2	0.605	0.765	3.111	2.117	1,157,341,437	1,098,954,681
2017	8	8.6	25	23.6	2	2.2	0.666	0.769	2.081	2.088	1,201,246,468	1,123,273,850
2018	8	8.4	20	23.0	3	2.4	0.568	0.715	1.419	1.946	1,408,997,849	1,189,470,688
2019	7	8.8	24	24.8	3	3.0	0.493	0.721	1.689	2.006	1,420,633,842	1,257,242,014
2020	12	8.4	32	27.4	3	2.6	1.025	0.671	2.732	2.207	1,171,158,196	1,271,875,559
2021	5	8.0	32	26.6	0	2.2	0.377	0.626	2.414	2.067	1,325,434,322	1,305,494,136
2022	9	8.2	34	28.4	0	1.8	0.685	0.629	2.587	2.169	1,314,168,958	1,328,078,634
2023	6	7.8	43	33.0	2	1.6	0.454	0.607	3.251	2.535	1,322,843,269	1,310,847,718

2023

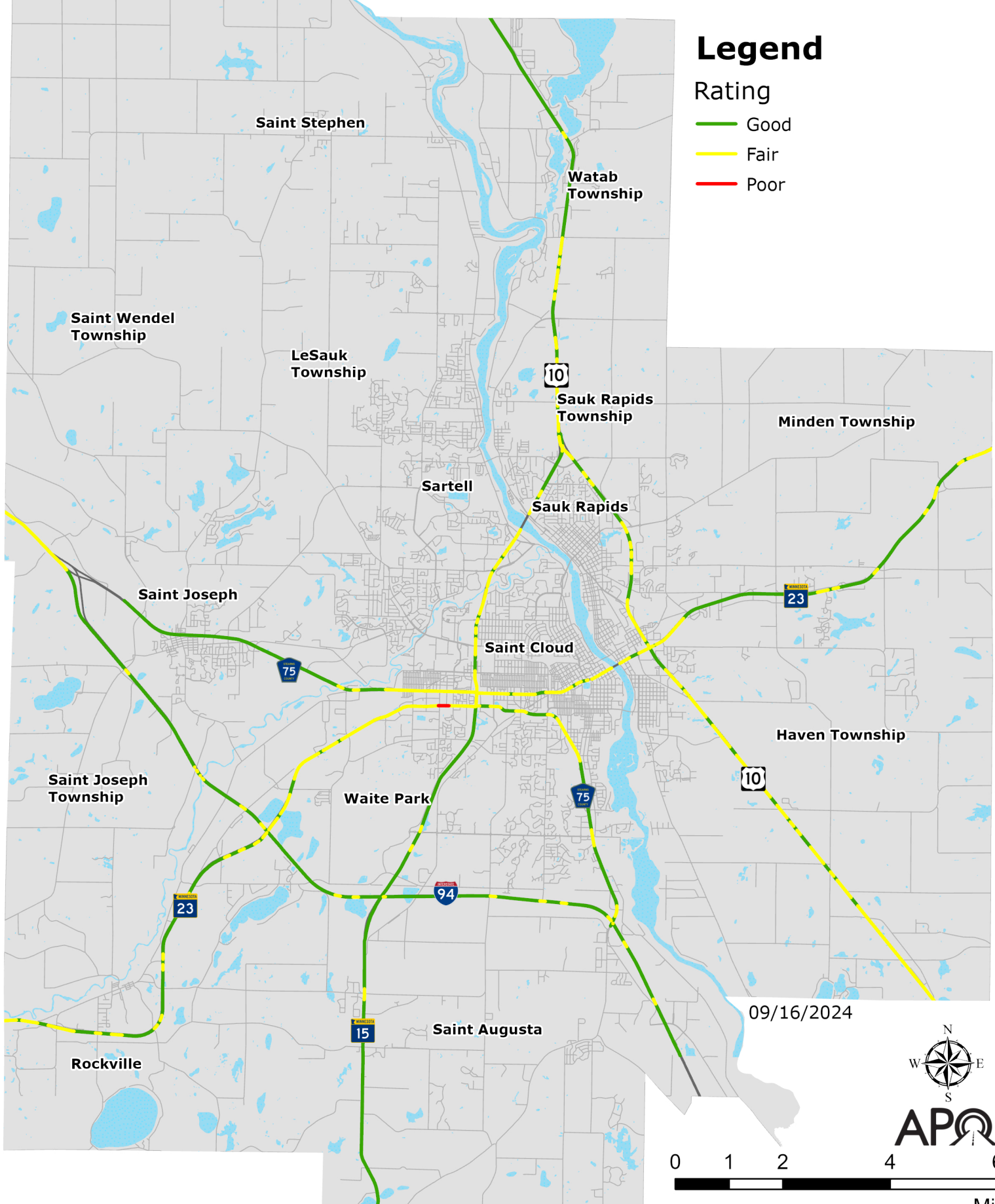
Attachment E3

Pavement Condition

Legend

Rating

- Good
- Fair
- Poor



09/16/2024



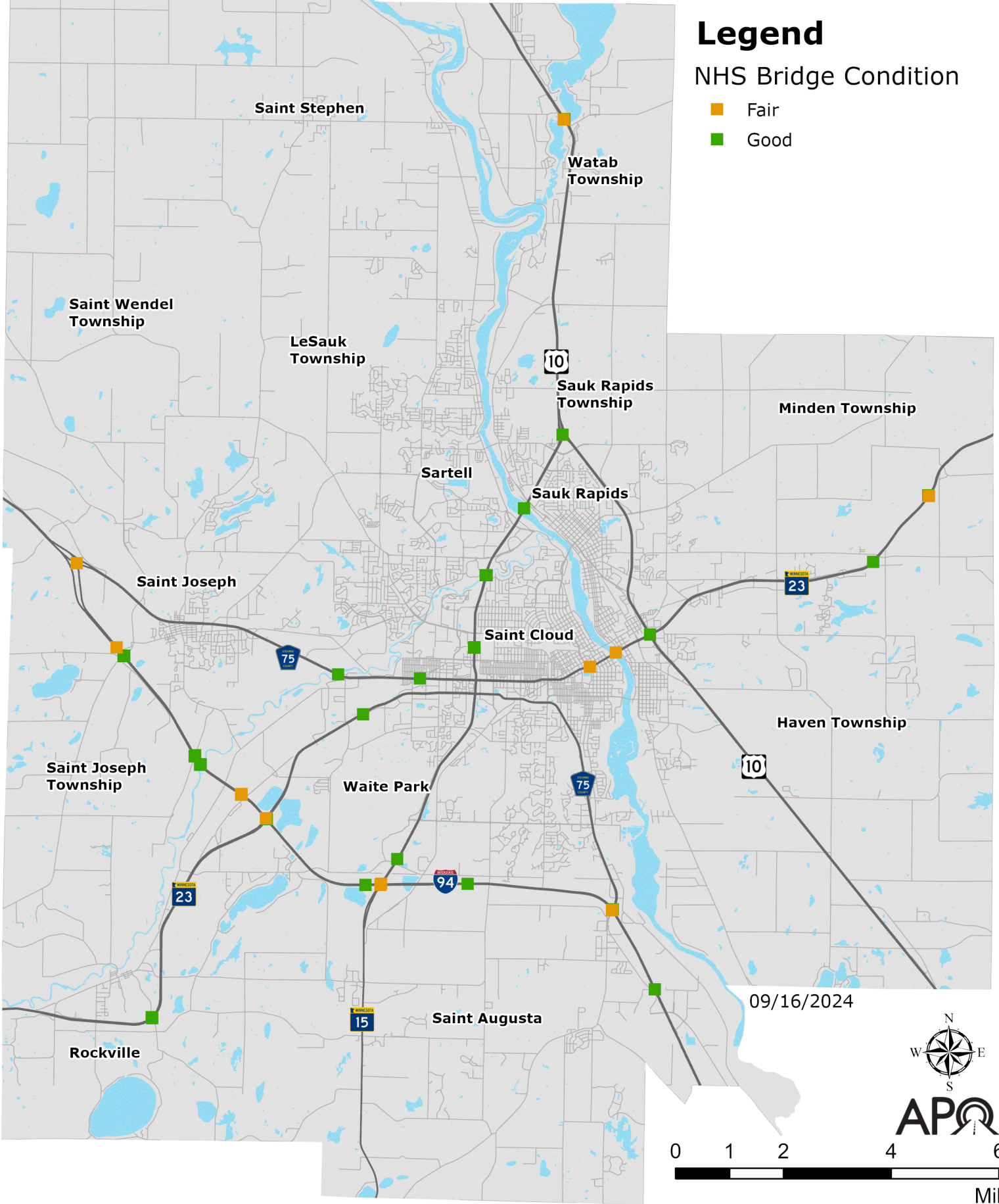
Miles

Bridge Condition

Legend

NHS Bridge Condition

- Fair
- Good



Miles

Level of Travel Time Reliability

Attachment E5

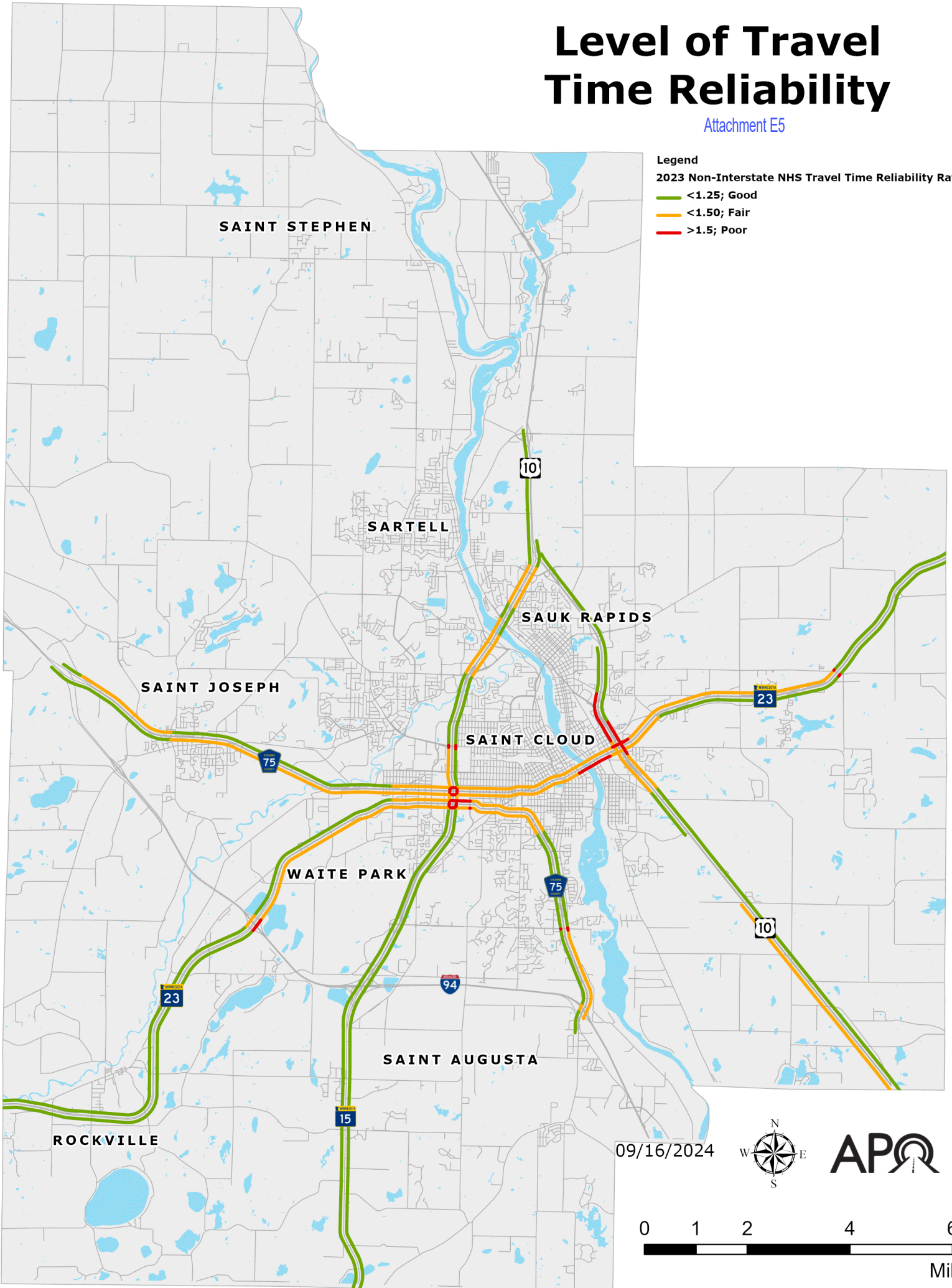
Legend

2023 Non-Interstate NHS Travel Time Reliability Rating

<1.25; Good

<1.50; Fair

>1.5; Poor



09/16/2024



Miles

2023 Truck Travel Time Reliability Index

Attachment E6

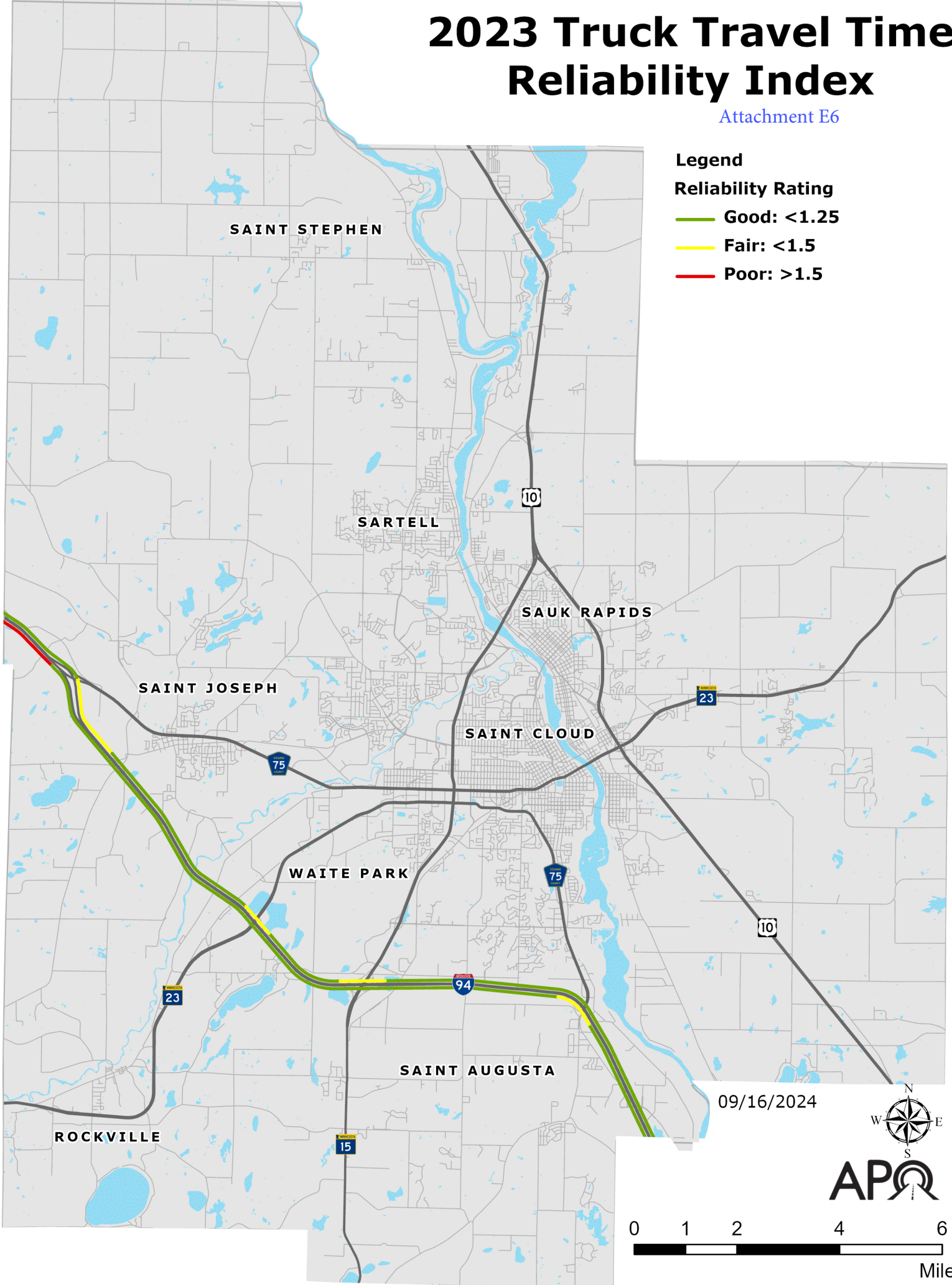
Legend

Reliability Rating

Good: <1.25

Fair: <1.5

Poor: >1.5



09/16/2024



Miles



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: Carbon Reduction Program Scoring Rubric
DATE: September 30, 2024

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) which provides federal funds for projects designed to reduce carbon emissions from surface transportation.

The CRP provides Minnesota with approximately \$20.9 million annually over five years to fund projects that reduce carbon emissions from surface transportation. Program funding is distributed across the state with some funds allocated proportionally based on population. Minnesota Department of Transportation (MnDOT) Districts, Metropolitan Planning Organizations (MPOs) – like the Saint Cloud APO – and Area Transportation Partnerships (ATPs) will select projects to receive CRP funding.

The APO's funding target for FY 2027, 2028, and 2029 is \$270,000 each fiscal year.

This funding, like most federal funding programs, requires a minimum 20% match for federal funds requested.

Projects eligible for CRP funding are broken into three categories: Electrification, Travel Options, and Low Carbon Infrastructure and System Management.

Electrification projects include:

- *Install EV or ZEV charging infrastructure.*
- *Purchase or lease EVs or ZEVs.*
- *Support EV and ZEV adoption through outreach and education.*

Travel Options projects include:

- *Implement context sensitive design for travel options.*
- *Install and maintain infrastructure network improvements for walking, rolling, and bicycling.*
- *Add high-capacity transit options (capital).*
- *Plan, design, and engineer infrastructure network improvements for walking, rolling, and bicycling.*
- *Add intercity and regional public transit options (capital).*
- *Implement travel demand management.*

Low Carbon Infrastructure and System Management projects include:

- *Support renewable energy generation.*
- *Optimize transportation system management and operations.*

- *Utilize low carbon methods for constructing and maintaining transportation infrastructure.*

APO's Role in CRP Funding

As an MPO, the Saint Cloud APO is directly allocated federal CRP funding. This funding can only be spent within the **urbanized** area of the MPO. Areas that fall within the APO's ***planning area, but outside of the urbanized area***, are eligible to apply for CRP funding through the Central Minnesota Area Transportation Partnership (ATP-3).

For the past two CRP solicitations, the APO has used MnDOT's scoring criteria, but we have the flexibility to adjust the scoring rubric to better reflect the APO's priorities. Based on recent discussions with the TAC they have recommended the following.

Scoring Criteria for CRP Projects

Projects are evaluated based on two main criteria:

1. Cost-Effectiveness:

The cost-effectiveness tool calculates the estimated cumulative carbon emission benefits (in metric tons of CO₂e) and cost-effectiveness (in dollars per metric ton of CO₂e reduced) per project.

2. Co-Benefits:

Projects are also scored based on four co-benefit categories: equity, safety, access, and health.

TAC Recommendations

The TAC discussed how to weigh cost-effectiveness and co-benefits and recommended using a 50% cost-effectiveness / 50% co-benefits split in the scoring criteria.

Additionally, the TAC suggested aligning the co-benefit narratives with the goals of the Metropolitan Transportation Plan (MTP). The goal is to ensure that the narratives apply equally well to all three project types: electrification, travel options, and low-carbon infrastructure and system management. See Attachment F2 for the revised co-benefit text.

Suggested Action: Approve CRP Rubric Revisions



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Sample text for Co-Benefits

Co-benefit: Equity

Application text:

Describe how this project benefits disadvantaged communities. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations, including households without a motor vehicle and people with disability (see Appendix A).

Proposed APO text:

Describe how the proposed project benefits historically disadvantaged/traditionally underserved populations within the Saint Cloud APO. These communities can be defined through the Justice40 framework or alternative framework for assessing disadvantaged populations. See Appendix A for screening tools as well as maps reflecting areas with high concentrations of the following demographic subsets within the APO's planning area:

- Black, Indigenous, People-of-Color (BIPOC) populations.
- Low-income households.
- Limited English proficient populations.
- People with disabilities.
- Zero vehicle households.
- Individuals over the age of 65.
- Individuals under the age of 18.

(APO staff will develop maps using the most recently available ACS Five-Year Estimates)

Co-benefit: Safety

Application text:

Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix B).

Proposed APO text:

Electrification:

- **Electric Vehicles:** Describe the existing safety features/concerns with the existing fleet. Examples can include, but are not limited to, older models with outdated software technology, older vehicles that are in need of additional maintenance, etc. Describe the proposed safety improvements/features to be incorporated into the new fleet vehicles as a result of this project.
- **Electric Vehicle Charging Stations:** Describe the proposed location of the EV charging station in terms of safety. Examples can include, but are not limited to, the presence of lighting, comfortable waiting areas for individuals using the charging stations, surveillance, emergency call boxes, tamper resistant equipment, secure payment technology.

Travel Options and Low Carbon Infrastructure and System Management Projects:

Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges. See Appendix B for screening tools as well as maps reflecting the observed crash rate locations within the APO's planning area.

(APO staff will develop maps using the most recently available observed crash rate by intersection for functionally classified roadways within the APO's planning area).

Co-benefit: Access

Application text:

Describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort.

Proposed APO text:

Electrification:

- **Electric Vehicles:** Describe, if at all, how the proposed vehicles will be ADA accessible. Provide details on if the proposed vehicles will be utilized to aid in creating and/or providing more accessible transportation options for other modes (examples can include vehicles used to remove snow from sidewalks/shared use paths). Describe how the proposed vehicles will be utilized in comparison to non-EVs in your existing fleet. Examples:
 - Will this/these vehicle(s) be used sparingly or on an as-needed basis? Will these vehicles be used seasonally or year-round?

- Who or which department(s) will have access to these vehicles? How will your organization provide access – through education/hands-on experience/data analysis – to others within your organization?
- **Electric Vehicle Charging Stations:** Describe how the proposed project location will meet ADA compliant standards. This includes, but is not limited to, adequate space for exiting and entering a vehicle, free movement around the charging station, clear pathways and proximity to building entrances, and appropriate signage.

Travel Options:

Describe how the proposed project improves multimodal travel options such as active transportation (walking/biking/rolling) and/or transit to allow people of all ages and abilities to travel to their destinations using their preferred modal choice.

Low Carbon Infrastructure and System Management Projects:

Describe how the proposed project improves travel efficiency to key destinations.

Co-benefit: Health

Application text:

Please describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Also describe how this project supports active transportation.

Proposed APO text:

Describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Examples include, but are not limited to, vehicle emissions/idling reduction and modal switch (from single occupancy vehicles to carpooling, transit, active transportation). Describe how this project will incorporate other environmentally sustainable options/practices (conversion of streetlights to LEDs, improvement of stormwater management, addressing climate resiliency through infrastructure/project improvements).



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

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TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: Cost Sharing for Future Beltline Projects
DATE: Sept. 3, 2024

Earlier this year, the APO Board set a goal to establish a regionwide cost-sharing agreement for future beltline roadway projects. The key questions were:

1. Which part(s) of the project development process would be cost-shared regionally, and
2. How would the cost sharing be distributed among the APO members?

The Board asked APO staff to solicit a recommendation from the Technical Advisory Committee.

At its August 28th meeting, the TAC approved the following recommendations:

1. The cost of the planning phase of any beltline project should be cost-shared among the jurisdictions according to the normal APO cost distribution formula, as usual.
2. When Federal or State funds are being used for a Tier 1 Environmental Impact Statement (EIS), the local-match costs should be shared among the jurisdictions, with the implementing jurisdiction paying 50% of the local match, and the other 50% being distributed among the jurisdictions according to the normal APO cost distribution formula.
3. Tier 2 EISs and all other aspects of project development should be the sole responsibility of the implementing jurisdiction.

Suggested Action: Approve a cost-sharing agreement for future beltline projects.