



Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

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AGENDA

Technical Advisory Committee

Thursday, April 5th, 2018 – 10 AM

Stearns County Highway Department
455 28th Ave. South, Waite Park

1. Consider Minutes of March 1, 2018
 - a. Suggested Motion: Recommend Approval
2. Public Comment Period
 - a. Suggested Motion: Recommend Approval
3. TIP Amendments (Joseph Mueller, Senior Planner)
 - a. Suggested Motion: Recommend Approval
4. Stakeholder Engagement Plan (Vicki Ikeogu, Associate Planner)
 - a. Suggested Motion: Recommend Approval
5. LRTP Goals & Objectives, Current Conditions (Brian Gibson, Exec. Director)
 - a. Suggested Motion: Recommend Approval
6. Other Business / Open Floor
 - a. Safe Routes to School Planning Grant for ISD 742
7. Adjournment

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

**Saint Cloud Area Planning Organization
TECHNICAL ADVISORY COMMITTEE MINUTES
March 1, 2018**

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held on Thursday, March 1, 2018 at Stearns County Public Works. Joseph Mueller, APO's Senior Planner, presided with the following members present:

Jodi Teich	Stearns County
Jon Halter	Sartell/SEH
Bobbi Retzlaff	MnDOT
Steve Foss	Saint Cloud
Matt Glaesman	Saint Cloud
Chris Byrd	Benton County
Randy Sabart	SEH/City of Saint Joseph
Joseph Mueller	Saint Cloud APO
Brian Gibson	Saint Cloud APO
Doug Diedrichsen	Saint Cloud APO
Vicki Ikeogu	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

CONSIDER MINUTES OF FEBRUARY 1, 2018:

Mr. Foss motioned to approve the Feb. 1 TAC meeting minutes and Mr. Byrd seconded the motion. Motion carried.

PUBLIC COMMENT PERIOD:

No comments made.

TIP AMENDMENTS:

Mr. Diedrichsen, Associate Planner at the APO, explained the need for the two TIP amendments. The first amendment is required due to an increase in local contribution by St. Cloud to the 33rd Street South project (FY 2018). The cost for the project increased from \$3,584,770 to \$6,647,561. The funding for this project cost increase is being covered by local dollars with no change in federal funding. Federal fiscal constraint will be maintained. ***Mr. Foss motioned to recommend Executive Board approval of the TIP Amendment, and Mr. Sabart seconded the motion. Motion carried.***

WACOSA has received federal funding assistance under the Section 5310 program for a vehicle replacement. This project, totaling \$81,000—a split between the federal share of \$64,800 and \$16,200 of local dollars—was not previously programmed into the FY 2018-2021 TIP. ***Ms. Teich motioned to recommend Executive Board approval of this Amendment, and Mr. Glaesman seconded the motion. Motion carried.***

Both Amendments were available for presentation at a public meeting on Tuesday, Feb. 27. The amended TIP has been available for review since Feb. 16 and will continue **until March 16 at the Saint Cloud APO and on the APO's website.**

2015-2045 TAZ LANDUSE MAPS (LRTP):

Mr. Mueller presented the 2015-2045 TAZ Landuse Maps for approval. The SRF Consulting Group developed the socio-economic data projections by Traffic Analysis Zone (TAZ) for 2045. SRF provided an initial data set to the APO in January, but APO staff discovered several issues of concern which were brought to the attention of SRF. The SRF redid the calculations with the approved 2015 TAZ data and has built upon it to achieve the 2045 data set. **Mr. Foss noted park loss on the maps. Mr. Gibson reviewed SRF's process as to how they achieved the results being presented for approval.** He also stated that he plans to go into the 2045 TAZ Maps and enter at least what park land exists today. **Mr. Glaesman motioned to approve the 2015-2045 TAZ Landuse Maps with the caveat that we continue to work with SRF, and Mr. Byrd seconded the motion. Motion carried.**

REGIONAL TRANSPORTATION PRIORITIES BRIEFING BOOKLET:

Mr. Gibson overviewed the regional transportation priorities briefing booklet which is used to educate state leaders and congressional delegates and staff. The booklet incorporated changes previously recommended. **Mr. Glaesman motioned to approve the transportation priorities briefing booklet, and Mr. Halter seconded the motion. Motion carried.**

OTHER BUSINESS/OPEN FLOOR:

Mr. Gibson said the discussion of the beltway will be going back on the Executive Board agenda.

Mr. Mueller added that he is starting to work on the TIP for 2018-2023. E-mails will be sent out soon. Please notify Mr. Mueller about any projects or updates on fiscal constraint that should be added.

Doug Diedrichsen will be leaving the APO and going to Metro Bus. Vicki Ikeogu has been promoted to Mr. **Diedrichsen's position, and she will be our TIP person.** We are in the process of hiring a new Transportation Planner to take Ms. Ikeogu's former position.

ADJOURNMENT:

The meeting was adjourned at 10:21 a.m.



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TO: Saint Cloud APO TAC
FROM: Joseph Mueller, Senior Planner
RE: TIP Amendment – Stearns County/St. Louis County Funding Swap and WACOSA
DATE: March 15, 2018

Stearns County and St. Louis County (Duluth region) have agreed to transfer funding. A total of \$2,133,922 of Federal Aid funds are being transferred from St. Louis County to Stearns County in fiscal years 2019 through 2021. In exchange, Stearns County will be transferring State Aid funds to St. Louis County that equal the federal funds during those same fiscal years. As there are sufficient local funds and federal funds, the fiscal constraint is maintained.

The funding source change for the CSAH 75 resurfacing project from Old Collegeville Road to CSAH 81 (Prj# 073-675-037N) has warranted an amendment to the FY 2018-2021 TIP. Stearns County will complete the project in 2018 and then receive AC Payback in 2019, 2020 and 2021.

In addition, WACOSA has been awarded funding Federal funding under the Section 5310 program for another vehicle purchase. The project cost totaling \$81,000 – a split between the Federal share of \$64,800 and \$16,200 of local dollars – was not previously programmed into the FY 2018-2021 TIP. Fiscal constraint is being maintained with this project.

Requested Action: Recommend Executive Board Approval



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TO: Saint Cloud APO Technical Advisory Committee
FROM: Vicki Ikeogu, Associate Planner
RE: Consideration of Stakeholder Engagement Policy (SEP)
DATE: March 20, 2018

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

The attached Stakeholder Engagement Plan (SEP) updates the APO's 2012 Public Participation Plan. In addition, the document has been combined with an updated version of the August 2015 Title VI Compliance Plan.

The draft document was available for the mandated 45-day public comment period from Jan. 29 through March 15. In addition the draft document had been submitted to MnDOT, Saint Cloud Metro Bus and various groups identified in the plan as those who have contact and/or work specifically with traditionally underserve populations such as people-of-color, individuals with low-income, individuals with disabilities, limited English proficient individuals, and the elderly population.

Two comments were made to APO staff during the allotted public comment period and have been noted and have been or are being addressed. Those comments can be found in Appendix K of the SEP document.

Requested Action Today: Recommend Policy Board approval.

2018

Stakeholder Engagement Plan



Approved by the
Saint Cloud Area
Planning Organization
Policy Board

5/10/2018

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, and LeSauk Township. 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.



The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT or the U.S. DOT. Any such complaint must be in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see the [St. Cloud APO website](http://www.stcloudapo.org) (www.stcloudapo.org), or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.



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Resolution# 2018-06

Adopting the 2018 Saint Cloud Area Planning Organization Stakeholder Engagement Plan

WHEREAS, the Saint Cloud Area Planning Organization is the body responsible for making transportation policy decisions and for directing the transportation planning and funding programming within the Saint Cloud urbanized area; and

WHEREAS, the U.S. Department of Transportation requires each Metropolitan Planning Organization (MPO) such as the Saint Cloud Area Planning Organization the authority to carry out metropolitan transportation planning in their given urbanized area to prepare and maintain a twenty (20) year transportation plan for that area; and

WHEREAS, the Saint Cloud Area Planning Organization, a metropolitan planning organization, is a sub-recipient of Federal Transit Administration funds through the Minnesota Department of Transportation; and

WHEREAS, discrimination on the basis of race, color, and national origin is prohibited in programs and activities receiving federal financial assistance by Title VI of the Civil Rights Act of 1964; and

WHEREAS, the Saint Cloud Area Planning Organization is committed to compliance with Title VI of the Civil Rights Act of 1964. The Saint Cloud Area Planning Organization assures that no person or group(s) of persons shall, on the grounds of race, color, or national origin be excluded from participation in, be denied the benefits of, or activities administered through the Saint Cloud Area Planning Organization; and

WHEREAS, the Saint Cloud Area Planning Organization will provide meaningful access to services for persons with limited English proficiency; and

WHEREAS, all recipients and sub-recipients of Federal Transit Administration funds are required to have a Title VI program documenting compliance with Title VI regulations and in accordance with Title 49 CFR Section 21.9(b); and

WHEREAS, the Saint Cloud Area Planning Organization compiled a Title VI plan which addresses the requirements for Metropolitan Planning Organizations; and

WHEREAS, in accordance with the 2015 Fixing America's Surface Transportation (FAST) Act, the Saint Cloud Area Planning Organization and each metropolitan organization shall provide citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan and all activities during the planning process; and

WHEREAS, the 2018 Saint Cloud Area Planning Organization draft Stakeholder Engagement Plan was opened to public and agency comment for a forty-five (45) day comment period, and comments have been transmitted to the Saint Cloud Area Planning Organization Policy Board and incorporated into the document as appropriate;

NOW, THEREFORE BE IT RESOLVED, that the Saint Cloud Area Planning Organization Policy Board approves the Stakeholder Engagement Plan for submission to the Minnesota Department of Transportation.

X

Jeff Goerger
Saint Cloud APO Chair

X

Brian Gibson
PTP, Executive Director

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GLOSSARY OF TERMS

Accessible Formats: Formats that are alternative to standard print or online materials that are accessible to people with disabilities. This may include large print, recorded audio and other electronic formats, and Braille.

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

Bicycle Pedestrian Advisory Committee (BPAC): The Bicycle Pedestrian Advisory Committee consists of citizen volunteers representing the APO planning area who have a special interest in bicycle and pedestrian issues. The BPAC **reviews transportation studies, plans, and projects from a citizen's perspective.**

Environmental Justice (EJ): Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of programs, policies, and activities on minority populations and low-income populations in the United States. Each Federal agency, including Metropolitan Planning Organizations like the Saint Cloud Area Planning Organization, must comply with this executive order.

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

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

Fixing America's Surface Transportation (FAST) Act: The FAST Act was signed into law on Dec. 4, 2015 by President Obama. The Act reauthorized the Federal-Aid Highway Program through fiscal year 2020, while consolidating the number of federal programs to focus resources on key national goals and reduce duplicative programs. The Act also emphasizes expedited project delivery.

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

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

Minnesota Department of Transportation (MnDOT): The state department of transportation for Minnesota. MnDOT's mission is to plan, build, operate, and maintain a safe, accessible, efficient, and reliable multimodal transportation system that connects people to destinations and markets throughout the state, regionally, and around the world.

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

Saint Cloud Area Planning Organization (APO): The APO is the Metropolitan Planning Organization serving nineteen (19) jurisdictions and representing 131,666 residents as of the U.S. Census Bureau 2011-2015 American Community Survey Five (5) Year Estimates. There are nine (9) jurisdictions who are subscribed, planning partner members of the APO. Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus) is also a subscribed, planning partner member.

Stakeholder: A stakeholder is any person or group that is affected by a transportation plan, program, or project, including those not aware they are affected. Stakeholders may also be any person or group that

thinks they may be affected by a transportation plan, program, or project even if they are not actually affected. Examples of stakeholders include: non-governmental organizations, traditionally underserved communities, residents of affected geographic areas, commuters and tourists, transportation professionals, and government agencies.

Stakeholder Engagement Plan (SEP): The public participation plan of the Saint Cloud Area Planning Organization.¹

Technical Advisory Committee (TAC): The Technical Advisory Committee consists of fourteen (14) voting members representing local and state planners, engineers and transit operators from Benton, Stearns, and Sherburne counties and the Minnesota Department of Transportation (MnDOT). The TAC reviews plans and programs from a **technical perspective and makes recommendations to the APO's decision-makers.**

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

Transportation Improvement Program (TIP): The TIP covers up to a five (5) year time frame, and all projects included in the TIP must be consistent with the LRTP. The TIP is a comprehensive listing of the **region's surface transportation** projects – including transit, highway, local roadway, bicycle and pedestrian investments – that receive federal or state funds, or are regionally significant regardless of funding source.

Unified Planning Work Program (UPWP): The UPWP is a one (1) year work program and is reflective of the actions and activities to maintain a comprehensive, continuous, and coordinated transportation planning process. The UPWP represents the planning priorities to be carried out within the Saint Cloud Metropolitan Planning Area.

¹ Public participation plans are required by 23 CFR §450.316. This Stakeholder Engagement Plan is intended to fulfill the Saint Cloud APO's requirement for such a plan.

INTRODUCTION

Background

This Stakeholder Engagement Plan (SEP), hereafter referred to as the SEP, updates the Saint Cloud Area Planning Organization's (APO) 2012 Public Participation Plan. The updated SEP reinforces the APO's commitment to meaningful public involvement in its planning and programming efforts.

As part of its planning and programming process, the APO will involve citizens, member jurisdictions, affected public agencies, representatives of transportation agency employees or unions, public and private providers of transportation, and other parties who have a known interest in the process.

It is the goal of the APO to ensure that no one who uses services provided by the organization or its member jurisdictions will be excluded from participation, denied benefits, or discriminated against while using these services on the basis of their race, color, or national origin in compliance with Title VI of the Civil Rights Act of 1964.

APO programs shall also adhere to the following executive orders:

- EO 12898: Federal Action to Address Environmental Justice in Minority and Low-Income Populations.
- EO 13166: Improving Access to Services for Persons with Limited English Proficiency.

Utilizing proper stakeholder engagement techniques helps to improve decision-making at all levels by incorporating technical and non-technical input. The SEP provides the vision and the process for engaging the full range of community constituents in regional decision-making. It allows for addressing public priorities and concerns, minimizing negative impacts, and improving public agency-to-community relationships.

Purpose

The APO's SEP establishes a transparent decision-making process to provide detailed information regarding how the public will be involved in the APO's planning and programming processes, including: 1) the Long Range Transportation Plan (LRTP), 2) the Transportation Improvement Program (TIP), and 3) the Unified Planning Work Program (UPWP). It also provides general guidance for all other planning products done by the APO, such as region-wide planning studies, corridor studies, and sub-area studies.

This updated SEP is based on evaluating previous public involvement efforts both within and outside the scope of the APO. The SEP has been updated for compliance with the 2015 Fixing America's Surface Transportation (FAST) Act provisions and was prepared in accordance with Federal Highway Administration (FHWA) regulations (23 CFR §450.316)

Authority

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

Title VI of the 1964 Civil Rights Act provides that no person in the United States shall, on the grounds of race, color, and national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity receiving Federal financial assistance including organizations like the APO. The Civil Rights Restoration Act of 1987 broadened the scope of the Title VI coverage by expanding the definition of the terms "programs or activities" to include all programs or activities of Federal Aid recipients, sub-recipients, and contractors, whether such programs are federally assisted or not.

Further Title VI requirements and guidelines for MPOs and transit agencies are outlined in Federal Transit Administration (FTA) Circular 4702.1B titled "Title VI Requirements and Guidelines for Federal Transit

Administration Recipients." This document ensures FTA funding organizations that the level and quality of public transportation service is provided in a nondiscriminatory manner; promote full and fair participation in public transportation decision-making without regard to race, color, or national origin; and ensure meaningful access to transit-related programs and activities by persons with limited English proficiency.

APO Mission Statement

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

The APO strives to be:

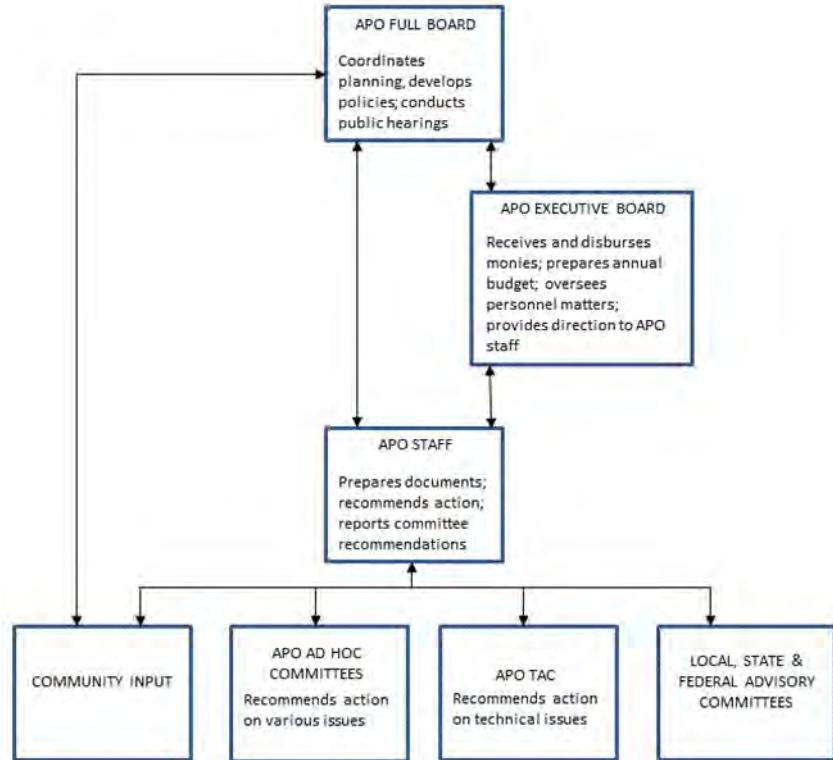
- Public service oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.
- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with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

Organizational Structure

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area, the APO receives local, state, and federal funds to administer programs and improvement projects.

The APO currently has two (2) governing boards – the Policy Board and the Executive Board – which are the decision-making bodies of the APO and provide guidance and direction to staff. The Boards are advised by a Technical Advisory Committee (TAC) and a TAC subcommittee for bicycle and pedestrian issues.

Figure 1: APO Organizational Chart



Policy Board

The full Policy Board is comprised of representatives from nine (9) member jurisdictions, as well as representatives from the Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus). The APO's metropolitan planning area is comprised of nineteen (19) jurisdictions, representing 131,666 residents as of the U.S. Census Bureau 2011-2015 American Community Survey Five (5) Year Estimate. The Policy Board consists of thirty-five (35) members of which thirty-one (31) are elected officials from local governing boards (e.g., city, county, and township). Non-elected persons representing planning and community interests hold the remaining four (4) voting membership positions. The Policy Board is responsible for the adoption of policies on all transportation matters.

Executive Board

As a subcommittee of the Policy Board, the Executive Board is a smaller working body, responsible for detailed analysis of operational matters. This committee is comprised of eleven (11) members who currently hold voting membership on the Policy Board. The Executive Board has been authorized by the Policy Board to:

1. Prepare an agenda for regular meetings of the APO Policy Board;
2. Receive and disburse monies within the approved budget;
3. **Handle personnel matters consistent with the APO's Personnel Policies;**
4. Prepare the annual budget and work program;
5. Nominate a slate of officers for the annual meeting;
6. Provide direction to the Executive Director;
7. Speak for the APO;
8. Recommend action and policy to the APO Policy Board.

Technical Advisory Committee (TAC)

The Technical Advisory Committee consists of fourteen (14) voting members representing local and state planners, engineers and transit operators from Benton, Stearns, and Sherburne counties and the Minnesota Department of Transportation (MnDOT). The TAC reviews plans and programs from a technical perspective and makes recommendations to the APO's decision-makers. During the TAC's review of transportation planning products, the recommendation of the APO staff is considered and both recommendations are carried forward for consideration and final action by the Executive and/or Policy Board.

Bicycle Pedestrian Advisory Committee (BPAC)

The Bicycle Pedestrian Advisory Committee consists of citizen volunteers representing the APO planning area who have a special interest in bicycle and pedestrian issues. The BPAC reviews transportation studies, plans, and projects from a citizen's perspective and makes recommendations to the TAC.

Board/ committee	Membership	Responsibilities	Meeting Frequency	Meeting Materials (hard copy)	Meeting Materials (electronic copy)	Information on Website	Past Meeting Minutes
Policy Board	Appointed representatives from local units of government (elected and non-elected)	Administrative leadership with authority on budget, policy, and planning activities	Meetings held three times a year	Members only	Email list of interested parties	Full agenda packet	Available on website
Executive Board	Subcommittee of the Policy Board	Advise Policy Board on appropriate actions. Can act as a decision making body on behalf of the Policy Board in some cases.	Generally held once a month on the second Thursday of the month	Members only	Email list of interested parties	Full agenda packet	Available on website

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Technical Advisory Committee	Technical staff from local units of government and cognizant agencies	Advise Policy and Executive Boards on planning and policy activities	First Thursday of every month	Members only	Email list of interested parties	Full agenda packet	Available on website
Bicycle Pedestrian Advisory Committee	Technical staff and citizen members	Advise the TAC on bicycle and pedestrian issues	As needed	Members only	Email list of interested parties	Full agenda packet	Available on website

Figure 2: Summary of APO Boards and Committees

FEDERAL AND STATE REQUIREMENTS AND REGULATIONS

Federal Policy

Federal statutes and regulations provide general guidelines for locally developed public involvement processes and procedures. The APO's SEP incorporates Federal Highway Administration (FHWA) regulatory requirements (23 CFR 450.316).

The principle objectives of the APO's SEP are outlined in detail below and are generally set forth pursuant to the requirements outlined in 23 CFR 450.316:

- To establish a consistent means of notification and involvement for the public;
- To actively seek input and involvement from a wide variety of individuals, groups, and organizations affected by the transportation system;
- To establish and facilitate effective public involvement early in the planning process, before key decisions are made and while there is ample opportunity to influence decisions;
- To promote informed and thoughtful public input in regards to the decision-making process by providing access to information in a timely manner;
- To fully document and consider public input;
- To utilize public involvement in the development of transportation plans, programs, and projects which are representative of local, regional, and state priorities/needs while incorporating a range of transportation options;
- To develop a public participation plan in consultation with interested parties and to update it periodically as necessary;
- To employ to the maximum extent practicable, visualization techniques, which may include: Artist renderings, computer model images, computer simulations, drawings, flowcharts, maps, models, photo manipulation, scenario planning tools, simulated photos, sketches, videos, or visual preference surveys;
- To require a minimum public comment period of forty-five (45) days before the APO's SEP is adopted, revised, or updated;
- To provide for the early involvement of various transportation interest groups (e.g., traffic, bicyclists, pedestrians, rideshare, parking, transportation safety and enforcement agencies, rail operators, toll authorities, airport, private transportation providers, public officials, freight shippers, environmental resources, and permit agencies);
- To coordinate APO's SEP with statewide public participation plans to enhance public consideration and understanding of the issues, plans, and programs as well as to reduce redundancies and costs; and
- To evaluate, on a periodic basis, APO's SEP to verify that the process is open to all individuals with interest and that the procedures of this policy are being implemented and followed in accordance with federal regulation and that the objectives/criteria set forth therein is administered appropriately.

The Fixing America's Surface Transportation (FAST) Act was signed into law on Dec. 4, 2015, by President Obama. The Act reauthorized the Federal-Aid Highway Program through fiscal year 2020, while consolidating the number of federal programs in order to focus resources on key national goals and reduce duplicative programs. The Act also emphasizes expedited project delivery.

The FAST Act continues the previous transportation act's commitment to public participation, directing Metropolitan Planning Organizations (MPOs) like the APO to have a public participation plan that provides people, "affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan."

The FAST Act directs MPO public participation plans to "be developed in consultation with all interested parties," and "provide that all interested parties have reasonable opportunities to comment on the contents of the transportation plan."

It further directs MPOs "to the maximum extent practicable" to "hold any public meetings at convenient and accessible locations and times," to "employ visualization techniques to describe plans," and to "make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information."

Title VI

The APO strives to be consistent with Title VI of the Civil Rights Act of 1964 (23 USC 140, 23 CFR 200, and 49 CFR 21) which ensures that no person shall, on the ground of race, color, sex, national origin, or physical handicap, be excluded from participating in, be denied benefits of, or be otherwise subjected to discrimination under any program receiving federal assistance from the U.S. Department of Transportation.

Title VI Coordinator Responsibilities

The APO's Title VI Coordinator is charged with the responsibility for implementing, monitoring, and ensuring the APO's compliance with Title VI regulations. Compliant processing procedures against the APO for alleged violation of Title VI regulations can be found in Appendix G of this document.

Title VI Coordinator's responsibilities are as follows:

1. Process the disposition of Title VI complaints received by the APO.
2. Collect statistical data (race, color, or national origin) of participants in and beneficiaries of state highway programs, e.g. affected citizens and impacted communities.
3. Conduct annual Title VI reviews to determine the effectiveness of program activities at all levels.
4. Conduct Title VI reviews of consultant contractors and other recipients of Federal-Aid Highway Fund contracts administered through the APO.
5. Review APO program directives. Where applicable, include Title VI language and related requirements.
6. Conduct training programs on Title VI and other related statutes for APO employees and recipients of federal highway funds. Post a copy of the Title VI Plan on the APO website. Post the Title VI Plan on the Employee Bulletin Board and bulletin boards near the front desk at the APO worksite. Inform all employees that a copy of the Title VI Plan is available upon request. Instruct all new employees about the Title VI Plan during orientation.
7. Prepare a yearly report of Title VI accomplishments and goals, as required.
8. Develop Title VI information for dissemination to the general public and, where appropriate, in languages other than English.
9. Conduct post-grant reviews of APO programs and applicants for compliance with Title VI requirements.
10. Identify and take corrective action to help eliminate discrimination.
11. Establish procedures to promptly resolve identified Title VI deficiencies. Document remedial actions agreed to be necessary. Provide remedial actions within ninety (90) days of identification of a deficiency.

The person responsible for ensuring the APO's compliance with Title VI regulations is the APO Executive Director. However, he or she may delegate specific monitoring or compliance tasks to staff members. Any member of the public may contact the **APO's** Executive Director to discuss Title VI compliance by one of the following means:

- By Mail: 1040 County Road 4, Saint Cloud, MN 56303
- By Phone: (320) 252-7568
- By Email: admin@stcloudapo.org

As a pass through FTA funding recipient from the Minnesota Department of Transportation to Saint Cloud Metro Bus, the APO is responsible for ensuring the Title VI compliance of its sub-recipients. In accordance with the 2012 FTA Circular C 4702.1B titled "Title VI Requirements and Guidelines for Federal Transit Administration Recipients," the APO shall document that they pass through FTA funds under any FTA programs to sub-recipients without regard to race, color, or national origin, and assure that minority populations are not being denied the benefits of or excluded from participation in these programs.

Title VI Provisions for the APO can be found on page 51 of this document. Complaint procedures and other Title VI compliance documentation can be found in Appendices A through G. This portion of the document will be updated every three (3) years.

National Environmental Policy Act (NEPA)

The National Environmental Policy Act, as amended in 1970, recognizes the need to protect the natural environment from profound influences of population growth, high-density urbanization, industrial expansion, resource exploitation, and new and expanding technological advances.

The Act stresses the critical importance of restoring and maintaining environmental quality through the continued policy of the Federal Government. In cooperation with State and local governments, and other concerned public and private organizations, NEPA calls for the following:

"To use all practicable means and measures, including financial and technical assistance, in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans."

As an agency receiving funding by the Federal Government, Metropolitan Planning Organizations such as the APO must review its present statutory authority, administrative regulations, and current policies and procedures for the purpose of determining whether there are any deficiencies or inconsistencies therein which prohibit full compliance with the Act.

Environmental Justice

Presidential Executive Order (EO) 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations further support Title VI. The order reads:

"Each Federal agency shall make achieving Environmental Justice part of its mission by identifying and addressing as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations."

EO 12898 was signed into law by President Clinton in 1994.

Metropolitan Planning Organizations (MPOs) like the APO are required to identify disproportionately high or adverse effects to these populations. The APO has established a process identifying significant Environmental Justice (EJ) populations and incorporates an EJ analysis into its planning process to identify baseline information on EJ populations at a regional level. The APO analyzes the distribution of potential benefits and adverse impacts and identifies measures to mitigate adverse impacts.

During planning processes, the APO follows the three (3) federally mandated EJ principles:

- Identify and appropriately address disproportionate adverse human health and environmental impacts on people-of-color and low-income populations;
- Ensure the full and fair participation by all potentially affected communities; and
- Prevent denial/delay/reduction of benefits for people-of-color and low-income populations.

Americans with Disabilities Act of 1990

Under the Americans with Disabilities Act (ADA) of 1990, a qualified individual with a disability is a person that 1) has a physical or mental impairment that substantially limits one or more major life activities; 2) has a record of such an impairment; or 3) is regarded as having such an impairment.

The Act includes provisions that ensure those with disabilities have accommodations included in transportation facility development, are able to access the sites where public participation activities occur, and are guaranteed access to information available at those forums.

The APO strives to be consistent with the ADA by utilizing meeting facilities that comply with the requirements of the law. Specific public involvement activities related to ADA compliance include an ADA

stakeholder list and notifications, ADA compliant meeting facilities, and allowance of ample time for comment, including alternate formats of documents and feedback forms.

Other Federal Regulations

In addition, the APO strives to be consistent with EO 13116: Improving Access to Services for Persons with Limited English Proficiency. This order states that people who speak limited English should have meaningful access to federally-conducted and federally funded programs and activities. It requires that all federal agencies identify the need for services to those with limited English proficiency and develop and implement a system to provide those services so all persons can have meaningful access to services.

In order to comply with EO 13116, the APO has developed a Limited English Proficiency (LEP) plan to **address the APO's responsibilities as a recipient of federal financial assistance. The plan has been prepared in accordance with Title VI and its discrimination on the basis of race, color, or national origin.**

More information on APO Limited English Proficiency can be found on page 54 of this document.

Minnesota Open Meeting Law

The Minnesota Open Meeting Law was originally enacted in Laws 1957, chapter 773, section 1. It is now codified in Minnesota Statutes, chapter 13D. The Minnesota Supreme Court has articulated three purposes of the open meeting law:

- To prohibit actions being taken at a secret meeting where it is impossible for the interested public to become fully informed about a public board's decisions or to detect improper influences;
- To assure the public's right to be informed; and
- To afford the public an opportunity to present its views to the public body.

The Minnesota Supreme Court has held that the open meeting law applies to all gatherings of members of a governing body, whether or not action is taken or contemplated with the exception of advisory groups or committees that do not make decisions but instead recommend action by other decision-making bodies.

The open meeting law does not apply to chance or social gatherings of members of a public body. However, a quorum of a public body may not, as a group, discuss or receive information on official business in any setting under the guise of a private social gathering.

The Minnesota Open Meeting Law requires that votes in open meetings be recorded and those notes – or minutes – be made available to the public. Meetings must be held in a public place within the jurisdictional boundary area.

All public bodies must:

- Keep schedules of regular meetings on file at their offices.
- Post notice of special meetings (meetings held at a time or place different from regular meetings) on their principal bulletin board. The public body must also either mail notice to people who have requested such mailings, or publish notice in the official newspaper, at least three (3) days before the meeting.
- Make good faith efforts to notify news media that have filed written requests (with telephone numbers) for notice of emergency meetings called because of circumstances that require immediate consideration. Because of the nature of these meetings, a three (3) day notice would not be feasible.

At least one (1) copy of any printed material prepared by the public body and distributed or available to all members of the public body must also be made available in the meeting room for inspection by the public.

Closed meetings defined under the Minnesota Open Meeting Law can be applied to:

- Performance evaluations and disciplinary hearings of an individual who is subject to its authority.
 - The public body must summarize the conclusions of the evaluation at its next open meeting.
- Meetings discussing labor negotiations.
- Meetings addressing certain security issues.

- Financial issues related to security matters must be discussed and all related financial decisions must be made at an open meeting.
- Meetings discussing certain issues relating to government property sales or purchases.
 - An agreement reached that is based on an offer considered at a closed meeting is contingent on approval of the public body at an open meeting.

Civil penalties and fees can be enforced for intentional violation of the open meeting law.

As a public governing body, the Minnesota Open Meeting Law is applicable to the APO.

DEMOGRAPHIC ANALYSIS AND METHODOLOGY

APO Planning Area

The APO Urbanized Area is designated by the U.S. Census Bureau every decennial census year. Criteria for defining this area include population density and density of development. The APO approves a twenty (20) year planning boundary that includes the Census-defined Urbanized Area, but which also considers expected urbanized growth within that time period. Member jurisdictions include 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, and LeSauk Township.

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

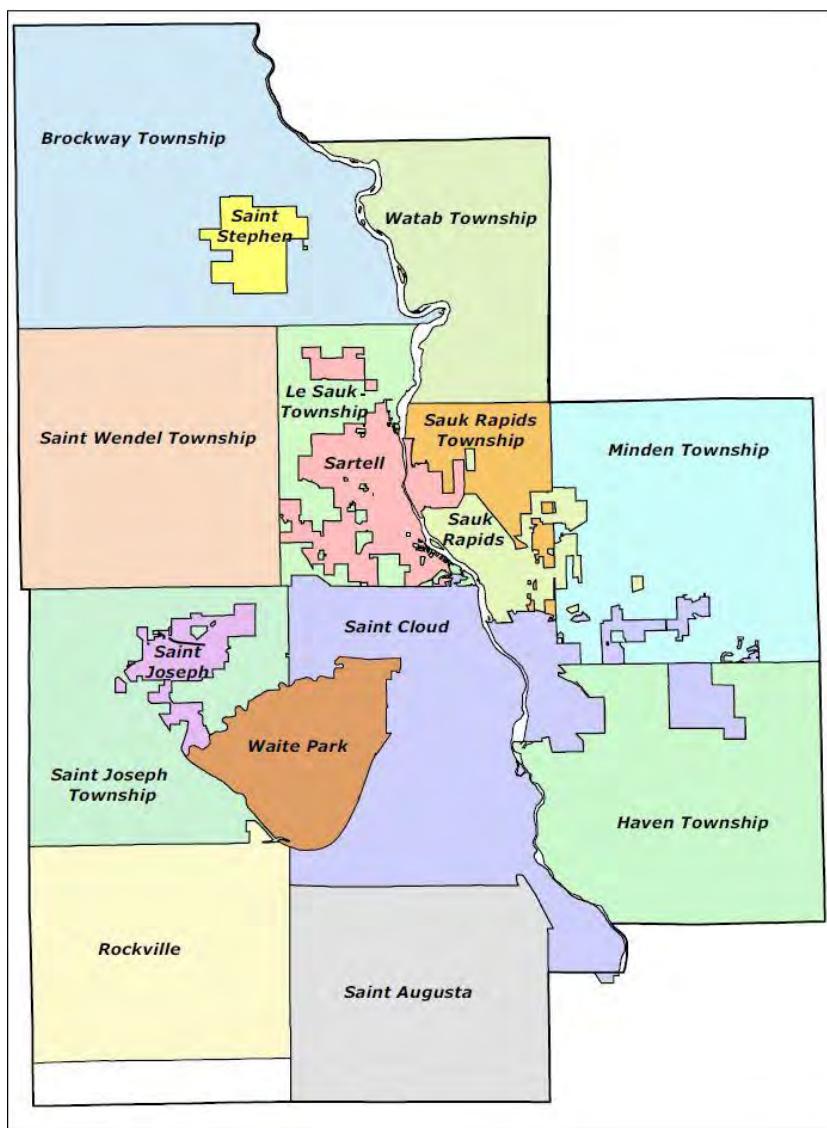


Figure 3: APO Jurisdictional Map

Demographic Data

According to the U.S. Census Bureau's 2011-2015 American Community Survey Five (5) Year Estimates, the Saint Cloud Area Planning Organization has a population of 131,666. In comparison to the most recent U.S. Census in 2010, the **population for the APO's jurisdiction has increased by 1,441 people or 1.1 percent.**

In order to be in compliance with Federal and State regulations, the APO is mandated to document specific demographic characteristics including people-of-color, people living in poverty, people with disabilities, and individuals who have limited English proficiency. In conjunction with Title VI, Executive Order 12898 on Environmental Justice, the Americans with Disabilities Act, and Executive Order 13116 on LEP, the APO is to be mindful of the locations of these populations throughout the planning process in order to limit disproportionate adverse effects and insure equitable access to transportation and transportation resources.

People-of-color

A total of 15,417 area residents have been identified by the U.S. Census Bureau's 2011-2015 ACS Five (5) Year Estimates as being people-of-color. This corresponds to a regional average of 11.7 percent of the population being identified as people-of-color.

People-of-color as defined by ACS included individuals who identify as: Black/African-American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; or two (2) or more races.

Populations for people-of-color within the **Saint Cloud APO's jurisdictional boundaries have increased.** According to the 2010 U.S. Census, the APO area had a population of 13,858 people who identified as people-of-color. That number has increased by approximately 1,500 people by 2015.

Figure 4: APO People-of-Color Population

APO Area Population		
Year	2010	2015
Total Population	130,225	131,666
People-of-Color	13,858	15,417
Percent of population who are People-of-Color*	10.6%	11.7%
Caucasian Population	116,367	116,249
Percent Caucasian*	89.4%	88.3%

* Percentages have been rounded to the nearest tenth.

Sources: U.S. Census Bureau, 2010 Census; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

People who have identified as Caucasian make up the largest portion of the APO jurisdictional area at 89.4 percent of the population identifying as such. This percentage excludes those who have identified their **ethnicity as being Hispanic or Latino (2.7 percent of the APO's population).** The next largest racial group is black or African-American at 5.6 percent followed by Asian at 2.4 percent.

Out of the APO member jurisdictions, Waite Park boasts the largest percentage of individuals in its population who identify as people-of-color – 23.2 percent of its population. Saint Cloud had the next largest percentage of its population identifying as people-of-color at 16.2 percent, followed by Rockville at 11.6 percent, and Sartell at 6.7 percent.

Figure 5: APO Member Jurisdiction People-of-Color Population

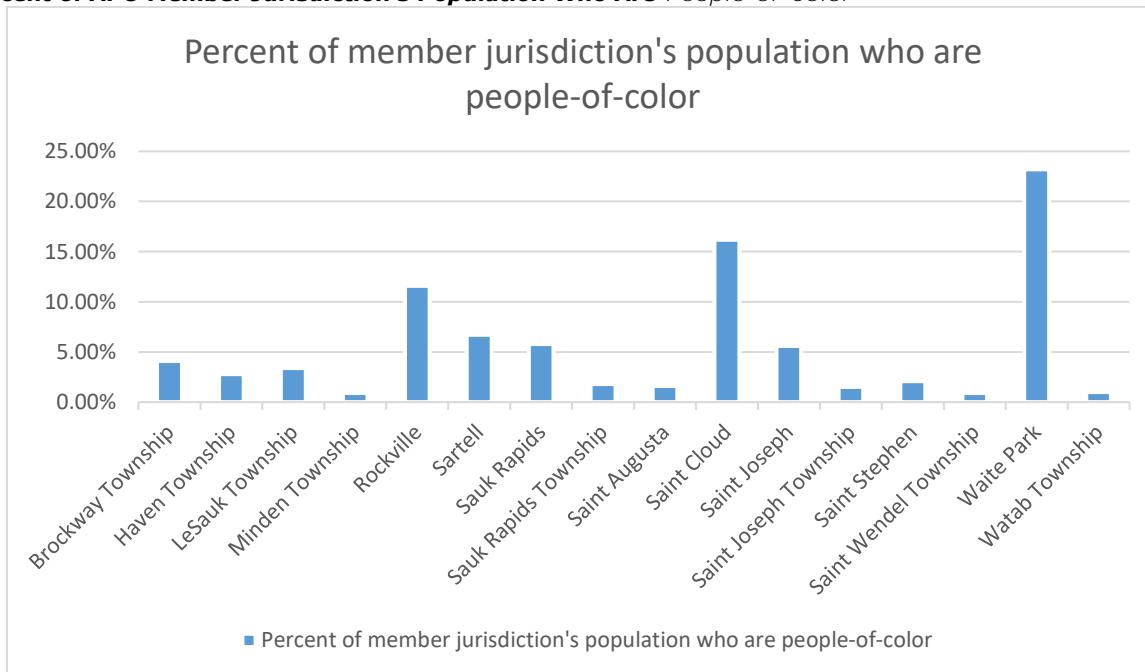
Saint Cloud APO member jurisdictions	Population Total	Percent of member jurisdiction's population who are People-of-Color*
Brockway Township	2,763	4.1%
Haven Township	1,841	3%
LeSauk Township	1,629	3.4%
Minden Township	1,524	0.9%
Rockville	2,481	11.6%

Saint Cloud APO member jurisdictions	Population Total	Percent of member jurisdiction's population who are People-of-Color*
Sartell	16,274	6.7%
Sauk Rapids	13,196	5.8%
Sauk Rapids Township	454	1.8%
Saint Augusta	3,486	1.6%
Saint Cloud	66,298	16.2%
Saint Joseph	6,749	5.6%
Saint Joseph Township	1,231	1.5%
Saint Stephen	953	2.1%
Saint Wendel Township	2,218	0.9%
Waite Park	7,429	23.2%
Watab Township	3,140	1%
Totals	131,666	11.7%

*Percentages have been rounded to the nearest tenth.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 6: **Percent of APO Member Jurisdiction's Population Who Are People-of-Color**



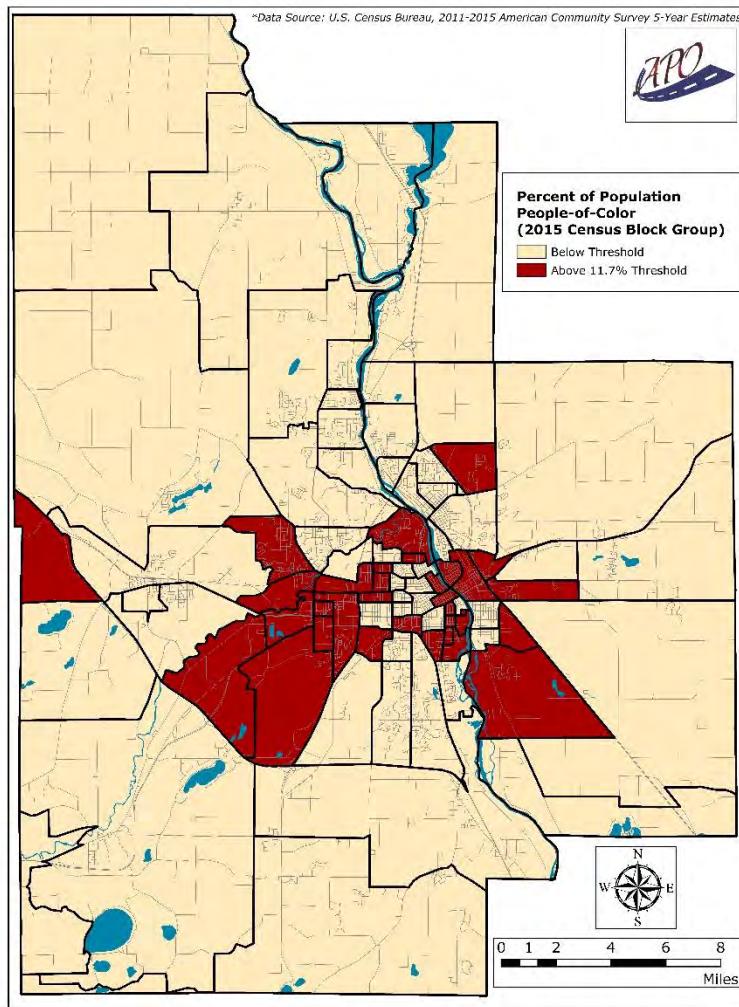


Figure 7: Percent of APO Member Jurisdiction's Population Who Are People-of-Color Map

Low-income populations

A total of 21,797 individuals over the age of five (5) have been identified as being low-income according to ACS data. That represents 17.7 percent of the APO jurisdictional area's population over the age of five (5) – 122,849 people.

The number of individuals ages five (5) and older identified as living in poverty has increased by 2,510 people between 2010 and 2015.

Figure 8: APO Individuals Living in Poverty Population

Individuals living in poverty		
Year	2010	2015
Population 5-years and older	117,608	122,849
Individuals living in poverty	19,287	21,797
Percent of individuals living in poverty*	16.4%	17.7%

* Percentages have been rounded to the nearest tenth.

Sources: U.S. Census Bureau, 2010 Census; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

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Out of the APO member jurisdictions, Saint Joseph has the largest percent of its population living in poverty at 29.8 percent. Saint Cloud has reported the second largest percentage of its population living in poverty at 23.3 percent, followed by Sauk Rapids at 21.5 percent, and Waite Park at 20.9 percent.

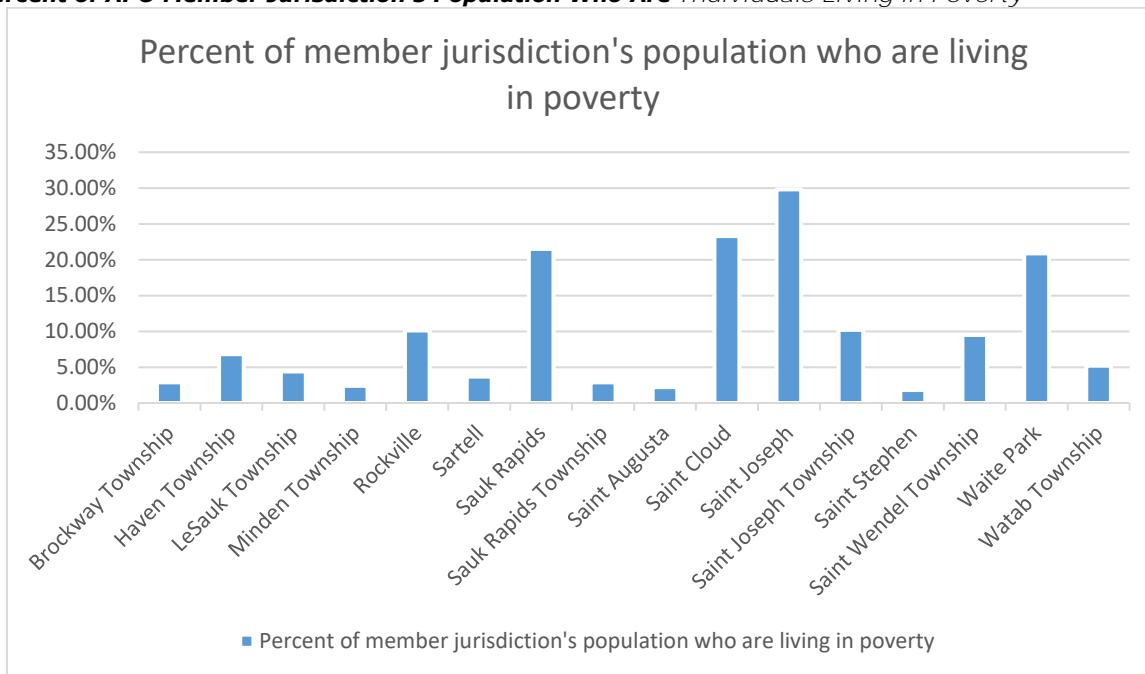
Figure 9: APO Member Jurisdiction Individuals Living in Poverty Population

Jurisdiction	Population 5-years and older	Percent of individuals living in poverty*
Brockway Township	2,747	2.9%
Haven Township	1,841	6.8%
LeSauk Township	1,629	4.4%
Minden Township	1,524	2.4%
Rockville	2,481	10.1%
Sartell	16,125	3.7%
Sauk Rapids	12,952	21.5%
Sauk Rapids Township	454	2.9%
Saint Augusta	3,480	2.2%
Saint Cloud	61,724	23.3%
Saint Joseph	5,124	29.8%
Saint Joseph Township	1,231	10.2%
Saint Stephen	949	1.8%
Saint Wendel Township	116	9.5%
Waite Park	7,350	20.9%
Watab Township	3,126	5.2%
Totals	122,849	17.7%

*Percentages have been rounded to the nearest tenth.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 10: Percent of APO Member Jurisdiction's Population Who Are Individuals Living in Poverty



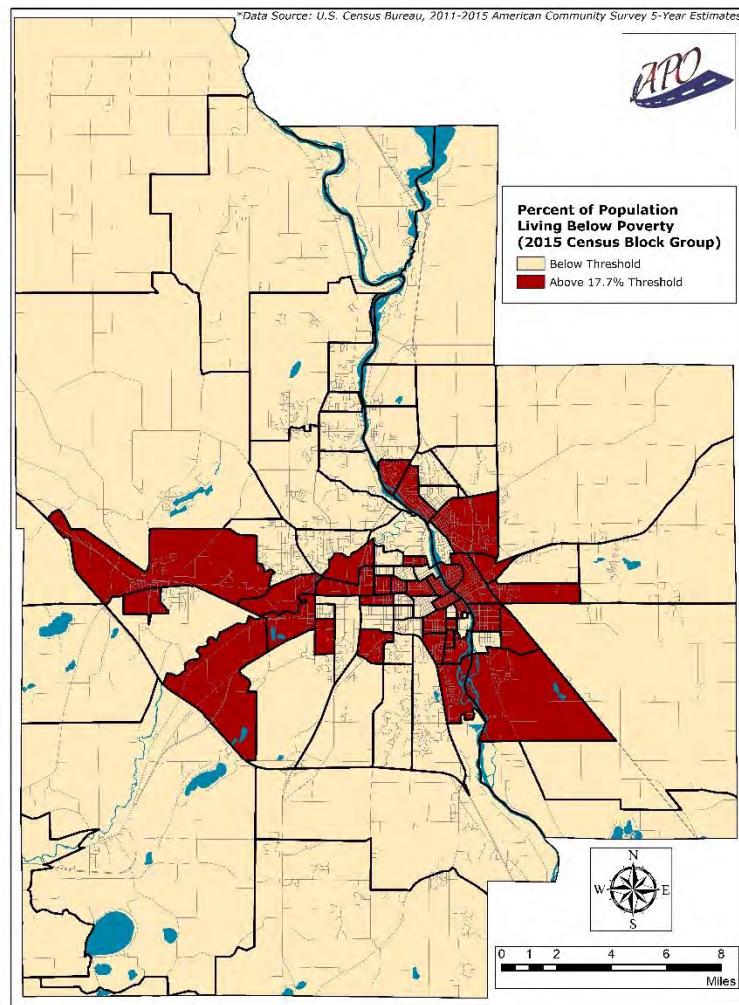


Figure 11: **APO Member Jurisdiction's Population Who Are Individuals Living in Poverty Map**

People with Disabilities

The U.S. Census Bureau, 2011-2015 American Community Survey Five (5) Year Estimates have reported **15,050 people within the Saint Cloud APO's jurisdictional boundary as having some form of a disability**. This data source utilizes information from people who are not institutionalized. The total number of people who are not institutionalized in the APO area is 129,380. Based on this information, it is determined **approximately 11.6 percent of the APO area's population has identified as having a disability**.

No data was collected from the 2010 Census on the number of people with disabilities.

Figure 12: **APO Individuals with a Disability Population**

Year	2010	2015
Population total	N/A	131,666
Population of non-institutionalized individuals	N/A	129,380
Population of non-institutionalized individuals with disabilities	N/A	15,050
Percent of population of non-institutionalized individuals with disabilities	N/A	11.6%

* Percentages have been rounded to the nearest tenth.

Sources: U.S. Census Bureau, 2010 Census; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Out of the APO's member jurisdictions, Sauk Rapids has reported the highest percentage of its population as identifying as having a disability at 14.1 percent. That is followed by Sauk Rapids Township at 13.7 percent, Saint Cloud at 12.3 percent, and Haven Township at 12.4 percent.

Figure 13: APO Member Jurisdiction Individuals with a Disability Population

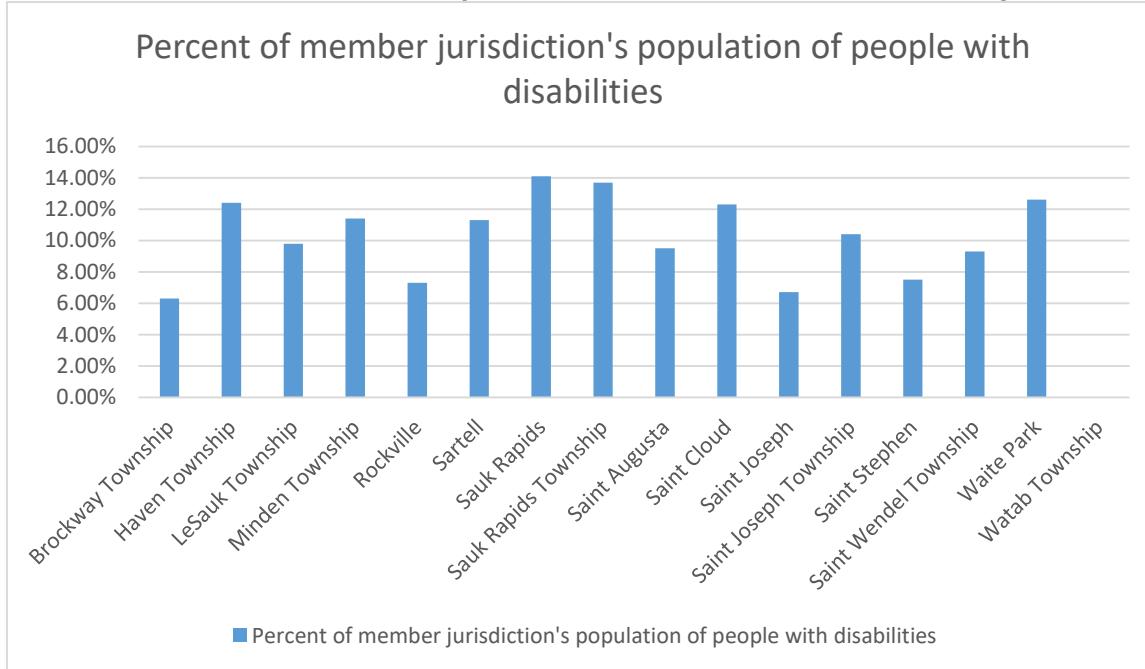
People with disabilities		
Jurisdiction	Total population**	Percent of population identifying as having a disability*
Brockway Township	2,763	6.3%
Haven Township	1,841	12.4%
LeSauk Township	1,629	9.8%
Minden Township	1,524	11.4%
Rockville	2,481	7.3%
Sartell	16,113	11.3%
Sauk Rapids	12,986	14.1%
Sauk Rapids Township	454	13.7%
Saint Augusta	3,473	9.5%
Saint Cloud	64,453	12.3%
Saint Joseph	6,749	6.7%
Saint Joseph Township	1,231	10.4%
Saint Stephen	953	7.5%
Saint Wendel Township	2,218	9.3%
Waite Park	7,377	12.6%
Watab Township	3,135	12%
Totals	129,380	11.6%

*Percentages have been rounded to the nearest tenth

** Total population is the total of non-institutionalized individuals

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 14: Percent of APO Member Jurisdiction's Population Who Are Individuals with a Disability



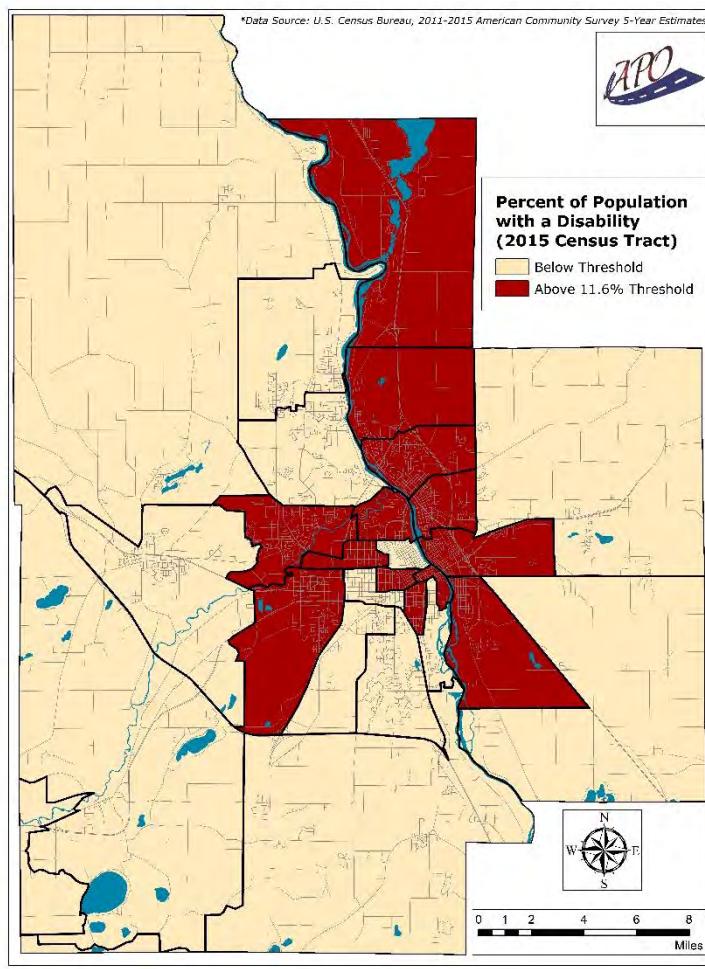


Figure 15: APO Member **Jurisdiction's Population Who Are Individuals with a Disability Map**

Limited English Proficiency

A total of 3,922 people over the age of five (5) have been identified by ACS as being able to speak English less than very well. That represents 3.2 percent of the APO jurisdictional area's population over the age of five (5) – 122,849 people.

Figure 16: APO Languages Spoken at Home Population

Languages Spoken at Home		2010	2015
Year			
Population 5-years and older		119,738	122,849
Language other than English		6,670	10,491
Percent of population who speak a language other than English		5.6%	8.5%
Speak English less than 'very well'		2,491	3,922
Percent of population who speak English less than 'very well'		2.1%	3.2%

* Percentages have been rounded to the nearest tenth.

Sources: U.S. Census Bureau, 2010 Census; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

ACS data breaks down the languages spoken by Spanish, other Indo-European languages, Asian and Pacific Island languages, and other languages. A majority (37.4 percent) of the individuals identified as speaking another language fall under the "other languages" category.

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Waite Park has the largest percentage of its population speaking English less than very well at 9.8 percent. This is followed by Rockville at 8 percent, Saint Cloud at 4.2 percent, and Saint Joseph at 3.8 percent.

Figure 17: APO Member Jurisdiction English Language Spoken at Home

Jurisdiction	Population 5 years and over	Percentage* of population that speaks English only	Percentage* of population who speak English less than 'very well'
Brockway Township	2,591	97.8%	0%
Haven Township	1,765	97.6%	0.3%
LeSauk Township	1,564	97.1%	1.1%
Minden Township	1,460	99.2%	0%
Rockville	2,281	91.1%	8%
Sartell	15,166	95.7%	0.5%
Sauk Rapids	11,937	96.4%	0.9%
Sauk Rapids Township	438	97.7%	0%
Saint Augusta	3,230	98.6%	0.9%
Saint Cloud	62,041	88.6%	4.2%
Saint Joseph	6,408	93.4%	3.8%
Saint Joseph Township	1,169	99.1%	0%
Saint Stephen	882	97.3%	0.6%
Saint Wendel Township	2,157	98.5%	0.3%
Waite Park	6,792	80.2%	9.8%
Watab Township	2,968	97.7%	0%
Totals	122,849	91.4%	3.2%

*Percentages have been rounded to the nearest tenth.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 18: APO Jurisdiction Spanish and other Indo-European Languages Spoken at Home Population

Jurisdiction	Population 5 years and over	Percentage* of Spanish speakers who speak English less than 'very well'	Percentage* of other Indo-European language speakers who speak English less than 'very well'
Brockway Township	2,591	0%	0%
Haven Township	1,765	0.2%	0%
LeSauk Township	1,564	0%	0%
Minden Township	1,460	0%	0%
Rockville	2,281	7.6%	0.4%
Sartell	15,166	0.1%	0.3%
Sauk Rapids	11,937	0.7%	0%
Sauk Rapids Township	438	0%	0%

Saint Augusta	3,230	0.3%	0.2%
Saint Cloud	62,041	0.4%	0.8%
Saint Joseph	6,408	0%	0%
Saint Joseph Township	1,169	0%	0%
Saint Stephen	882	0%	0.6%
Saint Wendel Township	2,157	0.1%	0.1%
Waite Park	6,792	4.6%	0.2%
Watab Township	2,968	0%	0%

*Percentages have been rounded to the nearest tenth.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

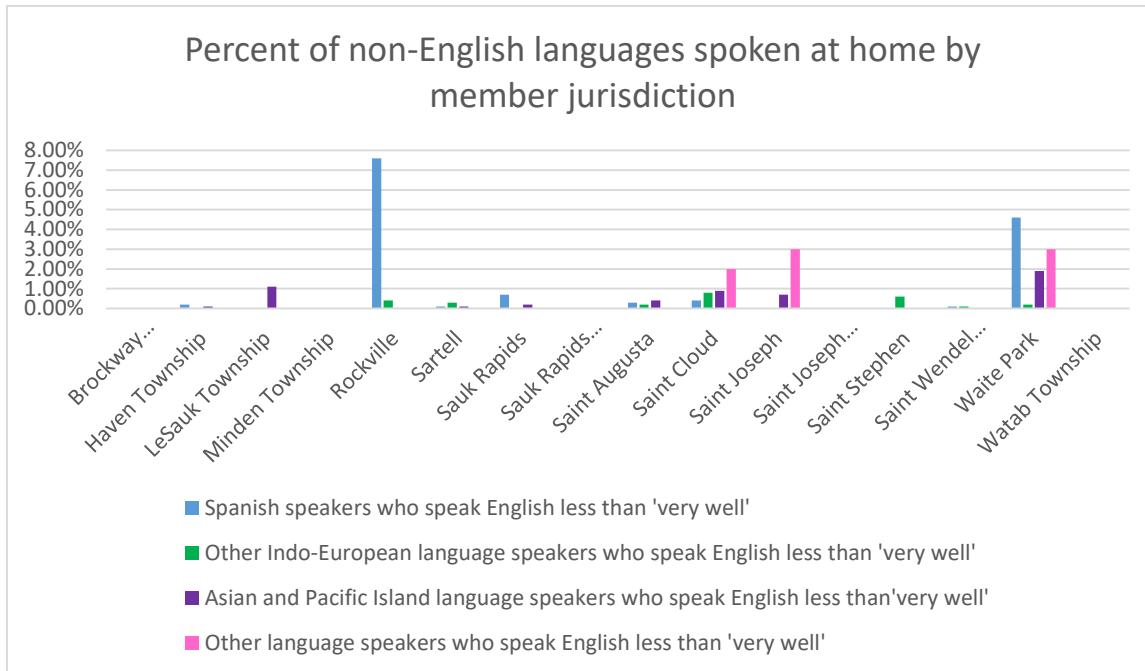
Figure 19: APO Jurisdiction Asian/Pacific Island and Other Languages Spoken at Home Population

Jurisdiction	Population 5 years and over	Percentage* of Asian and Pacific Island language speakers who speak English less than 'very well'	Percentage* of other language speakers who speak English less than 'very well'
Brockway Township	2,591	0%	0%
Haven Township	1,765	0.1%	0%
LeSauk Township	1,564	1.1%	0%
Minden Township	1,460	0%	0%
Rockville	2,281	0%	0%
Sartell	15,166	0.1%	0%
Sauk Rapids	11,937	0.2%	0%
Sauk Rapids Township	438	0%	0%
Saint Augusta	3,230	0.4%	0%
Saint Cloud	62,041	0.9%	2%
Saint Joseph	6,408	0.7%	3%
Saint Joseph Township	1,169	0%	0%
Saint Stephen	882	0%	0%
Saint Wendel Township	2,157	0%	0%
Waite Park	6,792	1.9%	3%
Watab Township	2,968	0%	0%

*Percentages have been rounded to the nearest tenth.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 20: APO Jurisdiction Population by Languages Other Than English Spoken Less Than Very Well



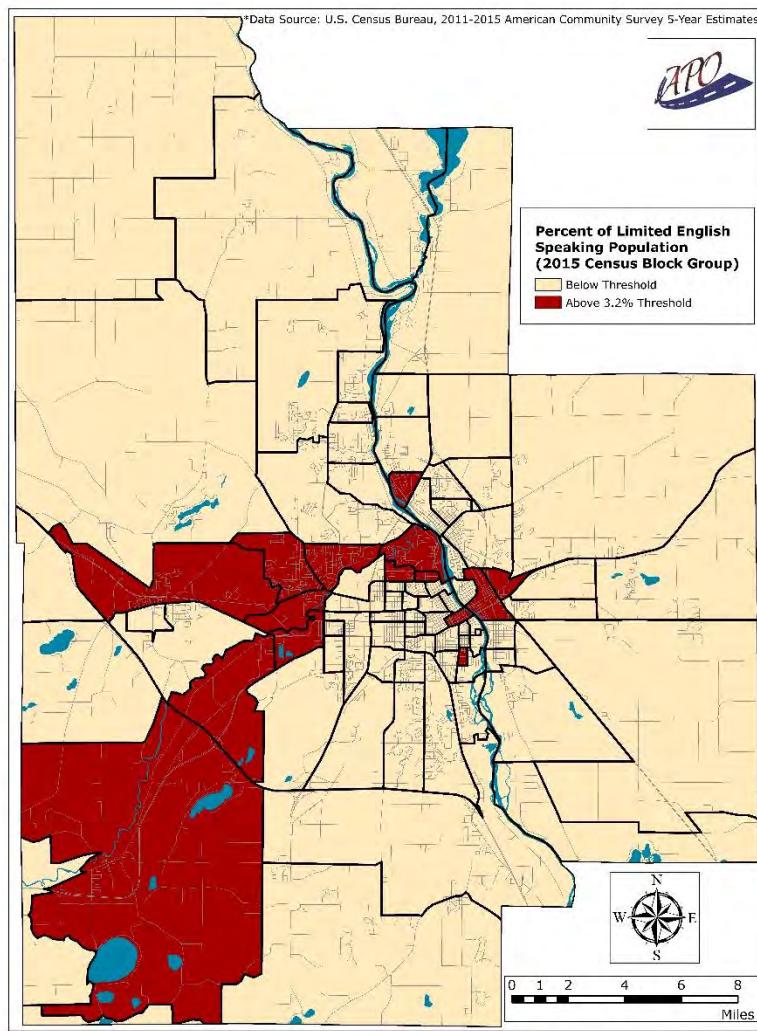


Figure 21: Percent of APO Member Jurisdiction's LEP Population Map

Other demographic data

While not federally obligated to track accessibility to personal vehicles and age demographics, the APO does acknowledge that these demographics will have an impact on stakeholder engagement tactics.

Zero Vehicle Households

According to the most recent ACS Five (5) Year Estimates, approximately 7.7 percent of the 50,017 total households within the APO jurisdiction do not have access to a personal vehicle. That number equates to 3,861 occupied housing units.

Figure 22: APO Zero Vehicle Households Population

Zero vehicle households		
Year	2010	2015
Total occupied housing units	49,628	50,017
Total occupied housing units without a vehicle	3,446	3,861
Percent of total occupied housing units without a vehicle*	6.9%	7.7%

* Percentages have been rounded to the nearest tenth.

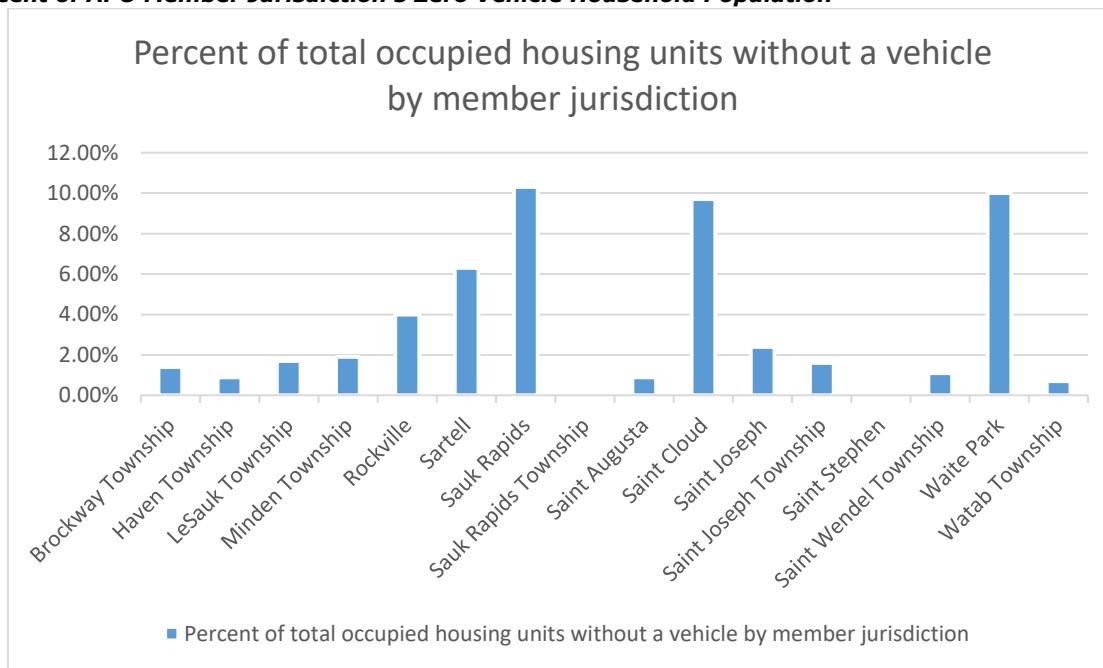
Sources: U.S. Census Bureau, Census 2000; U.S. Census Bureau, 2010 Census; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 23: APO Member Jurisdiction Zero Vehicle Household Population

Jurisdiction	Total occupied housing units	Percent of total occupied housing units without a vehicle*
Brockway Township	1,054	1.4%
Haven Township	629	0.9%
LeSauk Township	694	1.7%
Minden Township	618	1.9%
Rockville	941	4%
Sartell	6,203	6.3%
Sauk Rapids	5,215	10.3%
Sauk Rapids Township	213	0%
Saint Augusta	1,252	0.9%
Saint Cloud	25,204	9.7%
Saint Joseph	1,737	2.4%
Saint Joseph Township	491	1.6%
Saint Stephen	333	0%
Saint Wendel Township	825	1.1%
Waite Park	3,322	10%
Watab Township	1,223	0.7%
Totals	50,015	7.7%

*Percentages have been rounded to the nearest tenth.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 24: **Percent of APO Member Jurisdiction's Zero Vehicle Household Population**

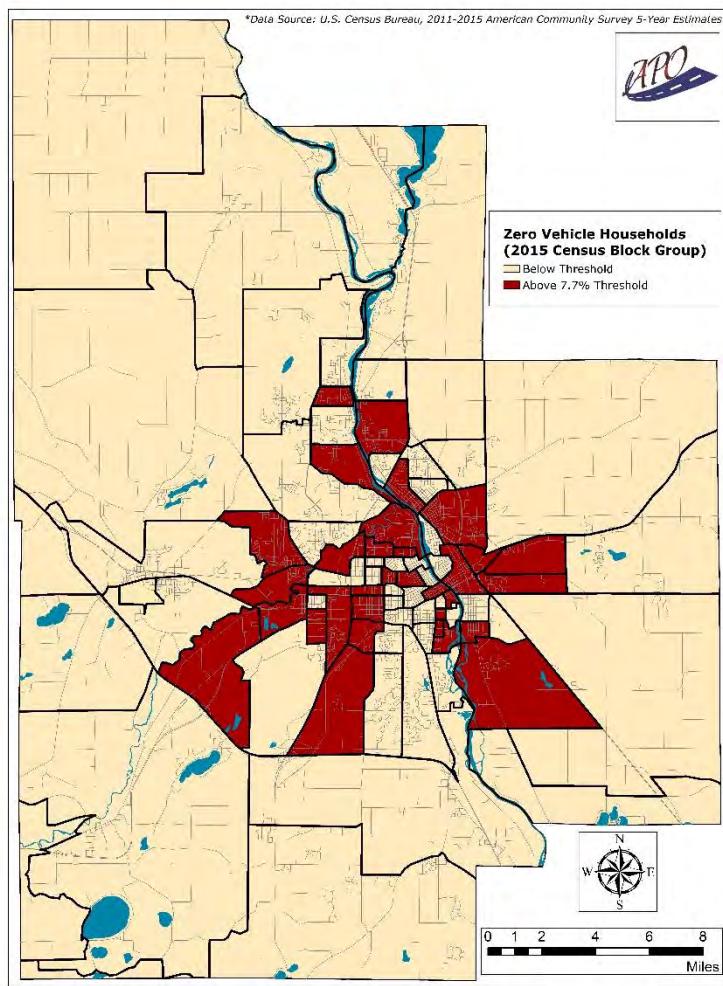


Figure 25: Percent of APO Member Jurisdiction's Zero Vehicle Household Population Map

Persons Age 65 and Older

A total of 15,314 people within the APO area are 65-years-old or older according to the U.S. Census Bureau's 2011-2015 ACS Five (5) Year Estimates. With a total population of 131,666, the number of those who are 65 or older make up 11.6 percent of the population.

Figure 26: APO Persons Age 65 and Older Population

Persons age 65 and older		
Year	2010	2015
Total population	130,220	131,666
Total population age 65 and older	13,943	15,314
Percent of total population age 65 and older*	10.7%	11.6%

* Percentages have been rounded to the nearest tenth.

Sources: U.S. Census Bureau, Census 2000; U.S. Census Bureau, 2010 Census; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

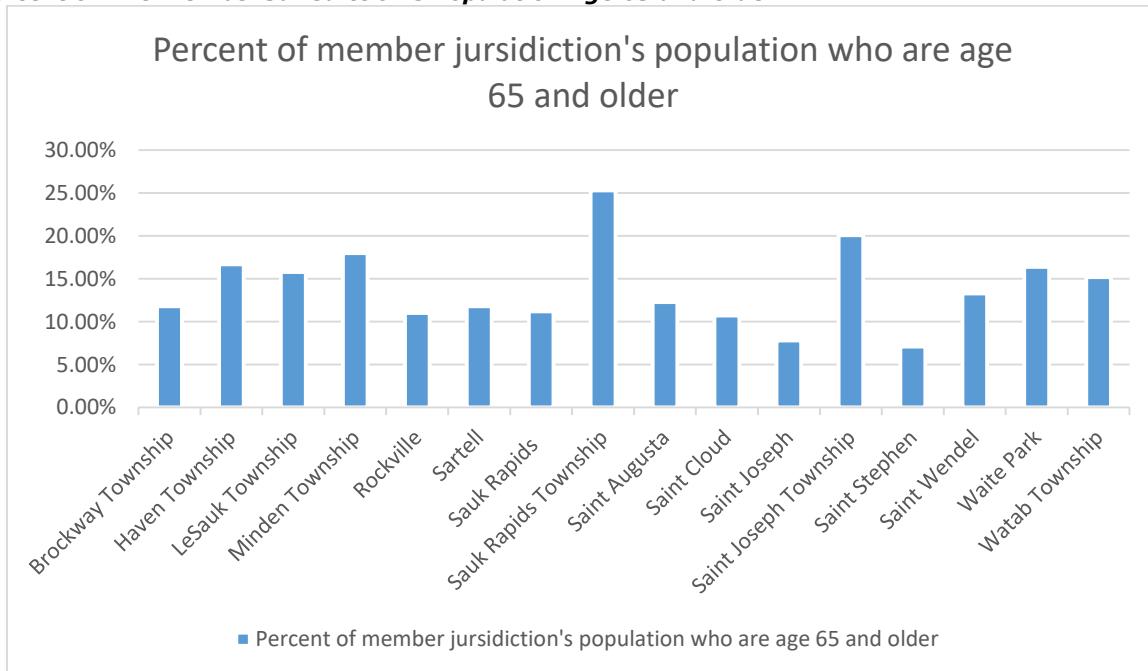
Based on its population, Sauk Rapids Township has the largest percentage of people over the age of 65 residing within its jurisdiction. The township reports about 25 percent of its population is over age 65. The jurisdictions with the next largest percentage of people age 65 and older are Saint Joseph Township with 20.1 percent of its population over age 65, Minden Township at 18 percent, and Haven Township at 16.7 percent.

Figure 27: APO Member Jurisdiction Population Age 65 and Older

Jurisdiction	Population	Percent of population age 65 and older*
Brockway Township	2,763	11.8%
Haven Township	1,841	16.7%
LeSauk Township	1,629	15.8%
Minden Township	1,524	18.0%
Rockville	2,481	11.0%
Sartell	16,274	11.8%
Sauk Rapids	13,196	11.2%
Sauk Rapids Township	454	25.3%
Saint Augusta	3,486	12.3%
Saint Cloud	66,298	10.7%
Saint Joseph	6,749	7.8%
Saint Joseph Township	1,231	20.1%
Saint Stephen	953	7.1%
Saint Wendel Township	2,218	13.3%
Waite Park	7,429	16.4%
Watab Township	3,140	15.2%
Totals	131,666	11.6%

*Percentages have been rounded to the nearest tenth.

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 28: **Percent of APO Member Jurisdiction's Population Age 65 and Older**

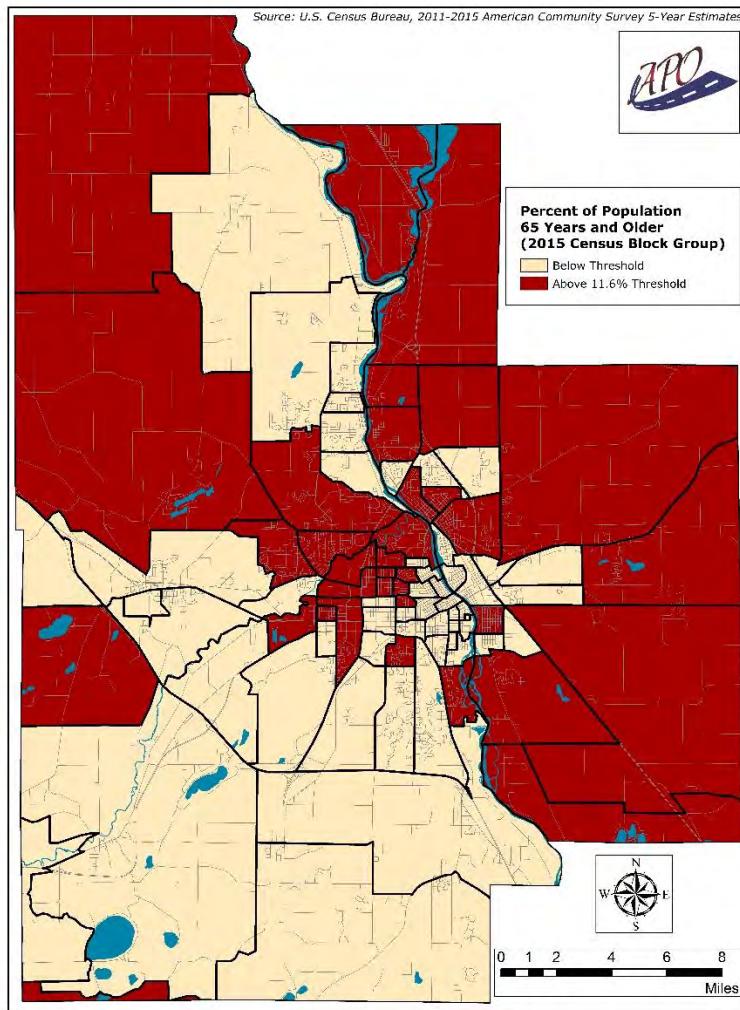


Figure 29: Percent of APO Member **Jurisdiction's Population Age 65 and Older Map**

While sensitivity to Title VI and Environmental Justice populations need to be a part of all transportation projects, combining all of the demographic factors together helps to highlight specific neighborhoods for which the APO and its member jurisdictions should be especially sensitive.

The following map is a combination of all Title VI and Environmental Justice areas discussed in this section.

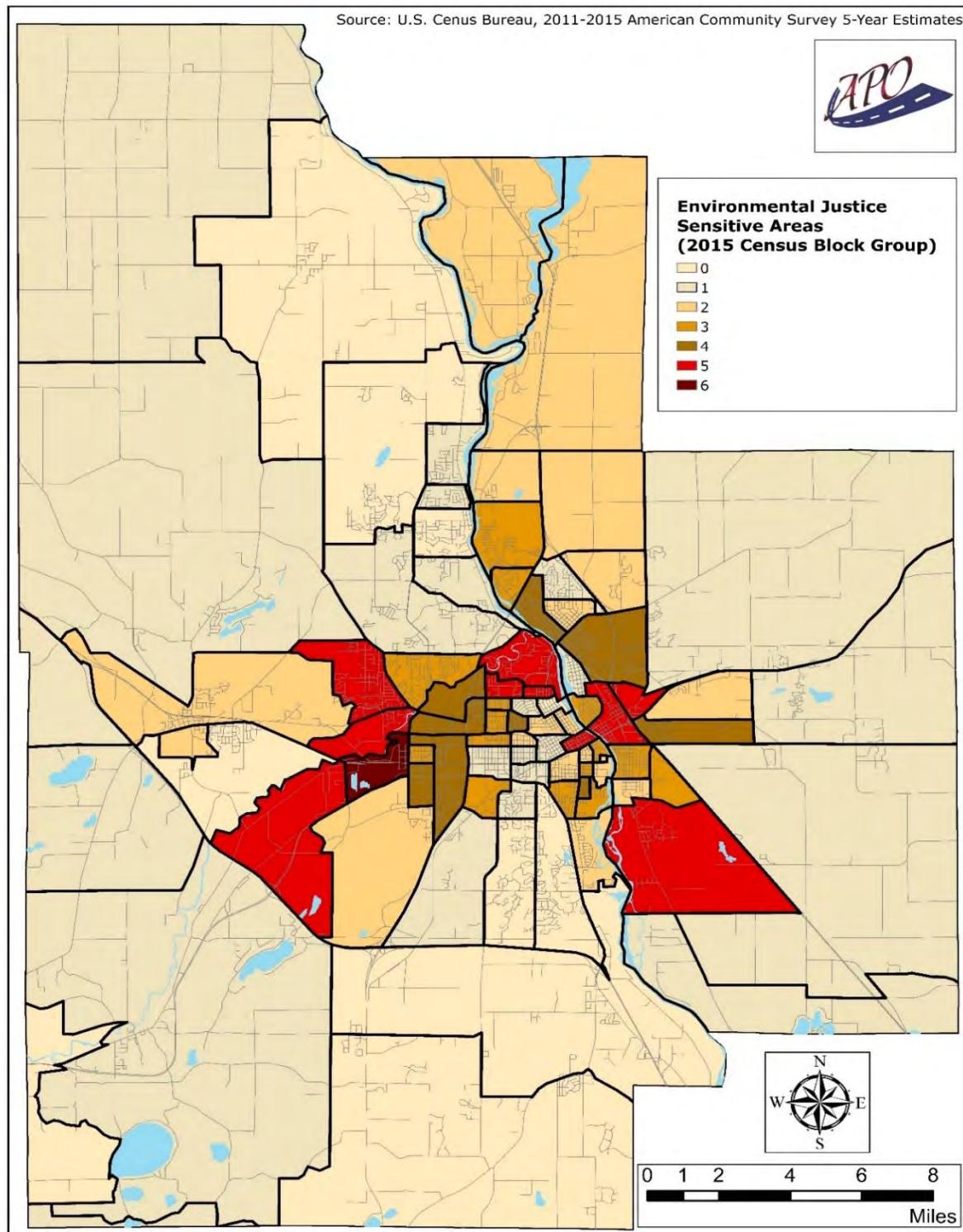


Figure 30: APO Environmental Justice Sensitive Areas Map

The majority – ninety-four (94) – of the ninety-nine (99) census tracts within the APO have at least one (1) Title VI and/or Environmental Justice factor. These factors include people-of-color, low-income populations,

people with disabilities, limited English proficient populations, zero vehicle household populations, and people age 65 and older.

This covers a significant portion of the APO's jurisdictional area.

A total of \$17,247,995 of Federal, State, and local dollars were or will be spent on a total of fifteen (15) projects constructed in the APO's planning area between 2017 and 2021.

**St. Cloud Area Planning Organization
2017-2021 TIP Projects**

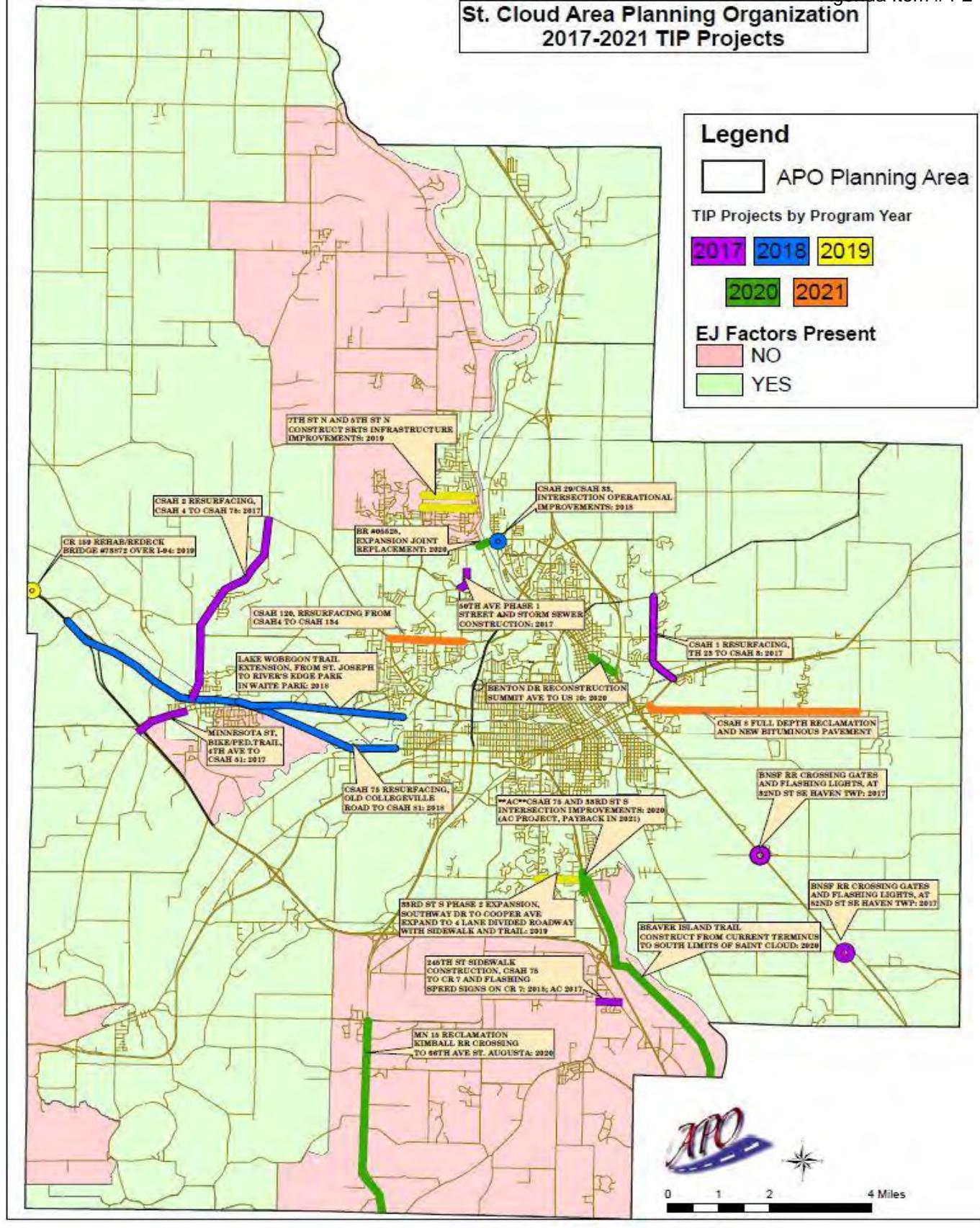


Figure 31: APO Environmental Justice Sensitive Areas 2017-2021 TIP Project Map

Of those fifteen (15) projects, thirteen (13) were or will be constructed within census tracts with at least one (1) Title VI and/or Environmental Justice factor. That equates to \$16,399,025 or 95.1 percent of the total funding allocated during this Transportation Improvement Program (TIP) cycle.

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The remaining two (2) projects not constructed within census tracts with at least one (1) Title VI and/or Environmental Justice factor comprise the remaining \$848,970 or 4.9 percent of total funding allocated during this TIP cycle.

Proj #	Fiscal Year	Agency	Description	Proposed Funds	Total FHWA	Other	Project Total
073-090-010	2017	STEARNS COUNTY	**AC**CONSTRUCT LAKE WOBEGON TRAIL EXTENSION FROM ST JOSEPH TO RIVERS EDGE PARK IN WAITE PARK	TAP 5K-200K	922,678	727,322	1,650,000
220-117-004	2017	SARTELL	**AC** SARTELL MSAS 117 (50TH AVE), FROM HERITAGE DR TO NORTH 0.5 MILES IN SARTELL, GRADE AND SURFACE	STP 5K-200K	665,301	795,115	1,460,416
233-090-001T	2017	ST. JOSEPH	STEARNS COUNTY CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	TAP 5K-200K	483,512	698,288	1,181,800
233-090-001P	2017	ST. JOSEPH	STEARNS COUNTY CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	STP 5K-200K	89,447	22,362	111,809
005-629-013	2018	BENTON COUNTY	BENTON COUNTY CSAH 33, INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST ST.)/CSAH 33 INTERSECTION IN SARTELL	STP5K	400,000	100,000	500,000
073-650-010	2018	STEARNS COUNTY	STEARNS COUNTY CSAH 50, FROM .6 MI N OF CSAH 2 TO CR 159 IN STEARNS COUNTY, BITUMINOUS RECLAMATION AND RESURFACING	STP5K	1,003,024	1,096,976	2,100,000
073-617-039	2019	STEARNS COUNTY	STEARNS COUNTY CSAH 17, FROM CSAH 79 TO THE N STEARNS COUNTY LINE, RECLAIM AND RESURFACE	STP5K	507,105	92,895	600,000
162-151-003	2019	ST. CLOUD	ST. CLOUD MSAS 151, EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET SOUTH) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER	STP 5K-200K	1,486,823	1,913,177	3,400,000
005-629-015	2020	BENTON COUNTY	BENTON COUNTY CSAH 29, REHAB BR #05525 OVER MISSISSIPPI RIVER IN SARTELL	STP 5K-200K	165,488	109,512	275,000
073-675-039	2020	STEARNS COUNTY	**AC**CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS	STP 5K-200K	151,947	199,114	500,000
191-109-006	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL. ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	STP 5K-200K	1,366,025	903,975	2,270,000
005-608-xxx	2021	BENTON COUNTY	CSAH 8, FULL DEPTH RECLAMATION AND NEW BITUMINOUS PAVEMENT	STP 5K-200K	391,152	958,848	1,350,000
073-720-xxx	2021	STEARNS COUNTY	CSAH 120, RESURFACING FROM CSAH 4 TO CSAH 134	STP 5K-200K	300,887	699,113	1,000,000
			Subtotal Census Tracts with at least one EJ Factor		7,933,389	8,316,697	16,399,025
			Percentage of Total Spending		46.00%	48.22%	95.08%
220-591-005	2018	SARTELL	**SRTS** CONSTRUCT SRITS INFRASTRUCTURE IMPROVEMENTS ALONG 7TH ST N AND 5TH ST N IN SARTELL	TAP 5K-200K	199,176	49,794	248,970
162-090-007	2020	ST. CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST. CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST. CLOUD CITY LIMITS	TAP 5K-200K	480,000	120,000	600,000
			Subtotal Census Tracts with no EJ Factors		679,176	169,794	848,970
			Percentage of Total Spending		3.94%	0.98%	4.92%
			All Projects Total		8,612,565	8,486,491	17,247,995

Figure 32: APO 2017-2021 TIP Project

Based on this analysis, the projects constructed outside of census tract areas with at least one (1) Title VI and/or Environmental Justice factor are of regional significance to the entire APO jurisdictional area. There were no disparate impacts found based on funding distributions.

SEP GOALS AND STRATEGIES

Federal public participation regulations offer significant guidance to the APO as it strives to educate and engage the public in meaningful ways that allow for fully informed participation and engagement. As such, the APO has created a set of goals and corresponding strategies to aid in the public development and implementation of the SEP and other plan and program activities.

Goal 1:

Provide early, accessible, and continuous opportunities for public involvement from diverse stakeholders.

Strategies

- Develop and maintain a master contact database of area stakeholders to insure all interested parties have a reasonable opportunity to engage in the transportation planning process.
- Maintain updates to the [APO website](http://www.stcloudapo.org), (www.stcloudapo.org), to include information relating to all public outreach events hosted by the APO.
- Advertise public meetings, open houses, and other public-centric affairs through appropriate means, such as social media, legal notices in the newspaper of record, press releases on the APO website, and through the stakeholder contact database.
- Provide a minimum of seven (7) **days' notice** of upcoming public meetings to ensure opportunities for full participation and accommodations for persons with disabilities are met. The APO will make a good faith effort to provide services as requested such as interpreters, enlarged print materials, and other services as needed.
- Host public meetings at sites and times reasonably available, convenient, and accessible to potentially affected citizens. This includes transit accessibility.
- Ensure materials posted to the APO website and social media sites are accessible to vision impaired users.
- Additional strategies from the Limited English Proficiency (LEP) Plan may apply; see LEP Plan starting on page 53.

Goal 2:

Provide reasonable public access to technical and policy information used in the development of plans and projects.

Strategies

- Maintain updates to the APO website to include electronic copies of information provided to the boards and advisory committees for decision-making purposes, as well as final copies of adopted documents, plans, or policy information.
- At all public Board and Committee meetings, make at least one (1) printed copy of all materials provided to the Board or Committee members available for public inspection.
- At least seven (7) days prior to all public input meetings, provide informational and source materials on the APO website so that members of the public may review the information before attending the meeting, and so that any person who cannot attend the meeting can still receive the information.
- Provide technical materials in a variety of formats that are easily understood whenever possible.
- Ensure materials posted to the APO website and social media sites are accessible to vision impaired users.
- Additional strategies from the Limited English Proficiency (LEP) Plan may apply; see LEP Plan starting on page 53.

Goal 3:

Provide a reasonable amount of time to review materials and comment prior to adoption of any plan or amendment.

Strategies

- Require adequate public notice of public involvement activities and time for public review and comment at key decision points.
 - A minimum public comment period of thirty (30) days is required for the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP) and amendments to either document.
 - A minimum public comment period of forty-five (45) days is required for the adoption of, or amendments to, the SEP.
- Provide a reasonable variety of methods for public comment including, but not limited to, open public meetings, open houses, public hearings, printed comment forms, online comment forms, social media surveys, email, or U.S. mail.
- Include in the final document a review of public comments received and the final disposition of those comments.
- Summarize the public comments and their disposition for the APO Policy Board prior to the approval of the final document. If public comments substantially change a draft document, provide a second public comment period with a revised draft document that reflects the incorporated changes.

PUBLIC INVOLVEMENT TECHNIQUES

Public participation is an on-going activity of the APO with numerous techniques occurring on a continuous basis. Public participation is also an integral part of one (1) time activities such as corridor studies and recurring activities such as the Transportation Improvement Program (TIP) and the Long Range Transportation Plan (LRTP).

This section contains descriptions of public participation tools currently used by the APO. Public involvement techniques will be routinely evaluated for effectiveness and efficiency.

Public Meetings: These meetings generally function in coordination with transportation plan updates or planning studies with the overall intent of involving the public in the determination and consideration of identified issues and the development of project alternatives. All public meetings are announced to the public via those media outlined herein.

Advertising of Public Meetings: Notice of public involvement opportunities may include posting of notices in public places and direct notification of stakeholders identified in the process. The APO utilizes public legal notices in the local newspaper of record to advertise public meetings and public input opportunities.

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

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

Social Media: The APO utilizes appropriate social media avenues to post pertinent information and notices on a frequent basis. This also provides another opportunity for the public to provide **public input to the APO's** on-going planning process. **Further details on the APO's social media policy can be found** in Appendix H of this document.

Citizen Surveys: On a project specific basis, citizen surveys will be used to collect data and other relevant information. These surveys are available both online and in hard copy. This information is generally documented within the transportation plan or study.

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

Interested Persons List: The APO will maintain a list of stakeholder engagement contacts which includes representation of citizens, affected public agencies, representatives of public transportation employees, freight shippers, providers of freight transportation services, private providers of transportation, representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, minorities, persons of low-income, and other interested parties. The list shall be used to notify stakeholder contacts of opportunities to be involved in the transportation planning process.

Speakers Bureau: APO staff members are available to provide general and project specific information as requested by interested community groups. Staff members also may assist in performing public outreach to community and advocacy groups.

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

which is noted in Appendix L. When preparing for public meetings, and shall make all reasonable good-faith efforts to provide auxiliary services if requested to do so.

MEASURING SUCCESS OF PUBLIC INVOLVEMENT TECHNIQUES

For the APO, accountability includes a commitment to monitor and evaluate the effectiveness of the policies and practices toward achieving shared outcomes and a willingness to adjust course to improve performance if needed. The SEP will have both qualitative and quantitative measures that will be used throughout.

The following are some of the steps that the APO will take to measure and evaluate the work around public engagement on specific projects:

- Before the Project
 - At the beginning of each project-related planning effort, APO staff will perform an assessment of groups that will be directly affected or may have an interest. Audience assessments will specifically address groups that are historically underrepresented in planning efforts.
- During the Project
 - Participation in public engagement activities will be monitored and recorded. To the extent possible, demographic data of public participants will also be recorded to assist in determining which communities and groups were actively engaged.
- Annually
 - On an annual basis, staff will survey a sample of participants via Survey Monkey or another online survey tool to assess the following qualitative elements:
 - Were the methods and structure of the outreach effort engaging?
 - Did participants feel their time and opinions were valued?
 - Was their contribution documented in the final product?
 - Would they participate in another APO outreach activity?
 - APO staff will compile data collected during the public outreach session via sign-in sheets at in-person engagements. See Appendix I for an example.
 - The APO will also note the number of individuals who participated in related discussions on **the APO's social media platforms and online information-gathering sites**.

APO staff will conduct a review of all public outreach efforts on an annual basis and will use information gathered to help modify any perceived deficiencies in public outreach strategies. This annual report will be made available on the APO website.

ENGAGEMENT TACTICS USED IN THE DEVELOPMENT OF APO PLANS AND STUDIES

There are two (2) key transportation initiatives of the APO that are specially called out in Federal law as needing early and continuing opportunities for public participation: development of the Long Range Transportation Plan (LRTP) and the Transportation Improvement Program (TIP).

Long Range Transportation Plan

Requirements

The APO is required to adopt a Long Range Transportation Plan (LRTP) which outlines a short- and long-range list of transportation improvements (including policy considerations) regarding the surface transportation system for the Saint Cloud Metropolitan Planning Area. The LRTP is updated every five (5) years, or more frequently if necessary. At a minimum, the plan includes the following:

- Existing and proposed transportation facilities (including major roadways, transit, multimodal and intermodal facilities, pedestrian walkways/bicycle facilities, and intermodal connectors);
- Operational and management strategies;
- Capital investment and other strategies to preserve the existing and projected future metropolitan transportation infrastructure;
- Transportation and transit enhancement activities;
- Financial plan and coordinated implementation matrix.

The full list of Federal requirements for the development of the LRTP can be found in 23 CFR 450.322.

Engagement tactics for the LRTP

Because of its comprehensive, long-term vision, the LRTP provides the earliest and the best opportunity for **interested persons and public agencies to influence APO's policy and investment priorities for transportation.** It is at this stage where investment priorities and major planning-level concepts are established and broad, regional impacts of transportation on the public and the environment are addressed.

Public input will be sought from the public and identified stakeholders early and often throughout the development of the LRTP, including at critical points in the development of the plan.

The following parameters are used for engaging stakeholders in public input opportunities surrounding the development or update of the LRTP:

- Public notice is posted no less than seven (7) days prior to a public meeting.
- A period of no less than thirty (30) days is provided for which public comments can be submitted.
- All materials made available at public meetings will also be made available electronically via the APO website in accessible formats so that persons who cannot attend a public meeting can still receive the information.
- Upon request, materials may also be provided in a language other than English if feasible and reasonable to do so.
- Presentations and question and answer portions of public input meetings will be video recorded and posted to the APO website.

When a public meeting is scheduled to be held, a public notice in the form of a legal notice will be published in the St. Cloud Times, the newspaper of record for the planning area, posted on the APO website, posted on available social media outlets, and sent to those identified on the interested persons list.

The APO may use other additional forms of public notice including press releases and letters to the editor if deemed appropriate to disseminate public notice information regarding the LRTP development or update.

At a minimum, the public notification for print and digital platforms will include the following information: a brief description of the anticipated planning process and actions to be taken; the LRTP's purpose and effect on the region; a general schedule of the LRTP's development or update; an explanation of the opportunities that will be available for public comment and participation; and an APO contact if further information is desired.

Availability of Draft Plan

The APO shall make the draft LRTP available to the public. At such time as a draft LRTP is published, it will be available for public inspection at the APO office, 1040 County Road 4 in Saint Cloud, and on the APO's website in an accessible format. Printed copies of the draft LRTP shall be mailed upon request. Translation of the draft LRTP into additional languages may be completed upon request and if reasonable and feasible to do so.

Documenting and Addressing Public Input

With due consideration given to public comments or any other applicable information received from the previous procedural steps, the APO will prepare the final LRTP. All comments received, either through the public involvement process or through the interagency consultation process, shall be documented in the final LRTP, along with a report on the final disposition of every comment. Groups of similar comments may be addressed collectively rather than individually.

If the final LRTP contains substantive changes from the one which was made available for public comment or if the plan includes new material issues which interested parties could not reasonably have foreseen from the earlier public involvement efforts, the APO will re-implement engagement tactics for the LRTP as stated above. The final LRTP will document the public involvement process, present a summary of all public comments received, and demonstrate the APO's consideration to these comments.

Changing the LRTP

Changes to the LRTP are classified as technical corrections, administrative modifications, or amendments.

- Technical Corrections: Minor error corrections that do not change the substance of the LRTP can be made by APO staff without public notice, TAC review, or Board approval. Examples of such errors include, but are not necessarily limited to, spelling, syntax, punctuation, verb agreement and mathematical calculation errors as long as the correction of such errors does not substantially change the content of the LRTP.
- Administrative Modifications: More than a minor error correction, administrative modifications make substantial changes to the content of the LRTP, but do not require a coordinated review by FHWA or FTA, or a determination of conformity by these entities. Administrative modifications may be inclusive of, but not limited to, the following: descriptive material, traffic or demographic estimates or forecasts, numerical data, project descriptions, etc. No public notifications are required for administrative modifications. Administrative modifications require coordination with MnDOT. Administrative modifications shall be reviewed by the TAC and considered for approval by the APO Board.
- Amendments: Major changes to the LRTP shall require an amendment. Amendments are inclusive of, but not necessarily limited to:
 - The addition or deletion of any project or group of projects including those that are regionally significant in nature;
 - Substantive alterations to the goals, objectives, policies, performance measures, and strategies of the LRTP;
 - The addition of a project from the illustrative project list with a re-demonstration of fiscal constraint (i.e., a project for which no Federal funding had been previously identified);
 - A major change in the project cost or project and/or project phase initiation dates;
 - A major change in project design concept or design scope;
 - If the total estimated project costs for all projects exceeds the fiscal constraint threshold (i.e., the estimate of all revenue that is reasonably expected to be available to pay for projects).

An amendment to the LRTP is subject to the requirements of the public involvement process outlined herein. The public notice requirements as outlined earlier in this section are followed for amendments to the LRTP. Following the public input process, amendments are reviewed by the TAC and considered for approval by the Board.

Development of the Transportation Improvement Program

Requirements

The Transportation Improvement Program (TIP) implements the policy and investment priorities adopted by the APO in the LRTP. In this way, public comments made as part of the LRTP are reflected in the TIP as well. The TIP covers up to a five (5) year time frame, and all projects included in the TIP must be consistent with the LRTP. The TIP is a **comprehensive listing of the region's surface transportation projects** – including transit, highway, local roadway, bicycle and pedestrian investments – that are scheduled to receive federal or state funds, or are regionally significant regardless of funding source.

The TIP includes a financial plan that demonstrates there are sufficient revenues to ensure that the funds committed (or programmed) to the projects are available to implement the projects or project phases.

At a minimum, the TIP shall include the following:

- A list identifying all regionally significant projects requiring action by the FHWA or the FTA within the defined time period after the initial adoption of the TIP;
- A financial plan demonstrating how the approved TIP can be implemented and an indication of resources (public or private) that can be reasonably expected to be available in order to complete the projects;
- Identification of other financial alternatives/strategies to implement projects;
- A list of additional "**illustrative**" projects that would be included in the approved TIP if reasonable additional resources beyond the funds recognized in the required financial plan were available; and
- An outline of project descriptions and applicable project phases.

The full list of Federal requirements for the development of the TIP can be found in 23 CFR 450.324.

Engagement tactics for the TIP

Public input will be sought from the public and interested persons at two critical points in the development of the TIP:

1. At the start of the TIP development process, public input will be sought regarding needs/deficiencies, proposed strategies/policies, and projects/improvements that are important to the public; and
2. Following the development of the draft TIP, the document will be made available to the general public for their review and comment.

The following parameters are used for engaging stakeholders in public opportunities surrounding the development or update of the TIP:

- Public notice is posted no less than seven (7) days prior to a public meeting.
- A period of no less than thirty (30) days is provided for which public comments can be submitted.
- All materials made available at public meetings will also be made available electronically via the APO website in accessible formats so that persons who cannot attend a public meeting can still receive the information.
- Upon request, materials may also be provided in a language other than English if feasible and reasonable to do so.
- Public input meetings will be video recorded and posted to the APO website.

When a public meeting is scheduled to be held, a public notice in the form of a legal notice will be published in the St. Cloud Times, the newspaper of record for the planning area, posted on the APO website, posted on available social media outlets, and sent to those identified on the interested persons list.

The APO may use other additional forms of public notice including press releases and letters to the editor if deemed appropriate to disseminate public notice information regarding the TIP development or update.

At a minimum, the public notification will include the following information: a brief description of the **anticipated planning process and actions to be taken; the TIP's purpose and effect on the region; a general schedule of the TIP's development or update; an explanation of the opportunities that will be available for public comment and participation; and an APO contact if further information is desired.**

Availability of Draft TIP (and Interim Support Materials)

The APO shall make the draft TIP available to the public. At such time as a draft TIP is published, it will be available for public inspection at the APO office, 1040 County Road 4 in Saint Cloud, and on the APO's website in an accessible format. Print copies of the draft TIP can be mailed upon request. Translation of the draft TIP into additional languages may be completed upon request and if reasonable and feasible to do so.

Documenting Substantive Changes to a Draft TIP

With due consideration given to public comment or any other applicable information received from the previous procedural steps, the APO will prepare the final TIP. All comments received, either through the public involvement process or through the interagency consultation process, shall be documented in the final TIP, along with a report on the final disposition of every comment. Groups of similar comments may be addressed collectively rather than individually.

If the final TIP contains substantive changes from the one which was made available for public comment or if the plan includes new material issues which interested parties could not reasonably have foreseen from the earlier public involvement efforts, the APO will re-implement engagement tactics for the TIP as stated above. The final TIP will document the public involvement process, present a summary of all public comments received, **and demonstrate the APO's consideration to these comments.**

Changing the TIP

Changes to the TIP are defined as either technical corrections, administrative modifications, or amendments. Any changes to the TIP through the use of technical corrections, administrative modifications, or amendments must be reported to MnDOT to be accurately reflected in the Statewide Transportation Improvement Program (STIP). Administrative modifications and amendments shall be reviewed by the TAC and considered for approval by the Board. An amendment to the TIP is also subject to the requirements of the public involvement process outlined herein. The public notice requirements as outlined earlier in this section are followed for amendments to the TIP. Following the public input process, amendments are reviewed by the TAC and considered for approval by the Board.

- Technical Corrections: Minor error corrections that do not change the substance of the TIP can be made by APO staff without public notice, TAC review, or Board approval. Examples of such errors include, but are not necessarily limited to, spelling, syntax, punctuation, verb agreement, project number changes to the TIP, and mathematical calculation errors as long as the correction of such errors does not substantially change the content of the TIP.
- Administrative Modifications: More than a minor error correction, administrative modifications make substantial changes to the content of the TIP, but do not require a coordinated review by FHWA or FTA, or a determination of conformity by these entities. Administrative modifications to the TIP are required when:
 - A previously programmed project is moved into a different fiscal year, but fiscal constraint is maintained.
 - Sources of project funding change, but fiscal constraint is maintained.
 - Splitting or combining projects already in the program, with no change in overall project schedule or funding.
- Amendments: The TIP requires an amendment when:
 - Adding or deleting a project from the current approved TIP. This includes adding a new individual FHWA or FTA funded project or a regionally significant project.

- Any increase or decrease occurs in a project cost and/or funding which could have an impact on fiscal constraint.
- A phase of work is added or subtracted to the project but fiscal constraint is maintained.
- The scope or termini of a project are changed, but fiscal constraint is maintained.
- An illustrative project (i.e., a project for which no Federal funding had previously been identified) is proposed to be included in the approved TIP.

Development of Corridor and Planning Related Studies

Participation in corridor and planning related studies provides the most grassroots form of public involvement and engagement. It allows residents to look closely at and consider alternatives for a particular geographical **area within the APO's** planning area. Deciding to invest in a major infrastructure improvement is often a big undertaking, comprised of varying perspectives, concerns, costs and potential impacts. Facilities that carry significant numbers of cars, trucks, buses, and trains are generally not perceived to be ideal neighbors, yet they are vital components of a healthy region. Decisions frequently reflect the dilemmas and tradeoffs between maintaining mobility and safety for people and goods, while minimizing costs and impacts (particularly on residential areas). Public policies have been established to promote cost-effective and contextually sensitive (including environmentally sensitive) improvements; however, social, physical, institutional, and financial factors must be weighed in each situation.

The purpose of public involvement is to make better decisions, create a better end product and decrease the time required to implement by 1) facilitating a dialogue with a broad cross-section of citizens in the planning process, 2) organizing and recording information and other input for consideration and use by staff, planning partners, and the Board, and 3) informing citizens about the impact their input has on the development of **regional policies. Accordingly, the APO strives to provide opportunities for citizens to help shape the region's** future through an early, open, and active engagement process so decision-makers understand and incorporate civic insights.

Each outreach activity and the applicable results will be incorporated within the appendices of the respective study.

At critical points in the development of these studies, public input will be sought from the public and interested persons regarding existing conditions/operations, identified needs/deficiencies, proposed strategies/policies, and identified projects/improvements.

The following parameters are used for engaging stakeholders in public opportunities surrounding the development of corridor or planning studies:

- Public notice is posted no less than seven (7) days prior to a public input opportunity².
- A period of no less than thirty (30) days is provided for which public comments can be submitted.
- All materials made available at public meetings will also be made available electronically via the APO website so that persons who cannot attend a public meeting can still receive the information.
- Presentations and question and answer sessions during public input meetings will be video recorded and posted to the APO website.

The public notice in the form of a legal notice will be published in the St. Cloud Times, the newspaper of record for the planning area, posted on the APO website, posted on available social media outlets, and sent to those identified on the interested persons list. Additional notifications will be circulated to any other relevant publications if applicable.

The APO may use other additional forms of public notice including press releases and letters to the editor as deemed appropriate to disseminate public notice information regarding the corridor or planning related studies.

² Public input opportunities may include (but shall not necessarily be limited to) traditional public input meetings, project open houses, planning charrettes and workshops, public exhibits and displays, public surveys, and others. Project managers will decide on a case-by-case basis how best to reach and engage stakeholders and the general public for each planning study.

At a minimum, the public notification will include the following information: a brief description of the anticipated planning process and actions to be taken; the **corridor or planning related study's** purpose and effect on the region; a general schedule of **the study's** development or update; an explanation of the opportunities that will be available for public comment and participation; and an APO contact if further information is desired.

Availability of Draft Corridor and Planning Related Studies

The APO shall make all significant materials developed throughout the process of the corridor and/or planning study, including the draft study document, available to the public for review and comment. Significant **materials used in support of the study's** development including the drafts will be posted to the APO website. At such time as a draft study is published, it will be available for public inspection at the APO office, 1040 County Road 4 in Saint Cloud, and on the APO's website.

Development of the Unified Planning Work Program

In order to ensure the timely planning and implementation of metropolitan transportation priorities identified in the LRTP, the APO is required to adopt a Unified Planning Work Program (UPWP). The UPWP is an annual document that **serves as the organization's** operating budget, and identifies the planning studies, projects, and other planning work to be funded or undertaken by the APO. The UPWP is a tool to help implement the policies and priorities of the adopted LRTP. Public involvement in the development of the UPWP is not required by Federal law or regulation. However, since all meetings of the TAC and APO Board are open to the public, the development of the UPWP can be monitored as the draft document is created and presented to the TAC and the APO Board. The public will be provided an opportunity to comment in person at APO Board or advisory committee meetings.

Development of the UPWP occurs annually, so public comments on regional planning priorities are always welcome at the APO. Persons with comments or who are interested in the development of the UPWP are encouraged to call, mail, or email the APO Executive Director. **The APO's mailing address is 1040 County Road 4, Saint Cloud, Minnesota 56303, and the phone number is 320-252-7568.** Specific contact information can be found on the [APO website](http://www.stcloudapo.org) (www.stcloudapo.org).

The full list of Federal requirements for the development of the UPWP can be found in 23 CFR 450.308.

Development of the SEP

The Stakeholder Engagement Plan reflects the APO's existing practices for public involvement, consultation with interested parties, and agency governance and operations, all documented in one place for public reference. A draft SEP will go through a forty-five (45) day public comment period.

This comment period will include:

- Notifying the APO membership, interested parties, stakeholders, community organizations representing Title VI groups, Americans with Disabilities Act groups and Environmental Justice groups, as well as federal resource agencies of the opportunity to comment on the plan;
- Posting the draft SEP **online on the APO's website;**
- Agenda information items to APO Boards and advisory committees;
- Opportunities to provide a public comment in person at APO Board or committee meetings; and
- Notification on social media.

Figure 33: Stakeholder Engagement Matrix

Plan or Document	Public Meeting Notification Requirements	Length of Notice Prior to Public Meeting	Comment Period	Other Considerations	Environmental Justice/Title VI
Long Range Transportation Plan (LRTP) and LRTP Amendment	Legal notice in newspaper of record	7 days	30 days	Press release. Materials posted to website. Speakers bureau. Social media. Visualization techniques. Citizen surveys.	Notified as part of interested persons list.
Transportation Improvement Program (TIP) and TIP Amendment	Legal notice in newspaper of record	7 days	30 days	Press release. Materials posted to website. Speakers bureau. Social media. Visualization techniques.	Notified as part of interested persons list.
Corridor/Planning Study	Legal notice in newspaper of record	7 days	30 days	Press release. Material posted to website. Speakers bureau. Visualization techniques. Citizen surveys.	Direct notification required if project(s) shown to have potential impact; or if a transit or bike/pedestrian related issue
Unified Planning Work Program (UPWP)	N/A	N/A	N/A	Materials posted to website.	Notified of Board and advisory committee meetings as part of interested persons list.
Stakeholder Engagement Plan (SEP)	Legal notice in newspaper of record	Public meeting not required.	45 days	Materials posted to website. Social media.	Notified as part of interested persons list.

TITLE VI AND ENVIRONMENTAL JUSTICE PROVISIONS

Saint Cloud Area Planning Organization Title VI Notice to the Public

The paragraph below is inserted into all significant publications that are distributed to the public, such as future versions and updates of the LRTP. **The text is available on the agency's website. The version below is the preferred text, but where space is limited or in publications where cost is an issue, the abbreviated version can be used in its place.**

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT or the U.S. DOT. Any such complaint must be in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see our [APO website](http://www.stcloudapo.org) (www.stcloudapo.org), or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

Agenda and Website Accessibility Notice

The following paragraph is placed on the bottom of every agenda distributed to the public by the APO. This notification shall also be translated into Somali, Laotian, Hmong, and Spanish to assist in informing LEP populations.

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

Other ADA and Accessibility Provisions

In order to reach those that utilize specialized software to help magnify documents (electronic or print), all written APO correspondence shall be styled with Veranda font with a font size ranging between 10 and 14. The APO will also abide by the Minnesota IT Services' Office of Accessibility guidelines pertaining to documents, procurement of accessible IT products and services, meetings, multimedia, social media, and website and phone application development.

Procedures for Identifying and Considering Needs of Minorities

Through each of its planning activities, the APO strives to include as many stakeholders as possible to ensure every individual an opportunity to ask questions or submit comments. As such, the APO has developed an interested stakeholder list comprised of agencies and organizations that work specifically with traditionally underserved populations such as people-of-color, individuals with low-income, individuals with disabilities, limited English proficient individuals, and elderly populations.

Below is a sample of that interested stakeholder list.

People-of-Color

- Create COMMUNITY.
- #UniteCloud.

- Central Minnesota Community Empowerment Organization.
- Promise Neighborhood of Central Minnesota.
- **African Women's Alliance.**
- Islamic Center of St. Cloud.
- Saint Cloud National Association for the Advancement of Colored People.
- Hands Across the World.
- African-American Males Forum.
- **National Asian Pacific American Women's Forum.**
- St. Cloud Refugee Collaborative.
- Saint Cloud State University American Indian Center.

Low-Income

- Sherburne County Health and Human Services.
- Stearns County Human Services.
- Benton County Human Services.
- Catholic Charities of the Diocese of Saint Cloud.
- Career Solutions.
- Avivo.
- Project Connect.
- Lutheran Social Services.
- Saint Cloud Salvation Army.

Disability

- WACOSA.
- Disabled American Veterans (DAV)
- Rise Inc.
- Independent Lifestyles.
- The Arc Midstate.
- United Cerebral Palsy of Central Minnesota.

Elderly

- Central Minnesota Council on Aging.
- Central Minnesota Senior Foundation.

General

- St. Cloud Area Human Service Council.
- **Anna Marie's Alliance.**
- Tri-CAP.
- United Way of Central Minnesota.

This list will be updated and expanded as needed.

LIMITED ENGLISH PROFICIENCY (LEP) PLAN

Plan Summary

The APO has developed its LEP plan to identify reasonable steps for providing language assistance to persons with limited English proficiency who wish to access services provided. As defined in Executive Order 13166, LEP persons are those who do not speak English as their primary language and have limited ability to read, speak, write, or understand English. This plan outlines how to identify a person who many need language assistance, the ways in which assistance may be provided, staff training that may be required, and how to notify LEP persons that assistance is available.

In order to prepare this plan, the APO used the four (4) factor LEP analysis which considers the following factors:

1. The number or proportion of LEP persons in the Saint Cloud Planning Area who may be served by the APO.
2. The frequency with which LEP persons come in contact with APO programs or services.
3. The nature and importance of programs or services provided by the APO to the LEP population.
4. The interpretation services available to the APO and overall cost to provide LEP assistance. A summary of the results of the four (4) factor analysis is in the following section.

Meaningful Access: Four-Factor Analysis

The number or proportion of LEP persons in the service area who may be served or are likely to require APO services.

The U.S. Census Bureau 2011-2015 American Community Survey Five (5) Year Estimates have determined 10,491 individuals within the Saint Cloud APO jurisdictional area over the age of five (5) speak a language other than English at home. That is equivalent to 8.5 percent of the population over the age of five (5). Of this, the ACS data has estimated 3,922 of those individuals – or 3.2 percent of the population over five (5) years of age – speak English less than very well.

The frequency with which LEP persons come into contact with APO services or programs.

The APO staff reviewed the frequency with which its Board, staff, and contractors have, or could have, contact with LEP persons. This includes documenting phone inquiries or office visits. To date, the APO has had no requests for interpreters and no requests for translated program documents. The APO Board, APO staff, and APO contractors or sub-recipients have had very little contact with LEP persons.

The nature and importance of services and programs provided by the APO to the LEP population.

The APO is responsible for metropolitan multimodal transportation planning and programming in the region. It uses a continuous, cooperative, and comprehensive planning process that identifies the region's needs and sets priorities for the future. The APO encourages all members of the public, including LEP individuals, to become involved. The Board, APO staff, and APO contractors are most likely to contact LEP individuals through public meetings and other general public involvement opportunities. Involvement in APO planning activities by citizens is voluntary and not considered a vital, immediate, or emergency direct service. Inclusive public participation is a priority for APO transportation planning studies and programs.

The resources available to the APO and overall costs to provide LEP assistance

Given the small size of the LEP population within the APO planning area and the financial constraints, full multi-language translations of large planning documents or agenda packets are not considered to be warranted. The APO will consider any such requests on a case-by-case basis as they arise. In addition, should the need arise, the APO has reviewed its available resources that could be used for providing LEP assistance and that information is on file at the APO office.

Language Assistance

A person who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English may be a LEP person and may be entitled to language assistance with respect to the APO's programs and services. Language assistance can include interpretation, which means oral or

spoken transfer of a message for one language into another language and/or translation, which means the written transfer of a message from one language into another language.

How APO staff may identify an LEP person who needs language assistance:

- Post notice of LEP plan and the availability of interpretation or translation services free of charge in languages LEP persons would understand.
- **APO staff will be provided with "I Speak" cards to assist in identifying the language interpretation needed if the occasion arises. Examples of "I Speak" cards can be found in Appendix J of this document.**
- APO staff will be surveyed annually as part of the annual monitoring process.
- When APO sponsors an informational meeting or event, an advanced public notice of the event will be published including special needs related to offering a translator (LEP) or interpreter (sign language for hearing impaired individuals). Additionally, a staff person may greet participants as they arrive. By **informally engaging participants in conversation it is possible to gauge each attendee's ability to speak and understand English.** Although translation may not be provided at the event, it will help identify the need for future events.

Language Assistance Measures

Although there is a low percentage in the Saint Cloud planning area of LEP individuals, that is, persons who speak English "less than very well," the APO will strive to offer the following measures:

1. APO staff will take reasonable steps to provide the opportunity for meaningful access to LEP clients who have difficulty communicating in English.
2. The following resources will be available to accommodate LEP persons:
 - Interpretive services will be provided, within reason, for public meetings, if advance notice is provided to the APO and such services are readily available.
 - The APO will make translated versions (or provide for interpretation of relevant sections) of all documents/publications available upon request, within a reasonable time frame and if resources permit.

Staff Training

The following training will be provided to all staff on an annual basis:

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

All contractors or subcontractors performing work for the Saint Cloud APO will be required to follow the Title VI/LEP guidelines. Such assurance will be made at time of establishing the contract.

Translation of Documents

The APO weighed the cost and benefits of translating documents for potential LEP groups. Considering the expense of translating the documents, the likelihood of frequent changes in documents and other relevant factors, the APO will consider the translation of documents (or portions thereof) on a case by cases basis, as requested.

Translation resources have been identified and are kept on file at the APO. [Google's Translate program](http://translate.google.com) (<http://translate.google.com>), can also provide users with HTML content in other languages. This resource is an imperfect system, but has a potential to provide enough information for an LEP individual or group to gain an initial understanding of APO documents in response to an initial contact. However, when and if the need arises for LEP outreach related to APO programs and services, the APO will coordinate with counties, cities,

townships, and other planning partners in the APO planning area to determine an appropriate course of action in regards to existing interpretive and outreach resources available.

Monitoring

The APO will review the LEP Plan annually with its self-certification procedure per 23 CFR 450.334. The Plan will be updated as needed. An annual review and update will include the following:

- The number of documented LEP person contacts encountered annually.
- How the needs of LEP persons have been addressed.
- Determination of the current LEP population in the service area.
- Determination whether the need for translation services has changed.
- Determine whether local language assistance programs have been effective and sufficient to meet the need.
- **Determine whether the APO's financial resources are sufficient to fund language assistance resources needed.**
- Determine whether the APO fully complies with the goals of this LEP Plan.
- Determine whether complaints have been received **concerning the agency's failure to meet the needs of LEP individuals.**
- Maintain a Title VI compliant log, including LEP to determine issues and basis of complaints.

Dissemination of the Saint Cloud APO LEP Plan

- Post signs at conspicuous and accessible locations notifying LEP persons of the LEP Plan and how to access language services; such as public meetings of the APO.
- Include as part of public notices and related materials that LEP persons needing interpretative service need to contact the APO.
- Include as part of the APO website.
- Post in the front desk area of the APO offices, employee bulletin board, and bulletin boards in the common area and conference room.
- Display notices at Board, TAC, and BPAC meetings.

CONCLUSION

The APO recognizes its obligation under the FAST Act to foster community participation in plan and program development and to fulfill metropolitan needs for multimodal planning. The APO maintains a commitment of sharing information and seeking public involvement prior to making decisions. Accordingly, all staff and participants are encouraged to make recommendations for improving the APO public involvement process and the SEP.

APPENDIX A

SAIN T CLOUD AREA PLANNING ORGANI ZATION TITLE VI POLICY STATEMENT AND ASSURANCES

Standard Title VI /Non-Discrimination Assurances DOT Order No. 1050.2A

The Saint Cloud Area Planning Organization, herein referred to as the "Recipient," HEREBY AGREES THAT, as a condition to receiving any Federal financial assistance from the United States Department of Transportation (DOT), through the Federal Highway Administration (FHWA), is subject to and will comply with the following:

Statutory/Regulatory Authorities

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252) – prohibits discrimination on the basis of race, color, national origin.
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) – prohibits discrimination on the basis of sex.
- Title IX of the Education Amendments of 1972, as amended (20 U.S.C. § 1681 *et seq.*) – prohibits discrimination on the basis of sex in education programs or activities.
- Section 504 of the Rehabilitation Act of 1973, as amended (29 U.S.C. § 794 *et seq.*) – prohibits discrimination on the basis of disability.
- The Age Discrimination Act of 1975, as amended (42 U.S.C. § 12101 *et seq.*) – prohibits discrimination on the basis of disability.
- 49 CFR Part 21 (titled *Non-discrimination in Federally-Assisted Programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964*).
- 49 CFR Part 27 (titled *Non-discrimination on the Basis of Disability in Programs or Activities Receiving Federal Financial Assistance*).
- 49 CFR Part 28 (titled *Enforcement of Non-Discrimination on the Basis of Handicap in Programs or Activities Conducted by the Department of Transportation*).
- 49 CFR Part 37 (titled *Transportation Services for Individuals with Disabilities (ADA)*).
- 28 CFR Part 35 (titled *Discrimination on the Basis of Disability in State and Local Government Services*).
- 28 CFR section 50.3 – U.S. Department of Justice Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964.

The preceding statutory and regulatory cites hereinafter are referred to as the "Acts" and "Regulations," respectively.

General Assurances

In accordance with the Acts, the Regulations, and other pertinent directives, circulars, policy, memoranda, and/or guidance, the Recipient hereby gives assurance that it will promptly take any measures necessary to ensure that:

"No person in the United States shall, on the grounds of race, color, national origin, sex, age, disability, low-income, or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from DOT, including the Federal Highway Administration."

The Civil Rights Restoration Act of 1987 clarified the original intent of Congress, with respect to Title VI and other non-discrimination requirements (the Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973) by restoring the broad, institutional-wide scope and coverage of these non-

discrimination statutes and requirements to include all programs and activities of the Recipient, so long as any portion of the program is Federally-assisted.

Specific Assurances

More specifically, and without limiting the above General Assurances, the Recipient agrees with and gives the following Assurances with respect to its Federally assisted Federal-Aid Highway Program.

1. The Recipient agrees that each "activity," "facility," or "program," as defined in §§ 21.23(b) and 21.23(e) of 49 CFR § 21 will be (with regard to an "activity") facilitated, or will be (with regard to a "facility") operated, or will be (with regard to a "program") conducted in compliance with all requirements imposed by, or pursuant to the Acts and the Regulations.
2. The Recipient will insert the following notification in all solicitations for bids, Requests for Proposals for work, or material subject to the Acts and the Regulations made in connection with all Federal Highway Programs and, in adapted form, in all proposals for negotiated agreements regardless of funding source:

The Saint Cloud Area Planning Organization, in accordance with the provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 252, 42 U.S.C. §§ 2000d to 2000d-4) other nondiscrimination requirements and the Regulations, hereby notifies all bidders that it will affirmatively ensure that any contract entered into pursuant to this advertisement will be awarded without discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or limited English proficiency.

3. The Recipient will insert the clauses of Appendix B and F of this Assurance in every contract or agreement subject to the Acts and Regulations.
4. The Recipient will insert the clauses of Appendix B of this Assurance, as a covenant running with the land, in any deed from the United States effecting or recording a transfer of real property, structures, use, or improvements thereon or interest therein to a Recipient.
5. That where the Recipient receives Federal financial assistance to construct a facility, or part of a facility, the Assurance will extend to the entire facility and facilities operated in connection therewith.
6. That where the Recipient received Federal financial assistance in the form of, or for the acquisition of real property or an interest in real property, the Assurance will extend to rights to space on, over, or under such property.
7. That the Recipient will include the clauses set forth in Appendix D and Appendix E of this Assurance, as a covenant running with the land, in any future deeds, leases, licenses, permits, or similar instruments entered into by the Recipient with other parties:
 - a. For the subsequent transfer of real property acquired or improved under the applicable activity, project, or program; and
 - b. For the construction or use of, or access to, space on, over, or under real property acquired or improved under the applicable activity, project, or program.
8. That this Assurance obligates the Recipient for the period during which Federal financial assistance is extended to the program, except where the Federal financial assistance is to provide, or is in the form of, personal property, or real property, or interest therein, or structures or improvements thereon, in

which case the Assurance obligates the Recipient, or any transferee for the longer of the following periods:

- a. The period during which the property is used for a purpose for which the Federal financial assistance is extended, or for another purpose involving the provision of similar services or benefits; or
 - b. The period during which the Recipient retains ownership or possession of the property.
9. The Recipient will provide for such methods of administration for the program as are found by the Secretary of Transportation or the official to whom he/she delegates specific authority to give reasonable guarantee that it, other recipients, sub-recipients, sub-grantees, contractors, subcontractors, consultants, transferees, successors in interest, and other participants of Federal financial assistance under such program will comply with all requirements imposed or pursuant to the Acts, the Regulations, and this Assurance.
10. The Recipient agrees that the United States has a right to seek judicial enforcement with regard to any matter arising under the Acts, the Regulations, and this Assurance.

By signing this ASSURANCE, the Saint Cloud Area Planning Organization also agrees to comply (and require any sub-recipients, sub-grantees, contractors, successors, transferees, and/or assignees to comply) with all applicable provisions governing the FHWA access to records, accounts, documents, information, facilities, and staff. You also recognize that you must comply with any program or compliance reviews, and/or complaint investigation conducted by the FHWA. You must keep records, reports, and submit the material for review upon request to FHWA, or its designee in a timely, complete, and accurate way. Additionally, you must comply with all other reporting, data collection, and evaluation requirements, as prescribed by law or detailed in program guidance.

The Saint Cloud Area Planning Organization gives this ASSURANCE in consideration of and for obtaining any Federal grants, loans, contracts, agreements, property, and/or discounts, or other Federal-aid and Federal financial assistance extended after the date hereof to the recipients by the U.S. Department of Transportation. This ASSURANCE is binding on the Saint Cloud Area Planning Organization, other recipients, sub-recipients, sub-grantees, contractors, subcontractors and their subcontractors', transferees, successors in interest, and any other participants in its programs. The person(s) signing below is authorized to sign this ASSURANCE on behalf of the Recipient.

Saint Cloud Area Planning Organization
Name of Recipient

Jeff Goeger, Saint Cloud Area Planning Organization Chair

Date

APPENDIX B

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (hereinafter referred to as the 'contractor') agrees as follows:

1. Compliance with Regulations: The contractor (hereinafter includes consultants) will comply with the Acts and the Regulations relative to non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Federal Highway Administration (FHWA), as they may be amended from time to time, which are herein incorporated by reference and made a part of this contract.
2. Nondiscrimination: The contractor, with regard to the work performed by it during the contract, will not discriminate on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP in the selection and retention of subcontractors, including procurements of materials and leases of equipment. The contractor will not participate directly or indirectly in the discrimination prohibited by the Acts and the Regulations as set forth in Appendix F, including employment practices when the contract covers any activity, project, or program set forth in Appendix B of 49 CFR Part 21.
3. Solicitations for Subcontracts, Including Procurements of Materials and Equipment: In all solicitations, either by competitive bidding, or negotiation made by the contractor for work to be performed under a subcontract, including procurements of materials, or leases of equipment, each potential subcontractor or supplier will be notified by the contractor of the contractor's obligations under this contract and the Acts and the Regulations relative to non-discrimination on the grounds of race, color, national origin, sex, age, disability, income-level, or LEP.
4. Information and Reports: The contractor will provide all information and reports required by the Acts, the Regulations, and directives issued pursuant thereto and will permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by the Recipient or the FHWA to be pertinent to ascertain compliance with such Act, Regulations, and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish the information, the contractor will so certify to the Recipient or the FHWA, as appropriate, and will set forth what efforts it has made to obtain the information.
5. Sanctions for Non-Compliance: In the event of a contractor's non-compliance with the non-discrimination provisions of this contract, the Recipient will impose such contract sanctions as it or the FHWA may determine to be appropriate, including, but not limited to:
 - a. Withholding payments to the contractor under the contract until the contractor complies; and/or
 - b. Cancelling, terminating, or suspending a contract, in whole or in part.
6. Incorporation of Provisions: The contractor will include the provisions of paragraphs one (1) through six (6) in every subcontract, including procurements of materials and leases of equipment, unless exempt by the Acts, the Regulations and directives issued pursuant thereto. The contractor will take action with respect to any subcontract or procurement as the Recipient or the FHWA may direct as a means of enforcing such provisions including sanctions for noncompliance. Provided, that if the contractor becomes involved in, or is threatened with litigation by a subcontractor, or supplier because of such direction, the contractor may request the Recipient to enter into any litigation to

protect the interests of the Recipient. In addition, the contractor may request the United States to enter into the litigation to protect the interests of the United States.

APPENDIX C

CLAUSES FOR DEEDS TRANSFERRING UNITED STATES PROPERTY

The following clauses will be included in deeds effecting or recording the transfer of real property, structures, or improvements thereon, or granting interest therein from the United States pursuant to the provisions of Assurance 4:

NOW, THEREFORE, the Saint Cloud Area Planning Organization as authorized by law and upon the condition that the Saint Cloud Area Planning Organization will accept title to the lands and maintain the project constructed thereon in accordance with Title 23, United States Code, the Regulations for the Administration of Federal-Aid for Highways and the policies and procedures and procedures prescribed by Federal Highway Administration of the U.S. Department of Transportation and, also in accordance with and in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, Nondiscrimination in Federally-assisted programs of the Department of Transportation (herein referred to as the Regulations) pertaining to and effectuating the provisions of Title VI of the Civil Rights Act of 1964 (78 stat. 252; 42 U.S.C. 2000d to 2000d-4), does hereby remise, release, quitclaim and convey unto the Saint Cloud Area Planning Organization all the right, title, and interest of the U.S. Department of Transportation in and to said lands described in Exhibit "A" attached hereto and made a part hereof.

(HABENDUM CLAUSE)

TO HAVE AND TO HOLD said lands and interests therein unto the Saint Cloud Area Planning Organization and its successors forever, subject, however, to the covenants, conditions, restrictions and reservations herein contained as follows, which will remain in effect for the period during which the real property or structures are used for a purpose for which Federal financial assistance is extended or for another purpose involving the provision of similar services or benefits and will be binding on the Saint Cloud Area Planning Organization, its successors and assigns.

The Saint Cloud Area Planning Organization, in consideration of the conveyance of said lands and interests in lands, does hereby covenant and agree as a covenant running with the land for itself, its successors and assigns, that (1) no person will on the grounds of race, color, national origin, sex, age, disability, income-level, or limited English proficiency be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination with regard to any facility located wholly or in part on, over, or under such lands hereby conveyed [,] [and]* (2) that the Saint Cloud Area Planning Organization will use the lands and interests in lands and interests in lands so conveyed, in compliance with all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, Department of Transportation, Subtitle A, Office of the Secretary, Part 21, non-discrimination in Federally-assisted programs of the U.S. Department of Transportation, Effectuation of Title VI of the Civil Rights Act of 1964, and as said Regulations and Acts may be amended, and (3) that in the event of breach of any of the above-mentioned non-discrimination conditions, the U.S. Department of Transportation will have a right to enter or re-enter said lands and facilities on said land, and that above described land and facilities will thereon revert to and vest in and become the absolute property of the U.S. Department of Transportation and its assigns as such interest existed prior to this instruction.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary in order to effectuate the purpose of Title VI.)

APPENDIX D

CLAUSES FOR TRANSFER OF REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, leases, permits, or similar instruments entered into by the Saint Cloud Area Planning Organization pursuant to the provisions of Assurance 7(a):

- A. The (grantee, lessee, permittee, etc. as appropriate) for himself/herself, his/her/ heirs, personal representatives, successors in interest, and assigns, as part of the consideration hereof, does hereby **covenant and agree [in the case of deeds and leases add "as a covenant running with the land"] that:**
 1. In the event facilities constructed, maintained, or otherwise operated on the property described in this (deed, license, lease, permit, etc.) for a purpose for which a U.S. Department of Transportation activity, facility, or program is extended or for another purpose involving the provision of similar services or benefits, the (grantee, licensee, lessee, permittee, etc.) will maintain and operate such facilities and services in compliance with all requirements imposed by the Acts and Regulations (as may be amended) such that no person on the grounds of race, color, national origin, sex, age, disability, income-level, or limited English proficiency will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities.
- B. With respect to licenses, leases, permits, etc., in the event of breach of any of the above non-discrimination covenants, the Saint Cloud Area Planning Organization will have the right to terminate the (lease, license, permit, etc.) and to enter, re-enter, and repossess said lands and facilities thereon, and hold the same as if the (lease, license, permit, etc.) had never been made or issued.*
- C. With respect to a deed, in the event of breach of any of the above non-discrimination covenants, the Saint Cloud Area Planning Organization will have the right to enter or re-enter the lands and facilities thereon, and the above described lands and facilities will there upon revert to and vest in and become the absolute property of the Saint Cloud Area Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX E

CLAUSES FOR CONSTRUCTION/USE/ACCESS TO REAL PROPERTY ACQUIRED OR IMPROVED UNDER THE ACTIVITY, FACILITY, OR PROGRAM

The following clauses will be included in deeds, licenses, permits, or similar instruments/agreements entered into by the Saint Cloud Area Planning Organization pursuant to the provisions of Assurance 7(b):

- A. The (grantee, licensee, permittee, etc., as appropriate) for himself/herself, his/her heirs, personal representatives, successors in interest, and assigns, as a part of the consideration hereof, does **hereby covenant and agree (in the case of deeds and leases add, "as a covenant running with the land") that** (1) no person on the grounds of race, color, national origin, sex, age, disability, income-level, or limited English proficiency will be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the use of said facilities, (2) that in the construction of any improvements on, over, or under such land, and the furnishing of services thereon, no person on the ground of race, color, national origin, sex, age, disability, income-level, or limited English proficiency will be excluded from participation in, denied the benefits of, or otherwise be subjected to discrimination, (3) that the (grantee, licensee, lessee, permittee, etc.) will use the premises in compliance with all other requirements imposed by or pursuant to the Acts and Regulations, as amended, set forth in this Assurance.
- B. With respect to (licenses, leases, permits, etc.), in the event of breach of any of the above non-discrimination covenants, the Saint Cloud Area Planning Organization will have the right to terminate the (license, permit, etc., as appropriate) and to enter or re-enter and repossess said land and the facilities thereon, and hold the same as if said (license, permit, etc., as appropriate) had never been made or issued.*
- C. With respect to deeds, in the event of breach of any of the above non-discrimination covenants, the Saint Cloud Area Planning Organization will there upon revert to and vest in and become the absolute property of the Saint Cloud Area Planning Organization and its assigns.*

(*Reverter clause and related language to be used only when it is determined that such a clause is necessary to effectuate the purpose of Title VI.)

APPENDIX F

During the performance of this contract, the contractor, for itself, its assignees, and successors in interest (**hereinafter referred to as the "contractor"**) agrees to comply with the following non-discrimination statutes and authorizes; including but not limited to:

- Title VI of the Civil Rights Act of 1964 (42 U.S.C. §§ 2000d *et seq.*, 78 stat. 252) – prohibits discrimination on the basis of race, color, national origin – and 49 CFR Part 21.
- The Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (42 U.S.C. § 4601) – prohibits unfair treatment of person displaced or whose property has been acquired because of Federal or Federal-aid programs and projects.
- Federal-Aid Highway Act of 1973 (23 U.S.C. § 324 *et seq.*) – prohibits discrimination on the basis of sex.
- Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. § 794 *et seq.*), as amended – prohibits the discrimination on the basis of disability; and 49 CFR Part 27.
- The Age Discrimination Act of 1975, (42 U.S.C. § 6101 *et seq.*), as amended – prohibits the discrimination on the basis of age.
- Airport and Airway Improvement Act of 1982 (49 U.S.C. § 471, Section 47123), as amended – prohibits discrimination based on race, creed, color, national origin, or sex.
- The Civil Rights Restoration Act of 1987 (PL 100-209) – Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, the Age Discrimination Act of 1975 and Section **504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or activities"** to include all of the programs or activities of the Federal-aid recipients, sub-recipients, and contractors, whether such programs or activities are Federally funded or not.
- Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. §§ 12131-12189) as implemented by Department of Transportation regulations at 49 CFR parts 37 and 38.
- **The Federal Aviation Administration's** non-discrimination statute (49 U.S.C. § 47123) – prohibits discrimination on the basis of race, color, national origin, and sex.
- Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures non-discrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations.
- Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100).
- Title IX of the Education Amendments of 1972, as amended, which prohibits discrimination because of sex in education programs or activities (20 U.S.C. 1681 *et seq.*).

APPENDIX G

TITLE VI COMPLAINT PROCEDURE

Scope of Title VI Complaints

The scope of Title VI covers all external APO activities. Adverse impacts resulting in Title VI complaints can arise from many sources, including advertising, bidding, and contracts.

Complaints can originate from individuals or firms alleging inability to compete for or obtain a contract with the APO for the furnishing of goods and/or services. Examples include advertising for proposals; prequalification or qualification; proposals and awards; selection of contractors, subcontractors, material and equipment suppliers, lessors, vendors, consultants, fee appraisers, universities, etc.

Complaints can originate as a result of project impacts on individuals or groups. For example, social and economic, traffic, noise, air quality, access, accidents, and failure to maintain facilities.

Formal Title VI Complaint Procedure

The APO Title VI Policy assures that no person or groups of persons shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by the APO, its recipients, sub-recipients, and contractors. In addition, Executive Order 12898 (Environmental Justice) prohibits discrimination based on income status.

The APO uses the following detailed, internal procedures for prompt processing of all Title VI complaints received directly by it. These procedures include but are not limited to:

1. Any person or groups of person who believe they have been aggrieved by an unlawful discriminatory practice under Title VI may individually, or through a legally authorized representative, make and sign a complaint and file the complaint with the APO. Allegations received do not have to use the key words "complaint," "civil rights," "discrimination," or their near equivalents. It is sufficient if such allegations imply any form of unequal treatment in one or more of the APO's programs for it to be considered and processed as an allegation of a discriminatory practice.
2. The complaint must be filed, in writing, no later than one hundred eighty (180) calendar days after the date of the alleged discrimination. The APO's Title VI Complaint Form must be used. A copy of this form can be found in Appendix D of this document.
3. The complaint may also be filed with the U.S. Department of Transportation, Office of the Secretary, 1200 New Jersey Ave. SE (S-33), Washington, D.C. 20590. The complaint must be filed, in writing, no later than one hundred eighty (180) days after the date of the alleged discrimination, unless the time for filing is extended by the Secretary of the U.S. DOT.
4. Immediately, upon receipt of a Title VI complaint, the APO will determine a course of action. Possible courses of action include:
 - Title VI complaints filed against the APO are referred to MnDOT for processing. MnDOT notifies the U.S. DOT Division Office of the complaint.
 - Title VI complaints filed against the APO (e.g., contractors, subcontractors, material and equipment suppliers, lessors, vendors, consultants, fee appraisers, universities, etc.) are processed by the APO in accordance with the U.S. DOT approved complaint procedures. MnDOT is available to provide assistance.
 - i. A copy of the complaint, together with a copy of the APO report of the investigation and recommendations, are forwarded to the U.S. DOT within sixty (60) days of the date the complaint was received by the APO.
 - ii. A copy of the complaint, together with a copy of the APO report of the investigation and recommendations, are provided to MnDOT's Office of Civil Rights, MS 170, 395 John Ireland Blvd., St. Paul, MN 55155, for informational purposes only.
 - iii. The U.S. DOT makes the final agency decision.

5. The APO reviews and determines the appropriate action regarding every complaint. The APO will recommend to the U.S. DOT, with a copy to MnDOT, not to proceed with or continue a complaint investigation if:
 - The complaint is, on its face, without merit.
 - The same allegations and issues of the complaint have been addressed in a recently closed investigation or by previous federal court decisions.
 - **The complainant's or injured party's refusal to cooperate (including refusal to give permission to disclose his or her identity)** has made it impossible to investigate further.
6. If an investigation is to be initiated, the APO determines the method of investigation and who will conduct the investigation.
7. The entire investigation process, including the submission of the final report of the investigation and recommendations to the U.S. DOT, with a copy to MnDOT, is to be carried out in a period not to exceed sixty (60) calendar days from the date the original complaint was received by the APO.
8. The APO acknowledges receipt of the allegation(s) within ten (10) working days. The complainant is notified of the proposed action to be taken to process the allegation(s). The notification letter contains:
 - The basis for the complaint.
 - A brief statement of the allegation(s) over which the APO has jurisdiction.
 - A brief statement of the APO jurisdiction over the recipient to investigate the compliant; and
 - An indication of when the parties will be contacted.
 - Depending on the nature of the complaint, the complaint will be referred to the following for final decision:
 - i. U.S. DOT.
 - ii. U.S. Department of Justice (DOJ)
9. The APO also notifies the U.S. DOT, with a copy to MnDOT within ten (10) calendar days of receipt of the allegations. The following information is included in the notification to the U.S. DOT:
 - Name, address, and phone number of the complainant.
 - Name(s) and address(es) of persons alleged to have been involved in the act.
 - Basis of alleged discrimination (i.e., race, color, national origin).
 - Date of the alleged discriminatory act(s).
 - Date complaint was received by the APO.
 - A brief statement concerning the nature of the complaint.
 - Other agencies (Federal, state, or local) with which the complaint has been filed.
 - An explanation of the actions the APO proposed to take to resolve the issues raised in the complaint.
10. The investigation consists of an in-depth, personal interview with the complainant(s). Information gathered in this interview includes but is not limited to: identification of each complainant by race, color, national origin; name of the complainant; a complete statement concerning the nature of the complaint, including names, dates, places, and incidents in the complaint; the date the complaint was filed; and any other pertinent information the investigator(s) feel is relevant to the complaint. The interview(s) is recorded, either on an audio tape or by an investigator taking notes. The investigator(s) arrange for the complainant to read, make necessary changes to, and sign the interview transcript or interview notes.
11. Following the interviews, the investigator(s) develops a report of the investigation and **recommendations based on the facts. The report contains the investigator's(s') findings, conclusions concerning each issue raised in the complaint, and recommendations for corrective action.** The report is the last document prepared by the investigator(s). Any other actions taken as a result of the **investigator's(s') findings and conclusions are the responsibility of APO management.**
12. The complainant receives a letter from the APO detailing the findings and any recommendations for corrective action to be taken based on the facts. All issues in the complaint are addressed. The complainant is informed that the final determination is made by the U.S. DOT.
13. The APO forwards the report of the investigation and recommendations to the U.S. DOT, with a copy to MnDOT. Included with the report is a copy of the complaint, copies of all documentation pertaining

14. The U.S. DOT makes the final agency decision.

LIST OF TRANSIT-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, OR LAWSUITS

The APO shall prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: Active investigations conducted by the FTA and entities other than FTA; lawsuits; and complaints naming the recipient.

The list shall include the date that the transit-related Title VI investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to the investigation, lawsuit, or complaint.

As of Jan. 29, 2018, there were zero (0) of complaints, lawsuits or active investigations against the Saint Cloud APO.

MINORITY REPRESENTATION ON BOARDS AND COMMITTEES

The membership of the Saint Cloud APO consists of thirty-five (35) Policy Board members, all of whom are residents of Minnesota. The members represent the Cities of Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park; the Counties of Stearns, Benton, and Sherburne, and the Township of LeSauk. There is an unfilled position on the Policy Board for Saint Cloud Metro Bus. Each member (or their appointed alternate) is entitled to one full vote. No eligible voting member has more than one vote. Two-thirds of the membership are local elected officials or their alternates. All of the Executive Board members are elected officials and thirty-one (31) Policy Board members are elected officials.

Members of the Technical Advisory Committee are chosen by the jurisdictions and put forth for membership. The APO places no restrictions on membership on the basis of race, color, national origin, gender, age, income status, or disability.

When asking agencies to appoint members, we encourage them to consider appointing minority members in order to include that representation.

APO Boards and Committees	Non Hispanic White	Black or African American	American Indian/ Alaska Native	Asian	Native Hawaiian/ Pacific Islander	Hispanic or Latino	Some Other Race
Executive Board	100%	0%	0%	0%	0%	0%	0%
Policy Board	100%	0%	0%	0%	0%	0%	0%
Technical Advisory Committee*	100%	0%	0%	0%	0%	0%	0%
Bicycle/ Pedestrian Advisory Committee	No formal Committee exists. Interested community members attend depending upon subject matter being discussed at meetings.						

*One non-voting member is African-American

Saint Cloud Area Planning Organization Title VI Complaint Form

Part I:				
Name:				
Address:				
Telephone (Home):		Telephone (Work):		
Electronic Mail Address:				
Accessible Format Requirements?	Large Print		Audio Tape	
	TDD		Other	
Part II:				
Are you filing this complaint on your own behalf?		Yes*	No	
*If you answered "yes" to this question, go to Section III.				
If not, please supply the name and relationship of the person for whom you are complaining:				
Please explain why you have filed for a third party:				
Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.		Yes	No	
Part III:				
I believe the discrimination I experienced was based on (check all that apply):				
<input type="checkbox"/> Race <input type="checkbox"/> Color <input type="checkbox"/> National Origin <input type="checkbox"/> Other (please explain)				
Date of Alleged Discrimination (Month, Day, Year):				

Explain as clearly as possible what happened and why you believe you were discriminated against. Describe all persons who were involved. Include the name and contact information of the person(s) who discriminated against you (if known) as well as names and contact information of any witnesses. If additional space is needed, please attach extra sheet(s).

Part IV

Remedy Sought [State the specific remedy sought to resolve the issue(s).]

Part V

Have you previously filed a Title VI complaint with this agency?	Yes	No
--	-----	----

Part VI

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State court? [] Yes [] No

If yes, check all that apply:

[] Federal Agency: _____

[] Federal Court: _____ [] State Agency: _____

[] State Court: _____ [] Local Agency: _____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name:

Title:

Agency:

Address:

Telephone:

Part VII

Name of agency complaint is against:
Contact person:
Title:
Telephone number:
Part VIII
You may attach any written materials or other information that you think is relevant to your complaint.
Signature and date required below:
Signature _____ Date _____

Please submit this form in person at the address below, or mail this form to:

Saint Cloud Area Planning Organization
Title VI Coordinator
1040 County Road 4
Saint Cloud, MN 56303

INSTRUCTIONS

GENERAL

1. Under Title VI of the Civil Rights Act of 1964 and the related statutes and regulations, no person or group(s) of persons shall, on the grounds of race, color, sex, age, national origin, disability/handicap, and income status, be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any and all programs, services, or activities administered by the Saint Cloud Area Planning Organization (APO). Any person or group(s) of persons who feel they have been discriminated against may file a complaint.
2. Instructions provided within this form are not meant to be all inclusive. Complainants are responsible for all procedural requirements.
3. Complainants must include all required information and must meet all timeframes as defined in the Saint Cloud APO Title VI Complaint Procedure.
4. Legible copies of all available pertinent documentation should be attached to this form.
5. All complaint forms must be submitted to: Saint Cloud APO, attn.: Title VI Coordinator, 1040 County Road 4, Saint Cloud, MN 56303.

PART I: Complete all information in this section.

PART II: Check applicable box.

PART III: Check all boxes that apply indicating the basis for the complaint. The discrimination must be based, at least, on the listed categories. Enter the date of the alleged discrimination. State the specific complaint in a manner that clearly identifies the issues upon which the complaint is based.

PART IV: State the minimum remedy acceptable for resolution of this complaint.

PART V: Check applicable box.

PART VI: Check box(es) that apply and provide information if applicable.

PART VII: Complete information if applicable.

PART VIII: Sign and date this section to verify the information contained in Parts I through VII.

Complaints filed with the U.S. Department of Transportation

Discrimination complaints based on race, color, national origin, may be filed with the Secretary, U.S. Department of Transportation, Room 4132, 400 Seventh St. SW, Washington, D.C. 20590. The complaint must be filed, in writing, no later than one hundred eighty (180) days after the date of the alleged discrimination, unless the time for filing is extended by the Secretary of the U.S. Department of Transportation.

APPENDIX H

SOCIAL MEDIA PLAN

The Saint Cloud Area Planning Organization (APO) is a comprehensive, intergovernmental transportation planning agency for the Saint Cloud metropolitan area. The organization is committed to coordinating long-range planning, in a fair and mutually beneficial manner, on selected issues transcending inter-jurisdictional boundaries for the betterment of the entire Saint Cloud area. The APO provides technical assistance to members and facilitates problem solving through constant, cooperative, intergovernmental communication.

In accordance with 23 CFR 450.316, as part of the APO's public outreach efforts to solicit comments and discussion on pertinent transportation issues, information must be available in electronically accessible formats. Through the use of social media, the APO is further able to comply with these federally mandated regulations.

It is the intent the APO will utilize social media to interact with residents and gain insight into the important issues facing the Saint Cloud metropolitan area. This effort is in addition to the comments and interaction that currently occurs through the [organization's website](http://www.stcloudapo.org) (www.stcloudapo.org).

The views expressed by public users in comments are their own and do not necessarily reflect the opinions, policies, or priorities of the APO.

Communications with the APO, whether through social media, email, or traditional mail are subject to Minn. Stat. Chapter 13, the Minnesota Government Data Practices Act. The APO takes public comments seriously and will consider all comments received. Removal of data from a social media post does not mean that the comments were not given appropriate consideration.

The Saint Cloud APO has an official [Facebook page](http://www.facebook.com/stcloudapo) (www.facebook.com/stcloudapo). By liking and/or following this page, participants can expect regular updates covering the following topics:

- News releases on the organization.
- Information about public meetings and public participation outreach events.
- News (including photos and videos) of regional interest.
- Polls and other survey techniques used to provide feedback on APO plans.
- Shared content from other Facebook users or websites APO staff members believe would be of interest to followers and that support the goals and mission of the APO.

The number of daily posts to the Saint Cloud APO social media page(s) will vary. Responses to comments will occur 8 a.m. to 4:30 p.m. CST/CDT Monday through Friday with the exception of holidays.

Public comments on posts made by the APO are highly encouraged. Individual users are fully responsible for anything they post in comments including links, videos/photos and other material.

The APO uses social media platforms to inform residents and stakeholders about important relevant issues and to solicit public input on draft plans, policies, and other products of the APO. The APO Executive Director reserves the right to remove comments and/or block users if users engage in the following behaviors:

- Threats of violence or other potentially criminal behavior.
- Hate speech.
- Profanity, obscenity, or vulgarity.
- Nudity in pictures or videos.
- Defamation to a person or people.

- Name calling and/or personal attacks.
- Comments that are promotional in nature.
- Comments that infringe on copyright.
- Spam comments.
- Other comments the APO Executive Director deems inappropriate.

APPENDIX I

Sign-In sheet example

Metropolitan Transportation Plan 2045 Public Input Meeting
March 16, 2017

Please Sign In (Please Print Legibly)

Name	City of Residence	Email Address (if you wish to receive future communications about the project)

APPENDIX J

"I Speak" Cards

Remainder of this page left intentionally blank

**2004
Census
Test**

United States
**Census
2010**

LANGUAGE IDENTIFICATION FLASHCARD

- | | | |
|--------------------------|---|------------------------|
| <input type="checkbox"/> | ضع علامة في هذا المربع إذا كنت تقرأ أو تتحدث العربية. | 1. Arabic |
| <input type="checkbox"/> | Խոսդրում ենք նշանը կատարեք այս քառակուսում,
ևթե խոսում կամ կարդում եք հայերեն։ | 2. Armenian |
| <input type="checkbox"/> | যদি আপনি বাংলা পড়েন বা বলেন তা হলে এই কার্ডে দাগ দিন। | 3. Bengali |
| <input type="checkbox"/> | ឃុំមិន្ទាក់ក្នុងប្រអប់ទេ៖ ចិត្តភាព ប្រើយាយភាសា នេះ។ | 4. Cambodian |
| <input type="checkbox"/> | Motka i kahhon ya yangin မိတ်မိန္ဒာ' manaitai pat မိတ်မိန္ဒာ' kumentos Chamorro. | 5. Chamorro |
| <input type="checkbox"/> | 如果你能读中文或讲中文, 请选择此框。 | 6. Simplified Chinese |
| <input type="checkbox"/> | 如果你能讀中文或講中文, 請選擇此框。 | 7. Traditional Chinese |
| <input type="checkbox"/> | Označite ovaj kvadratič ako čitate ili govorite hrvatski jezik. | 8. Croatian |
| <input type="checkbox"/> | Zaškrtněte tuto kolonku, pokud čtete a hovoříte česky. | 9. Czech |
| <input type="checkbox"/> | Kruis dit vakje aan als u Nederlands kunt lezen of spreken. | 10. Dutch |
| <input type="checkbox"/> | Mark this box if you read or speak English. | 11. English |
| <input type="checkbox"/> | اگر خواندن و نوشتمن فارسی بلد هستید، این مربع را علامت بزنید. | 12. Farsi |

- Cocher ici si vous lisez ou parlez le français. 13. French
- Kreuzen Sie dieses Kästchen an, wenn Sie Deutsch lesen oder sprechen. 14. German
- Σημειώστε αυτό το πλαίσιο αν διαβάζετε ή μιλάτε Ελληνικά. 15. Greek
- Make kazye sa a si ou li oswa ou pale kreyòl ayisyen. 16. Haitian Creole
- अगर आप हिन्दी बोलते या पढ़ सकते हों तो इस बक्स पर चिह्न लगाएँ। 17. Hindi
- Kos lub voj no yog koj paub twm thiab hais lus Hmoob. 18. Hmong
- Jelölje meg ezt a kockát, ha megérte vagy beszéli a magyar nyelvet. 19. Hungarian
- Markaam daytoy nga kahon no makabasa wenco makasaoka iti Ilocano. 20. Ilocano
- Marchi questa casella se legge o parla italiano. 21. Italian
- 日本語を読んだり、話せる場合はここに印を付けてください。 22. Japanese
- 한국어를 읽거나 말할 수 있으면 이 칸에 표시하십시오. 23. Korean
- ໃຫ້ມາປິສ່ວ່ອງນີ້ ຖ້າທ່ານອ່ານຫຼືປາກພາກລາວ. 24. Laotian
- Prosimy o zaznaczenie tego kwadratu, jeżeli posługuje się Pan/Pani językiem polskim. 25. Polish

- Assinale este quadrado se você lê ou fala português. 26. Portuguese
- Însemnați această căsuță dacă citiți sau vorbiți românește. 27. Romanian
- Пометьте этот квадратик, если вы читаете или говорите по-русски. 28. Russian
- Обележите овај квадратић уколико чitate или говорите српски језик. 29. Serbian
- Označte tento štvorček, ak viete čítať alebo hovoriť po slovensky. 30. Slovak
- Marque esta casilla si lee o habla español. 31. Spanish
- Markahan itong kuwadrado kung kayo ay marunong magbasa o magsalita ng Tagalog. 32. Tagalog
- ให้คุณเครื่องหมายลงในช่องถ้าท่านอ่านหรือพูดภาษาไทย. 33. Thai
- Maaka 'i he puha ni kapau 'oku ke lau pe lea fakatonga. 34. Tongan
- Відмітьте цю клітинку, якщо ви читаєте або говорите українською мовою. 35. Ukrainian
- اگر آپ اردو پڑھتے یا بولتے ہیں تو اس خانے میں نشان لگائیں۔ 36. Urdu
- Xin đánh dấu vào ô này nếu quý vị biết đọc và nói được Việt Ngữ. 37. Vietnamese
- באציגנט דעם קעסטל אויב אויר ליעננט אדער רעדט אידיש. 38. Yiddish

Waxaan u baahnahay turjubaan
Somali ah.

I need a Somali interpreter.

Waxaan u baahnahay turjubaan
Somali ah.

I need a Somali interpreter.

Waxaan u baahnahay turjubaan
Somali ah.

I need a Somali interpreter.

Waxaan u baahnahay turjubaan
Somali ah.

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I need a Somali interpreter.

Waxaan u baahnahay turjubaan
Somali ah.

I need a Somali interpreter.

Source: Minnesota Department of Human Services

APPENDIX K

PUBLIC INPUT

In compliance with Federal regulations outlined in 23 CFR §450.316, the Saint Cloud Area Planning Organization's Stakeholder Engagement Plan (SEP) was open to public review for a period of forty-five (45) calendar days starting on Monday, Jan. 29 through Thursday, March 15, 2018.

Notification of this open comment period was published in the Saint Cloud Times, the [APO website](http://www.stcloudapo.org) (www.stcloudapo.org), and on the [APO's Facebook page](https://www.facebook.com/stcloudapo/) (www.facebook.com/stcloudapo/). Copies of the SEP were also emailed to a list of stakeholders including MnDOT, APO Executive Board members, APO Technical Advisory Committee members, Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus), and organizations identified as working closely with environmental justice populations.

The APO received two (2) comments during this solicitation period. They can be found in the table below.

Number of respondents	Source	Comment	Disposition	Date recorded by APO staff
1	Website	"I was reviewing the Stakeholder Engagement Plan (SEP) and noticed that the Bicycle Pedestrian Advisory Committee (BPAC) is set up to advise the Technical Advisory Committee (TAC). My concern with the BPAC is the frequency of the meetings. It is listed 'as needed.' I would argue there is great value in having an active BPAC group. While the TAC may only SEEK the BPAC advice 'as needed,' there is a real need for an active Bike/Ped group inside the APO and in Central MN. It would be my hope that the APO might schedule and engage the BPAC maybe six times/year, certainly at least quarterly. I'm looking forward to great thing[s] in the future for bikes/peds here in the Saint Cloud Area."	APO staff is working to establish a regular meeting schedule for the BPAC committee.	Feb. 9, 2018
1	Email	"Hi. Please FIX the ADA statement. It is not correct and could get APO in trouble. I feel like I have mentioned this before. Please contact Kristie Billiar at MnDOT who might be able to help you with a more inclusive ADA statement. I have cc-ed her."	APO staff contacted both MnDOT ADA Program and Policy official Kristie Billiar and MnDOT Title VI Coordinator Jonica Carr to address the ADA statements added to the document. Working together with MnDOT officials, APO staff have crafted the ADA agenda notification as presented in this document.	March 1, 2018

APPENDIX L

U.S. Department of Justice

Civil Rights Division

Disability Rights Section

Expanding Your Market

Accessible Information Exchange: Meeting on a Level Playing Field

Introduction

Meetings between businesses and people with disabilities – whether related to researching customer preferences, developing a business education curriculum, or discovering effective ways to comply with the ADA – can result in innovative ideas and powerful collaborations that bring greater access to customers with disabilities and attract new customers to businesses. *Gathering Input from Customers with Disabilities* (<http://www.ada.gov/custinfo.pdf>)

For these meetings to be successful, everyone involved must have an equal opportunity to participate. Three components are key to presenting meetings that are accessible to people with disabilities: where the meeting is held, how the meeting room furniture is arranged, and how the meeting information is communicated. Event organizers will find that when these elements are accessible, they serve not only the participants with disabilities but also a wide range of others, including older adults, baby boomers, and people with temporary disabilities.

Accessible Meeting Location

People attending a meeting are concerned about where to find parking, the building entrance, the meeting room, and restrooms. People with disabilities are no exception. Accessible meeting locations are of primary importance to people with mobility disabilities; accessible locations also ensure easier movement for people who are blind or have low vision. Minimum requirements for an accessible temporary event include the following accessible elements: parking; route to the building entrance from accessible parking spaces, drop-off areas and other accessible elements (e.g., route from a bus stop) within the site; building entrance; route to the meeting room; meeting room; and restrooms.

Accessible Room Set-Up

Once an accessible site is selected, it is essential that the meeting room furniture be arranged to allow everyone to fully participate. An accessible floor plan is one in which people who use mobility devices (e.g., wheelchairs, scooters, walkers, crutches, canes) can maneuver throughout and use the amenities independently; people who are blind or have low vision can navigate easily and safely; people who are deaf or have hearing loss can use assistive listening systems and see speakers, interpreters, and captioning; and all participants feel comfortable and ready to be engaged in discussion.

Accessible Presentation of Meeting Content

An accessible meeting presentation ensures that all participants have equal access to the meeting's content. Auxiliary aids and services bridge communication between people who are deaf or have hearing loss and people who are hearing so that each can understand the other. Assistance may include qualified sign language and oral interpreters, assistive listening systems, and realtime captioning (also called CART -- communication access realtime translation or computer-aided realtime translation) services. Accessible exchange of information for people who are blind or have low vision may require that printed materials are provided in alternate formats (e.g., Braille, large print, on CD) or that notetakers are provided. The auxiliary aids and services needed at any one event will depend both on the participants and the meeting's format, content, and handouts.

Arranging an Accessible Meeting Space

This list of reminders can serve as a guide to creating accessible meeting room floor plans.

Seating Locations: Set up the meeting room to provide access to all participant seating locations, the speakers' area, and refreshments. An accessible seating plan requires aisles that are at least 36 inches wide and have sufficient turning space (e.g., a 60-inch diameter circle) in key locations throughout the room.

These dimensions allow people using mobility devices (e.g., wheelchairs, scooters, walkers, canes, and crutches) to independently enter and exit the room and move throughout the space, sit with other participants, participate as speakers, and get refreshments. Remember, when measuring the accessible route through the space, measure the aisle width as if the chairs are pulled out and occupied.

Registration Table: If a table for registration and handouts is provided, make sure that people with mobility disabilities can approach it and turn around easily to move away again. Place handouts at the front edge of the table to make them easier to reach for participants both seated and standing.

Refreshment Table: If refreshments are served, allow sufficient floor space for people with mobility disabilities to approach the tables. Arrange all food, plates, glasses (supplement stemware with standard drinking glasses for people who have limited hand mobility), straws (for people who have difficulty drinking directly from glasses), utensils, and napkins within the reach range of people who are of short stature or use a wheelchair. Avoid billowing or long tablecloths that pool on the floor -- wheelchair wheels and tips of canes, crutches, and walkers can easily catch on flowing linens and pull them off surfaces. Provide assistance to people who may need help filling their plates and bringing food and drinks back to their tables.

Protruding Objects: Some people who are blind or have low vision use canes to detect objects along a route. One element of a barrier-free meeting space for participants who are blind or have low vision requires cane-detectable protruding objects and sufficient head clearance. Wall-mounted objects, with bottom edges between 27 inches and 80 inches above available, either eliminate the use of a podium for everyone (e.g., have everyone sit at a head table with a tabletop microphone) or provide the speaker who has a disability with a hand-held or lavaliere microphone to allow her to speak from a position next to the podium. Provide the speaker with a disability with a small table on which to put lecture notes and a glass of water.

Stage or Dais: If a stage or raised platform is not accessible to all speakers, do not use it. It is insulting to ask a speaker with a mobility-related disability to be the only person to present from below stage level.

Service Animals: Ensure that all participants and the meeting site staff understand that the ADA requires that service animals are allowed to enter the building and remain with their owners throughout the meeting. [ADA Business Brief on Service Animals](#)

Seating for Communication: Arrange the lighting and meeting room furniture to facilitate communication among participants, interpreters, and realtime captioners. Try to arrange furniture away from windows or cover the windows so that participants, speakers, and interpreters are not silhouetted by the natural backlighting, which makes speechreading difficult.

Podium: If a podium is used, some speakers who use mobility devices may not be able to use one that is standard height. If possible, provide an adjustable-height podium for all presenters at the meeting. If one is not available, either eliminate the use of a podium for everyone (e.g., have everyone sit at a head table with a tabletop microphone) or provide the speaker who has a disability with a hand-held or lavaliere microphone to allow her to speak from a position next to the podium. Provide the speaker with a disability with a small table on which to put lecture notes and a glass of water.

Presenting Meeting Content Accessibly

This list of reminders can serve as a guide to presenting meeting content in an accessible way.

Invitation Information: Include in the invitation clear information about the meeting's accessibility, which tells a prospective participant with a disability that the host understands the issues and that the guest will feel welcomed, comfortable, and able to participate fully in the meeting. Information should include the accessibility of the meeting's location, how to request services for the meeting (e.g., Braille, sign language interpreters, readers), and accessible means to respond to the invitation (e.g., telephone, TTY, text messaging, email).

Written Agenda: Provide a written agenda along with the invitation. Agendas help not only to direct the content of the meeting but also to assist participants in anticipating topics and following the meeting flow. Include beginning and ending times of the meeting to assist people in scheduling accessible transportation and quantifying the time required for participation.

Key Meeting Points: Writing key points from the presentations and discussion on a blackboard or easel-mounted chart pad helps everyone follow the meeting's proceedings.

Auxiliary Aids and Services: If auxiliary aids and services are requested by guests, meeting organizers will need to address before the meeting takes place how to provide such services as interpreters, realtime captioning, and notetakers.

Providing Background Information to People with Sensory Disabilities: At the beginning of the meeting, ask all participants to introduce themselves. This not only serves as an ice-breaker, but also lets people who are blind or have low vision know who is at the meeting. Ask participants to talk one at a time and identify themselves during the discussion so that participants who are blind or have low vision and participants who are deaf or have hearing loss (through the realtime captioner or the interpreter) know who is speaking.

Audiovisual Presentations: If a presentation includes audiovisuals (e.g., computer presentation, video, or printed charts and graphics), it will be necessary to have the visuals described for people who are blind or have low vision. Audio description does not have to be presented separately. The speaker can describe visuals as part of her lecture. It will be helpful to presenters who are not trained audio describers to talk with participants who are blind or have low vision beforehand about the type and level of detail that is useful. If the presentation is provided to participants in print, the handouts must also be accessible.

It is also necessary to have the narration captioned or interpreted for guests who are deaf or have hearing loss. Where there is no captioning on the audiovisual itself, interpreters or realtime captioners can help supply the text.

For more information about the ADA and businesses, call the Department's toll-free ADA Information Line:
800-514-0301•voice or 800-514-0383•TTY

Or, look for the **ADA Business Connection** link on the Department's ADA technical assistance website
www.ada.gov.

April 2009

Providing Auxiliary Aids and Services

A meeting that is accessible to people with sensory disabilities enables them to understand the meeting's presentations and to participate in the discussions.

To provide effective communication for participants who are deaf or have hearing loss or who are blind or have low vision, meeting organizers may need to provide auxiliary aids and services, which may include, for example:

- (for people who are deaf or have hearing loss) qualified interpreters, notetakers, realtime captioning, written materials, assistive listening systems, and open and closed captioning.
- (for people who are blind or have low vision) qualified readers, notetakers, texts on CD, audio recordings, Brailled materials, and large print materials.

Some of these aids (e.g., large print, written materials) can be produced by the meeting organizers while some will require a professional service provider. Find out which services are available in the local area, where to obtain them, and how long it takes to arrange for them. For help in locating service providers, call a local Center for Independent Living (CIL) or regional Disability and Business Technical Assistance Center (DBTAC).

When choosing a date for the meeting, make the length of time needed to contract for auxiliary aids and services a key factor in the date selection process. In some locations, for example, it can take several weeks to find and hire an interpreter or to have a document printed in Braille. If the aids and services are provided only after a request from a participant, also plan any invitation response deadlines to accommodate these time constraints. As soon as a participant makes a request for services, contact the appropriate provider of auxiliary aids or services to get the request filled. Be sure to ask what specific services or aids they prefer.

Note: If providing a particular auxiliary aid or service at the meeting will result in an undue burden (i.e., will cause significant difficulty or expense) for the organizers, the organizers are not required to provide that exact service. However, they must try to find an alternative auxiliary aid or service that will not result in an undue burden but will ensure that participants with disabilities can participate fully in the session. Talk with the participant to find the best solution.

Once the service provider is contracted, find out before the meeting what information is needed to do the job effectively. For example:

- Interpreters and real-time captioners will be better able to interpret and transcribe meeting proceedings if they can review ahead of time the agenda, speaker and participant list (for proper name spellings), written handouts, and background information about the meeting topic.
- A supplier of assistive listening systems will have to know if the person requesting services uses a hearing aid, has a cochlear implant, or does not wear a personal device but benefits from amplification.

On the day of the meeting, introduce the service providers to the participants who requested the services. Talk with them all to ensure that seating, lighting, and equipment are in place for effective delivery of the services. For example, people who are deaf or have hearing loss need to see the interpreter throughout the meeting. If the room lights are lowered for audiovisual presentations, separate lighting on the interpreter may be needed. Ensure that assistive listening systems are in working order with sufficient battery power for the entire meeting.

Many participants who are deaf or have hearing loss prefer to see both the interpreter and the speaker during a presentation. If the speaker is positioned at a podium in front of the room, it may be best to have the interpreter stand beside the podium. For other meeting formats and room arrangements, talk with the participants who are deaf or have hearing loss and the interpreters to find the best way to maintain the line of sight between them.

Evaluating the Accessibility of a Meeting Site

A meeting site that is usable by most people with disabilities has, at minimum, the following six accessible features:

Feature 1 Parking and Passenger Drop- Off Areas

Feature 2 Routes to the Building Entrance

Feature 3 Building Entrance

Feature 4 Routes to the Meeting Space

Feature 5 Meeting Space

Feature 6 Restrooms

The following descriptions and accompanying images are designed to help determine if a meeting location has the most basic accessible features needed by participants with disabilities. If not, sometimes a temporary modification can be made that will create access for the day of the meeting. It is essential to remember, however, that such temporary access does not relieve facility owners of their continuing obligations under the ADA to remove barriers and provide increased access to people with disabilities after the meeting has ended.

Linked to the descriptions of accessible features are several common access barriers and suggestions for removing them temporarily. By reading the descriptions, carefully reviewing the images provided, and considering temporary barrier removal suggestions, organizers can determine whether a meeting place accommodates all participants either as is or with some short-term changes. If a meeting site cannot be made at least temporarily accessible, another site should be selected.

To access the legal minimum standards associated with each feature, see the [ADA Standards for Accessible Design](http://www.ada.gov/stdspdf.htm) (<http://www.ada.gov/stdspdf.htm>) The Standards are also available on the [U.S. Department of Justice website](http://www.ada.gov) (www.ada.gov) or by calling 800-514-0301 (voice) or 800-514-0383

Feature 1 - Parking and Passenger Drop-Off Areas

When parking is provided for meeting participants, accessible parking must be provided for participants with disabilities. Those who arrive by car or van need an accessible parking space as close as possible to an accessible entrance. The accessible parking space has an adjacent and parallel access aisle that provides needed room for a person to open the car door fully and then to stand with the aid of a walker or crutches, to transfer to a wheelchair, or to lower a wheelchair lift. In order to be usable, the access aisle must be level, clear of gravel or mud, and the surface must be in good condition without wide cracks or broken pavement.

If there is a drop-off area for meeting participants, an accessible passenger drop-off area is also necessary. An accessible drop-off area has a level access aisle that is adjacent and parallel to the vehicle space to serve the same purposes as described above for a parking access aisle.

The access aisles of both the parking space and passenger drop-off area connect directly to an accessible route that leads to an accessible building entrance. When an accessible route crosses a curb, a curb ramp must be provided. [ADA Standards for Accessible Design: \(<http://www.ada.gov/stdspdf.htm>\)](http://www.ada.gov/stdspdf.htm)

Feature 2 - Routes to the Building Entrance

There must be at least one exterior accessible route that connects accessible parking spaces and other accessible elements within the site, such as accessible drop-off areas or a route from a bus stop to an accessible building entrance. The accessible route is essential for people who have difficulty walking or who use wheelchairs or other mobility devices to get to the accessible entrance of the meeting site.

An accessible route is at least 36 inches wide for the entire length of the route. (It may narrow briefly to 32 inches wide at utility poles, post-mounted signs, street furniture, and doorways.) Abrupt level changes, steps, or steeply sloped sidewalks cannot be part of an accessible route. Where ramps are used, they cannot be steeper than 1:12 (8.33% incline). Ramps with a vertical rise of more than 6 inches must have handrails on both sides. Ramps must also have edge protection to stop crutch and walker tips and wheelchair wheels from slipping off the sides, and level landings at the top and bottom of each segment and where a ramp changes direction.

Wherever possible, the accessible route should coincide with the main route to the building. However, if an accessible route is different from the route used by other participants, signs are required at key decision points to direct participants with disabilities to the accessible route to the building.

It is important to note that people who are blind or have low vision may use all routes -- not only the accessible ones -- that lead to a building.

Therefore, objects that do not provide sufficient head clearance or that are mounted too high and protrude into a route can become hazards because they cannot be detected by people who are blind or have low vision and use canes. All routes must be free of overhanging objects that are less than 80 inches above the ground. There must also be no objects that protrude more than 4 inches into the route when the bottom edges of the objects are between 27 inches and 80 inches above the ground. Examples of potential protruding objects include handrail extensions on stairs and ramps, post- or wall-mounted signs, outdoor drinking fountains, and low-hanging tree limbs. *ADA Standards for Accessible Design* (<http://www.ada.gov/stdspdf.htm>)

Feature 3 - Building Entrance

An accessible meeting location must have at least one accessible entrance that is connected to an accessible route. An accessible entrance must provide at least one accessible door with maneuvering space, accessible door hardware, and enough clear width to allow people who use crutches, canes, walkers, scooters, or wheelchairs to use it.

The accessible entrance should be the main entrance whenever possible. If the accessible entrance is *not* the main entrance to the meeting site, then signs must be located at all inaccessible entrances to direct participants to the accessible one. The accessible entrance must remain unlocked when the meeting is taking place. *ADA Standards for Accessible Design:* (<http://www.ada.gov/stdspdf.htm>)

Feature 4 - Routes to the Meeting Space

The accessible route to the meeting space must have the same characteristics as the *accessible route to the building entrance*. *ADA Standards for Accessible Design:* (<http://www.ada.gov/stdspdf.htm>)

The interior accessible route connects the accessible entrance with the meeting space. Typically made up of hallways, corridors, and interior rooms and spaces, the accessible route is essential for people who have difficulty walking or who use wheelchairs or other mobility devices.

It is important to note that people who are blind or have low vision may use all routes -- not only the accessible ones -- that lead to the meeting space. Therefore, objects that do not provide sufficient head clearance or that are mounted too high and protrude into a route can become hazards because they cannot be detected by people who use white canes. (See Route to the Building Entrance for a detailed description.) Items

that can become hazards include wall-mounted fire extinguishers, display cases, and sconces, as well as open staircases, overhead signs and banners, and the curved sides of arched doorways.

Feature 5 - Meeting Space

The meeting space must have an accessible floor plan as described in "Arranging an Accessible Meeting Space."

Feature 6 – Restrooms

If restrooms are available to meeting participants, then accessible restrooms must also be available to participants with disabilities. Accessible restrooms should be in the same basic location as other restrooms. An accessible stall has a door wide enough to enter; floor space for a wheelchair user to roll up to the toilet; grab bars on the back and side wall nearest the toilet to support the person as he transfers from and back to his wheelchair; a toilet seat at wheelchair seat height to facilitate transfer; a flush valve and toilet paper dispenser within reach; and door hardware that does not require tight pinching, twisting, or grasping to use.

An accessible lavatory has floor space in front so that a wheelchair user can approach it, knee clearance so the person can pull under it, and a lowered top surface height so the person can reach the faucets and soap dispenser and use the bowl easily. The lavatory's hot water and drain pipes have to be insulated or configured to prevent leg burns or injuries, and the lavatory may not have sharp or abrasive surfaces underneath. Faucets cannot require tight pinching, twisting, or grasping to operate (i.e., they are operable with a closed fist). An accessible lavatory is not necessarily one with an extended shallow bowl – many different lavatories can work if installed properly. Soap dispensers, paper towel dispensers, hand dryers, and trash cans should be near the sink (but not blocking fixtures or dispensers) and within the reach range of someone who is seated or of short stature. Ensure that furniture (e.g., a chair, a large trash can) does not block maneuvering clearances at doors or fixtures and that hand dryers and dispensers are not mounted where they become protruding objects. *ADA Standards for Accessible Design:* (<http://www.ada.gov/stdspdf.htm>)

Temporary Barrier Removal Suggestions for Accessible Features

Feature 1 - Temporary Barrier Removal, Parking and Passenger Drop-Off Areas

Barrier	Modification
Parking is available, but no accessible parking is provided or there are not enough accessible parking or van-accessible spaces.	Find a level parking area near the accessible entrance and designate that area for accessible parking. Use a group of three standard parking spaces to make two accessible parking spaces that are located on either side of an access aisle (which is created from the middle standard space). Traffic cones or other temporary elements may be used to mark the spaces and keep cars from parking in the access aisles. Provide a sign to designate each accessible parking space and make sure the access aisle of each space is connected to the accessible route to the accessible entrance.
Accessible parking is provided, but spaces do not have a marked access aisle next to them.	Restripe the accessible parking spaces to provide an access aisle. As a temporary solution for the meeting day, use traffic cones to mark off the access aisle and curb ramp area. The first accessible parking space provided should be a van accessible parking space with an access aisle that is at least 96 inches wide to accommodate a van's wheelchair lift or ramp.
Accessible parking spaces, passenger drop-off areas, or access aisles are on sloped surfaces.	Find a level parking area that is close to the accessible entrance. Provide accessible parking spaces and access aisles in that area. Use one parking space next to the accessible parking spaces to serve as an accessible drop-off area. Make sure the accessible parking spaces and drop-off area connect to an accessible route to the entrance. Provide a sign designating each accessible parking space.
No sign with the international symbol of accessibility is installed at each accessible parking space.	Provide a temporary sign in front of each accessible parking space.
There is insufficient vertical clearance of at least 98 inches (8 feet – 2 inches) for the vehicle route to the parking space, the parking space, the access aisle, and along the vehicle route to the exit for high-top or large vans.	Remove or raise low objects along the route or relocate each van accessible space.

Feature 2 - Temporary Barrier Removal for Routes to the Building Entrance

Barrier	Modification
The sidewalk connecting parking to the meeting site entrance is too steep to be accessible.	Find another route that can serve as the accessible route or provide parking services or parking in another location (e.g., valet parking).
The accessible route crosses a curb and no curb ramp is provided.	Install a portable ramp that has an incline with a slope no steeper than 1:12 (8.33%) with edge protection.
One or two steps are part of the walkway leading to the accessible entrance.	Install a portable ramp that has an incline with a slope no steeper than 1:12 (8.33%) with edge protection and handrails, if needed.
Branches or other objects over a walkway or pedestrian route are less than 80 inches above the walk.	Prune the branches or remove the items that are hanging below 80 inches. Another approach is to install a detectable barrier under the item that is too low. The detectable barrier must be within the range of 27 inches or lower above the route.
One or more objects protrude too far from the side into the circulation path causing a hazard for people who are blind or who have low vision.	<p>When people who are blind or who have low vision use a cane to detect hazards, objects located at 27 inches or lower are detectable. When an object is located more than 27 inches off the ground, it is a hazard if the object protrudes into the circulation path. To make a protruding object detectable:</p> <ul style="list-style-type: none"> • Place an object or a barrier below the protruding object in the cane-detectable area not more than 27 inches above the ground. • If the protruding object can be moved, lower the object so its bottom is within the cane-detectable area (not more than 27 inches above the ground). • Prune or alter the protruding object so it does not protrude into the path.

The undersides of exterior stairs are not enclosed or protected with a cane-detectable barrier.

Add a barrier or enclosure below the stair or relocate the route away from the stair. Enclosing the area below the stair or installing a cane-detectable barrier helps a person who is blind or has low vision stop before hitting her head.

Feature 3 - Temporary Barrier Removal for the Building Entrance

Barrier	Modification
One or two steps at the main entrance prevent access.	If another entrance is accessible and on an accessible route from accessible parking, install a directional sign at the main entrance directing participants to the accessible entrance. Keep the accessible entrance unlocked during meeting hours. If another accessible entrance is not available, install a temporary ramp with edge protection and handrails.
There is a small step at the entrance.	Install a short temporary ramp to provide a smooth transition, with a slope no steeper than 1:12 (8.33%) and edge protection and handrails, if needed.
The entrance door threshold has an abrupt change in level of more than 1/4 inch and no beveled sides.	If the threshold is between 1/4 and 1/2 inch high, add beveled surfaces to both sides of the threshold. Or, replace with a new threshold that is no more than 1/2 inch high and has beveled sides.
The entrance door to the building is heavy and difficult to open.	Keep the door propped open or station volunteers near the door to open it for participants.
The entrance door does not have at least 18 inches of maneuvering clearance on the latch side of the door.	Move whatever is blocking the maneuvering clearance, keep the door propped open, or station volunteers near the door to open it for participants.
The door or one side of a double-leaf door at the accessible entrance provides less than 32 inches clear-passage width when the door is open 90 degrees.	Find another entrance with an accessible door, or prop both doors open during meeting times.
The door handle and/or latch at the entry door is not accessible.	There are four typical solutions: 1) add an accessible pull or handle to the outside of the door and leave the door unlatched; 2) install an accessible door handle and hardware; 3) leave the door propped in an open position; or 4) have someone open the door.

Feature 4 - Temporary Barrier Removal for Routes to the Meeting Space

Barrier	Modification
One or more steps along the hallway to the meeting space block access.	Install a portable ramp that has an incline with a slope no steeper than 1:12 (8.33%) with edge protection and handrails, if needed. Or, relocate the accessible meeting to another area that is on an accessible route.
The meeting space is not on an accessible route and cannot be made accessible.	Look for another area where an accessible meeting may be presented.
Pedestrian routes that lead to or serve the meeting space have objects that protrude from the side more than four inches into the route with the bottom of the object more than 27 inches above the floor. Note: These objects may be wall mounted or freestanding. Items to check include wall-mounted fire extinguishers, light fixtures, coat hooks, shelves, drinking fountains, and display cases.	Place a detectable object on the floor below each object to remove the hazard.
Pedestrian routes leading to or serving the meeting space have overhead objects with the bottom edge less than 80 inches above the floor.	Place a detectable object on the floor below each object to remove the hazard.

Feature 5 - Temporary Barrier Removal for Meeting Space

Barrier	Modification
Routes within the meeting space have objects that protrude from the side into the route with the bottom of the object more than 27 inches above the floor.	Place a detectable object on the floor below each object to remove the hazard.
Pedestrian routes leading to or serving the meeting space have overhead objects with the bottom edge less than 80 inches above the floor.	Place a detectable object on the floor below each object to remove the hazard.
The room has a fixed stage or platform with one or more steps leading up to it.	Install a portable ramp with edge protection and handrails or a portable lift next to the stage. Or, have all presenters speak from the main floor.

Feature 6 - Temporary Barrier Removal for Restrooms

Barrier	Modification
There is no accessible public restroom near the meeting space.	Find the nearest accessible public restroom in the building. Determine the shortest accessible route to that restroom from the meeting space and offer specific directions to participants.
Dispensers and hand dryers in the restroom are not within reach of someone who uses a wheelchair or scooter.	Place toilet paper, soap, and paper towels on a clean, horizontal surface that is within reach.
Hand dryers and dispensers with a bottom edge higher than 27 inches above the floor protrude more than four inches into the route.	Place a detectable object on the floor below each dryer and dispenser to remove the hazard for the meeting day.

Additional Resources for Technical Assistance and Locating Accessibility Services

Region 1 (CT, ME, MA, NH, RI, VT)

DBTAC: New England ADA Center
Adaptive Environments Center, Inc. 180-
200 Portland Street, First Floor Boston,
MA 02114
(617) 695-1225 (V/TTY)
(617) 482-8099 (Fax)
[DBTAC Region 1 website](#)
(<http://adaptiveenvironments.org/neada/site/home>)

Region 4 (AL, FL, GA, KY, MS, NC, SC, TN)

DBTAC: Southeast ADA Center 490
Tenth Street
Atlanta, GA 30318
404-385-0636 (V/TTY/Spanish)
404-385-0641 (fax)
[DBTAC Region 4 website](#)
(<http://www.sedbtac.org>)

Region 2 (NJ, NY, PR, VI)

DBTAC: Northeast ADA Center Cornell
University
Northeast ADA & IT Center
331 Ives Ithaca, NY 14853-3901
607-255-8348
607-255-6686 (TTY)
607-255-2763 (Fax)
[DBTAC Region 2 website](#)
(<http://www.ilr.cornell.edu/edi/dbtacnortheast/index.cfm>)

Region 3 (DE, DC, MD, PA, VA, WV)

DBTAC: Mid-Atlantic ADA Center
TransCen, Inc.
451 Hungerford Drive, Suite 607
Rockville, MD 20850
301-217-0124 (V/TTY)
301-217-0754 (Fax)
[DBTAC Region 3 website](#)
(<http://www.adainfo.org>)

Region 5 (IL, IN, MI, MN, OH, WI)

DBTAC: Great Lakes ADA Center
University of Illinois at Chicago
Department on Disability & Human
Development (MC 728)
1640 West Roosevelt Road, Room 405
Chicago, IL 60608
(312) 413-1407 (V/TTY)
(312) 413-1856 (Fax)
[DBTAC Region 5 website](#)
(<http://www.adagreatlakes.org>)

Region 6 (AR, LA, NM, OK, TX)

DBTAC: Southwest ADA Center
2323 South Shepherd Boulevard, Suite 1000
Houston, TX 77019
(713) 520-0232 (V/TTY)
(713) 520-5785 (Fax)
[DBTAC Region 6 website](#)
(<http://www.dlrp.org>)

The ILRU also provides contact information for
federally-funded Centers for Independent Living
around the country.

Region 7 (IA, KS, MO, NE)

DBTAC: Great Plains ADA Center University of Missouri/Columbia 100 Corporate Lake Drive Columbia, MO 65203
(573) 882-3600 (V/TTY)
(573) 884-4925 (Fax)
[DBTAC Region 7 website](http://www.adaproject.org)
(<http://www.adaproject.org>)

Region 8 (CO, MT, ND, SD, UT, WY)

DBTAC: Rocky Mountain ADA Center Meeting the Challenge, Inc.
3630 Sinton Road, Suite 103 Colorado Springs, CO 80907 (719) 444-0268 (V/TTY)
(719) 444-0269 (Fax)
[DBTAC Region 8 website](http://www.adainformation.org)
(<http://www.adainformation.org>)

Region 9 (AZ, CA, HI, NV, Pacific Basin)

DBTAC: Pacific ADA Center 555 12th Street, Suite 1030

Oakland, CA 94607-4046

510-285-5600 V/TTY

510-285-5614

[DBTAC Region 9 website](http://www.adapacific.org)

(<http://www.adapacific.org>)

Region 10 (AK, ID, OR, WA)

DBTAC: Northwest ADA Center Western Washington University 6912 220th

Street, SW #105 Mountlake Terrace, WA 98043 425-248-2480 (voice)

425-771-7438 (fax)

[DBTAC Region 10 website](http://www.dbtacnorthwest.org)

(www.dbtacnorthwest.org)

DRAFT



Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

TO: Saint Cloud APO TAC
FROM: Brian Gibson, PTP, Executive Director
RE: LRTP Goals and Objectives/Current Conditions
DATE: March 20, 2018

One of the primary products produced by the APO is the Metropolitan Transportation Plan (MTP) which must be updated every five years. Updating the MTP is an enormous undertaking that takes many years and is completed in phases. Our next MTP must be approved no later than October 2019.

Last year, APO staff completed an early public input phase to hear from residents which facets of transportation were working well, and which needed improvement. We have also been collecting data related to regional demographics and transportation system performance in an attempt to identify any existing issues that need to be addressed. Based upon both that public input and the data, we have developed both the draft Existing Conditions chapter and the draft Goals and Objectives chapter of the next MTP (see attached).

FAST Act §134(h)(2) requires goals and objectives set forth by the APO to "provide for the establishment and use of a performance-based approach to transportation decision making." As such, in addition to the goals and objectives developed by APO staff, the draft chapter includes a series of data-driven performance measures both those outlined by the Federal government and those recommended to the APO from consulting firm SRF through both the Regional Freight Framework: Vision, Goals, Network, and Performance Measures and the Regional Transportation Planning Assistance: Regional Multimodal Transportation Operations Supplemental Data and Analysis memos.

In addition to requested approval of the draft goals and objectives as presented, APO staff are also requesting feedback from TAC members on several performance measures that have yet to be determined by the APO staff.

Those undetermined performance measures include:

- A performance measure on roadway connectivity.
- A performance measure on transportation asset utilization and return on investment for transportation assets.
- A performance measure on evaluating the efficiency and effectiveness of management of transportation systems.
- A performance measure which includes general economic development with a specific focus on transportation's impact on economic development.
- A performance measure on transportation security.

If approved, APO staff will present both the draft Existing Conditions chapter and the draft Goals and Objectives chapter to the APO Policy Board at its meeting on May 10.

Requested Action: Recommend Policy Board approval.

GOALS, OBJECTIVES, STRATEGIES, AND PERFORMANCE MEASURES

INTRODUCTION

The goals, objectives, and performance measures established by the Saint Cloud Area Planning Organization (APO) are designed to provide direction and guidance for the organization's Long Range Transportation Plan (LRTP). The Goals were developed based on the analysis of the existing conditions, performance data, and public input detailed in the previous chapter. For each Goal, specific measurable actions (i.e., Objectives) were identified to help the region reach the desired goal. In some cases, important methods and capabilities to achieve Objectives (i.e., Strategies) are also identified. Performance measures were developed as ways to measure the level of attainment of the Goals and Objectives.



Graphic courtesy of the Federal Highway Administration Office of Operations

As required in the 2015 Fixing America's Surface Transportation (FAST) Act¹ §134(h)(1) consideration of all projects within the APO's LRTP must align with the following national transportation goals:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.

¹ Public Law 114-94 (<https://www.congress.gov/114/plaws/publ94/PLAW-114publ94.pdf>)

3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

In addition, FAST Act §134(h)(2) requires goals and objectives set forth by the APO "shall provide for the establishment and use of a performance-based approach to transportation decision making."

REGIONAL GOALS, OBJECTIVES, AND PERFORMANCE MEASURES

The APO has identified five overall goals for the LRTP:

- I. Maintain and Enhance Transportation Safety;
- II. Increase System Accessibility, Mobility, and Connectivity;
- III. Efficiently Manage Operations and Cost-Effectively Preserve the System;
- IV. Support Metropolitan Vitality and Economic Development; and
- V. Promote Energy and Environmental Conservation.

In the section that follows, each of these goals will be further addressed through identification of objectives and strategies to be implemented by the APO to achieve those goals. In order to monitor the effectiveness of the objectives and strategies used to achieve the above goals, data-driven performance measures have also been included.

Goal 1: Maintain and Enhance Transportation Safety

Goal Statement: Develop and maintain a transportation system that is safe for all users.

- 1) Objective: Build and maintain roadways that include appropriate safety infrastructure to help prevent crashes.
 - a) Strategy: The APO shall encourage and support the installation of roundabouts, where appropriate, to help reduce right-angle crashes.
 - b) Strategy: The APO shall encourage and support the installation of shoulder and centerline rumble strips and stripes, where appropriate, to warn drivers they are leaving their travel lane.
 - c) Strategy: The APO shall encourage and support the installation of median barrier systems, crash cushions, and guiderail end treatments, where appropriate, to reduce the severity of lane departure crashes.

- 2) Objective: Identify and prioritize high-crash locations for investment and/or mitigation activities, as warranted.
 - a) Strategy: APO staff will continue to monitor crash rates on the Federal-Aid roadway system to help identify high-crash locations.
- 3) Objective: Reduce the regional rates of bicycle and pedestrian fatalities and serious injuries.
 - a) Strategy: APO staff will collect and evaluate bicycle and pedestrian crash data to help determine the most common causes of serious injuries and fatalities and to identify action steps for the mitigation of crashes.
 - b) Strategy: APO staff will continue to work with organizations and government agencies on multimodal transportation projects and programs that enhance access to schools through the use of Safe Routes to Schools funding.
 - c) Strategy: APO staff will encourage, to the extent possible, member jurisdictions to integrate pedestrian and bicycle safety into general and specific plans.
- 4) Objective: Support, to the extent practical, efforts by outside agencies and stakeholders to reduce bad driving behavior such as driving under the influence and distracted driving.
 - a) Strategy: APO staff will continue their participation in the East Central Minnesota 'Toward Zero Deaths' committee.
 - b) Strategy: The APO will study crash data to uncover potential commonalities or predictive characteristics that could be used to help reduce occurrences of bad driving behavior.
- 5) Objective: Support, to the extent practical, a safe transit system.
 - a) Strategy: APO staff, in cooperation with Metro Bus staff, will monitor and report on transit safety performance.

SAFETY PERFORMANCE MEASURES

ROADWAY SAFETY PERFORMANCE MEASURES	METHOD OF CALCULATION
Number of Fatalities	Number of fatalities for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place.
Rate of Fatalities	Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent 5 consecutive years ending in the year for which the targets are established, adding the results, dividing by 5, and rounding to the thousandth decimal place.
Number of Serious Injuries	Addition of the number of serious injuries for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.

Rate of Serious Injuries	Calculation of the number of serious injuries per 100 million VMT (100M VMT) for each of the most recent 5 consecutive years ending in the year for which the targets are established, adding the results, dividing by five, and rounding to the thousandth decimal place.
Number of Non-Motorized Fatalities and Serious Injuries	Addition of the number of non-motorized fatalities to the number of non-motorized serious injuries for each of the most recent 5 consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.
Number and Percent of Crashes, Fatalities, and Serious Injuries that Involved Chemical Impairment	Addition of the number of crashes of all types wherein the driver had been drinking or taking drugs; this value will also be expressed as a percentage of all crashes, percent of all fatal crashes, and percent of all crashes resulting in a serious injury.
Number and Percent of Crashes, Fatalities, and Serious Injuries that Involved Distracted Driving	Addition of the number of crashes of all types involving distracted driving; this value will also be expressed as a percentage of all crashes, percent of all fatal crashes, and percent of all crashes resulting in a serious injury.
Commercial Vehicle Crashes and/or Severity	Addition of the number of crashes of commercial vehicles; this value will also be expressed as a percentage of all crashes, percent of all fatal crashes, and percent of all crashes resulting in a serious injury.
Performance measure on transportation security	Seek advice from TAC

To the extent possible, roadway crashes will be assigned locations and maps will be produced to help identify "hot spot" locations, if any.

TRANSIT SAFETY PERFORMANCE MEASURES	METHOD OF CALCULATION
Fatalities	Fatalities is measured by the total number of reportable fatalities and rate per total vehicle revenue miles by mode.
Injuries	Injuries is measured by the total number of reportable injuries and rate per total vehicle revenue miles by mode.
Safety Events	Safety events is measured by the total number of reportable events and rate per total vehicle revenue miles by mode. The safety events measure captures all reported safety events that occur during transit operations and the performance of regular supervisory or maintenance activities.

Total Number and Rate of Reportable Events Per Total Vehicle Revenue Miles by Mode	System reliability is measured by the mean distance between major mechanical failures by mode. The system reliability measure expresses the relationship between safety and asset condition. The rate of vehicle failures in service, defined as mean distance between major mechanical failures, is measured as revenue miles operated divided by the number of major mechanical failures. This is a measure of how well a fleet of transit vehicles is maintained and operated.
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Goal 2: Increase System Accessibility, Mobility, and Connectivity

Goal Statement: Increase the accessibility and mobility options for people and freight across and between all modes for all users.

- 1) Objective: Increase accessibility of people and freight.
 - a. Strategy: APO staff will build relationships with public and private providers of transportation to help ensure coordination of services, optimal use of resources, and filling of service gaps.
 - b. Strategy: The APO will encourage and support transportation facilities that are compliant with the Americans with Disabilities Act and meet Title VI and environmental justice requirements.
- 2) Objective: Increase mobility of people and freight.
 - a. Strategy: The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the extension of the Northstar Commuter Rail to the Saint Cloud metro.
 - b. Strategy: The APO will identify, preserve, and enhance important long-distance commuter corridors for workers who commute into the greater Saint Cloud metropolitan area.
 - c. Strategy: The APO will encourage and support, to the extent possible, the regular evaluation of public transit routes and service to help ensure efficient operations and optimal ridership.
 - d. Strategy: APO staff will continue to collect and analyze data related to travel time reliability, level of service, and vehicle miles travel to identify areas for congestion mitigation measures.
 - e. Strategy: The APO will encourage and support, to the extent possible, appropriate densities and mixing of appropriate land uses to help reduce commute distances, encourage non-motorized options, and maximize the efficient delivery of public services to residents.
 - f. Strategy: The APO will study the costs and benefits of various potential operational improvements to MN-15.
 - g. Strategy: APO staff will work with member jurisdictions to explore the feasibility, costs, and potential benefits of a bypass ring-road corridor for longer distance and through movements around the metropolitan planning area.

- h. Strategy: APO staff will identify and support the efficient operations of important local first- and last-mile freight corridors.
 - i. Strategy: APO staff will continue to monitor the development and likely impacts of driverless vehicles.
 - j. Strategy: The APO will support, to the extent possible, the expansion of interconnected traffic signals and the active management of them.
- 3) Objective: Identify and maintain viable non-motorized transportation options.
- a. Strategy: APO staff will identify, map, and monitor the use of bicycle and pedestrian routes and facilities to determine gaps in the network and opportunities for improvements.
 - b. Strategy: Working cooperatively with jurisdictional partners, APO staff will develop, maintain, and champion the implementation of a Regional Bicycle and Pedestrian Plan.
 - c. Strategy: APO staff shall establish a regular meeting schedule for the Bicycle-Pedestrian Advisory Committee, which shall assist and advise APO staff on the development of the Regional Bicycle and Pedestrian Plan and the mapping and monitoring of bicycle and pedestrian facilities.
 - d. Strategy: The APO shall complete a feasibility study for a potential local bike-share program.
 - e. Strategy: APO staff will continue to coordinate with the Minnesota Department of Transportation regarding where regional and statewide bike trails enter the Saint Cloud metro area, and where they intersect with other local and regional bike trails.
- 4) Objective: Enhance connectivity across and between modes of transportation.
- a. Strategy: The APO will develop and regularly report the status of one or more performance measures of roadway and bike path system connectivity.
 - b. Strategy: The APO shall encourage and support, to the extent possible, the regular evaluation of bus stops, bus shelter locations, condition, and auxiliary amenities to help ensure the needs of the traveling public are being met. Such an evaluation should include an evaluation of pedestrian access to the bus stop location.
 - c. Strategy: The APO will complete a study aimed at better understanding how ridesharing services in the Saint Cloud metro area augment, supplement, or replace other transportation options for residents.

ACCESSIBILITY, MOBILITY, AND CONNECTIVITY PERFORMANCE MEASURES

ROADWAY ACCESSIBILITY, MOBILITY, AND CONNECTIVITY PERFORMANCE MEASURES	METHOD OF CALCULATION
Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National

	Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Interstate that are reliable.
Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Non-Interstate NHS that are reliable.
Annual Vehicle Miles Traveled.	Addition of the number of vehicle miles traveled for the most recent year for which the target is being established, and rounding to the tenth decimal place.
Annual Vehicle Hours Traveled.	Addition of the number of vehicle hours traveled for the most recent year for which the target is being established, and rounding to the tenth decimal place.
Volume/Capacity Ratio (Level of Service)	The hourly number of vehicles expected to use a roadway in the busiest hour, divided by the number of moving vehicles the roadway can safely accommodate in an hour.
Average Work Trip Travel Time	Average travel time it takes an employee to travel between their residence and place of employment for the most recent year for which the target is being established.
Bicycle Network Gaps	Maintain and update on an annual basis a network map of regional bike and multi-use routes. Conduct a visual assessment of connectivity for existing and/or future planned routes.
Transit Shed of Routes Connecting to Freight Clusters	Percent of freight clusters served by a transit stop within one-half (1/2) mile.
**Performance measure TBD on roadway connectivity.	SRF suggests: Intersections/Mile, Signals/Mile or Average Trip/Commute Length (Ask TAC for advice)
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	Annual hours of peak hour excessive delay is the extra amount of time spent in congested conditions defined by speed thresholds that are lower than a normal delay threshold. For the purposes of this rule, the speed threshold is 20 miles per hour or 60 percent of the posted speed limit, whichever is greater.
Percent of Non-SOV Travel	Non-SOV travel is defined as any travel mode other than driving alone in a motorized vehicle, such as single occupancy vehicle or SOV travel, including travel avoided by telecommuting.

TRANSIT ACCESSIBILITY, MOBILITY, AND CONNECTIVITY PERFORMANCE MEASURES	METHOD OF CALCULATION
Passengers Per Revenue Mile	The number of miles divided by the number of passengers traveled by commuter bus, demand response, and fixed route.
Passengers Per Revenue Hour	The number of hours divided by the number of passengers traveled by commuter bus, demand response, and fixed route.
Number of Annual Transit Riders	Annual number of transit riders by commuter bus, demand response, and fixed route.
Total Revenue Hours and Revenue Miles	Annual number of revenue hours and miles served.

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

Goal statement: Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.

- 1) Objective: Prioritize the maintenance and preservation of the existing transportation network.
 - a. Strategy: The APO shall develop and maintain a planning and programming process that prioritizes funding for bridges with a 'poor' condition rating and roadways with 'poor' International Roughness Index (IRI) ratings more highly than other bridges or roadways.
 - b. Strategy: APO staff will work with public transit to ensure achievement and maintenance of a state of good repair for public transit assets.
 - c. Strategy: APO staff shall develop a process for monitoring and evaluating the condition of bike paths and multi-use paths and shall report their findings to their member jurisdictions.
- 2) Objective: Invest in cost-effective transportation solutions.
 - a. Strategy: The APO shall develop one or more performance measures to capture transportation asset utilization and return-on-investment for transportation assets and will regularly report on such performance measure(s).
 - b. Strategy: The APO shall use and shall encourage its member jurisdictions to use life-cycle cost estimates when evaluating changes to the transportation system.
 - c. Strategy: APO staff will work to identify and explore the feasibility of local funds dedicated to transportation upgrades and maintenance including the possibility of public-private partnerships.
- 3) Objective: Efficiently manage the transportation system.

- a. Strategy: The APO will develop and regularly report on one or more performance measures aimed at evaluating how efficiently and effectively the transportation systems are being managed.

MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES

ROADWAY MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
Interstate System Pavement Conditions	Interstate pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the international roughness index, cracking percent, rutting, and faulting as measurements.
Non-Interstate NHS Pavement Conditions	Non-Interstate NHS pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the international roughness index, cracking percent, rutting, and faulting as measurements.
Pavement Maintenance	Measure of the number of years since last preservation treatment on a segment of roadway within the Federal-aid system.
Bridge Conditions	Percent of bridges by deck area classified in good, fair and poor condition using the NBI ratings for, deck, superstructure, substructure, and culvert.
International Roughness Index	International Roughness Index (IRI) is a statistic used to estimate the amount of roughness in a measured longitudinal profile. The IRI is computed from a single longitudinal profile using a quarter-car simulation. If an IRI value of a pavement section is less than 95, the IRI rating is good; between 95 and 170 the IRI rating is fair; and greater than 170 the IRI rating is poor.
Pavement Quality Index (PQI)	The Pavement Quality Index (PQI) is a composite index, equal to the square root of the product of Ride Quality Index (RQI) and Surface Rating (SR). As such, it gives an overall indication of the condition of the pavement, taking into account both the pavement smoothness and cracking. The PQI is the index used to determine if the state highway system is meeting performance thresholds established for the Government Accounting Standards Board.
Condition of bike paths and multi-use paths	Measurement of the number of years since last preservation treatment on a segment of bike/multi-use paths within the region. This will also include visual observations through Surface Rating (SR). The surface rating is a 0.0 to 4.0 rating system for road and/or bicycle/multi-use path pavement condition using visual inspection to evaluate pavement surface conditions. A higher SR means better condition. A road and/or path with no defects is rated at 4.0. A road and/or path in need of major rehabilitation or reconstruction will generally have an SR near or below 2.5.

** Performance measure TBD on transportation asset utilization and Return on Investment for transportation assets	Crash cost savings (crash rate), travel time reliability (if segment has available data), cost saving of investing now compared to future, ask TAC
** Performance measure on evaluating efficiency and effectiveness of management of transportation systems	Free flow speed, TTR, ask TAC

TRANSIT MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
State of Good Repair for equipment, facilities, and rolling stock	Revenue vehicles (Rolling Stock) and service vehicles (Equipment), are measured by calculating the percentage of vehicles that have met or exceeded the useful life benchmark. Facilities are measured on the Transit Economic Requirements Model (TERM) Scale that are rated less than 3.0.

APO Goal 4: Support Metropolitan Vitality and Economic Development

Goal Statement: Support the economic vitality of the APO area by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.

- 1) Objective: Promote the efficient movement of people.
 - a. Strategy: The APO will complete one or more planning document(s) to evaluate the feasibility of various options for providing or supporting low-cost transportation options for financially stressed households.
 - b. Strategy: The APO will support, as appropriate, commercial passenger service at Saint Cloud Regional Airport.
 - c. Strategy: The APO will evaluate and support, as appropriate, the connection of public transit with inter-regional services such as Jefferson Lines, Amtrak, Tri-CAP, Northstar Commuter Rail, the airport, Executive Express, etc.
 - d. Strategy: The APO staff will encourage and assist, as appropriate, non-APO resident workers moving into the metropolitan area to assist in shortening commute trips.
- 2) Objective: Promote the efficient movement of goods and freight.
 - a. Strategy: APO staff shall develop and maintain relationships with major freight shippers in the region to better understand their operations, needs, and any problems they may face regarding the efficient movement of goods on the regional freight system.

- b. Strategy: The APO staff shall keep abreast of economic development patterns and will promote consistency between economic development plans and transportation plans.

METROPOLITAN VITALITY AND ECONOMIC DEVELOPMENT PERFORMANCE MEASURES

ROADWAY METROPOLITAN VITALITY AND ECONOMIC DEVELOPMENT PERFORMANCE MEASURES	METHODS OF CALCULATION
Truck Travel Time Reliability Index	Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.
	Not looking for general econ development PMs, but rather PMs that capture transportation's impact on econ development.
Air Passengers at STC	Annual number of customers served at the Saint Cloud Regional Airport.
Work Trip Commute Lengths for Jobs within the MA	Average travel time to work for workers over the age of 16 and who did not work at home in the planning area.
Ridership of Regional Transit Providers?	Annual ridership of regional transit providers.
Percent of Monthly Household Budgets Spent on Transportation	Average monthly costs of transportation is calculated as part of the Cost of Living data gathered by the Minnesota Department of Employment and Economic Development. The data is broken down by county, economic development region (EDR), Planning Region (PR), and the State.

APO Goal 5: Promote Energy and Environmental Conservation

Goal Statement: Support transportation improvements that promote energy conservation and improve public health and quality of life, while sustaining and improving the resiliency and reliability of the transportation system.

- 1) Objective: Protect the environment through the promotion of energy conservation

- a. Strategy: APO staff will monitor air and water quality to ensure Congestion Mitigation and Air Quality (CMAQ) compliance.
 - b. Strategy: APO staff will work cooperatively with local jurisdictions to support and promote transportation options with the smallest net environmental impact.
 - c. Strategy: The APO shall encourage and support the use of low-wattage street lights (e.g., LED lights) that are Dark Skies compliant.
- 2) Objective: Prevent and/or minimize disproportionate adverse impacts to communities containing a high level of low income and minority populations.
- a. Strategy: APO staff will monitor and regularly report on transportation impacts to neighborhoods with elevated levels of low income and/or minority populations.

ENERGY AND ENVIRONMENTAL CONSERVATION PERFORMANCE MEASURES

ROADWAY ENERGY AND ENVIRONMENTAL CONSERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
Annual Air Quality	Annual count of days in each Air Quality Index (AQI) category; good, moderate, unhealthy for sensitive groups and unhealthy.
Annual Water quality	Number of water quality monitoring stations that have not met water quality standards.
Number and Percent of Public Transit Vehicles Using Alternative Fuels	Number and percent of public transit vehicles using alternative fuel.
Number and Percent of Registered Vehicles Using Alternative Fuels	Annual number of vehicles registered within Minnesota and Minnesota 6 th Congressional District by powertrain.
Number and Percent of Vehicles Sold Using Alternative Fuels	Annual number of vehicles sold within Minnesota and Minnesota 6 th Congressional District by powertrain.
Annual Percentage of Transportation Investments in Environmental Justice Census Tracts	Annual percent of transportation investments in environmental justice census tracts.
Transit Shed of Routes Connecting Environmental Justice Populations to Freight Clusters	Number of transit stops within an environmental justice census tract that connect to freight clusters.

EXISTING CONDITIONS

INTRODUCTION

The first step in any planning process is to understand existing conditions which helps identify shortcomings and needs that should be addressed. To assist in the development of a complete picture of existing conditions in the Metropolitan Area (MA), APO staff used two sources of information: 1) transportation and demographic data, and 2) public comments and input. The various sources of data are noted in the figures, tables, and graphics that follow. Public comments were gathered as part of a robust public input effort that included a series of public meetings and input opportunities held on different dates and times at various locations around the MA. The public comments are summarized where applicable throughout this chapter. A complete description of the public input process, full listing of public comments received, and their disposition can be found in Appendix X.

DEMOGRAPHICS AND SOCIO-ECONOMICS

The MA is comprised of the Census-defined Saint Cloud Urban Area along with the adjacent rural areas that were determined to be urbanizing or are expected to be urbanized in the next 20 years. Figure 2.3 shows a map of the current MA.

WHAT THE DATA SAYS

Census data for the last fifteen years reveals population trends by jurisdiction for the MA.

The incorporated cities have demonstrated significant growth while the surrounding rural townships have lost population. This is a common occurrence around growing urban areas. As the urban area grows and expands outward, it incorporates more and more of the surrounding rural townships which then lose population. Overall the MA grew at an average of slightly more than 1.1% per year.

Population growth among the cities of the MA was not distributed evenly. Some cities grew at a significantly faster pace than others. For example, Sartell (4.6% average annual growth) and Saint Joseph (2.9% average annual growth) have grown at a much faster rate than Saint Cloud (0.8% average annual growth) and Waite Park (0.9% average annual growth). The reasons for these disparities are most likely highly complex and difficult to fully explain. The field of Urban Economics is devoted to understanding why some cities grow faster than others, and includes common explanatory variables such as geographic location, tax policies, urban amenities, availability of higher paying jobs, "shocks" such as natural disasters or the death of a major industry, and (most importantly for our analysis)

transportation infrastructure. But before digging into transportation performance, let's continue to explore demographic similarities and differences between the jurisdictions of the MA.

Figure 2.1 – Population Trends

Jurisdiction	2000 Population	2010 Population	2015 Population	2000 – 2015 % Change
City of Saint Cloud	59,107	65,842	66,298	12.17%
City of Sartell	9,641	15,876	16,274	68.80%
City of Sauk Rapids	10,213	12,773	13,196	29.21%
City of Waite Park	6,568	6,715	7,429	13.11%
City of Saint Joseph	4,681	6,534	6,749	44.18%
City of Saint Augusta	3,065	3,317	3,486	13.74%
City of Rockville	2,003	2,448	2,481	23.86%
City of Saint Stephen	860	851	953	10.81%
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	9,193	8,542	7,841	-14.71%
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	5,433	5,341	5,118	-5.80%
Rural Sherburne County <i>(Township of Haven)</i>	2,024	1,986	1,841	-9.04%
Metropolitan Area Totals	112,788	130,225	131,666	16.75%

Data Sources: U.S. Census Bureau, Census 2000; U.S. Census Bureau, Census 2010; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 2.2 – Saint Cloud Metropolitan Area (MA) Population Pyramid

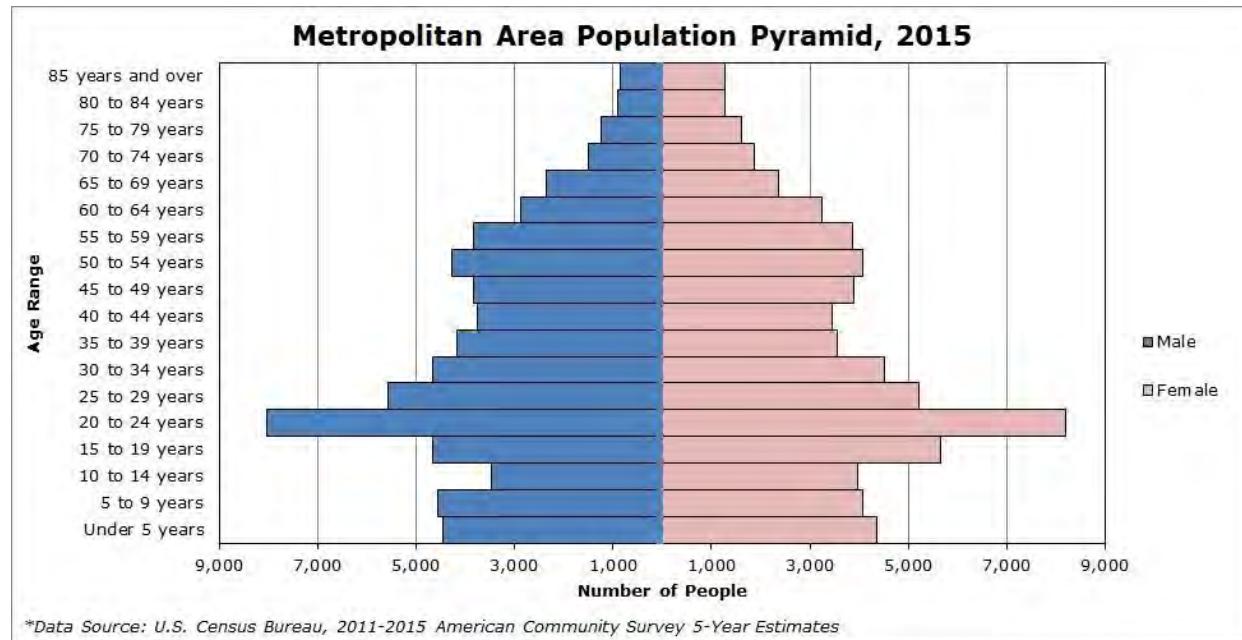
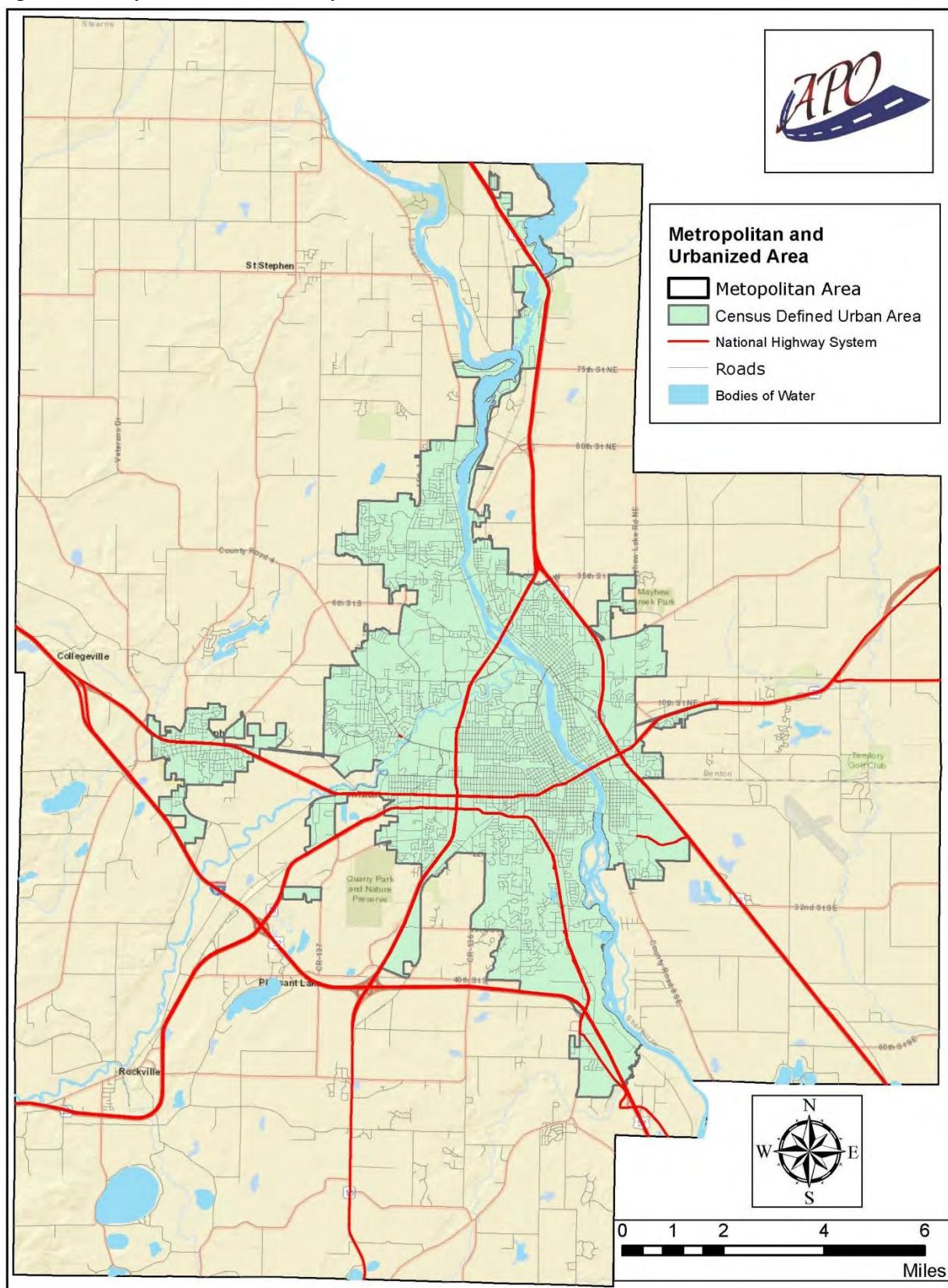
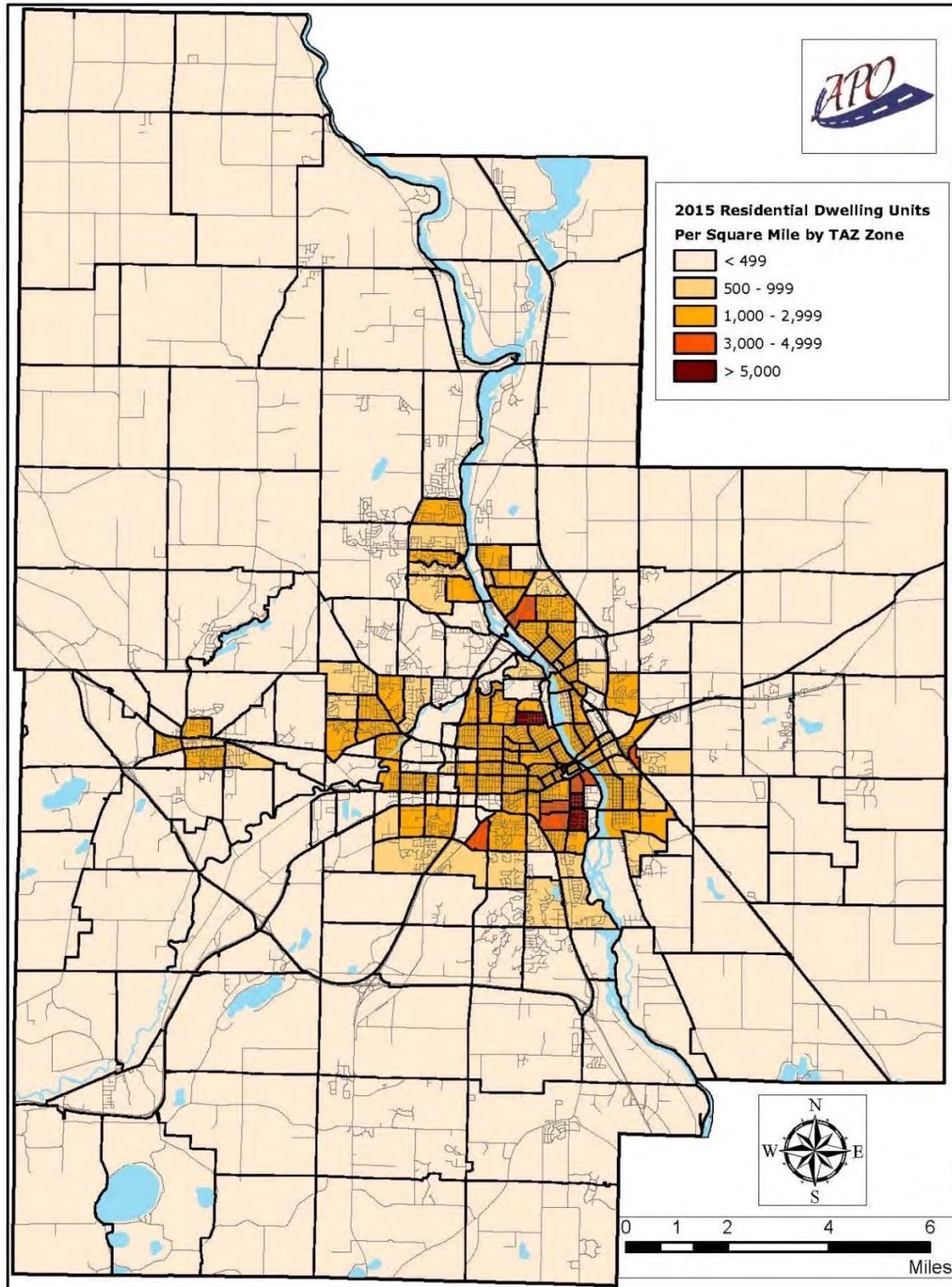


Figure 2.3 – Map of Saint Cloud Metropolitan Area





*Data source: XXXX

Figure 2.X – Housing

Jurisdiction	2000 Housing Units	2000 Vacant Housing Units	2000 Vacancy %	2015 Housing Units	2015 Vacant Housing Units	2015 Vacancy %
City of Saint Cloud	23,249	597	2.6%	27,150	1,946	7.2%
City of Sartell	3,531	88	2.5%	6,502	299	4.6%
City of Sauk Rapids	4,017	96	2.4%	5,302	87	1.6%
City of Waite Park	3,065	98	3.2%	3,403	81	2.4%
City of Saint Joseph	1,147	27	2.4%	1,834	97	5.3%
City of Saint Augusta	1,000	13	1.3%	1,277	25	1.9%
City of Rockville	722	55	7.6%	1,070	129	12.1%
City of Saint Stephen	294	5	1.7%	342	9	2.6%
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	3,151	66	2.1%	3,132	68	2.2%
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	1,998	65	3.3%	2,184	130	5.9%
Rural Sherburne County <i>(Township of Haven)</i>	675	9	1.3%	739	47	6.6%
Metropolitan Area Totals	42,849	1,119	2.6%	52,935	2,918	5.5%

*Data Sources: U.S. Census Bureau, Census 2000 and U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

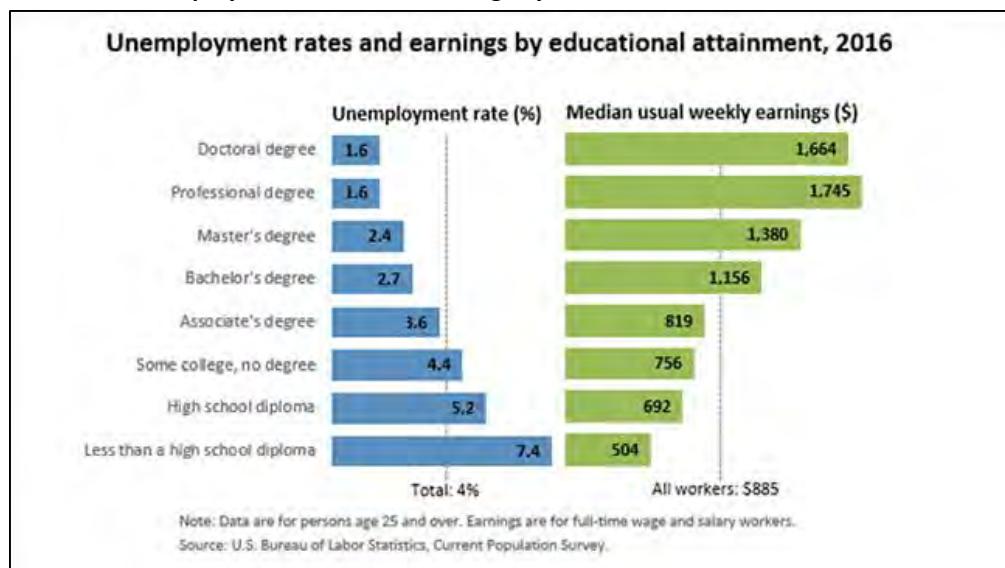
In the fifteen-year period between 2000 and 2015, the number of vacant housing units within the MA more than doubled, while the resident population has increased for all of the urban jurisdictions in the MA. It is likely these figures still reflect the impact of the recession and “housing bubble” collapse that began in 2008. On the upside, there appear to be some housing units available to accommodate further population growth going forward.

Figure 2.X – Educational Attainment for Population 25 years and over (2015)

Jurisdiction	No High School Diploma	High School Diploma or GED	Some College, No Degree	Associate's Degree	Bachelor's Degree	Master's, Professional or Doctorate
City of Saint Cloud	3,302	9,579	10,154	4,409	7,313	3,861
City of Sartell	527	2,063	2,103	1,481	3,010	1,180
City of Sauk Rapids	712	2,204	2,306	1,191	1,624	554
City of Waite Park	623	1,294	980	610	619	471
City of Saint Joseph	117	520	633	495	566	382
City of Saint Augusta	115	734	488	422	446	156
City of Rockville	140	500	385	190	311	100
City of Saint Stephen	27	223	155	105	81	32
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	284	1,746	1,251	725	950	611
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	157	1,190	980	525	567	302
Rural Sherburne County <i>(Township of Haven)</i>	67	416	350	188	235	143
Metropolitan Area Totals	6,071	20,469	19,785	10,341	15,722	7,792
MA Total Percent	7.57%	25.53%	24.67%	12.90%	19.61%	9.72%

*Data Sources: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimate

Educational attainment is highly correlated to unemployment rates and median incomes, as shown in the Figure 2.X from the Bureau of Labor Statistics.

Figure 2.X – National Unemployment Rates and Earnings by Educational Attainment, 2016

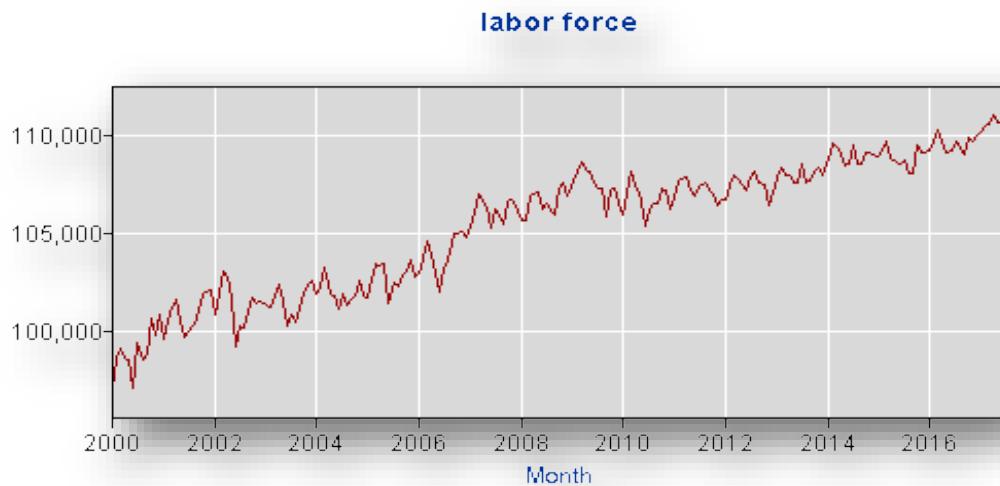
The more highly educated a person is, the more income they are likely to earn and the less likely they are to be unemployed. Transportation to and from work is the largest single source of travel in almost any urban area. Forty-two percent of area residents have some kind of post-secondary degree.

Figure 2.X – Median Household Income

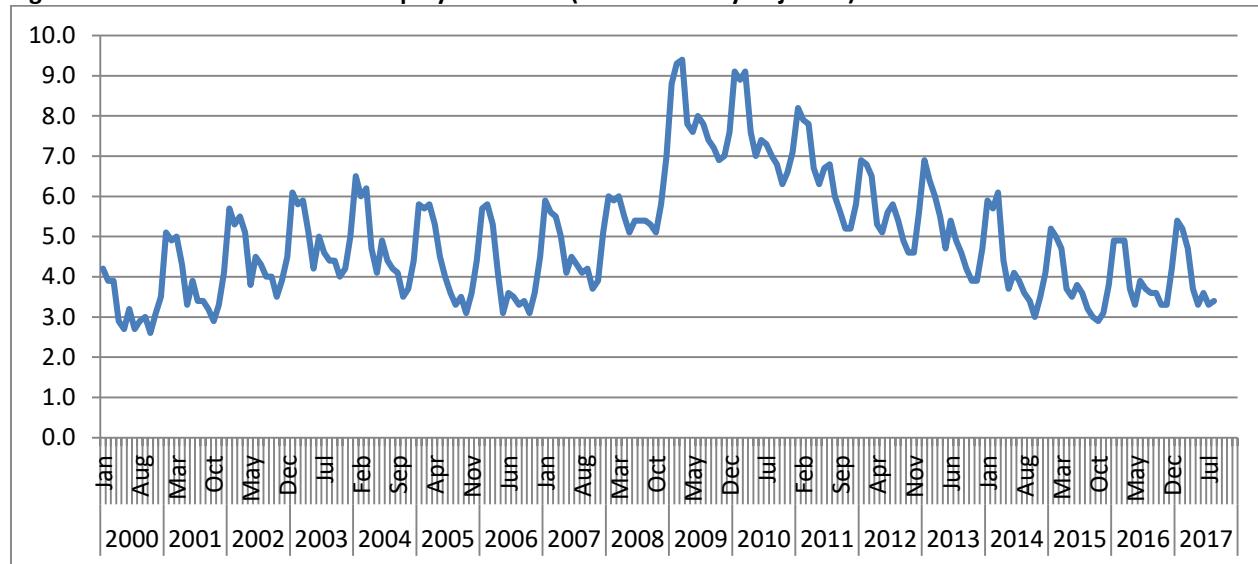
Jurisdiction	2000 Median Income	2015 Nominal Median Income	2000 – 2015 % Change	2015 Real Median Income (Adjusted for Inflation)	2000 – 2015 % Change in Real Income
City of Saint Cloud	\$37,346	\$45,437	+21.66%	\$32,899	-11.91%
City of Sartell	\$52,531	\$73,872	+40.53%	\$53,487	+1.82%
City of Sauk Rapids	\$45,857	\$48,410	+5.57%	\$35,052	-23.56%
City of Waite Park	\$33,803	\$39,395	+16.54%	\$28,524	-15.62%
City of Saint Joseph	\$38,938	\$51,265	+31.66%	\$37,119	-4.67%
City of Saint Augusta	\$57,292	\$75,536	+31.84%	\$54,693	-4.54%
City of Rockville	\$53,800	\$70,594	+31.22%	\$51,114	-4.99%
City of Saint Stephen	\$55,078	\$75,583	+37.23%	\$54,727	-0.64%
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	\$54,089	\$76,589	+41.60%	\$55,455	+2.53%
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	\$52,680	\$64,816	+23.04%	\$46,931	-10.91%
Rural Sherburne County <i>(Township of Haven)</i>	\$63,906	\$75,577	+18.26%	\$54,722	-14.37%
Metropolitan Area Totals	\$42,873	\$53,623	+25.07%	\$38,826	-9.44%

*Data Sources: U.S. Census Bureau, Census 2000; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimate; and Bureau of Labor Statistics Consumer Price Index Inflation Calculator

The median household income has risen over the last 15 years. However, when adjusted for inflation, real median household income in the MA has decreased 9.44%. Real income accounts for the purchasing power of each dollar by adjusting it based on inflation over time. The overall decrease in real purchasing power means that households, on average, have needed to either cut costs in order to maintain their standard living or their standard of living has decreased. In terms of transportation, this may mean things such as routine car maintenance or repairs not being done, delaying or foregoing the purchase of a new vehicle, fewer trips being taken in order to save money, or more households using less-expensive transportation options. In extreme cases, households may find automobile ownership to be prohibitively expensive and may choose to either own fewer automobiles or own none.

Figure 2.X – Saint Cloud Metropolitan Statistical Area (MSA) Labor Force

*Data Source: Bureau of Labor Statistics

Figure 2.x – Saint Cloud MSA Unemployment Rate (Not Seasonally Adjusted)

*Data Source: Bureau of Labor Statistics

The unemployment rate for the Census-defined Saint Cloud Metropolitan Statistical Area (MSA) hit a 15-year low in 2016, at just 3.9%. The overall trend has seen a sharp decrease in unemployment since the March 2009 peak of 9.4%.

So, more people are working, but they are taking home less income, in real terms, than they did 15 years ago. Traditional economic theory suggests that in a tight labor market, real incomes should rise, but, so far, the data does not show this occurring.

The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the

family's threshold, then that family and every individual in it is considered to be living in poverty.

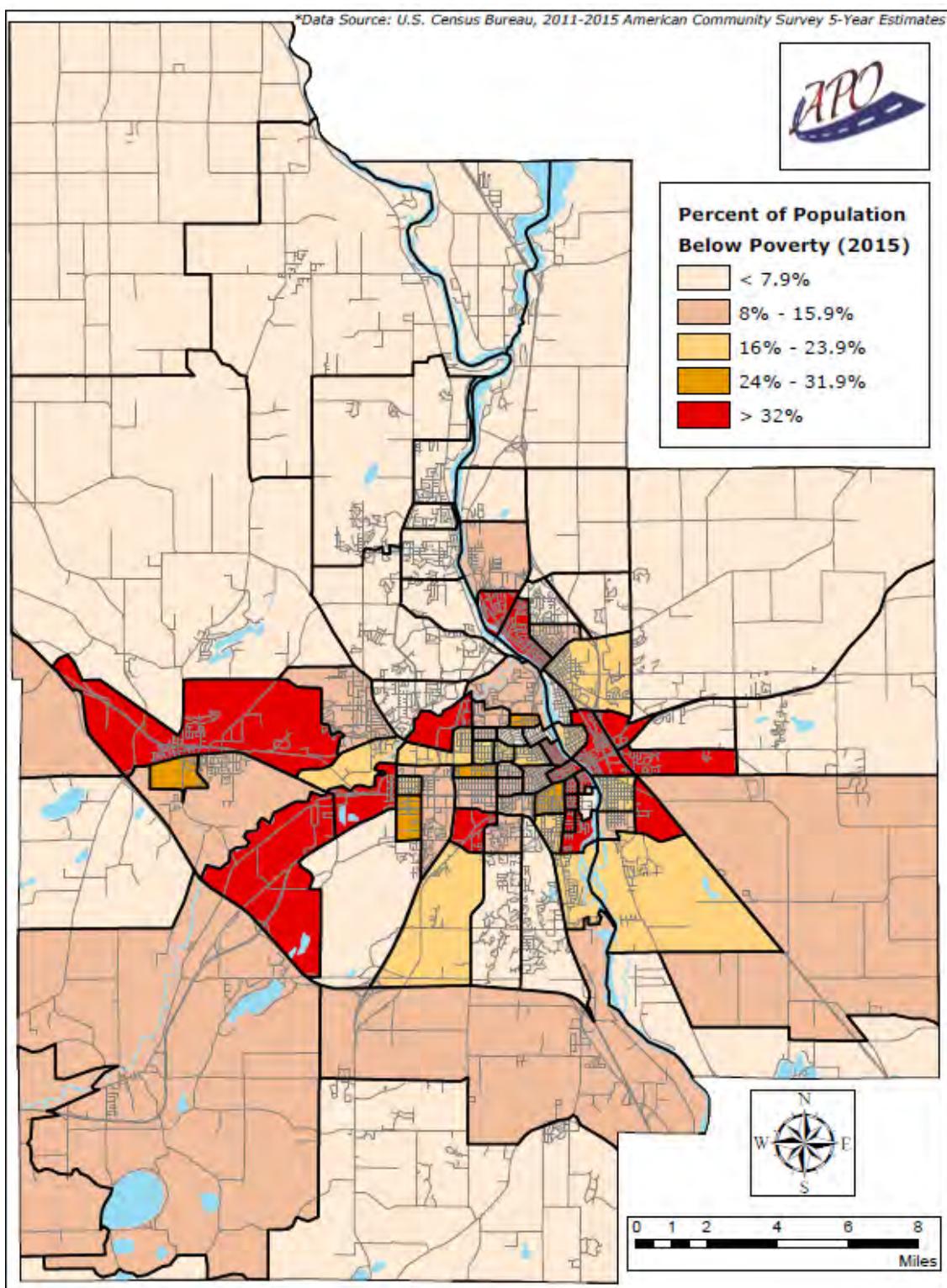
Figure 2.X – MA Residents Living in Poverty

Jurisdiction	2000	% 2000	2015	% 2015	% Change
City of Saint Cloud	14,382	24.2%	14,375	23.3%	0.0%
City of Sartell	760	5.3%	595	3.7%	-21.7%
City of Sauk Rapids	1,229	10.0%	2,791	21.5%	+127.1%
City of Waite Park	1,175	17.6%	1,537	20.9%	+30.8%
City of Saint Joseph	355	8.4%	1,528	29.8%	+330.4%
City of Saint Augusta	177	5.5%	76	2.2%	-57.1%
City of Rockville	106	4.9%	251	10.1%	+136.8%
City of Saint Stephen	17	2.1%	17	1.8%	0.0%
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	615	9.4%	290	5.1%	-52.8%
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	382	6.8%	212	4.2%	-44.5%
Rural Sherburne County <i>(Township of Haven)</i>	89	4.2%	125	6.8%	+40.4%
Metropolitan Area Totals	19,287	16.4%	21,797	17.7%	+13.0%

*Data Sources: U.S. Census Bureau, Census 2000; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimate

Given the general decrease in real income noted earlier, it is perhaps unsurprising that the percentage of MA residents living below the poverty threshold has increased over the same time period. Again, some areas appear to be harder hit than others. Figure 2.X below shows where residents who fall below the poverty line reside, by Census tract.

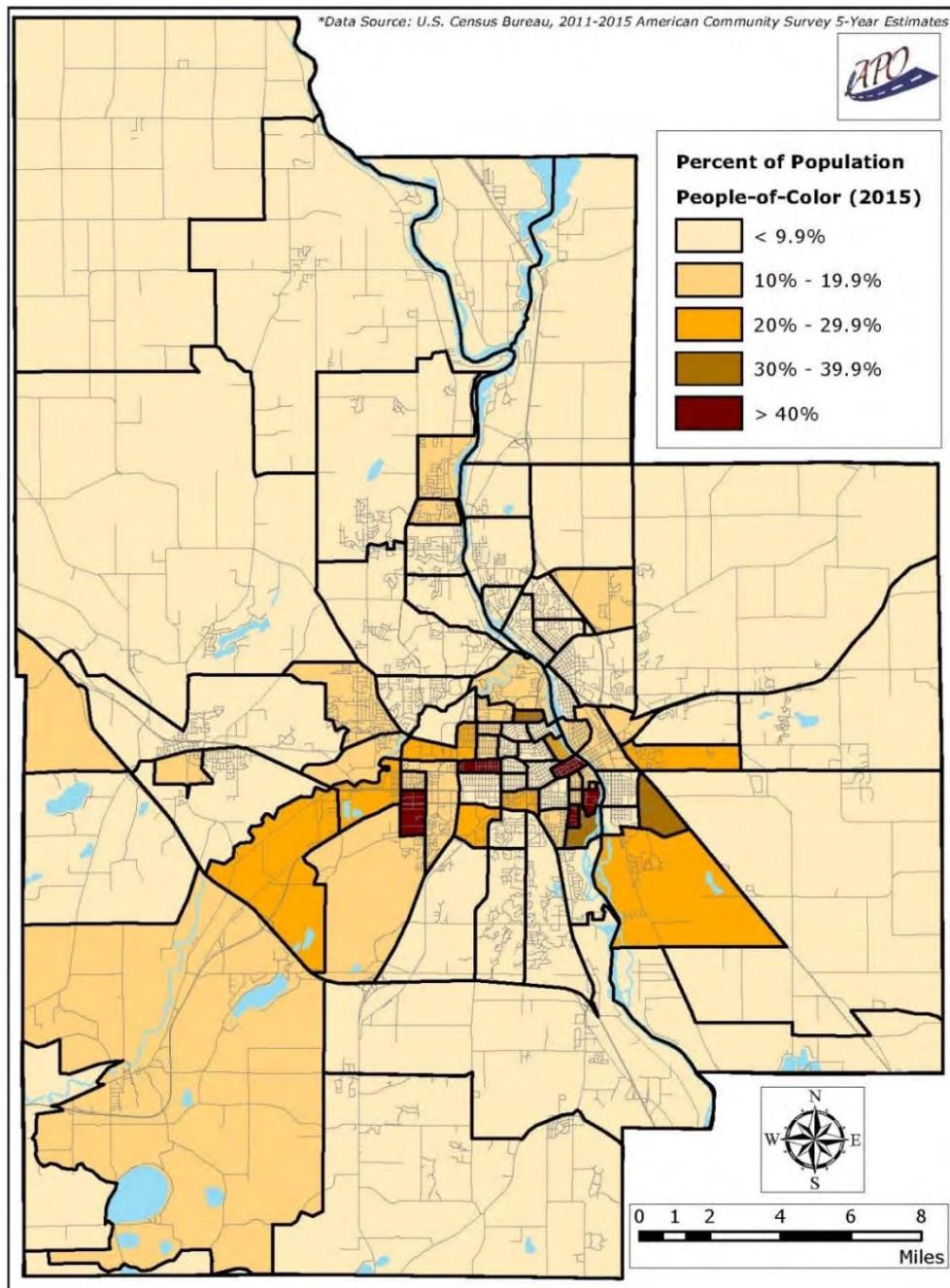
Figure 2.X – Where People in Poverty Live



*Data source: XXXX

Data on people-of-color (POC) populations is collected to help ensure that the transportation system works for all residents, and that transportation-related decisions do not disproportionately adversely impact POC and/or low-income populations.¹

Figure 2.X – Residential Locations for People-of-Color



*Data sources: XXXX

¹ https://www.fhwa.dot.gov/environment/environmental_justice/

Figure 2.X – People-of-Color (POC) Population by Jurisdiction

Jurisdiction	2000	% POC	2015	% POC	% Change in POC Population
City of Saint Cloud	4,878	8.25%	10,767	16.24%	+120.73%
City of Sartell	249	2.58%	1,097	6.74%	+340.56%
City of Sauk Rapids	295	2.89%	768	5.82%	+160.34%
City of Waite Park	477	7.26%	1,727	23.25%	+262.05%
City of Saint Joseph	155	3.31%	381	5.65%	+145.81%
City of Saint Augusta	37	1.21%	55	1.58%	+48.65%
City of Rockville	41	5.47%	288	11.61%	+602.44%
City of Saint Stephen	8	0.93%	20	2.10%	+150.00%
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	234	2.55%	206	2.63%	-11.97%
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	71	1.31%	53	1.04%	-25.35%
Rural Sherburne County <i>(Township of Haven)</i>	46	2.27%	55	2.99%	+19.57%
Metropolitan Area Totals	6,491	5.76%	15,417	11.71%	+137.51%

*Data Sources: U.S. Census Bureau, Census 2000 and 2011-2015 American Community Survey 5-Year Estimates.

Overall, the number of POC living in the MA more than doubled between 2000 and 2015, to 11.7% of the total population. This is still well below the national average of 26.4%, and the Minnesota average of 15.2%. But it does mean that the APO and its member jurisdictions need to exercise additional care to ensure that POC are treated equally in the transportation planning and programming process.

To help ensure that the APO and its members are meeting the needs of those traditionally underserved in the planning and programming process, it is helpful to know what other languages are spoken in the home and whether or not English is well spoken and understood.

Collectively, while about 8.5% of MA residents speak a language other than English in their homes, only about 3.2% of MA residents speak English less than “very well”.

Figure 2.X - Languages Spoken in the Home Other Than English

Jurisdiction	Spanish		Other Indo-European Languages		Asian and Pacific Island Languages		Other Languages	
	Spoken in the Home	Speak English less than "Very Well"	Spoken in the Home	Speak English less than "Very Well"	Spoken in the Home	Speak English less than "Very Well"	Spoken in the Home	Speak English less than "Very Well"
City of Saint Cloud	1,124	279	1,404	479	1,430	588	3,136	1,236
City of Sartell	111	15	227	49	313	13	0	0
City of Sauk Rapids	231	85	73	0	126	27	0	0
City of Waite Park	503	312	64	14	204	131	577	207
City of Saint Joseph	33	0	68	0	108	45	211	198
City of Saint Augusta	24	9	6	6	15	13	0	0
City of Rockville	178	173	25	9	0	0	0	0
City of Saint Stephen	9	0	7	5	8	0	0	0
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	55	3	57	3	33	17	0	0
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	43	0	39	0	3	0	4	0
Rural Sherburne County <i>(Township of Haven)</i>	14	4	26	0	2	2	0	0
Metropolitan Area Totals	2,325	880	1,996	565	2,242	836	3,928	1,641
Percent of Population 5 Years and Over	1.89%	0.72%	1.62%	0.46%	1.83%	0.68%	3.20%	1.34%

*Data Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimate

Among the residents of the MA, data is available regarding where they work and how long they must travel to get there.

Figure 2.X – Distance to Jobs (2015)

Home to Work	Count	Share
Less than 10 miles	44,397	67.8%
10 to 24 miles	6,136	9.4%
25 to 50 miles	4,183	6.4%
Greater than 50 miles	10,720	16.4%
Total All Jobs	65,436	100%

*Data Source: U.S. Census Bureau, Center of Economic Studies

About two-thirds of MA residents travel less than 10 miles to reach their place of employment. Short commutes are less expensive to accommodate, and those of three miles or less can generally be done relatively easily through multiple potential modes of transportation – driving, or walking, or transit, etc. Just as investing in a wide-range of stocks can help protect a person's overall investment, having multiple transportation options helps build reliability in the overall system and can be a hedge against a major problem in one mode, such as a person's car not starting or construction that closes a roadway.

However, we must also recognize that more than 16% of work commutes are greater than 50 miles.

Figure 2.X – Jobs Counts Where MA Residents Work (2015)

County	Count	Share
Stearns County	39,762	60.8%
Benton County	9,051	13.8%
Hennepin County	4,313	6.6%
Sherburne County	2,205	3.4%
Wright County	1,375	2.1%
Ramsey County	1,183	1.8%
Dakota County	817	1.2%
Anoka County	612	0.9%
Morrison County	559	0.9%
Kandiyohi County	522	0.8%
All Other Locations	5,037	7.7%
All Counties	65,436	100%

**Data Source: U.S. Census Bureau, Center of Economic Studies*

Figure 2.X reinforces and offers some insight into the previous figure on commute distances. For example, we can see that 5,496 residents work in Hennepin County (i.e., Minneapolis and its western suburbs) or Ramsey County (i.e., Saint Paul and its northern suburbs). Another 612 work in Anoka County, encompassing the far northern suburbs of Minneapolis, and 817 work in Dakota County (i.e., the Saint Paul southern suburbs). This accounts for 6,925 jobs, or about 65% of the 10,720 commuting trips of more than 50 miles. Transportation connections between the MA and the Twin Cities are vital for about one in every ten workers who live in the MA.

We can spin the data around and look instead at the people who live elsewhere, but who commute into the MA:

Figure 2.X – MA Jobs Counts Where Workers Live (2015)

County	Count	Share
Stearns County	41,308	50.2%
Benton County	13,275	16.1%
Sherburne County	5,699	6.9%
Wright County	2,945	3.6%
Morrison County	2,767	3.4%
Hennepin County	2,339	2.8%
Ramsey County	963	1.2%
Anoka County	916	1.1%
Crow Wing County	896	1.1%
Mille Lacs County	887	1.1%
All Other Locations	10,270	12.5%
All Counties	82,265	100.0%

**Data Source: U.S. Census Bureau, Center of Economic Studies*

Hennepin, Ramsey, and Anoka Counties supply 4,218 workers who commute into the Saint Cloud MA for their jobs.

Figure 2.X – MA Worker Commute Inflow/Outflow

	2005	2010	2015	% Change 2005 - 2015
Live and Work in the MA	37,076	40,838	45,765	+23.4%
Live in MA, But Work Elsewhere	18,728	17,901	19,671	+5.0%
Live Elsewhere, But Work in MA	24,163	29,582	36,500	+51.1%

*Source: U.S. Census Bureau, Center of Economic Studies

However, as shown in Figure 2.X above, the most growth in the last 10 years has been in workers who live elsewhere, but commute into the MA for their jobs. Forty-four percent (44%) of jobs in the MA are filled by workers who live somewhere outside the MA.

The top employment sectors within the MA are:

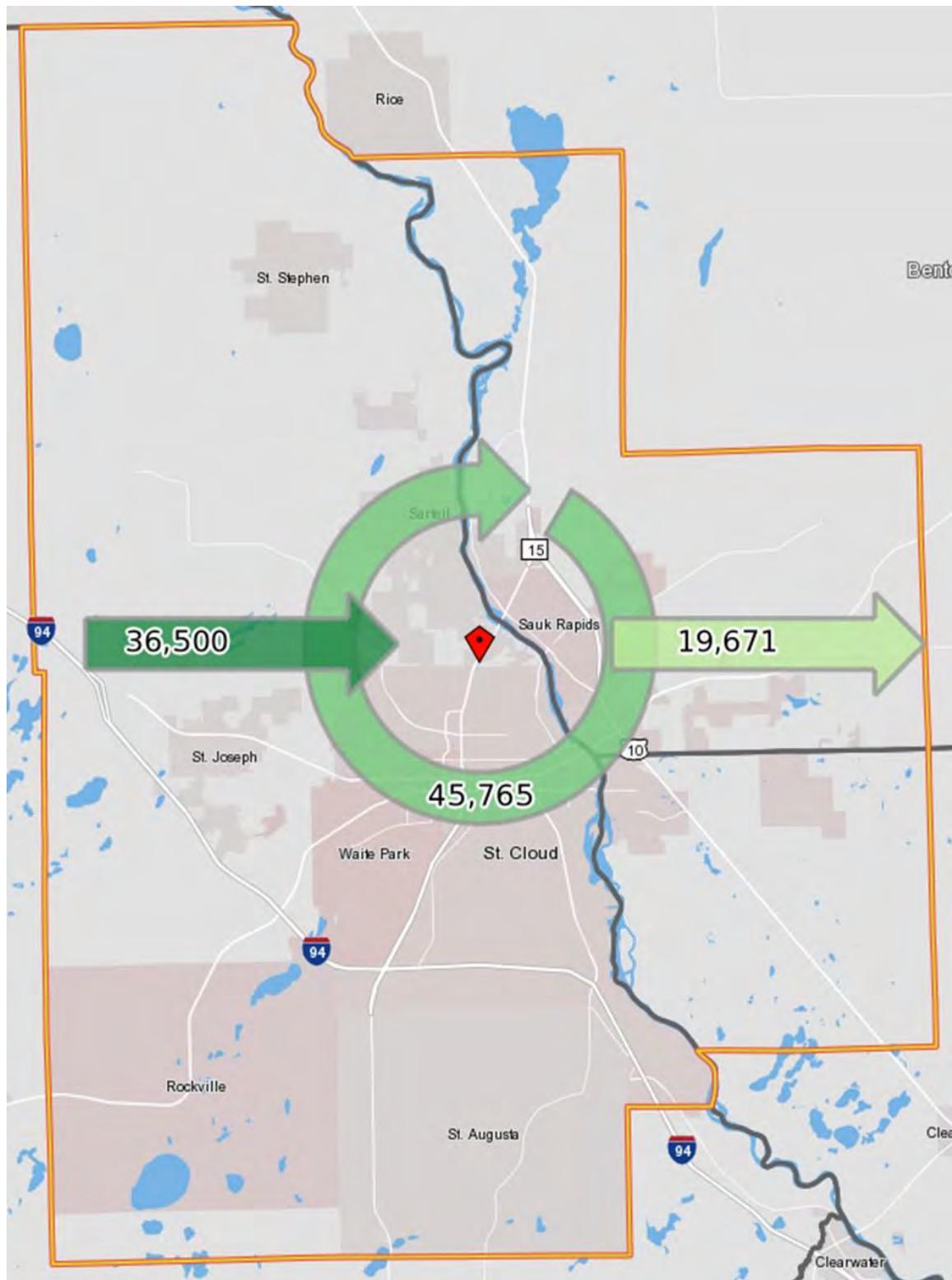
Figure 2.X – Top Employers in the MA (2017)

Employer	Job Sector	Number of Employees
Saint Cloud Hospital/CentraCare Health	Health Care	6,899
Corborn's, Inc.	Grocery/Distribution	2,448
State of Minnesota (Including St. Cloud State University, St. Cloud Technical and Community College, and St. Cloud Correctional Facility)	Government/Higher Education/Corrections	2,340
Saint Cloud Area School District #742	Education	1,732
Saint Cloud Veterans Affairs Health Care System	Health Care	1,724
Electrolux North America, Inc.	Manufacturing	1,200
College of St. Benedict/St. John's University	Higher Education	1,022
GNP Company	Poultry Processing	1,053
Stearns County	County Government	842
New Flyer of America	Manufacturing	705
ColdSpring Granite Company	Mining/Excavation	690
Sherburne County	County Government	616
Capital One 360	Financial	600
Bernick's	Wholesale Distribution	570
Wolters Kluwer Financial Services	Financial	600
Knife River Corporation – North Central	Construction	553
Bluestem Fulfillment, Inc.	Distribution	550
Sauk Rapids-Rice Scholl District #47	Education	550
Catholic Charities of Saint Cloud	Non-Profit	534
Polar Tank Trailer	Manufacturer	520
Array Services	Financial	447
City of Saint Cloud	Municipal Government	434

*Data Sources: Saint Cloud Area Chamber of Commerce; City of Saint Cloud

Like much of the rest of the country, services industries and health care dominate the MA job market. However, unlike some parts of the country, the MA has managed to retain a good number of manufacturing jobs, which is the second-highest employment sector within the MA. Manufacturing, distribution, and processing of agricultural products rely upon and produce a large number of transportation trips.

Figure X.X – Worker Flows in the MA



*Data source:

WHAT WE HEARD

As part of the APO's on-going effort to engage the general public and transportation stakeholders in its planning process, staff solicited public input as part of the development of this plan (see more complete details in Chapter X). What follows is summary of the public comments we heard regarding the general demographic characteristics of the MA.

Comments in quotation marks are word-for-word quotes from the public. Comments not in quotations marks are not direct quotes, but express succinctly the idea communicated by the public. When the same or similar idea was expressed by multiple people, we have noted the number of times the comment was received.

- Increasing elder-population; is the region ready; what can be done for aging drivers? (4 similar comments)
- "Create a plan for affordable vehicle ownership. Public Transportation can't meet everyone's needs." / Used vehicle purchase assistance, low income vehicle repair programs. (3 similar comments)
- Redesign transportation networks to better serve families, especially those with young children. (3 similar comments)
- "Should be more concerned to make things easier for students too."
- Make sure to consider the health impacts and equity impacts of decisions that serve the entire community and individuals health
- "Create opportunities (jobs) for everyone. Don't waste money on expansion and making everything 'look pretty.' Take care of the homeless."

We note especially the comments about affordable transportation options that appear to reflect the data on falling real incomes and increasing poverty rates in the region. Also, we note the multiple comments about the aging population and the call for transportation services to meet their needs.

ROADWAYS

Roadways are the primary means of transportation and, therefore, are the most important piece of public transportation infrastructure. They are also very expensive to build and maintain. The American Road and Transportation Builders Association estimates that it costs \$3 million to \$5 million to build 1 mile of undivided 2-lane roadway in an urban setting². Considering there are 1,362 centerline miles of roadway within the MA, it's easy to see that roadways represent a major public investment. They also have an important influence on most components of urban life, including economic activity, growth and development, quality of life, public health, recreation, social cohesion, and the environment.

² <https://www.artba.org/about/faq/>

In addition, roadways play a vital role in the movement of goods from local freight generators to other destinations within the region, the state, and the rest of the country. It is important to have strong infrastructure in place such as roadways to support freight movement.

More information on freight and the regional freight framework can be found in Chapter X.

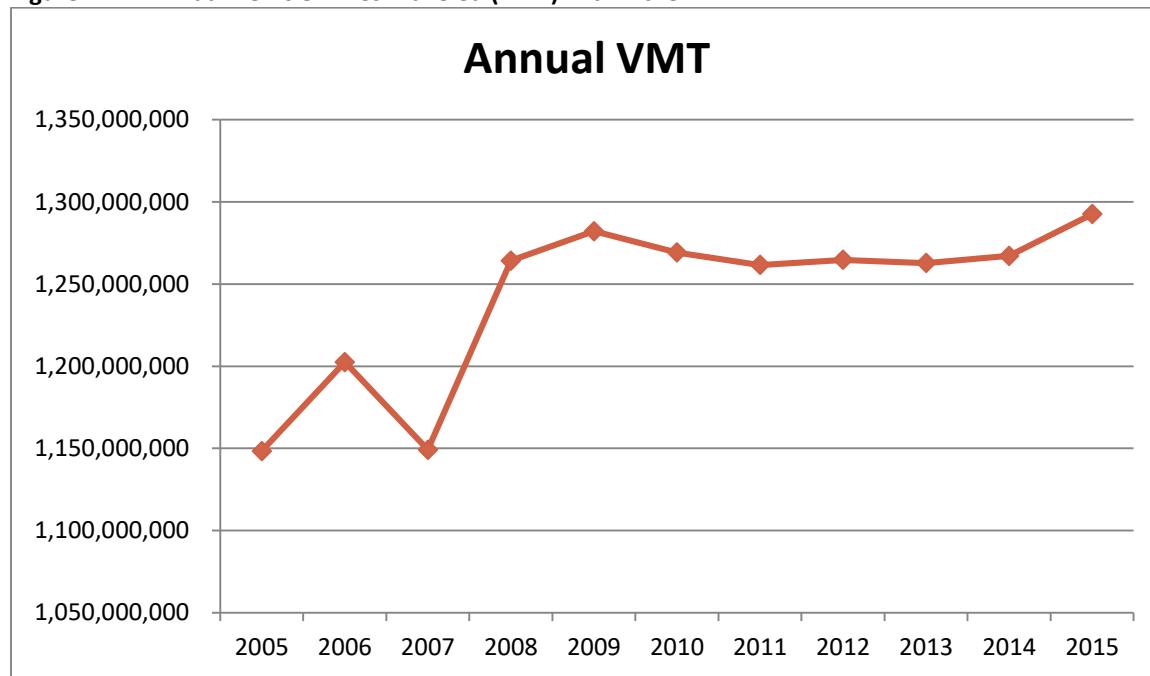
WHAT THE DATA SAYS

Figure 2.20 – 2015 Primary Means of Transportation to Work; 16 Years and over

Jurisdiction	Car, Truck, or Van	Public Transit	Taxicab	Motorcycle	Bicycle	Walked	Other	Worked at Home	Total
Saint Cloud	29,822	996	18	34	506	1,634	217	1,302	34,529
Sartell	8,048	56	0	0	34	109	6	437	8,690
Sauk Rapids	6,104	35	0	0	31	0	51	225	6,446
Waite Park	3,251	44	0	0	75	206	0	153	3,729
Saint Joseph	2,563	293	0	0	0	416	65	593	3,930
Saint Augusta	1,778	0	0	0	0	23	4	87	1,892
Rockville	1,321	0	0	0	6	16	5	91	1,439
Saint Stephen	488	0	0	0	0	0	3	40	531
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	4,172	17	0	0	8	57	14	206	4,474
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	2,430	2	0	8	3	17	16	206	2,682
Rural Sherburne County <i>(Township of Haven)</i>	844	3	0	3	0	4	2	97	953
MA Totals	60,821	1,446	18	45	663	2,482	383	3,437	69,295
2015 MA %	87.77%	2.09%	0.03%	0.06%	0.96%	3.58%	0.55%	4.96%	100%
2012 MA %	87.82%	1.41%	N/A	N/A	0.46%	3.23%	0.66%	6.42%	100%
2012 – 2015 Trend	→	↑	N/A	N/A	↑	↑	→	↓	

*Data Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimate

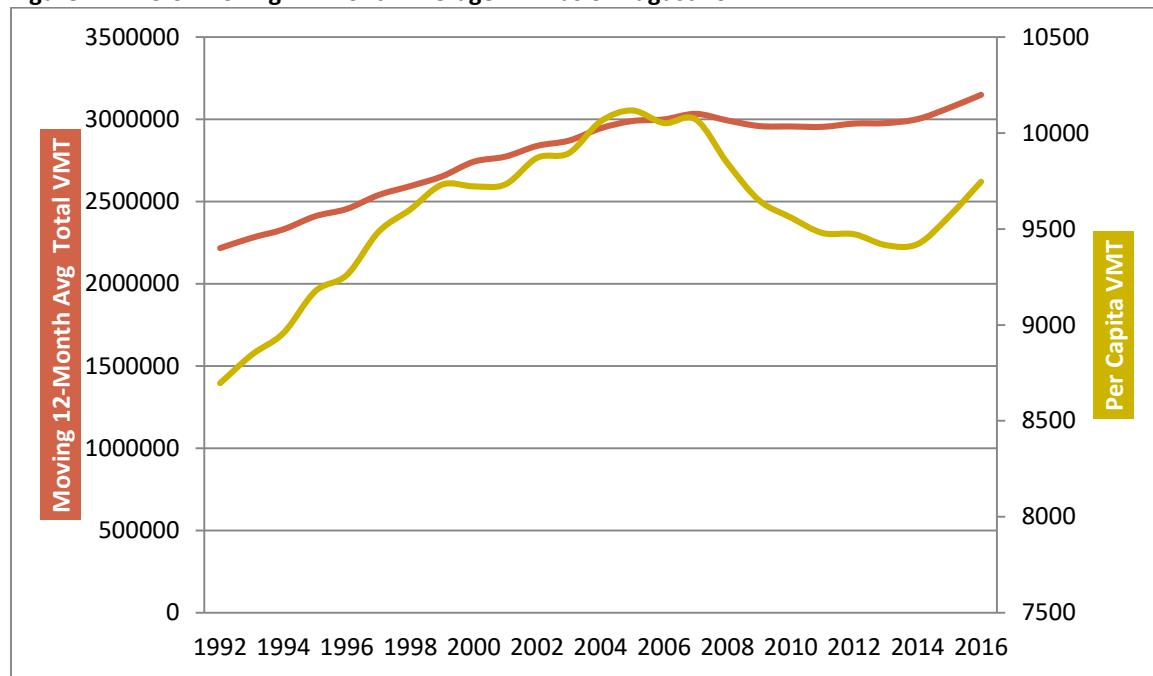
Trips to and from work are the single most common trip type, and automobiles are by far the most popular mode of transportation for work trips. (Interestingly, walking is the second most popular mode.) The reader is cautioned to remember that this data reflects only to trips to work. If the data could be expanded to encompass all trip purposes, it may look very different.

Figure X.X – Annual Vehicle-Miles Traveled (VMT) within the MA

*Data Source: Minnesota Department of Transportation

Vehicle-miles traveled (VMT) is a common measure of the amount of activity that has occurred on the roadways of a given area, and is calculated by multiplying the amount of daily traffic on a roadway segment by the length of the segment, then summing all the segments' VMT to give you a total for the geographical area of concern. The VMT of the MA reflects trends that can be seen in statewide and nation VMT data – namely, a flattening of the trend line from 2008 through 2015.

The “flattening” of VMT growth between 2007 and 2015 is unprecedented in the history of the data. There have been ups and downs, most notably during the oil shocks of the 1970’s, but never a prolonged period of no growth or negative growth. And while VMT overall has started growing again, per capita VMT has only just begun to reach the same levels as the late 1990’s. On average, people are just not driving as much as they used to. There are many theories as to why. The economic recession which began in 2008 is a popular choice. Other possible explanations include: 1.) a shift in investment away from roadways to alternatives modes of transportation, 2.) a shift away from roadway expansion to roadway preservation, 3.) an attitude among younger drivers that prioritizes other things above driving, 4.) the high-cost of driving in a time of stagnant wages, and 5.) technological advances that reduce the need to drive. The answer may be one or a combination of these theories.

Figure X.X – U.S. Moving 12-Month Average VMT as of August 2017

*Data Sources: Federal Highway Administration and U.S. Census Bureau

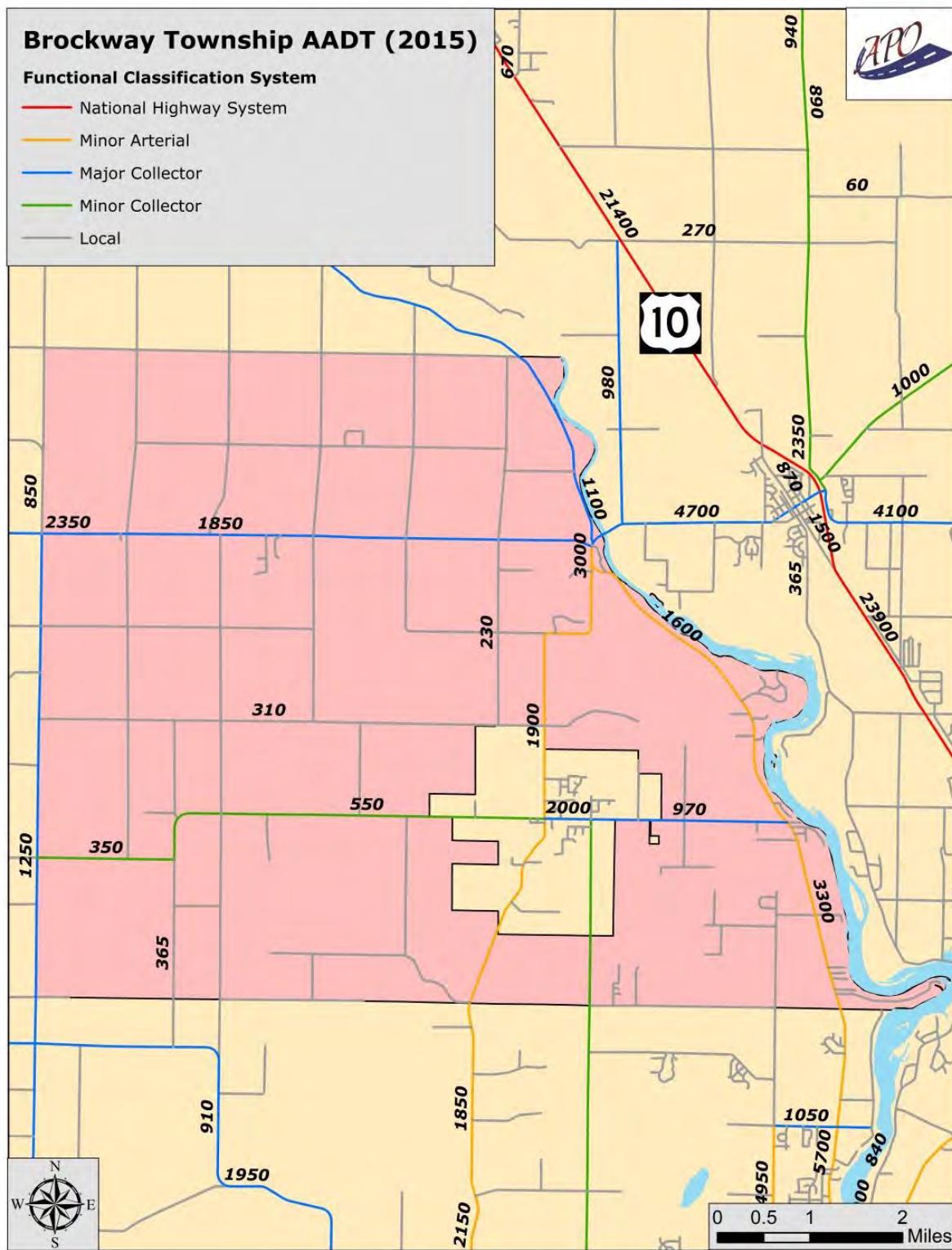
Figure X.X – Travel Time to Work in the MA

Travel Time to Work	2000		2015		2000 – 2015 Change	
	Commuters	% of Total	Commuters	% of Total	Commuters	% Change
Less than 5 Minutes	2,418	4.07%	2,163	3.28%	-255	-0.4%
5 to 9 Minutes	10,612	17.84%	10,646	16.17%	+34	0.1%
10 to 14 minutes	15,002	25.22%	14,789	22.46%	-213	-0.4%
15 to 19 minutes	13,123	22.06%	15,120	22.96%	+2,000	3.4%
20 to 24 minutes	7,540	12.68%	8,803	13.37%	+1,263	2.1%
25 to 29 minutes	1,947	3.27%	2,556	3.88%	+609	1.0%
30 to 34 minutes	3,208	5.39%	4,416	6.71%	+1,208	2.0%
35 to 39 minutes	465	0.78%	666	1.01%	+201	0.3%
40 to 44 minutes	441	0.74%	865	1.31%	+424	0.7%
45 to 59 minutes	1,428	2.40%	2,179	3.31%	+751	1.3%
60 to 89 minutes	2,317	3.90%	2,355	3.58%	+38	0.1%
90 or more minutes	981	1.65%	1,300	1.97%	+319	0.5%
Total Commuters	59,482	100.00%	65,858	100.00%	+6,376	+10.7%

*Data Sources: U.S. Census Bureau, Census 2000; U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

In general, residents of the MA enjoy relatively short commute times, with almost two-thirds of all trips to work taking less than 20 minutes. However, like the distance to jobs data, there is a smaller peak further down the chart, in the 45+ minute areas. Again, this most likely captures people commuting into the Twin Cities metro area for work, but it may also capture trips such as long transit or walking trips within the MA.

Figure X.X – Brockway and Saint Stephen Average Annual Daily Traffic (AADT) - 2015



Data Source: MnDOT and APO GIS files

Figure X.X – Rockville AADT – 2015

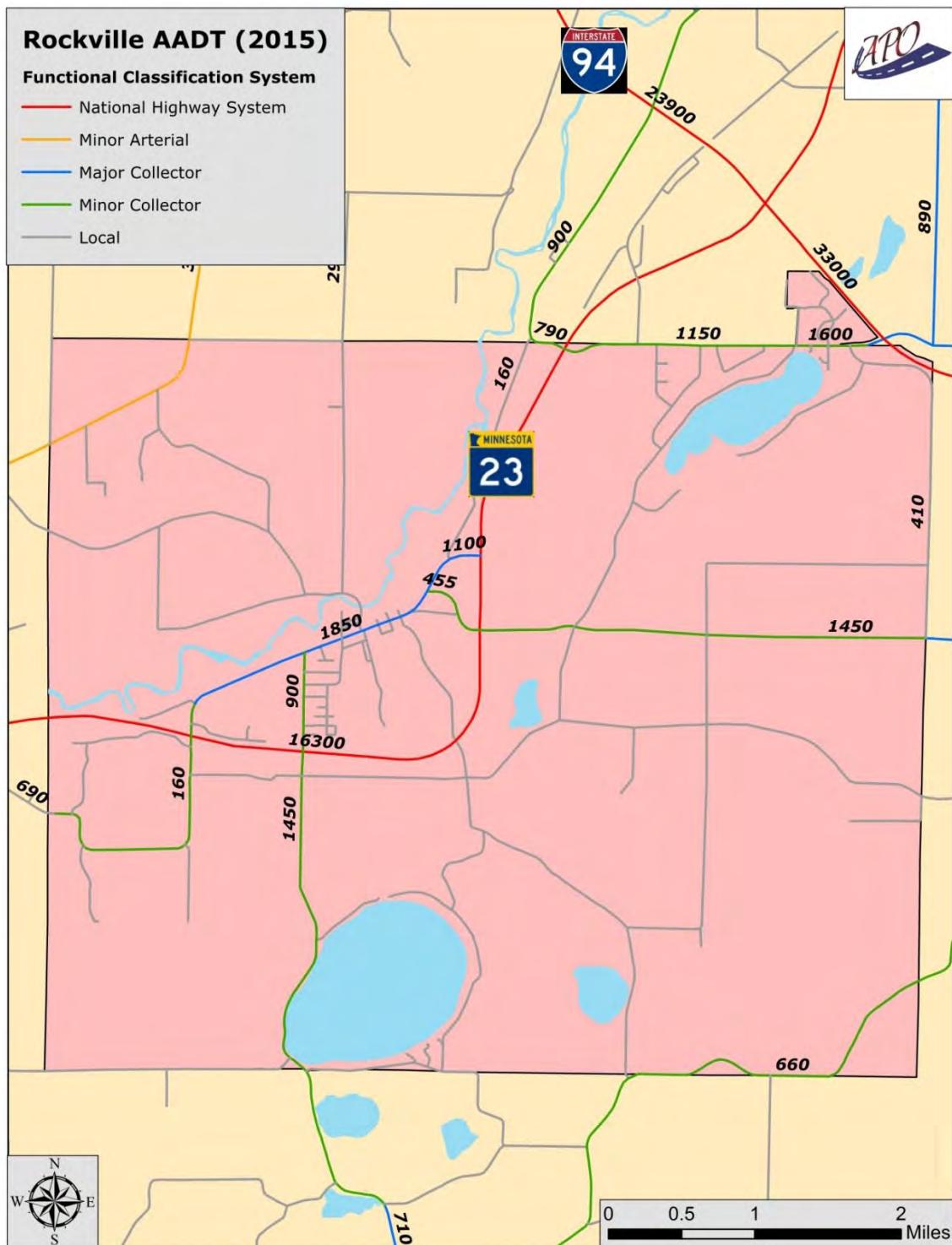
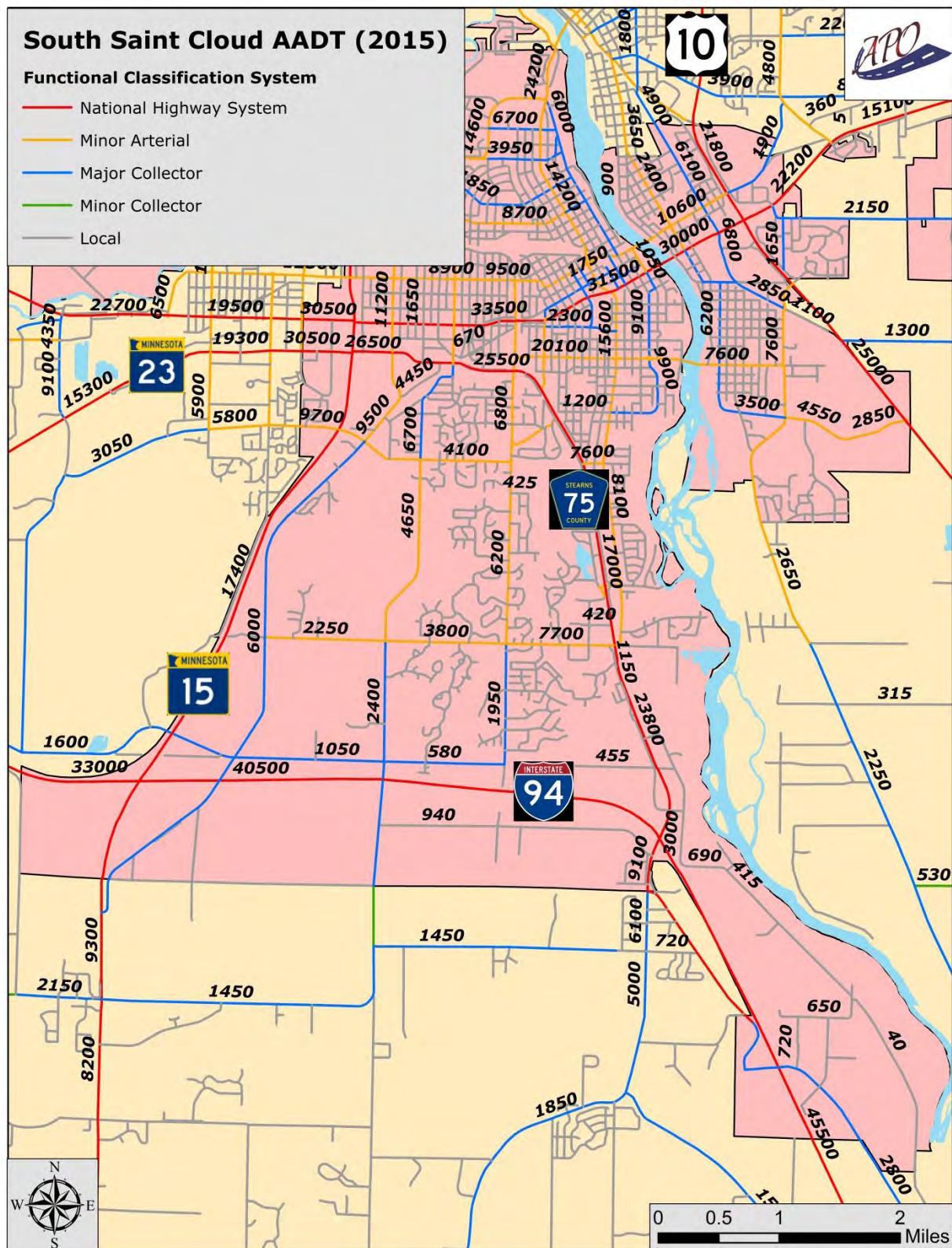


Figure X.X – Saint Augusta AADT – 2015



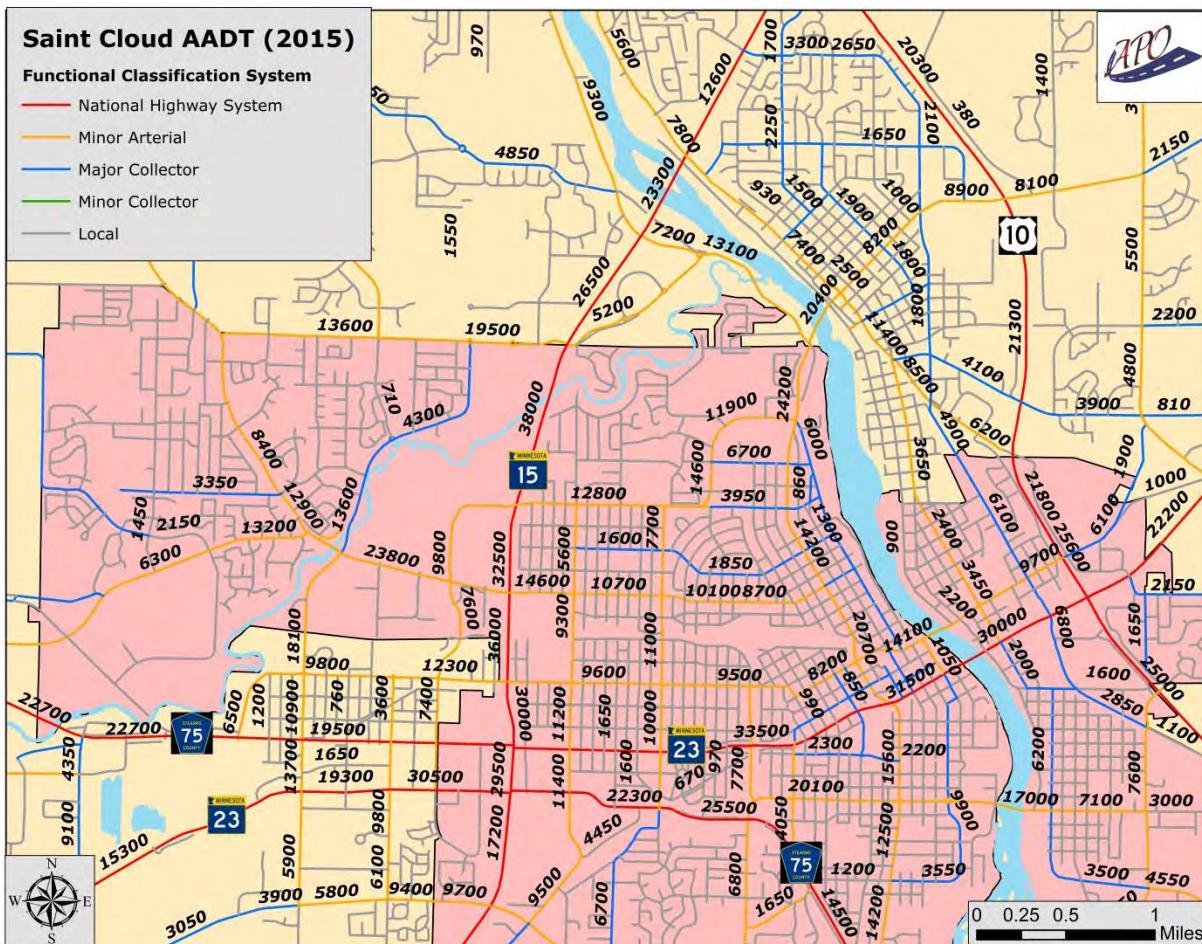
Data Sources: MnDOT and APO GIS files

Figure X.X – Saint Cloud (South) AADT – 2015



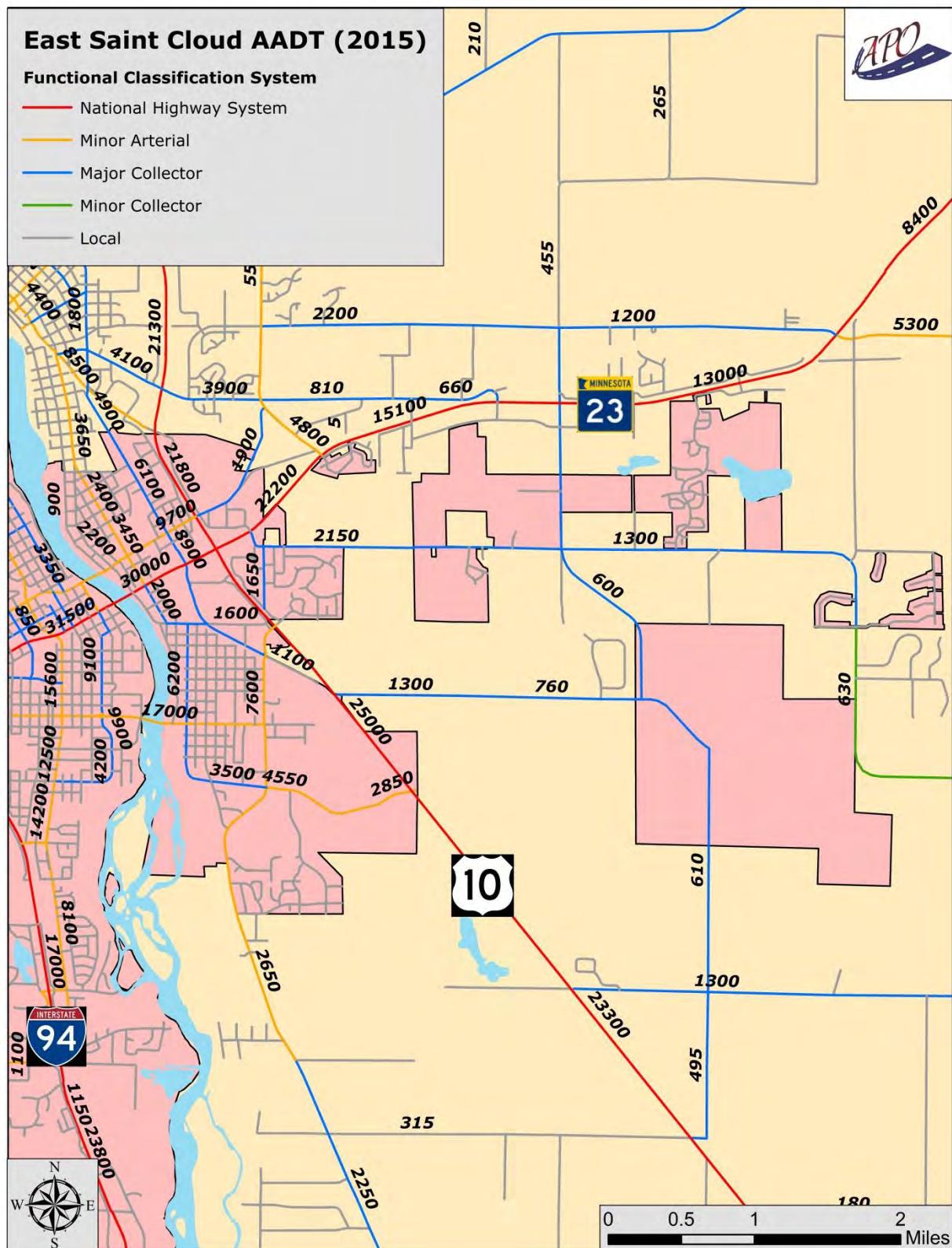
Data Sources: MnDOT and APO GIS files

Figure X.X – Saint Cloud (North) AADT – 2015



Data Sources: MnDOT and APO GIS files

Figure X.X – Saint Cloud (East) AADT – 2015



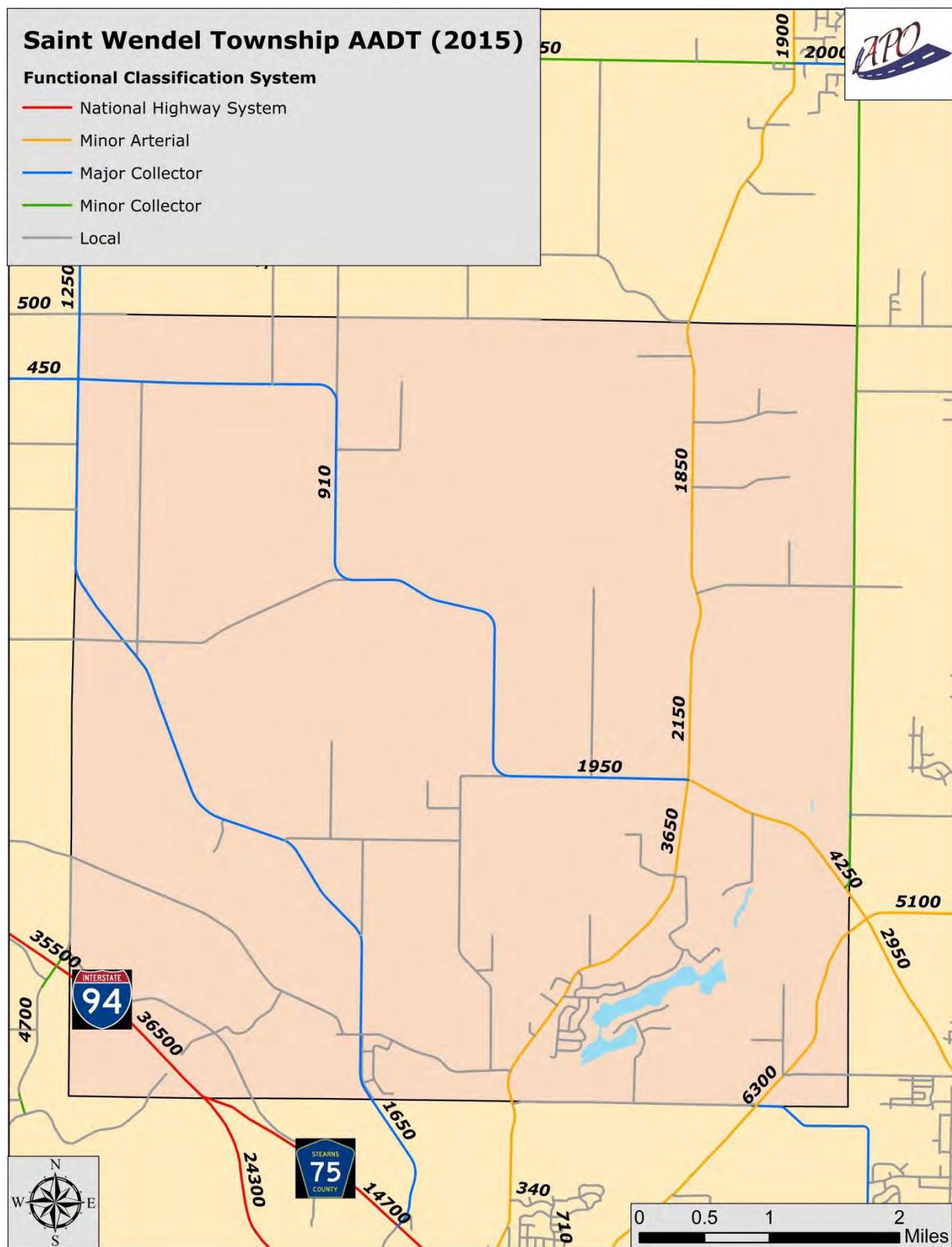
Data Sources: MnDOT and APO GIS files

Figure X.X – Saint Joseph Township and City of Saint Joseph AADT (2015)



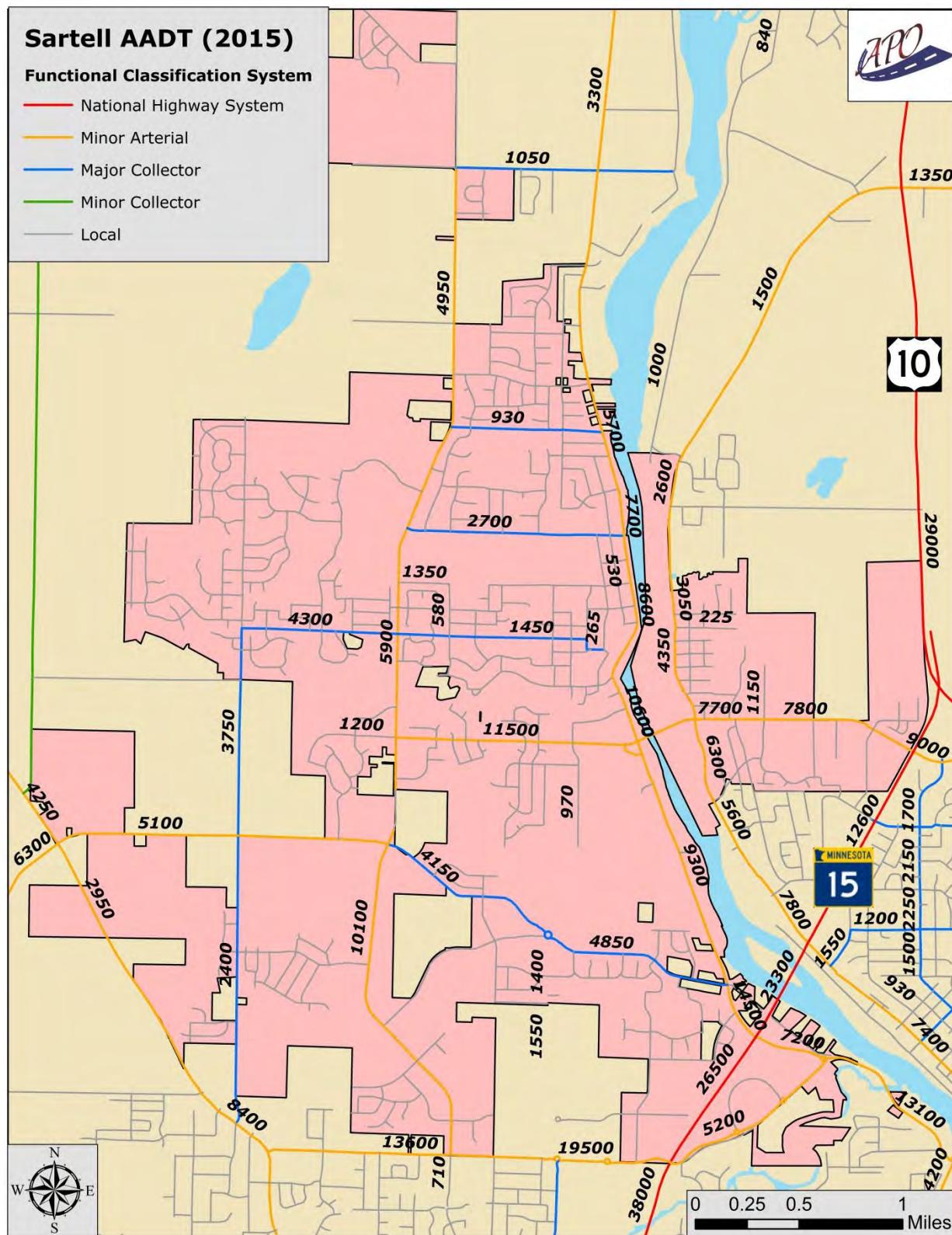
Data Sources: MnDOT and APO GIS files

Figure X.X – Saint Wendel Township AADT (2015)



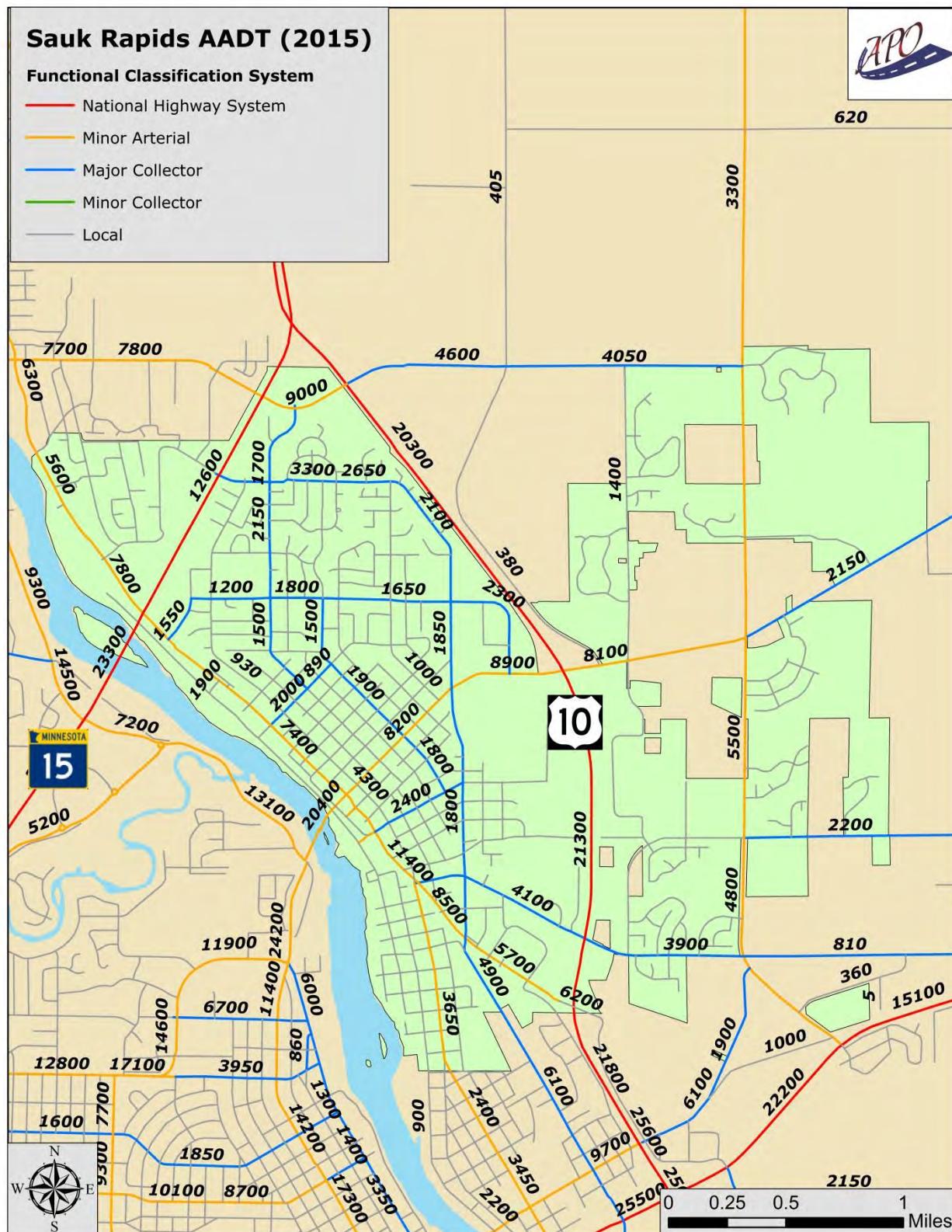
Data Sources: MnDOT and APO GIS files

Figure X.X – Sartell AADT (2015)



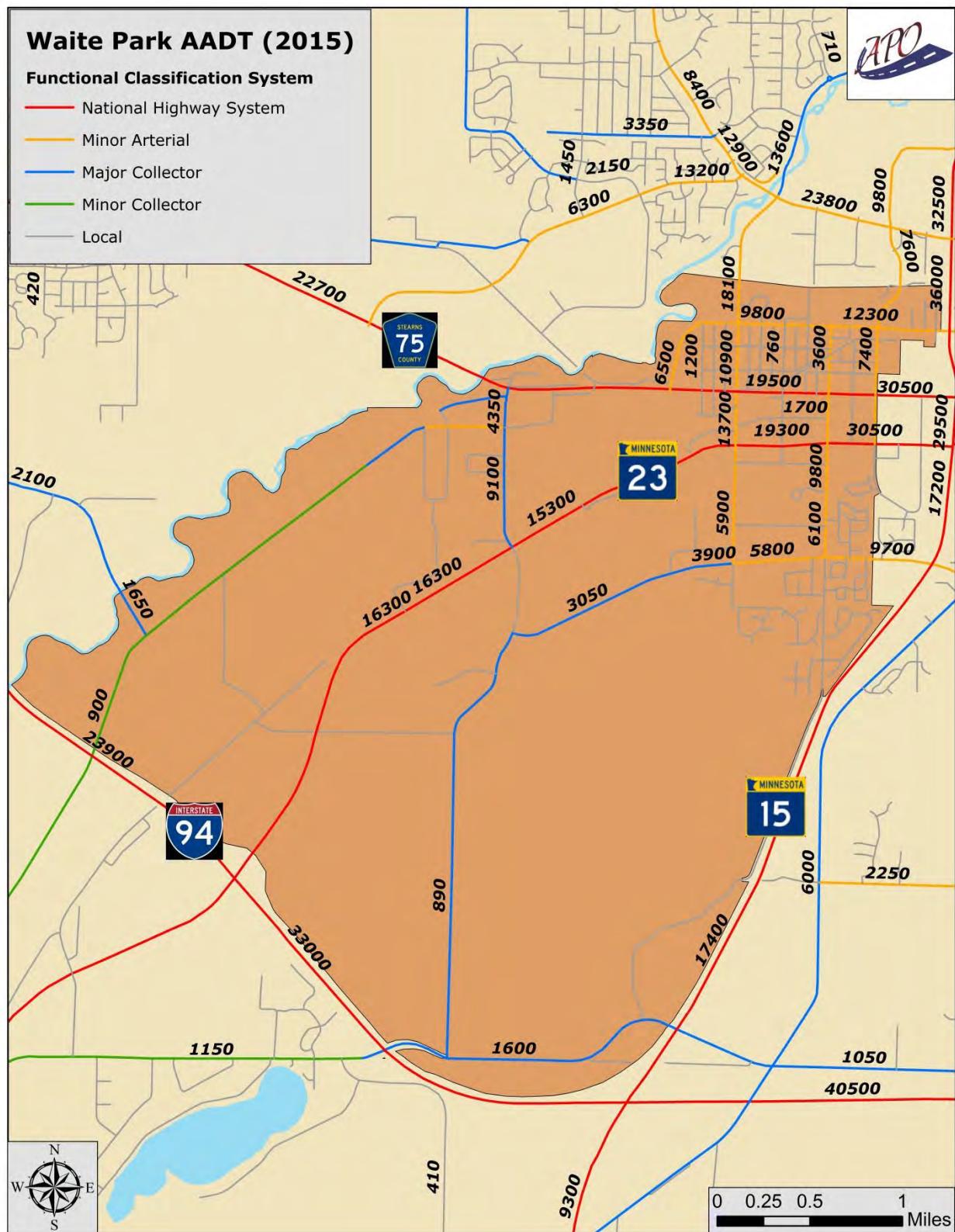
Data Sources: MnDOT and APO GIS files

Figure X.X – Sauk Rapids AADT – 2015



Data Sources: MnDOT and APO GIS files

Figure X.X – Waite Park AADT (2015)



Data Sources: MnDOT and APO GIS files

Figure X.X – Watab Township AADT – 2015



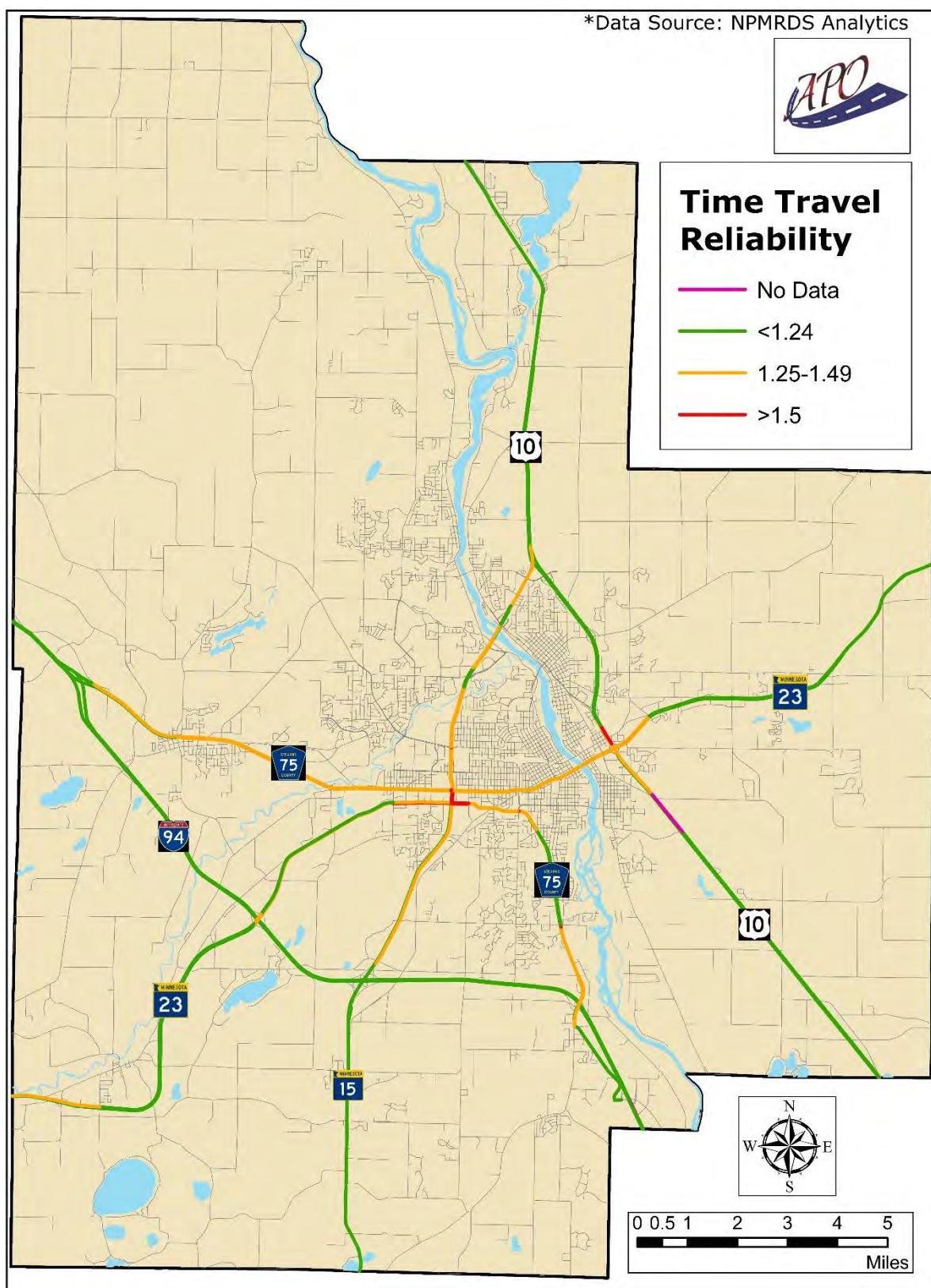
Data Source: MnDOT and APO GIS files

While knowing the average annual daily traffic (AADT) for roadways is useful, it is not necessarily an indication of a problem. For example, 10,000 AADT on a four-lane highway is usually not a problem because there is sufficient capacity to handle the traffic, while 10,000 AADT on a two-lane residential street would be cause for concern. We need some other kind of measure in order to see those areas experiencing traffic flow problems.

Travel Time Reliability is a required Federal performance measure for the National Highway System³. Level of Travel Time Reliability (LOTTR) is defined as the ratio of the “longer-than-normal” travel times (80th percentile) to a “normal” travel time (50th percentile), **using data from FHWA’s National Performance Management Research Data Set (NPMRDS)** or equivalent. Data are collected in 15-minute segments during all time periods between 6 a.m. and 8 p.m. local time. Figure X.X shows the LOTTR for the NHS within the metropolitan area. Any roadway segment with an LOTTR greater than 1.5 is considered to be “unreliable”.

³ For more information see: <http://www.dot.state.mn.us/roadway/data/nhs.html>

Figure X.X – Level of Travel Time Reliability on the National Highway System



The City of Saint Cloud and MnDOT have the ability to remotely adjust the timing of some traffic signals based upon traffic conditions (see Figure X.X). In general, MnDOT is responsible for the signal timing at intersections on MN23 east of MN15. There are four signals that are wired for remote control on MN23 west of MN15, but they have recently been offline after the control cable was accidentally cut during some road work. You can see those signals represented in blue on Figure X.X. The other connected signals are controlled by the City of Saint Cloud's Traffic Systems Manager. It should be noted that in some cases, the Saint Cloud Traffic Systems Manager is monitoring and adjusting signals on County Roads – most notably CSAH75 – at the request of Stearns County. It should be further noted that the Traffic Systems Manager can view the signal timing plans for the MnDOT controlled signals, but cannot make adjustments to them.

While traffic conditions at the connected signals can be remotely monitored and signal timing can be adjusted remotely, there is not, in general, **active** monitoring and adjustment like one would see in a traffic management center. The monitoring of the signals is but one responsibility of the lone Traffic Systems Manager, so monitoring and adjustment is limited to periodic review of signal timing plans and the times that each plan becomes effective. The signal timing plans are set to favor a particular direction of travel based upon the time of day. A pedestrian pushing the pedestrian crossing button or an emergency vehicle that triggers the opticom system on one or more signals can throw the signals out of coordination with their neighbors and it takes some time for the signals to become re-coordinated.

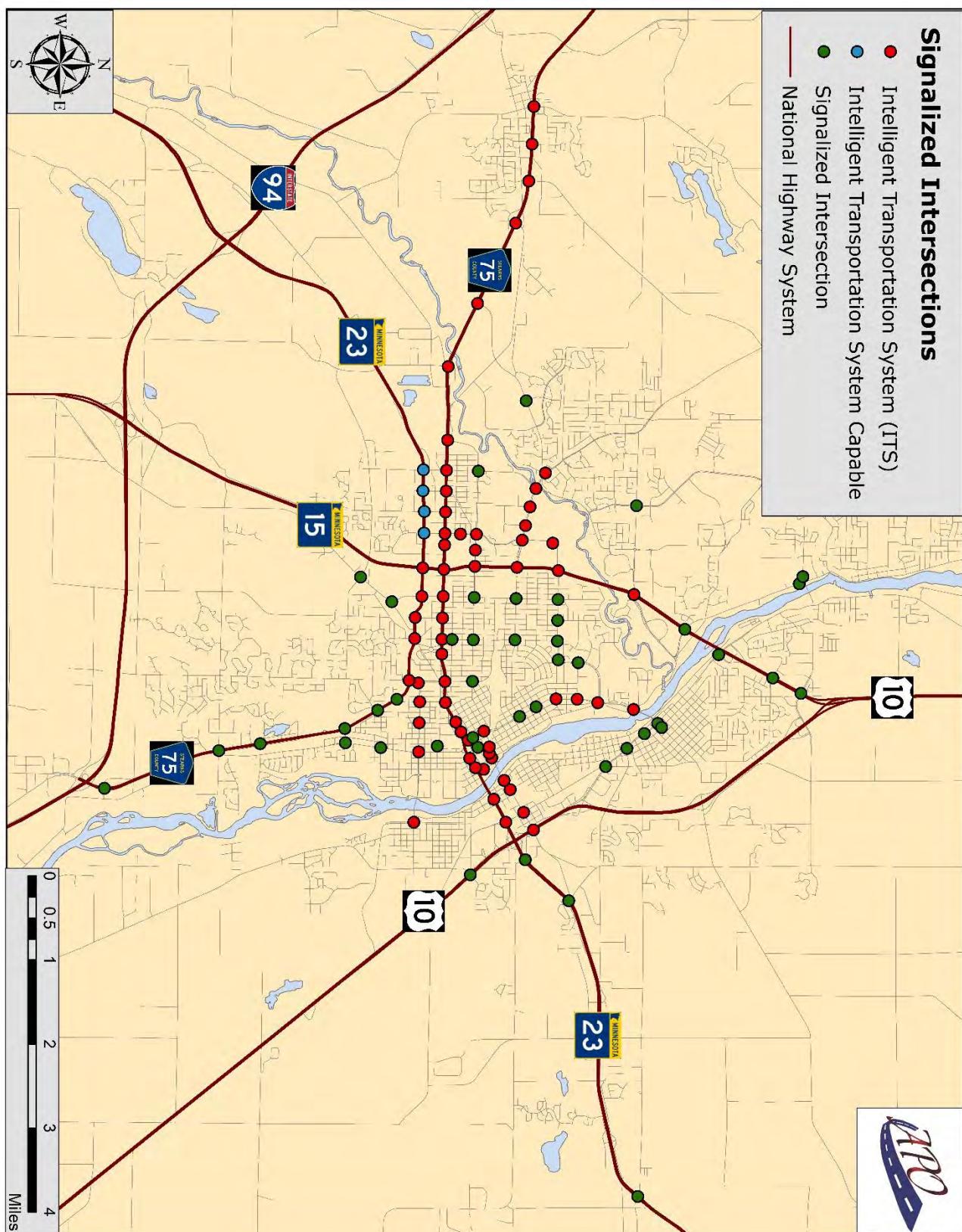


Figure X.X – MA Pavement Quality Map

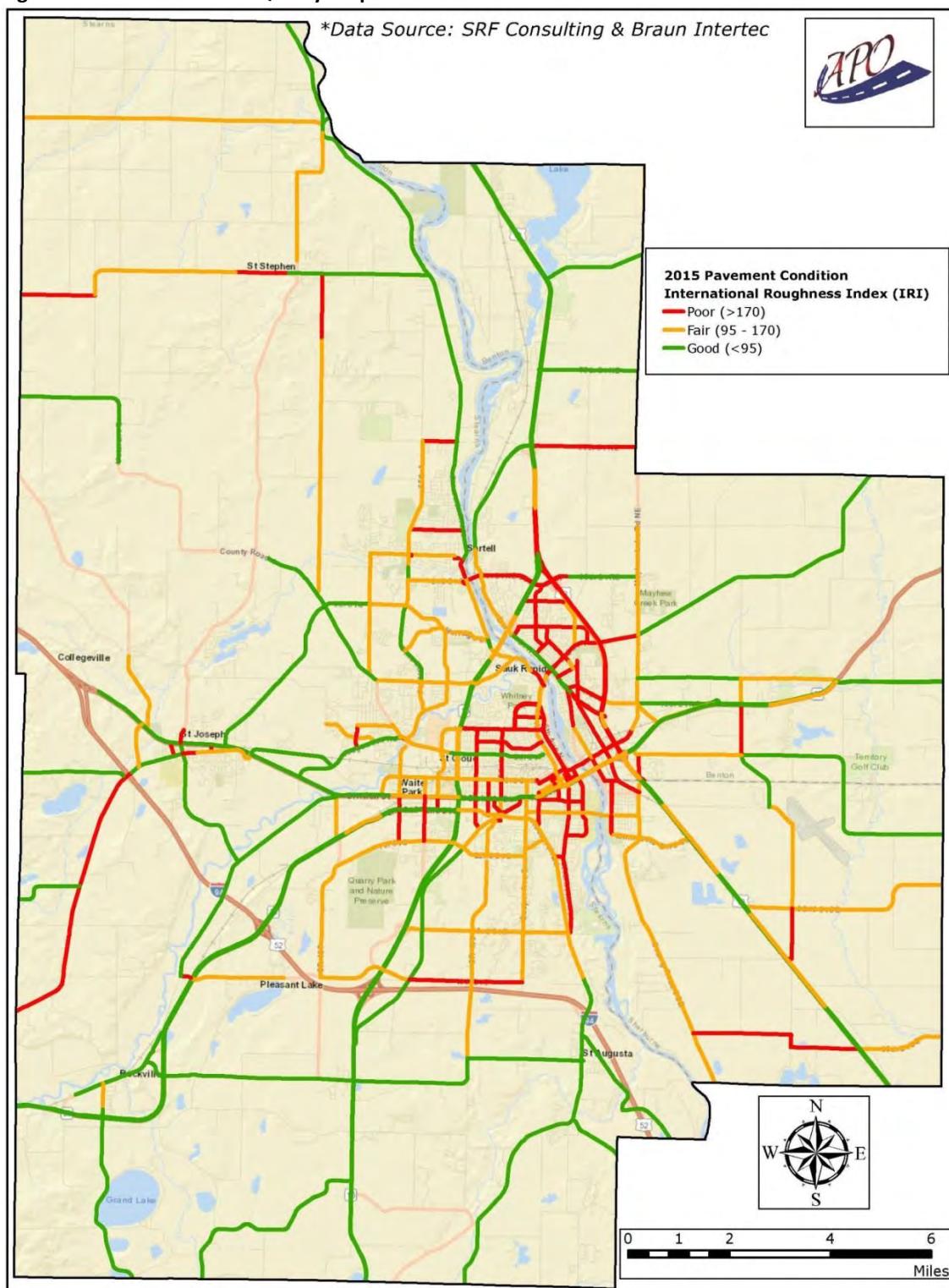
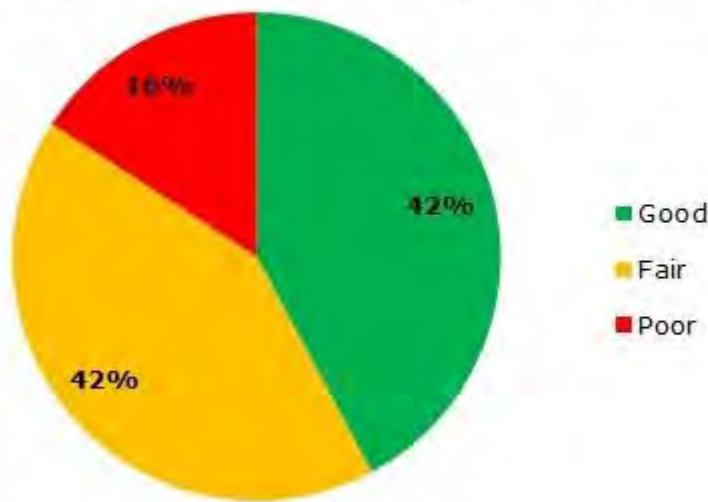


Figure X.X – MA Pavement Quality**Roads within APO Jurisdiction (2015)
International Roughness Index (IRI)**

**Data Source: SRF Consulting & Braun Intertec*

Not only are roadways expensive to build, but they also require significant maintenance to keep them in good operating condition. Pavement quality data shows less than a majority of centerline miles are in good condition, and 16% are in poor condition. As shown in Figure X.X, the poor quality miles are largely concentrated in the central urban area.

Figure X.X – MA Bridge Condition Map

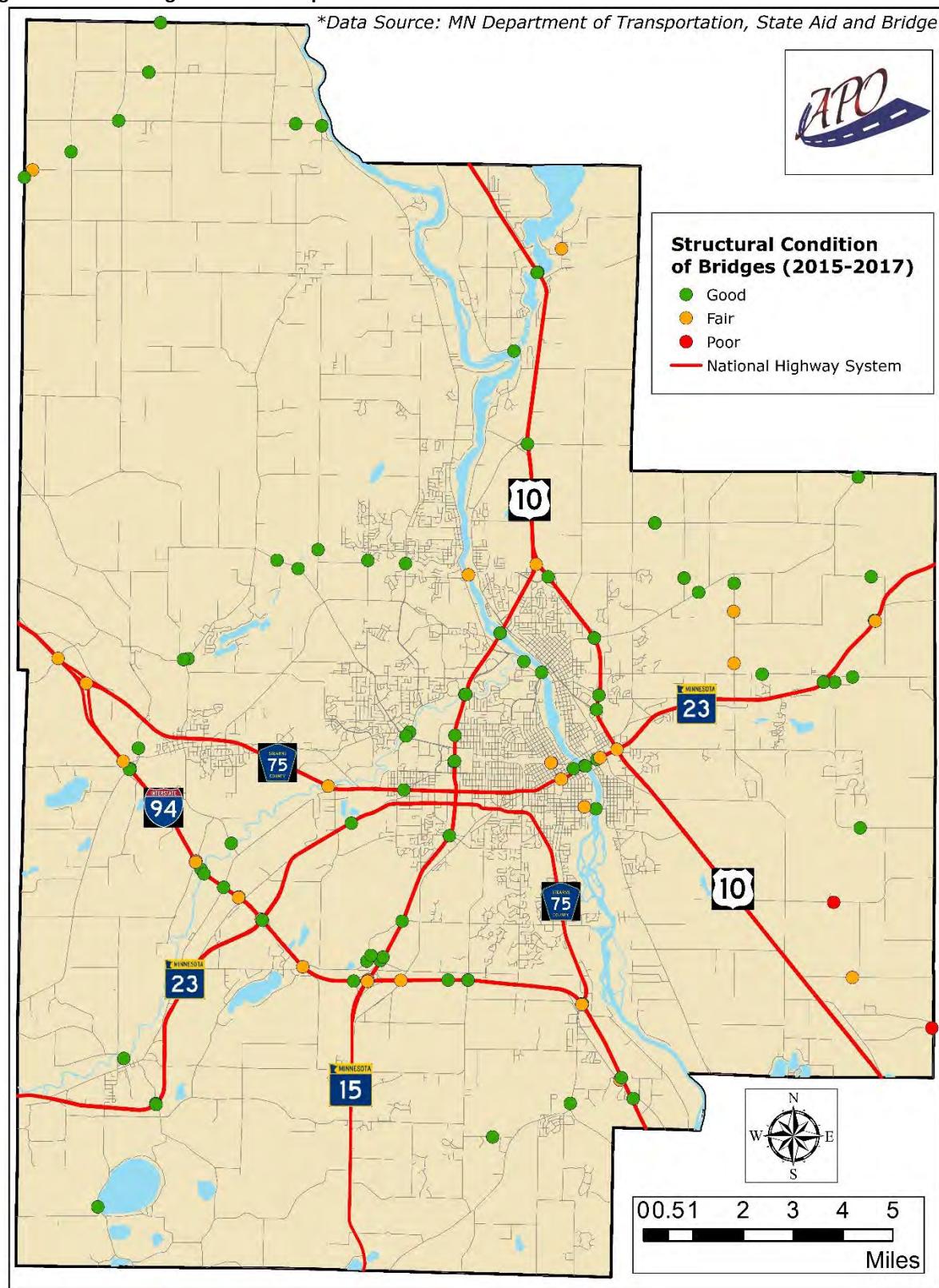
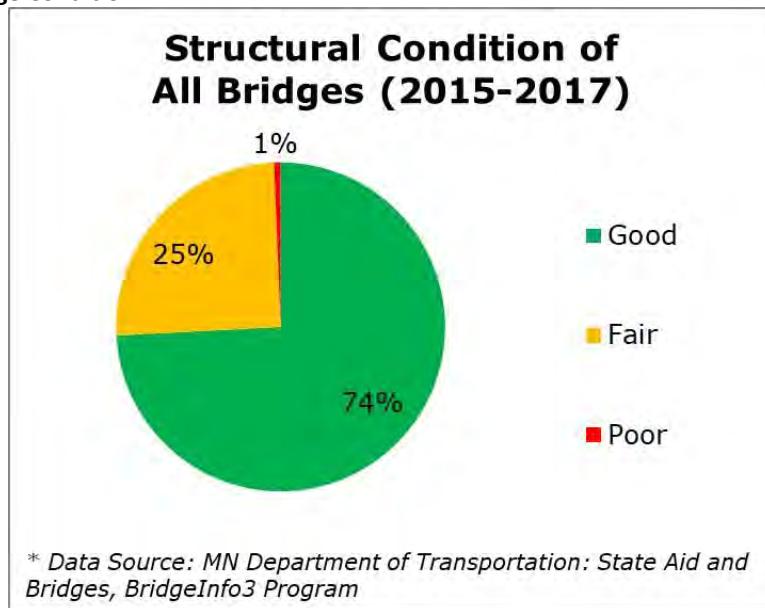


Figure X.X – MA Bridge Condition

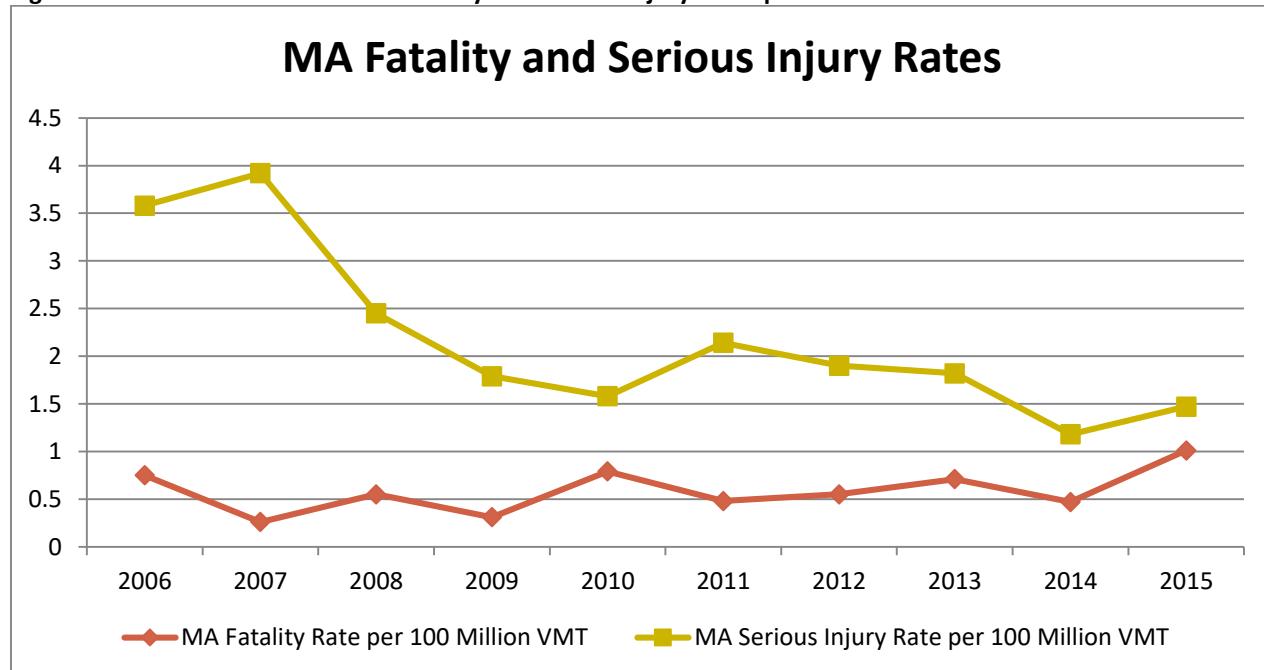
Following the collapse of the I-35 bridge in Minneapolis in 2007, the State of Minnesota invested heavily in bridge inspections and repairs and it shows in the current bridge condition data. Locally, 99% of all bridges are in good or fair condition, and just 1% are in poor condition. However, the bridges in poor condition should still be a priority for rehabilitation or replacement.

Safety is an important consideration in planning, designing, and operating roadways. The APO measures four facets of roadway safety performance: 1) the number of transportation-related serious injuries that occurred in a year, 2) the number of transportation-related fatalities that occurred in a year, 3) the number of serious injuries that occurred per 100 million vehicle-miles traveled (VMT), 4) the number of fatalities that occurred per 100 million VMT.

Figure X.X – Saint Cloud APO Motorized Vehicle Safety Performance Measures

	MA Roadway Fatalities (Motorized)	MA Roadway Serious Injuries (Motorized)	MA Fatality Rate per 100 Million VMT	MA Serious Injury Rate per 100 Million VMT	Minnesota Fatality Rate per 100 Million VMT	Minnesota Serious Injury Rate per 100 Million VMT
2006	9	43	0.75	3.58	0.87	3.26
2007	3	45	0.26	3.92	0.89	3.02
2008	7	31	0.55	2.45	0.79	2.71
2009	4	23	0.31	1.79	0.74	2.23
2010	10	20	0.79	1.58	0.72	2.10
2011	6	27	0.48	2.14	0.65	2.04
2012	7	24	0.55	1.90	0.69	2.22
2013	9	23	0.71	1.82	0.68	2.13
2014	6	15	0.47	1.18	0.63	1.83
2015	13	19	1.01	1.47	0.70	1.92
AVG.	7.4	27	0.59	2.18	0.74	2.35
5-Year Avg.	8.2	21.6	0.64	1.70	0.67	2.03

*Data Source: MN Department of Transportation

Figure X.X – MA Motorized Vehicle Fatality and Serious Injury Rates per 100 Million VMT

*Data Source: Minnesota Department of Transportation

Figure X.X – MA Motorized Vehicle Crashes by Type (2006-2015)

	All Crash Types	Fatal Crash Types	% of Fatal Crashes
Right-Angle	5,028	21	28.4%
Sideswipe (Same-Direction)	2,089	1	1.3%
Run Off Road (Right Side)	1,539	15	20.3%
Left Turn	1,261	5	6.8%
Run Off Road (Left Side)	1,243	5	6.8%
Head On	1,200	12	16.2%
Miscoded	476	1	1.3%
Sideswipe (Opposite Direction)	365	0	0.0%
Right Turn	284	1	1.3%
Unknown/Not Stated	213	0	0.0%
Other	8,841	13	17.6%
Total	22,539	74	100.0%

*Data Source: Minnesota Department of Transportation

Right-angle collisions are the most common type of fatal crash, followed by running off the road (right side) which usually entails a collision with a permanent fixed object such as a tree or pole. The third most common type of fatal crash is a head-on collision. While there are design and engineering measures that can be taken to help reduce all of these crash types, design and engineering measures are limited in their ability to mitigate poor decisions and other human errors.

Figure X.X – Driver Condition at Time of Accident (2006-2015)

Driver Condition	Number	%	Number Fatal	% Fatal	Number Incapacitating	% Incapacitating
Normal – No Drugs or Drinking	19,677	87.50%	40	54.05%	200	74.35%
Not Specified	835	3.70%	1	1.35%	7	2.60%
Unknown	760	3.40%	22	29.73%	10	3.72%
Under the Influence	659	2.90%	5	6.76%	25	9.29%
Had Been Drinking	201	0.90%	2	2.70%	15	5.58%
Not Applicable	118	0.50%	2	2.70%	3	1.12%
Asleep	84	0.40%	1	1.35%	2	0.74%
Other	66	0.30%	1	1.35%	2	0.74%
Illness	39	0.20%	0	0.00%	2	0.74%
Had Been Taking Drugs	31	0.10%	0	0.00%	2	0.74%
Physical Disability	21	0.10%	0	0.00%	1	0.37%
Aggressive	6	0.00%	0	0.00%	0	0.00%
Total	22,497	100.0%	74	100.0%	269	100.0%

*Data Source: Minnesota Department of Transportation

According to the U.S. Department of Health and Human Services, in the mid-1970s alcohol was a factor in 60% of all roadway fatalities. Today, within the MA, alcohol is a known factor in less than 10% of all fatalities (and a factor in about 15% of crashes that result in

incapacitating injuries). However, it is worth noting that the law enforcement officer writing the crash reports did not know the driver condition 30% of the time, and so alcohol-related crashes are probably under-reported based on this data. Still, it is likely that alcohol as a crash-related factor has been greatly reduced since the 1970s. It is also worth noting that “distracted driving” is not a crash-related factor that is tracked, but as documented in the next chapter, there is a perception among both the public and law enforcement agents that distracted driving is a significant factor in crashes.

Understanding where crashes are occurring can also be valuable. Intersections with more traffic are usually where more crashes occur, but if we compare the total number of crashes to the number of vehicles that use the intersection, we get a crash rate that can show where an unusual number of crashes are occurring.

Figure X.X – 2015 Crash Rates per Million Entering Vehicles



In 2015, the intersections with the highest crash rates were:

- MN-15 and MN23/CSAH75 (south) in Saint Cloud
- 9th Avenue South and University Drive South in Saint Cloud
- Pinecone Road and 2nd Street in Sartell

It's worth noting that the crash data is from 2015. The City of Sartell built a roundabout at the intersection of Pinecone Road and 2nd Street in part because of the traffic accidents that were occurring at that location. The roundabout installation was completed late in 2015, and so any impact it may be having on crashes is not yet fully reflected in this 2015 data.

WHAT WE HEARD

The following is a summary of public comments that we collected regarding roadways, including roadway safety, preservation, and management:

- Roundabouts are good/we want more roundabouts (16 similar comments)
- Synchronize all traffic lights so that traffic flow is maximized (Especially on Division). (8 similar comments)
- Diverging diamond on Hwy 15 at CR 120 works well (5 similar comments)
- **"May want to start looking a bypasses around Waite Park/Saint Cloud"/Consider a ring highway around Saint Cloud.** (5 similar comments)
- Increase opportunities for safe passage for less traffic congestion. (3 similar comments)
- Make all of Hwy 15 a grade separated highway from 94 to Hwy 10. (3 similar comments)
- Traffic congestion/commute times are getting worse in the Saint Cloud area (2 similar comments).
- **"No good way to turn left on Division."** (2 similar comments)
- Concern about funding cuts to buses/light rail/ road-bridge-maintenance (2 similar comments)
- We need more timely snow plowing (2 similar comments)
- **"Build roads above city** [i.e., elevated roadways] **with exits into the city like Duluth."** (2 similar comments)
- We need a bridge on 33rd Ave. S in Saint Cloud over the river, especially with Tech HS, congestion will worsen
- **"Making it easier** and quicker to drive across Saint Cloud. Similar cities have much stronger inter-city routes (i.e. Mankato).
- **"Do NOT implement toll roads! Everywhere I have used them, they are incredibly inefficient in regards to traffic, create more pollution with cars idling AND the roads are still in a state of disrepair. Florida near Orlando last June is a prime example. And, do not add more lanes to 94, they are obsolete as soon as they are completed."**
- **"Toll roads sound good, but lower income folks then crowd roads without tolls."**
- **"Commit to roadway lighting that is dark-skies friendly; significantly reduce light pollution."**
- Any federal funding for township roads?
- "Money towards Roads and Bridges – **not choo choo trains.**"
- **"Examine a future with fewer cars."**
- **"Keep ahead of the curve for innovation technology and new emerging concepts like solar panel streets, driver less car technology, and other advancements. If we stay ahead of the curve and encourage these new ideas we will all prosper as a region."**

- "Studies in transportation economics found that 1. 'working from home' does not decrease use of roads. Such workers went to coffee shops rather than to their employers. Still on the road."
- "Roads around Talahi School, especially student housing areas, are in **bad** shape (i.e., poor surface quality) and when kids park on both sides of the street it becomes difficult to navigate a bus down the road."
- "Fill more pot holes around the Saint Cloud and Waite Park areas."
- "Fix potholes."
- "Fix I-94 rough pavement."
- "Redo 30th Ave."
- "Open 16th Ave. S [in Saint Cloud] to County Road 75 [at Traverse Avenue]."
- "Better freeways and highways."
- Widen freeway from Twin Cities
- "Replace Hwy 10/Hwy 23 bridge."
- "Better access"
- "Adjust almost every light in the area to flash yellow arrows for left turns instead of having the red turn arrow."
- "Roundabouts do not work for all the elderly using medical facilities. Should never have put them all around CentraCare."
- Roundabouts have not necessarily improved traffic flow at high times, especially along Pine Cone Road (Sartell).
- "Widen the roundabouts. If you pass through the Princeton roundabout, it is smooth as can be. Any roundabouts in Saint Cloud make you dizzy to go through."
- "I appreciate the areas two-lane roads for busier areas, especially in Saint Cloud. I also like the roundabouts WHEN they are practical and work well. Some roundabouts seem like they are useless."
- "I hate roundabouts. Don't add any more."
- "Future I-94 interchange at Jade Road in Saint Joseph."
- Sartell-Saint Cloud connections could be improved
- "I am only in Saint Cloud due to drive time to MSP and Brainerd being convenient. Traffic is one reason I might decide to just move to the cities!"
- "Fewer stoplights, especially stoplights across a highway. The infrastructure is designed for a Saint Cloud population of 20 years ago."
- "Nothing in Saint Cloud [works]. It is **always** congested; the signals do not work in conjunction with the next light you come to. Hwy 15 is the only corridor that works. I can get on it at 18th St. NW in Sauk Rapids and if I time it right I can get all the way down to Holiday Inn at 2nd St. S before I hit a red light."
- The solar lights on stop signs are great – keep them coming.
- More reflectors on traffic signs are great
- Complete Streets are great!
- Emergency opticon system for first-responders works well.
- Lighted crosswalks, rapid flash beacons and other safety upgrades are important
- New Hwy 15 interchange
- "Left and right turn lanes are really helpful and well placed."
- "I like the two lanes between Saint Cloud and Rogers. Not very congested."

- "Excellent use of left hand turn lanes."
- "Generally good levels of traffic."

URBAN PUBLIC TRANSIT

Saint Cloud Metropolitan Transit Commission

The Saint Cloud Metropolitan Transit Commission was created by the Minnesota Legislature in 1969 to operate as a Transit Authority. The MTC – more commonly known as Saint Cloud **Metro Bus or simply "Metro Bus"** – is responsible for the daily management, operation, and maintenance of both Fixed Route (FR) and Dial-a-Ride (DAR) systems. The transit commission provides service for the communities of St. Cloud, Sartell, Sauk Rapids and Waite Park.

The Metro Bus fixed route service operates seven (7) days a week and includes seventeen (17) regular public routes as well as three (3) routes servicing Saint Cloud State University. The system includes four (4) transit hubs: the Downtown Saint Cloud Transit Center, Crossroads Center mall, the Miller Learning Resources Center at Saint Cloud State University and Epic Shopping Center in Sartell.

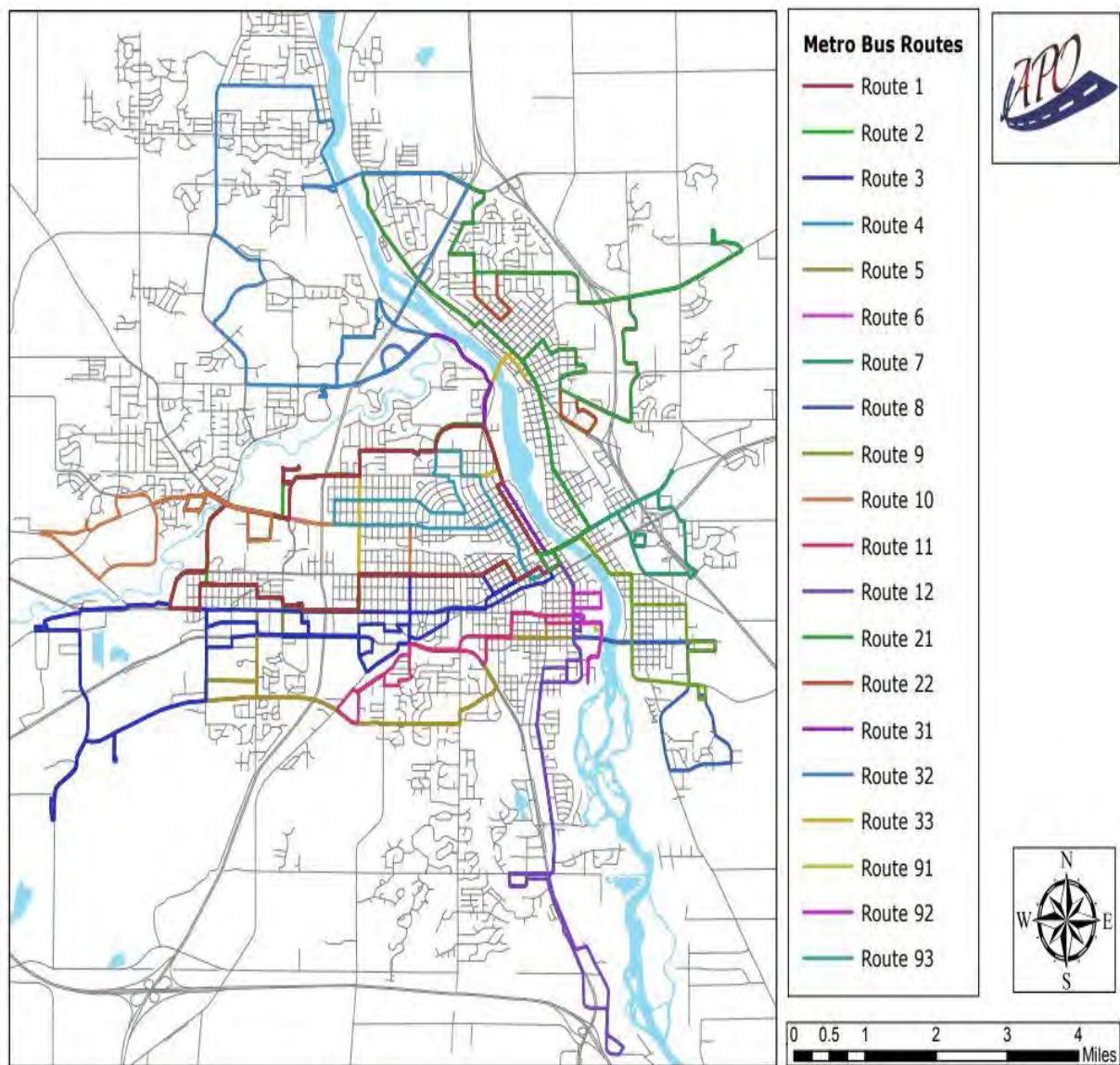
There are nearly 70 bus shelters and over 850 signed bus stops throughout the four (4) city transit service area. A majority of the signed bus stops are located with limited sidewalk accessibility.

On average, fixed route bus stops are spaced every other block in the downtown Saint Cloud core. For outlying stops, Saint Cloud Metro Bus places roughly four (4) to five (5) stops per mile.

According to the 2016 Saint Cloud Metro Bus Long Range Transit Plan, the bus stop spacing guideline can be discarded in favor of considering the location of rider concentration. Examples of this include regional shopping malls, hospitals, or educational campuses.

Saint Cloud Metro Bus also provides training for new riders and assessments for DAR service eligibility at its Saint Cloud Mobility Training Center located at 700 W Saint Germain St., Suite 100.

Saint Cloud Metro Bus operates thirty-eight (38) FR buses and thirty-three (33) DAR buses in its fleet. All fixed route buses are outfitted with bicycle storage options on the front exterior of the vehicle. In addition, Metro Bus operates a trolley bus that is used primarily during the summer months as transportation options from downtown Saint Cloud to Lake George for the area's Wednesday night summer concert series "Summertime by George!".

Figure X.X – Metro Bus Fixed Routes 2017

*Data Source: Saint Cloud Metropolitan Transit Commission

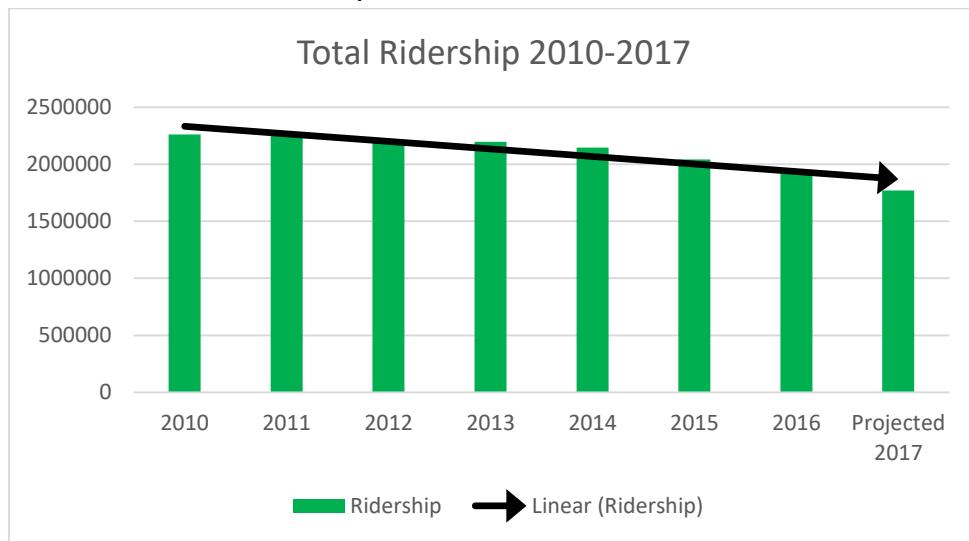
Since 2010, Saint Cloud Metro Bus has made a commitment to convert the majority of its fleet (with the exception of its trolley and Northstar Link Commuter Buses – see section below) to operate on compressed natural gas (CNG). As of November 2017, Saint Cloud Metro Bus has twenty-three (23) FR and eight (8) DAR buses that use CNG fuel.

WHAT THE DATA SAYS

Fixed Route

FR ridership for Saint Cloud Metro Bus has been declining since 2014. Most recently, Metro Bus, which had boasted over 2 million rides annually has fallen below that mark in FY 2016.

Figure X.X – Metro Bus Fixed Route Ridership



Data Source: Saint Cloud Metro Bus

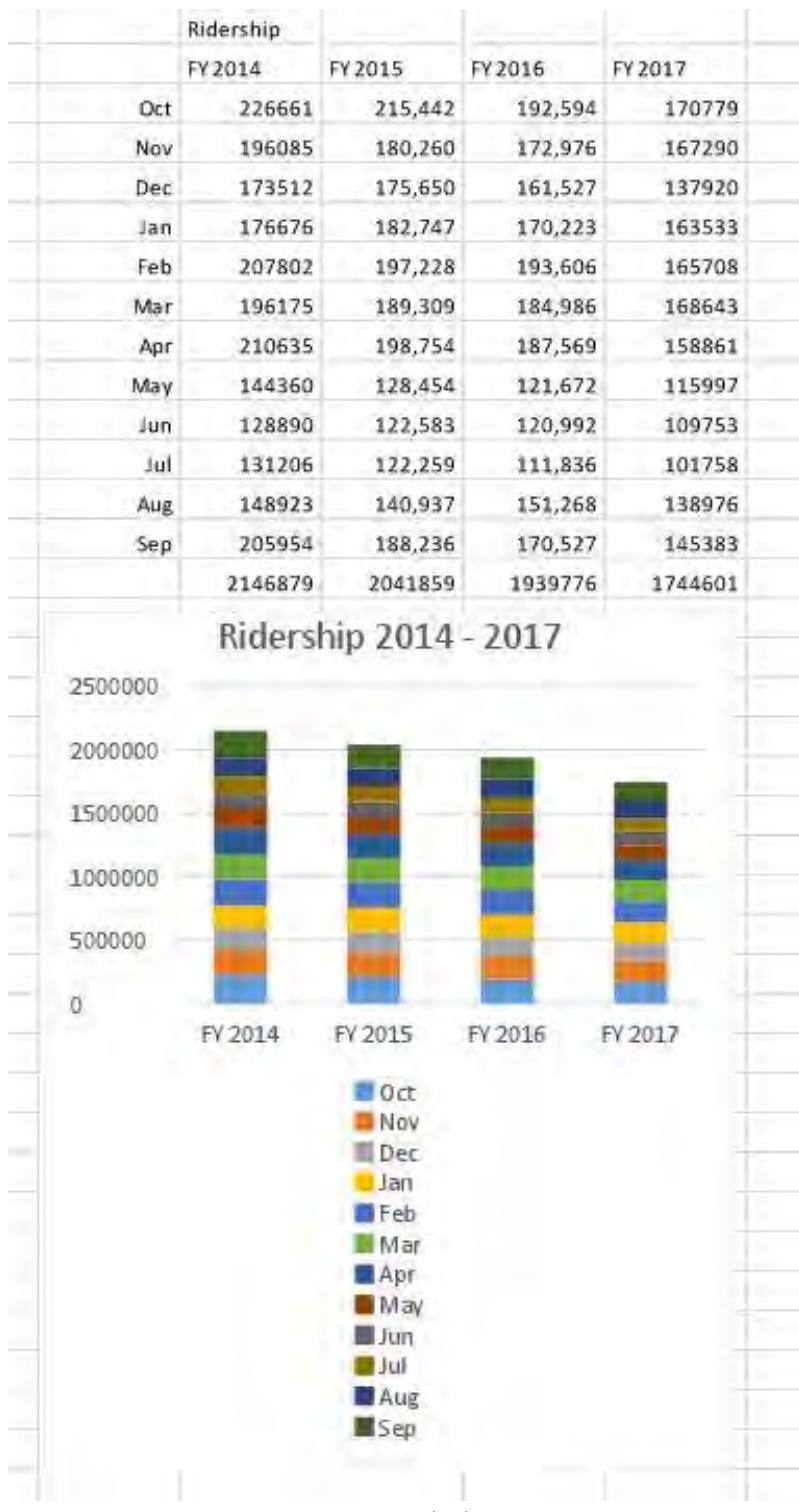
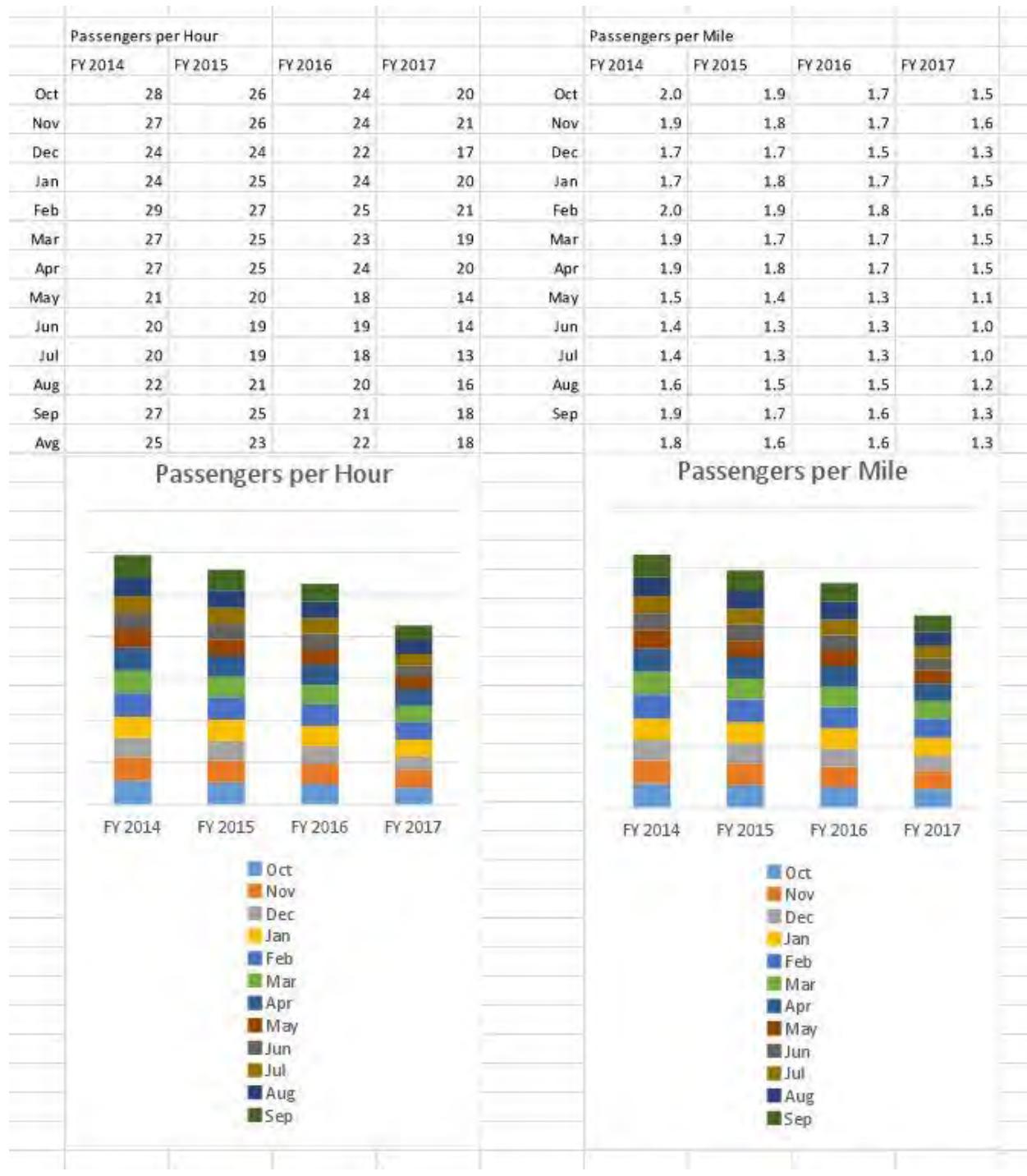
Figure X.X – Metro Bus Monthly Fixed Route Ridership Data FY 2014-2017

Figure X.X – Metro Bus Monthly Fixed Route Passenger Data FY 2014-2017

While annual ridership has dipped about 18% since 2014, Metro Bus has increased revenue hours (+13.8%) and revenue miles (+7.5%) during the same time frame.

Figure X.X – Metro Bus Monthly Fixed Route Revenue Data FY 2014-2017



Data Source: Saint Cloud Metro Bus

The reasons for the decline in fixed-route ridership are being investigated, but some possibilities include:

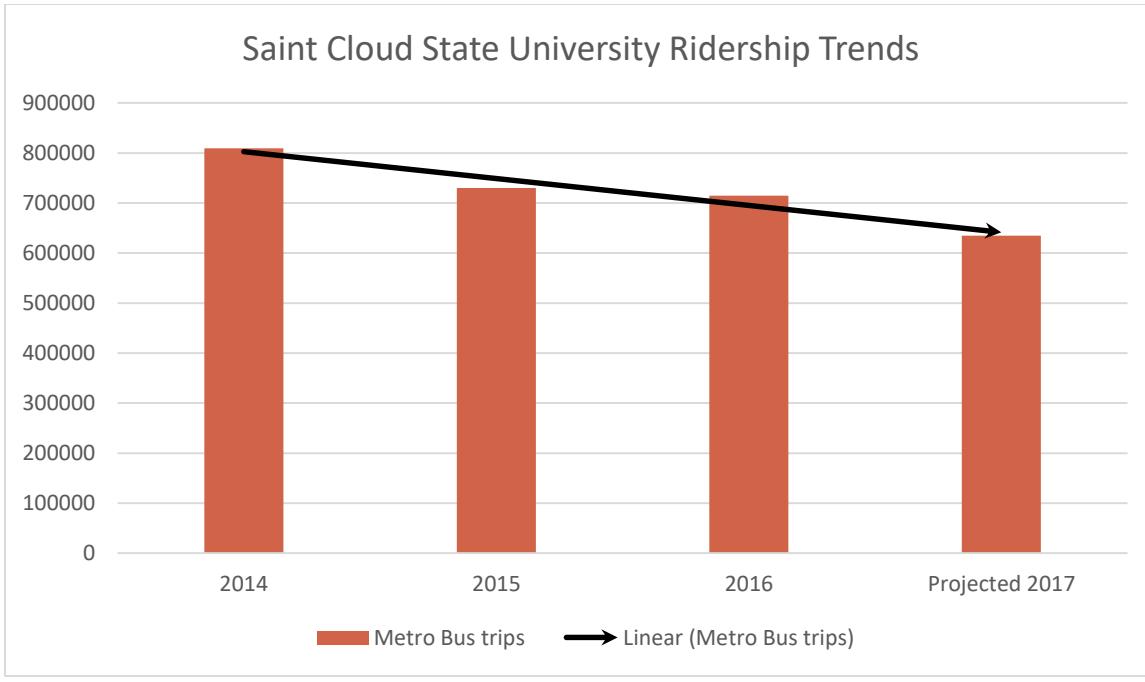
- Generally improved regional economic conditions since 2014;

- A decrease in gasoline prices from about \$3.45 per gallon in the summer of 2014 to only about \$2.30 per gallon in the summer of 2017;
- Growth in low-cost, on-demand, shared transportation services like Lyft and Uber (see section on Transportation Network Companies starting on page X);
- Declining enrollment at Saint Cloud State University since 2014, and overall less reliance on in-class attendance and more on-line learning;
- Metro Bus did some route restructuring in August 2016 to decrease the number of transfers needed for some trips; as a result, it may appear as though fewer people are riding Metro Bus when, in actuality, the same number of people are simply taking fewer buses.

In August 2016, Saint Cloud Metro Bus implemented Phase I route restructuring as part of its Long Range Transit Plan. With this phase, Saint Cloud Metro Bus eliminated its campus-schedule specific service routes to Saint Cloud State University and has since incorporated that service into its year-round fixed route service. Reasons for this switch include declining enrollment at Saint Cloud State University which fell from 15,416 students in 2014 to an estimated 14,500 students in 2017.

As such, trips utilizing the SCSU student identification as payment for fares has declined.

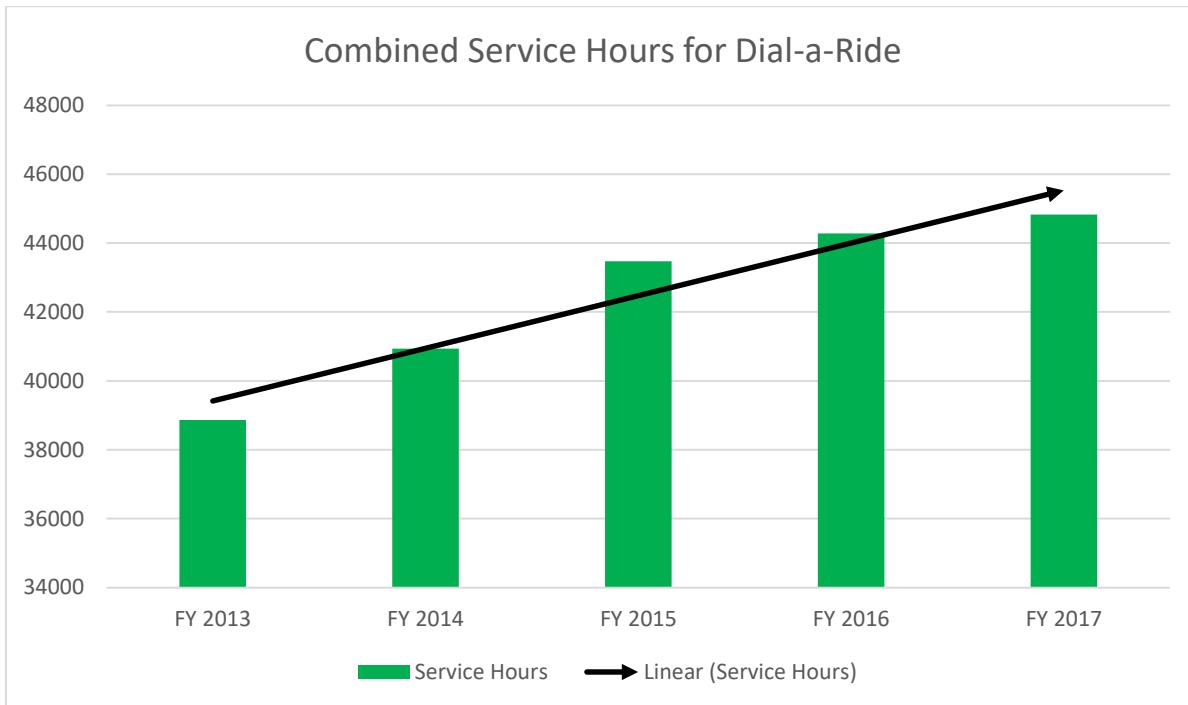
Figure X.X – Metro Bus University Ridership 2014 - 2017



Generally, fixed-route service appears to serve areas of high concentrations of poverty fairly well, with one notable exception being the City of Saint Joseph.

Dial-a-Ride

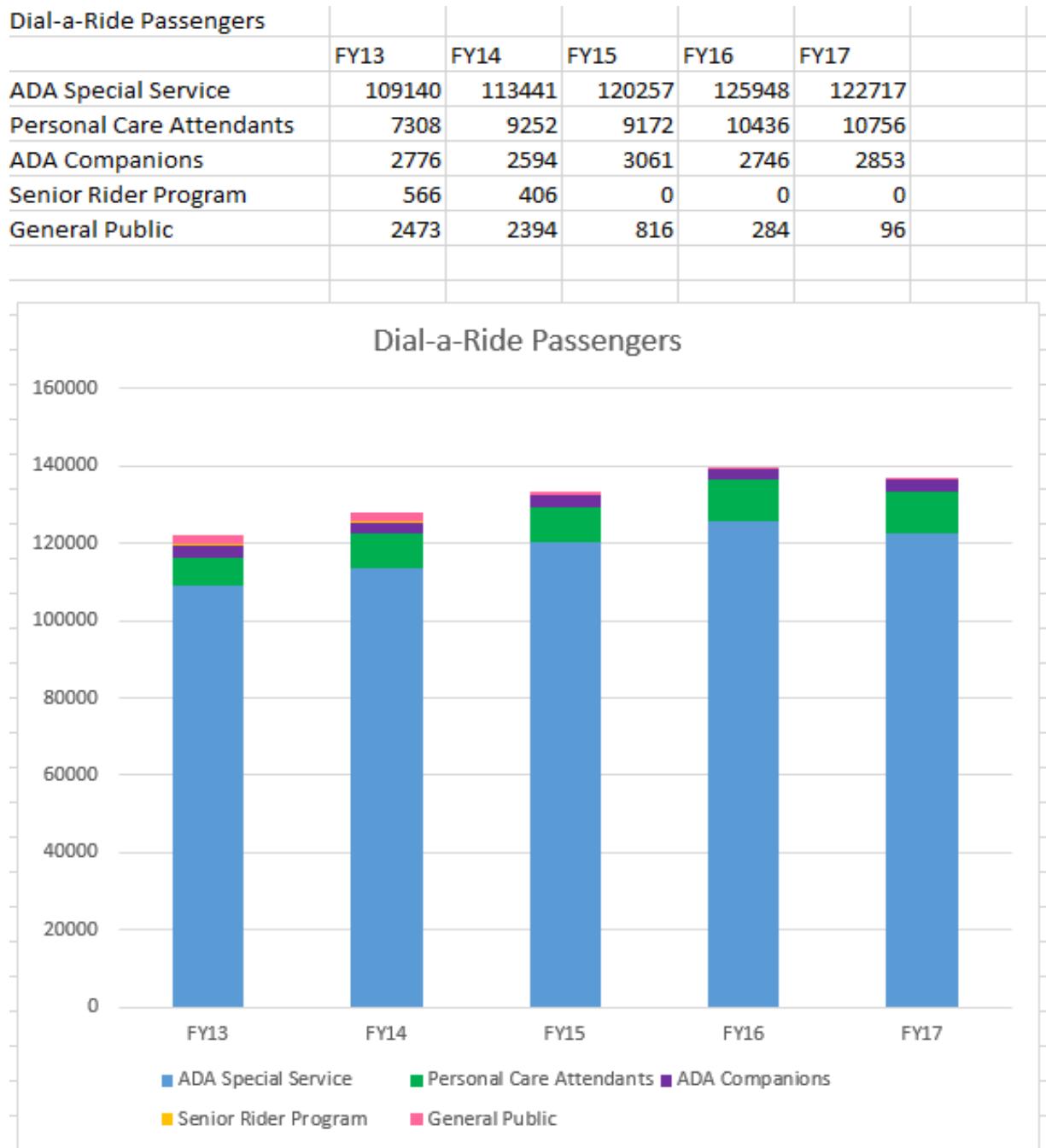
Metro Bus Dial-a-Ride is a shared ride service for individuals with disabilities who are unable to ride the fixed-route system and who require door-to-door driver-assisted service. Over the past five (5) years, Saint Cloud Metro Bus' DAR service has been showing an increase in the total number of service hours provided. From FY 2013 through FY 2017, DAR service has increased by 15.34 percent.

Figure X.X – Metro Bus Dial-a-Ride Service Hours

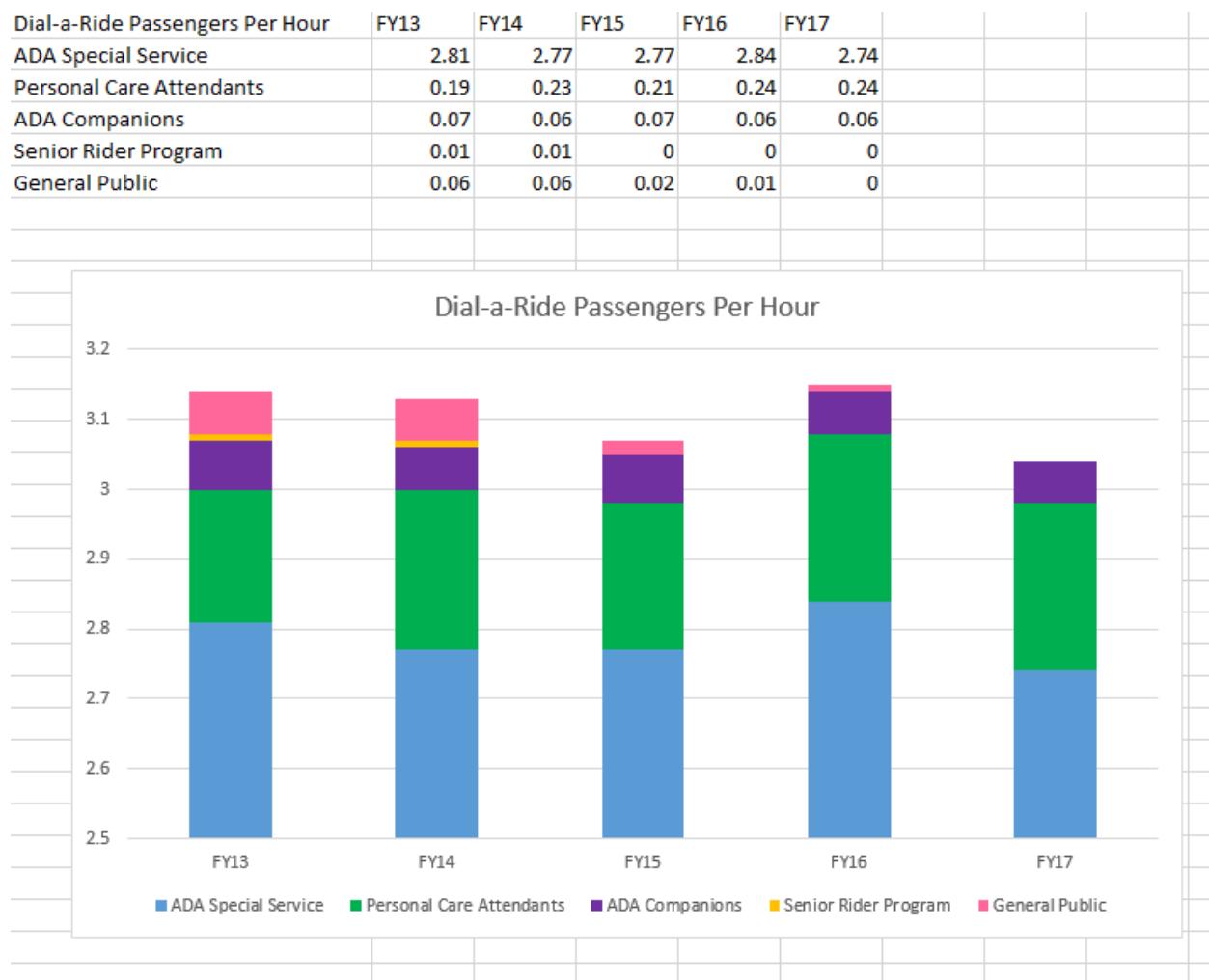
Data Source: Saint Cloud Metro Bus

Ridership and passengers per hour have fluctuated slightly during the same time period.

Figure X.X – Metro Bus Dial-a-Ride Ridership FY2013- FY2017



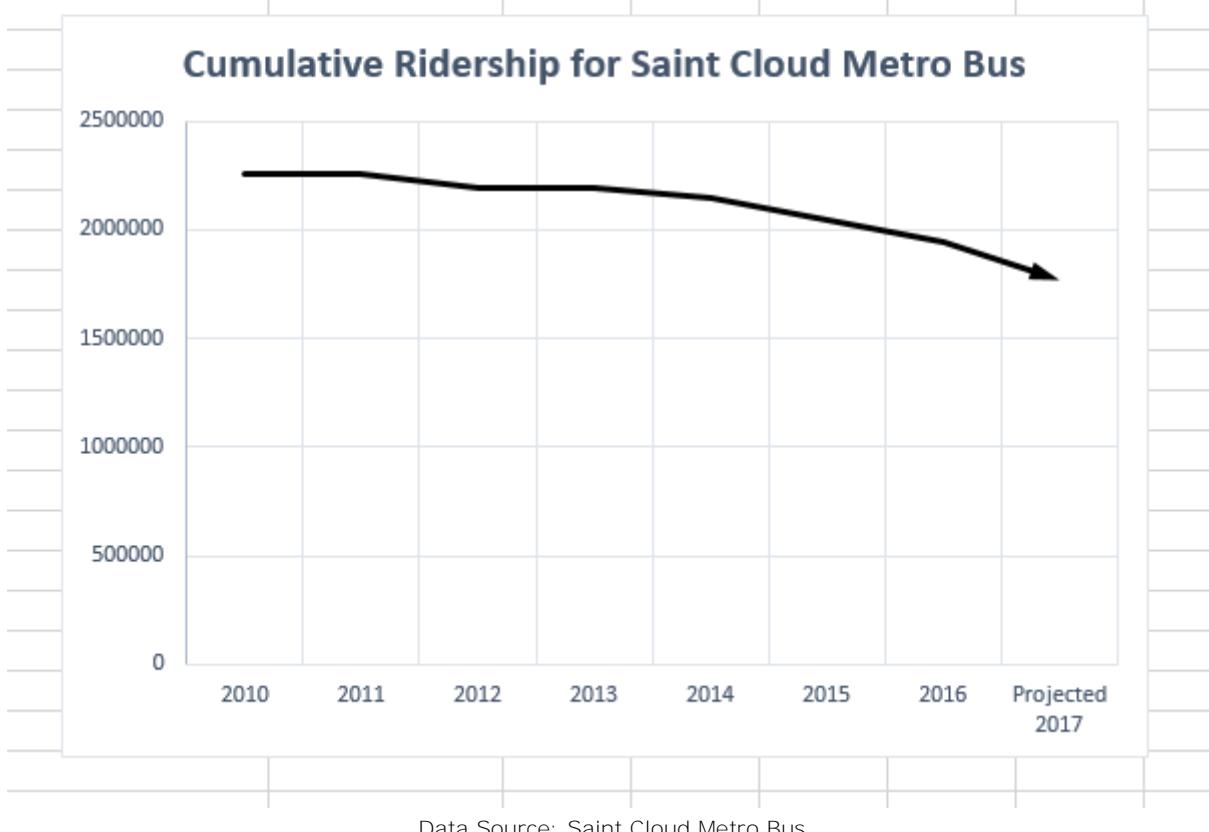
Data Source: Saint Cloud Metro Bus

Figure X.X – Metro Bus Dial-a-Ride Passenger Performance Data FY2013 – FY2017

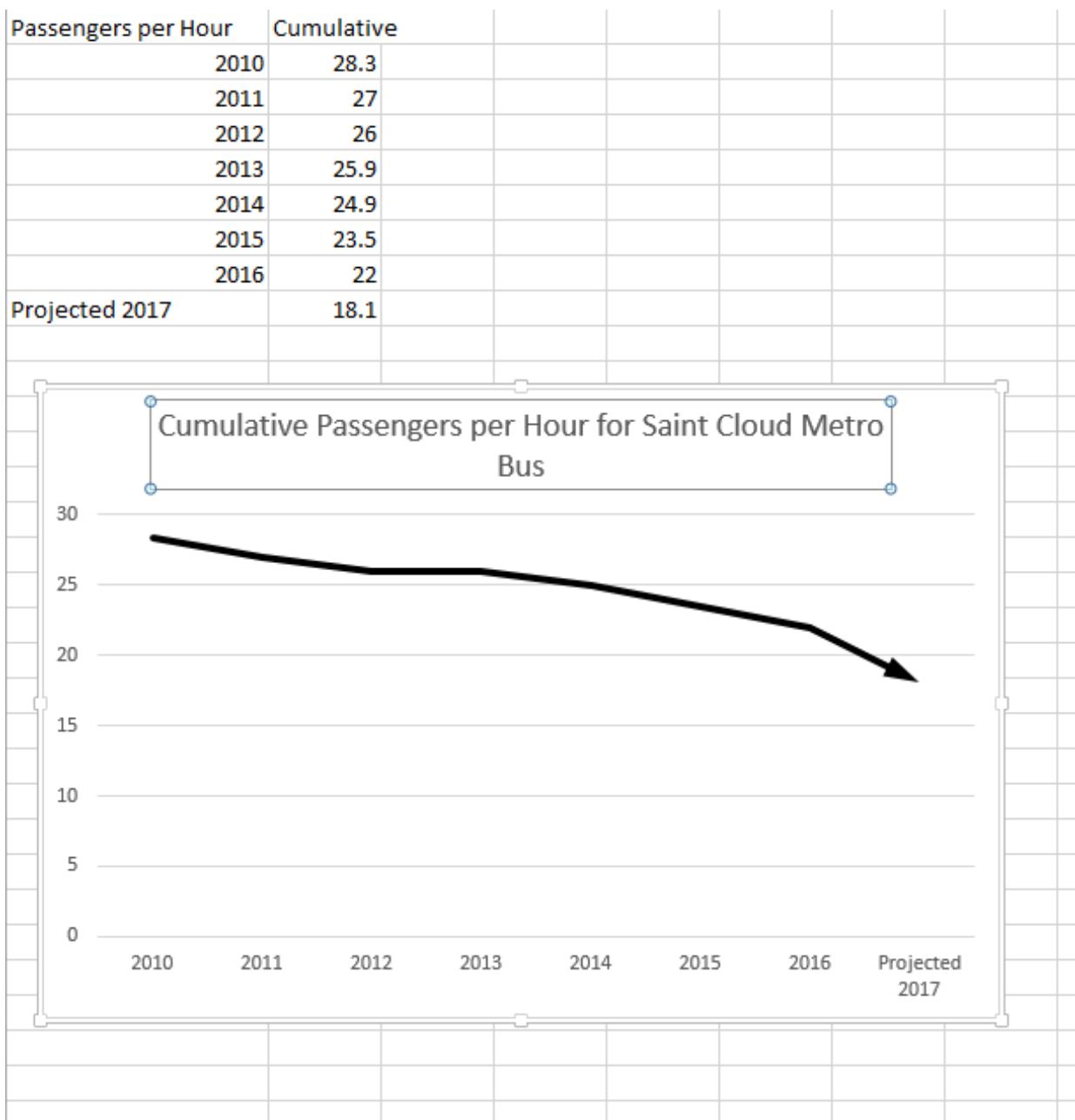
Data Source: Saint Cloud Metro Bus

Figure X.X – Metro Bus Cumulative (Fixed Route & Dial-a-Ride) Ridership 2010 - 2016

Ridership	Cumulative
2010	2261085
2011	2261957
2012	2195539
2013	2197210
2014	2146879
2015	2041859
2016	1939776
Projected 2017	1769745



According to Saint Cloud Metro Bus, cumulative ridership for the entire system (i.e., fixed route and Dial-a-Ride, but excluding the Northstar Link Commuter Bus) is projected to be down 21.7 percent from 2010 totals.

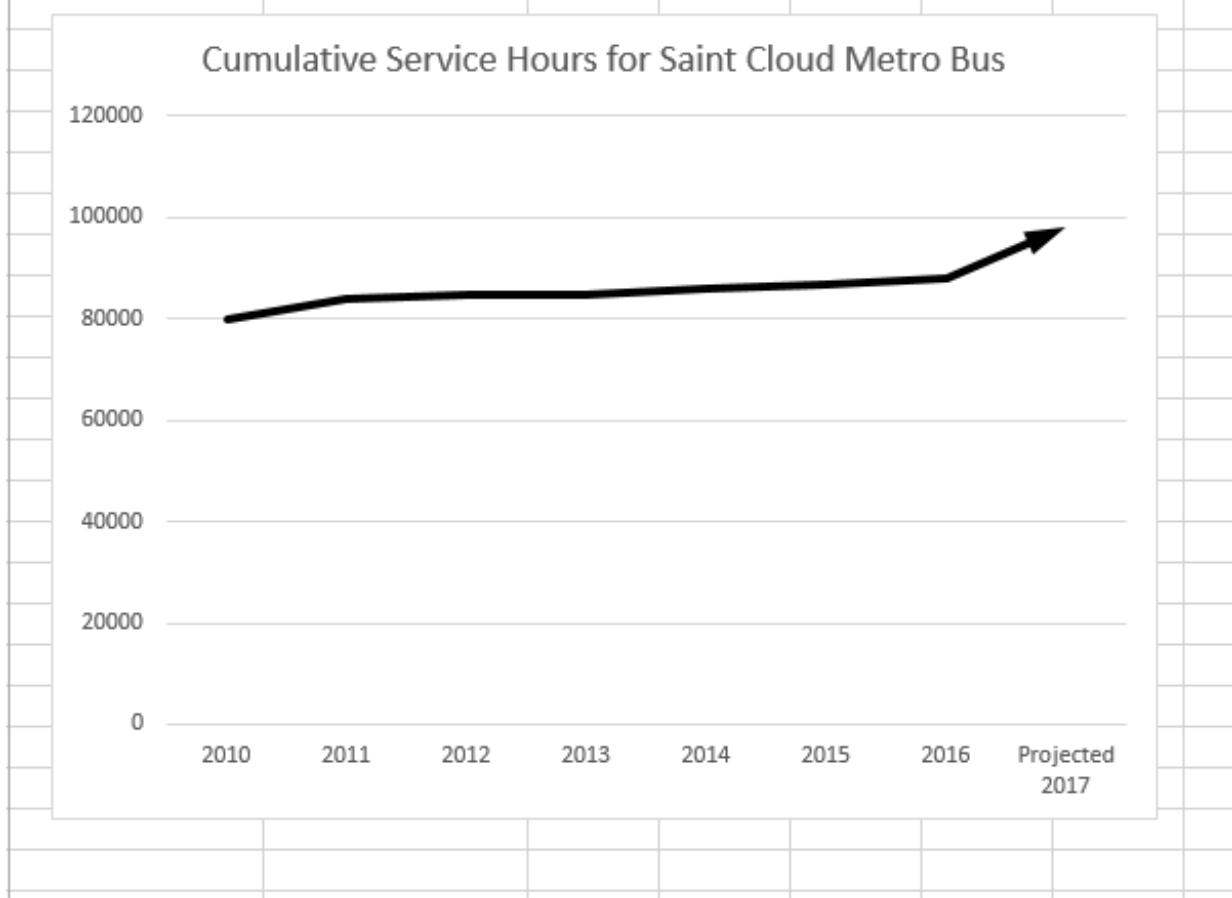
Figure X.X – Metro Bus Cumulative (Fixed Route & Dial-a-Ride) Passenger Performance 2010 - 2016

Data Source: Saint Cloud Metro Bus

The number of Saint Cloud Metro Bus passengers per hour has also fallen over the same time frame.

Figure X.X – Metro Bus Cumulative (Fixed Route & Dial-a-Ride) Service Hours 2010 - 2016

Service Hours	Cumulative
2010	79923
2011	83920
2012	84583
2013	84784
2014	86129
2015	86981
2016	88012
Projected 2017	98013



Data Source: Saint Cloud Metro Bus

Meanwhile, overall service hours for Saint Cloud Metro Bus have increased over 22% over the same time period.

Figure X.X - Metro Bus Fixed Route Fleet Roster As of November 2017

Unit Number	Chassis Model Year	VIN Number	Vehicle Class	Body Conversion Model	Fuel Type
101	2007	1FDWE35PX7DA32228	400	Turtletop	Diesel
102	2007	1FDWE35P57DA43136	400	Turtletop	Diesel
103	2008	1FD4E45P68DA69548	400	Eldorado	Diesel
104	2008	1FD4E45P48DA69547	400	Eldorado	Diesel
105	2008	1FD4E45P88DA69549	400	Eldorado	Diesel
106	2008	1FD4E45P48DA69550	400	Eldorado	Diesel
107	2009	1FD4E45P18DB56631	400	Eldorado	Diesel
108	2009	1FD4E45P38DB56632	400	Eldorado	Diesel
109	2010	1GB9G5A64A1110083	400	Arboc	Diesel
110	2010	1GB9G5A66A1109064	400	Arboc	Diesel
111	2010	1GB9G5A68A1109955	400	Arboc	Diesel
112	2010	1GB9G5A63A1110916	400	Arboc	Diesel
113	2010	1GB9G5A6XA1111254	400	Arboc	Diesel
114	2010	1GB9G5A65A1109881	400	Arboc	Diesel
115	2010	1GB9G5A68A1110894	400	Arboc	Diesel
116	2010	1GB9G5A66A1109355	400	Arboc	Diesel
117	2010	1GB9G5A65A1111131	400	Arboc	Diesel
118	2011	1GB9G5AL1A1180811	400	Arboc	Diesel
119	2011	1GB9G5AL7A1181588	400	Arboc	Diesel
120	2011	1GB9G5AL1A1180310	400	Arboc	Diesel
121	2011	1GB9G5AL6A1180691	400	Arboc	Diesel
122	2011	1GB9G5ALSA1181783	400	Arboc	Diesel
123	2012	1GB6G5BL3C1177249	400	Arboc	Diesel
124	2016	1FDFE4FS8GDC27088	400	Champion	CNG
125	2016	1FDFE4FSXGDC27089	400	Champion	CNG
126	2016	1FDFE4FS6GDC27090	400	Champion	CNG
127	2016	1FDFE4FS8GDC27091	400	Champion	CNG
128	2016	1FDFE4FSXGDC27092	400	Champion	CNG
129	2016	1FDFE4FS1GDC27093	400	Champion	CNG
130	2017	1FDFE4FS4HDC10127	400	Champion	CNG
131	2017	1FDFE4FS4HDC10130	400	Champion	CNG
202	2009	1FD4E45P38DA54568	400	Eldorado	Diesel
204	2011	1GB9G5AL9A1181527	400	Arboc	Diesel

Data Source: Metro Bus

For fixed-route buses, Metro Bus assumes a useful life of 12 years. Based on that assumption, the future costs of bus-replacement can be estimated and accounted for in the APO's long-range planning efforts.

Figure X.X - Metro Bus Dial-a-Ride Fleet Roster as of November 2017

Unit Number	Chassis Model Year	VIN Number	Vehicle Class	Body Conversion Model	Fuel Type
203	2009	1FD4E45P58DA54569	400	Eldorado	Diesel
205	2011	1GB9G5AL5A1180164	400	Arboc	Diesel
206	2011	1GB9G5AL4A1180348	400	Arboc	Diesel
622	2003	15GGB271731073103	700	Gillig	Diesel
623	2003	15GGB271931073104	700	Gillig	Diesel
701	2004	5FYD4FV064B027473	700	New Flyer	Diesel
702	2004	5FYD4FV084B027474	700	New Flyer	Diesel
703	2004	5FYD4FVOX4B027475	700	New Flyer	Diesel
704	2006	5FYD4KV076B030314	700	New Flyer	Diesel
705	2006	5FYD4KV096B030315	700	New Flyer	Diesel
706	2006	5FYD4KV006B030316	700	New Flyer	Diesel
707	2010	5FYD5KV04AB037632	700	New Flyer	Diesel
708	2010	5FYD5KV06AB037633	700	New Flyer	Diesel
709	2010	5FYD5KV08AB037634	700	New Flyer	Diesel
710	2010	5FYD5KV0XAB037635	700	New Flyer	Diesel
711	2014	5FYC8KBOXEB044288	700	New Flyer	CNG
712	2014	5FYC8KB01EB044289	700	New Flyer	CNG
713	2014	5FYC8KB08EB044290	700	New Flyer	CNG
714	2014	5FYC8KBOXEB044291	700	New Flyer	CNG
715	2014	5FYC8KB01EB044292	700	New Flyer	CNG
716	2014	5FYC8KB03EB044293	700	New Flyer	CNG
717	2014	5FYC8KB05EB044294	700	New Flyer	CNG
718	2014	5FYC8KB07EB044295	700	New Flyer	CNG
719	2014	5FYC8KB09EB044296	700	New Flyer	CNG
720	2014	5FYC8KB00EB044297	700	New Flyer	CNG
721	2014	5FYC8KB05EB044571	700	New Flyer	CNG
722	2014	5FYC8KB07EB044572	700	New Flyer	CNG
723	2014	5FYC8KB09EB044573	700	New Flyer	CNG
724	2014	5FYC8KB00EB044574	700	New Flyer	CNG
725	2014	5FYC8KB02EB044575	700	New Flyer	CNG
726	2014	5FYC8KB04EB044576	700	New Flyer	CNG
727	2014	5FYC8KB06EB044577	700	New Flyer	CNG
728	2014	5FYC8KB08EB044578	700	New Flyer	CNG
729	2014	5FYC8KBOXEB044579	700	New Flyer	CNG
730	2014	5FYC8KB06EB044580	700	New Flyer	CNG
731	2014	5FYC8KB08EB044581	700	New Flyer	CNG
732	2014	5FYC8KBOXEB044582	700	New Flyer	CNG
733	2014	5FYC8KB01EB044583	700	New Flyer	CNG
1936	2005	1Z9S2HSS45W216319	700	Optima	Diesel

Data Source: Metro Bus

For these smaller demand-response vehicles, Metro Bus assumes a useful life of five years.

Figure X.X - Metro Bus State-of-Good-Repair Data as of 2017

	Number of Assets	% of Assets	Value of Assets	% of Value
Land				
Useful Life Remaining	3	100%	\$783,923	100%
Exceeds Useful Life	-	0%	-	0%
Operations Facility (Overall Condition 3 out of 5)				
Useful Life Remaining	13	48%	\$12,503,354	93%
Exceed Useful Life	14	52%	\$884,560	7%
Transit Center (Overall Condition 4 out of 5)				
Useful Life Remaining	5	83%	\$1,316,052	100%
Exceed Useful Life	1	17%	\$6,025	0%
Mobility Training Center (Overall Condition 5 out of 5)				
Useful Life Remaining	2	100%	\$2,149,376	100%
Exceed Useful Life	-	0%	-	0%
Improvements Other Than Buildings				
Useful Life Remaining	5	33%	\$335,900	59%
Exceed Useful Life	10	67%	\$231,378	41%
Transit Signal Priority				
Useful Life Remaining	4	29%	\$35,707	3%
Exceed Useful Life	10	71%	\$1,034,704	97%
Shelters				
Useful Life Remaining	52	87%	\$1,079,644	85%
Exceed Useful Life	8	13%	\$190,856	15%
Trolley Buses				
Useful Life Remaining	1	50%	\$225,906	98%
Exceed Useful Life	1	50%	\$5,723	2%
Fixed Route Buses				
Useful Life Remaining	35	88%	\$13,316,752	91%
Exceed Useful Life	5	13%	\$1,370,897	9%
Dial-A-Ride Buses				
Useful Life Remaining	27	82%	\$2,835,227	87%
Exceed Useful Life	6	18%	\$413,010	13%
Northstar Connection Buses				
Useful Life Remaining	2	100%	\$99,943	100%
Exceed Useful Life	-	0%	-	0%
Furnishings & Misc. Machinery				
Useful Life Remaining	22	17%	\$119,087	35%
Exceed Useful Life	105	83%	\$221,499	69%
IT Equipment – Rolling Stock				
Useful Life Remaining	83	51%	\$566,103	31%
Exceed Useful Life	80	49%	\$1,241,608	69%
IT Equipment – Non-Rolling Stock				
Useful Life Remaining	61	54%	\$364,865	87%
Exceed Useful Life	52	46%	\$56,190	13%

Data Source: Metro Bus

WHAT WE HEARD

The following is a summary of what we heard from the public and stakeholders regarding public transit:

- Metro Bus routes need longer daily schedules/start earlier in the mornings and run later at night - including weekends - to better accommodate work shifts and/or to **better accommodate people's lives** (e.g., church services) (32 similar comments)
- Metro Bus does a good job (16 similar comments)
- We need more public transit/more buses at peak hours/more drivers/more frequent service than once an hour (14 similar comments)
- Expand/improve existing bus routes (such as in Sartell and Sauk Rapids) (11 similar comments)
- Add bus routes to other cities (e.g., Saint Joseph, Albany, Collegeville, Foley). (8 similar comments)
- Make buses and taxis more reasonably priced. "Make [transit] free." "Free for college students." (5 similar comments)
- "**There's no reason for Route 6 and 7 to be 45 minutes long; the routes don't pulse** with any buses at the transit Center resulting in extended **periods of waiting.**" (3 similar comments)
- Metro Bus needs an improved website (e.g., "**The new site on the internet you can't click the time frame doesn't work and if you want to see a schedule you have to put in your designation and arrival time then y[ou] get the schedule it should have a spot where u can look at the schedule.**" (3 similar comments)
- Metro Bus routes need more shelters (2 similar comments)
- Concern about funding cuts to buses/light rail (2 similar comments)
- Metro Bus drivers should be paid more for long hours and job duties (2 similar comments)
- "**Buses should run all the time. 24/7/365. It's public transp[ortation].**"
- "**Can't get to SCSU-Miller Center in the evenings. Otherwise doing well. #5 is great!**"
- Increase opportunities for mass transit
- There should be exceptions made during the winter months and if a rider has groceries
- More connections to cut down on the amount of time it takes to go to destinations
- Provide transportation for everyone from anywhere
- Install bus stop outside the Salvation Army Emergency Shelter
- More stops in high traffic areas
- "**Have outdoor security always** present at the downtown bus station. People that work downtown and have to walk through there are often hassled or made to feel **uncomfortable by the patrons of the bus station. You shouldn't have to feel nervous to walk past there.**"
- "**Have a bus to go to Summerland and Wapicada golf course.**"
- Add more heated shelters
- Make a route that extends out by Opportunity Drive to the industrial park
- Metro Bus needs better east side routes

- "The bus system works well, just need to finish the long term plan on routes so it all ties together and makes a great system."
- "For people like me that do not drive, the public transportation system provided by the bus company is all that we have with a reasonable rate of payment for the service."
- "There should be a bus route that goes down Third Street in Waite Park in front of Famous Dave's and the library."
- Commenter requested more/better service for grocery shopping. Currently limited to carrying no more than three bags.
- "The corner of E Saint Germain and 12th Avenue needs a bus shelter"
- "E. Saint Germain (commenter did not know the cross street) needs a bus shelter."
- "Route 12 does not run frequently enough."
- "The Transit Center bathrooms need to be cleaned more frequently; they are smelly and gross."
- "Over the past few months, tie-down straps for wheelchair[s] have come off." Commenter suggested Metro Bus staff may need refresher training on proper tie-down technique for wheelchairs.
- Buses are running too tight of a schedule. If a bus is late to the transit center, connections get missed and it keeps happening to the commenter. He stated "the buses are not dependable."
- Commenter felt that those riders with disabilities should get discounted rides on Metro bus during rush hours – currently they get discounted rides only during non-rush hour times.
- "Easier access to vehicles by increasing the number of bus stop locations"
- "Get more bus[es]. Hire more people with communication is a must."
- "If a person is 10 yards away running for the bus the driver are not waiting. This is public not self-service."
- "Route 10 needs to connect to Crossroads Mall or Downtown Saint Cloud."
- "Facilities for students."
- "Better synch #12 for better transfer ability."
- "Could use a bigger bus station with hot food stand or patio."
- "Restore bus from Mall to CentraCare-Urgent Care."
- "Letting new user know that there is bus trainers to help them on info on the routes."
- "More walkable land use development sounds good to young people without mobility issues – yet elderly who struggle with mobility don't like the idea of walking very much, or stepping up very high to get onto a bus."
- Items reported as positive aspects of transportation or things that are working well:
 - "Continuing the shadowing of Metro Bus NEW riders!!"
 - "The downtown hub for Metro Bus."
 - "Ability to put bikes in front-bike racks on buses."
 - MTC
 - Love the summertime trolley
 - The schedule during the week
 - Metro Bus employee helped commenter read bus schedule which helped

- "Fares are a good price."
- "Good: buses quiet/organized."
- "Bus frequency in Waite Park is good (every 10-15 minutes)."
- "More people using public trans[portation]."
- "Mass transit options need to be provided which will bring young professionals and entrepreneurs to the area ... growing new business that Saint Cloud lacks."
- "A more multi modal system. More bicycling and walking, smaller city buses."
- "Better public transit to Twin Cities and Brainerd."

The overwhelming majority of comments concerned extending the Metro Bus hours of operation, reducing headways (i.e., the time between buses at a specific location), shortening the length of time needed to reach a specific destination, and/or adding routes to nearby towns and destinations. Interestingly, we also received a good number of comments stating that Metro Bus is currently doing a good job. It is worth noting that these two very different kinds of comments are not necessarily incongruous. A fair number of comments dealt with the price of bus fare – some felt it was a good value, while others suggested that public transit should be free of charge. A few comments expressed a desire for more and better bus shelters.

URBAN BICYCLE AND PEDESTRIAN NETWORK

Using non-motorized methods of transport not only helps reduce traffic congestion on roadways, but also helps achieve other regional goals in public health and clean air.

WHAT THE DATA SAYS

Figure 2.X – 2015 Primary Means of Transportation to Work; 16 Years and over

Jurisdiction	Bicycle	Walked	Total
Saint Cloud	506	1,634	2,140
Sartell	34	109	143
Sauk Rapids	31	0	31
Waite Park	75	206	281
Saint Joseph	0	416	416
Saint Augusta	0	23	23
Rockville	6	16	22
Saint Stephen	0	0	0
Rural Stearns County <i>(Townships of Brockway, Le Sauk, Saint Joseph, and Saint Wendel)</i>	8	57	65
Rural Benton County <i>(Townships of Minden, Sauk Rapids, and Watab)</i>	3	17	20
Rural Sherburne County <i>(Township of Haven)</i>	0	4	4
MA Totals	663	2,482	3,145

*Data Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimate

Approximately 3,145 MA residents commute to work by walking or bicycling according to the U.S. Census Bureau's American Community Survey (ACS). This represents about 4.5% of all work commute trips by MA residents. Obviously this number will vary significantly

according to the time of year - census forms are generally completed in springtime – and can vary significantly day-to-day depending upon the weather. It should also be noted that the ACS asks specifically for information regarding work-commute trips and ignores all other trip purposes.

The APO does do limited bike-ped counts twice each year, once in the spring and once in the fall. Due to staff and resource limitations, the counts are only done on one day for a two-hour period in the afternoon peak from 3 pm to 5pm. The count data does have the advantage of counting all trips regardless of purpose.

Figure 2.X – Bicycle Pedestrian Count Data

Count Location	Sept. 2015			Total Count (Sept. '12)	Count Change 2012 - 2015
	Number of Bicycles	Number of Pedestrians	Total Count (Sept. '15)		
Beaver Island Trail South of SCSU	20	46	66	98	-32
2nd St. N/Benton Dr. Bridge and Helix in Sauk Rapids	23	15	38	88	-50
Pine Cone Rd Trail at 1st in Sartell	14	16	30	49	-19
Lake Wobegon Trailhead in St. Joseph	36	34	70	26	44
Healthy Living Trail on 3rd St. in Waite Park	12	16	28	28	0
Veterans Dr. and CR 138 path over river in St. Cloud	10	8	18	13	5
Totals	115	135	250	302	-52

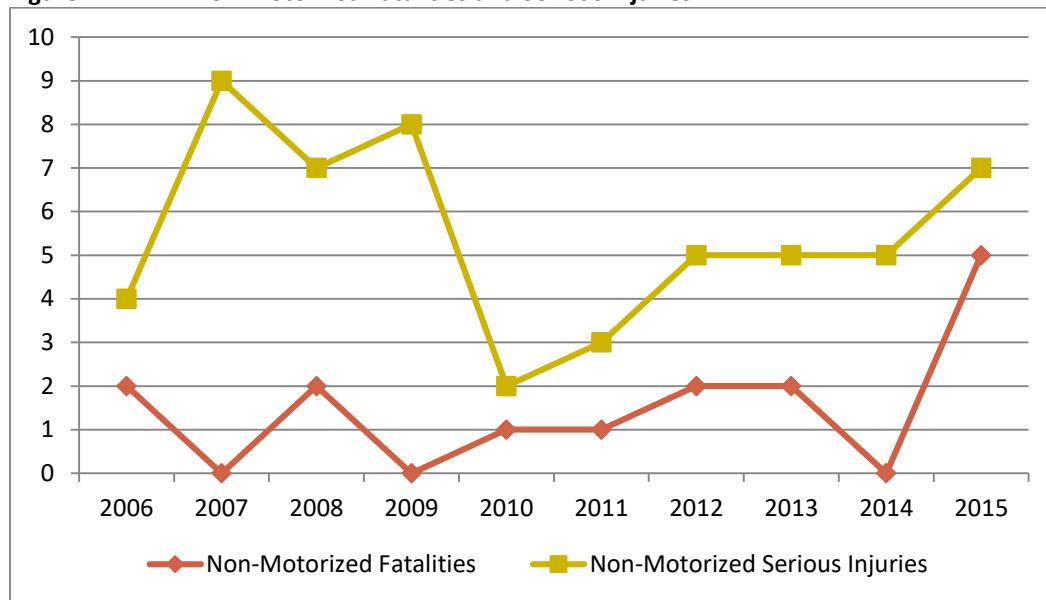
Source: Saint Cloud APO

It is difficult to draw any profound conclusions from such a small sample size. The differences in the count data may be because of demographic shifts or the economy or perhaps because the weather was nicer on the 2012 count day and not as nice on the 2015 count day. Still, the APO will continue to gather and track data over time and will explore ways to gather a more robust and complete data set going forward.

Figure X.X – MA Non-Motorized Safety Performance Measures

	Non-Motorized Fatalities	Non-Motorized Serious Injuries	Minnesota Non-Motorized Fatalities	Minnesota Non-Motorized Serious Injuries
2006	2	4	46	206
2007	0	9	37	211
2008	2	7	38	172
2009	0	8	51	134
2010	1	2	45	132
2011	1	3	45	153
2012	2	5	47	155
2013	2	5	41	146
2014	0	5	22	126
2015	5	7	51	158
5-Year Avg.	2	5	41.2	147.6

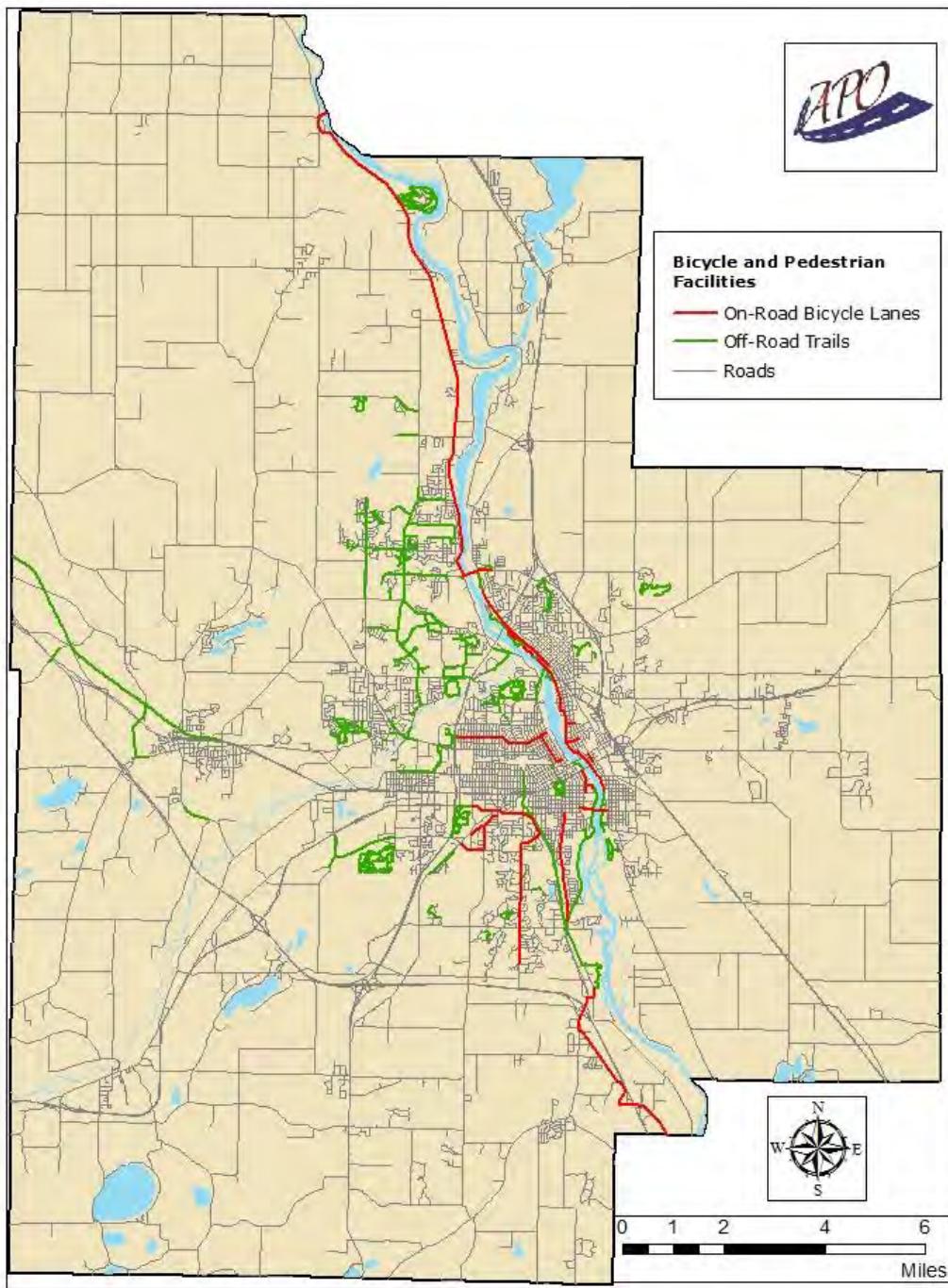
*Data Source: Minnesota Department of Transportation

Figure X.X – MA Non-Motorized Fatalities and Serious Injuries

*Data Source: Minnesota Department of Transportation

Safety for non-motorized methods of transport is a serious concern, especially when pedestrians or bicyclists are involved in crashes with motorized vehicles. The data shows a troubling increase in both fatalities and serious injuries in 2015. We do know from the ACS data that the number of work-commute trips taken by non-motorized means has increased since 2012, which may help explain some of the increase in fatalities and injuries. If more people are walking and bicycling, all other things being equal, there is likely to be an increase in crashes involving pedestrians and cyclists. Or, it may simply be an anomaly that will return to its typical average rate next year. APO staff will continue to track this data (see section on Performance Measures beginning on page X.)

Figure X.X – MA Bicycle and Pedestrian Facilities (2017) (Excluding sidewalks)



WHAT WE HEARD

The following is a summary of what we heard from the public and stakeholders regarding the bicycle and pedestrian network:

- “Better bike lanes”/More bike lanes/More bike trails (10 similar comments)
- More space and opportunities for bike & ped, and create a culture that encourages safe walking & biking. (7 similar comments)
- More walkable cities. (4 similar comments)
- Safer bike routes for commuters (4 similar comments)
- “Start putting the pedestrian and non-motorized user first in reconstruction projects and new road projects.” (3 similar comments)
- “Bike lanes along County Road 1/Great River Road north of Sartell and across 27th to the new high school.” (2 similar comments)
- “Lots of people walk and bike in this town but do not want to wait all the time for the lights and so they cross traffic when there seems to be enough time, especially on Division. If there was somehow a way for them to get across Division like a walkway ramp, it would at least be a safer option.” (2 similar comments)
- “Repave the Beaver Island Trail south of Saint Cloud State University campus to the new section of trail starting at 33rd Street S.”
- “Add sidewalks to at least one side of streets.”
- Bike share program.
- “Better crosswalks on 5th Avenue S.”
- “Connecting the bike paths that already exist should be a priority.”
- “Increase the opportunities for non-motorized transportation users including: safety enhancements, infrastructure upgrades, and encouraging education of the benefits of non-motorized transportation (cut emissions, create more money for local businesses, etc.).”
- “Saint Cloud also has issues with proper pedestrian laws. Not only do cars not stop, but pedestrians are jaywalking, which creates a cycle where drivers refuse to stop. (Especially around the college).”
- “Some state politician was talking about regulating bicycles. That is a dumb idea.”
- Items reported as positive aspects of the bicycle and pedestrian network:
 - Bike routes. (2 similar comments)
 - “Bike lanes are great in Sartell.”
 - “Bicycles are green.”
 - “I am over 60 and bike to work about half the year. It can be done. If you bike you can eat more ice cream.”
 - “College campus[es] are laid out well for community biking/walking.”

Overall, the majority of comments specific to the urban bicycle and pedestrian network were concerned with expanding the current infrastructure in the Saint Cloud metropolitan planning area and developing a safer system to encourage a walking and biking culture within the APO. A few comments were directed at specific locations in the current bicycle and pedestrian network.

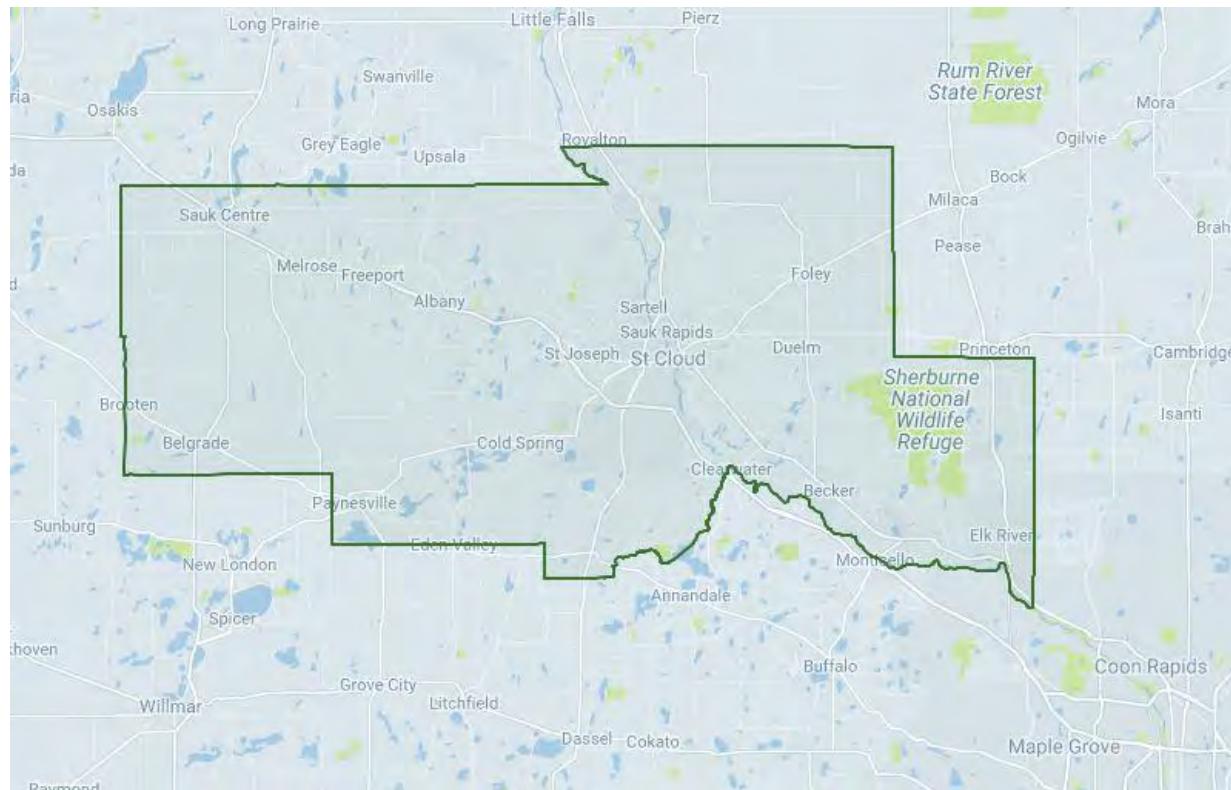
URBAN OTHER TRANSPORTATION MODES AND SERVICES

Transportation Network Companies (TNC) – Uber and Lyft

The Saint Cloud metropolitan area has recently added Transportation Network Companies to its growing list of transportation providers. These TNCs operate using location-based applications on the consumer's smartphones.

Uber, a rideshare/ride-hailing company, operates in over 650 cities and seventy-seven (77) countries. The San Francisco-based company has started operations in Saint Cloud in March 2017. The company has not made public the number of drivers in the Saint Cloud area or the number of rides the company has generated.

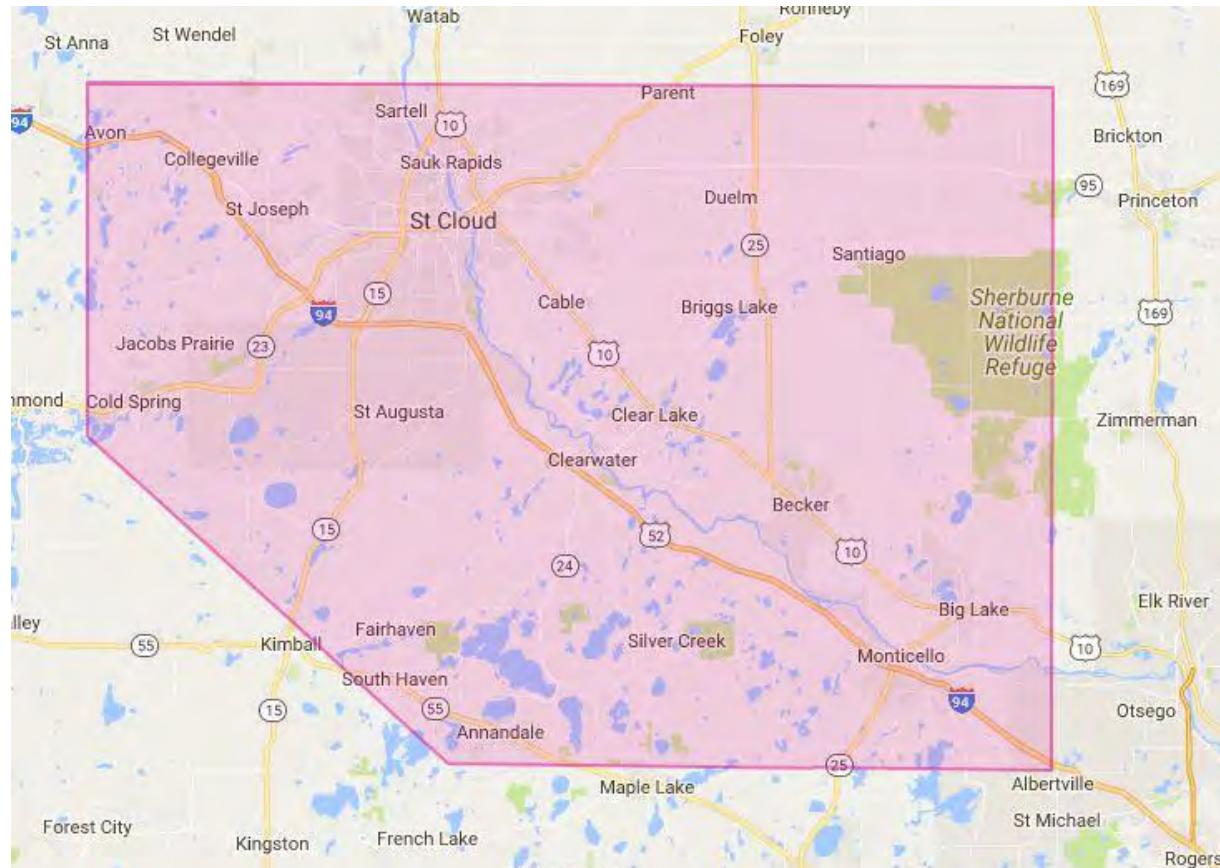
Figure X.X – Uber Service Area for Saint Cloud MA



Data source:Uber

Lyft, a rideshare/ride-hailing company, operates in over 350 cities throughout the U.S. The San Francisco-based company has started operations in Saint Cloud in February 2017. The company has not made public the number of drivers in the Saint Cloud area or the number of rides the company has generated.

Figure X.X – Lyft Service Area for Saint Cloud



Data source:Lyft

Taxi and Limousine Services

The Saint Cloud Metropolitan Area is serviced by several taxi companies and limousine providers. The following is a list of the prominent taxi and limousine service providers in the area.

- Elite Taxi, 630-30th Ave. N, Saint. Cloud.
- Granite City Cab, 152-23rd Ave. N, Saint Cloud.
- St. Cloud Taxi, 626-11th St. S, Suite 302R, Saint. Cloud.
- Yellow Cab, 2600 Seventh St. N, Saint Cloud.
- St. Cloud Taxi Party Bus and Limo Services, 1724 First St. S, Saint Cloud.
- King & Queen Limousine, 3685 Plum Creek Drive, Saint Cloud.
- Pearl Limousine, 1310 Sunridge Drive, Saint Cloud.
- St. Cloud Limos & Party Bus, 4000 Clearwater Road, Suite 206, Saint Cloud.

Medical Transportation Service Providers

The Saint Cloud area has providers that specialize in non-emergency medical transportation. Typically, these services are reserved for the elderly or people with disabilities including military veterans. Below is a list of providers that service the Saint Cloud Area Planning Organization's jurisdiction.

- Care Transportation (Care Cab), 2600 Seventh St. N, Saint Cloud.
- Disabled American Veterans (DAV), 4801 Veterans Drive, Building 8, Saint Cloud.
- Elite Taxi—Medical Transportation, 630-30th Ave. N, Saint Cloud.
- County Care-a-Van, 520 First St. NE, Sartell.
- Reliant Transportation, 600-25th Ave. S, Suite 106, Saint Cloud.

School Bus Transportation Providers

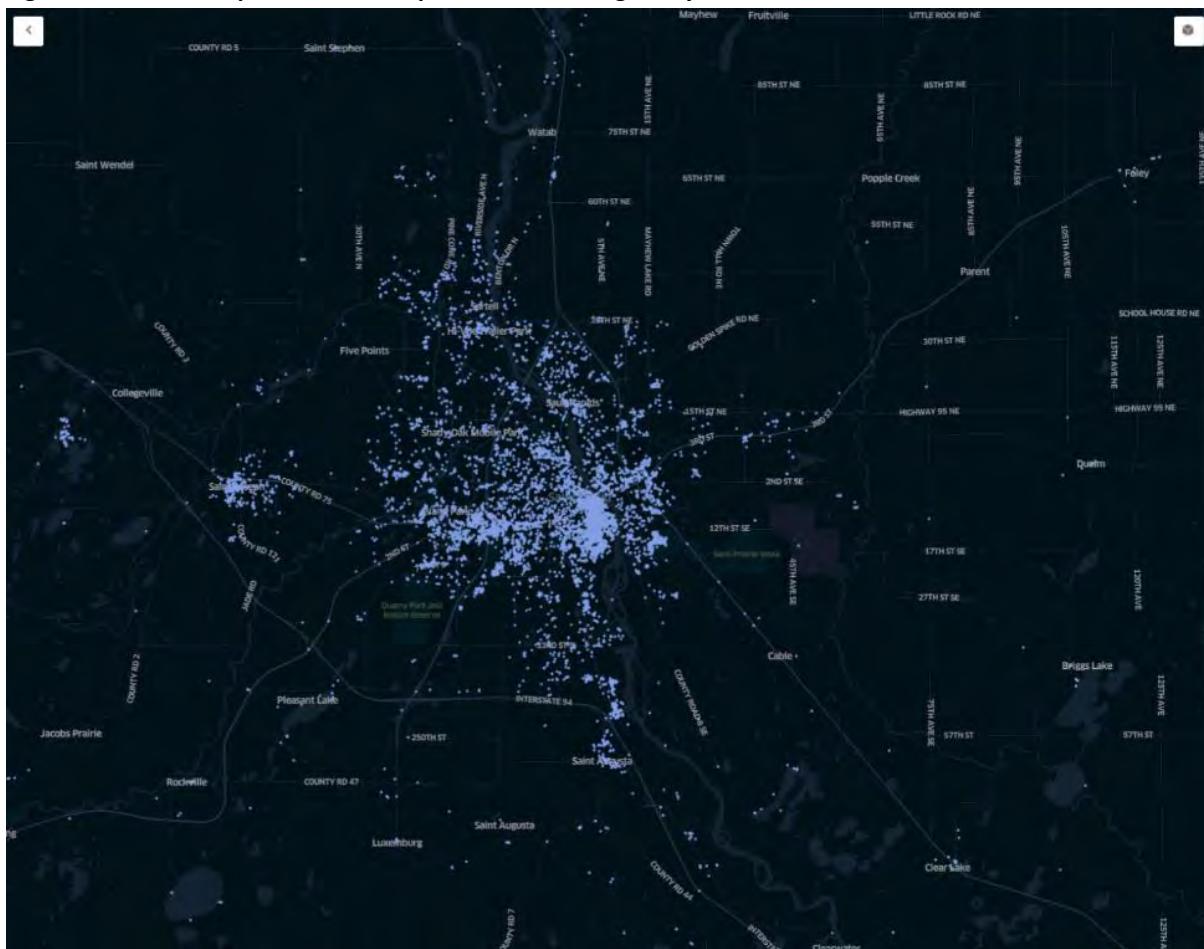
The Saint Cloud APO is home to three (3) school districts – Saint Cloud Area School District, Sauk Rapids-Rice School District, and Sartell-Saint Stephen School District. The following is a list of transportation providers who service these three (3) districts.

- Saint Cloud Area School District 742, 1000-44th Ave. N, Saint Cloud.
- Spanier Bus Service Inc., 1310 Sunridge Drive, Saint Cloud.
- Voigt's Bus Companies, 24243 County Road 7, Saint Augusta.
- Guardian School Bus Co., 2779 Highway 10 S, Saint Cloud.
- Trobec's Bus Service Inc., 413 County Road 2 S, Saint Stephen.

WHAT THE DATA SAYS

Because many of these providers are private companies, it is difficult to obtain performance data for them. However, Uber did provide a heat map showing the locations of their pick-up locations through May of 2017.

Figure X.X – Heat Map of Uber Pick-Up Locations Through May 2017



Data Source:Uber

We also know from ACS data that taxi's account for a very small number of work-commute trips. However, as noted previously, ACS data ignores all other trip purposes.

It is fair to say that at this time, the APO does not have good, reliable data regarding the number of or character of trips provided by most of the companies listed in this section.

WHAT WE HEARD

The following is a summary of what we heard from the public and stakeholders regarding other transportation modes and services:

- “Takes too long to get a taxi.”

URBAN AREA TRANSPORTATION CONNECTIONS TO THE STATE AND NATION

Tri-CAP

The Tri-County Action Program (Tri-CAP) is a non-profit organization based in Waite Park that provides a variety of services to "expand opportunities for the economic and social well-being of our residents and the development of our communities." Tri-CAP provides services under three different umbrellas of service: Basic Needs, Self-Sufficiency, and Building Stability.

According to Tri-CAP about half of the services requested by their organization are centered around transportation needs, a service it began in the late 1970s. Tri-CAP provides rural curb-to-curb transportation to portions of Stearns, Benton, Sherburne, and Morrison counties. The service uses a Dial-a-Ride (DAR) model but does not have age or income requirements. Tri-CAP rides are generally scheduled at least twenty-four (24) hours in advance. Rides within the city of origin are \$1.25 one (1) way. Rides outside of the city of origin are \$3 for a one (1) way ticket. Same day reservations can be accepted, but on a very limited basis. Same day registrations cost an additional \$0.75 per one (1) way trip.

The service provides a public transportation option for residents living outside the Saint Cloud Metro Bus service area. While Tri-CAP vehicles do operate within the Saint Cloud Metro Bus area, customers utilizing the service have to reside outside of the Metro Bus fixed route and DAR service area or have destinations that are outside of the Metro Bus jurisdictional area. Customers whose origin and destination trips are within the Metro Bus area will not be serviced by Tri-CAP.

The Tri-CAP fleet has twenty-two (22) buses as of November 2017. An additional bus is slated to arrive by late December 2017 to coincide with the July 1, 2017 service expansion. All buses within the fleet are ADA accessible.

Tri-CAP provides contracted routes with numerous employers throughout Central Minnesota. These routes are pre-determined and are typically provided specifically for employees of those companies. Tri-CAP will also deviate from those pre-determined routes to pick up DAR customers within a half-mile of those contracted routes.

Tri-CAP Transit Connection hubs out of four (4) locations within its service area: Little Falls, Elk River, Sauk Centre and Waite Park. The majority of service provided by Tri-CAP for the Saint Cloud MA is done out of the Waite Park hub. From this hub, residents living within a 15-mile radius of the Waite Park facility can receive transportation access to and from areas outside of the Saint Cloud Metro Bus service area.

Services include:

- One (1) contracted DAR route to Options Inc. in Big Lake.
- One (1) contracted DAR route to Functional Industries in Buffalo. This route will eventually end up traveling into Elk River from about 9:30 a.m. until 2 p.m.
- Two (2) contracted DAR routes to WACOSA in Waite Park.
- One (1) contracted DAR route to WACOSA in Paynesville.

- Two (2) dedicated DAR routes within the 15-mile radius of the Waite Park facility. These routes primarily focus on areas like Saint Joseph and Cold Spring.
- One (1) deviated pre-determined DAR route from Sauk Centre to Saint Cloud on Thursdays.
- One (1) deviated pre-determined DAR route from the Waite Park facility to Foley on Thursdays.
- One (1) deviated pre-determined DAR route from Holdingford to Saint Cloud on Fridays.
- One (1) deviated pre-determined DAR route from Little Falls to Saint Cloud by way of U.S. Highway 10 on the fourth Monday of every month.

The Waite Park's primary DAR service area is in the Saint Joseph/Cold Spring area. In addition, Tri-CAP also provides school transportation for All Saints Academy Catholic School in Saint Joseph, Saint Boniface Catholic School in Cold Spring, preschool transportation for the Rocori School District and Early Childhood Family Education classes (specifically on Fridays).

Tri-CAP also provides a volunteer drivers program where drivers provide rides in their own vehicles to residents of Benton, Morrison, Sherburne and Stearns counties. This service is externally funded and primarily used by health insurance providers to transport people to and from medical appointments.

Several of the Tri-CAP service counties will also utilize the volunteer driver service for Department of Human Services work primarily centered on foster care. That work is also funded externally. Drivers with this service are reimbursed the federal mileage rate and are provided a stipend for meals. They are initially given a \$4 startup fee as well. As of November 2017, Tri-CAP estimated it has thirty-six (36) volunteer drivers available.

Saint Cloud Regional Airport

The Saint Cloud Regional Airport is located at 1550-45th Ave. SE in St. Cloud and is the only publicly operated air facility within the MA. The Saint Cloud Regional Airport (STC) is owned and operated by the city of Saint Cloud.

About one hundred (100) general aviation planes are based at STC. The airport owns 55 airplane hangars and contracts directly with plane owners. As of November 2017, the vacancy rate for these hangers was approximately 15 percent.

Allegiant Airlines is the only carrier that regularly operates out of the airport. Allegiant Airlines has a schedule of two destinations – Phoenix Mesa Gateway International Airport (IWA or AZA) and Punta Gorda, Florida (PGD) – which the airline flies twice a week. The Punta Gorda flight service is seasonal and flies for only half the year during the winter months.

Allegiant Airlines typically services STC with Airbus A319s and A320s which have a seating capacity of one hundred fifty-six (156) and one hundred seventy-seven (177) respectively. The airline also operates a MD-80 aircraft out of STC with a seating capacity of one hundred sixty-six (166).

STC will also have chartered flights on occasion contracted primarily through Sun Country. Sun Country flights provides direct flights to specific destinations like Laughlin/Bullhead International Airport (IFP). Sun Country operates a B737 which has a seating capacity of one hundred fifty-nine (159) passengers. Typically, Sun Country charter flights occur between one (1) to two (2) times a month.

From January 2017 through September 2017 Allegiant Airlines has reported an 82.26 percent enplaned load factor with the largest number enplaned passengers occurring in March 2017 (at 92 percent). During that same time frame, Sun Country has reported a 98.19 percent enplaned load factor with a load factor only falling below 100 percent in May, June, and August. Sun Country did not offer charted flights from STC during March, July or October.

Aside from Phoenix-Mesa, Punta Gorda, and Laughlin, the Saint Cloud Regional Airport does not provide commercial service connections to any other airports. General aviation aircrafts such as corporate jets and propeller aircrafts can travel to any other public use airport from STC.

The Minnesota Air National Guard operates Blackhawk helicopter maintenance operations at the Saint Cloud Regional Airport. An Army aviation support facility opened in 2009 and continues to operate at the airport.

Amtrak

Amtrak provides intercity passenger rail services twice daily from St. Cloud at its depot, 555 E. St. Germain St. Passengers can ride via the Empire Builder route from St. Cloud west to Seattle/Portland or south to Chicago via the Twin Cities. The Portland/Seattle-bound train 7/27 stops in Saint Cloud around 12:30 a.m. and the Chicago-bound train 8/28 stops in Saint Cloud around 5:15 a.m.

The Saint Cloud Amtrak station facility is owned by BNSF Railway Co. Amtrak does not provide ticketing or baggage services at its Saint Cloud station.

Northstar Commuter Rail and Northstar Commuter Link Bus

Northstar Commuter Rail currently serves seven (7) stations on forty (40) miles of existing track between Big Lake and Minneapolis. Northstar Commuter Rail is operated by Metro Transit, which is the public transit operator in the Twin Cities metro area.

The stops along the Northstar Commuter Rail include: Big Lake, Elk River, Ramsey, Anoka, Coon Rapids-Riverdale, Fridley and Target Field (in Minneapolis).

Limited operating hours serve primarily commuters during weekday rush hours.

The Northstar Commuter Rail operates five (5) southbound runs out of Big Lake starting at 5 a.m. during the week. There is also one (1) northbound run which departs from Minneapolis and arrives in Big Lake just after 7 a.m.

During the evening commute, there are five (5) northbound runs from Minneapolis to Big Lake starting just before 4 p.m. There is also one (1) southbound run which departs from Big Lake just after 5 p.m. and arrives in Minneapolis around 6 p.m.

Service is provided on the weekends as well. Northstar operates one (1) regular southbound trip departing Big Lake at 10:20 a.m. and arriving in Minneapolis around 11:15 a.m. on Saturdays. There is also one (1) northbound Saturday trip departing Minneapolis at 11:30 a.m. There are two (2) southbound and two (2) northbound trips Saturday afternoon as well.

Sunday Northstar Commuter Rail service includes two (2) morning southbound and one (1) morning northbound trips and one (1) southbound and two (2) northbound afternoon trips.

Northstar Commuter Rail also provides service to all home Minnesota Twins and Minnesota Vikings games.

Metro Transit operates six (6) locomotives and eighteen (18) cars designated for the Northstar Commuter Rail. On average, there are normally four (4) cars per weekday train.

The Northstar Link Commuter Bus operated by St. Cloud Metro Bus in conjunction with the **Northstar Commuter Rail's operator Metro Transit**. St. Cloud Metro Bus operates nine (9) MCI diesel buses specifically dedicated to the Northstar Link Commuter route. Three (3) of those buses with a chassis model year of 2000 are set to be retired in 2018.

The Northstar Link route operates from the Metro Bus Downtown St. Cloud Transit Center, 510 First St. S, to the Big Lake Park & Ride, located at the corner of 198th Avenue and County Road 43 NW, where commuters can access the Northstar Commuter Rail. The Northstar Link makes stops at the St. Cloud State University Miller Center; the Northstar Link St. Cloud Park & Ride lot, 1919 Lincoln Ave. SE, Saint Cloud; and the Northstar Link Becker Park & Ride lot, at the corner of First Street NE and Willow Street.

Overnight parking is allowed in designated spaces at the various park and ride lots.

During the week the Northstar Link Commuter Bus makes five (5) southbound trips starting at 3:50 a.m. and five (5) northbound trips starting at 5 a.m. during the morning. The commuter bus also makes five (5) southbound trips starting at 3:45 p.m. and five (5) northbound trips starting at 4:55 p.m. during the afternoon.

On Fridays, the Northstar Link Commuter Bus makes one (1) run to Minneapolis. That bus departs the St. Cloud Metro Bus Transit Center at 10:15 a.m. and makes stops at St. Cloud **State's Miller Center, Saint Cloud Northstar Link Park & Ride, Northstar Link Becker Park & Ride**, Big Lake Northstar Commuter Rail Station, Elk River Northstar Station, Ramsey Northstar Station, Anoka Northstar Station, Coon Rapids Northstar Station and Target Field. The Northstar Link Commuter Bus makes one (1) return trip to Saint Cloud. That bus departs Target Field at 1 p.m.

Weekend coverage includes one (1) southbound and one (1) northbound route in the morning and one (1) southbound and one (1) northbound route in the afternoon on both Saturday and Sunday.

The Northstar Link Commuter Bus also provides service in conjunction with Northstar Commuter Rail for home games for the Minnesota Twins and the Minnesota Vikings. On occasion, the Northstar Link Commuter Bus will also provide special connecting services with the Northstar Commuter Rail for special events in Minneapolis.

Fare prices for the Northstar Link Commuter Bus are \$2 for a one (1) way trip from the three (3) Saint Cloud locations to Big Lake. From Saint Cloud to Becker a one (1) way trip will cost \$1. For the Friday midday route, the cost from Saint Cloud to Minneapolis for a one (1) way trip is \$5.50. Children under age 5 can and veterans who have a service connected disability (with proper identification) can ride for free.

Jefferson Lines

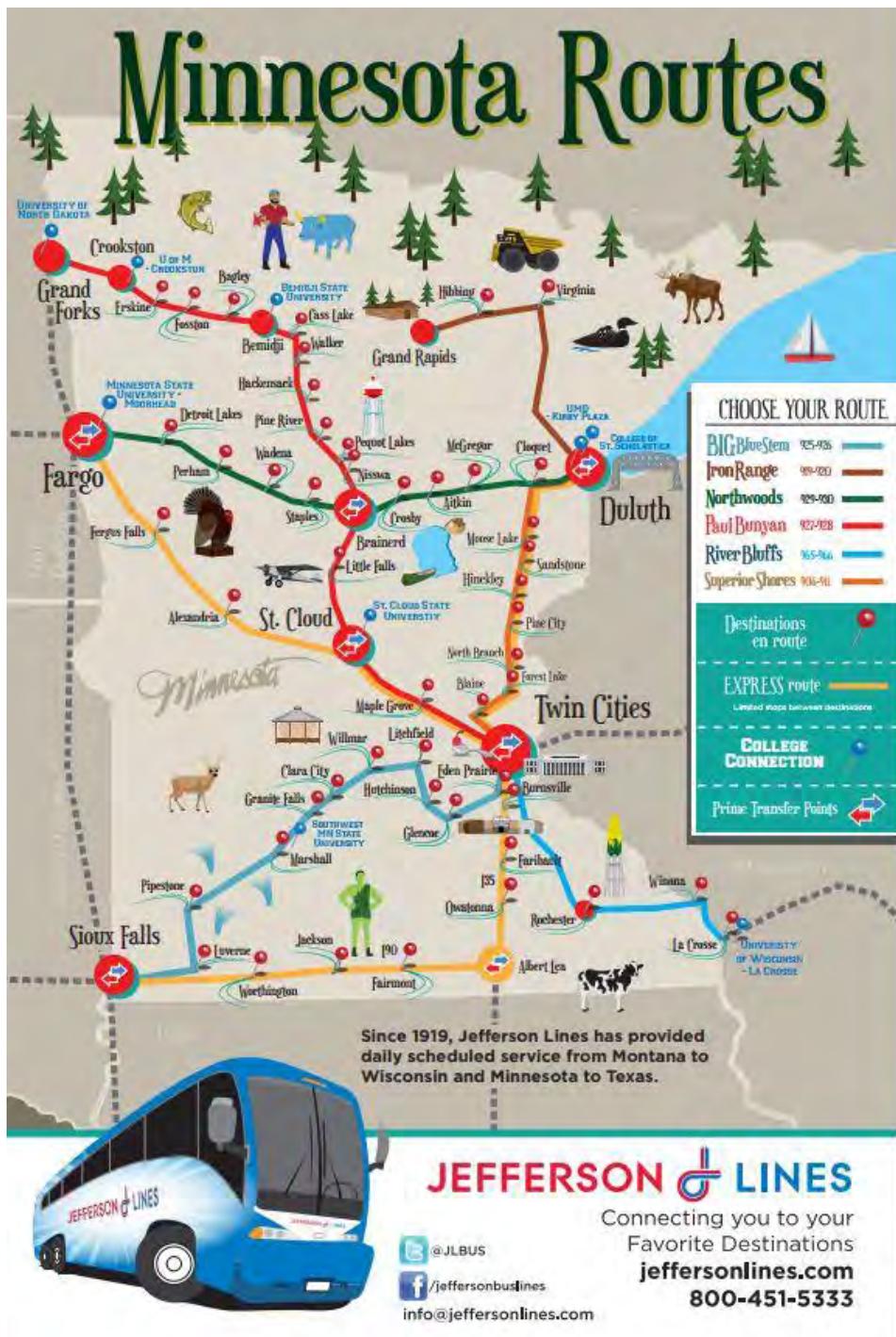
Since 1919, Jefferson Lines has provided daily scheduled bus service from Montana to Wisconsin and Minnesota to Texas.

Figure X.X – Jefferson Lines Route Map



Map courtesy of Jefferson Lines

Figure X.X – Jefferson Lines Minnesota Route Map



Jefferson Lines services three (3) locations in Saint Cloud: The Saint Cloud Metro Bus Downtown Transit Center; Saint Cloud State University; and Schmidty's Burger King, 4325 Clearwater Road.

The Saint Cloud Metro Bus Downtown Transit Center staffed 5:15 a.m. to 10 p.m. Monday through Friday, 7:45 a.m. to 7 p.m. Saturday and 8:45 a.m. to 7 p.m. on Sunday. This stop is closed on holidays. Services available at the Saint Cloud Metro Bus Downtown Transit Center include passenger stops, ticketing, and package shipping. Ticket sales are available 5:15 a.m. to 9:15 p.m. Monday through Friday, 7:45 a.m. to 7 p.m. on Saturday and 8:45 a.m. to 6:30 p.m. on Sunday.

The Saint Cloud State University Jefferson Lines stop is located at the northeast entrance to the Atwood Memorial Center, 651 First Ave. S. This stop is staffed 7 a.m. to midnight Monday through Friday, 8 a.m. to midnight Saturday and twenty-four (24) hours on Sunday. Services available at Saint Cloud State University include passenger stops, ticketing, and college connection. Tickets for Jefferson Lines are available at the Information Desk inside the Atwood Memorial Center.

Schmidty's Burger King is staffed 6 a.m. to 10 p.m. seven (7) days a week. This stop is closed on holidays. Services at Schmidty's Burger King include passenger stops, ticketing and package shipping.

Jefferson Lines operates two (2) routes in the Saint Cloud area: The Paul Bunyan route and the Express route. These routes do not overlap with each other. The Paul Bunyan route provides service from Minneapolis/Saint Paul to Grand Forks, North Dakota. This route stops in Saint Cloud once on its journey westbound at 1:10 p.m. at the Saint Cloud Metro Bus Downtown Transit Center.

Travelers taking the westbound Paul Bunyan route have the option of transferring to the Northwoods Line route in Brainerd. This route serves as a connection between Duluth and Fargo, North Dakota. The Paul Bunyan Route makes an eastbound trip into Saint Cloud at 3:30 p.m. with the stop at the Saint Cloud Metro Bus Downtown Transit Center. The eastbound route also makes a stop at the Atwood Memorial Center on the campus of Saint Cloud State University around 3:35 p.m.

The downtown transit center is served by Metro Bus fixed routes. Additionally, the downtown transit center is in an area of dense sidewalk connections and approximately a quarter of a mile from the Beaver Island Trail. The transit center also has bike racks available.

Several Metro Bus fixed routes stop in close proximity to the Atwood Memorial Center on the Saint Cloud State University campus. Those stops primarily are located at the James W. Miller Learning Resources Center (the library). This area has very dense sidewalk connections. The campus, situated on the Beaver Island Trail, also provides accessibility for bicyclists. Bike racks are available around the Atwood Memorial Center.

The Express route offers two (2) westbound and two (2) eastbound trips through Saint Cloud. **The first westbound route departs from the Schmidty's Burger King at 11:25 a.m.**

The second westbound route departs from the Schmidty's Burger King at 10:05 p.m. The first eastbound route departs from the Schmidty's Burger King at 10:25 a.m. The second eastbound route departs from the Schmidty's Burger King at 4:15 p.m.

Schmidty's Burger King is serviced by Metro Bus route 12. This hourly route operates from 5 a.m. to 9:57 p.m. Monday through Friday, 8 a.m. to 6:57 p.m. Saturday and 9 a.m. to 5:57 p.m. on Sunday. **Schmidty's Burger King located just over a quarter-mile away from the Beaver Island Trail.** There are no sidewalks connecting the two destinations.

Executive Express

Founded in 1979, Executive Express is an interstate carrier service headquartered in Waite Park as of early 2018. The company also has a facility in Ames, Iowa.

Executive Express has a fleet of 48 vehicles that serve forty (40) cities in Minnesota and twenty-five (25) cities in Iowa. As an interstate carrier, the company can transport passengers anywhere in the country.

For private charters, however, the company typically serves the states of Minnesota, Iowa, Wisconsin, North Dakota, and South Dakota. Private charter services include: Private car service, private charter coach bus service, employee transportation, and same-day delivery services.

Executive Express is most known locally for its service to Minneapolis/St. Paul International Airport. As of October 2017, shuttle service from the Saint Cloud area to MSP occurs eighteen (18) times a day.

Executive Express operates on a hub and spoke system. Routes from surrounding communities like Alexandria, Morris, Wadena, Brainerd, and Willmar all make stops at a central Saint Cloud location before departing to MSP.

The primary stop hub for Executive Express in the Saint Cloud MA as of October 2017 is the Holiday Inn Hotel & Suites, 75-37th Ave. S, Saint Cloud. Metro Bus route 3 provides service to the roadway adjacent to the hotel. There is sidewalk along Second Street S up until 37th Avenue.

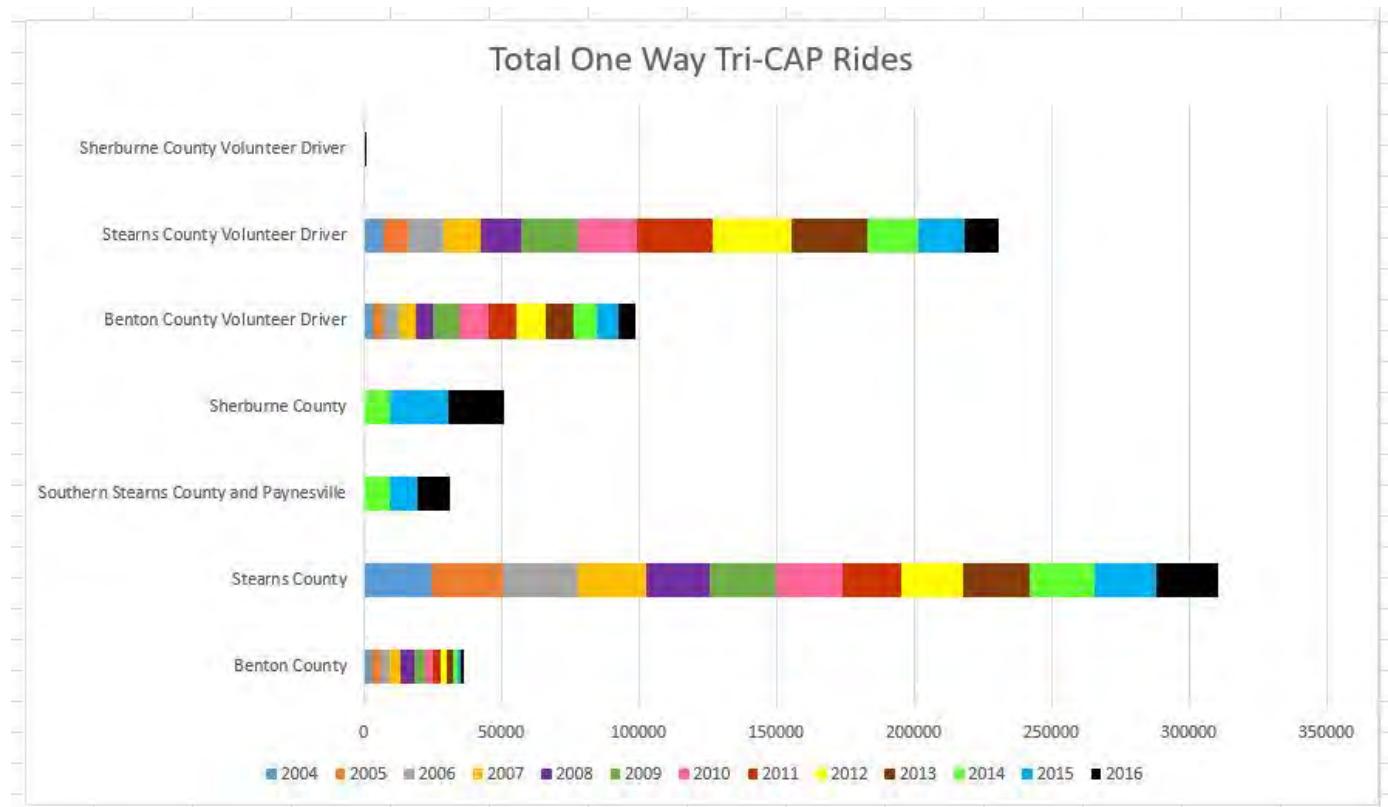
WHAT THE DATA SAYS

Tri-CAP

Tri-CAP estimates about 124,000 passengers will have traveled one (1) way using the DAR service in 2017 system wide. In addition, the organization estimates 20,000 people will have utilized the volunteer driver service in 2017. If accurate, these projections would fall just shy of the 2016 mark of 146,737 passengers who used any form of Tri-CAP provided transportation.

Figure X.X – Tri-CAP Ridership 2004 - 2016

Data source: Tri-CAP Inc.

Figure X.X – Tri-CAP Ridership Crosstab by Year and Location 2004 - 2016

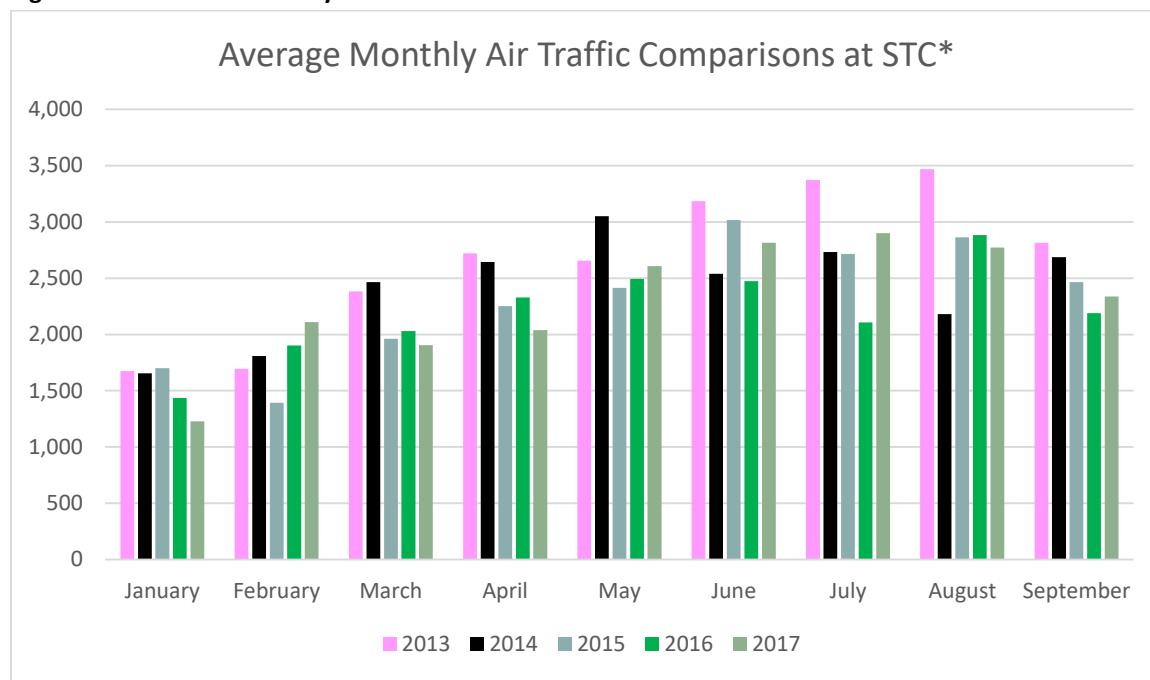
Data Source: Tri-CAP Inc.

Saint Cloud Regional Airport

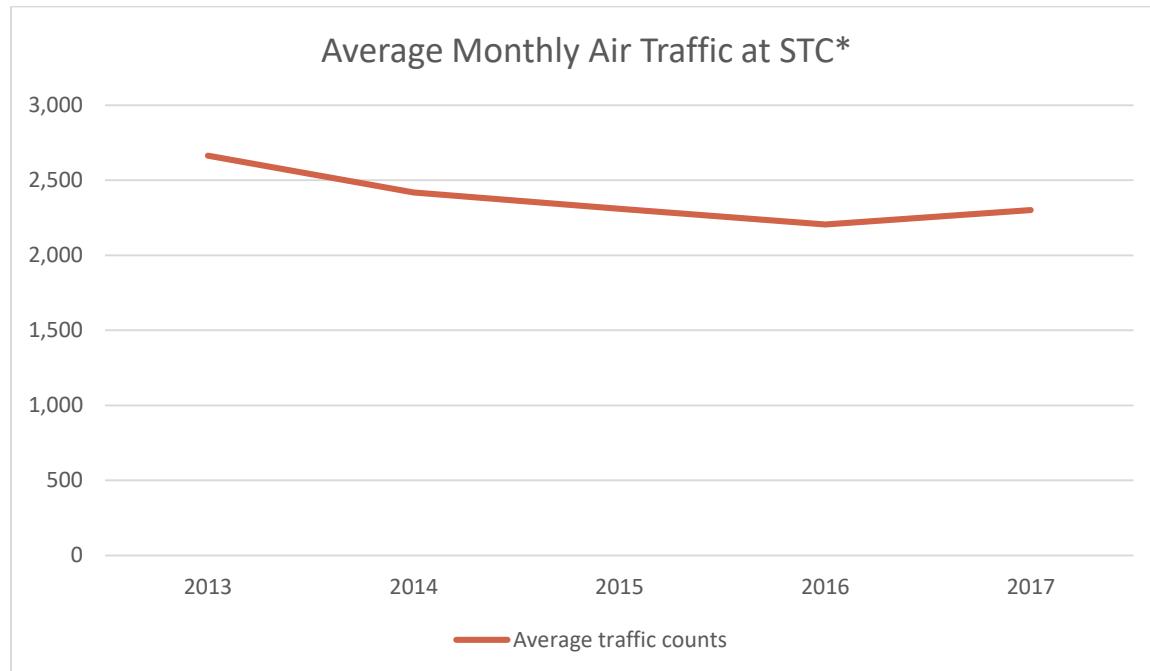
The airport is not currently served by a St. Cloud Metro Bus fixed route transit bus. However, parking is provided free of charge for any length of time for passengers utilizing STC. There are no sidewalks leading to the STC, but it is several miles from any substantial residential development, so demand for walking trips is probably very low. There are no formal bicycle facilities leading to the STC, but 12th Street SE/45th Avenue SE does have a paved shoulder that could be used by a cyclist and traffic counts on the corridor are X.

The Saint Cloud Regional Airport does provide limited freight chartering services out of its facility. Those freight charters are typically delivering or picking up cargo for specific companies within the Saint Cloud area. The airport also has on occasion small cargo twin turbo props that will do specific pickups for UPS or FedEX. That service is contracted by Bemidji Aviation and is done on a case by case basis.

The majority of freight that leaves the Saint Cloud MA for air travel is loaded via ground and transported to MSP.

Figure X.X – STC Air Traffic by Month 2013 - 2017

*The traffic comparisons indicate the number of takeoffs and landings of all aircrafts at STC. This includes helicopters, military, small engines, corporate jets, and airline aircraft. Numbers are only represented through September to allow for a 2017 comparison.

Figure X.X – STC Average Monthly Air Traffic by Year 2013 - 2017

*The traffic comparisons indicate the number of takeoffs and landings of all aircrafts at STC. This includes helicopters, military, small engines, corporate jets, and airline aircraft. Numbers are represented from January through September to allow for a 2017 comparison.

With relatively low air traffic, surface transportation connections to the airport appear to be adequate at this time.

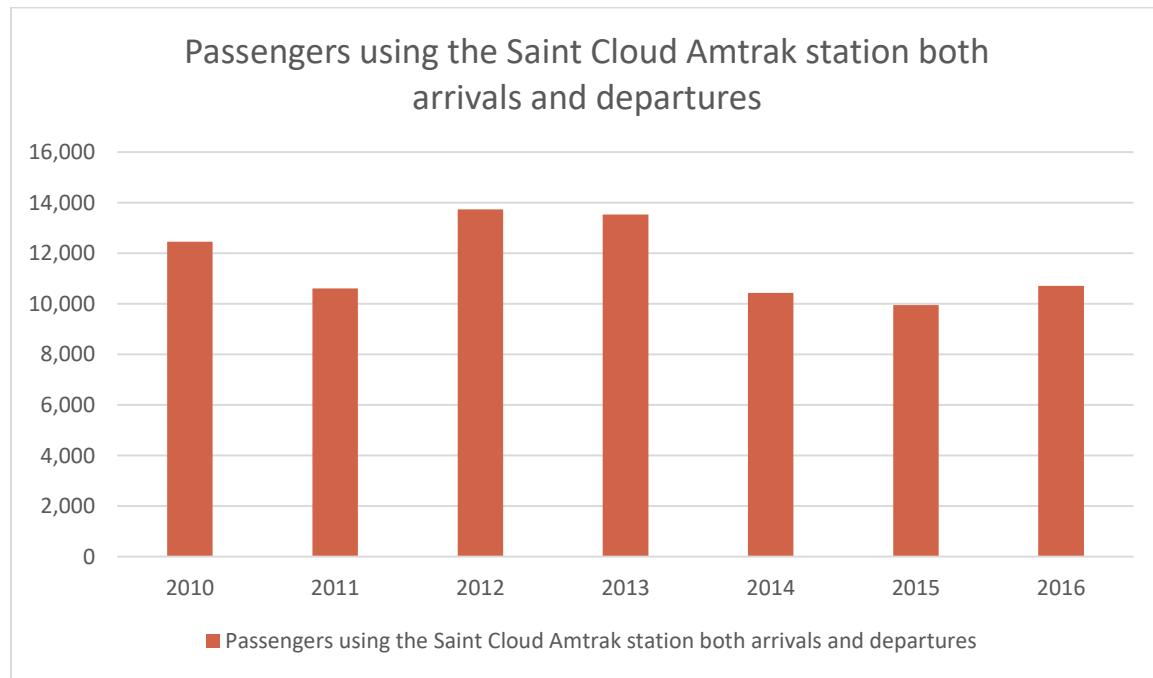
Amtrak

Between September 2016 and September 2017, the Empire Builder line had an endpoint on-time performance rate of 59 percent. A majority of those delays were due to freight train operations.

During fiscal year 2016, 146,689 passengers boarded or alighted the Empire Builder line at its six (6) Minnesota stops – Detroit Lakes, Red Wing, Saint Cloud, Saint Paul-Minneapolis, Staples, and Winona. A total of 11,457 passengers or 7.9 percent of those boardings/alightings took place at the Saint Cloud depot.

In fiscal year 2016, passengers who boarded or alighted from the Saint Cloud station were typically going to Chicago; Williston, North Dakota; or Whitefish, Montana. Other popular ridership city pairs which included Saint Cloud as either the boarding or alighting station were Minot, North Dakota; Portland, Oregon; Milwaukee, Wisconsin; Seattle, Washington; Saint Paul; and Fargo.

Figure X.X – Amtrak Annual Boardings and Alightings at Saint Cloud 2010 - 2016



Data Source: Amtrak

Metro Bus routes 6, 7, 21, and 22 serve the roadways adjacent to the Amtrak station. Route 6 operates between the hours of 5:06 a.m. to 10:43 p.m. Monday through Friday and 8:15 a.m. to 6:57 p.m. Saturday and 8:15 a.m. to 5:57 p.m. Sunday. Route 7 operates between the hours of 5:45 a.m. and 6:27 p.m. Monday through Friday. Route 7 does not operate on weekends. Route 21 provides service between the hours of 6:01 a.m. and 6:12 p.m. This route does not run on weekends. Route 22 runs between 5:53 a.m. and 9:42 p.m. Monday through Friday, 8:45 a.m. and 6:45 p.m. Saturday and 8:45 a.m. to 5:42 p.m. Sunday.

The eastbound train is scheduled to leave Amtrak at 12:30 am and the westbound train is scheduled to leave at 5:15 am, making it difficult for a transit dependent person to access Amtrak.

There is sidewalk along Saint Germain Street which goes past the Amtrak station. There is no bike rack available.

Northstar Commuter Rail and Northstar Link Commuter Bus

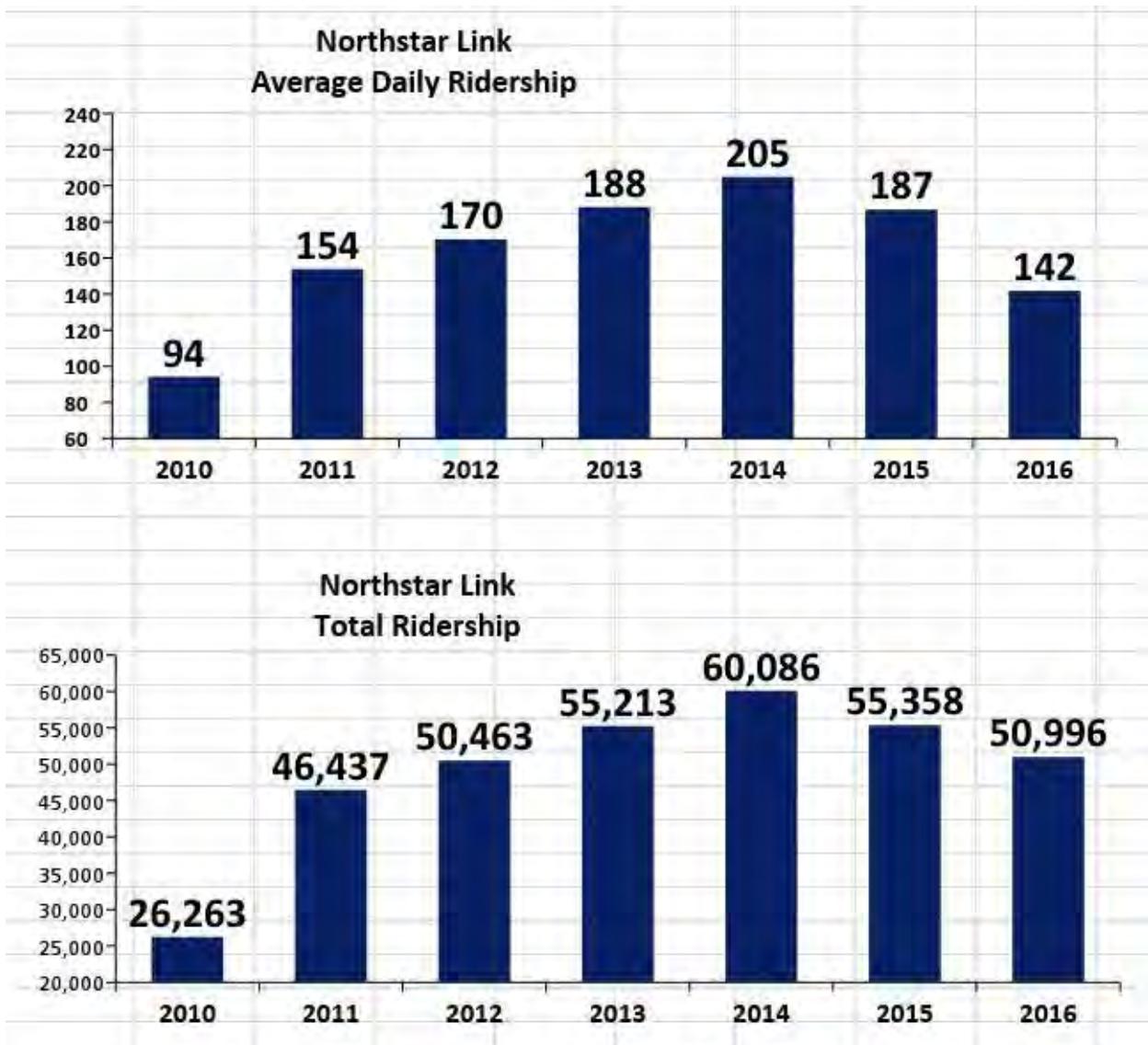
Ridership on the Northstar Commuter Rail through October 2017 were up considerably from 2016 in part due to construction on Interstate 94 between downtown Minneapolis and Brooklyn Center. Metro Transit estimates 775,000 rides will be taken on the Northstar Commuter Rail in 2017 up from 711,167 rides during 2016. In 2016 the weekday average was 2,534 rides.

Fare prices for the Northstar Commuter Rail increased in October 2017. Fare prices for one (1) adult from Big Lake – the closest station to the MA – to Minneapolis is \$6.25 one (1) way during the week and \$5.50 for a one (1) way trip on weekends. Seniors (ages 65+), youth (ages 6-12) and Medicare card holders ride for \$2 for a one (1) way trip.

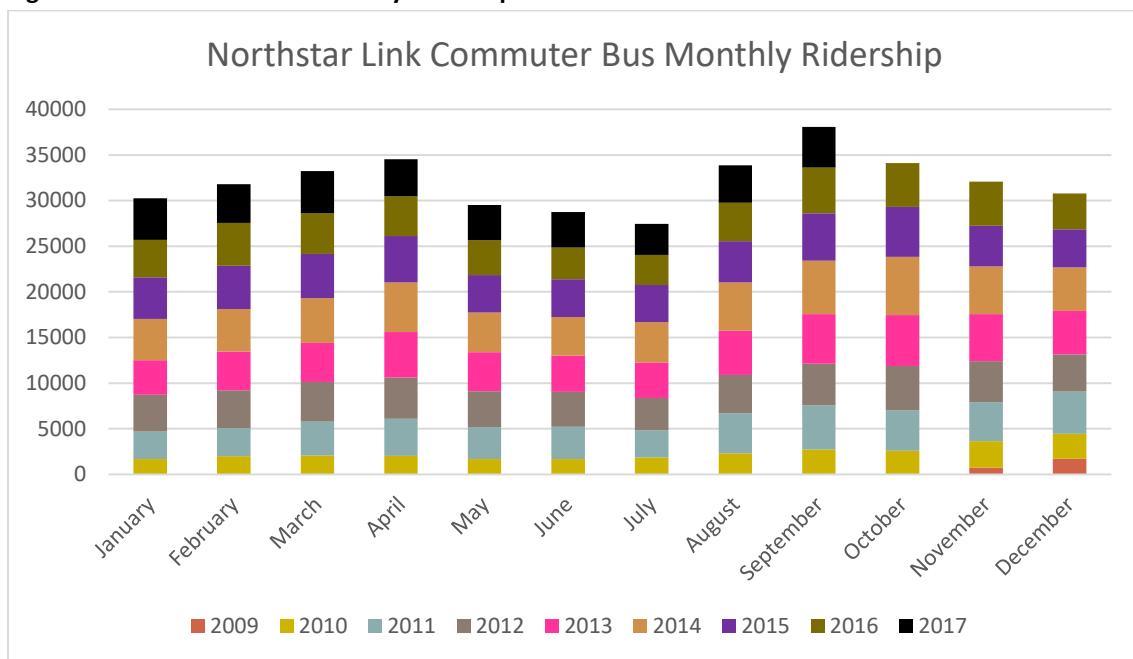
Passengers on the Northstar Commuter Rail can either drive to the station or utilize the Northstar Link express bus operated by a partnership between Metro Transit and St. Cloud Metro Bus.

The Northstar Link Commuter Bus service began in November 2009. Peak daily ridership for the bus service occurred in 2014 with an average of 205 people riding the bus daily. Since then, ridership has fallen to a reported 142 average daily riders in 2016.

Figure X.X – Northstar Link Average Daily and Annual Ridership 2010 - 2016



Data Source: Saint Cloud Metro Bus

Figure X.X – Northstar Link Monthly Ridership 2009 - 2017

Data Sources: Saint Cloud Metro Bus. 2017 Data current through September 2017.

Figure X.X - Northstar Commuter Fleet Roster as of November 2017

Unit Number	Chassis Model Year	VIN Number	Vehicle Class	Body Conversion Model	Fuel Type
804	1997	1M8SDMPA7VP049053	700	MCI	Diesel
805	2000	1M8PDMPAXYP053351	700	MCI	Diesel
806	2000	1M8PDMPA7YP053355	700	MCI	Diesel
807	2000	1M8PDMPA9YP053356	700	MCI	Diesel
808	2001	1M9PDMPA41P054307	700	MCI	Diesel
809	2001	1M8PDMPA61P054308	700	MCI	Diesel
810	2017	1M8PDMBA7HP014725	700	MCI	Diesel
811	2017	1M8PDMBA9HP014726	700	MCI	Diesel
812	2017	1M8PDMBAOHP014727	700	MCI	Diesel

Data Source: Metro Bus

The downtown transit center is served by Metro Bus fixed-routes. Additionally, the downtown transit center is in an area of dense sidewalk connections and approximately a quarter of a mile from the Beaver Island Trail. The transit center also has bike racks

available. In general, the Northstar Link seems to be very accessible to most residents of the Saint Cloud area.

Jefferson Lines

Ridership data is not publically available.

Executive Express

In 2016, Executive Express served approximately 108,000 customers companywide.

WHAT WE HEARD

The following is a summary of what we heard from the public and stakeholders regarding area transportation connections to the state and nation. This section is broken down by comments specific to various forms of transportation connections.

- **General comments**
 - “Connect Saint Cloud to Twin Cities.”
- **Saint Cloud Regional Airport**
 - “Bring back direct flights to Chicago.”
- **Amtrak**
 - “Move the Amtrak station to either the Northstar Park-and-Ride lot or the old paper mill.”
- **Northstar Commuter Rail and Northstar Commuter Link Bus**
 - “Finish the rail train”/Connect Saint Cloud to Twin Cities via Northstar Commuter Rail/Bring Northstar to Saint Cloud/ When is Northstar coming to Saint Cloud? (49 similar comments)
 - Add more train departures and arrivals. Not just for commuting but to get connected with the metro. (2 similar comments)
 - Commenter made additional comments about the Northstar train and seemed to be suggesting that extending the train service to Saint Cloud would help create additional opportunities by helping people get to jobs outside of the Saint Cloud area.
 - “Money towards roads and bridges – not choo choo trains.”
 - A train/rail/subway system would be awesome to see here. Toulouse, France is about the same size as greater Saint Cloud and they have a subway system!!”
 - “Promoting passenger rail generally results in empty trains. Commuters love the idea hoping everyone else takes the passenger train freeing more space on the highway for them.”
 - “Build the train station at the site of Champion. Plenty of room.”
 - “Commuter rail needs to increase availability of ride times during the weekends.”
 - “The Northstar should run trains later in the evening.”
 - “When they do the Northstar demonstration project, make sure that veterans get counted.” Commenter was worried that as a veteran he need only show

- his VA card to ride and so doesn't get counted as a rider because he doesn't buy a ticket."
- "Extending Northstar train to Saint Cloud could be a gateway for crime.
- "Extend a light rail system to reach much further into greater Minnesota, beginning with the Saint Cloud area."
- High speed railway connecting Saint Cloud, Mankato, and the Twin Cities. Forget the BNSF and Amtrak (create a new separate rail line).
- "Trains to Brainerd and Fargo."
- Northstar Link works well.
- Northstar from Big Lake to Minneapolis works well.

The overwhelming majority of comments involved requests and inquiries as to the time frame the Northstar Commuter Rail would connect from Big Lake to Saint Cloud. The first phase of the commuter rail line between Big Lake and downtown Minneapolis was completed in 2009. The original vision of the Northstar Corridor Development Authority included service to Saint Cloud in its second phase, however lack of funding and potential lease agreements between the NCDA and the rail line owner, Burlington Northern Santa Fe (BNSF), have prohibited further development on Phase 2.

GENERAL PUBLIC COMMENTS

In addition to the comments listed in previous sections, the following is a summary of other transportation related remarks obtained during public outreach:

- (When asked what could be improved) "Not sure"/"Not much"/"Nothing" (13 similar comments)
- "Everything is good." (7 similar comments)
- "Monitor bad drivers more."// "Somehow, 'fix' distracted drivers" (4 similar comments)
- Promote programs that help our environment and reduce climate change. (3 similar comments)
- Focus on collaboration within the community to share transportation resources.
- "I think transportation is fine right now."
- "Don't let elected officials get away with mile wide support that's only an inch deep."
- "Examine a future with fewer cars."
- "Everything needs some improvement."
- "We need to have multiple options for people. This is not a one size fits all issue."
- "There just isn't a 'wow' factor to report regarding Saint Cloud transportation."
- "Transportation is directly related to land use. Suburbs like Maple Grove would never have grown like they did if it was not for the automobile and the Interstate Highway system. Encourage smart growth. Like Portland, they have an Urban Growth Boundary. I understand the limitations to this, especially in regards to housing, but there is always a better and smarter way to do things. Work with the local communities who are experiencing growth and encourage them to utilize smart growth within their subdivision or zoning ordinances."
- "Remember victims are fleeing abuse and sometimes the only option is getting on a bus and going to a safe place."

- "To teach the immigrant population how to drive more proficiently."
- Better access to places like fresh markets, community resources (such as Salvation Army – Hwy 10 issue).
- "More tram type routes."
- "I think people make it work. I think that more options need to be available."
- "We have good transportation companies in the area."
- "I don't feel I am qualified to answer."
- "Car."
- "No big digs but well planned incremental adjustments."
- "Service is great as of now."
- "Excited for the new changes."