SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

AGENDA

APO POLICY BOARD MEETING

THURSDAY, JUNE 12, 2025 - 4:30 P.M.

GREAT RIVER REGIONAL LIBRARY – BREMER ROOM

1300 W. ST. GERMAIN ST., ST. CLOUD, MN 56301

AMENDED

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items *(Attachments A – F)*
   a. Approve Minutes of May 8, 2025, Policy Board Meeting *(Attachment A)*
   b. Approve Bills List *(Attachment B)*
   c. Approve Letter of Support for Corridors of Commerce Readiness Advancement Application for MN-15 Planning/Design *(Attachment C1)*
   d. Approve Letter of Support of Corridors of Commerce Readines Advancement Application for I-94 *(Attachment C2)*
   e. Approve Letter of Support for MetroBus Grant Application *(Attachment D)*
   f. Receive 2025-Q1 Budget-to-Actual Report *(Attachment E)*
   g. Receive Cost Sharing Agreement Progress Report *(Attachment F)*
   h. Receive Staff Report of May 29, 2025, Meeting of the Technical Advisory Committee (TAC) *(Attachment G)*
6. Consider Draft FY 2026-2029 Transportation Improvement Program (TIP) *(Attachments H1 & H2), Vicki Johnson, Senior Transportation Planner*
   a. Suggested Action: Approve Release of the Draft TIP for 30 Days of Public Review and Comment
7. Presentation of "MetroBus Forward" *(Attachment I), Dave Green, MetroBus*
   a. Suggested Action: None, informational only
8. Consider 2023 Transportation Performance Monitoring Report (TPMR) *(Attachments J1 & J2), James Stapfer, Transportation Planning Technician*
   a. Suggested Action: Approve Publication
9. Other Business & Announcements
10. Adjournment

E. admin@stcloudapo.org *W.* stcloudapo.org

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, iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

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

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, May 8, 2025 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, May 8, 2025, at 4:30 p.m. Chair Jared Gapinski presided with the following members present:

Mayor Jake Anderson	City of Saint Cloud
Mike Conway	City of Saint Cloud
Scott Brodeen	City of Saint Cloud
Tim Elness	City of Sartell
Dottie Seamans	City of Sauk Rapids
Frank Theisen	City of Waite Park
Michael Kedrowski	Metro Bus (Alternate for Ryan Daniel)
Mayor Adam Scepaniak	City of St. Joseph
Joe Perske	Stearns County
Raeanne Danielowski	Sherburne County
Jeff Westerlund	Le Sauk Township

Also in attendance were:

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

1. PLEDGE OF ALLEGIANCE

2. INTRODUCTIONS

3. APPROVAL OF AGENDA:

Mr. Theisen made a motion to approve the agenda. Mr. Conway seconded the motion. Motion carried.

4. PUBLIC COMMENT PERIOD:

No members of the public were present.

5. CONSIDERATION OF CONSENT AGENDA ITEMS:

a. Approve Minutes of April 10, 2025, Policy Board Meeting
b. Approve April Bills Lists
c. Approve Transportation Improvement Program (TIP) amendments and modifications
d. Receive 2024 Budget-to-Actual Information
e. Receive Staff Report of April 3, 2025, Meeting of the Area Transportation Partnership for the 3rd District (ATP-3)

f. Receive Staff Report of April 24, 2025, Meeting of the Technical Advisory Committee (TAC)

Ms. Seamans made a motion to approve the consent agenda items. Mr. Theisen seconded the motion. Motion carried.

6. RECEIVE 2024 BUDGET-TO-ACTUAL REPORT

APO Executive Director Brian Gibson presented the 2024 budget-to-actual expenditures. He stated he finds it useful for budgeting purposes to look at the financial expenditures in terms of the actual budget for specific line items in our Unified Planning Work Program. In 2024, we budgeted $1,080,250 and expended $1,007,233. Overall, we expended 93.2% of our budget. Importantly, we expended 100% of our Federal planning grant, which has been a long-time request from MnDOT.

7. RECEIVE FUTURE ARTERIALS & COLLECTORS STUDY

APO Executive Director Brian Gibson gave a presentation on Functional classification, which is a basic concept that divides roadways into classes based on how they operate. The roadway functional classifications are:

- Local
- Collectors
  - Major
  - Minor
- Arterials
  - Principal
  - Minor
- Other Freeways
- Interstate Highway

Local roadways provide the most access to adjacent property and generally have the lowest posted speed limits. Collectors are roadways that collect local traffic and funnel it to Arterials.

Collectors tend to have more restrictive access control than Local roadways and slightly higher speed limits. There are Minor Collectors and Major Collectors, the difference primarily being how much traffic they carry. Arterials have the highest posted speed limits, the most restrictive access control, and accommodate the longest trips in the region. Arterials are sub-divided into Principal Arterials and Minor Arterials. County Roads tend to end up becoming urban Collectors and Arterials because they tend to be long, continuous roadways that already exist.

Bolton & Menk reviewed the existing Collectors and Arterials to help determine if the roadways were actually operating according to their current classification or if the roadway classification should be changed. Last month, the Board reviewed and approved 21

different functional classification changes which Mr. Gibson said he was in the process of submitting to MnDOT for their review and approval.

Bolton & Menk's second task was to consider potential future functional classifications. In other words, an existing roadway may be a quiet country road now, but in 20, 30, or 50 years, the region may need it to function as an Arterial. It is important to know this now, so that decisions can be made to preserve right-of-way and control access (i.e., limiting intersections) so that the road can safely carry high traffic volumes at high speeds in the future. How do we know where we will need an Arterial or Collector? It's mostly a matter of spacing. Decades of research and practice has shown that urban areas operate most efficiently where there is an Arterial roadway about every 1 – 1.5 miles, with Collectors about halfway between the Arterials.

This information was presented to the Board to help guide its decision-making and to help preserve both right-of-way and access control for the corridors that will be important to future mobility in the region.

7. OTHER BUSINESS & ANNOUNCEMENT

- Ms. Johnson announced Active Transportation Infrastructure Solicitation State Awards received in our area.
- Mr. Perske discussed the Stearns County Board of Commissioners addressing the vacant seat due to Commissioner Lenzmeier's retirement.
- Mr. Perske asked if there were any updates on the Holcim gravel mining proposal.
- Mr. Perske stated the APO Board should start discussing the trip to Washington D.C., the dates and funding requests, as well he added that Mr. Anderson should join them this year to assist with networking for the city of Saint Cloud.
- Ms. Seamans asked how the jurisdictions are doing regarding getting the cost-sharing agreement passed through their councils and boards.

8. ADJOURNMENT:

Mr. Westerlund made a motion to adjourn the meeting. Mr. Anderson seconded the Motion. Motion carried.

Mr. Gapinski adjourned the meeting at 5:13 p.m.

Transaction List by Vendor

St Cloud Area Planning Organization

May 1-31, 2025

DATE	AMOUNT	ACCOUNT FULL NAME
Abdo LLP		
05/01/2025	4,874.25	6602 Accounting Services
Total for Abdo LLP	**$4,874.25**	
Adobe Creative Cloud		
05/08/2025	59.99	6609 IT Support & Software
05/11/2025	59.99	6609 IT Support & Software
05/17/2025	21.59	6609 IT Support & Software
05/21/2025	21.59	6609 IT Support & Software
Total for Adobe Creative Cloud	**$163.16**	
ADP Tax		
05/02/2025	5,517.53	
05/19/2025	7,951.99	
Total for ADP Tax	**$13,469.52**	
AFLAC		
05/05/2025	1,326.28	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	**$1,326.28**	
AMPO - Assoc of Metropol Planning Org		
05/02/2025	848.70	6618 Professional Development
Total for AMPO - Assoc of Metropol Planning Org	**$848.70**	
BCBS of MN		
05/02/2025	4,759.09	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN	**$4,759.09**	
City of St. Cloud - Water/Sewer		
05/02/2025	53.52	6606 Utilities and Maintenance:6606.1 Utilities
Total for City of St. Cloud - Water/Sewer	**$53.52**	
David Turch & Associates		
05/15/2025	4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates	**$4,000.00**	
Delta Dental		
05/13/2025	299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	**$299.62**	
Design Electrical Contractor Inc.		
05/15/2025	257.25	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Design Electrical Contractor Inc.	**$257.25**	
FedEx Office		
05/06/2025	23.76	6605 Printing & Publishing
Total for FedEx Office	**$23.76**	

Transaction List by Vendor

Attachment B

St Cloud Area Planning Organization

May 1-31, 2025

DATE	AMOUNT	ACCOUNT FULL NAME
Goodpoint Technology Inc		
05/27/2025	26,472.58	6622 CPG Passthrough Expense:6622.34 Pavement Condition Update
Total for Goodpoint Technology Inc	**$26,472.58**	
Google Inc.		
05/31/2025	112.00	6609 IT Support & Software
Total for Google Inc.	**$112.00**	
HealthEquity		
05/01/2025	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	**$4.00**	
League of MN Cities Insur Trust P&C		
05/07/2025	5,665.00	6615 Insurance - Office
Total for League of MN Cities Insur Trust P&C	**$5,665.00**	
Mailchimp.com		
05/02/2025	20.00	6605 Printing & Publishing
Total for Mailchimp.com	**$20.00**	
Metro Sales Inc		
05/02/2025	1,078.15	6609 IT Support & Software
Total for Metro Sales Inc	**$1,078.15**	
MN PERA		
05/02/2025	2,574.32	2150 Payroll Benefits Payable:2150.1 PERA Payable
05/19/2025	3,419.02	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA	**$5,993.34**	
Principal Mutual Life Insurance		
05/01/2025	299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance	**$299.51**	
Secura Insurance Companies		
05/23/2025	250.00	6615 Insurance - Office
Total for Secura Insurance Companies	**$250.00**	
Shutterstock.com		
05/09/2025	29.00	6605 Printing & Publishing
Total for Shutterstock.com	**$29.00**	
Stearns Electric Association		
05/05/2025	183.74	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association	**$183.74**	
Weisman Cleaning Inc		
05/27/2025	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc	**$150.00**	

Transaction List by Vendor

Attachment B

St Cloud Area Planning Organization

May 1-31, 2025

DATE	AMOUNT	ACCOUNT FULL NAME
West Central Sanitation, Inc		
05/01/2025	53.48	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc	**$53.48**	
Xcel Energy		
05/07/2025	114.16	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy	**$114.16**	
TOTAL	**$70,500.11**	

Attachment C1

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

June 12, 2025

Nicole Westadt
Director of Capital Planning
Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1800

RE: Letter of Support for Corridors of Commerce Readiness Advancement Funding – MN-15 from the south junction of MN-23 to US-10

Dear Ms. Westadt:

This letter serves to document the support of the Saint Cloud Area Planning Organization for the Corridors of Commerce Project Readiness application concerning MN Trunk Highway 15 from the south junction of MN Trunk Highway 23/Second Street South to the junction of US Highway 10.

As documented in the application, MN-15 is a major arterial through the heart of the Saint Cloud urban area and has experienced operational issues almost from the time it opened to traffic in 1995. Currently, it is the worst performing corridor in the urban area in terms of travel time reliability and three of the state's worst 15 intersections for total crashes lie within the proposed study area.

A series of planning studies have been conducted over the years to identify potential solutions. Each study has concluded that fully grade-separating MN-15 through this study area would solve many of its problems. However, we are aware that this solution is cost prohibitive.

In 2020, the APO, in cooperation with MnDOT District 3, undertook a study to identify lower-cost alternatives that could still provide some performance improvement. The result of that study was adaptive signal controls along with a series of median U-turn intersections would provide some significant performance improvements for substantially less money than a full grade-separated option.

We know that such a major change to a Minnesota trunk highway requires more detailed study, engineering, and design considerations before a final decision is made. However, the status quo is simply not sustainable. Therefore, the APO strongly recommends this project be considered for funding through the Corridors of Commerce Readiness Advancement Funding.

Sincerely,

Jared Gapinski, APO Policy Board Chair
On Behalf of the full APO Policy Board

E. admin@stcloudapo.org *W.* stcloudapo.org

Attachment C2

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

June 12, 2025

Nicole Westadt
Director of Capital Planning
Minnesota Department of Transportation
395 John Ireland Boulevard
Saint Paul, Minnesota 55155-1800

RE: Letter of Support for Corridors of Commerce Readiness Advancement Funding – I-94 from Exit 178 (Clearwater) to Exit 164 (MN-23)

Dear Ms. Westadt:

On behalf of the Saint Cloud APO, we endorse the improvements to Interstate 94 between Exit 178 – Trunk Highway 24 (Clearwater) and Exit 164 – Trunk Highway 23 (St. Cloud). We encourage MnDOT to elevate this project to the Readiness Tier under the Corridors of Commerce program. This significant 11-mile stretch is not just a roadway, but the lifeblood of Central Minnesota's economy and transportation network.

The St. Cloud region has seen significant economic growth, highlighted by an 8.8% population increase from 2010 to 2019 and a labor force participation rate of 72.8% as of 2018. These trends emphasize the urgent need for infrastructure improvements to support our growing economy. The proposed expansion of I-94 will:

- **Improve Freight Efficiency**: I-94 is a crucial corridor for freight movement, accommodating over 20,000 heavy commercial vehicles daily. Alleviating congestion will enhance delivery times and lower transportation costs for businesses.
- **Support Workforce Mobility**: Improved traffic flow will make commutes more convenient for employees, aiding in workforce retention and attraction.
- **Stimulate Economic Development**: Enhanced infrastructure will attract new businesses and support the growth of existing ones, contributing to the region's economic vitality.

We commend MnDOT for its steadfast commitment to improving Minnesota's transportation infrastructure. This project will provide significant benefits for our region and the entire state, setting the stage for a more efficient and connected future.

Sincerely,

Jared Gapinski,
APO Policy Board Chair

E. admin@stcloudapo.org *W.* stcloudapo.org

Attachment D

SAINT CLOUD | AREA PLANNING ORGANIZATION

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

T. 320.252.7568 *F.* 320.252.6557

June 12, 2025

The Honorable Tariq Bokhari
Acting Administrator
Federal Transit Administration
1200 New Jersey Avenue SE
Washington, D.C. 20590

RE: Letter of Support for St. Cloud Metropolitan Transit Commission (St. Cloud Metro Bus) FY 2025 Low or No Emissions Grant Program and the Grants for Buses and Bus Facilities Competitive Program Application

Dear Acting Administrator Bokhari:

This letter serves to document the support of the Saint Cloud Area Planning Organization for the Low or No Emissions Grant Program and Grants for Buses and Bus Facilities Competitive Program application submitted by the St. Cloud Metropolitan Transit Commission (St. Cloud Metro Bus).

As the Metropolitan Planning Organization (MPO) for the St. Cloud, Minnesota, metropolitan area, the APO focuses specifically on long-range, multimodal, surface transportation planning efforts. With the completion of the APO's 2050 Metropolitan Transportation Plan (MTP) Looking Ahead 2050, preserving (and cultivating) reliable transit options as well as the maintenance of existing transportation assets – including transit vehicles – have been consistently identified as regional priorities for the APO's planning area.

As an early adopter of CNG technology in the State of Minnesota, St. Cloud Metro Bus has been an industry leader in low emission fixed route vehicles for well over a decade. The continued usage of these low-emission CNG vehicles also aligns with the regional priority initiatives surrounding environmental stewardship as well as technological advancements.

Metro Bus's plan to replace 23 Compressed Natural Gas (CNG) buses which will reach the end of their useful life by the end of fiscal year 2025 is a vital investment in the region's transportation network. Given the long lead times for vehicle procurement, these buses will be well beyond their useful life by the time new vehicles are delivered. Supporting this grant request will help sustain uninterrupted transit services and avoid serious impacts to both access and mobility in our region.

The APO strongly recommends this project be considered for funding through these Federal Transit Administration grant opportunities.

Sincerely,

Commissioner Jared Gapinski, APO Policy Board Chair
On behalf of the full APO Policy Board

E. admin@stcloudapo.org *W.* stcloudapo.org

St Cloud Area Planning Organization
Budget vs. Actuals: Budget Year 2025 - FY25 P&L
January - March, 2025

	Total			
	Actual	Annual Budget	over Budget	% of Budget
Income				
4000 Assessments				
4001 General Operations	54,950.47	86,736.00	-31,785.53	63.35%
5004 Category 900 Activities	0.00	27,000.00	-27,000.00	0.00%
Total 4001 General Operations	**$ 54,950.47**	**$ 113,736.00**	**-$ 58,785.53**	**48.31%**
4108 Local Match				
4108.15 Hard-to-Reach Liaisons	424.68	1,000.00	-575.32	42.47%
4108.23 MnDOT Grant	0.00	14,978.00	-14,978.00	0.00%
4108.24 Pavement Condition Update	10,620.45	25,007.00	-14,386.55	42.47%
Total 4108 Local Match	**$ 11,045.13**	**$ 40,985.00**	**-$ 29,939.87**	**26.95%**
Total 4000 Assessments	**$ 65,995.60**	**$ 154,721.00**	**-$ 88,725.40**	**42.65%**
4103 MnDOT				
4103.01 MN DOT Grant	14,977.50	59,910.00	-44,932.50	25.00%
Total 4103 MnDOT	**$ 14,977.50**	**$ 59,910.00**	**-$ 44,932.50**	**25.00%**
4105 Consolidated Planning Grant				
4105.01 CPG-1	133,863.56	665,345.00	-531,481.44	20.12%
4105.02 CPG-2	0.00	12,275.00	-12,275.00	0.00%
Total 4105 Consolidated Planning Grant	**$ 133,863.56**	**$ 677,620.00**	**-$ 543,756.44**	**19.75%**
4900 Interest	3,796.89	5,000.00	-1,203.11	75.94%
4950 Miscellaneous	3,181.55	0.00	3,181.55	#DIV/0!
5001 Washington Lobbyist Assessment	20,698.40	48,000.00	-27,301.60	43.12%
Total Income	**$ 242,513.50**	**$ 945,251.00**	**-$ 702,737.50**	**25.66%**
Expenses				
6560A Wages and Benefits		603,250.00		
6560 Payroll Expenses	109,541.98		109,541.98	#DIV/0!
6565 Payroll Tax Expense	8,046.97		8,046.97	#DIV/0!
6600 Employee Benefits				
6600.1 PERA	8,223.20		8,223.20	#DIV/0!
6600.5 Health/Dental/Life Insurance	17,798.46		17,798.46	#DIV/0!
6600.6 HSA Account	785.07		785.07	#DIV/0!
Total 6600 Employee Benefits	**$ 26,806.73**	**$ 0.00**	**$ 26,806.73**	**#DIV/0!**
Total 6560A Wages and Benefits	**$ 144,395.68**	**$ 603,250.00**	**-$ 458,854.32**	**23.94%**
6601 Office Supplies	202.67	1,750.00	-1,547.33	11.58%
6602 Accounting Services				
6602.2 Accounting Services	14,622.75	61,000.00	-46,377.25	23.97%
Total 6602 Accounting Services	**$ 14,622.75**	**$ 61,000.00**	**-$ 46,377.25**	**23.97%**
6603 Communications		6,500.00		
6603.1 Telephone	1,354.69	0.00	1,354.69	#DIV/0!

6603.2 Postage	78.86	0.00	78.86	#DIV/0!
6603.3 Internet	823.13	0.00	823.13	#DIV/0!
Total 6603 Communications	**$ 2,256.68**	**$ 6,500.00**	**-$ 4,243.32**	**34.72%**
6604 Travel	297.49	3,500.00	-3,202.51	8.50%
6605 Printing & Publishing	121.93	2,250.00	-2,128.07	5.42%
6606 Utilities and Maintenance		19,400.00		
6606.1 Utilities	886.93	0.00	886.93	#DIV/0!
6606.2 Maintenance	1,824.00	0.00	1,824.00	#DIV/0!
Total 6606 Utilities and Maintenance	**$ 2,710.93**	**$ 19,400.00**	**-$ 16,689.07**	**13.97%**
6607 Legal Services	210.00	1,500.00	-1,290.00	14.00%
6608 Multifunction Copier	635.67	1,500.00	-864.33	42.38%
6609 IT Support & Software	8,280.74	32,275.00	-23,994.26	25.66%
6609.1 Equipment & Hardware	4,854.37	5,000.00	-145.63	97.09%
6610 Dues & Subscriptions	370.00	5,500.00	-5,130.00	6.73%
6615 Insurance - Office	0.00	7,325.00	-7,325.00	0.00%
6618 Professional Development	0.00	4,000.00	-4,000.00	0.00%
6622 CPG Passthrough Expense				
6622.22 Pavement Condition Data Collection	0.00	112,000.00	-112,000.00	0.00%
6622.29 Hard-to-Reach Liaisons	0.00	5,000.00	-5,000.00	0.00%
6622.33 Safe Streets & Roads for All SS4A	11,962.49	74,880.00	-62,917.51	15.98%
Total 6622 CPG Passthrough Expense	**$ 11,962.49**	**$ 191,880.00**	**-$ 179,917.51**	**6.23%**
Total Expenses	**$ 190,921.40**	**$ 946,630.00**	**-$ 755,708.60**	**20.17%**
Net Operating Income	**$ 51,592.10**	**-$1,379.00**	**$ 52,971.10**	**-3741.27%**
Other Expenses				
902 Ineligible Fed Reimbursemt	707.27	6,500.00	-5,792.73	10.88%
902.1 Travel - Air Meals Etc	0.00	5,000.00	-5,000.00	0.00%
902.10 Washington Lobbyist	4,000.00	48,000.00	-44,000.00	8.33%
Total 902 Ineligible Fed Reimbursemt	**$ 4,707.27**	**$ 59,500.00**	**-$ 54,792.73**	**7.91%**
903 Audit Fees	0.00	15,000.00	-15,000.00	0.00%
904 MN Transportation Alliance	0.00	500.00	-500.00	0.00%
Total Other Expenses	**$ 4,707.27**	**$ 75,000.00**	**-$ 70,292.73**	**6.28%**
Grand Total Expenses	**$ 195,628.67**	**$ 1,021,630.00**	**-$ 826,001.33**	**19.15%**
Net Income	**$ 46,884.83**	**-$ 76,379.00**	**$ 123,263.83**	**-61.38%**

Cost Sharing Agreement Progress Report

Jurisdiction	Action	Date
LeSauk Twn	On agenda	6/10/2025
Saint Cloud	*No known action yet*	
Saint Joseph	**PASSED**	5/19/2025
Sartell	*No known action yet*	
Sauk Rapids	**PASSED**	4/28/2025
Waite Park	Brief staff	TBD
Benton Co.	**PASSED**	6/3/2025
Sherburne Co.	**PASSED**	4/1/2025
Stearns Co.	*No known action yet*	

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: Staff report of the May 29, 2025, Technical Advisory Committee Meeting
DATE: June 2, 2025

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, May 29, 2025. At that meeting, the following topics were discussed:

1. **Consideration of the draft FY 2026-2029 Transportation Improvement Program**

    a. APO Senior Transportation Planner Vicki Johnson reviewed the APO's draft fiscal years 2026 through 2029 Transportation Improvement Program (TIP). During this review, Ms. Johnson provided an update on the new federally funded projects included in this draft as well as the projects programmed by the Minnesota Department of Transportation (MnDOT) using federal and state funding. She indicated the draft had been sent to MnDOT staff as well as staff with both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for their review and comment. FHWA staff provided comments to APO staff on the draft TIP already – particularly related to updating language to align with the existing federal directives/presidential executive orders. Ms. Johnson said the draft will still undergo additional adjustments as project information and cost estimates get updated, however, the bulk of the document should remain unchanged. TAC representatives recommended Policy Board approval to release the draft FY 2026-2029 TIP out for 30 days of public comment by no later than July 16, 2025.

2. **Consideration of the 2023 Transportation Performance Monitoring Report (TPMR)**

    a. APO Transportation Planning Technician James Stapfer reviewed the APO's 2023 Transportation Performance Monitoring Report (TPMR). This report documents the progress the region has made toward achieving various transportation goals – including federally required performance measures. Data and information included in this report was from calendar year 2023. Mr. Stapfer provided an overview of the TPMR's contents including data regarding roadway safety (crashes), system reliability, transit ridership, and pavement and bridge condition. TAC representatives recommended Policy Board approval to publish the 2023 TMPR.

3. **Other Business**

    MnDOT District 3 Planning Director Steve Voss provided a quick update on the state's Corridors of Commerce Readiness Advancement solicitation. He said seven projects were submitted within the Central Minnesota Area Transportation Partnership (ATP-3) for consideration. The ATP will meet on June 12 to narrow down applicants to two. Projects within or within close proximity to the APO's planning area include the MN 15/MN 23/CSAH 75

project and MN 15 corridor study submitted by the APO as well a look at the expansion of I-94 between Clearwater and the MN 23 interchange to six lanes. Mr. Voss said he and other MnDOT staffers are working on securing letters of support for these applications from appropriate agencies.

Suggested Action: None, informational.

SAINT CLOUD | AREA PLANNING ORGANIZATION

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TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Draft FY 2026-2029 Transportation Improvement Program
DATE: June 2, 2025

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

The projects included in each year's TIP ultimately are derived from the APO's Metropolitan Transportation Plan (MTP) and are aimed at meeting the long-range needs of the area's transportation system. In addition, all projects programmed into the TIP must comply with regulations issued by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA).

The TIP spans a period of four fiscal years and is updated on an annual basis. This update will span the four fiscal year period of 2026 through 2029.

For the past several months APO staff have been cooperatively working with local jurisdictions, Saint Cloud Metropolitan Transit Commission (more commonly known as Saint Cloud Metro Bus), and Minnesota Department of Transportation (MnDOT) District 3 staff to produce the yearly update to the APO's TIP. The draft 2026-2029 TIP table is attached. To view the draft 2026-2029 TIP document in full please follow this link: **https://tinyurl.com/5dbf7dne**.

Note, this is a working draft of the document. Anticipated changes are likely to occur between now and public comment, however, those changes are not anticipated to significantly alter the draft presented to the Policy Board.

APO staff are in the final stages of preparing the FY 2026-2029 TIP for final approval and incorporation into the Minnesota State Transportation Improvement Program (STIP). To do this, APO staff will need to release the FY 2026-2029 TIP for a 30-day public comment period. Per the TIP development schedule, public comment on the draft TIP will need to begin no later than July 16, 2025.

Prior to being released for public comment, APO staff need to seek approval from the APO's Policy Board. At the May 29, 2025, Technical Advisory Committee (TAC) meeting, TAC representatives voted to recommend Policy Board approval to release the draft TIP for the required 30 days of public comment by no later than July 16.

Once public comment is concluded, the final draft version of the TIP will once again go before the APO's TAC before ideally receiving final approval by the APO's Policy Board in September.

Suggested Action: Approval to release the draft document for 30-day public comment period.

Saint Cloud Area Planning Organization FY 2026-2029 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$207,807,201	$8,350,000	$67,398,023				$8,427,099			$6,675,493	$9,333,600	$9,881,970			$107,806,732	$206,748,041
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
TRANSIT	TRF-0048-26A	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	12,430,600										1,500,000				10,930,600	12,430,600
TRANSIT	TRF-0048-26B	2026	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,215,000														6,215,000	6,215,000
TRANSIT	TRF-0048-26C	2026	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	850,000														850,000	850,000
TRANSIT	TRF-0048-26D	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000										12,000				3,000	15,000
TRANSIT	TRF-0048-26E	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; FOUR (4) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	160,000										128,000				32,000	160,000
TRANSIT	TRF-0048-26F	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000										200,000				50,000	250,000
TRANSIT	TRF-0048-26G	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000										20,000				5,000	25,000
TRANSIT	TRS-0048-26A	2026	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,110,500				1,793,925	1,793,925									316,575	2,110,500
CSAH 29	005-596-006	2026	BENTON COUNTY	**MN309** BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS.	1.22	MC	MAJOR CONSTRUCTION -- BIT	DEMO	8,000,000	5,000,000				5,000,000									3,000,000	8,000,000
CSAH 3	005-603-035	2026	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK IN 2027 & 2028)(ASSOCIATED WITH SP 005-603-036)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	879,165									2,953,335					879,165	3,832,500
LOCAL STREETS	071-070-050	2026	SHERBURNE COUNTY	VARIOUS SHERBURNE COUNTY ROADS/INTERSECTIONS, INSTALL RUMBLE STRIPS AND 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS	66	SH	STRIPING	HSIP	675,000			607,500		607,500									67,500	675,000
CSAH 75	073-675-043	2026	STEARNS COUNTY	STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS	0	EN	TRAFFIC SIGNAL REVISION	NHPP	4,875,000				3,900,000	3,900,000									975,000	4,875,000
LOCAL STREETS	073-070-032	2026	STEARNS COUNTY	STEARNS COUNTY, VARIOUS RURAL INTERSECTIONS, LIGHTING	0	SH	OTHER	HSIP	260,000			234,000		234,000									26,000	260,000

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									$207,807,201	$8,350,000	$67,398,023				$8,427,099			$6,675,493	$9,333,600	$9,881,970			$107,806,732	$206,748,041
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
LOCAL STREETS	162-153-003	2026	SAINT CLOUD	**AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027)	0.8	RC	NEW PAVEMENT - - BIT	STBGP 5K-200K	3,739,114			239,114		239,114				1,560,886					3,500,000	5,300,000
LOCAL STREETS	162-153-003CRP	2026	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027 & 2028)	0.8	RC	NEW PAVEMENT - - BIT	CRP	730,000			170,000		170,000				370,000					560,000	1,100,000
LOCAL STREETS	162-120-008AC	2026	SAINT CLOUD	**AC**CRP**LINCOLN AVE SE; CONSTRUCT SIDEWALK FROM 4TH ST SE TO 7TH ST SE IN THE CITY OF ST CLOUD (PAYBACK 1 OF 1)	0.32	MA	SIDEWALKS	CRP	100,000						100,000		100,000							
LOCAL STREETS	220-070-001AC	2026	SARTELL	**AC**PINECONE ROAD/7TH ST N INTERSECTION AND PEDESTRIAN IMPROVEMENTS (PAYBACK 1 OF 1)(ASSOCIATED PROJECT 220-103-009)	0.1	SH	TRAFFIC SIGNAL INSTALL	HSIP	400,000						400,000		400,000							
LOCAL STREETS	220-090-005AC	2026	SARTELL	**AC**CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL (PAYBACK 1 OF 1)	0.5	BT	NEW TRAIL	STBGTAP 5K-200K	389,160						389,160		389,160							
N/A	220-080-007AC	2026	SARTELL	**AC**CRP**ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK 1 OF 1)	0	MA	N/A	CRP	170,000						170,000		170,000							
LOCAL STREETS	191-104-008	2026	SAUK RAPIDS	2ND AVE S(MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001)	0.4	RC	NEW PAVEMENT - - BIT	STBGP 5K-200K	4,350,000			1,400,000		1,400,000									2,950,000	4,350,000

Saint Cloud Area Planning Organization FY 2026-2029 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$207,807,201	$8,350,000	$67,398,023				$8,427,099			$6,675,493	$9,333,600	$9,881,970			$107,806,732	$206,748,041
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
LOCAL STREETS	191-090-003	2026	SAUK RAPIDS	**AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2028)	0	BT	SIDEWALKS	STBGTAP 5K-200K	309,733									590,267					309,733	900,000
MN 15	0509-37	2026	MNDOT	**BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE	0.3	BI	BRIDGE REPLACEMENT	BFP	7,702,000		6,000,000			6,000,000						1,702,000		1,702,000		7,702,000
TRANSIT	TRF-0048-27A	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,052,130										1,600,000				11,452,130	13,052,130
TRANSIT	TRF-0048-27B	2027	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,525,750														6,525,750	6,525,750
TRANSIT	TRF-0048-27C	2027	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	892,500														892,500	892,500
TRANSIT	TRF-0048-27D	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	74,000										59,200				14,800	74,000
TRANSIT	TRF-0048-27E	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	122,000										97,600				24,400	122,000
TRANSIT	TRF-0048-27F	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	210,000										168,000				42,000	210,000
TRANSIT	TRF-0048-27G	2027	SAINT CLOUD	ST CLOUD MTC; PURCHASE SEVEN (7) CLASS 700 CNG REPLACEMENT BUSES	0	TR	TRANSIT VEHICLE PURCHASE	LF	5,306,000															5,306,000
CSAH 3	005-603-035AC1	2027	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK 1 OF 2)(ASSOCIATED WITH SP 005-603-036)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	2,000,000						2,000,000		2,000,000							
LOCAL STREETS	162-153-003AC	2027	SAINT CLOUD	**AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 1 OF 1)	0.8	RC	NEW PAVEMENT - - BIT	STBGP 5K-200K	1,560,886						1,560,886		1,560,886							
LOCAL STREETS	162-153-003CRPAC1	2027	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 1 OF 2)	0.8	RC	NEW PAVEMENT - - BIT	CRP	270,000						270,000		270,000							

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									$207,807,201	$8,350,000	$67,398,023				$8,427,099			$6,675,493	$9,333,600	$9,881,970			$107,806,732	$206,748,041
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
MSAS 162	162-162-002	2027	SAINT CLOUD	**AC**HEATHERWOOD ROAD (MSAS 162), FROM 0.06 MI W OF 47TH ST S TO 60TH ST S IN THE CITY OF ST CLOUD, CONSTRUCT NEW ROADWAY (PAYBACK IN 2029)	0.32	MA	MAJOR CONSTRUCTION -- BIT	STBGP 5K-200K	10,298,995									1,201,005					10,298,995	11,500,000
LOCAL STREETS	220-080-006	2027	SARTELL	**MN307**15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	3	PL	RIGHT OF WAY PURCHASE	STBGP 5K-200K	3,880,000	2,150,000		943,774		3,093,774									786,226	3,880,000
CSAH 1	191-090-XXX	2027	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL BETWEEN OSAUKA ROAD NE TO NORTH ENTRANCE TO HIGH SCHOOL/MAYHEW CREEK PARK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2029)	0	BT	NEW TRAIL	STBGTAP 5K-200K	86,556								346,223						86,556	432,779
MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN	0	SH	CHANNELIZATION	HSIP	1,600,000			1,440,000		1,440,000							160,000		160,000		1,600,000
MN 23	7305-133	2027	MNDOT	**MN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE	1	SH	CHANNELIZATION	DEMO	1,500,000	1,200,000				1,200,000						300,000		300,000		1,500,000
TRANSIT	TRF-0048-28A	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,704,736										1,600,000				12,104,736	13,704,736
TRANSIT	TRF-0048-28B	2028	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,852,038														6,852,038	6,852,038
TRANSIT	TRF-0048-28C	2028	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	937,215														937,215	937,215
TRANSIT	TRF-0048-28D	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	59,000										47,200				11,800	59,000
TRANSIT	TRF-0048-28E	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	135,000										108,000				27,000	135,000
TRANSIT	TRF-0048-28F	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	372,000										297,600				74,400	372,000
TRANSIT	TRF-0048-28G	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000										20,000				5,000	25,000
TRANSIT	TRF-0048-28H	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL	FTA	600,000										480,000				120,000	600,000

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									$207,807,201	$8,350,000	$67,398,023				$8,427,099			$6,675,493	$9,333,600	$9,881,970			$107,806,732	$206,748,041
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
							IMPROVEMENT (NON-VEHICLE)																	
TRANSIT	TRF-0048-28I	2028	SAINT CLOUD	ST CLOUD MTC; PURCHASE ONE(1) CLASS 400LF CNG REPLACEMENT BUS.	0	TR	TRANSIT VEHICLE PURCHASE	LF	285,000														285,000	285,000
CSAH 3	005-603-035AC2	2028	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK 2 OF 2)(ASSOCIATED WITH SP 005-603-036)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	953,335						953,335		953,335							
CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	2.26	RC	MAJOR CONSTRUCTION -- BIT	STBGP<5K	2,500,000			1,448,675		1,448,675									1,051,325	2,500,000
LOCAL STREETS	073-070-031	2028	STEARNS COUNTY	STEARNS COUNTY, VARIOUS RURAL ROADWAYS -- STRIPING	0	SH	STRIPING	HSIP	1,023,700			750,000		750,000									273,700	1,023,700
LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13TH ST, CONSTRUCT SIDEWALK FROM 9TH AVE TO 11TH AVE AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9TH AVE IN THE CITY OF ST CLOUD	0.14	RT	NEW TRAIL	STBGTAP 5K-200K	225,000			180,000		180,000									45,000	225,000
LOCAL STREETS	162-153-003CRPAC2	2028	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 2 OF 2)	0.8	RC	NEW PAVEMENT -- BIT	CRP	100,000						100,000		100,000							
LOCAL STREETS	191-090-003AC	2028	SAUK RAPIDS	**AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0	BT	SIDEWALKS	STBGTAP 5K-200K	590,267						590,267		590,267							
N/A	8803-CRPL-28	2028	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2028	0	MA	MISCELLANEOUS AGREEMENT	CRP	212,500			170,000		170,000									42,500	212,500
MN 23	7305-131	2028	MNDOT	MN 23, FROM 0.455 MI E OF 93RD AVE TO MN 15 IN WAITE PARK EB & WB, MILL AND OVERLAY	5.549	RS	MILL AND BIT OVERLAY	NHPP	12,100,000			8,019,870		8,019,870						1,830,130		1,830,130	2,250,000	12,100,000
I 94	7380-275	2028	MNDOT	I-94, FROM STEARNS CSAH 75/ROOSEVELT ROAD TO STEARNS CSAH 2, FIBER OPTIC CABLE, CAMERAS AND NID'S	13	TM	OTHER	NHPP	750,000				675,000	675,000							75,000	75,000		750,000
I 94, MN 15	7380-282CRP	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	CRP	1,720,000			1,376,000		1,376,000						344,000		344,000		1,720,000

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									$207,807,201	$8,350,000	$67,398,023				$8,427,099			$6,675,493	$9,333,600	$9,881,970			$107,806,732	$206,748,041
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
I 94, MN 15	7380-282	2028	MNDOT	I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	NHPP	780,000			624,000		624,000						156,000		156,000		780,000
RAIL	73-00144	2028	MNDOT	NLR RR, INSTALL FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 6TH AVE N, WAITE PARK, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	300,000				300,000	300,000											300,000
RAIL	05-00130	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 2ND AVE NE, ST CLOUD, BENTON COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	500,000				250,000	250,000										250,000	500,000
RAIL	73-00145	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 25TH AVE N, ST CLOUD, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	500,000				250,000	250,000										250,000	500,000
RAIL	73-00146	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 33RD AVE N, ST CLOUD, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	500,000				250,000	250,000										250,000	500,000
I 94	7380-269	2028	MNDOT	**ELLE**I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	0	BI	BRIDGE DECK OVERLAY	NHPP	3,000,000			2,700,000		2,700,000						300,000		300,000		3,000,000
TRANSIT	TRF-0048-29A	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	14,389,973										1,600,000				12,789,973	14,389,973
TRANSIT	TRF-0048-29B	2029	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	7,194,639														7,194,639	7,194,639
TRANSIT	TRF-0048-29C	2029	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	983,981														983,981	983,981
TRANSIT	TRF-0048-29D	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	200,000										160,000				40,000	200,000
TRANSIT	TRF-0048-29E	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	100,000										80,000				20,000	100,000
TRANSIT	TRF-0048-29F	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,445,000										1,156,000				289,000	1,445,000

Saint Cloud Area Planning Organization FY 2026-2029 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									$207,807,201	$8,350,000	$67,398,023				$8,427,099			$6,675,493	$9,333,600	$9,881,970			$107,806,732	$206,748,041
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Other FHWA	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Other (Local)	Project Total
CSAH 133	073-733-008	2029	STEARNS COUNTY	STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT	0	RC	ROUNDABOUT	STBGP 5K-200K	2,000,000			1,201,005		1,201,005										798,995	2,000,000
MSAS 162	162-162-002AC	2029	SAINT CLOUD	**AC**HEATHERWOOD ROAD (MSAS 162), FROM 0.06 MI W OF 47TH ST S TO 60TH ST S IN THE CITY OF ST CLOUD, CONSTRUCT NEW ROADWAY (PAYBACK 1 OF 1)	0.32	MA	MAJOR CONSTRUCTION -- BIT	STBGP 5K-200K	1,201,005						1,201,005		1,201,005							
CSAH 1	191-090-XXXAC	2029	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL BETWEEN OSAUKA ROAD NE TO NORTH ENTRANCE TO HIGH SCHOOL/MAYHEW CREEK PARK IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0	BT	NEW TRAIL	STBGTAP 5K-200K	346,223						346,223		346,223							
	8803-CRPL-29	2029	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2029	0	MA	MISCELLANEOUS AGREEMENT	CRP	337,500			270,000		270,000									67,500	337,500
MN 95	0505-27	2029	MNDOT	MN 95, FROM JCT MN 23 EAST OF ST. CLOUD TO BENTON/MILLE LACS CO LINE, MILL & OVERLAY	14.16	RS	MILL AND BIT OVERLAY	STBGP<5K	10,600,000			8,630,520		8,630,520						1,969,480		1,969,480		10,600,000
MN 23	7306-98	2029	MNDOT	MN 23, FROM TH 15 TO NEAR RR BR NEAR US 10 MILL AND OVERLAY + ADA IN ST CLOUD EB & WB	2.485	RS	MILL AND BIT INLAY	NHPP	14,200,000			11,561,640		11,561,640						2,638,360		2,638,360		14,200,000
I 94	7380-283	2029	MNDOT	I-94, FROM MN 23 INTERCHANGE TO MN 238 INTERCHANGE, CONSTRUCT FIBER AND VEHICLE DETECTION SYSTEM (ITS FUNDS 2.0)	0	EN	TRAFFIC MANAGEMENT SYSTEM	NHPP	2,000,000				1,800,000	1,800,000							200,000	200,000		2,000,000
I 94	7380-287	2029	MNDOT	I 94, REOVERLAY BRIDGE 73869 WB & 73870 EB OVER STEARNS CSAH 2	0	BI	BRIDGE DECK OVERLAY	NHPP	2,070,000			1,863,000		1,863,000						207,000		207,000		2,070,000

Attachment I

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: Brian Gibson, Executive Director
RE: MetroBus Forward
DATE: June 3, 2025

Dave Green, Chief Operating Officer at MetroBus, will be in attendance at your June 12th meeting to discuss their new plan, entitled "MetroBus Forward".

Suggested Action: None, informational only

Attachment J1

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: James Stapfer, Planning Technician
RE: 2023 Transportation Performance Monitoring Report
DATE: June 2, 2025

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

Attached is the full 2023 Transportation Performance Monitoring Report

Suggested Action: Approval to publish, TAC recommended approval.

Saint Cloud Area Planning Organization
Transportation Performance Monitoring Report

2023

Disclaimer and Title VI Assurance

Disclaimer

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

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

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

Public Notice of Rights Under Title VI

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

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

Ogaysiis Guud Ee Xuquuqda Xuquuqda VI

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

Title VI Assurance and Title II Assurance

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

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

Public Notice of Rights Under Title II

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

Title II Assurance

Ogaysiis Guud Ee Xuquuqda Xuquuqda II

Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriira Dhammaan barnaamijyada iyo nashaadaadka. Qodobka II ee Sharciga Naafada Mareykanka (ADA) wuxuu u baahan yahay dhammaan hay'adaha gobolka iyo kuwa maxalliga ah inay qaadaan tillaabooyinka ku habboon si loo hubiyo in xiriirka lala yeesho codsadayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaatada. 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 suurtogalka 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 Pùblico De Derechos Bajo El Tìtulo II

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

Table of Contents

Common Acronyms

AADT: Average Annual Daily Traffic.

APO: Saint Cloud Area Planning Organization.

AQI: Air Quality Index.

ATAC: Active Transportation Advisory Committee.

CNG: Compressed Natural Gas.

DOT: Department of Transportation.

CR: County Road.

CSAH: County State-Aid Highway.

CRP: Carbon Reduction Program.

DAR: Dial-a-Ride.

DEED: Minnesota Department of Employment and Economic Development.

DIV: Digital Inspection Vehicle.

EDR: Economic Development Region.

FAST Act: Fixing America's Surface Transportation Act.

FHWA: Federal Highway Administration.

FR: Fixed Route.

FTA: Federal Transit Administration.

GPS: Global Positioning System.

HPMS: Highway Performance Monitoring System.

HSIP: Highway Safety Improvement Program.

IIJA: Infrastructure Investment and Jobs Act.

IRI: International Roughness Index.

MAP-21: Moving Ahead for Progress in the 21st Century Act.

MN: Minnesota.

MnDOT: Minnesota Department of Transportation.

MPCA: Minnesota Pollution Control Agency.

MPO: Metropolitan Planning Organization.

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

MTP: Metropolitan Transportation Plan.

NCB: Northstar Commuter Bus.

NHS: National Highway System.

NHTSA: National Highway Traffic Safety Administration.

NPMRDS: National Performance Management Research Data Set.

NTD: National Transit Database.

PBP: Performance-Based Planning.

SEP: Stakeholder Engagement Plan.

SGR: State of Good Repair.

SOV: Single-Occupancy Vehicle.

STIP: State Transportation Improvement Program.

TAC: Saint Cloud APO’s Technical Advisory Committee.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TPMR: Transportation Performance Management Report.

Tri-CAP: Tri-County Action Program.

TSM: Transportation System Management.

TTTR: Truck Travel Time Reliability.

VMT: Vehicle Miles Traveled.

Introduction
APO Planning Area

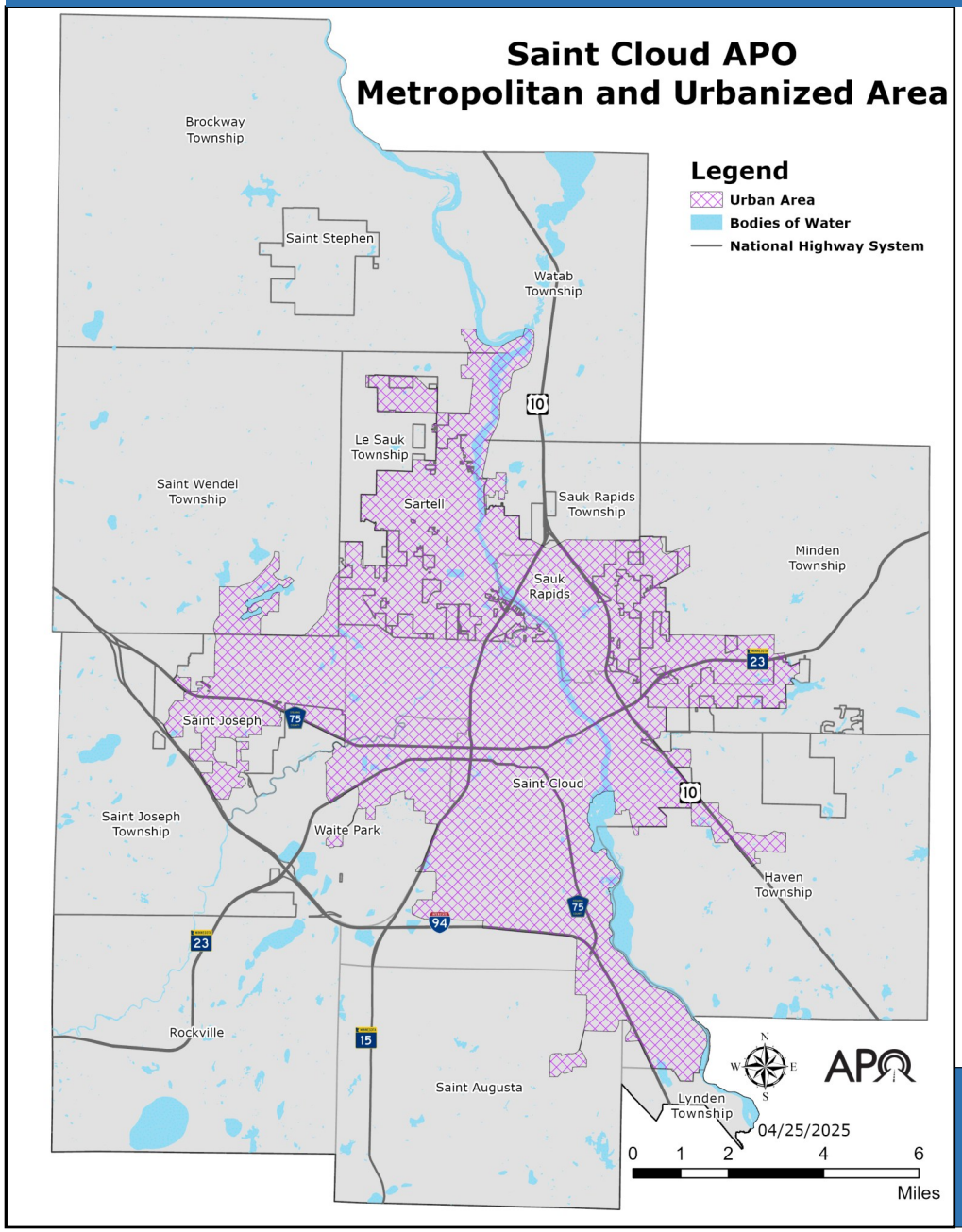


Figure 1.1: Saint Cloud APO Metropolitan and Urbanized Area

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

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

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

1966	**140,668**
Year the APO was incorporated.	Estimated population in the Saint Cloud APO planning area in 2023.

Data Source: U.S. Census Bureau, 2019-2023 American Community Survey five-year estimates

Introduction
Performance Measures

The APO and Performance Measures

The Transportation Performance Monitoring Report (TPMR) includes a set of performance measures that will track the region's progress toward achievement of transportation goals as defined in the APO's Metropolitan Transportation Plan (MTP). (http://bit.ly/3Ewy18j). Performance measures are designed to serve as a benchmark to evaluate and quantify progress. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. This progress report serves as an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving towards achieving the goals stated in the APO's MTP.

The APO approved its 2050 MTP in October 2024. During that process, staff incorporated federally mandated performance measures into the MTP including but not limited to, those found within this report. In addition, APO staff have been working to develop a variety of other performance measures to assist in future planning and project implementation. The intent is to use the identified performance measures to further align current and future projects with the overall goals and objectives of the MTP.

Based on the Transportation Performance Management (TPM) assessment tool (https://bit.ly/3MIOV2P), the APO is currently working towards a maturity level four, also called the functioning phase. This means that transportation data is being regularly collected and analyzed to inform transportation investment decisions. All of the member jurisdictions of the APO use the performance data when prioritizing projects. Performance data may still have gaps and quality issues, but processes are in place to improve these over time. We are beginning to use transportation performance data to help predict future conditions and thus forecast the need for future transportation investments. Data are being gathered to evaluate the costs and effectiveness of actions taken.

Figure 1.2: Pavement in Poor Condition

Introduction
Performance Measures

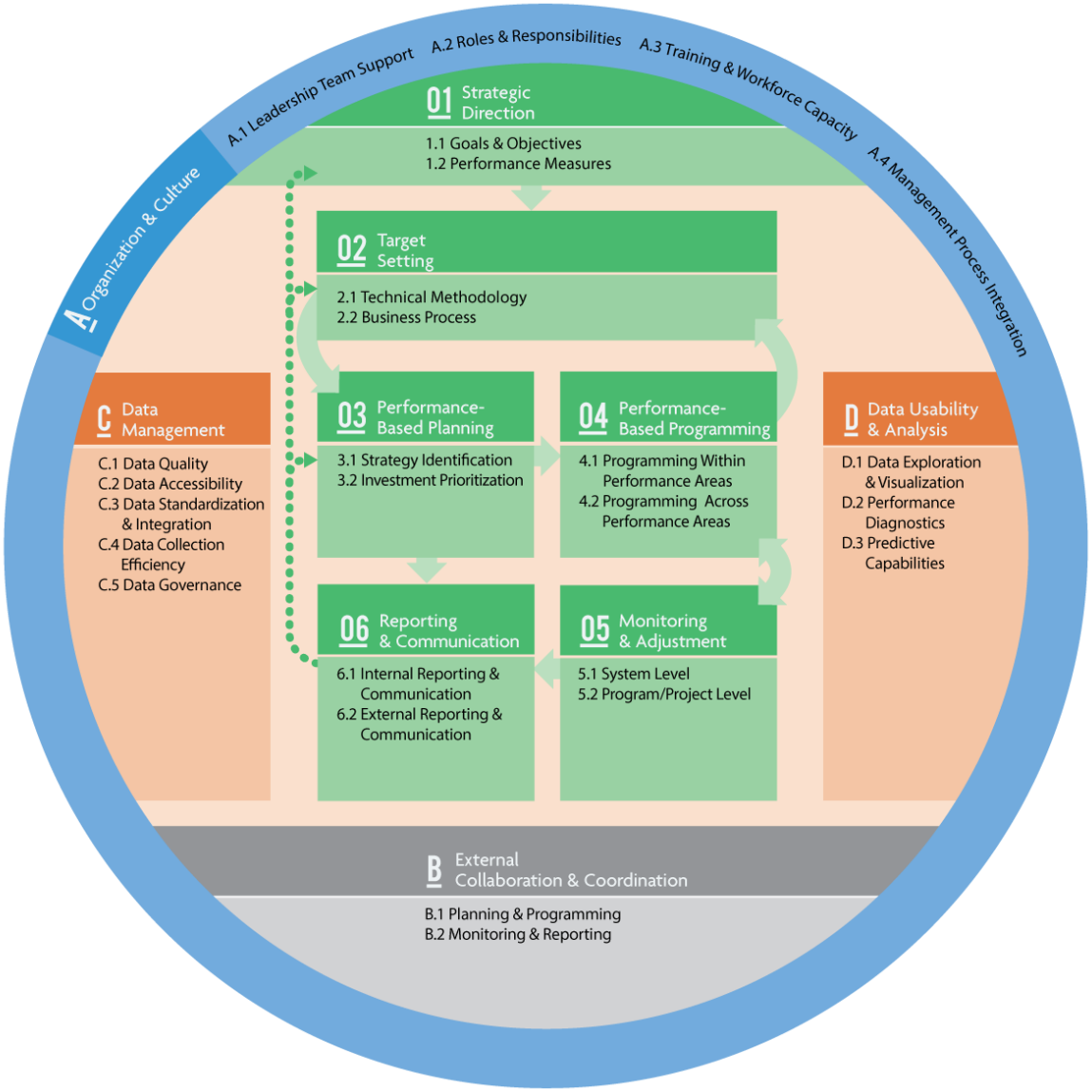


Figure 1.3: TPM Framework, graphic courtesy of tpmtools.org

Strategic Direction

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

Target Setting

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

Performance-Based Planning

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

Performance-Based Programming

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

Monitoring and Adjustment

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

Reporting and Communication

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

Introduction
Performance Measures

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

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

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

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

Strategic Level

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

Decision Making Level

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

Project Delivery Level

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

Introduction
Performance Measures

Why does the APO use performance measures?

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

Why set targets?

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

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

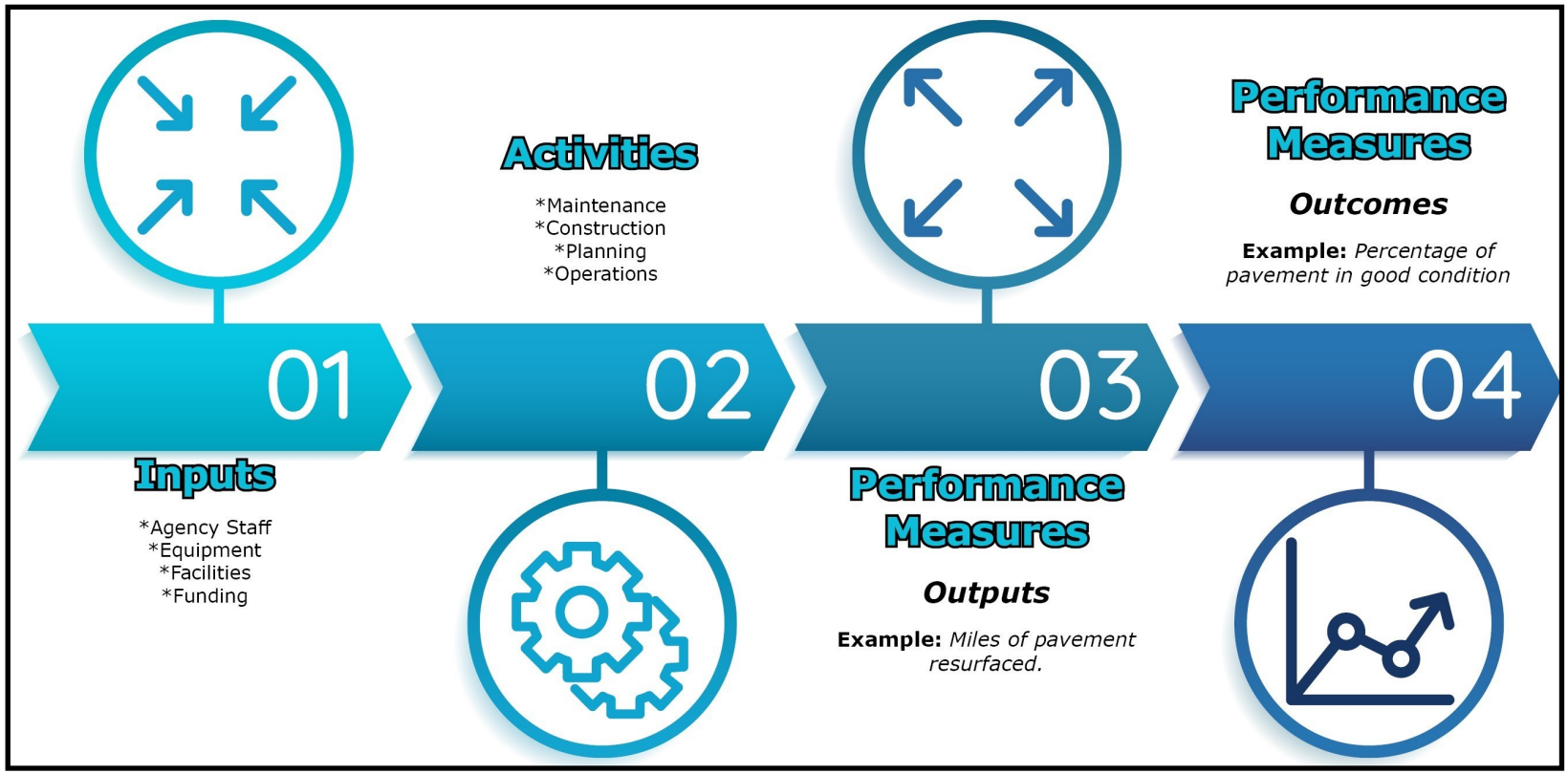


Figure 1.4: Performance Measures Design Process

Introduction
Performance Measures

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

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

What are the desired characteristics of performance measures?

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

Figure 1.5: APO's Technical Advisory Committee Meeting

Figure 1.6: CSAH 133 in Saint Joseph

Introduction
Performance Measures

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

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

The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden in November 2021 as the transportation bill to replace the FAST Act. This five-year legislation is currently the largest long-term investment in the nation's infrastructure and economy, providing $550 billion between 2022 and 2026 in new Federal investment in infrastructure.

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

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

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

Roadway Safety	Roadway Accessibility, Mobility, and Connectivity	Roadway Management and Preservation	Roadway Metropolitan Vitality and Economic Development
♦ Number of fatalities. ♦ Rate of fatalities per 100 million vehicle miles traveled (VMT). ♦ Number of serious injuries. ♦ Rate of serious injuries per 100 million VMT. ♦ Number of non-motorized fatalities and serious injuries.	♦ Annual percent of person-miles traveled on the Interstate and non-Interstate National Highway System (NHS) that are reliable. ♦ State of Good Repair for equipment, facilities, and rolling stock. ♦ Transit Economic Requirements Model (TERM) scale for transit.	♦ Interstate system pavement conditions. ♦ Non-Interstate NHS pavement conditions. ♦ Bridge conditions. ♦ Transit Mechanical Failures.	♦ Truck Travel Time Reliability Index.

Figure 1.7: Federally Required Performance Measures

System and Environmental Stewardship Overview

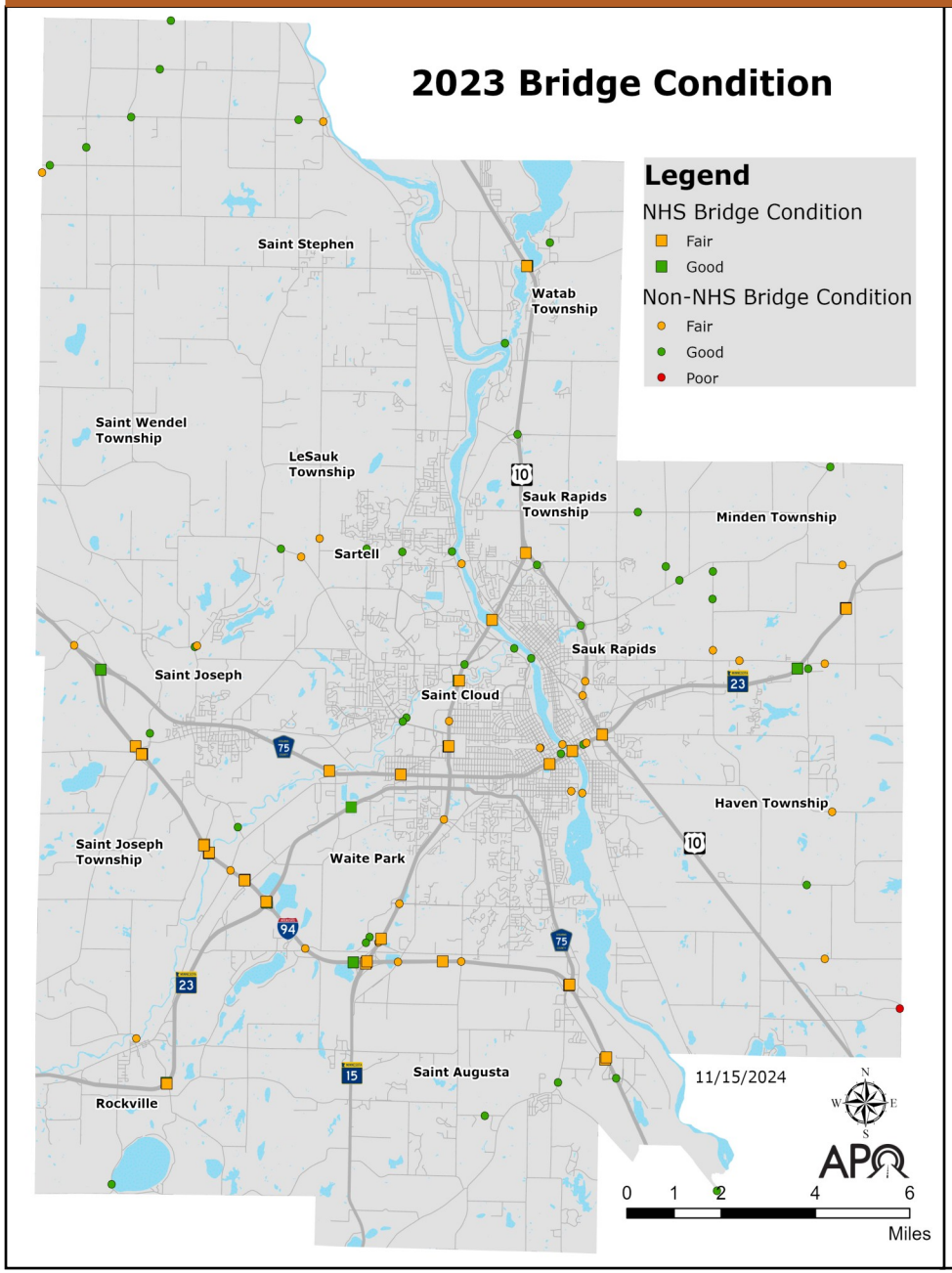


Figure 2.1: 2023 Bridge Condition, data courtesy MnDOT

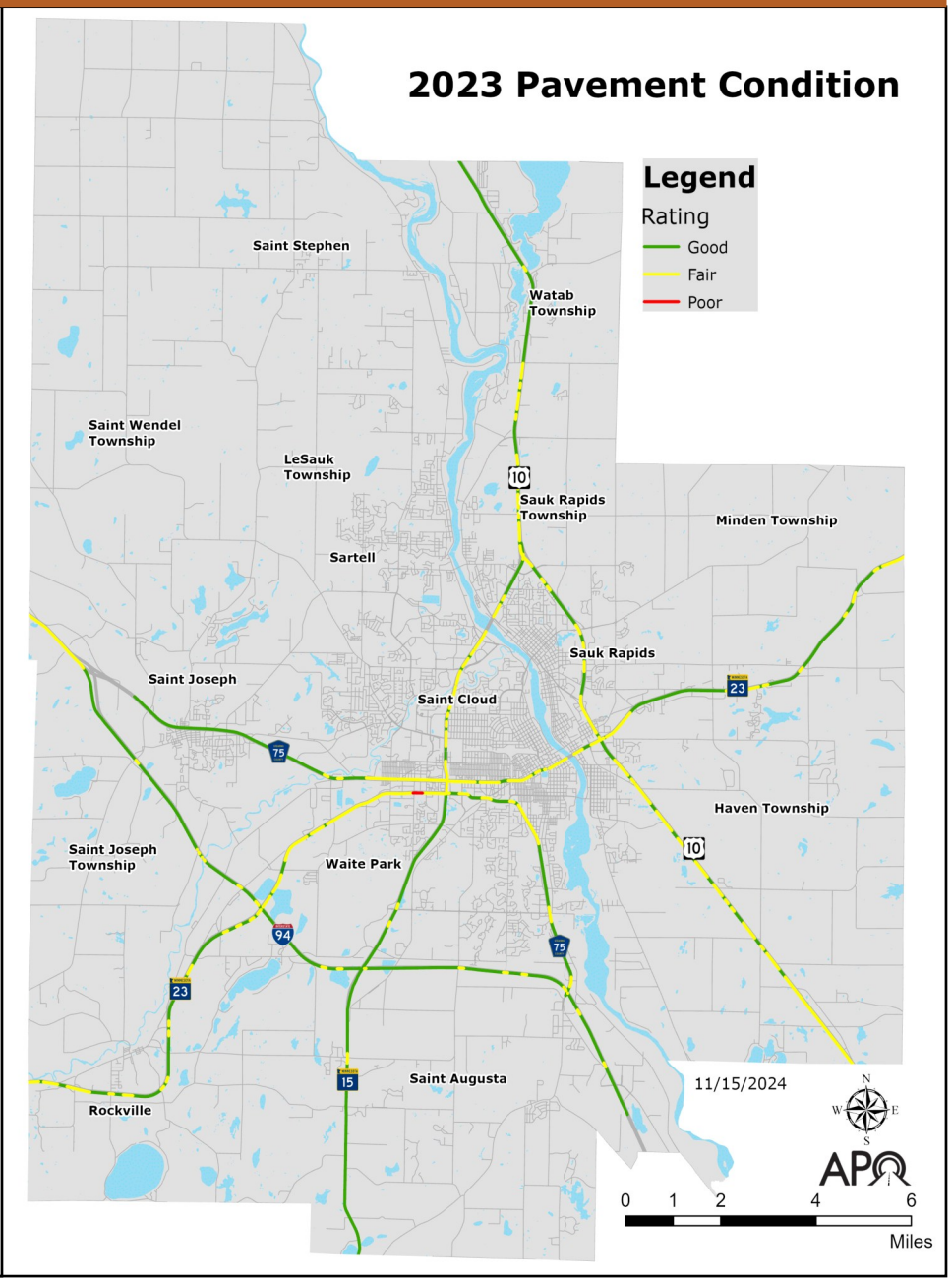


Figure 2.2: 2023 Pavement Condition, data courtesy MnDOT

System and Environmental Stewardship
Pavement

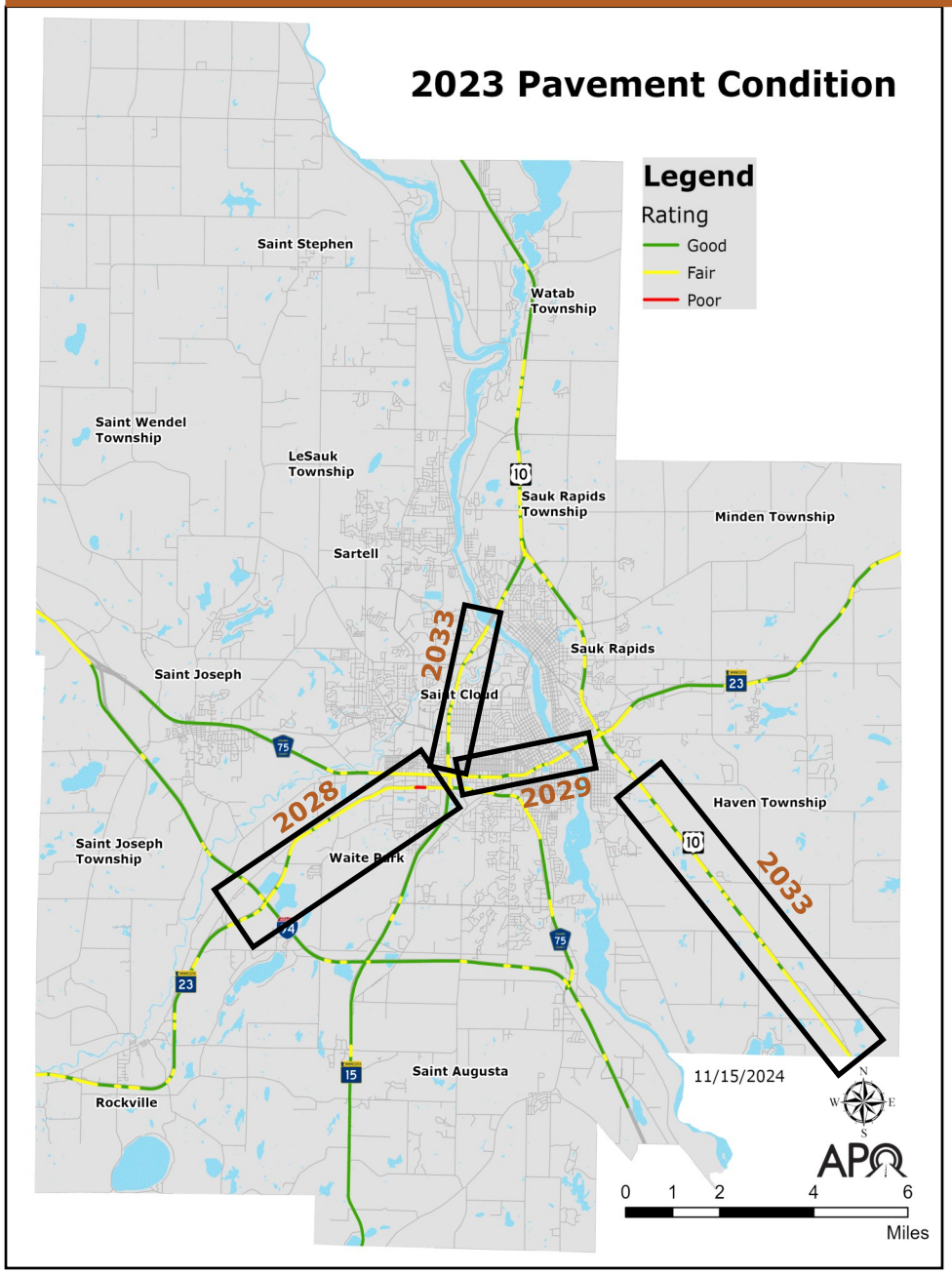


Figure 2.3: 2023 Pavement Condition, data courtesy MnDOT

Pavement Condition

In 2023, 63.5% of Interstate and NHS pavement within the APO planning area was in good condition, 36.3% in fair condition, and 0.2% in poor condition as displayed in Figure 2.3. The black boxes on the map highlight some sections of NHS roadways for which MnDOT is planning a pavement improvement projects, as noted in their Capital Highway Investment Plan (CHIP, https://bit.ly/43W6rvQ). A CHIP is a plan that includes an overview of the planned transportation improvement projects over the next ten years.

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

International Roughness Index (IRI)

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

System and Environmental Stewardship
Non-Interstate NHS Pavement

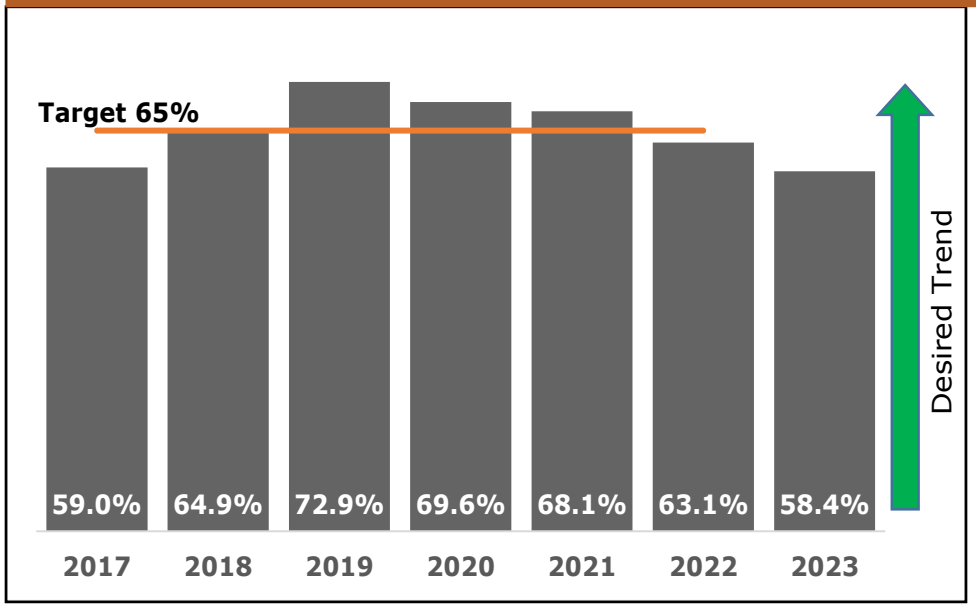


Figure 2.4: Non-Interstate NHS Pavement in good Condition, data courtesy MnDOT

Non-Interstate NHS Pavement in good Condition

Non-Interstate NHS pavement in good condition has been decreasing in recent years. This is decrease is largely seen in roadways going from good condition to fair. Per the map on the previous page, large sections of fair roadway are already included within a project detailed in MnDOT's CHIP. These improvement will help the APO to meet the pavement condition target.

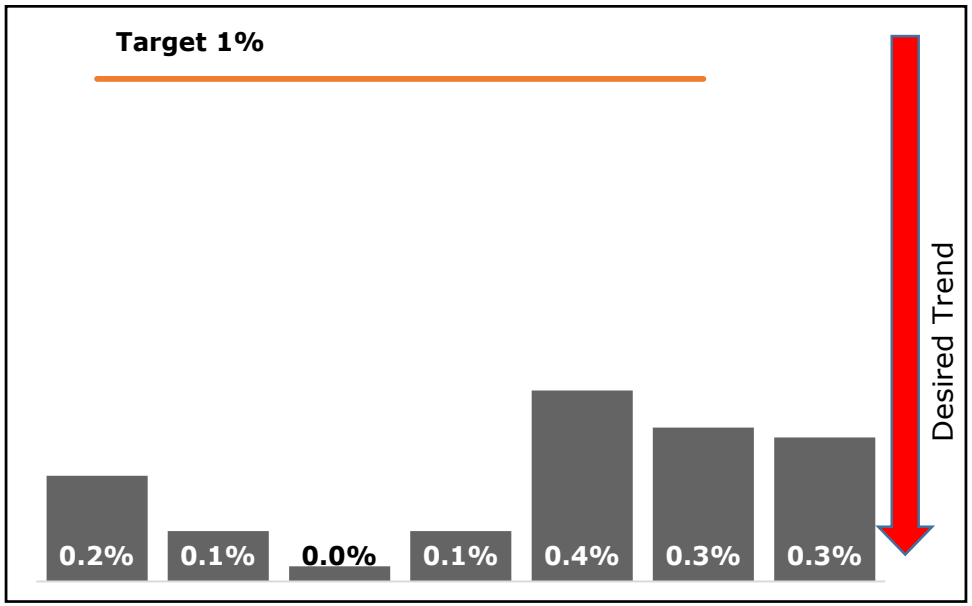


Figure 2.5: Non-Interstate NHS Pavement in poor Condition, data courtesy MnDOT

Non-Interstate NHS Pavement in poor Condition

Non-Interstate NHS pavement in poor condition remains very low. Roads do not tend to stay in poor quality on the NHS system in general as these roads typically carry more traffic than others and are prioritized for pavement improvement on a more regular basis.

System and Environmental Stewardship
Interstate NHS Pavement

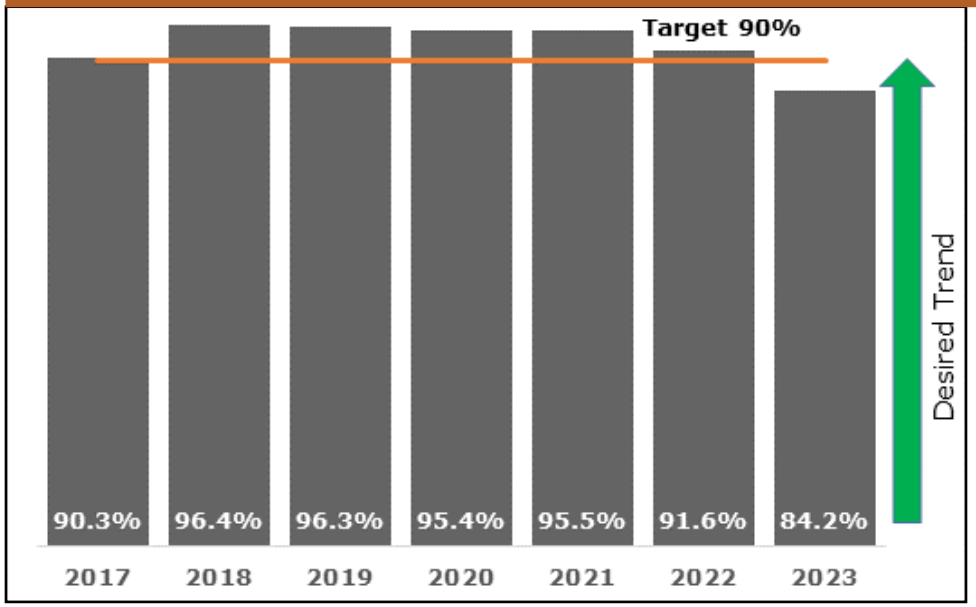


Figure 2.6: Interstate NHS Pavement in good Condition, data courtesy MnDOT

Interstate NHS Pavement in good Condition

Interstate NHS pavement in good condition has typically been around 90-95%.However, in 2023 the total Interstate pavement fell below our target. However, this decrease is mostly seen in pavement going to fair condition from good. Keeping all pavement in good condition at all times is ideal, but road maintenance is limited by both time and budget constraints. The section on I-94 west of Saint Joseph is the main contributor to this decrease in pavement condition on the Interstate.

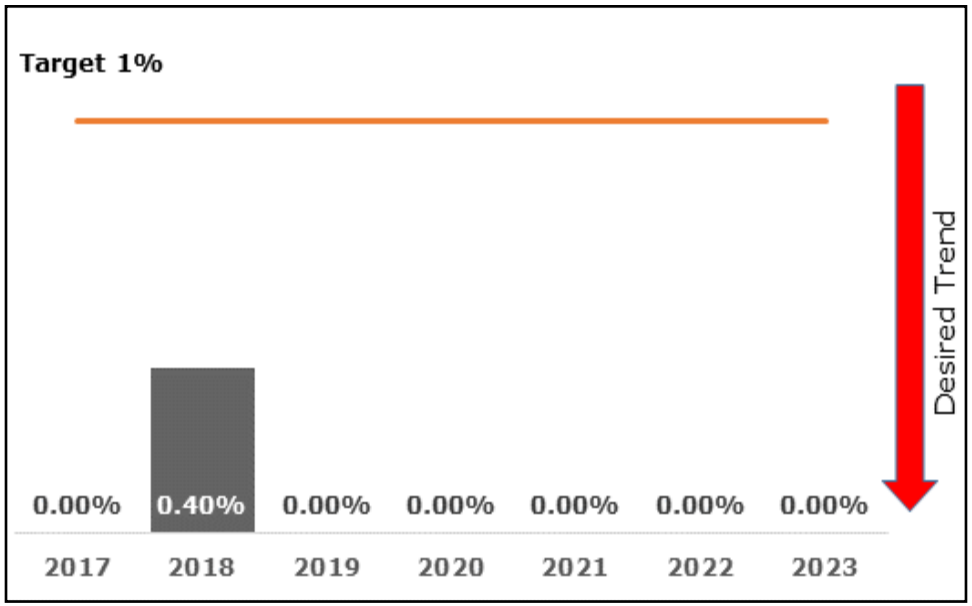


Figure 2.7: Interstate NHS Pavement in poor Condition, data courtesy MnDOT

Interstate NHS Pavement in poor Condition

Interstate NHS pavement is rarely in poor condition as it remains a high priority in part due to the large amount of travel use. I-94 within the planning area has not experienced any pavement in poor condition since 2018.

System and Environmental Stewardship
Bridges

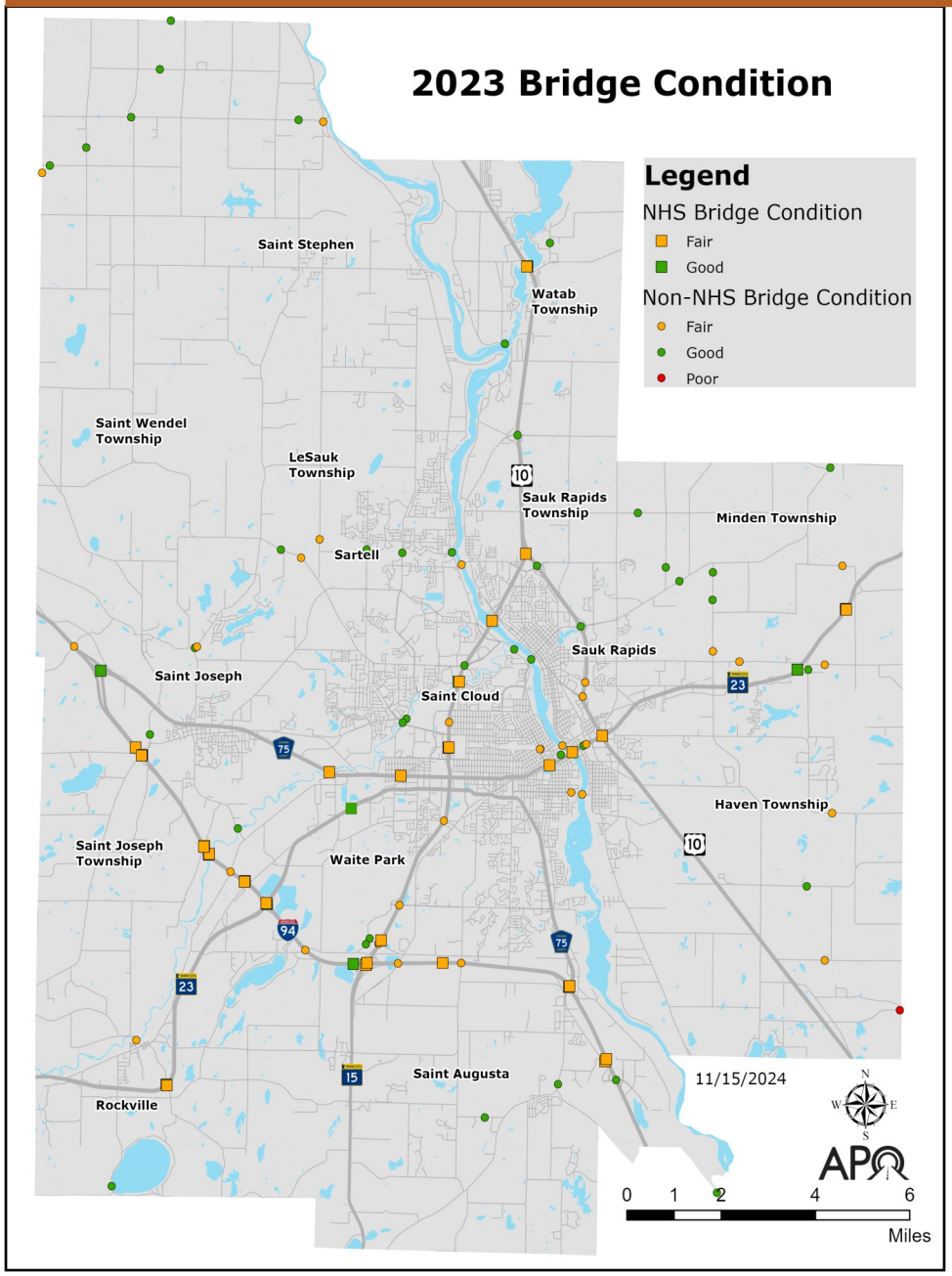


Figure 2.8: 2023 Bridge Condition, data courtesy MnDOT

Bridge Condition

Of the 113 bridges in the APO planning area, 51 are rated in good, 61 in fair and 1 in poor as shown in Figure 2.8. Bridges are routinely inspected and rated based off of 3 to 4 characteristics. These characteristics include the deck, superstructure, substructure, and, where applicable, culvert. Structural condition is based on the lowest rated component. Different components have different solutions with some being more involved than others.

Bridge components are rated on a scale out of 10. Components with a rating from 7-10 are rated good, 5-6 are rated fair or satisfactory, and 1-4 are rated poor.

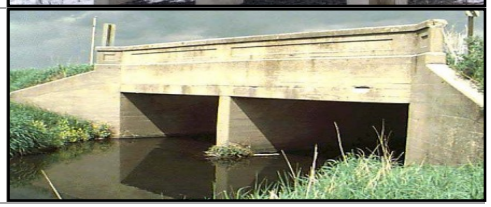
Bridge Components	Example
Deck - The deck is designed to provide a smooth and safe riding surface for traffic utilizing the bridge.	
Superstructure - The superstructure supports the deck or riding surface of the bridge, as well as the load applied to the deck.	
Substructure - The substructure includes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

Figure 2.9: Bridge Components, data and photos courtesy MnDOT

System and Environmental Stewardship
Bridges

Individual Bridge Ratings

Bridges on the National Highway System (NHS) are assessed and scored at least every other year. Those scores are then entered into the National Bridge Inventory (NBI).

Scores are based on three components:

- **Deck:** The riding/driving surface of the bridge.
- **Superstructure:** Components of a bridge that aid in supporting the bridge load.
- **Substructure:** Piers or other support structures that help support the superstructure in distributing the weight of the bridge to its foundation.

The overall rating for an individual bridge is based on the ***LOWEST*** score of the three elements.

NBI Bridge Condition Ranges

- **Good:** 7-9
- **Fair:** 5-6
- **Poor:** 0-4

NHS Bridge Target Setting

Unlike individual bridge ratings, determining the percentage of bridges in the region that are in "Good" condition also considers the overall size of each bridge (deck area).

NHS Bridge Target Setting Calculation Example

Region Alpha contains five bridges.

- **Bridge A** = 10% of the region's bridge deck area.
- **Bridge B** = 15% of the region's bridge deck area.
- **Bridge C** = 20% of the region's bridge deck area.
- **Bridge D** = 5% of the region's bridge deck area.
- **Bridge E** = 50% of the region's bridge deck area.

Bridges A through D are in Good Condition. Bridge E is in Fair Condition.

While four bridges are in good condition, regional bridge targets are not only based on individual ratings, but the size of the bridges.

In this example, 50% of the bridges in Region Alpha would be in "Good" Condition. Significant improvements made to larger bridges would then have a much larger increase in a region's percentage of bridges in Good Condition as compared to significant improvements made to much smaller bridges.

However, it is important to note that considering ***BOTH*** the individual bridge rating and the regional impacts of bridge performance are critical in performance-based planning.

Figure 2.10: 2023 Bridge Condition, data courtesy MnDOT

System and Environmental Stewardship
All Bridges (includes NHS)

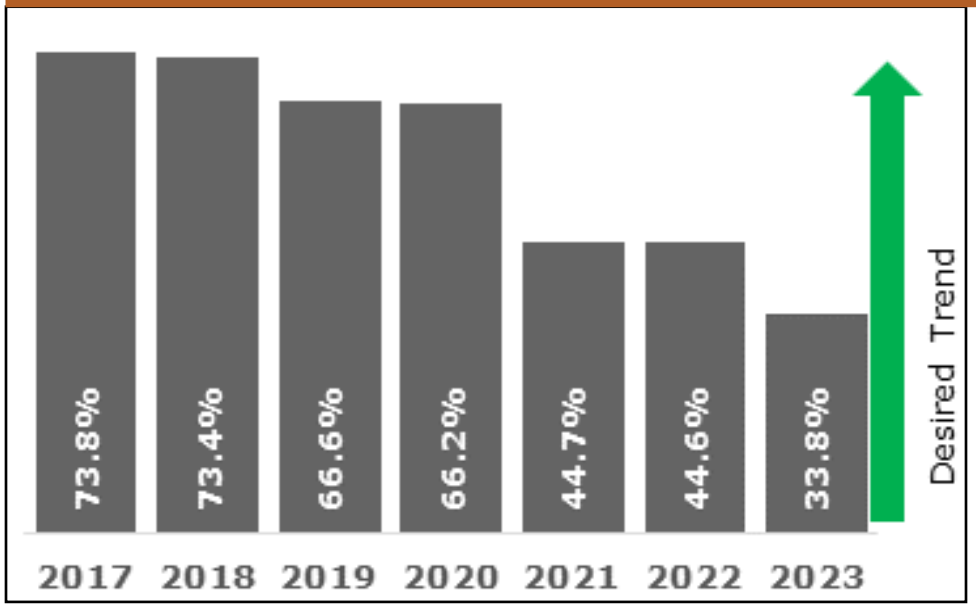


Figure 2.11: Bridge Condition for All Bridges in the APO Region (Good Condition), data courtesy MnDOT

Bridge Condition by Deck Area for All Bridges in the APO Region (Good Condition)
The percent of all bridges by deck area in the region that are in good condition is seeing a decrease. Most of these bridges are going from good to fair condition. Typically it does not make sense financially to maintain all infrastructure in good condition when in most cases fair condition causes little to no meaningful issues. The main concern is when bridges move from fair condition to poor condition at which point closer attention is important.

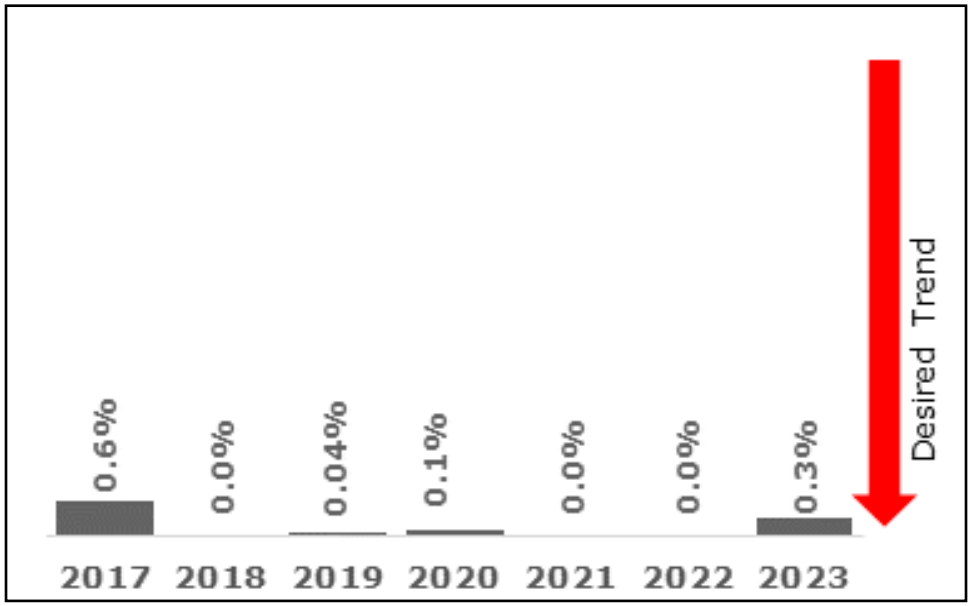


Figure 2.12: Bridge Condition for All Bridges in the APO Region (Poor Condition), data courtesy MnDOT

All Bridge Condition by Deck Area (Poor Condition)
The percent of all bridges by deck area in the region that are in poor condition has remained low. Bridges in poor condition are often load posted or have other restrictions placed on them. However, the region typically prioritizes fixing bridges before they are in poor condition. Bridges in poor condition are not necessarily an immediate problem. For example, a bridge could be rated as poor due to the deck surface which does not mean that the bridge is in dire need of repair. Recognizing why a bridge is in poor condition is important to prioritizing funds for fixing it.

System and Environmental Stewardship
NHS Bridges

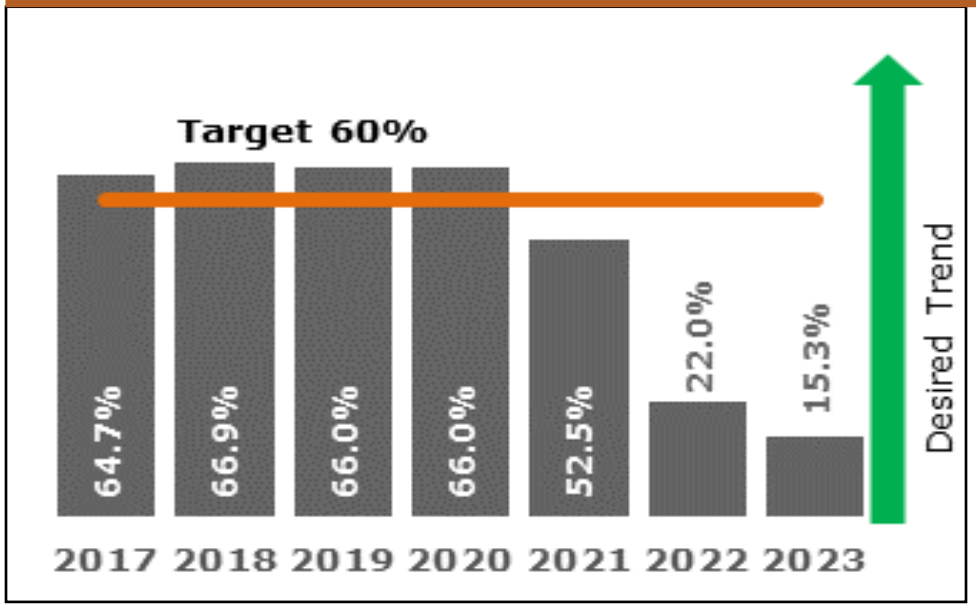


Figure 2.13: Bridge Condition for All Bridges in the APO Region (Good Condition), data courtesy MnDOT

NHS Bridge Condition by Deck Area

The percent of NHS bridges by deck area in good condition has continued to fall over the past couple years. At the State level, there is also a significant decrease in bridges in good condition. Similar to roadways, a majority of this decrease is bridges going from good to fair. Bridges in fair condition are not necessarily a cause for concern. The State has lowered their targets for bridge condition as they do not expect to reach the previous targets. Additional reporting at the State level will also be required as a result of the continued decrease in the number of bridges in good condition. One large contributor to this is the bridge on MN-15 crossing the Mississippi, which makes up around 25% of total bridge deck surface area for the APO region.

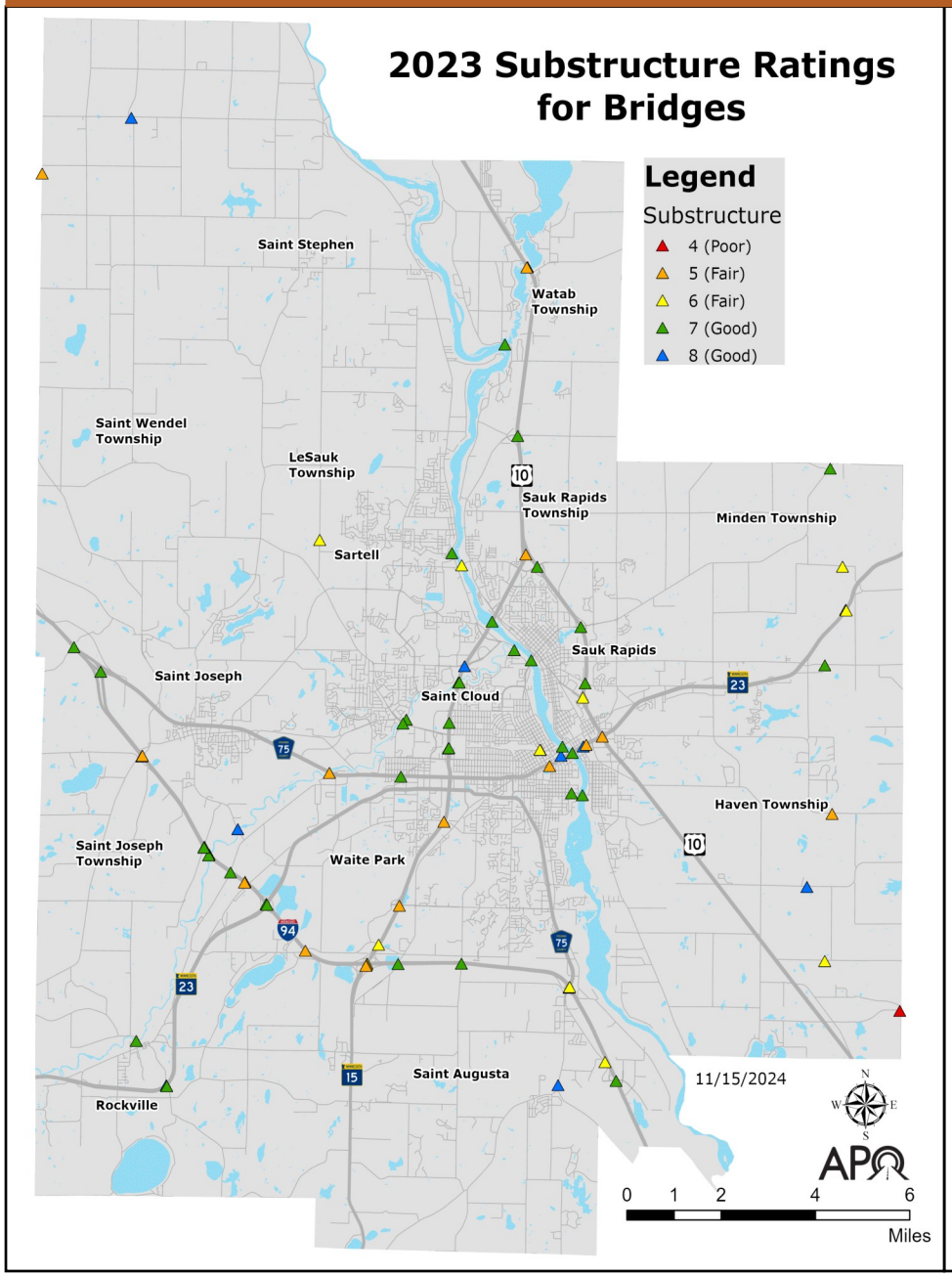
However, no NHS bridges are in poor condition. Since 2015, no NHS bridges were allowed to deteriorate to poor condition and it is likely that trend will continue.

Bridge Component Condition

The maps on the following pages highlight the different bridge components and their condition ratings. Condition ratings of poor and fair are not necessarily causes for concern. However they may indicate the need for load restrictions or some other restriction. The different components have different solutions and problems. Some components like the deck can be replaced without fully rebuilding a bridge while others may require a rebuilding of some or all of the bridge.

The figures on the following pages shows the bridges, the locations, the components condition ratings, and the age of the bridge. Typically as bridges age we would expect to see parts slowly degrade and ultimately be replaced (whether building a brand new bridge or just part), typically the deck degrades more quickly than the substructure or superstructure. The deck is often able to be replaced more easily than other components as it is sitting on top of them. The substructure supports the superstructure and ultimately the deck so it often requires a more complicated replacement than the deck alone. The bridges highlighted in green in figure 2.18 on page 24 are ones that have already been replaced following the base year of this data (2023). Those highlighted in yellow are newer bridges for which lower condition ratings are unexpected so soon after construction. Those highlighted in blue are noted in MnDOT's CHIP as bridges that will be having work done in the coming years.

System and Environmental Stewardship
Bridges



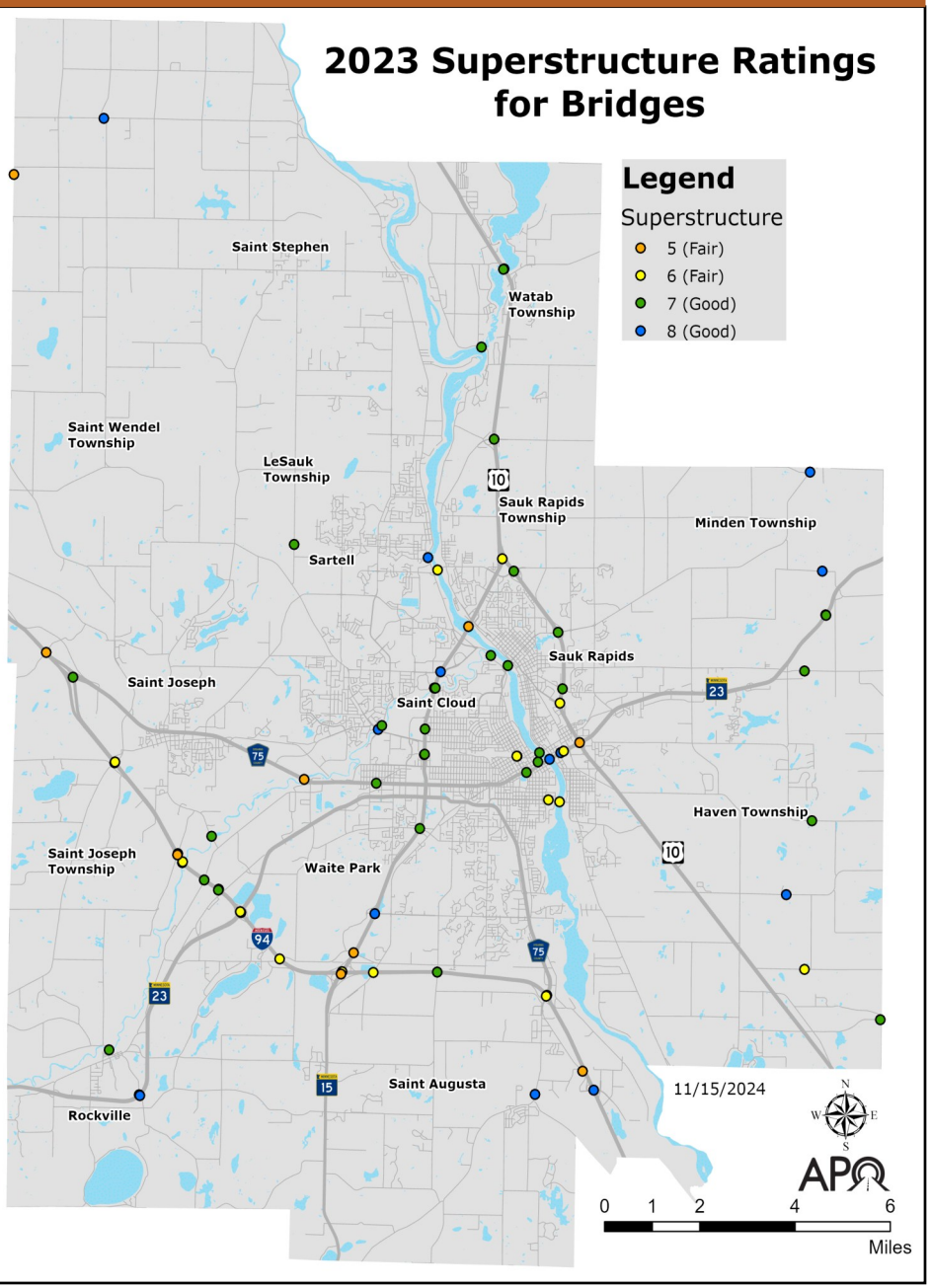


Figure 2.14: 2023 Substructure Ratings for Bridges, data courtesy MnDOT
The map above shows substructure ratings for bridges within the APO.

Figure 2.15: 2023 Superstructure Ratings for Bridges, data courtesy MnDOT
The map above shows superstructure ratings for bridges within the APO.

System and Environmental Stewardship
Bridges

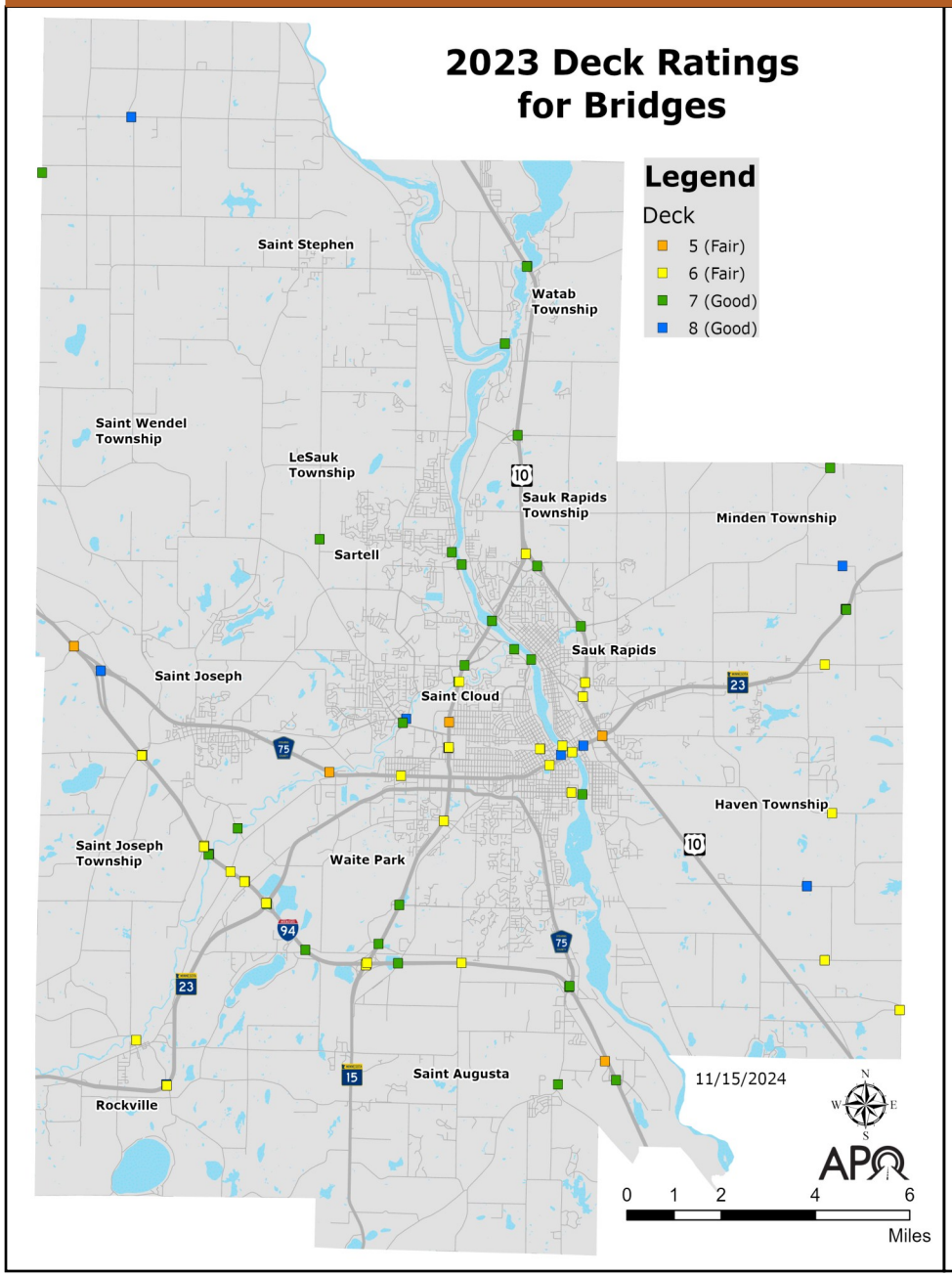


Figure 2.16: 2023 Substructure Ratings for Bridges, data courtesy MnDOT
The map above shows deck ratings for bridges within the APO.

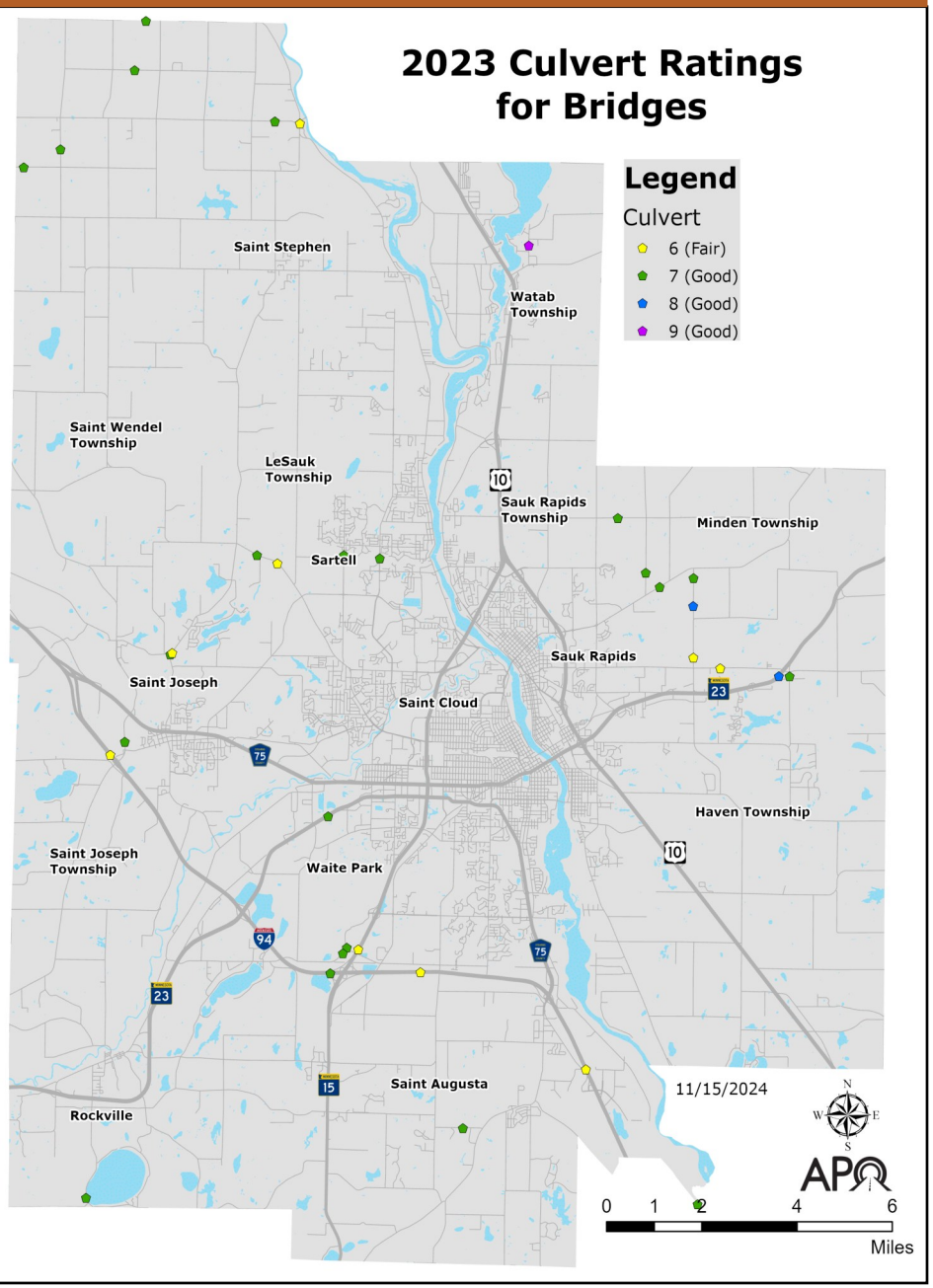


Figure 2.17: 2023 Substructure Ratings for Bridges, data courtesy MnDOT
The map above shows culvert ratings for bridges within the APO.

Bridges with at Least One Component in or Nearing Poor Condition

Bridge ID	Route	Deck	Superstructure	Substructure	Culvert	Structural Condition Rating	Structural Condition Rating	Age
71511	CSAH 16 over Elk River	6	7	4	N	4	Poor	53
4881	CSAH 3 over Spunk Creek	7	5	5	N	5	Fair	61
05003	TH 15 EB over US 10	6	6	5	N	5	Fair	56
05011	TH 15 over Benton DR, Miss RVR, RR	7	5	7	N	5	Fair	32
5417	CSAH 75 over St Augusta Creek	5	5	6	N	5	Fair	90
6846	BNSF over MN 23	N	6	5	N	5	Fair	67
9022	TH 23 NB over US 10	5	5	5	N	5	Fair	68
9462	US 10 EB over Little Rock Lake	7	7	5	N	5	Fair	63
71513	CR 62 over Elk River	6	7	5	N	5	Fair	47
73011	TH 23 over 10 AVE	6	7	5	N	5	Fair	16
73019	CSAH 137(18TH ST S over MN15)	6	7	5	N	5	Fair	47
73029	Pedestrian over MN 15	5	7	7	N	5	Fair	38
73046	CSAH 84 over TH 15	7	8	5	N	5	Fair	11
73581	CSAH 75 over Sauk River	5	5	5	N	5	Fair	71
73856	I 94 EB over TH 15	6	6	5	N	5	Fair	48
73858	CSAH 6 over MN 15	7	5	6	N	5	Fair	49
73860	CSAH 6 over I 94	7	6	5	N	5	Fair	49
73869	I 94 WB over CSAH 2	6	6	5	N	5	Fair	49
73871	Pedestrian over I 94	5	5	7	N	5	Fair	48
73873	I 94 EB Collector RD over MN 15	6	5	5	N	5	Fair	48
73876	I 94 EB over BNSF RR	6	7	5	N	5	Fair	49
73877	I 94 WB over TR 477	6	5	7	N	5	Fair	49
73878	I 94 EB over TR 477	6	5	7	N	5	Fair	49

Figure 2.18: Bridges with at least one component in or nearing poor condition

System and Environmental Stewardship
Bridges

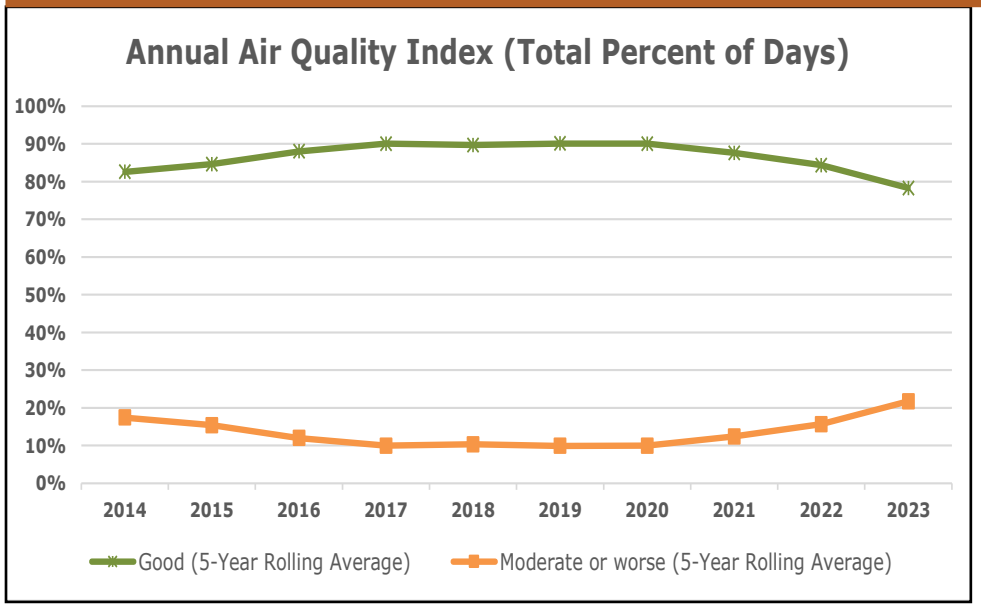


Figure 2.19: Annual Air Quality Index (Total Percent of Days), data courtesy Minnesota Pollution Control Agency (MPCA)

Annual Air Quality (AQI)

Air quality had been improving up to 2020 but has decreased in recent years. Across the state air quality got worse between 2022 and 2023.This measure looks at the percent of days in the year for which the air quality was good versus the percent of days the air quality was between moderate and unhealthy. Typically, in Minnesota, cities further north tend to have a higher number of good air quality days. The Saint Cloud region typically performs better than the Minneapolis-Saint Paul (MSP) Metro but the same or worse than other areas in Minnesota where air quality is monitored.

Figure 2.20: Centennial Park

Figure 2.21: Island View Park

System and Environmental Stewardship
Electric Vehicles

Electric Vehicles

In 2023 there were 539 registered electric vehicles (EVs) in the APO planning boundary compared to 372 in 2022. Of the 539 EVs, most were located in the cities shown in the table below, with almost 50% located in Saint Cloud. Minnesota had around 50,000 EVs in 2023. With increased access to charging and affordability of EVs these numbers are expected and encouraged to continue to grow.

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

EV Registration by	2019	2020	2021	2022	2023
Saint Cloud	39	53	118	156	239
Sartell	20	27	50	73	111
Sauk Rapids	13	13	26	34	39
Saint Joseph	0	0	3	5	15
Saint Augusta	5	10	17	25	29
Waite Park	4	2	7	9	13
Other	16	12	44	70	93
Total	**97**	**117**	**265**	**372**	**539**

Figure 2.22: EV Registration by Location, data courtesy Minnesota Public Utilities Commission, 2025.

Note: Data is not collected at regular intervals.

Charging Terminology

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

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

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

There are currently nine public and seven dealership EV charging stations in the Saint Cloud metro area. Most of these are level 2 ports however there are a number of DCFC ports. There are many resources online which can help locate charging stations along with the type of charger and availability. For example, the U.S. Department of Energy has a database of charging locations here (https://bit.ly/4jSScwm)

An additional station will be put in at the Stearns History Museum in 2025.

System and Environmental Stewardship
Water Quality

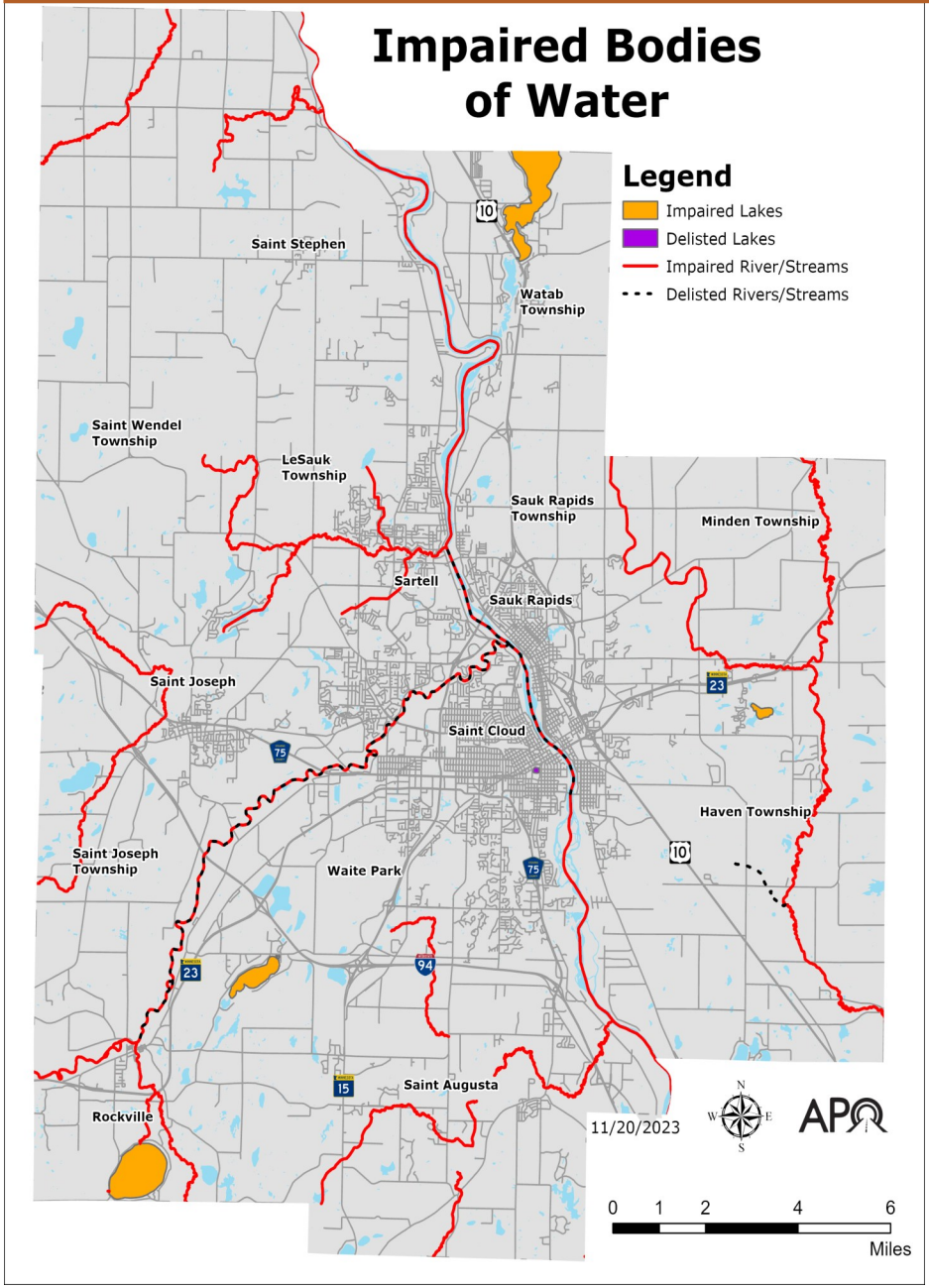


Figure 2.23: 2022 Impaired and Delisted Bodies of Water, data courtesy MPCA

Water Quality

As displayed in Figure 2.23, there are a total of five lakes that are being monitored for pollution in the APO planning area: Donovan, Little Rock, Grand, Sagatagan, and Pleasant Lake. Lake George has been delisted due to restoration efforts.

There are 16 rivers or streams being monitored for pollution within the APO planning area: County Ditch 12, 13, and 16; Elk River; Johnson Creek (Meyer Creek); Mayhew Creek; Mill Creek; Mississippi River; Plum Creek; Sauk River; Spunk Creek; Stony Creek; Watab River (North and South fork); and three unnamed creeks.

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

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

This data is updated every even year.

Figure 2.24: Pedestrian Bridge at Klinefelter Park

Multimodal Connections

Overview

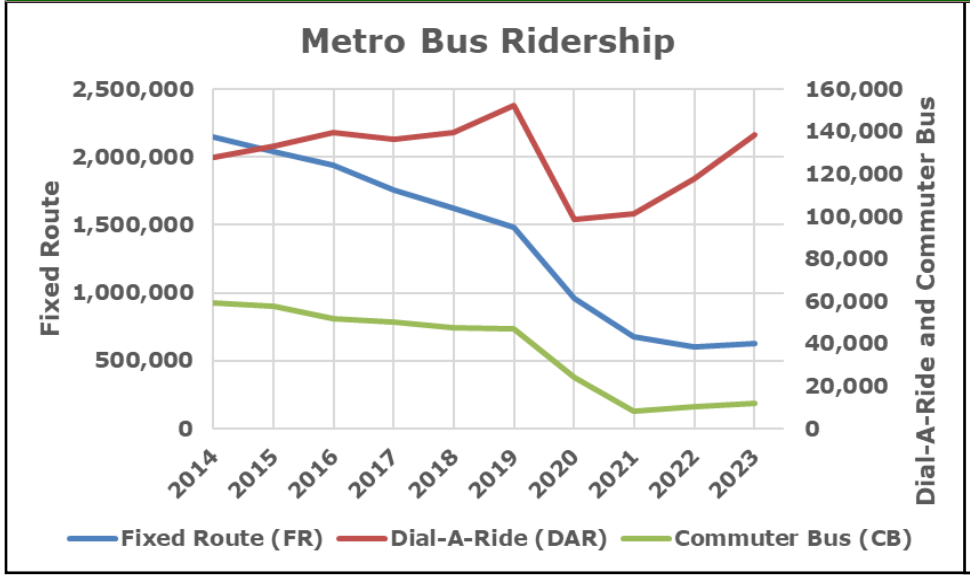


Figure 3.1: Metro Bus Ridership; Ridership in general is down, but Dial-A-Ride has seen a resurgence (see page 29 for more details).

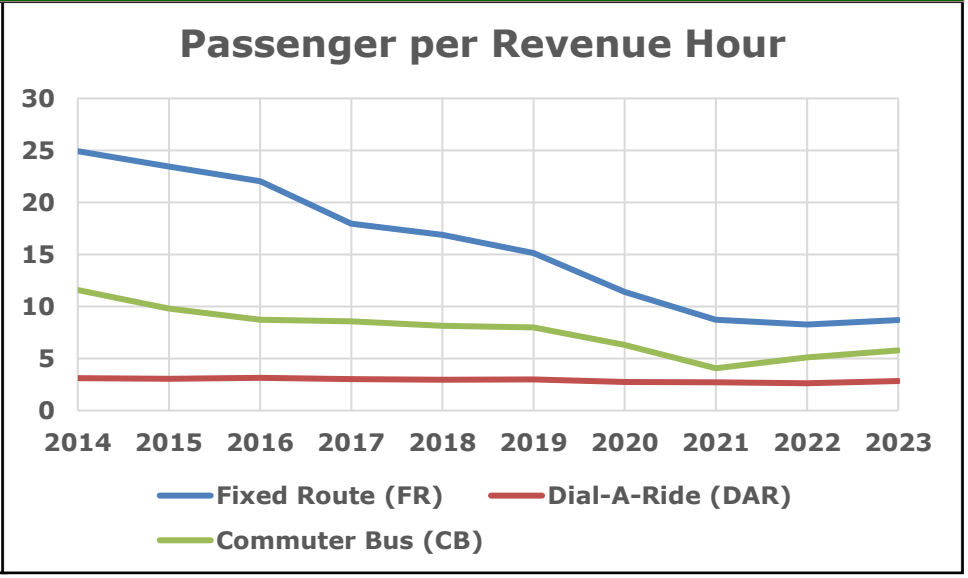


Figure 3.2: Metro Bus Passenger per Revenue Hour; Passengers per revenue hour has been decreasing as ridership has (see page 30 for more details).

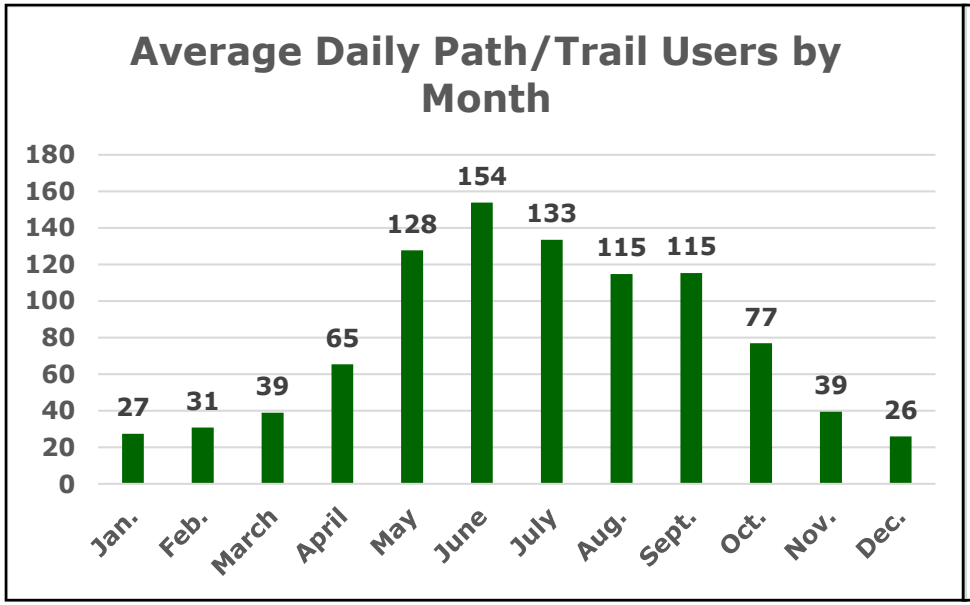


Figure 3.3: Average Daily Path/Trail Users by Month; Of collected paths/trails from summer 2019 to the end of 2023, June typically sees the highest average number of users.

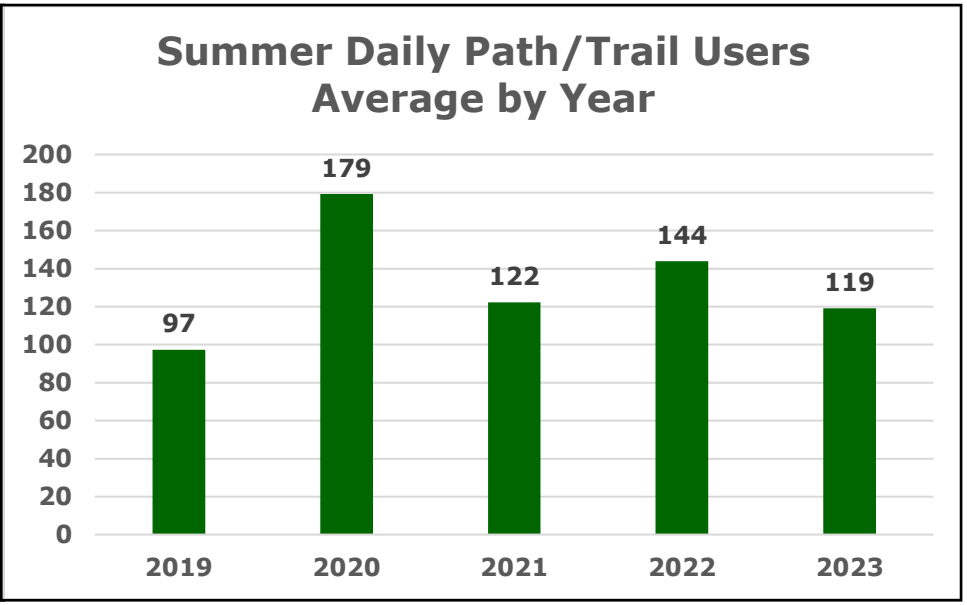


Figure 3.4: Summer Daily Path/Trail Users Average by Year; Of collected paths/trails from summer 2019 to the end of 2023, the number of users has increased since 2019 but saw its peak in 2020.

Multimodal Connections
Transit

Transit Asset Management

Below is a table showing the state of good repair for Metro Bus's assets. This is done by measuring the percent of assets that have exceeded their useful life benchmark (ULB), which is the expected lifecycle of an asset or the acceptable period of use in service. Funding for new buses is distributed across the state and priority is given to the vehicles most in need of replacement. Metro Bus is planning multiple vehicle replacement projects over the next several years to work to keep up with and/or possibly even catch up in regard to the state of good repair (SGR). However, unless there is a substantial influx in federal funding to be used toward purchasing vehicles, Metro Bus is anticipated to continue falling below SGR targets as buses continue to age and delays and/or lack of resources are available for timely vehicle replacement. Further, units that have exceeded their ULB can still perform properly without issue, however often experience added costs for maintenance and decrease in reliability.

Figure 3.5: Bus with a bike rack

Transit Asset Management SGR	2023 Metro Bus exceeded ULB	Metro Bus 2023 Targets	2023 Performance Percentage Point	Metro Bus 2024 Target
Equipment (non-revenue service vehicles)	0.00%	0.00%	0.00	0.00%
Rolling Stock (revenue vehicles) - Class 700 buses (Fixed Route bus)	20.51%	13.89%	-6.62	8.00%
Rolling Stock (revenue vehicles) - Class 400 buses (Dial-A-Ride bus)	37.14%	16.67%	-20.47	0.00%
Rolling Stock (revenue vehicles) - MCI buses	0.00%	0.00%	0	0.00%
Facilities (passenger and parking facilities)	0.00%	0.00%	0	0.00%
Facilities (administrative and maintenance facilities)	33.33%	33.33%	0.00	33.33%

Figure 3.6: Metro Bus State of Good Repair

Multimodal Connections

Transit

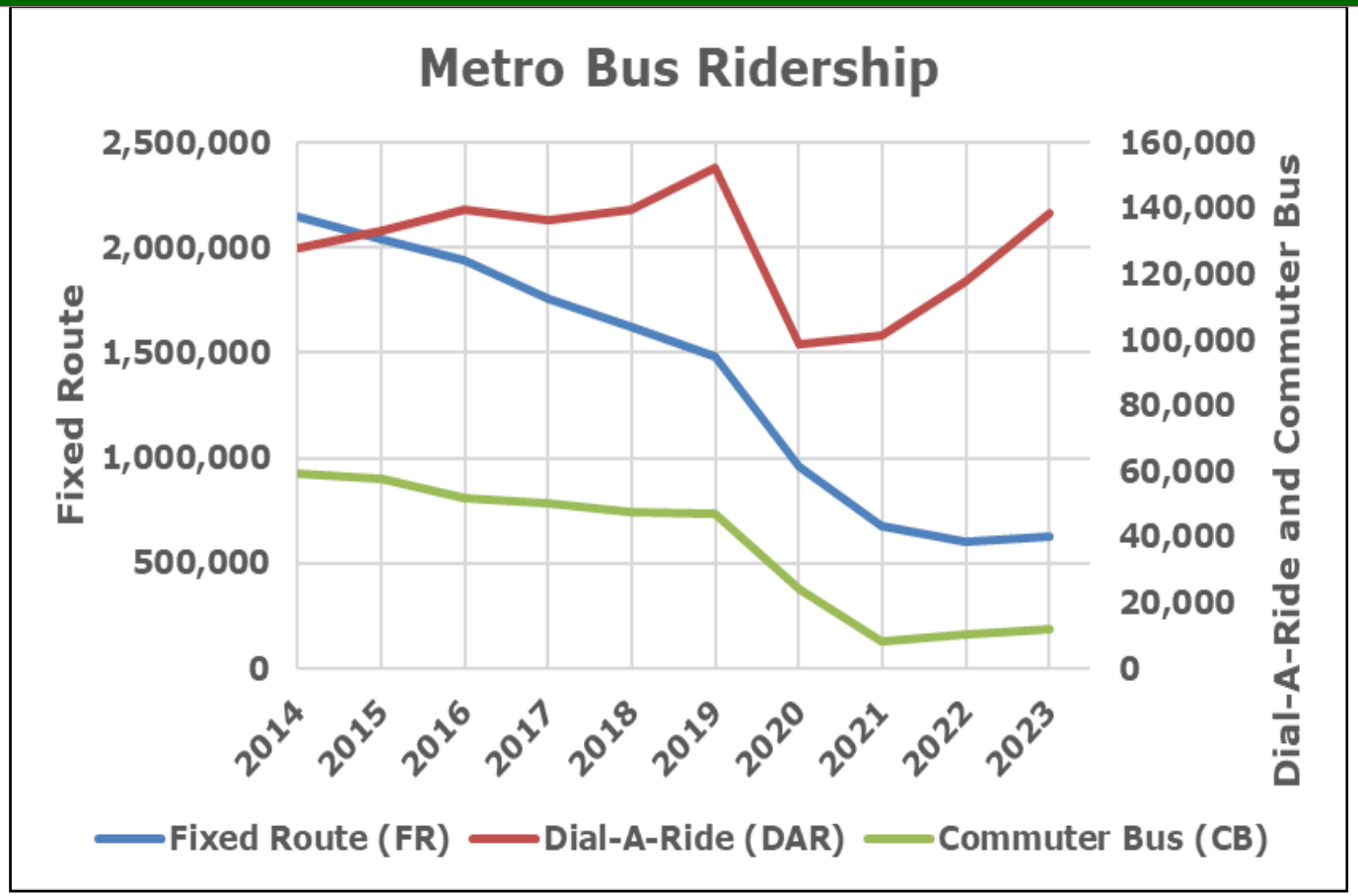


Figure 3.7: Metro Bus Ridership, data courtesy National Transit Database (NTD)

Metro Bus Ridership
Above is a graph showing the annual ridership for Metro Bus in the last 10 years split by service.

There has been a decline in fixed route (FR) ridership over time, however there was a small increase from 2022 to 2023. Metro Bus has cut service in response to decreased demand. In 2020 the worldwide COVID-19 pandemic resulted in severe decrease for public transit. So far, Dial-A-Ride service has been recovering, but fixed route and commuter bus have not.

Commuter Bus ridership service has not fully returned to pre-pandemic levels.

Multimodal Connections

Transit

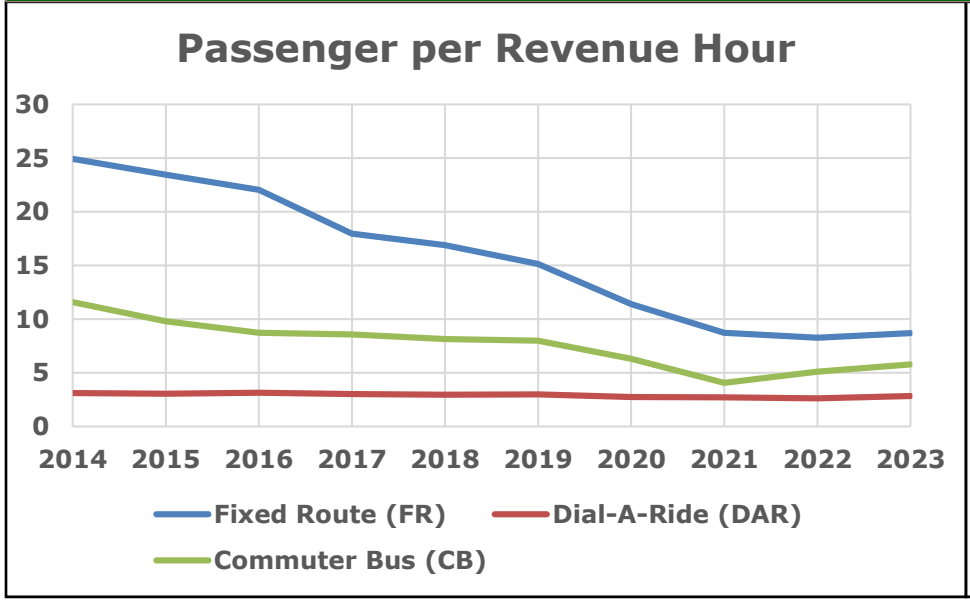


Figure 3.8: Metro Bus Passengers per Revenue Hour, data courtesy NTD

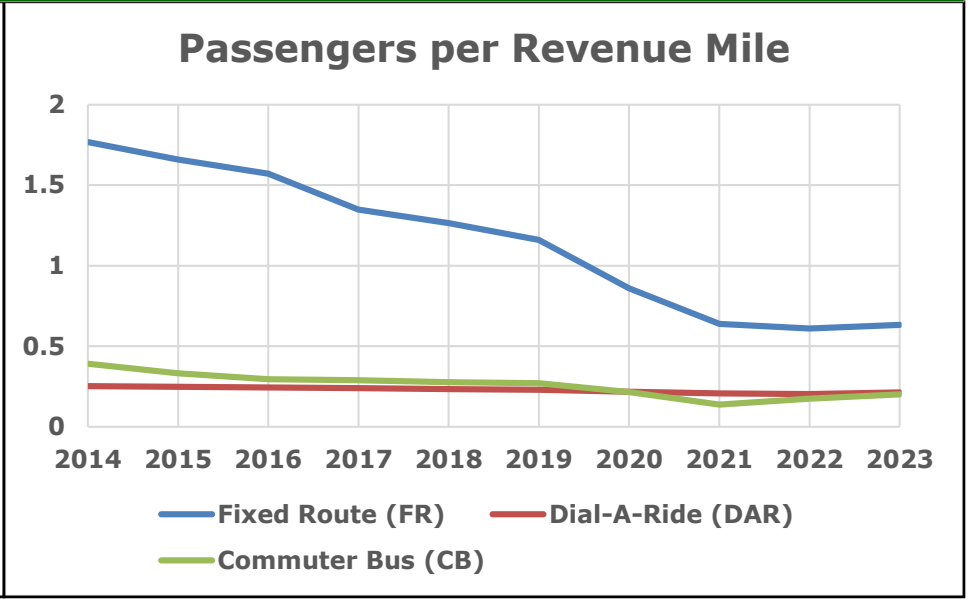


Figure 3.9: Metro Bus Passengers per Revenue Mile, data courtesy NTD

Passengers per Revenue Hour
Above is a graph showing the number of passengers per revenue hour over time for each service. This can be seen as a measure of how many people are getting moved per hour that revenue is being made. Vehicle revenue hours have actually continued to decrease meaning that while more people were riding in 2023, less service was available/provided.

Fixed Route passengers per revenue hour has been decreasing over time as ridership decreased. However, similar to the slight increase in FR ridership in the past couple years, passengers per revenue hour has seen a slight increase as well.

For the DAR service, this measure has remained relatively flat as DAR extends to a larger range than fixed route and includes many longer more individualized trips.

For the CB service, this has been decreasing over time but with the slight increase in ridership this measure has also improved.

Passengers per Revenue Mile
Above is a graph showing the passengers per revenue mile for each service. This can be seen as a measure of how much distance is being covered per passenger. Vehicle revenue miles are still significantly lower than pre-pandemic. Typically transit trips are shorter trips.

For the FR service, revenue miles and ridership have both seen a decrease. The decrease in ridership has been larger than the decrease in revenue miles. This could indicate that while fewer people are riding those who are riding are taking longer or more frequent trips.

For the DAR service, there is a similar level over time. This is due to the type of trips covered within the DAR service. DAR buses are not out constantly running fixed routes so they often make fewer, more specialized trips.

For the CB service, with the decrease in Northstar demand, the passengers per revenue mile is down 49% from 2014.

Interregional Connections
Overview

39,112

Number of total passengers at the St. Cloud Airport in 2023. ***An increase of 11.7% from 2022.***

A quick look at
Interregional Connections
within the Saint Cloud APO

1.20*

Truck Travel Time Reliability on I-94 in 2023. ***This is a performance decrease of 0.06 points from 2022 due to road construction.***

**Federally required performance measure*

8,169

Number of total passengers boarding Amtrak at the Saint Cloud station in 2023. ***An increase of 32.7% from 2022.***

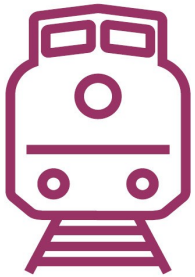


Figure 4.1: Interregional connections Overview, data courtesy MnDOT and NPMRDS

Interregional Connections
Truck Travel

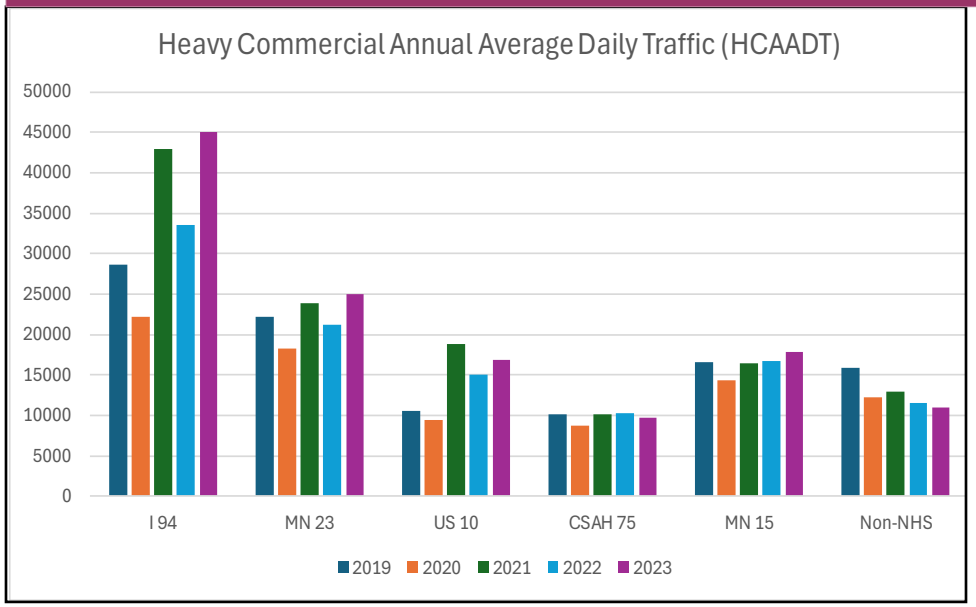


Figure 4.2: Heavy Commercial Annual Average Daily Traffic (HCAADT), data courtesy MnDOT

Heavy Commercial Annual Traffic

Measured truck traffic volumes have seen a notable increase on most NHS roadways from 2019 to 2023. To note, MnDOT did change the way data was collected on high speed high volume roadways. Axle based tube data was switched to vehicle length radar based data. Per MnDOT, this could account for around a 20-30% increase in HCAADT. MN 15 and CSAH 75 have seen more consistent volumes. US 10 and I-94 both saw large changes between 2019 and 2023, nearly doubling, and 2021 to 2022 with both having around a 20% decrease in truck traffic volumes.

This increase in truck traffic occurred while seeing an increase in GDP for the St. Cloud Metropolitan Statistical Area per GDP data from the BEA. (U.S. Bureau of Economic Analysis, "CAGDP1 County and MSA gross domestic product (GDP) summary")

Heavy Duty Vehicle Trips to the APO Region

On the right is a map showing the modeled truck trips stopping/ ending in the region. While many truck trips pass through the region, those with destinations in the Saint Cloud APO area primarily use I-94. Nearly 50% of truck trips going to the region are following I-94 northwest into the planning area, and I-94 overall makes up nearly 65% of the total truck trips stopping in the region. This helps to highlight how impactful this corridor is for the region.

Of the nearly 50% of trips following I-94 North to the region, 15% of that is originating from outside of the Twin Cities Metro and passing through there on the way. About 25% originates from around the Twin Cities Metro while the remaining 10% is picked up along I-94 between the two metro areas.

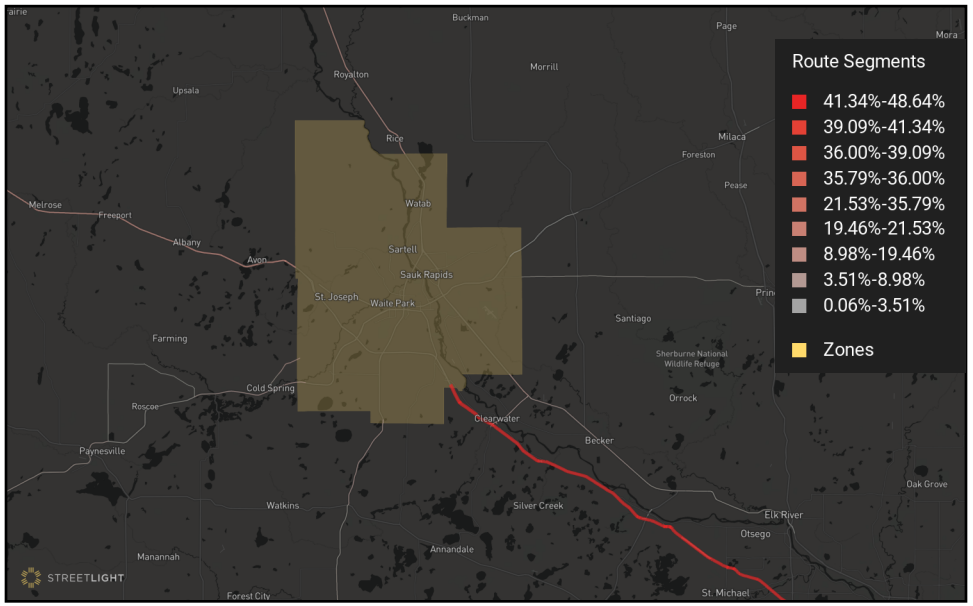


Figure 4.3: Heavy Duty Vehicles trips to APO Region, data courtesy Streetlight

Interregional Connections
Interstates and Highways

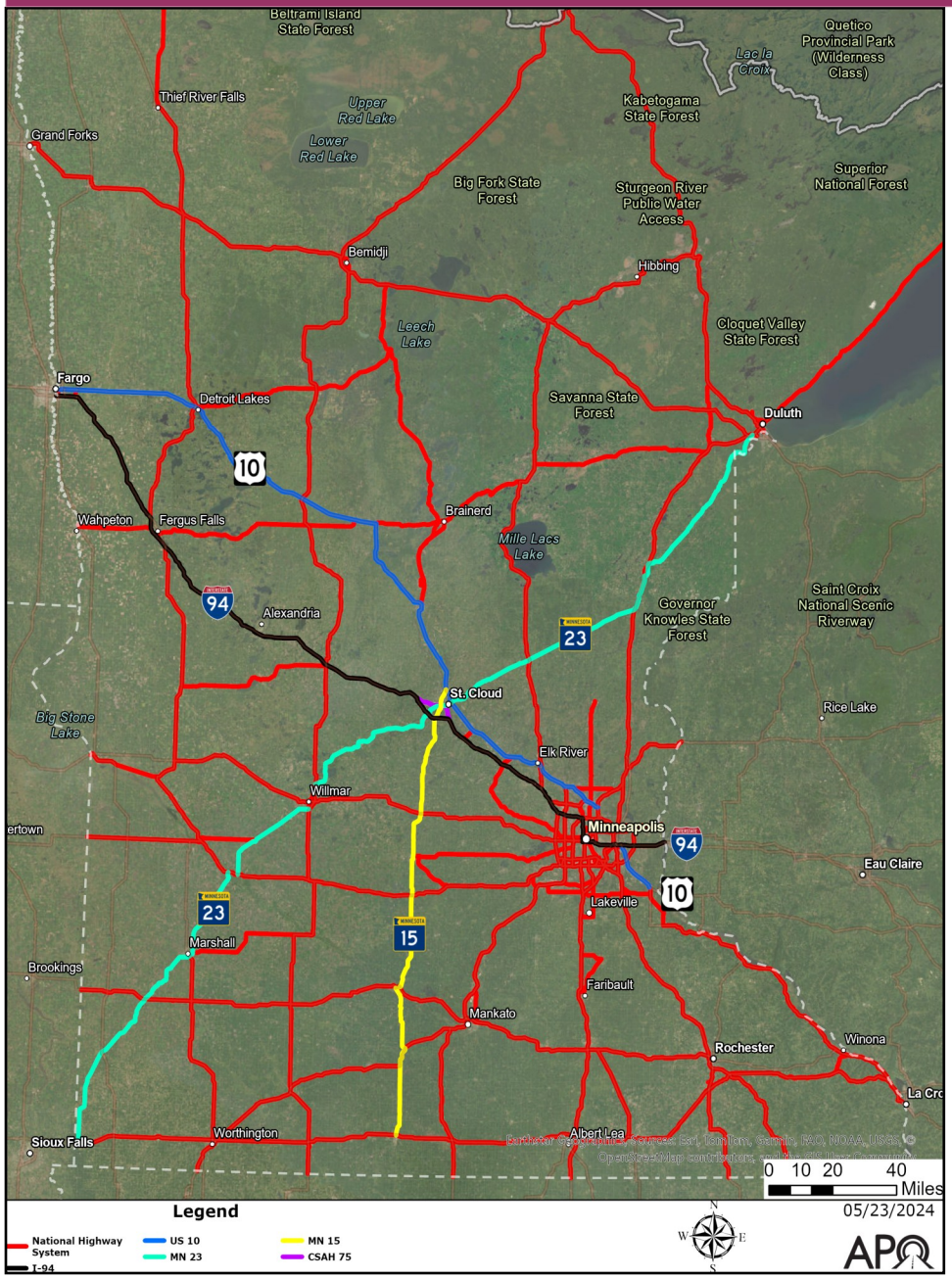


Figure 4.4: Minnesota National Highway and Interstate System, data courtesy MnDOT

Interregional Connections

The Saint Cloud Metro Area has much historical, economic, and geographic importance. It serves as a regional hub connecting various parts of outstate Minnesota, the broader Midwest, and the Minneapolis-Saint Paul Metro area. The Saint Cloud Metro Area has a diverse economy with some major sectors including manufacturing, healthcare, education, and retail. CentraCare specifically employs around 6,500 employees and a medical staff of more than 550 physicians. (https://bit.ly/3YEsBio) Saint Cloud also has a significant shopping center in the Crossroads Center.

Interstates and Highways

Interstates and highways play a vital role in connecting regions. Two of the most significant roads that fulfill this role are Interstate 94 (I-94) and US Highway 10 (US 10). I-94, in black on the map, runs east-west through Saint Cloud and connects from Fargo to the MSP metro area. This is especially an important corridor for freight and passenger travel because of this. While US 10, in blue on the map, runs parallel to I-94 for much of the distance between Saint Cloud and MSP, and then runs north once it reaches the Saint Cloud area. Minnesota State Highway 15 (MN 15), in yellow on the map, connects St. Cloud to southern Minnesota. It provides a vital north-south route for local and regional travel. Minnesota State Highway 23, in teal and running somewhat perpendicular of I-94, connects the southwest areas to the northern areas such as Duluth. County State Aid Highway 75 (CSAH 75), in purple through the Saint Cloud area, runs from I-94 on the south edge of the region up to and through the cities of Saint Cloud and Waite Park and further through Saint Joseph to connect back up to I-94 on the western side of the region. Freight traffic benefits greatly from these NHS roads as they typically allow people to move long distances easily and efficiently.

Interregional Connections/Congestion Management

Truck Travel Time Reliability

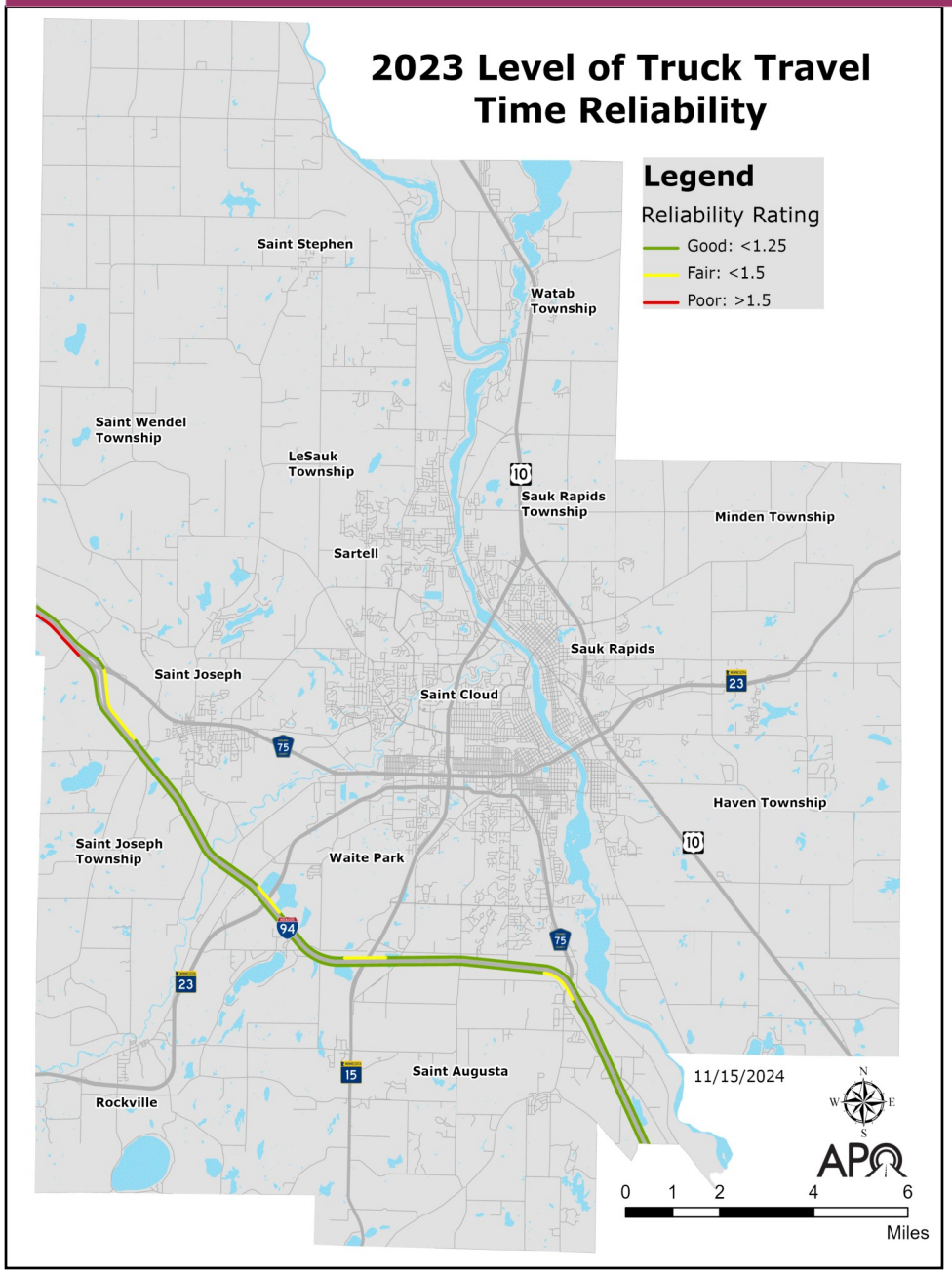


Figure 4.5: 2023 Truck Travel Time Reliability Index in the APO Region, data courtesy NPMRDS

Truck Travel Time Reliability

Truck travel time reliability ratings consider the average amount of time it would take for a truck (95th percentile) to travel at an average speed (50th percentile) on a stretch of roadway. For example, if a one-mile stretch of roadway with a 60 mph average speed has a truck time travel reliability rating of 1.5 it would take the average truck 1 minute 30 seconds to travel that roadway on a "very bad day" when normally (50% percentile) it would take 1 minute. A time travel reliability rating above 1.5 is deemed unreliable by FHWA standards. The closer this measure is to 1 the more reliable the roadway. However it cannot be below 1.

The overall rating for the Interstate for truck travel time reliability in 2023 was 1.20 as shown in Figure 4.6 below. The worse overall reliability is primarily due to the section of I-94 entering the region from the west which saw poor reliability. This appears to be largely related to construction on I-94 near the interchange with CSAH 75, as the impacts are seen on the eastbound lane.

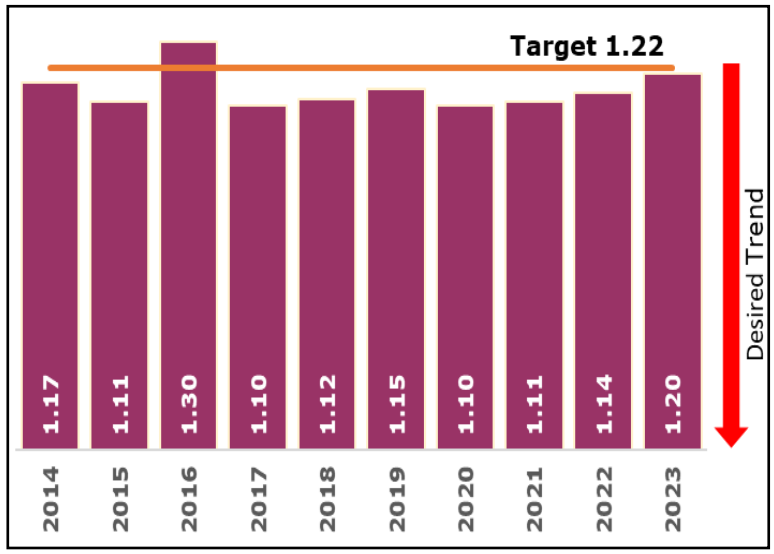


Figure 4.6: Truck Travel Time Reliability, data courtesy NPMRDS

Interregional Connections/Congestion Management
Travel Time Reliability

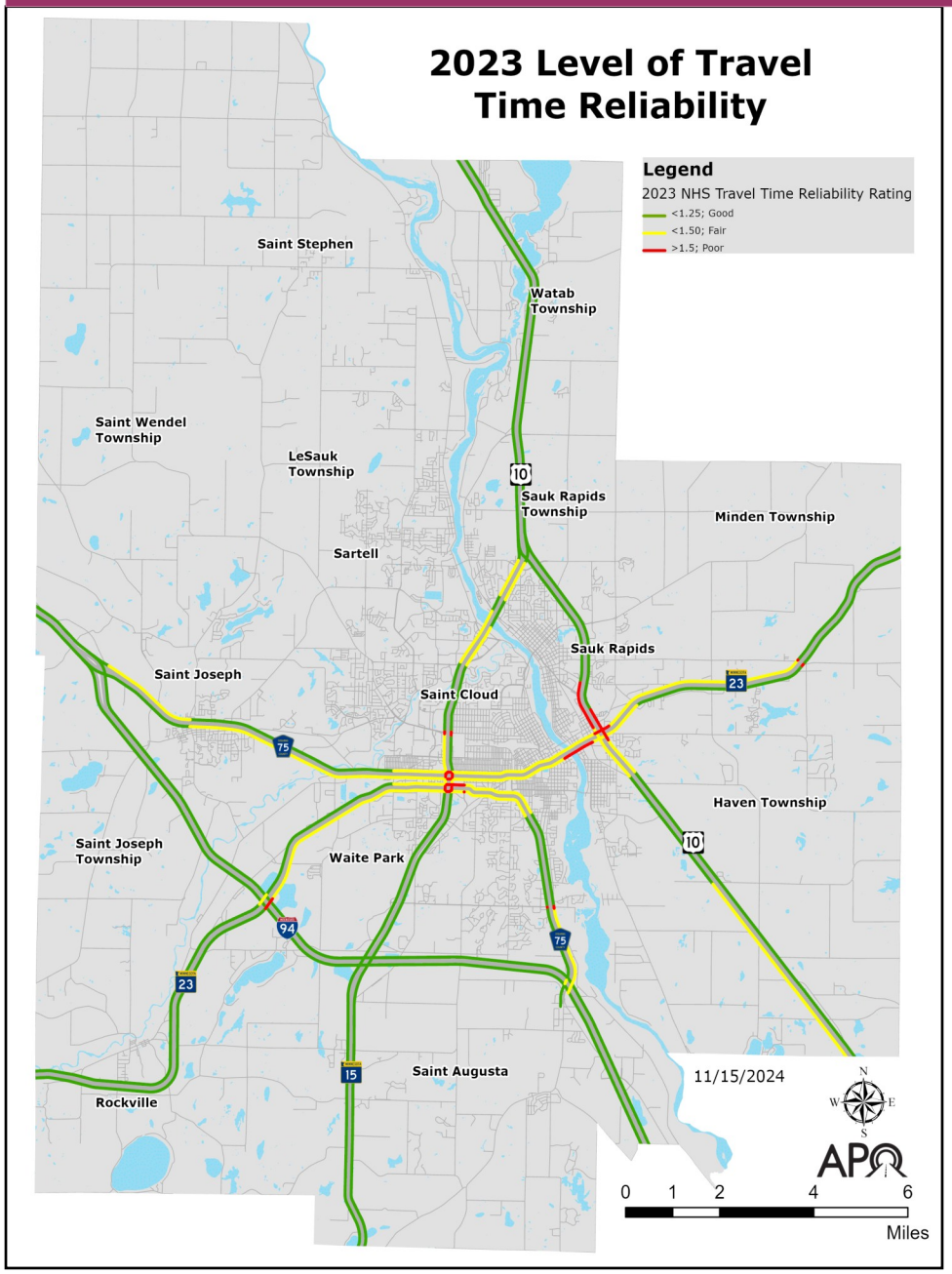


Figure 4.7: 2023 Travel Time Reliability Index in the APO Region, data courtesy NPMRDS

Travel Time Reliability

Travel time reliability ratings consider the average amount of time it would take for a vehicle to travel at an average speed (50th percentile) on a stretch of roadway. For example, if a one-mile stretch of roadway with a 60 mph average speed has a time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway on a "very bad day" when normally (50% percentile) it would take 1 minute. A time travel reliability rating above 1.5 is deemed unreliable by FHWA standards. The closer this measure is to 1 the more reliable the roadway. However it cannot be below 1.

Non-Interstate NHS Reliability

The percentage of person-miles traveled that are reliable on the non-Interstate NHS has continued to remain high overall, though there was a slight decrease in 2023. This decrease appears to be largely due to construction, particularly around the US 10 and MN 23 interchange reconstruction. Additionally, small clusters of unreliable segments are present near the MN 15, MN 23, and CSAH 75 intersections.

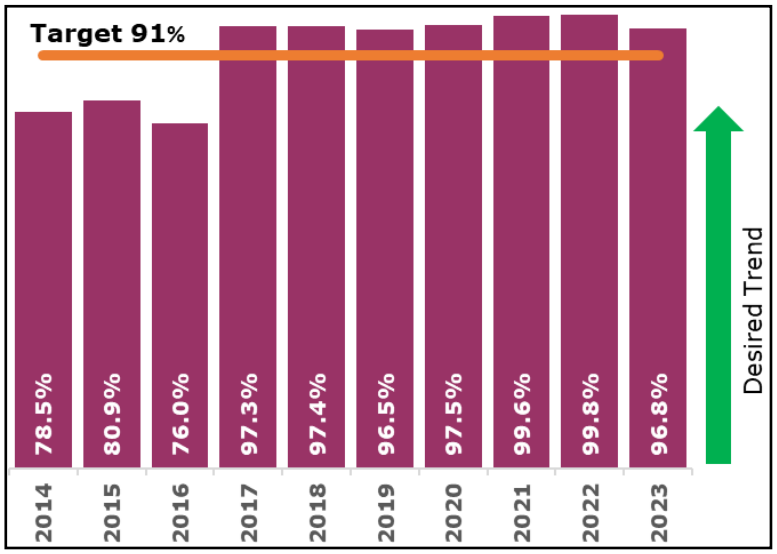


Figure 4.8: Non-Interstate NHS Reliability, data courtesy NPMRDS

Interregional Connections

Rail

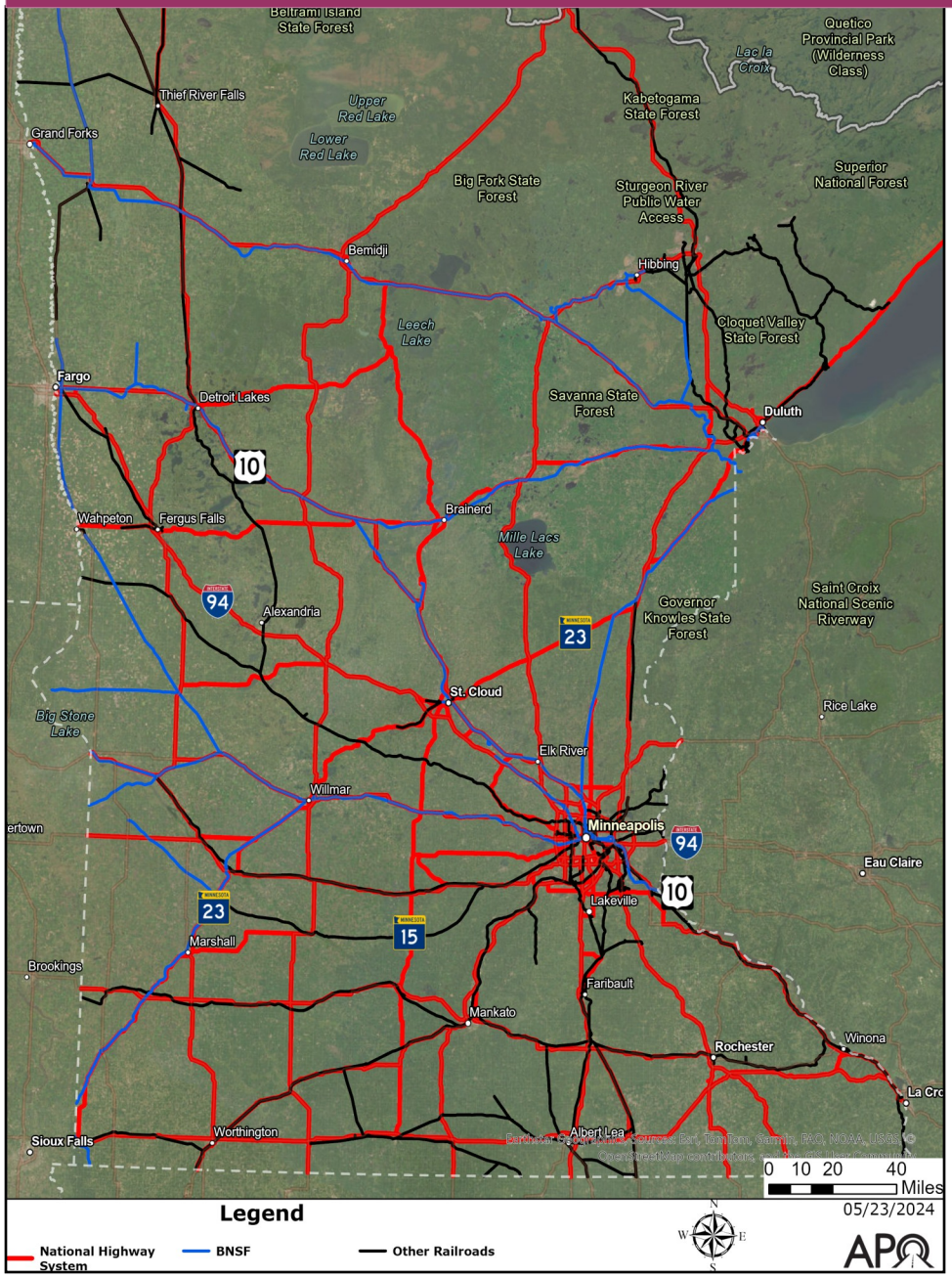


Figure 4.9: Rail Systems in Minnesota, data courtesy MnDOT

Freight Rail

Rail is another important method of connecting goods and people between regions. Burlington Northern Sante Fe Railway (BNSF) is a large operator of freight services in the Saint Cloud area. Much of the railway in the Saint Cloud region runs along US 10. The other freight railroad operator in the area is Northern Lines Rail (NLR). NLR is a short-line railroad operator and operates primarily between Saint Joseph, Saint Cloud, Rockville, and Cold Springs. It connects to the BNSF railway in Saint Cloud. Per the City of Saint Cloud's Economic Development Department, many of these trains carry local ore as well as Bakken crude oil from North Dakota.

Passenger Rail

Amtrak offers passenger rail services across much of the United States; however, it relies heavily on the tracks of other rail companies which Amtrak does not own. One route, the Empire Builder, travels from Seattle, WA to Chicago, IL with a stop in Saint Cloud and follows the BNSF railroad along US 10 until it transitions to Canadian Pacific Kansas City (CPKC) track in the Twin Cities. Amtrak saw ridership numbers decrease during and following the pandemic, however there was a 32.7% increase in ridership at the Saint Cloud facility from 6,156 in 2022 to 8,169 in 2023. Amtrak is also currently in the design stages to provide a new platform and provide further upgrades to their services in Saint Cloud, with construction expected to begin in FY 2024 and end in FY 2026. (https://bit.ly/3GjqD0H)

Interregional Connections
Rail and Air Travel

Location	2023 Passengers	Revenue	Revenue per passenger
Detroit Lakes, MN	4,182	$ 407,004.00	97.32
Red Wing, MN	5,609	$ 603,895.00	107.67
MSP, MN	77,597	$ 9,635,842.00	124.18
Staples, MN	5,931	$ 545,077.00	91.90
Winona, MN	10,847	$ 814,664.00	75.11
St. Cloud, MN	8,169	$ 1,000,060.00	122.42

Figure 4.10: 2023 Amtrak Ridership and Revenue, data courtesy Amtrak

Amtrak

The table above displays the number of passengers, total revenue, and revenue per passenger for each Amtrak station in Minnesota. As expected, MSP has the highest passenger count, given that it serves the state's largest metro area. Consequently, MSP also generates the most revenue, primarily due to its high ridership. Interestingly, while Saint Cloud station ranks third in total passengers, it holds the second highest revenue. This could be attributed to several factors, including higher ticket prices, the cost of operating the facility, cost of living in the origin or destination areas, or the overall desirability of the location.

The Northstar Line offers service between Big Lake and downtown Minneapolis, and it stops at several cities along the way. It works in conjunction with the Northstar Link buses for service to/from Saint Cloud.

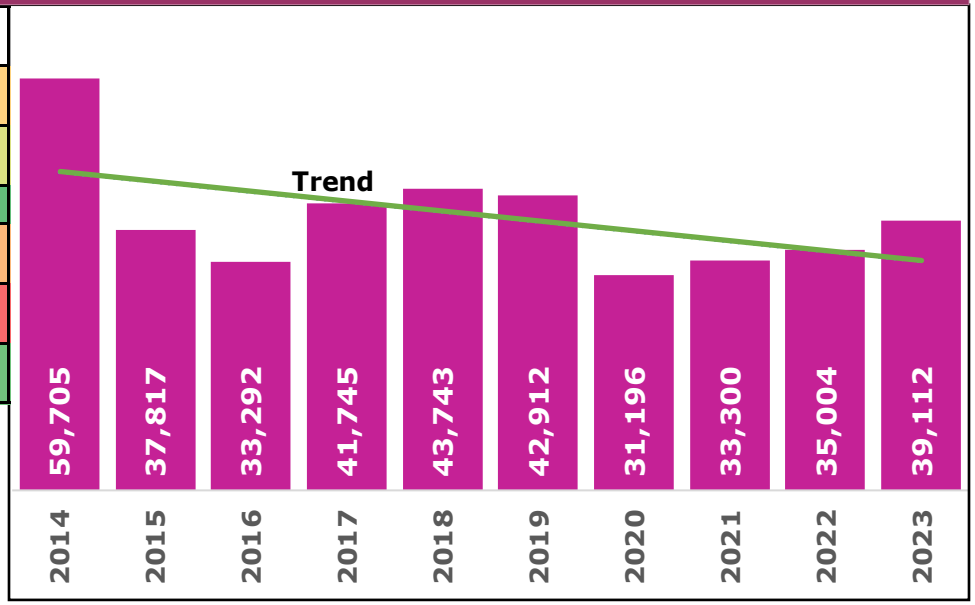


Figure 4.11: Passenger Boarding for the Saint Cloud Regional Airport, based on data from the Federal Aviation Administration

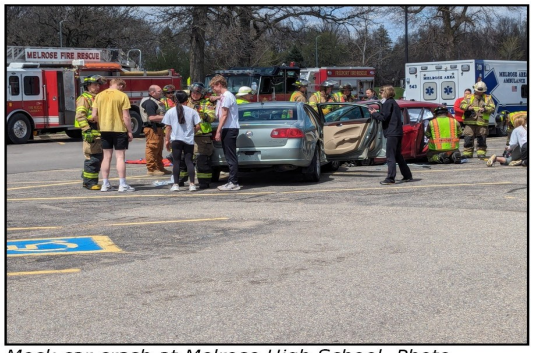
Air Travel

The Saint Cloud Regional Airport (STC) provides private and commercial flights. Air service provided by Allegiant Airlines travels to Mesa, Arizona year round. STC served around 39,112 passengers in 2023. The Minnesota National Guard also operates a maintenance base as the airport. Following COVID, the airport has been seeing a constant increase in passengers.

Transportation Safety
Overview

33

The five year average number (2019-2023) of serious injury crashes within the APO. ***This is an increase of 43.5% between 2018 and 2023.***



Mock car crash at Melrose High School. Photo courtesy of Melrose High School.

8.1

The average number of fatal crashes per year (2014-2023). ***This has remained consistent over the past 10 years.***

Stearns-Benton TZD Cardinal vehicle. Photo courtesy of Stearns-Benton TZD.

A quick look at

Transportation Safety

within the Saint Cloud APO

Bikes parked at Riverview Intermediate School in Sartell. Photo courtesy of Saint Cloud APO.

11

The number of fatal and suspected serious injury crashes involving active transportation users reported in 2023. ***Overall, fatal crashes have been decreasing, but suspected serious injury crashes have been increasing.***

Student using fatal vision goggles at Saint John's Prep. Photo courtesy of Saint John's Prep.

1/3

Out of the six fatal crashes reported in 2023, chemical impairment was a contributing factor in two of them. ***On average, chemical impairment accounts for 4% of total crashes in the region.***

Figure 5.1: Transportation Safety Overview, data courtesy MnDOT

Transportation Safety
Crash Rates and Travel

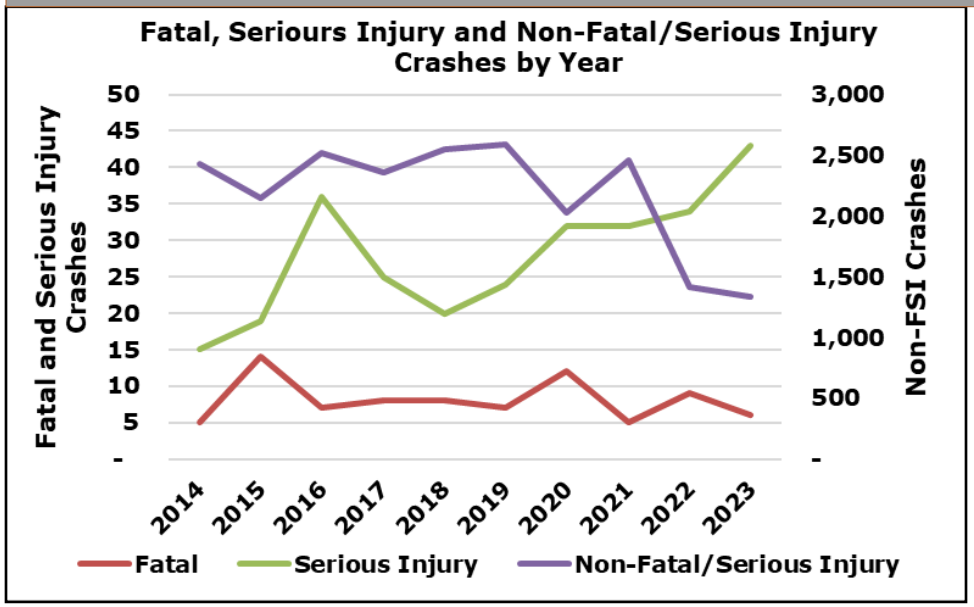


Figure 5.2: Fatal, Serious Injury, and Non-Fatal/Serious Injury Crashes by Year, data courtesy MnDOT

Crash Severity

Figure 5.2 shows the number of fatal, serious injury, and non-fatal/ serious injury (non-fsi) crashes occurring within the Saint Cloud APO planning area by year. The number of fatal crashes within the region has remained relatively constant, however the number of serious injury crashes occurring within the planning area has continued to increase. A significant amount of fatal and serious injury crashes involve active transportation users, such as pedestrians or bicyclists.

Reported non-fsi crashes are down in 2022 and 2023 as a result of a state statute that made reporting standards unclear for officers. This resulted in fewer lower crashes being reported, primarily property damage only crashes. Lower severity crashes are expected to be at similar levels to previous years. These property damage only crashes made up nearly 75% of reported crashes between 2014 and 2023 even with the decrease in reporting.

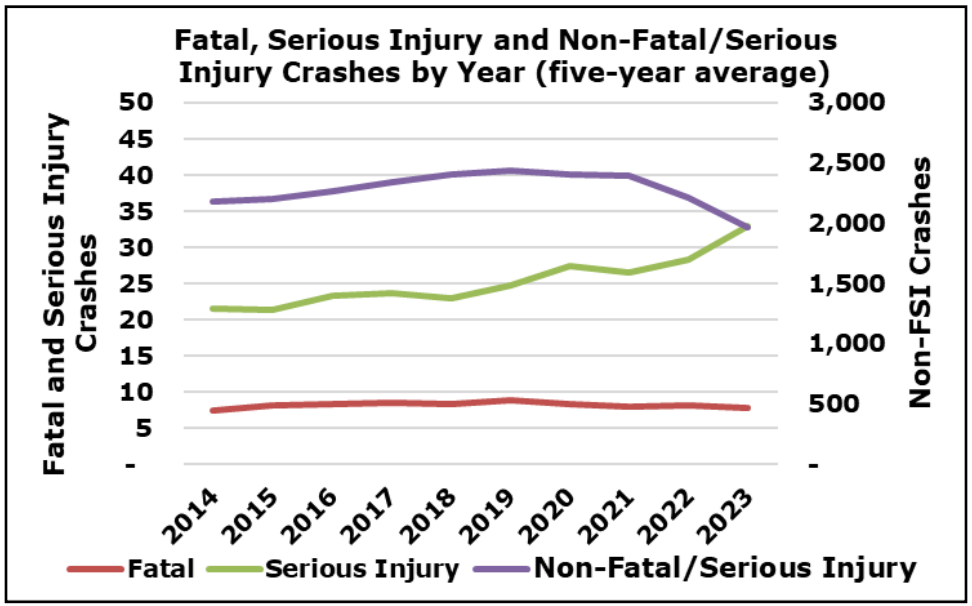


Figure 5.3 Fatal, Serious Injury, and Non-Fatal/Serious Injury Crashes by Year (five-year average), data courtesy MnDOT

Crash Severity (five-year average)

A five-year average is typically used as crashes can fluctuate from year to year.

Figure 5.3 shows the five-year average (for 2014, the average is taken over years 2010-2014) number of fatal, serious injury, and non-fsi crashes occurring within the Saint Cloud APO planning area by year. Similar to the yearly totals for crash types, fatal crashes look fairly consistent, while serious injury crashes are increasing over time.

Non-fsi crashes appear to be decreasing; however data from 2022 and 2023 is underreported and is expected to align more closely with previous years.

Transportation Safety
Crash Rates and Travel

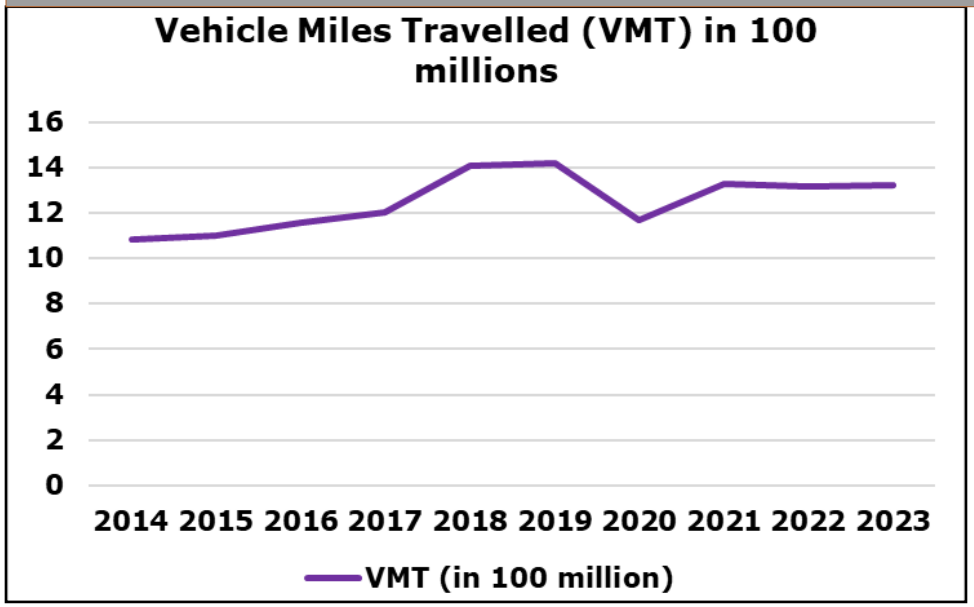


Figure 5.4: Vehicle Miles Travelled (VMT) in 100 millions, data courtesy MnDOT

Vehicle Miles Travelled (VMT)
Figure 5.4 shows the VMT within the APO planning area for the given year. VMT can be used to represent the amount of travel being done in an area, when VMT increases more travel is typically being done. While not quite at pre-pandemic levels VMT has recovered from 2020. VMT has also remained somewhat constant between 2021 and 2023 with only a slight increase in that time frame. When more travel is done one might expect to see more crashes due to more people being on the road.

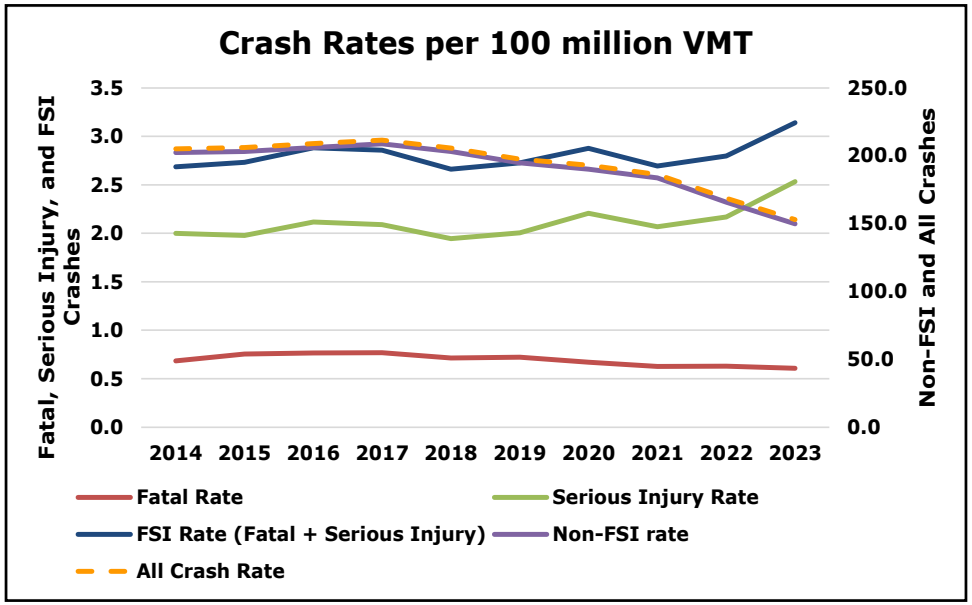


Figure 5.5: Crash Rates per 100 million VMT (five-year average), data courtesy MnDOT

Crash Rates per 100 million VMT (five-year average)
Figure 5.5 takes the five year average of crash rates per 100 million VMT for the different subsets of crashes. These crash rates should look similar to the number of crashes. However, crash rates can be used to identify changes in the number of crashes relative to the amount of travel being done. The crash rate line and non-fsi crash rate line are nearly identical because such a large amount of non-fsi crashes occur relative to fsi crashes.

As a result of VMT remaining somewhat similar following 2021, the large increase in serious injury crashes is driving the serious injury crash rate, and similarly the fsi crash rate, up.

Transportation Safety
Crash Rates and Travel

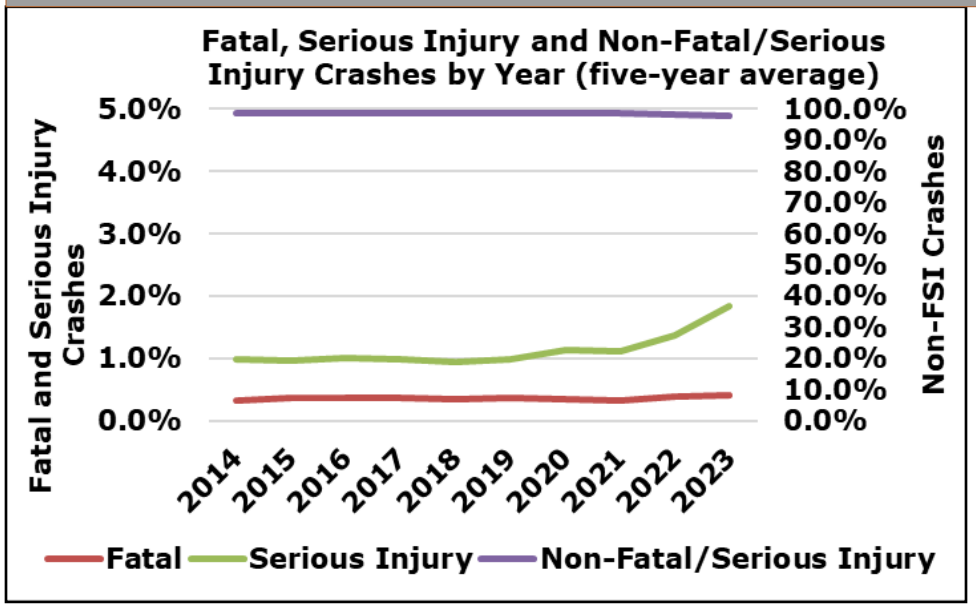


Figure 5.6: Fatal, Serious Injury, and Non-Fatal/Serious Injury Percent of Crashes by Year (five-year average), data courtesy MnDOT

Crash Severity Percentages (five-year average)
Figure 5.6 shows the five-year average (for 2014, the average is taken over years 2010-2014) percent of crashes involving a fatal, serious injury, and non-fsi occurring within the Saint Cloud APO planning area by year. The majority of crashes are non-fsi crashes. Figure 5.3, on page 40, shows an increase in serious injury crashes which can also be seen here with those crashes making up a larger percentage of all crashes, although this percentage change would not be as large if all non-fsi crashes were reported in 2022 and 2023. Fatal crashes continue to make up a small percentage of crashes as the number of them occurring isn't changing much.

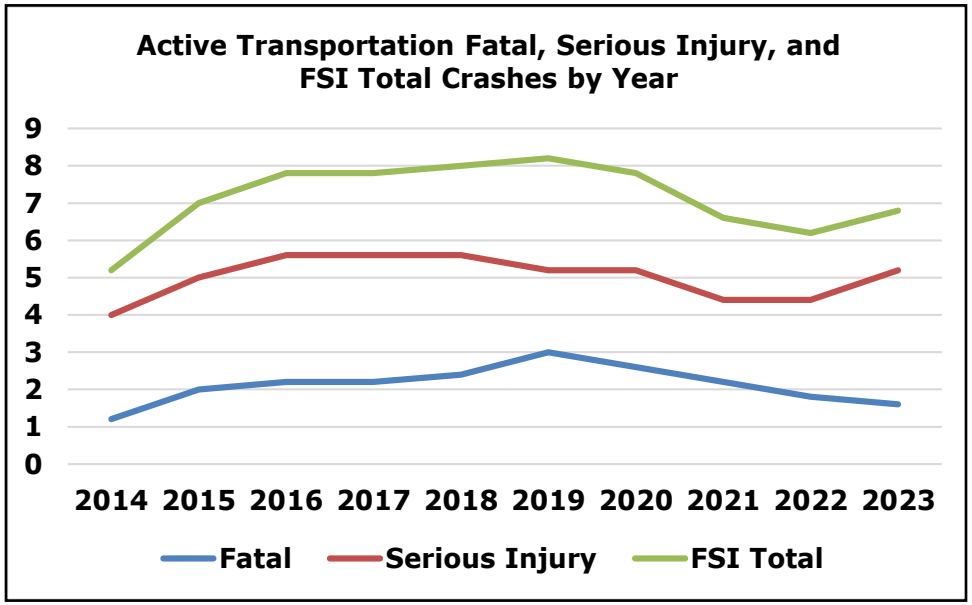


Figure 5.7: Active Transportation Fatal, Serious Injury, and FSI Total Crashes by Year (five-year average), data courtesy MnDOT

Non-Motorized Fatalities and Suspected Serious Injuries (five-year average)
Figure X.X shows the five-year average number of crashes involving a non-motorized individual, this would be people walking, biking, etc. While these measures aren't changing too much between years, there was an increasing trend until recent as 2021 and 2022 saw fewer severe crashes involving active transportation. Unfortunately 2023 is shying away from that trend and had 11 total FSI crashes involving active transportation users, the highest since 12 in 2012. Infrastructure and education can help play a large role in safety for active transportation users.

Transportation Safety
Crash Rates and Travel

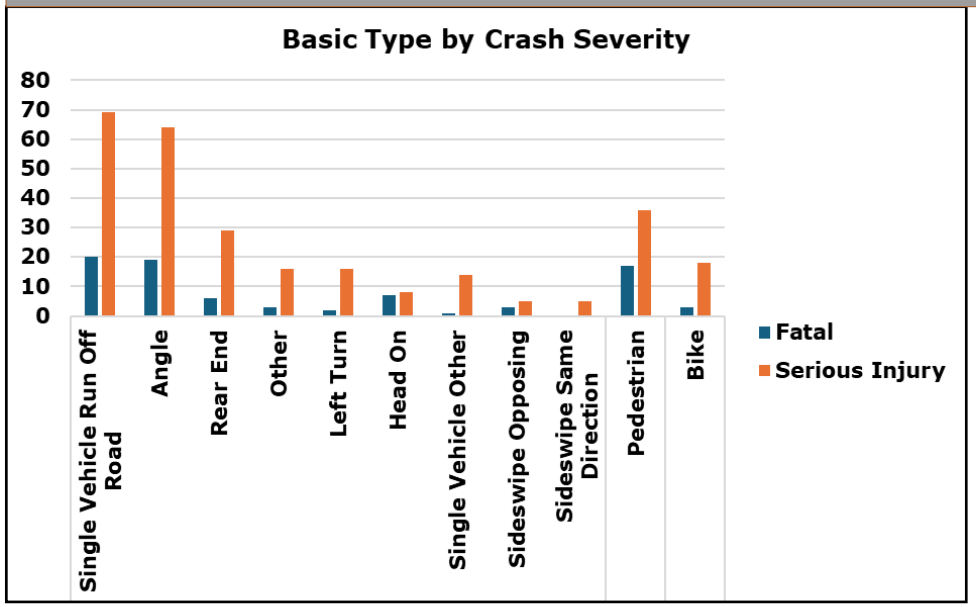


Figure 5.8: Basic Type by Crash Severity, data courtesy MnDOT

Basic Type by Crash Severity (2014-2023)

Figure 5.8 shows the basic type by crash severity. The basic types are sectioned off by motor vehicle based (single vehicle run off road through sideswipe same direction) and non-motor vehicle based (pedestrian and bike). The highest number of both fatal and serious injury crashes result from a single vehicle running off the road, followed closely by angle (specifically right angle) crashes. Active transportation users, grouped as pedestrian or bike, make up a large number of FSI crashes.

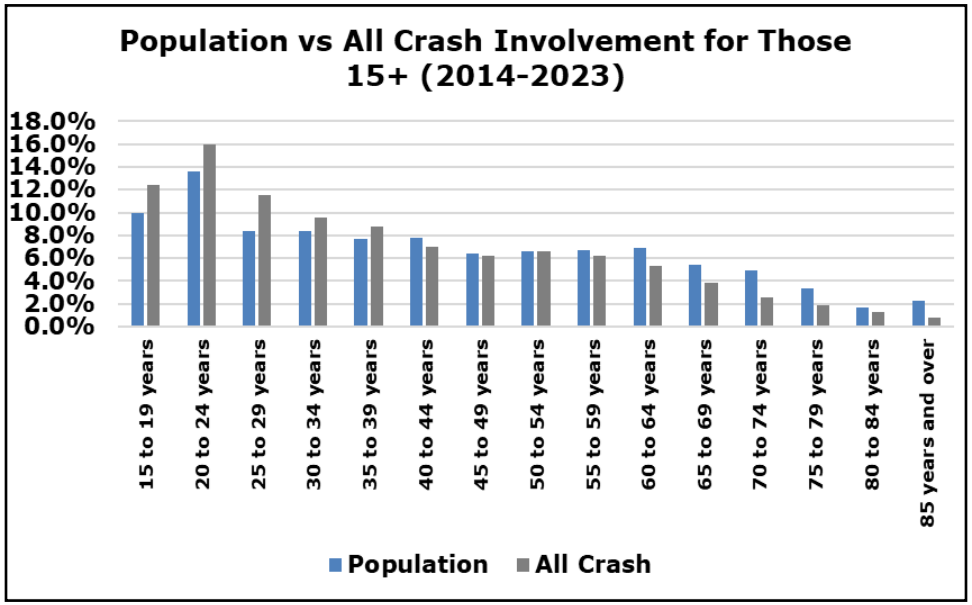


Figure 5.9: Population vs All Crash Involvement for Those 15+ (2014-2023), data courtesy MnDOT and U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates

Age Comparison between Planning Area and Crash Involvement (2014-2023)

Figure 5.9 shows the age of all individuals within the planning area next to the ages of both drivers and non-motorists involved in roadway crashes. Instances where the "All Crash" grey bar is larger than the "Population" blue bar show age ranges where people in that age range make up a larger share of crashes (not necessarily at fault) than the percentage of population that demographic makes up. So, around 10% of the population in the planning area falls between the ages of 15 and 19, however that same age range is involved in 12.5% of all crashes. Younger people tend to drive more miles annually than older drivers. (https://bit.ly/3YDEd5e)

Transportation Safety
Who is involved in Crashes

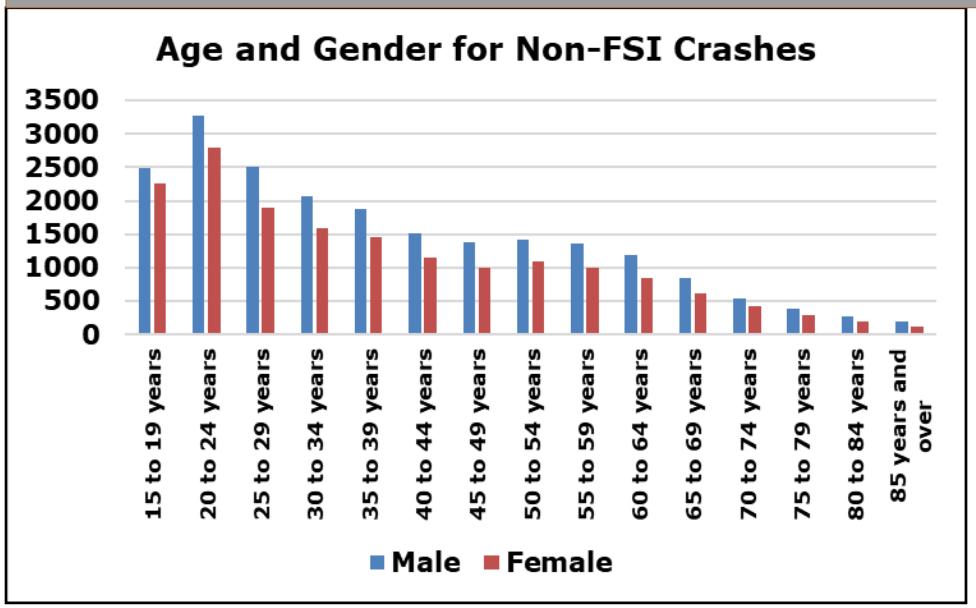


Figure 5.10: Age and Gender for Non-FSI Crashes, data courtesy MnDOT

Age and Gender for Non-FSI Crashes (2014-2023)
The figure on the left shows the age and gender for individuals involved in non-fsi crashes. At every age group males are involved in more crashes than females. The difference between the number of males and females involved at each age tends to decrease as individuals get older. From the age ranges starting at 24-29 and onwards, the number of males is between 10% and 20% higher than females. The largest difference between the two groups is seen at the 25-29 age range with smaller but still large differences from 20-24, 30-34, and 35-39. There were around 21,350 males involved in non-FSI crashes and 16,750 females, this is a difference of 4,600 individuals or 12.1%.

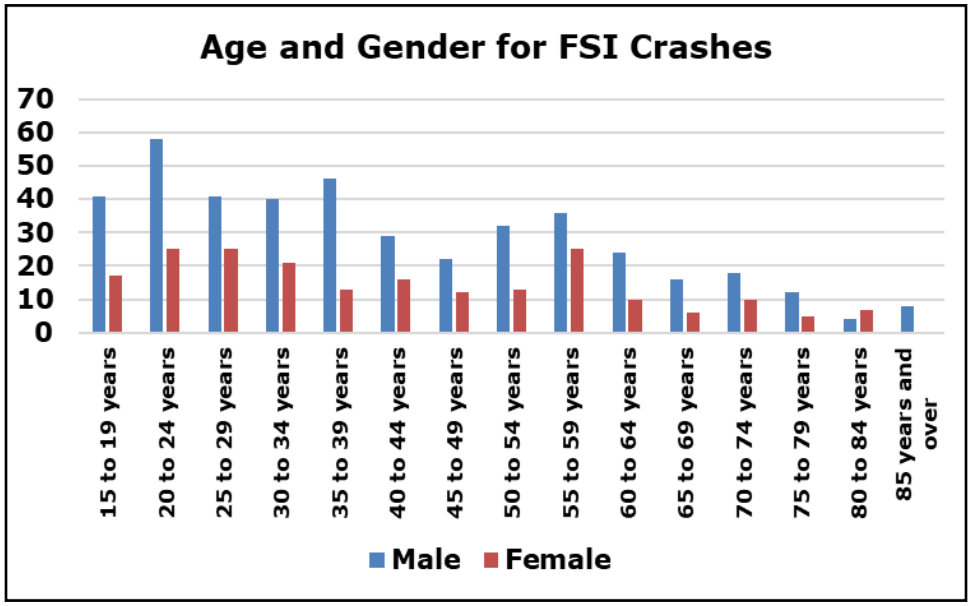


Figure 5.11: Gender and Age for Individuals involved in FSI Crashes, data courtesy MnDOT

Gender and Age for FSI Crashes (2014-2023)
The figure on the left shows the age and gender for individuals involved in fsi crashes. Similar to the previous graph, males are more frequently involved in these crashes. This is even more apparent when looking at just fsi crashes. In most age ranges, the number of males who were involved in a fsi crash more than doubles that of females involved.

Transportation Safety
Fatal and Serious Injury Crashes

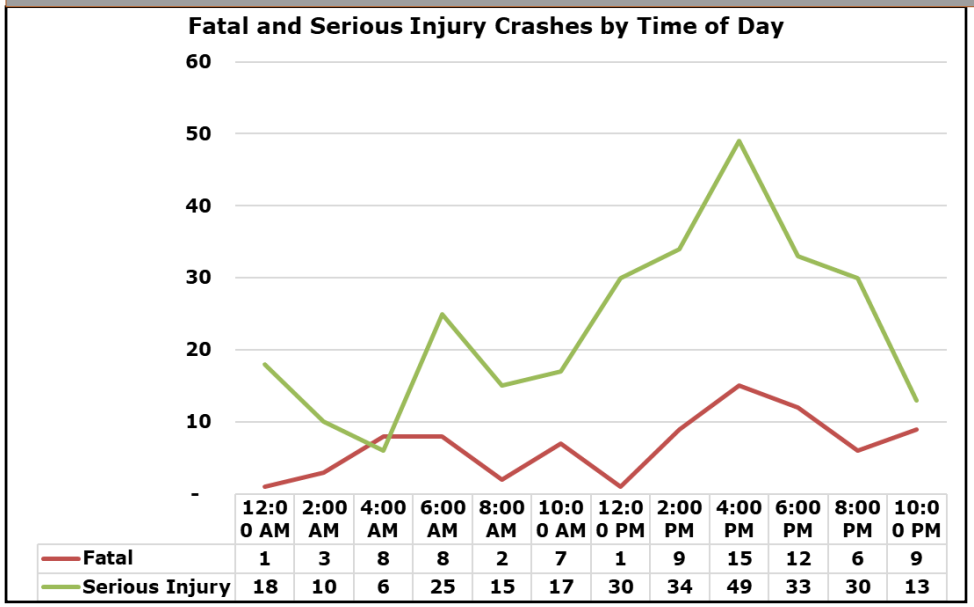


Figure 5.12: Fatal and Serious Injury Crashes by Time of Day, data courtesy MnDOT

When are Fatal and Serious Injury Crashes Occurring (2014 -2023)

Figure 5.12 shows the number of fatal crashes and serious injury Crashes and what times of day they occur most often. Serious injury crashes are occurring more often as the day goes on and peaks around 4 p.m. Fatal crashes stays more consistent however there is that similar spike around 4 p.m. One cause for this difference could be that people are more often driving later in the day than very late at night or very early in the morning. Based off of the automatic traffic recorder #28 in Saint Cloud, traffic tends to spike around 8 a.m. and then maintain/increase until a peak at 5 pm and then decrease as the night progresses.

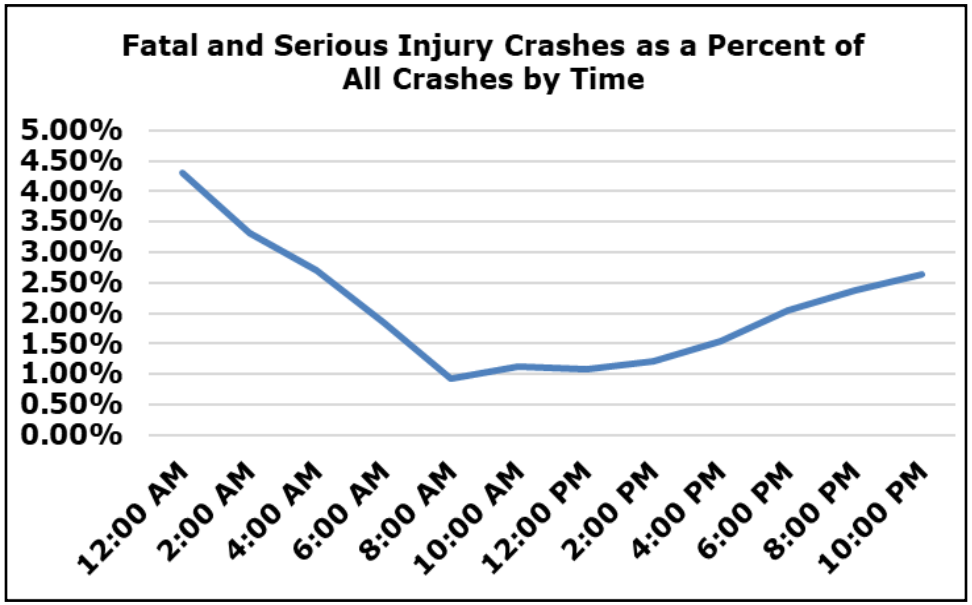


Figure 5.13: Fatal and Serious Crashes as a Percent of All Crashes by Time, data courtesy MnDOT

When are Fatal and Serious Injury Crashes Occurring compared to All Crashes (2014-2023)

Figure 5.13 shows the percent of fatal and serious injury crashes as a percent of all crashes that occur at that time of day. Fatal and serious injury crashes make up a much larger share of early morning crashes compared to other times of day. A large share of crashes involving chemically impaired individuals, a significant contributing factor in severe crashes, occur at or around this same time. More information on chemical impairment crashes begins on page 51.

Transportation Safety
Fatal and Serious Injury Crashes

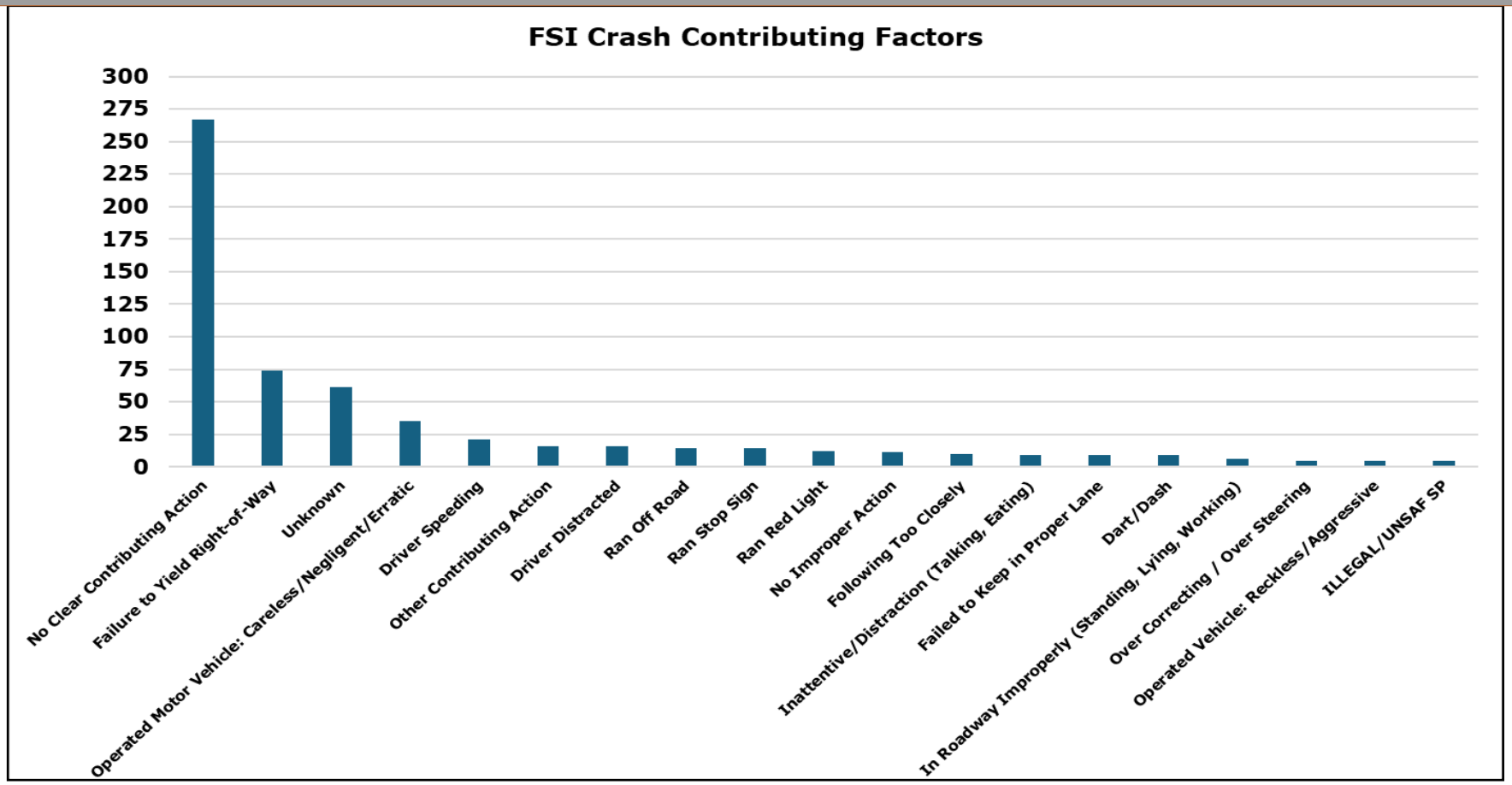


Figure 5.14: FSI Crash Contributing Factors, data courtesy MnDOT

FSI Crash Contributing Factors (2014-2023)

Figure 5.14 shows the primary contributing factor for fsi crashes. Factors with less than five total entries were removed. Individuals with no clear contributing action make up a majority of these fsi crashes. Having no clear contributing factor does not necessarily mean that an individual is free from fault. Nearly 43% of individuals who were involved with an fsi crash had no clear contributing action. Most of the primary contributing factors are related to fixable behavior as opposed to other factors such as weather. Chemical impairment is distributed between a few different factors, but makes up much of the operated motor vehicle: careless/negligent/erratic column along with several smaller columns. Distracted driving, while being underreported and typically less severe, makes up a fairly large amount of the contributing factors. Individuals with an unknown contributing factor are often cases where individuals cannot be located, such as a hit-and-run, or where individuals have died.

Transportation Safety
Fatal and Serious Injury Crashes

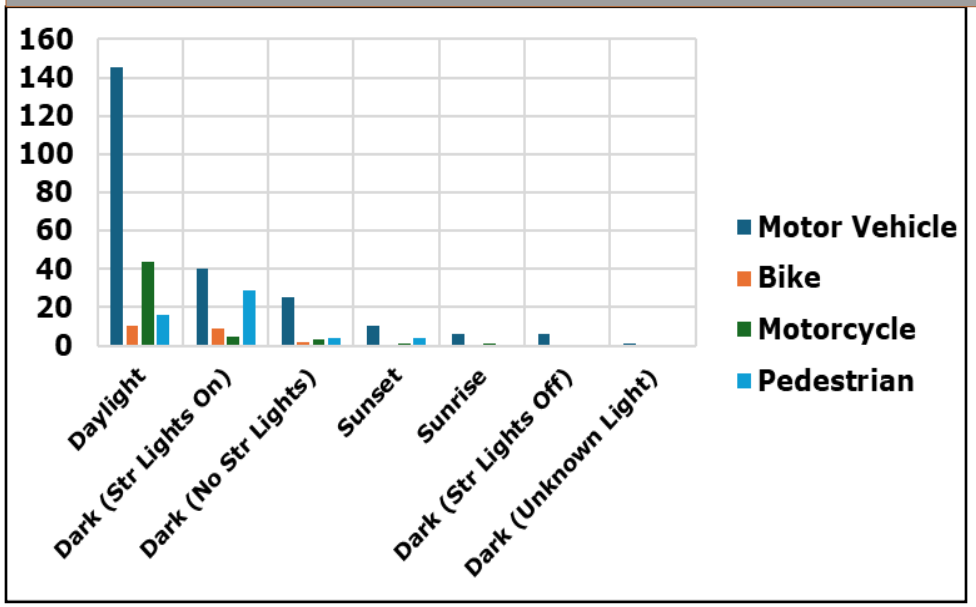


Figure 5.15: Light Conditions for Fatal and Serious Injury Crashes, data courtesy MnDOT

Light Conditions for Fatal and Serious Injury Crashes (2014-2023)

Figure 5.15 shows the light condition for fsi crashes. This lines up with the previous figure showing at what time of day these crashes are occurring. Non-motorists involved fsi crashes are occurring most often when it is dark out, even with streetlights on.

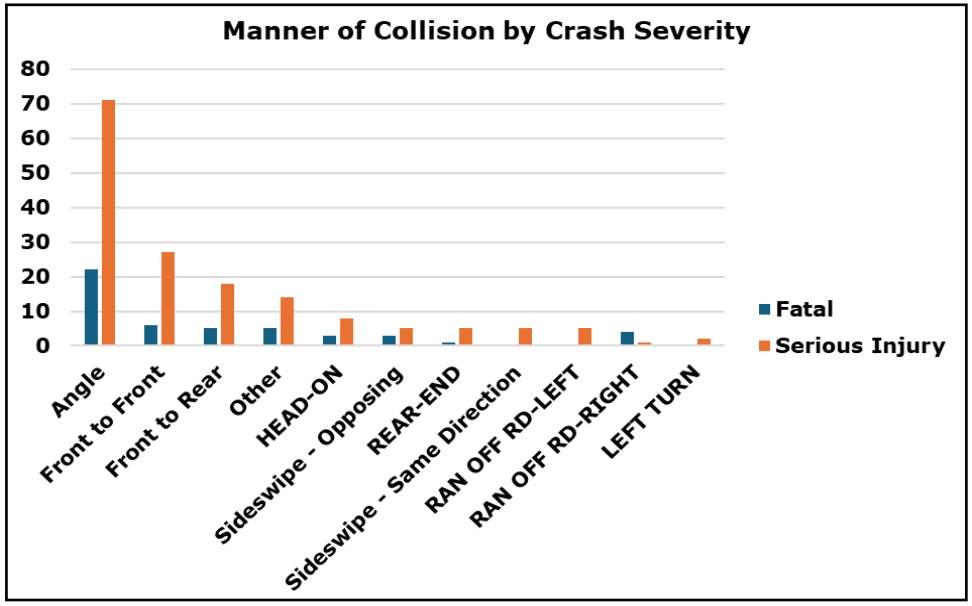


Figure 5.16: Manner of Collision by Crash Severity, data courtesy MnDOT

Manor of Collision by Crash Severity (2014-2023)

Figure 5.16 shows the manner of collision by crash severity. Angle crashes, specifically right angle crashes, make up the majority of fsi crashes. This manner of collision is the deadliest in the region. Front to rear crashes see a surprising amount of representation in these fsi crashes due to how this type of crash could occur.

Transportation Safety
Chemical Impairment Crashes

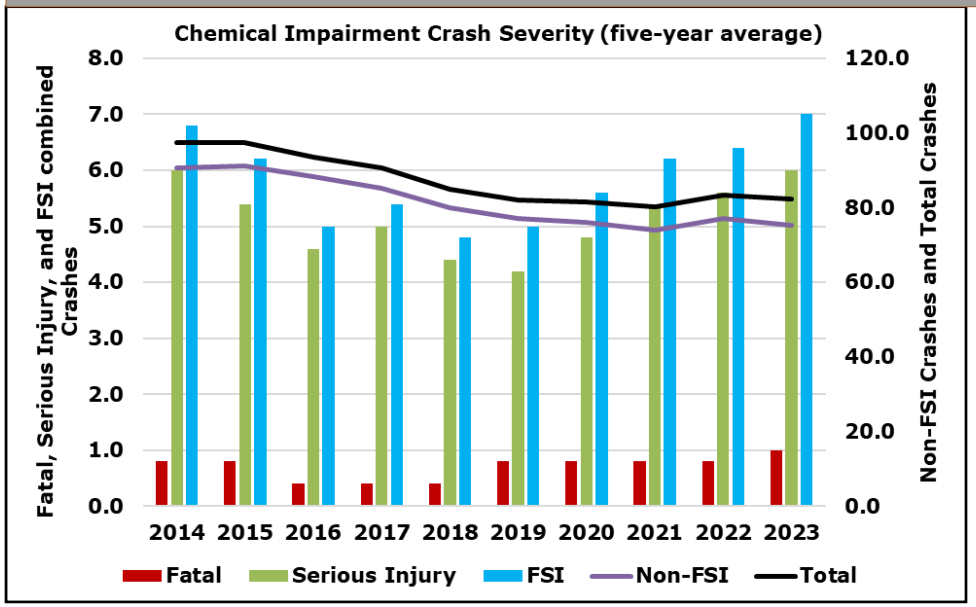


Figure 5.17: Chemical Impairment Crash Severity (5-year averages), data courtesy MnDOT

Number and Severity of Crashes involving Chemical Impairment (5-year averages)

Crashes involving chemical impairment include people who have been drinking alcohol, taking illicit drugs, or who have been taking medications. Overall the number of chemical impairment crashes occurring within the region has been decreasing over time. However the number of FSI crashes related to chemical impairment has seen a small steady increase since around 2018.

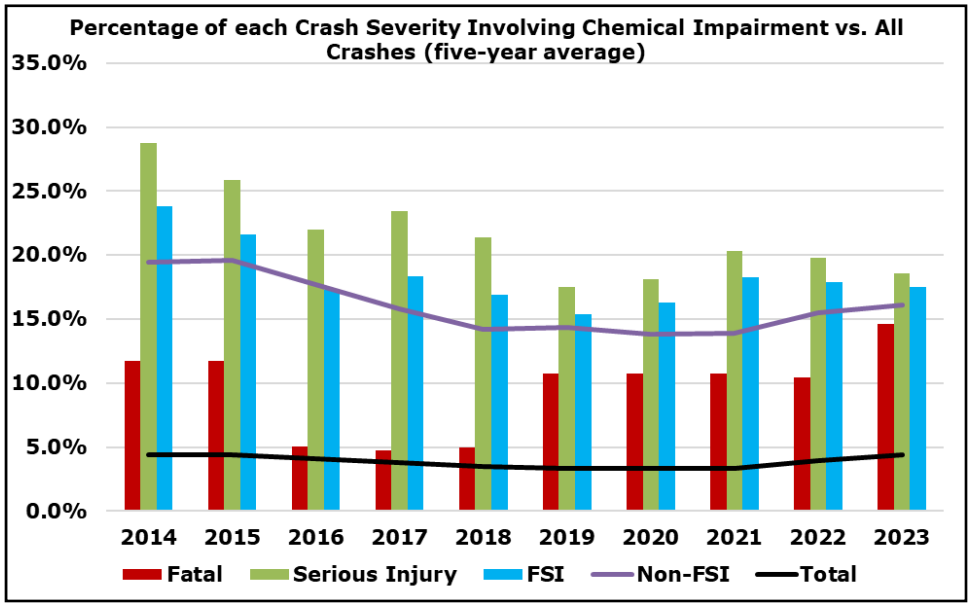


Figure 5.18: Percentage of each Crash Severity Involving Chemical Impairment vs All Crashes (5-year averages), data courtesy MnDOT

Percentage of each Crash Severity Involving Chemical Impairment vs All Crashes (5-year averages)

Figure 5.18 illustrates the percentage of crashes at each severity level that involve chemical impairment. A significant portion of FSI crashes typically involve chemical impairment. While the percentage of fsi crashes linked to chemical impairment has decreased, this is due to a general increase in fsi crashes rather than a decline in impairment-related crashes.

In 2023 alone, chemical impairment was a factor in two of the six fatal crashes. For non-fsi crashes the percentage involving chemical impairment declined by nearly five percentage points between 2014 and 2018. However, changes in reporting standards have contributed to an increase in 2022 and 2023. On average, impairment-related crashes have accounted for around 4% of total crashes, following a similar trend to non-fsi impairment related crashes.

Transportation Safety
Chemical Impairment Crashes

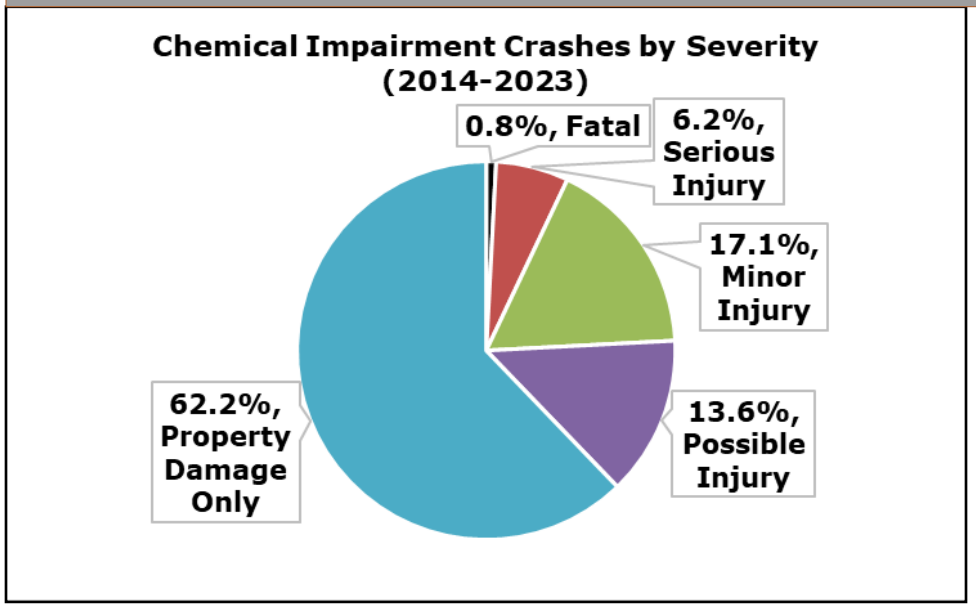
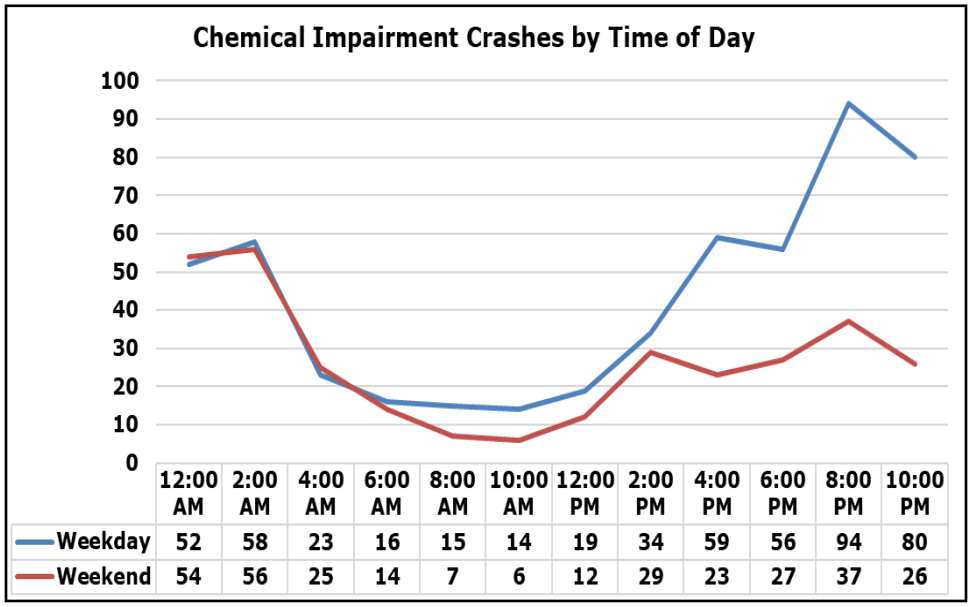


Figure 5.19: Chemical Impairment Crash Severity (5-year averages), data courtesy MnDOT

Severity of Crashes involving Chemical Impairment (2014-2023)

Crashes involving chemical impairment include people who have been drinking alcohol, taking illicit drugs, or who have been taking medications. While non-FSI crashes make up 93% of chemical impairment crashes, the remaining 7% resulted in a death or serious injury. There were at least 70 chemical impairment crashes that occurred in 2023 alone.



	12:00 AM	2:00 AM	4:00 AM	6:00 AM	8:00 AM	10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM	10:00 PM
Weekday	52	58	23	16	15	14	19	34	59	56	94	80
Weekend	54	56	25	14	7	6	12	29	23	27	37	26

Figure 5.20: Chemical Impairment Crash Severity (5-year averages), data courtesy MnDOT

When are Chemical Impairment Crashes Occurring (2014-2023)

Figure 5.20 shows the number of crashes involving chemical impairment and what times of day they occur most often. These crashes occur less often during the day but increase as the night goes on. There is a huge number of these chemical impairment crashes occurring in the early morning hours. This lines up fairly well with people tending to drink later in the evening/night. While Friday is not broken out it sees a similar number of crashes as Saturday and Sunday. Tuesday has seen the lowest amount of crashes involving chemical impairment while the rest of the weekdays (excluding Friday) are similar. The weekend is closely split, with 18.7% of these crashes occurring on a Saturday and 18.4% on a Sunday. Friday had 17.4% of crashes involving chemical impairment.

Transportation Safety
Chemical Impairment Crashes

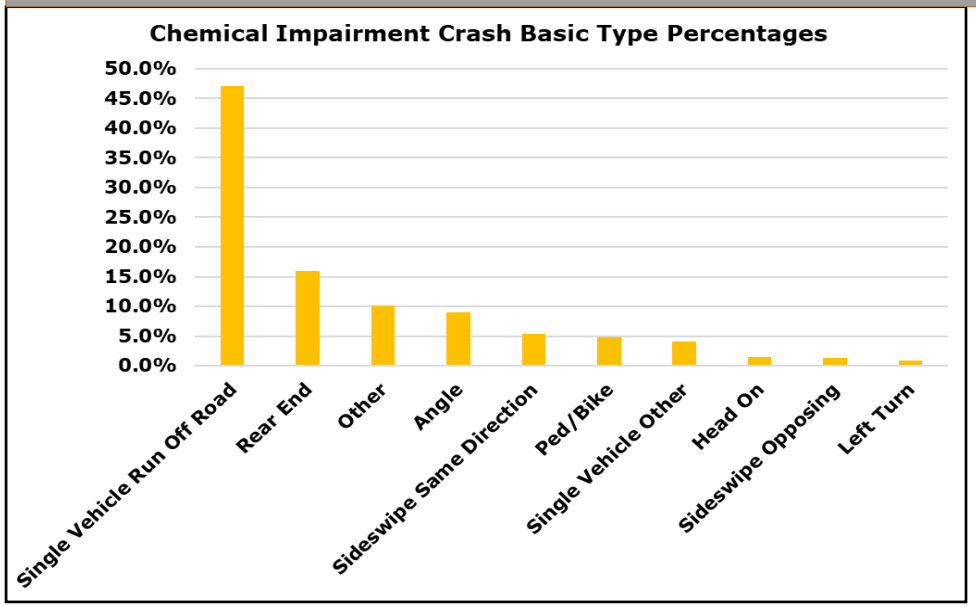


Figure 5.21: Chemical Impairment Crash Basic Type Percentage, data courtesy MnDOT

Chemical Impairment Crash Basic Type Percentages (2014-2023)

From 2014 to 2023, over 45% of crashes involving chemical impairment were single-vehicle crashes where a driver ran off the road. While these crashes often involve only the impaired driver, they can and often do still impact others– whether through damage to property, road disruptions, or secondary crashes.

Rear end crashes are also common, as impairment affected motor skills and judgement, making it harder for drivers to react or stop in time. Angle crashes, particularly right angle collisions, tend to result in more severe injuries compared to rear end crashes, which are generally less severe. However, crash severity is influenced by multiple factors beyond just the type of collision.

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

Figure 5.22: Blood Alcohol Concentration (BAC) in Grams/Deciliter (G/DL) info courtesy NHTSA

Transportation Safety
Chemical Impairment Crashes

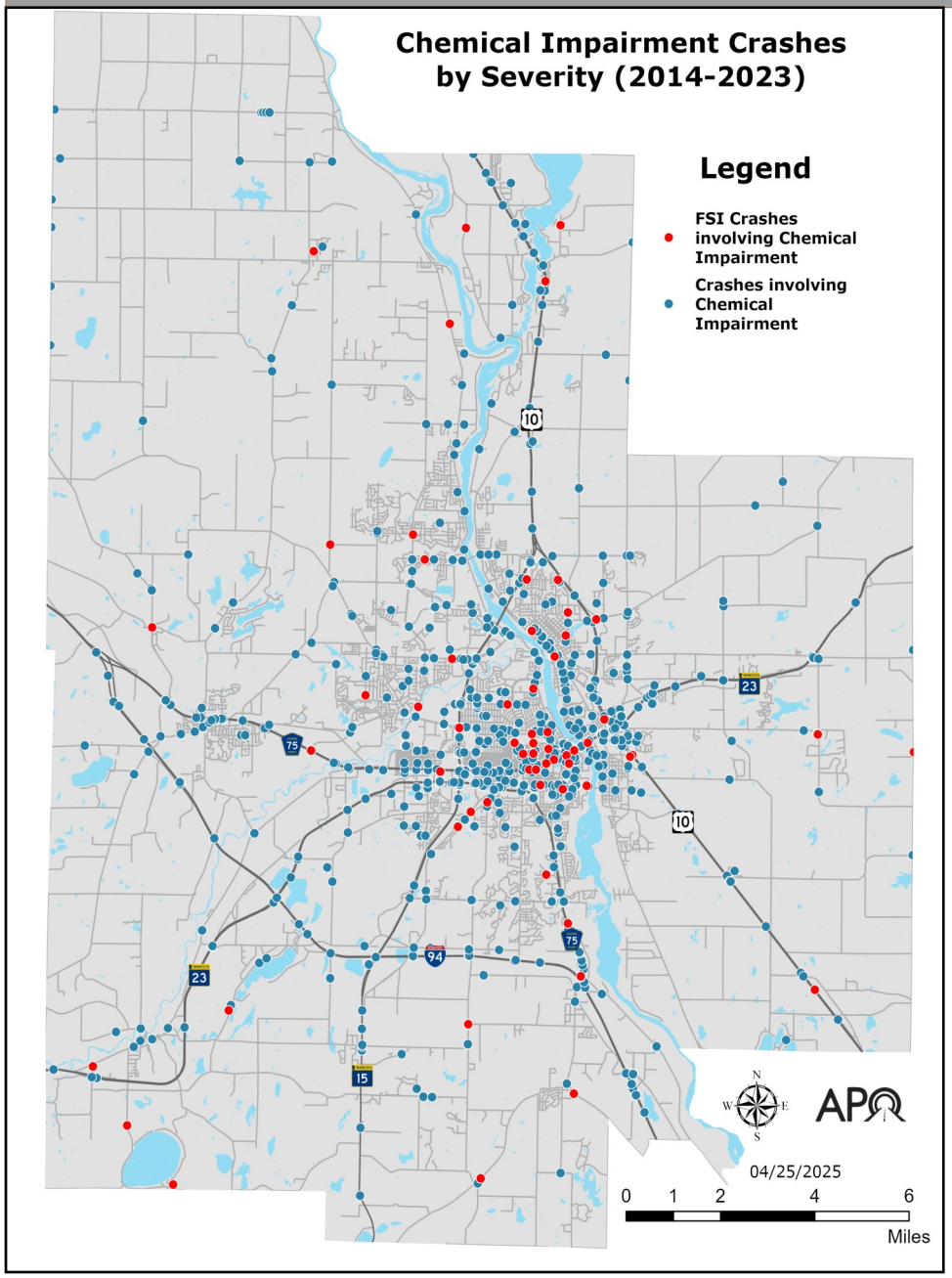


Figure 5.23: Chemical Impairment Crashes By Severity, data courtesy MnDOT

Chemical Impairment Crashes by Severity (2014-2023)
Figure 5.23 shows the locations of chemical impairment crashes between 2014 and 2023. The red dots indicate fsi crashes while the blue ones indicate non-fsi crashes. A large grouping of these fsi crashes occur around MN 23, specifically between Ninth Ave and Cooper Ave in Saint Cloud. Downtown Saint Cloud sees a large number of chemical impairment crashes adjacent to and flowing north of MN 23. Each city has small clumps however the majority of these crashes are happening within Saint Cloud, which could be a result of where people live as well as where food/drink establishments are.

Figure 5.24: Car Crash at Ninth Ave N and Northway Drive

Transportation Safety
Active Transportation Crashes

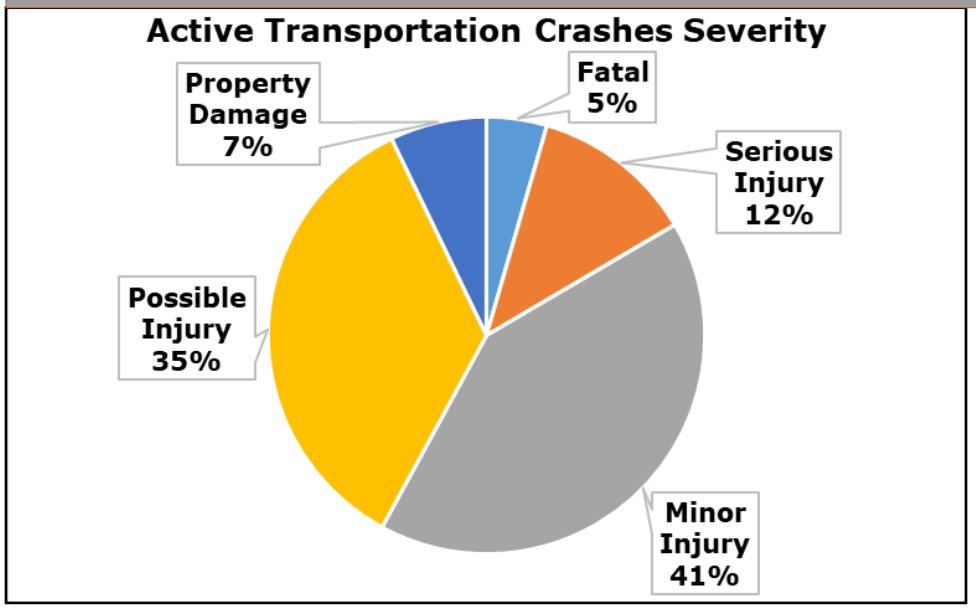


Figure 5.25: Active Transportation Crashes Severity, data courtesy MnDOT

Severity of Crashes involving Active Transportation (2014-2023)

The number of crashes involving active transportation users has been decreasing over time, but they remain among the most vulnerable roadway users. Approximately 17% of all crashes involving active transportation users result in a fatality or serious injury, while only 7% of these incidents result in property damage alone.

Contributing Factors for FSI Crashes Involving Active Transportation Users (2014-2023)

Figure 5.26 illustrates the contributing factors associated with fsi crashes involving an active transportation user. Individuals who had no clear contributing action are not omitted from fault. Individuals with an unknown contributing factor are not necessarily at or free from fault. While there are actions individuals can take to reduce the risk of these crashes, many of the contributing factors are related to the non-motorist behavior and actions. Simple measures, such as wearing brighter clothing in low visibility conditions or properly following right-of-way rules can significantly reduce the likelihood of these crashes occurring.

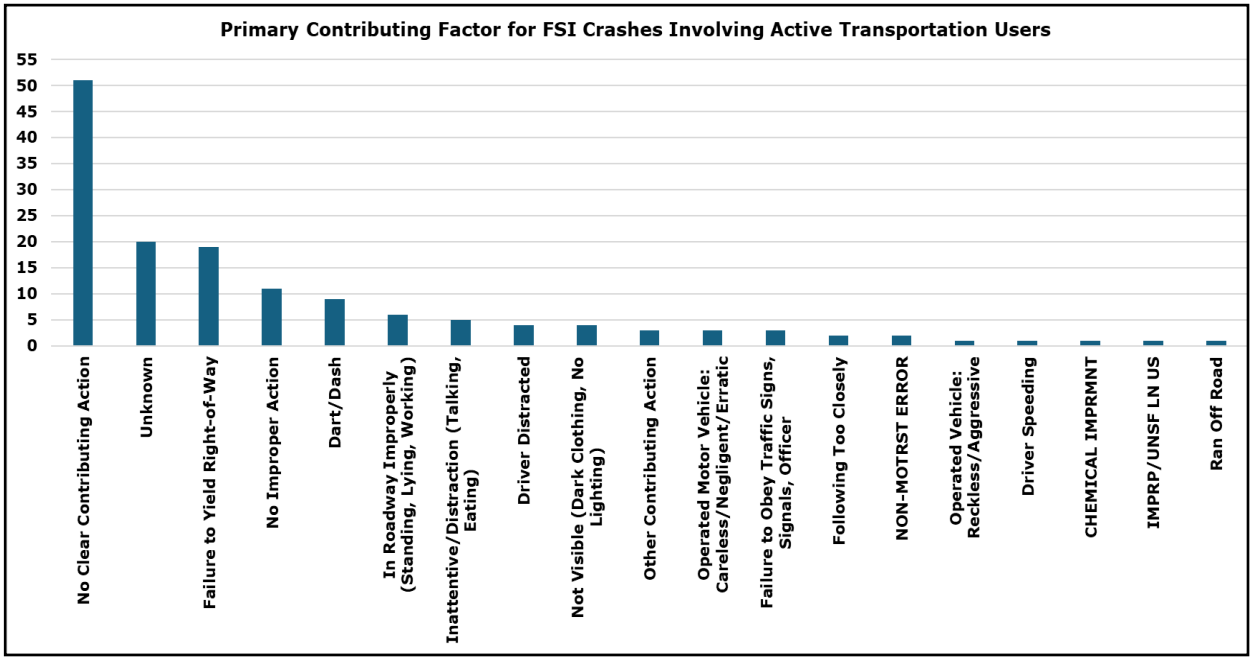


Figure 5.26: Primary Contributing Factor for FSI Crashes Involving Active Transportation Users, data courtesy MnDOT

Transportation Safety
Active Transportation Crashes

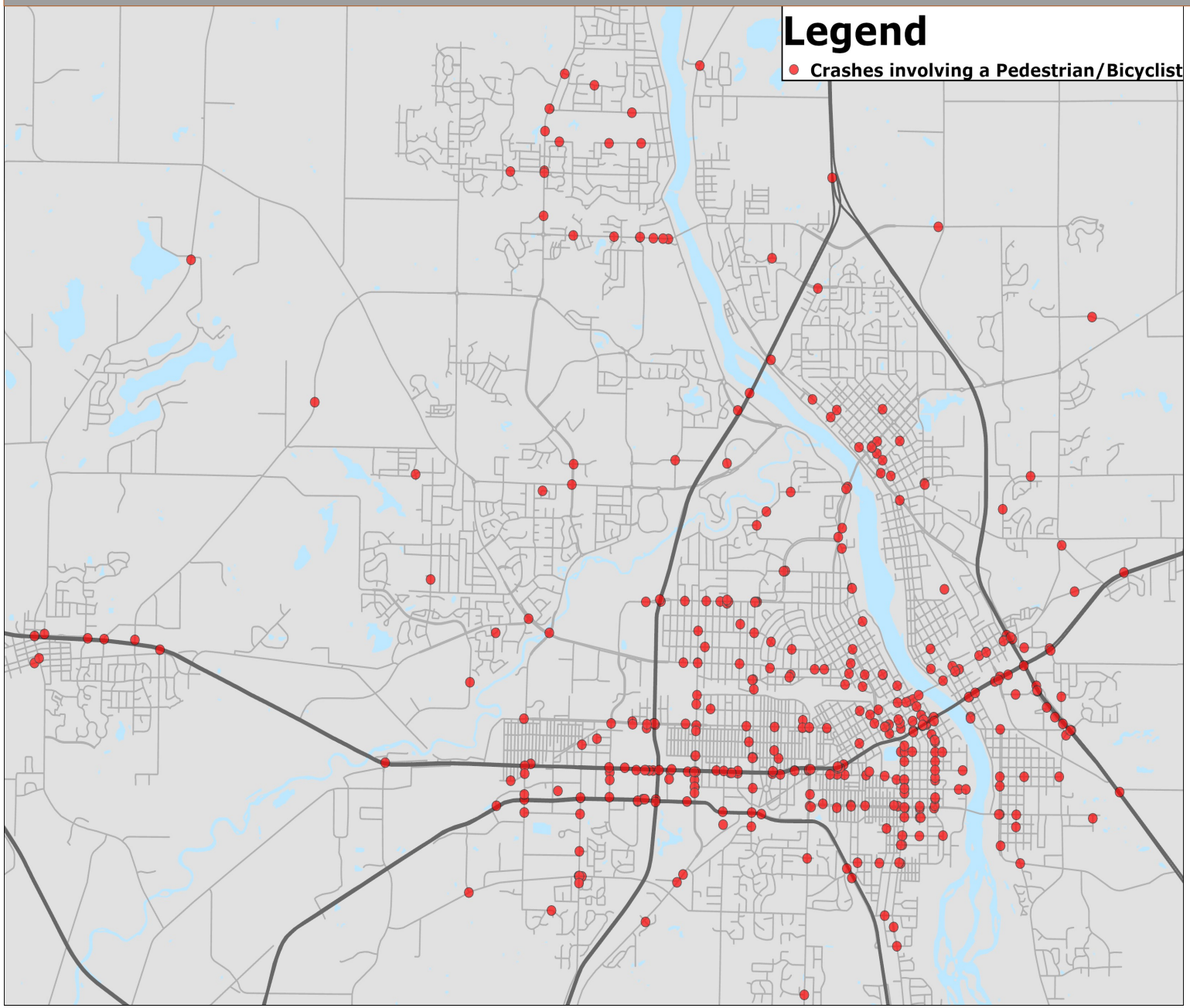


Figure 5.27: Crashes involving Active Transportation Users, data courtesy MnDOT

Crashes involving Active Transportation Users

Figure 5.27 shows the locations of crashes involving people walking/biking. This map focuses on the cities as the more rural areas have few of these crashes due to less infrastructure related to walking/biking. Again, MN 23 and the areas adjacent to it going through Saint Cloud see a lot of the crashes involving active transportation. Some streets to note that see a number of these crashes along them include Fifth Ave, Ninth Ave, and University Dr.

Transportation Safety
Active Transportation Crashes

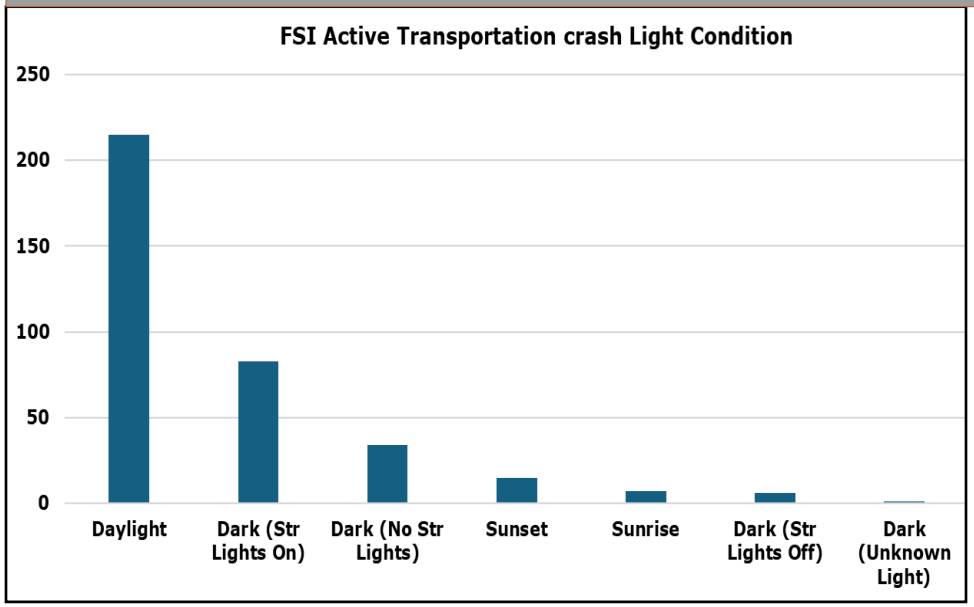


Figure 5.28: Non-Motorized Fatalities and Suspected Serious Injuries, data courtesy MnDOT

Non-Motorized Fatalities and Suspected Serious Injuries

Figure 5.28 shows the number of fsi crashes involving an active transportation user and the light condition at the time of the crash. A majority of these crashes are occurring when it is dark even with streetlights present. Nearly 60% of these crashes are occurring when it is dark out.

Figure 5.29: Intersection Crossing

Figure 5.30: Diverging Diamond Interchange Crossing

Transportation Safety
Severe Lower Speed Crashes

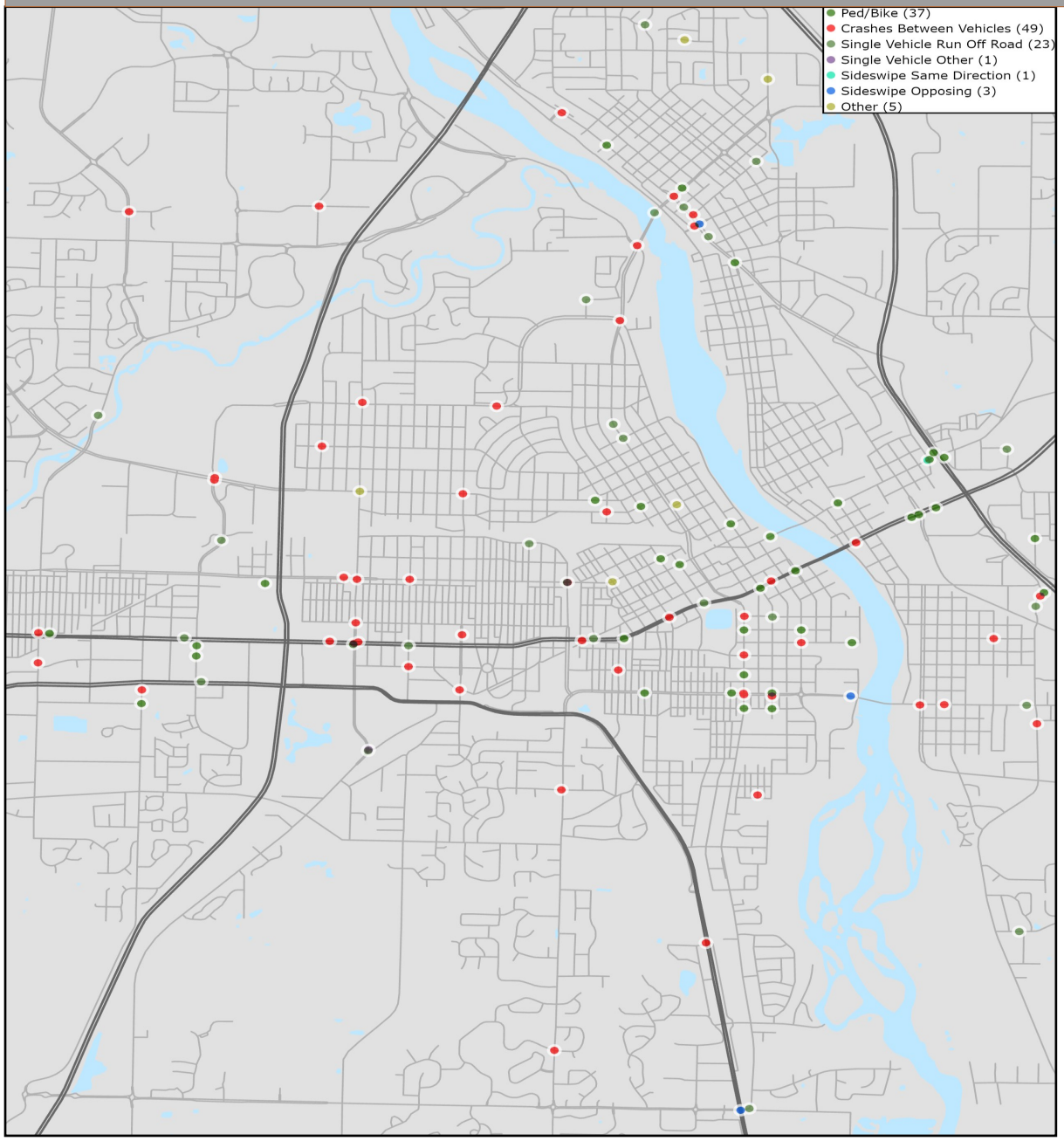


Figure 5.31: Severe Lower Speed Crashes by Basic Type, data courtesy MnDOT

Severe Lower Speed Crashes

Figure 5.31 shows the locations of crashes in which at least one direction of travel had a noted speed limit of 35 or less, resulted in a fatal or serious injury, and the type of crash. Pedestrians and cyclists made up 37 of the 119 crashes shown here, about 31%. Crashes between vehicles include right angle, rear end, head on, and left turn crashes. These types of crashes made up 49 of the 119 crashes, about 41%. The third most common was crashes involving a single vehicle running off the road, 23 of the 119 or about 19%.

Many of these crashes did occur near roads with much higher speed limits than 35. This indicates that these crashes are involving, but not necessarily resulting from, non-motorists crossing the road and motorists both crossing and turning from a lower speed road on to the higher speed road.

Transportation Safety
Fixed Route Bus Safety

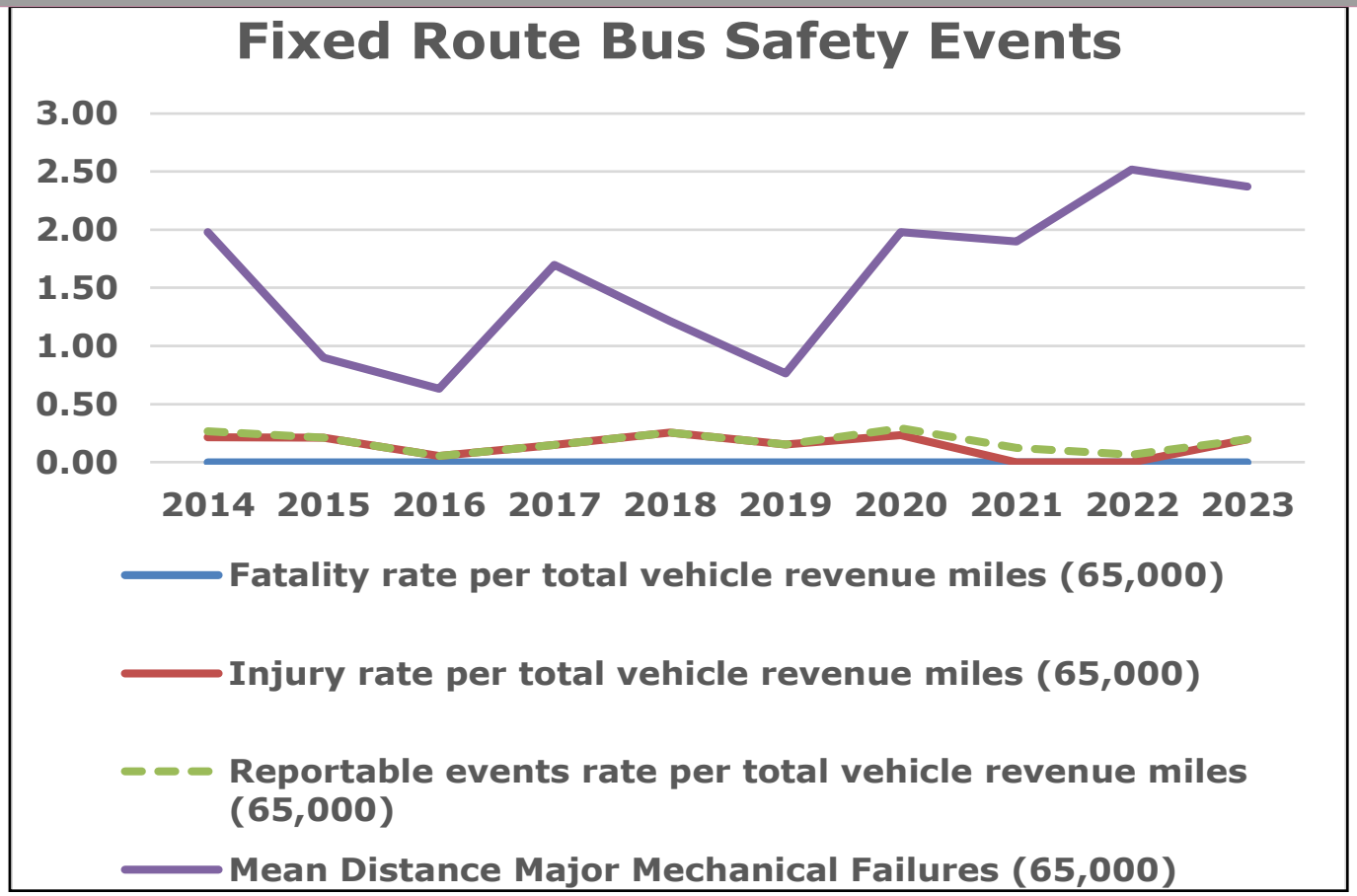


Figure 5.32: Metro Bus Fixed Route Bus Safety Events, data courtesy National Transit Database (NTD)

Fixed Route Bus Safety Events
Above is a graph showing the number of each individual safety event per 65,000 vehicle revenue miles.

There have been no fatalities associated with the FR Bus service.

There have been a fairly consistent number of injuries across the years for the FR Bus service. However, there were no injuries in 2021 or 2022.

There have been a fairly constant number of reportable events across the years for the FR Bus service. These are primarily made of injuries.

A major mechanical failure can be loosely defined as a failure of some mechanical element that prevents the vehicle from it's service whether a limitation in actual movement or a safety concern. The number of mechanical failures relative to the miles driven has been worsening. Getting new buses has become more difficult and this is likely a result.

Transportation Safety
Dial-A-Ride Bus Safety

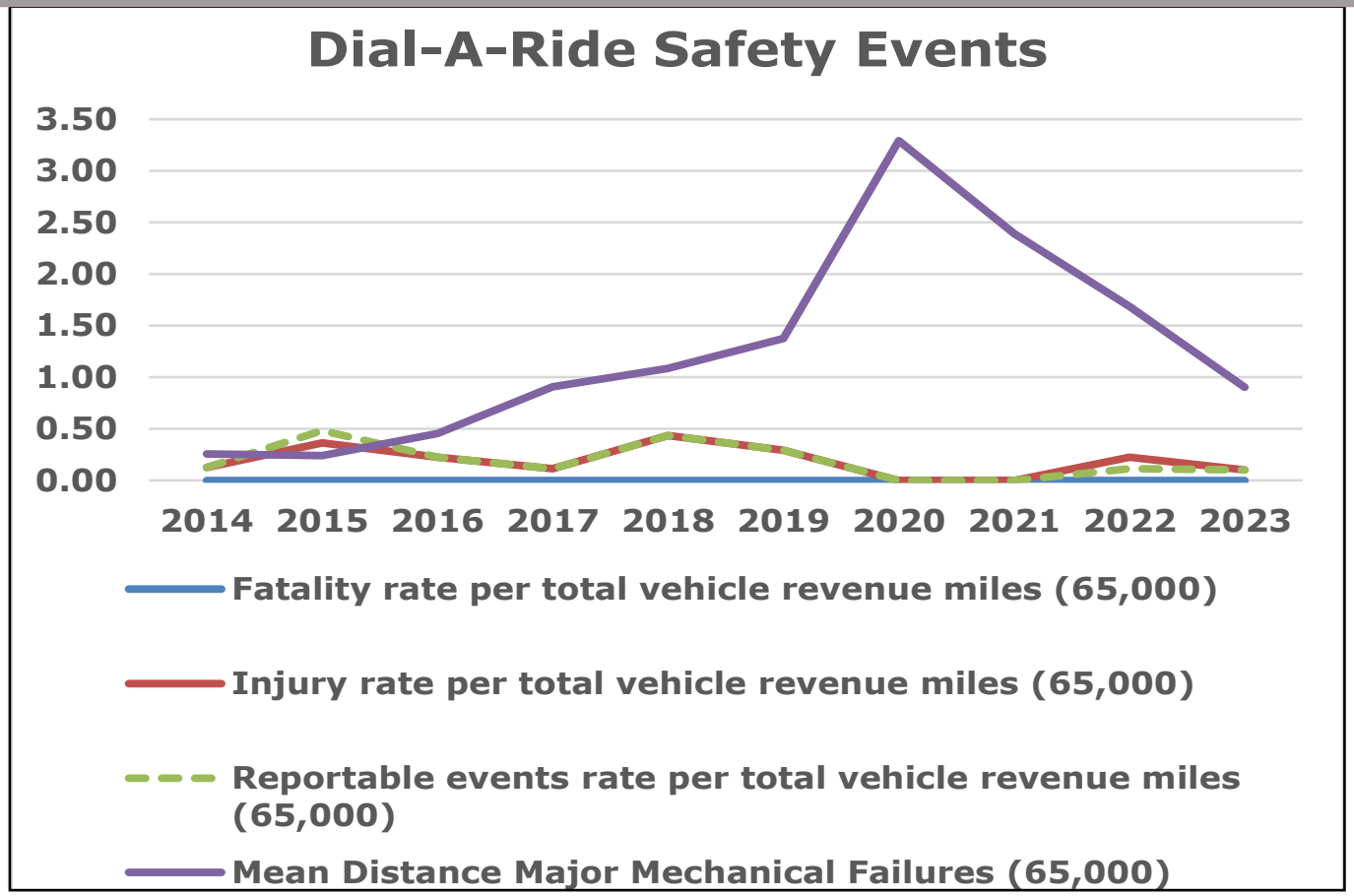


Figure 5.33: Metro Bus Dial-A-Ride Bus Safety Events, data courtesy National Transit Database (NTD)

Dial-A-Ride Safety Events
Above is a graph showing the number of each individual safety event per 65,000 vehicle revenue miles.

There have been no fatalities associated with the DAR service.

There have been few injuries in the last five years associated with the DAR service, one in 2023, two in 2022 and three in 2019.

There have been few reportable events in the last five years associated with the DAR service and these line up with the injury reports.

A major mechanical failure can be loosely defined as a failure of some mechanical element that prevents the vehicle from it's service whether a limitation in actual movement or a safety concern. There have been a number of major mechanical failures for the DAR service, however as new vehicles are acquired the number and frequency of these decreases. The amount of miles driven between these mechanical failures is improving.

Transportation Safety
Commuter Bus Safety

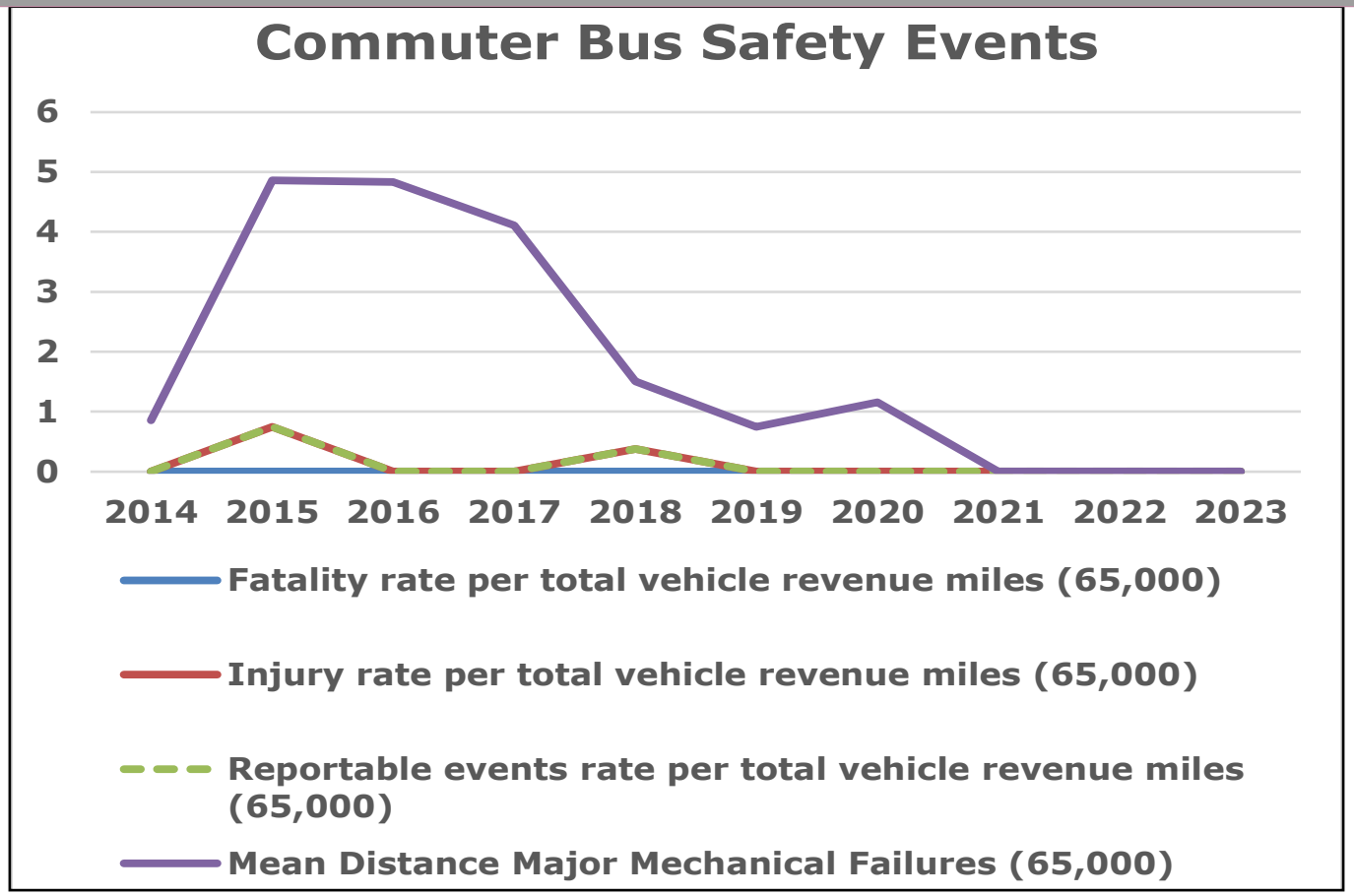


Figure 5.34: Commuter Bus Safety Events, data courtesy National Transit Database (NTD)

Commuter Bus Safety Events
Above is a graph showing the number of each individual safety event per 65,000 vehicle revenue miles.

There have been no fatalities associated with the Commuter Bus service.

There have been no injuries in the last five years associated with the CB service.

There have been no reportable events in the last five years associated with the CB service.

A major mechanical failure can be loosely defined as a failure of some mechanical element that prevents the vehicle from it's service whether a limitation in actual movement or a safety concern. There are few major mechanical failures seen in the CB service since 2018 and none in that past 3 years.

Transportation Safety
Fast Facts (better name welcome)

Unlicensed Driver	Was one involved?	
Crash Severity	Yes	No
Fatal Crash	3.02%	1.33%
Suspected Serious Injury Crash	6.19%	4.81%
Suspected Minor Injury Crash	33.17%	30.80%
Possible Injury Crash	57.62%	63.06%
Grand Total	**100.00%**	**100.00%**

Figure 5.35: Unlicensed Driver Crashes

Crashes involving an unlicensed driver tend to be more severe than those with licenses.

Unbelted Driver	Was one involved?	
Crash Severity	Yes	No
Fatal Crash	4.00%	1.29%
Suspected Serious Injury Crash	6.95%	4.78%
Suspected Minor Injury Crash	33.26%	30.87%
Possible Injury Crash	55.79%	63.06%
Grand Total	**100.00%**	**100.00%**

Figure 5.36: Unbelted Driver Crashes

Crashes involving an unbelted driver tend to be much more severe than those with all motorists buckled in.

Older Driver (age 65 or older)	Was one involved?	
Crash Severity	Yes	No
Fatal Crash	1.91%	1.43%
Suspected Serious Injury Crash	5.23%	4.90%
Suspected Minor Injury Crash	31.29%	31.02%
Possible Injury Crash	61.57%	62.64%
Grand Total	**100.00%**	**100.00%**

Figure 5.37: Older Driver Crashes

Crashes involving an older driver tend to be slightly more severe than those without.

Younger Driver (age 14 to 20)	Was one involved?	
Row Labels	Yes	No
Fatal Crash	0.61%	1.84%
Suspected Serious Injury Crash	3.91%	5.33%
Suspected Minor Injury Crash	28.66%	31.92%
Possible Injury Crash	66.82%	60.90%
Grand Total	**100.00%**	**100.00%**

Figure 5.38: Younger (age 14 to 20) Driver Crashes

Crashes involving a younger driver tend to be less severe than those without.

Commercial Vehicles	Was one involved?	
Crash Severity	Yes	No
Fatal Crash	5.38%	1.32%
Suspected Serious Injury Crash	3.94%	5.01%
Suspected Minor Injury Crash	34.05%	30.91%
Possible Injury Crash	56.63%	62.76%
Grand Total	**100.00%**	**100.00%**

Figure 5.39: Commercial Vehicle Crashes

Crashes involving a commercial vehicle tend to result in a much higher number of fatalities than those without.

Inattentive Driver	Was one involved?	
Row Labels	Yes	No
Fatal Crash	0.83%	1.66%
Suspected Serious Injury Crash	2.69%	5.43%
Suspected Minor Injury Crash	24.82%	32.35%
Possible Injury Crash	71.66%	60.56%
Grand Total	**100.00%**	**100.00%**

Figure 5.40: Inattentive Driver Crashes

Crashes involving an inattentive driver tend to be less severe, however inattention while driving a motor vehicle is a very fixable behavior.

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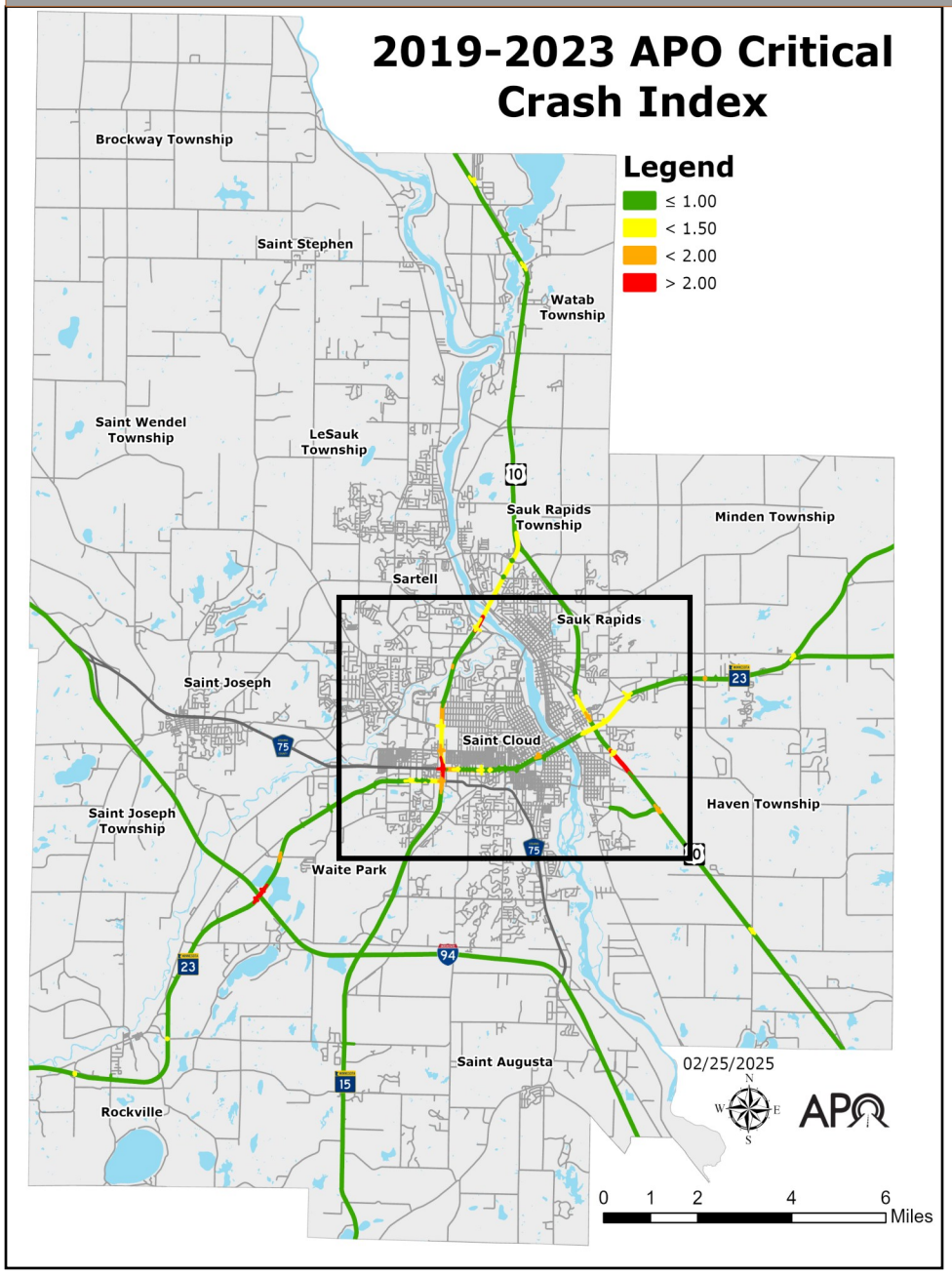

Figure 5.41: 2019-2023 APO Critical Crash Index, data courtesy MnDOT

2019-2023 APO Critical Crash Index

Figure 6.34 shows the critical crash index for intersections and roadways on the Trunk Highway System. This measure compares the crash rate (the number of fsi crashes occurring at an intersection per 1,000,000 entering vehicles) for intersections and roadways to similar locations in the state. Most of the roadways outside of the more urban area perform well in this measure. Noticeably the MN 23, MN 15, CSAH 75 intersections perform poorly in terms of the number of crashes. This issue can be seen not just at the intersections but expanding out and including the roadway segments leading into this area. The segments of MN 15 leading south from US 10 are seeing a higher than normal amount of crashes. The areas around the US 10 MN 23 interchange also are seeing higher than normal crashes. Much of the regions crash issues are locating in and around these crossings of major roadways.

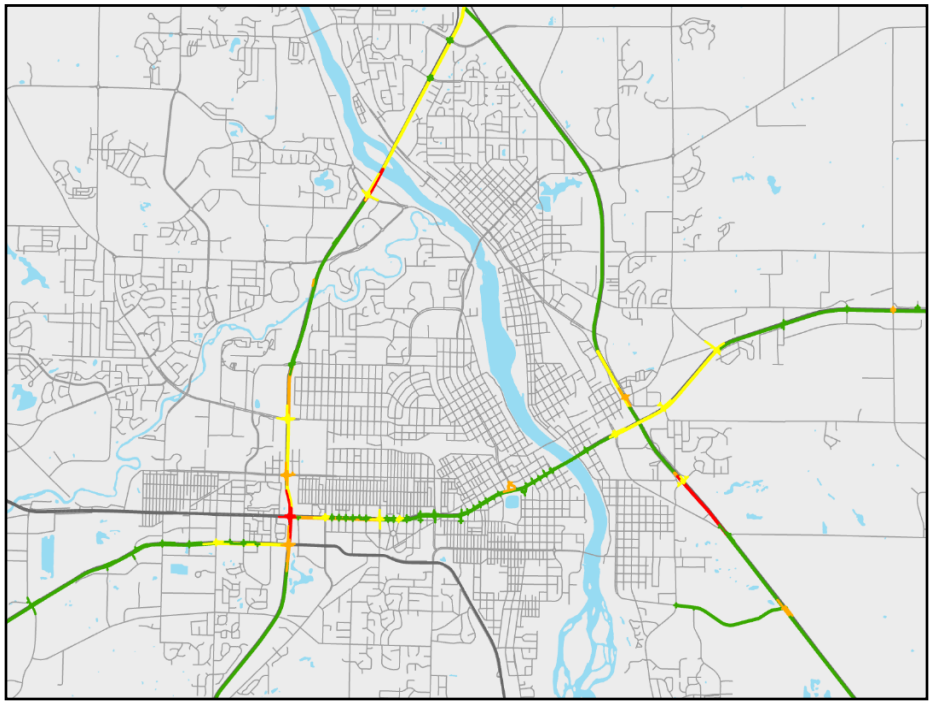

Figure 5.42: Zoom in of 2019-2023 APO Critical Crash Index, data courtesy MnDOT

Transportation Safety
Crash Rates and Travel

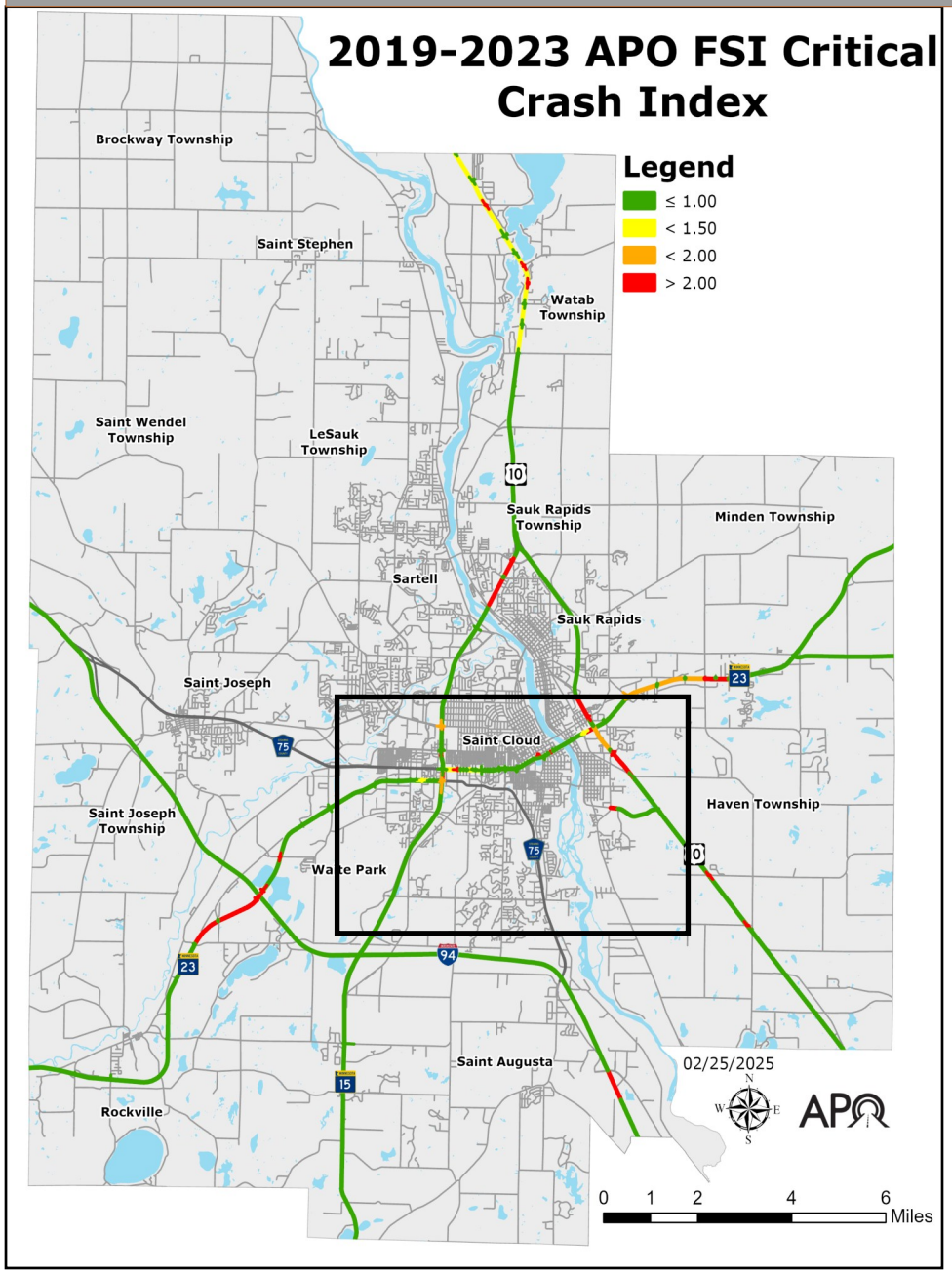

Figure 5.43: 2019-2023 APO FSI Critical Crash Index, data courtesy MnDOT

2019-2023 APO Fatal and Serious Injury Critical Crash Index

Figure 5.43 shows the fsi critical crash index for intersections and roadways on the Trunk Highway System. This measure compares the FSI crash rate (the number of fsi crashes occurring at an intersection per 100,000,000 entering vehicles) for intersections and roadways to similar locations in the state. Much of the region performs at or better than similar locations across the state. There are noticeable stretches of MN 23 and US 10 that are seeing higher than average fsi crashes. The roadways near the US 10 and MN 23 Interchange are seeing worse crash issues. US 10 north of Sauk Rapids and Sartell is seeing more fsi crashes than normal given the roadway type. The interchange for MN 23 and I-94 sees an abnormally high amount of crashes relative to the number of vehicles using those roads.

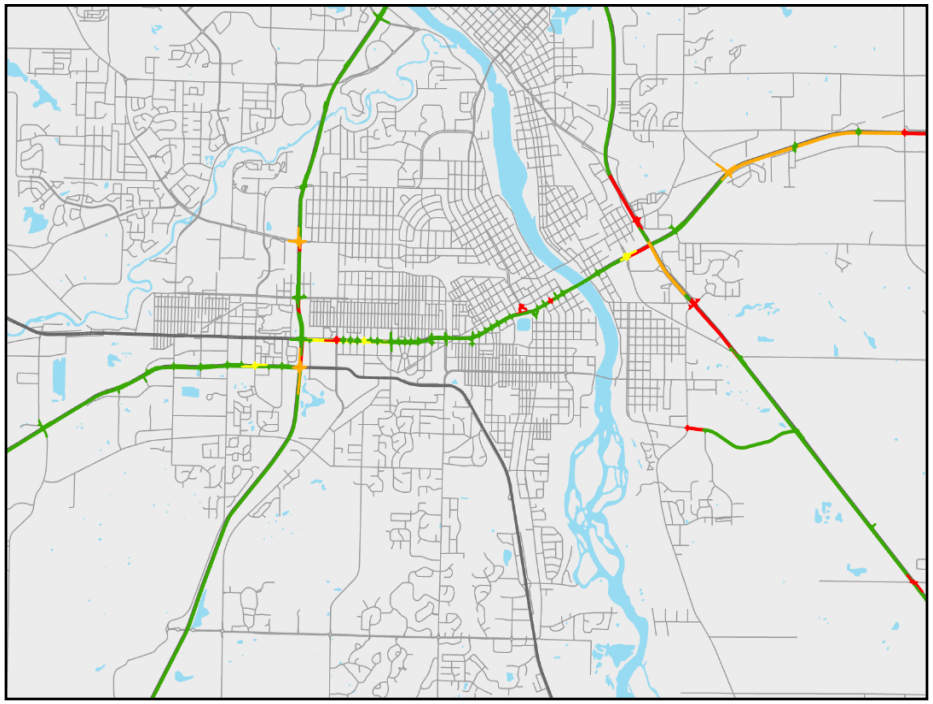

Figure 5.44: Zoom in of 2019-2023 APO FSI Critical Crash Index, data courtesy MnDOT