

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, FEB. 27, 2020 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items (*Attachments A - C*)
 - a. Approve minutes of Jan. 30, 2020, TAC meeting (Attachment A)
 - b. Accept staff report on Feb. 12, 2020, Active Transportation Small Advisory Committee meeting (Attachment B)
 - c. Accept staff report on Feb. 13, 2020, Policy Board meeting (Attachment C)
4. FY 2020-2023 Transportation Improvement Program Amendments (Attachments D1-D3): *Vicki Johnson, Senior Planner*
 - a. **Suggested Action: Recommend Policy Board approval.**
5. FY 2021-2024 Regional Infrastructure Investment Plan (Attachments E1-E2): Vicki Johnson, Senior Planner
 - a. **Suggested Action: Recommend Policy Board approval.**
6. 2018 Transportation Performance Monitoring Report (Attachments F1-F2): Alex McKenzie, Planning Technician
 - a. **Suggested Action: Recommend Policy Board approval.**
7. Discuss Regional Transportation Priorities for 2020 (Attachments G1-G2): *Brian Gibson, Executive Director*
 - a. **Suggested Action: Recommend Policy Board approval.**
8. Other Business & Announcements
9. Adjournment

English

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 or at admin@stcloudapo.org at least seven (7) days in advance of the meeting.

Somali

Ururka Qorsheynta Agagaarka Saint Cloud (APO) waxay si buuxda ugu hoggaansantay Qodobka VI ee Xeerka Xuquuqda Dadweynaha ee 1964, Sharciga Dadka Maraykanka ah ee Naafada ah ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo xeerarka iyo sharciyada la xiriiira. APO waxa heli kara dhamaan dadka leh awoodaha kala duwan. Qofka u baahan in waxka bedel ama qaabilaad, qalabka caawinta, adeegyada tarjumaadda qoraalka, adeegyada turjumaadda hadalka, iwm, si uu uga qaybgalo kulan dadweyne, oo uu kamid yahay yihiin helitaanka ajandahan iyo/ama waxyaabaha ku lifaaqan oo qaab kale ama luqad kale ah fadlan kala xiriir APO 320-252-7568 ama admin@stcloudapo.org ugu yaraan toddoba (7) maalmood ah kahor kulanka.

Hmong

Lub koom haum Saint Cloud Area Planning Organization (APO) tau ua raws nraim li Nqe Lus VI ntawm Tsoom fwv Cov Cai Pej XeeM xyoo 1964, Tsab Kev Cai Hai Txog Kev Xiam Oob Khab ntawm Haiv Neeg Mes Kas xyoo 1990, Tsab Cai 12898, Tsab Cai 13116 thiab cov cai thiab kev tswj fwm uas cuam tshuam. APO tuaj yeem nkag tau rau txhua tus neeg uas muaj peev xwm. Tus neeg uas xav tau kev hloov kho lossis pab cuam, pab lwm tus, pab txhais ntawv, pab txhais lus, thiab lwm yam, txhawm rau kom koom tau rau hauv lub rooj sab laj nrog pej xeeM, nrog rau kev txais cov txheej txheem no thiab / lossis cov ntawv uas sau ua lwm hom ntawv, lossis lwm hom lus thov hu rau APO ntawm 320-252-7568 lossis sau ntawv tuaj tau ntawm admin@stcloudapo.org tsawg kawg yog xya (7) hnub ua ntej ntawm lub rooj sib tham.

Spanish

La Saint Cloud Area Planning Organization (Organización de Planificación del Área de Saint Cloud, APO) cumple plenamente con el Título VI de la Civil Rights Act (Ley de Derechos Civiles) de 1964, la Americans with Disabilities Act (Ley de Estadounidenses con Discapacidades) de 1990, el Decreto 13116 y estatutos y normas asociados. La APO está disponible para todo tipo de personas con todo tipo de capacidades. Las personas que requieran modificaciones o adaptaciones, ayudas auxiliares, servicios de traducción e interpretación, etc., con el fin de participar en una reunión pública, lo que incluye recibir esta agenda o documentos adjuntos en un formato o lenguaje distinto, deben comunicarse con la APO llamando al 320-252-7568 o escribiendo a la dirección admin@stcloudapo.org al menos siete (7) días antes de la reunión.

Laotian

ອົງການວາງແຜນເຂດພື້ນທີ່ Saint Cloud (APO) ປະຕິບັດຕາມ Title VI ຂອງກົດໝາຍວ່າດ້ວຍສິດທິພົນລະເມືອງປີ 1964, ກົດໝາຍວ່າດ້ວຍຄົນພິການຊາວອາເມລິກາປີ 1990, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 12898, ຄໍາສັ່ງປະທານະທີ່ບໍດີເລກທີ 13116 ແລະ ກົດໝາຍ ແລະ ກົດລະບຽບທີ່ກ່ຽວຂ້ອງຢ່າງຄົບຖ້ວນ. ຄົນທຸກຊົນຊັ້ນອັນນະສາມາດເຂົ້າເຖິງ APO ໄດ້. ບຸກຄົນທີ່ຈຳເປັນຕ້ອງມີການດັດແປງແກ້ໄຂ ຫຼື ການອ່ານອອກສຽງສະດວກ, ອຸປະກອນຊ່ວຍ, ການບໍລິການແປເອກະສານ, ການບໍລິການລ່າມແປພາສາ ແລະ ອື່ນໆ ເພື່ອເຂົ້າຮ່ວມການຊຸມນຸມສາທາລະນະ ລວມທັງການໄດ້ຮັບວາລະນີ້ ແລະ/ຫຼື ເອກະສານຄັດຕິດໃນຮູບແບບ ຫຼື ເປັນພາສາອື່ນໃດໜຶ່ງ ກະລຸນາຕິດຕໍ່ຫາ APO ທີ່ເບີ 320-252-7568 ຫຼື ອີເມວ admin@stcloudapo.org ຢ່າງໜ້ອຍເຈັດ (7) ວັນລ່ວງໜ້າການຊຸມນຸມ.

**Saint Cloud Area Planning Organization
TECHNICAL ADVISORY COMMITTEE MINUTES
January 30, 2020**

Attachment A

A regular meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, Jan. 30, 2020, at Stearns County Public Works. Senior Planner Vicki Johnson presided with the following members present:

Chris Byrd	Benton County
Jodi Teich	Stearns County
Andrew Witter	Sherburne County
Bobbi Retzlaff	MnDOT
Steve Voss	MnDOT, Dist #3
Bobbi Retzlaff	MnDOT
Jon Noerenberg	Waite Park
Steve Foss	Saint Cloud
Matt Glaesman	Saint Cloud
Todd Schultz	Sauk Rapids
Terry Thene	Saint Joseph
Mary Degiovanni	Sartell (via telephone)
Vicki Johnson	Saint Cloud APO
Brian Gibson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Fred Sandal	Saint Cloud APO
Dorothy Sweet	Saint Cloud APO

Introductions were made.

PUBLIC COMMENT PERIOD: No members of the public were in attendance.

CONSIDERATION OF CONSENT AGENDA ITEMS (Minutes of Oct 29, 2019, TAC meeting minutes; Staff report on Jan 9, 2020, Policy Board meeting; Staff report on Jan. 16, 2020, ATP meeting): *Ms. Teich motioned and Mr. Byrd seconded to approve the Consent Agenda Items. Motion carried.*

FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS:

Mrs. Johnson said that the APO is amending the TIP four times a year. Stearns County, WACOSA, Metro Bus, and MnDOT have proposed changes. Fiscal constraint has been maintained for all proposed changes.

Stearns County:

2020: Project funding source changed from STBGP to NHPP and project cost increased.

2022: a) Advance Construction Payback increased

b) Project number and description assigned. Project undergoing a funding swap. Local funds have increased to account for the funding difference. Overall project costs remains the same.

2023: Project number and description updated.

WACOSA:

2020: Added purchase of one replacement bus.

Metro Bus:

2020: a) Project funding source (STBGP to FTA) and project number changed.

b) Project funding source (STBGP to FTA) and project number changed.

c) Project description changed and project cost decreased.

d) Reduced number of buses to be purchased from three to one, and project cost dropped.

e) Project funding source (STBGP to FTA) and project number changed.

2021: Project funding source changed from local funds to FTA/LF split.

2023: Changed work type status from transit vehicle purchase to facility improvements.

MnDOT:

2021: Adding project to TIP per MnDOT District #3.

Mrs. Johnson reviewed feedback received from survey monkey and the open house. Mr. Voss raised the issue about dealing with set aside transfers. Mrs. Johnson also said that because the changes are not more than 50 percent increase or decrease in the projects, public comment periods are not required. Mr. Gibson recommended that the TAC recommend approval contingent upon confirmation that we are not violating APO policy. ***Ms. Teich motioned and Mr. Schultz seconded to approve the amendments contingent on the fact that we are not violating APO policy. Motion carried.***

FY 2024 ATP-MANAGED SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP) PRIORITIZATION:

Mrs. Johnson summarized the background history of the STBGP program and the previously TAC approved process used to initially rank the projects by the APO staff. The APO has received 20.53% of the STBGP allocation within the Central Minnesota ATP, which is approximately \$2,135,120. Five applications in our area for these funds were received.

- ❖ Sauk Rapids: a) Benton CSAH 1 (Mayhew Lake Road) Trail
b) 2nd Avenue South from Benton Drive to 10th Street South Reconstruction
- ❖ Benton Co: Mayhew Lake Rd (Pavement preservation) CSAH 1 from CSAH 29 to CR 78
- ❖ Stearns Co: a) CSAH 133 – Expansion
b) CSAH 81 – Roadway Reclamation, Reconditioning and Resurfacing

Todd Schultz, Chris Byrd and Jodi Teich presented information regarding their projects.

The APO staff's suggested ranking of the projects were as follows:

- 1) Stearns County's CSAH 133 project from CSAH 75 to 19th Ave in Saint Joseph: Expand to 4 lanes and intersection improvements at Elm Street, Dual Left Turn Lanes from EB CSAH 75 to NB CSAH 133 be funded in full \$1,440,000.
- 2) Benton County CSAH 1: Full depth reclamation and resurfacing funded in the amount of \$695,120.

Ms. Teich motioned to approve the projects as recommended by the APO staff, and Mr. Witter seconded the motion.

Mr. Schultz asked the TAC to consider a scenario where the money was spread around a bit more. Ms. Teich talked about MnDOT's process, and Mrs. Johnson reminded everyone that federal funding needs to be a minimum of 30% of the project. Ms. Degiovanni expressed concerns about overlay projects outranking street projects. Mr. Byrd said he felt the Benton County project was more than just overlay. Paving of shoulder can help bicyclists and alleviates safety concerns with trucks using that roadway. Mr. Glaesman said he was surprised about the CSAH 81 project ranking by the APO and advocated from an urban perspective that projects ranked 2 (Benton County) and 3 (Stearns County CSAH 81) be reversed or ranked equally. Ms. Teich said that Stearns County will be doing CSAH 81 whether they receive STBGP funding or not. Mr. Witter asked Mr. Byrd if he (Benton County) would be okay with receiving less than their funding request amount (receiving \$695,120 instead of their requested \$720,000). Mr. Byrd responded that this would be acceptable.

The motion on the table (accepting the APO's suggesting ranking and funding amounts) was passed with one opposed (T. Schultz) and one abstaining (S. Voss).

FY 2024 TRANSPORTATION ALTERNATIVES PROGRAM PRIORITIZATION:

Mrs. Johnson reported that 13 projects were received for consideration by the Central Minnesota ATP. Two of the projects were from the APO area. The TAC members were asked to assign 10 points to one project and 5 points to the other project.

Mr. Foss reviewed the Saint Cloud project: County Road 136 Reconstruction from 22nd Street South to 33rd Street South. This project involves reconstructing 1.6 miles of multimodal roadway (CR 136) including 6 foot wide sidewalk and 6 foot wide bike lanes curb and gutter from 22nd Street S to Oak Hill Elementary, and reconstructing the rural section to include 10 foot widened shoulders from Oak Hill Elementary to 33rd St South.

Mr. Schultz reviewed the Sauk Rapids project: CSAH 1 Trail Improvements. The project involves constructing a 10 ft. wide bituminous trail from the existing trail at CSAH 3, along CSAH 1 to the existing trail at Osauka Road (High School entrance). Their main concern is how to get people safely across CSAH 1. Mr. Byrd support Mr. Schultz's safety concerns.

Mr. Glaesman motioned to assign 10 points to the Saint Cloud project and five points to the Sauk Rapids project, and Ms. Teich seconded the motion. Motion approved with one opposed (T. Schultz) and one abstaining from voting (S. Voss).

DISCUSS REGIONAL TRANSPORTATION PRIORITIES FOR 2020:

Mr. Gibson reviewed the priorities in the booklet and gave a brief background history on each project. The priorities booklet is needed for the annual APO trip to Washington DC to meet with the congressional members and/or staff. Ms. Teich suggested breaking down the beltline projects into sections that have been completed, what needs to be done, and list what the top priority is for the beltline. Most TAC members agreed the bridge would be the top priority for the beltline. The alignment has not been determined, but for now we have modeled the beltline as shown in the handout. Some pieces of alignment need to be determined by the corresponding jurisdictions. Other suggestions included changing the language on some of the project pages, add something about ongoing studies, and MnDOT and other efforts supporting the APO's priorities. Mr. Gibson asked that suggestions be sent to him as the Policy Board agenda will be sent out around Feb. 3.

OTHER BUSINESS AND ANNOUNCEMENTS:

- Feb. 13 is the next Policy Board meeting. TAC members were encouraged to attend to present their STBGP and TA projects.
- The deadline for the next TIP amendment is Feb. 3. One amendment from Sherburne County has already been received.
- Mr. Fred Sandal, Associate Planner at the APO, was welcomed.
- Mr. Voss announced that a Northstar Commuter Rail Planning initiative was scheduled at the St. Cloud Library that evening at 6:30 p.m. Mr. Frank Loetterle, MnDOT Passenger Rail Office would be speaking to provide further updates on Northstar.

ADJOURNMENT:

The meeting was adjourned at 11:03 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Fred Sandal, Associate Planner
RE: Active Transportation Small Advisory Committee Update
DATE: Feb. 27, 2020

The Saint Cloud APO Active Transportation Small Advisory Committee is a newly formed advisory group meeting monthly to assist the Active Transportation Advisory Committee (ATAC) with data collection, outreach and other tasks in developing an area wide Active Transportation Plan in response to bicycle and pedestrian issues. The Committee met on Feb. 12 with the following topics discussed:

1. The role of the Active Transportation Small Advisory Committee as a working group and a resource in developing the APO Active Transportation Plan. The current timeline to complete issue analysis and system recommendations on priority needs for bicycles, pedestrians, and access to transit for presentation to APO committees is August 2021.
2. Staff presented an overview of current data on existing conditions and new tools available to better identify bicycle and pedestrian usage and trip purpose. Other plans to be included in the analysis of issues are regional connections suggested by the MnDOT District 3 Bicycle Plan and local plans available from APO member jurisdictions. Issues identified from the public comments received for the 2045 MTP were reviewed.
3. The APO working with its committees and the Policy Board is beginning a process to identify a vision for active transportation. The Small Committee agreed with a vision framework that includes promoting bicycle/pedestrian/transit trips as an alternative to vehicle usage, improved safety, better multimodal options, expanding facilities, connecting network gaps, and equitable access to active transportation.
4. Active Transportation Plan development will include new public outreach including surveys provided in various formats that will focus on identifying issues for pedestrians, bicycles and connections to transit. Committee members will assist staff with booths at public events and other outreach.

Requested Action: None, informational only.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on February Policy Board Meeting
DATE: Feb. 14, 2020

The APO Policy Board met on February 13th. The following is a summary of that meeting:

1. Frank Loetterle from the MnDOT Passenger Rail Office updated the Board on the planning work that he has been doing with Burlington Northern Santa Fe Railroad (BNSF) regarding the possibility of extending the Northstar rail line from Big Lake to the Saint Cloud region. Mr. Loetterle indicated that they started discussing five options, two of which have since been discarded as non-viable and that discussions around the three remaining options were continuing. He expects to release more details about those options in 3 to 4 weeks. He also stressed that even if the State and BNSF can reach an agreement, there still remains much work to be done, including environmental review, purchasing of additional train equipment (if necessary), discussions about whether the Met Council will continue to operate the Northstar line, a ridership study, and upgrading BNSF tracks and signals as necessary, among other steps.
2. The Board approved an amendment to the Transportation Improvement Program (TIP) including:
 - a. Switching Federal funds from the CSAH 75 2022 project to cover the cost increase for the 2020 CSAH 75 project, the resurfacing of CSAH 75 from 15th Avenue in Waite Park to Park Avenue South.
 - b. Adding the purchase of one replacement bus (Class 400) for WACOSA
 - c. Changes to the size and number of Metro Bus vehicles to be purchased in 2020, per Metro Bus request
 - d. Several changes to funding levels for MnDOT Districtwide setasides, and
 - e. Adding a 2021 project to restore failing retaining walls along MN 301 adjacent to the corrections facility in Saint Cloud.
3. The Board approved the TAC's recommendation regarding 2024 funding of projects for the Surface Transportation Block Grant Program, which was:
 - a. \$1,440,000 for expanding CSAH 133 in Saint Joseph to 4 lanes from CSAH 75 to 19th Avenue, including intersection improvements at Elm Street, and
 - b. \$695,120 for the CSAH 1 full depth reclamation and resurfacing project in Benton County.
4. The Board approve the TAC's recommendation regarding the prioritization of projects for Transportation Alternatives funding, which was:
 - a. 10 points for Saint Cloud's project on Oak Grove Road, and
 - b. 5 points for Sauk Rapid's project on Mayhew Lake Road
5. The Board approved an APO budget amendment request, adding \$63,250 dollars to

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our 2020 budget, including \$12,000 for the Parks and Trails Council of Minnesota to use their research bicycle to collect pavement roughness condition for all 105 miles of bike paths in the region.

6. They reviewed the current draft of the 2020 Regional priorities booklet, but made no changes.
7. The Board elected Sartell Mayor Ryan Fitzhum as 3rd Vice-Chair. They also voted to switch Stearns County Commission Joe Perske from 2nd Vice-Chair to 1st Vice-Chair and Saint Cloud City Council member Jeff Goerger from 1st Vice-Chair to 2nd Vice-Chair.

Suggested Action: None, informational only



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Planner
RE: FY 2020-2023 Transportation Improvement Program Amendments
DATE: Feb. 14, 2020

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

Several changes have been proposed to the APO's FY 2020-2023 TIP from MnDOT and St. Cloud Metro Bus. For details of all changes please view the attachment provided.

With all of the proposed changes, fiscal constraint has been maintained for each agency and jurisdiction.

The 30 day public comment period on these changes concludes on Saturday, March 7, 2020.

As of Feb. 13, 2020, APO staff have received 1 completed online survey. A list of comments received through Feb. 13 is provided in [Attachment D3](#). An in-person open house is scheduled to be held at the St. Cloud branch of the Great River Regional Library from 10:15 a.m. to 12:15 p.m. on Thursday, Feb. 20. A more up-to-date list of comments will be provided at the TAC meeting.

Suggested Action: Recommend Policy Board approval.

FY 2020-2023 Transportation Improvement Program Amendments

February 2020

The following is a detailed list of changes that are requested to be made to the FY 2020-2023 Transportation Improvement Program (TIP). Given the nature of some of these changes, an amendment process to this document has been initiated. Per guidelines documented in the APO's Stakeholder Engagement Plan (SEP), a 30-day public comment period is required before changes can be implemented.

Public comment on these changes runs from Feb. 6, 2020, through March 7, 2020. Comments can be made via email (ikeogu@stcloudapo.org), phone (320-252-7568 ext. 203), or in-person at the APO Office (1040 County Road 4, St. Cloud, MN 56303).

The APO's Technical Advisory Committee – a committee of area planners and engineers – will review this request at its regularly scheduled February meeting (Feb. 27). The APO's Policy Board will take action on this at its regularly scheduled March meeting (March 12).

MnDOT

- 2020
 - 8803-AM-20: Deleting the districtwide set aside for the Local Partnership Program per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of this \$34,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-CA-20: Deleting the districtwide set aside for External Project Development per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of this \$5,650,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-SS-20: Deleting the districtwide set aside for System Support per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of this \$700,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-PD-20: Deleting the districtwide set aside for Internal Project Development per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of this \$2,000,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-PM-20: Deleting the districtwide set aside for Preventative Maintenance per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined.

It is unclear if any part of this \$2,202,760 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.

- 8803-RB-20: Deleting the districtwide set aside for Landscaping per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of this \$30,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-RW-20: Deleting the districtwide set aside for Right-of-Way per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,000,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-RX-20: Deleting the districtwide set aside of Miscellaneous Road and Bridge Repair (BARC) per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,100,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-SA-20: Deleting the districtwide set aside of Supplemental Agreements per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$4,100,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 2021
 - 8803-CA-21: Deleting the districtwide set aside of External Project Development per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$6,261,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-SS-21: Deleting the districtwide set aside of System Support per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$700,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-PD-21: Deleting the districtwide set aside of Internal Project Development per MnDOT District 3. Districtwide set asides are pots of funding

reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,000,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.

- 8803-RB-21: Deleting the districtwide set aside of Landscaping per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$30,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-RW-21: Deleting the districtwide set aside of Right-of-Way per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$4,500,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-PM-21: Deleting the districtwide set aside of Preventative Maintenance per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$3,000,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-RX-21: Deleting the districtwide set aside of Miscellaneous Road and Bridge Repair (BARC) per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,500,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-SA-21: Deleting the districtwide set aside of Supplemental Agreements/Overruns per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$7,440,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 2022
 - 71-00129: Adding project to TIP per MnDOT Office of Freight & Commercial Vehicle Operations. This project involves the removal of an at-grade rail crossing of the dual BNSF tracks along US 10. Sherburne County hopes to remove the crossing at 45th Avenue and realign the County Road 65 (42nd Street) crossing. The estimated cost for this project is \$300,000 with \$270,000 coming the state Federal Highway Administration (FHWA) fund and \$30,000 coming from the state's trunk highway fund.

- 8803-SHL-22: Deleting the districtwide set aside of Highway Safety Improvement Program per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,077,023 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-AM-22: Deleting the districtwide set aside of Local Partnership Program per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$330,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-CA-22: Deleting the districtwide set aside of External Project Development per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$4,830,800 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-SS-22: Deleting the districtwide set aside of System Support per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$700,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-PD-22: Deleting the districtwide set aside of Internal Project Development per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,100,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-RB-22: Deleting the districtwide set aside of Landscaping per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$30,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
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- 8803-PM-22: Deleting the districtwide set aside of Preventative Maintenance per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,050,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-RX-22: Deleting the districtwide set aside of Miscellaneous Road and Bridge Repair (BARC) per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,500,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
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- 2023
 - 8803-SHL-23: Deleting the districtwide set aside of Highway Safety Improvement Program per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$3,016,800 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-SHS-23: Deleting the districtwide set aside of District 3 HSIP Share per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$1,805,556 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-AM-23: Deleting the districtwide set aside of Local Partnership Program per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$1,100,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
 - 8803-SS-23: Deleting the districtwide set aside of System Support per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$700,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is

determined to be in need of these funds that identified project will warrant an amendment to the TIP.

- 8803-CA-23: Deleting the districtwide set aside of External Project Development per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$3,968,950 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
- 8803-PD-23: Deleting the districtwide set aside of Internal Project Development per MnDOT District 3. Districtwide set asides are pots of funding reserved to be used for projects across MnDOT District 3 that have yet to be determined. It is unclear if any part of the \$2,100,000 allocation will be spent within the APO's planning area. If at any time a project within the APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.
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APO planning area is determined to be in need of these funds that identified project will warrant an amendment to the TIP.

Metro Bus

- 2021:
 - TRS-0048-21TA: Deleting of this project – the purchase of three less than 30-foot replacement CNG Dial-a-Ride replacement buses – from the TIP. This \$690,000 project will be moved from fiscal year 2021 to fiscal year 2022.
 - TRS-0048-21TD: Adding the purchase of two replacement standard 40-foot Class 700 replacement CNG buses. Project cost is \$1,180,000 with \$944,000 coming from STBGP funds, \$118,000 from state funds, and \$118,000 from local funds.
- 2022:
 - TRS-0048-22T: Deleting of this project – the purchase of four CNG fixed route large replacement buses – from the TIP. This is a \$2,400,000 project. Two of these proposed buses will be purchased in fiscal year 2023.
 - TRS-0048-22TA: Adding the purchase of three less than 30-foot replacement CNG Dial-a-Ride replacement buses. Project cost is \$717,000 with \$573,600 coming from STBGP funds, \$71,700 from state funds, and \$71,700 from local funds. This project was originally programmed in fiscal year 2021.
- 2023:
 - TRF-0048-23C: Deleting of this project – preventative maintenance – from the TIP. This \$1,400,000 project was funded with FTA dollars. Metro Bus is seeking to reallocate the use of these dollars for other projects.
 - TRS-0048-23T: Deleting of this project – facility improvements and additions – from the TIP. This is a \$1,450,000 project.
 - TRS-0048-23TA: Adding the purchase of two standard 35-foot Class 700 replacement CNG buses. Project cost is \$1,216,000 with \$972,800 coming from STBGP funds, \$121,600 from state funds, and \$121,600 from local funds.



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

T. 320.252.7568 F. 320.252.6557

FY 2020-2023 Transportation Improvement Program Amendments

Public Comments February 2020

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2020-2023 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Feb. 6 – March 7, 2020) the APO has received the following comments (current through Feb. 14, 2020). Please note that a more complete list will be provided at the APO TAC meeting.

Online Survey:

Agency/Jurisdiction	Proposed Project Number	Comments	Date
MnDOT	Districtwide Set Asides (2020-2023)	Approve	02/05/2020
MnDOT	71-00129	Neither approve nor disapprove	02/05/2020
Metro Bus	TRS-0048-21TA	Approve	02/05/2020
Metro Bus	TRS-0048-21TD	Approve	02/05/2020
Metro Bus	TRS-0048-22T	Neither approve nor disapprove	02/05/2020
Metro Bus	TRS-0048-22TA	Neither approve nor disapprove	02/05/2020
Metro Bus	TRF-0048-23C	Disapprove	02/05/2020
Metro Bus	TRS-0048-23T	Approve	02/05/2020
Metro Bus	TRS-0048-23TA	Approve	02/05/2020

Open House:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Phone/In-Person

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Facebook:

Agency/Jurisdiction	Proposed Project Number	Comments	Date

Email:

Agency/Jurisdiction	Proposed Project Number	Comments	Date



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Planner
RE: FY 2021-2024 Regional Infrastructure Investment Plan
DATE: Feb. 14, 2020

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

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

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

Federal regulations go on to state:

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

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

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

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

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

many of the jurisdictional CIPs.

Attachment E1

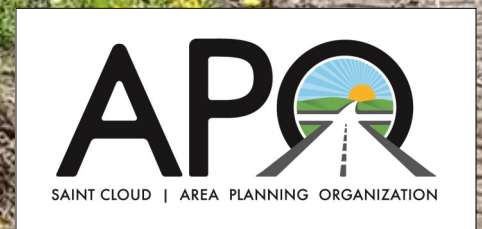
The RIIP, in contrast to the TIP, identifies proposed non-transit transportation improvement projects throughout the Saint Cloud Metropolitan Planning Area (MPA) **regardless of funding** source and includes projects that have been programmed in the TIP. This document, not subject to FHWA/FTA regulations,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

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

Suggested Action: Recommend Policy Board approval.

Regional Infrastructure Investment Plan FY 2021-2024

Prepared by the Saint Cloud Area Planning Organization
March 13, 2020



DISCLAIMER

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

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

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



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

COMMON ACRONYMS

3-C: Comprehensive, Cooperative, and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

BARC: Bridge and Road Construction.

¹***BB:** Transit.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CIP: Capital Improvement Program.

CHIP: Capital Highway Investment Plan.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride (Paratransit).

EJ: Environmental Justice.

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

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

***I:** Interstate.

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

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

LOS: Level of Service.

***MN:** Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

***PED/BIKE:** Pedestrian or Bike Path/Trail (Not Assigned to a Specific Road).

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

***RR:** Railroad.

RSS: Highway Rail Grade Crossing and Rail Safety.

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

SF: State Fund.

SGR: State of Good Repair.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TAC: Saint Cloud APO's Technical Advisory Committee.

TIP: Transportation Improvement Program.

TSM: Transportation System Management.

***US:** Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Milling: Grinding off the top layer of pavement.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

INTRODUCTION

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

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

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

Saint Cloud Area Planning Organization

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

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

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

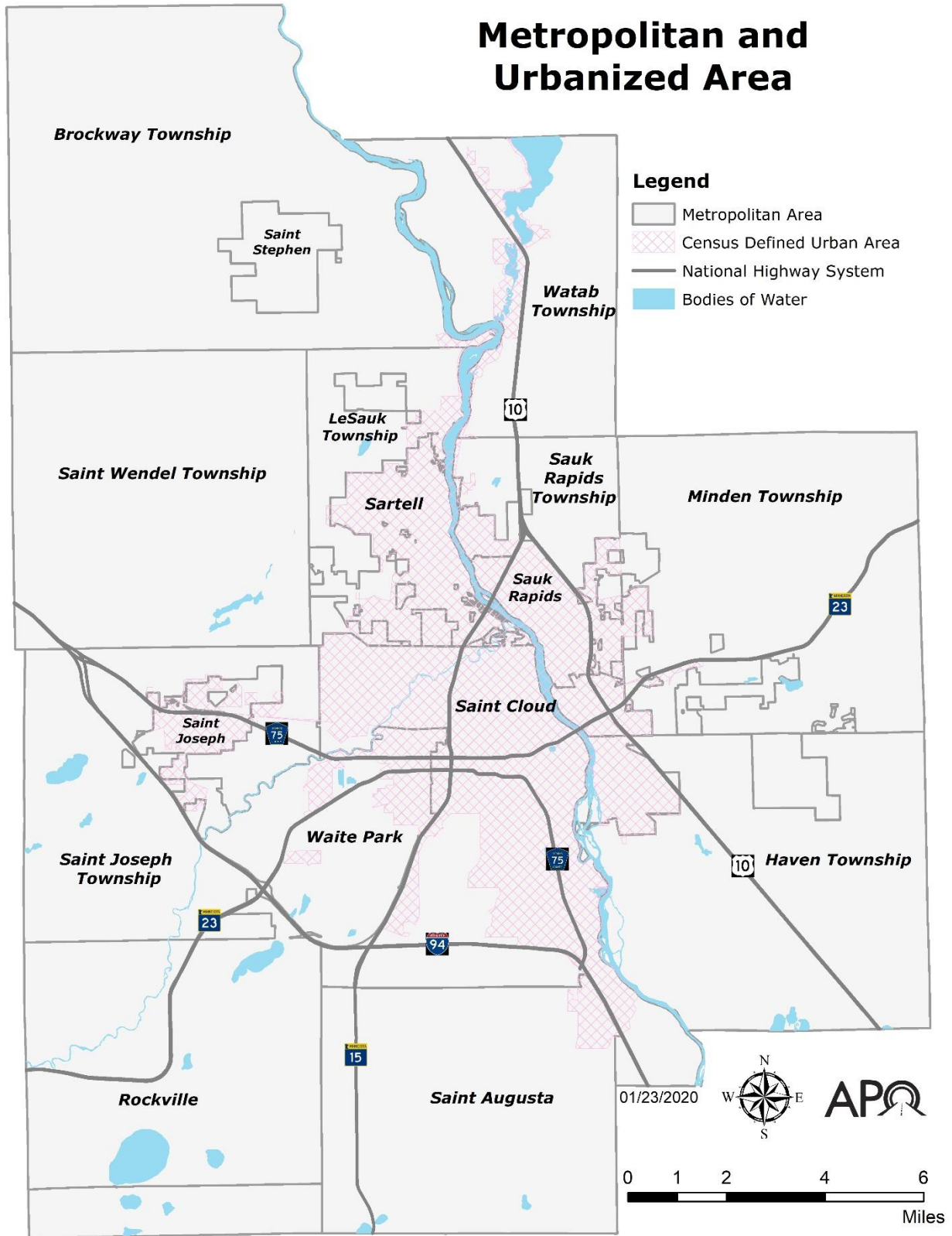


Figure 1: APO Planning Area.

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

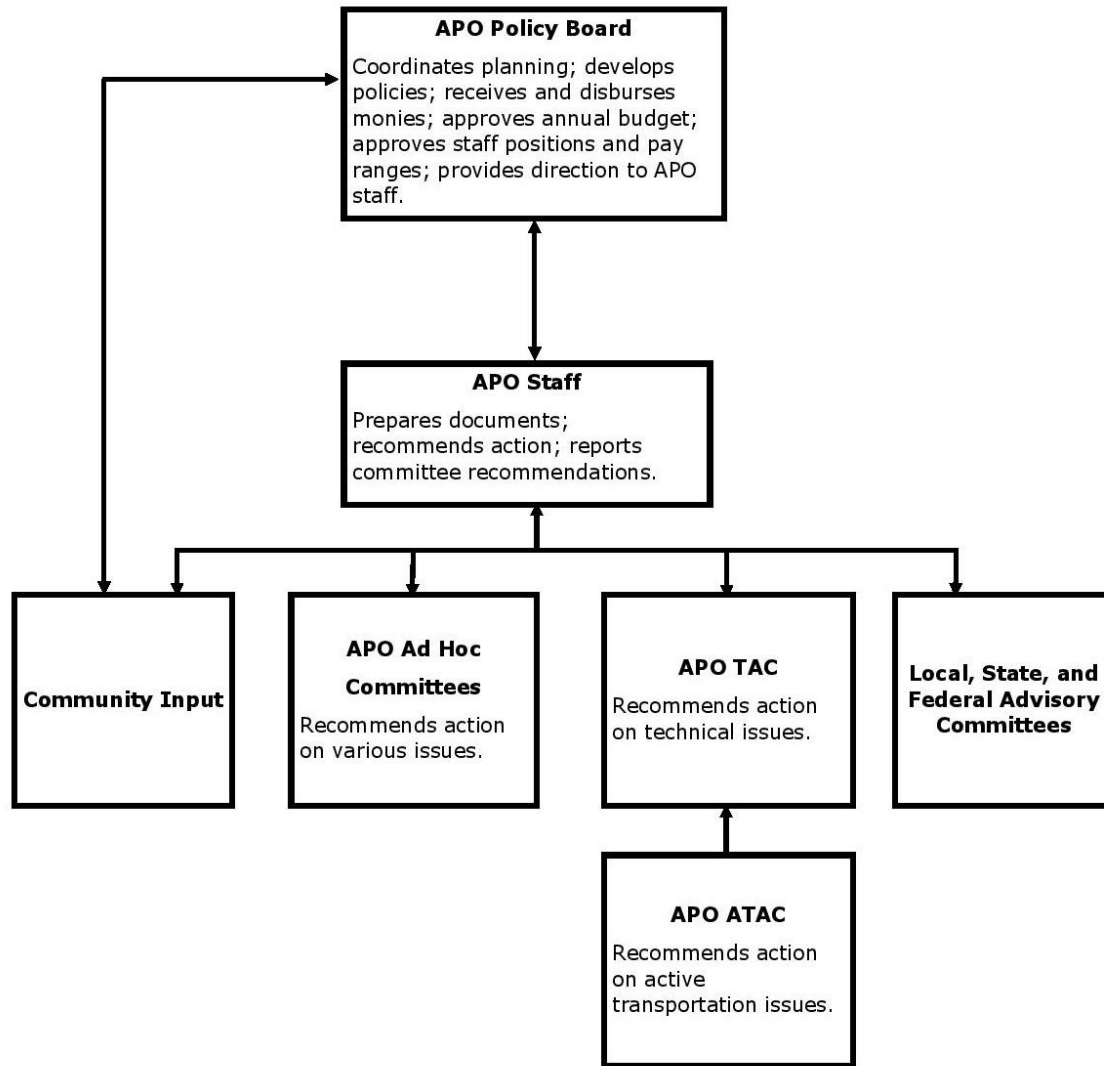


Figure 2: APO Organizational Chart.

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

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

provision of objective information, and building collaborative partnerships that foster consensus.

The APO strives to be:

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

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

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

The RIIP and Its Connection to the TIP

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

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

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

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

Federal regulations go on to state:

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

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

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

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

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

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

FY 2021-2024 RIIP PROJECTS

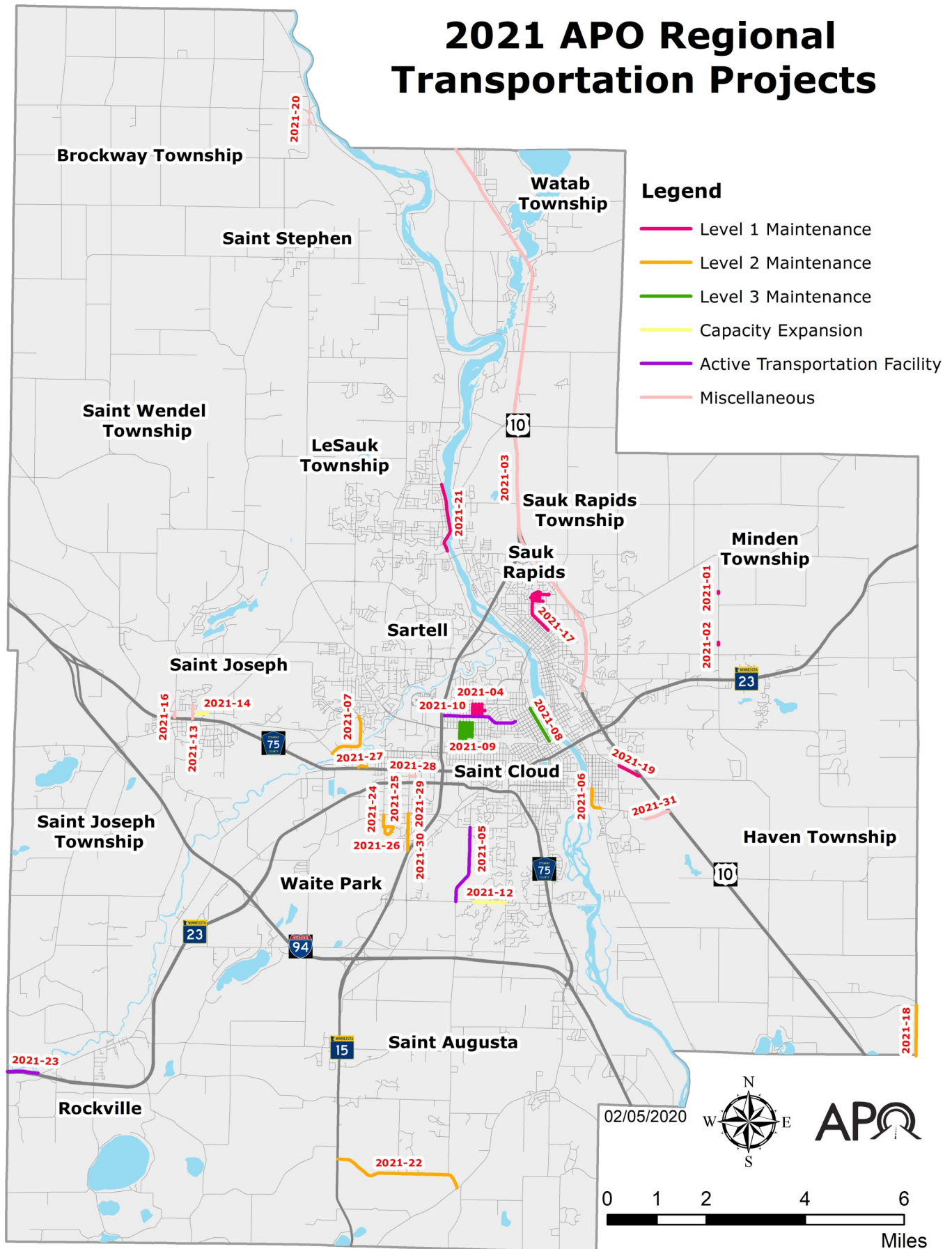
Projects within the RIIP are denoted by a Project Identification (Project ID) number. These numbers are the expected year of construction followed by a unique identifier. For example, Project ID “2021-01” signifies the project is expected to be constructed in year 2021. The “-01” simply separates the project from other 2021 projects. The order is not intended to convey priority and/or importance. Of note, the Project IDs shown herein are only for this document. Individual jurisdictions may use completely different project numbers for their own purposes. In addition, Project ID numbers found within the RIIP are not the same as those contained within the APO’s TIP.

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

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

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

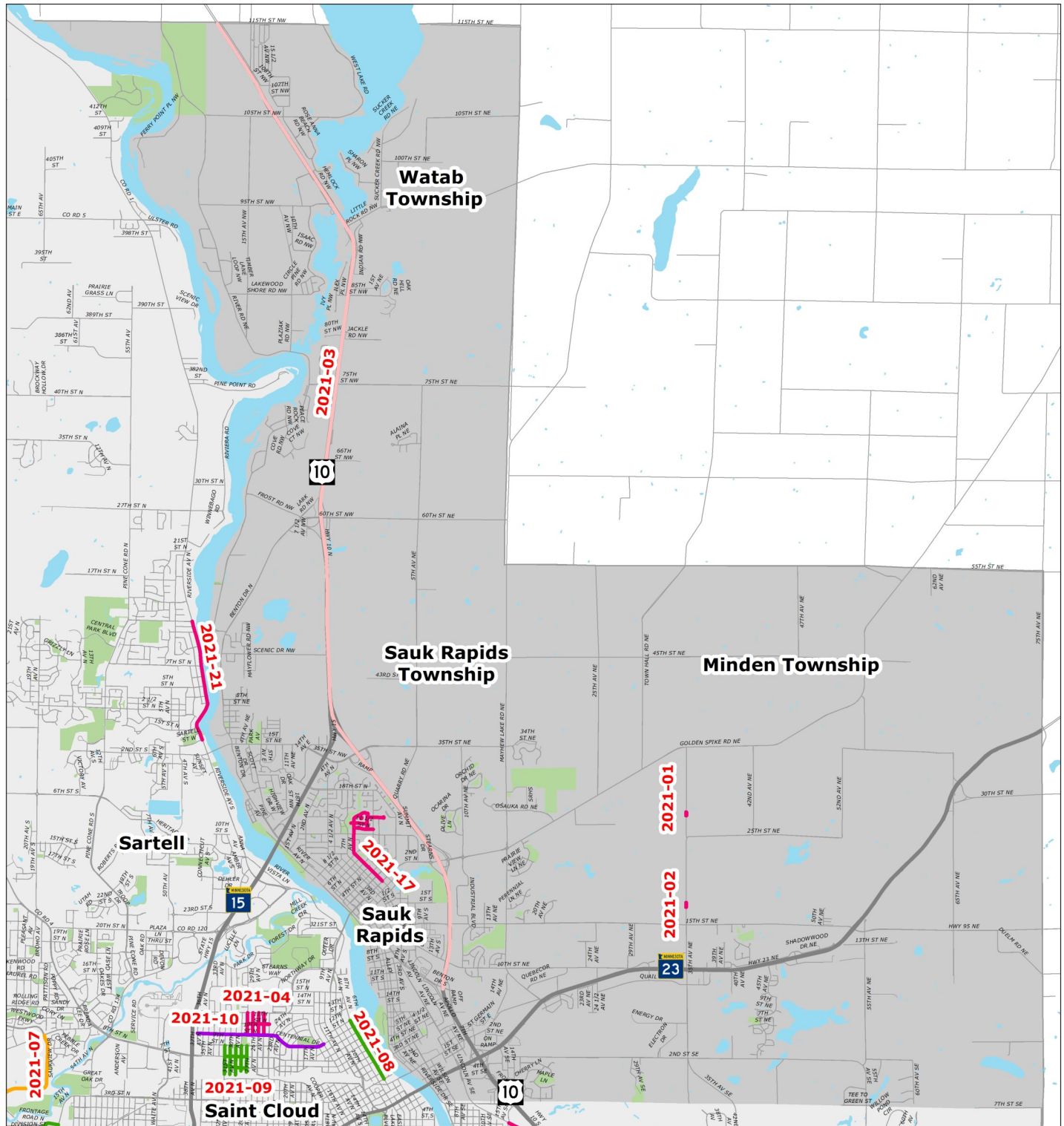
2021 APO Regional Transportation Projects



2021 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2021-01	Benton County	35th Avenue	Level 1 Maintenance
2021-02	Benton County	County Road 80	Level 1 Maintenance
2021-03	MnDOT	US 10	Miscellaneous
2021-04	Saint Cloud	Block radius between 25th and 29th Avenue N	Level 1 Maintenance
2021-05	Saint Cloud	County Road 136/Oak Grove Road	Roadway/Bike
2021-06	Saint Cloud	Kilian Boulevard	Level 2 Maintenance
2021-07	Saint Cloud	Saukview Drive	Level 2 Maintenance
2021-08	Saint Cloud	Sixth Avenue N	Level 2 Maintenance
2021-09	Saint Cloud	Block radius between 29th and 33rd Avenue N	Level 3 Maintenance
2021-10	Saint Cloud	10th Street N (Centennial Drive)/11th Street N	Roadway/Bike
2021-11	Saint Cloud	Bridge Maintenance Repairs	Miscellaneous (NOT MAPPED)
2021-12	Saint Cloud	33rd Street S	Expansion
2021-13	Saint Joseph	Northland Drive	Miscellaneous
2021-14	Saint Joseph	Elm Street	Expansion
2021-15	Saint Joseph	Downtown Eastside	Miscellaneous (NOT MAPPED)
2021-16	Saint Joseph	First Avenue NE	Miscellaneous
2021-17	Sauk Rapids	Seventh and Eighth Avenue N; 11-1/2, 12th, 13th Street; and Oak Court	Level 1 Maintenance
2021-18	Sherburne County	CSAH 20	Level 2 Maintenance
2021-19	Sherburne County	CSAH 63	Level 1 Maintenance
2021-20	Stearns County	CSAH 1	Miscellaneous
2021-21	Stearns County	CSAH 1	Level 1 Maintenance
2021-22	Stearns County	County Road 141	Level 2 Maintenance
2021-23	Stearns County	ROCORI Trail	Bike/Ped
2021-24	Waite Park	10th Avenue S	Level 2 Maintenance
2021-25	Waite Park	Sunwood Park Drive	Level 2 Maintenance
2021-26	Waite Park	Sunwood Park Lane	Level 2 Maintenance
2021-27	Waite Park	Frontage Road N	Level 2 Maintenance
2021-28	Waite Park	Alley between Goodwill and Kohls	Miscellaneous
2021-29	Waite Park	Second Avenue S	Level 2 Maintenance
2021-30	Waite Park	Second Avenue S	Level 2 Maintenance
2021-31	MnDOT	MN 301	Miscellaneous

2021 Transportation Projects in Benton County



12/19/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



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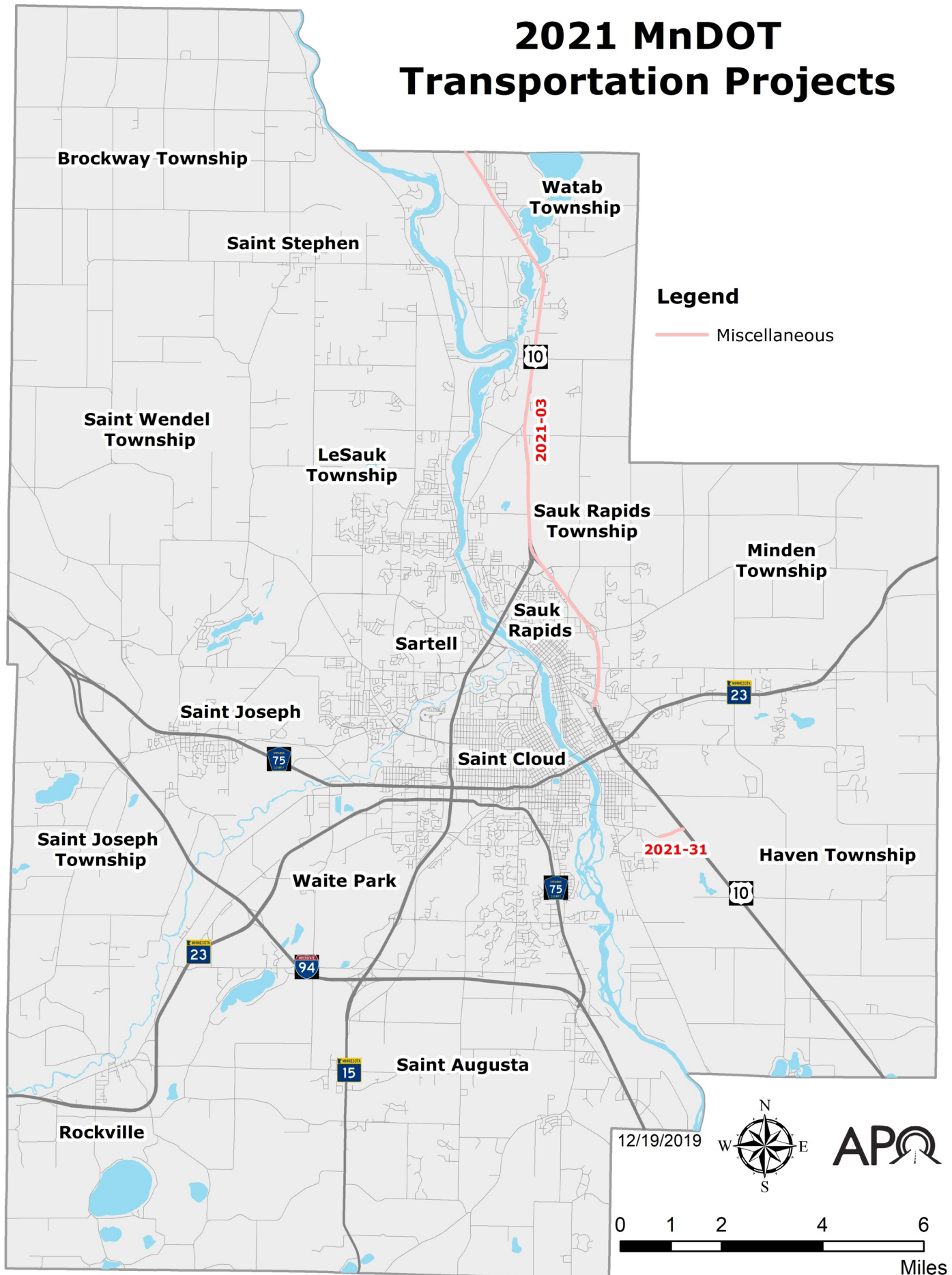
Miles

Benton County 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$530,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-01	35th Avenue	Replace Bridge L5806 on 35th Avenue over Mayhew Creek	0.1	\$265,000
2021-02	County Road 80	Replace Bridge L0041 on County Road 80 over Mayhew Creek	0.1	\$265,000

2021 MnDOT Transportation Projects

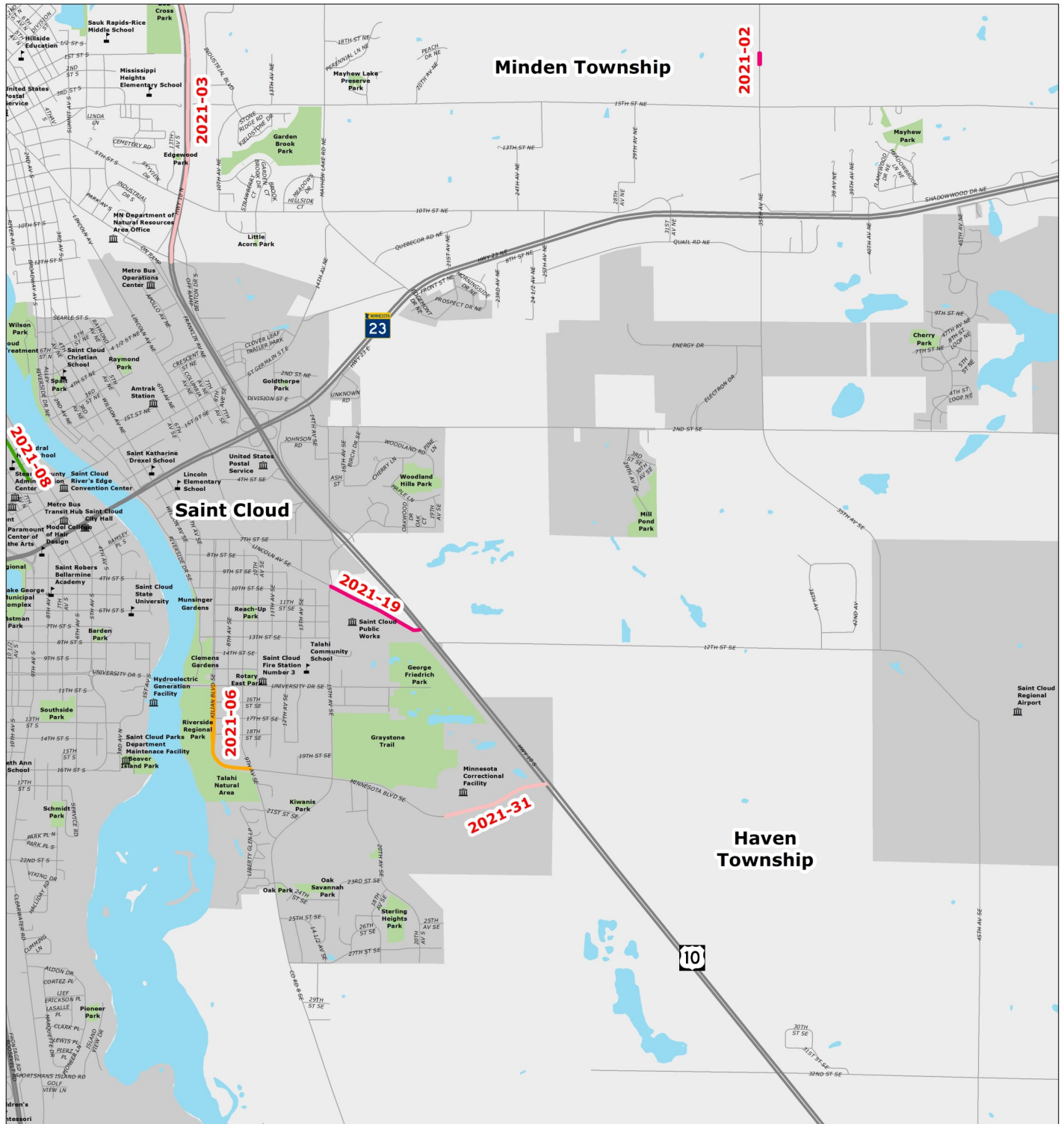


MnDOT 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$2,550,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-03	US 10	Install median cable barrier guardrails on US 10 north of Saint Cloud to Rice	10	\$1,750,000
2021-31	MN 301	Restore failing retaining walls along MN 301 adjacent to St. Cloud state reformatory. Improve drainage, maintainability, and safety adjacent to wall	1	\$800,000

2021 Transportation Projects in East Saint Cloud



12/18/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



City of Saint Cloud 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
9	\$14,400,000

East Saint Cloud 2021 Projects

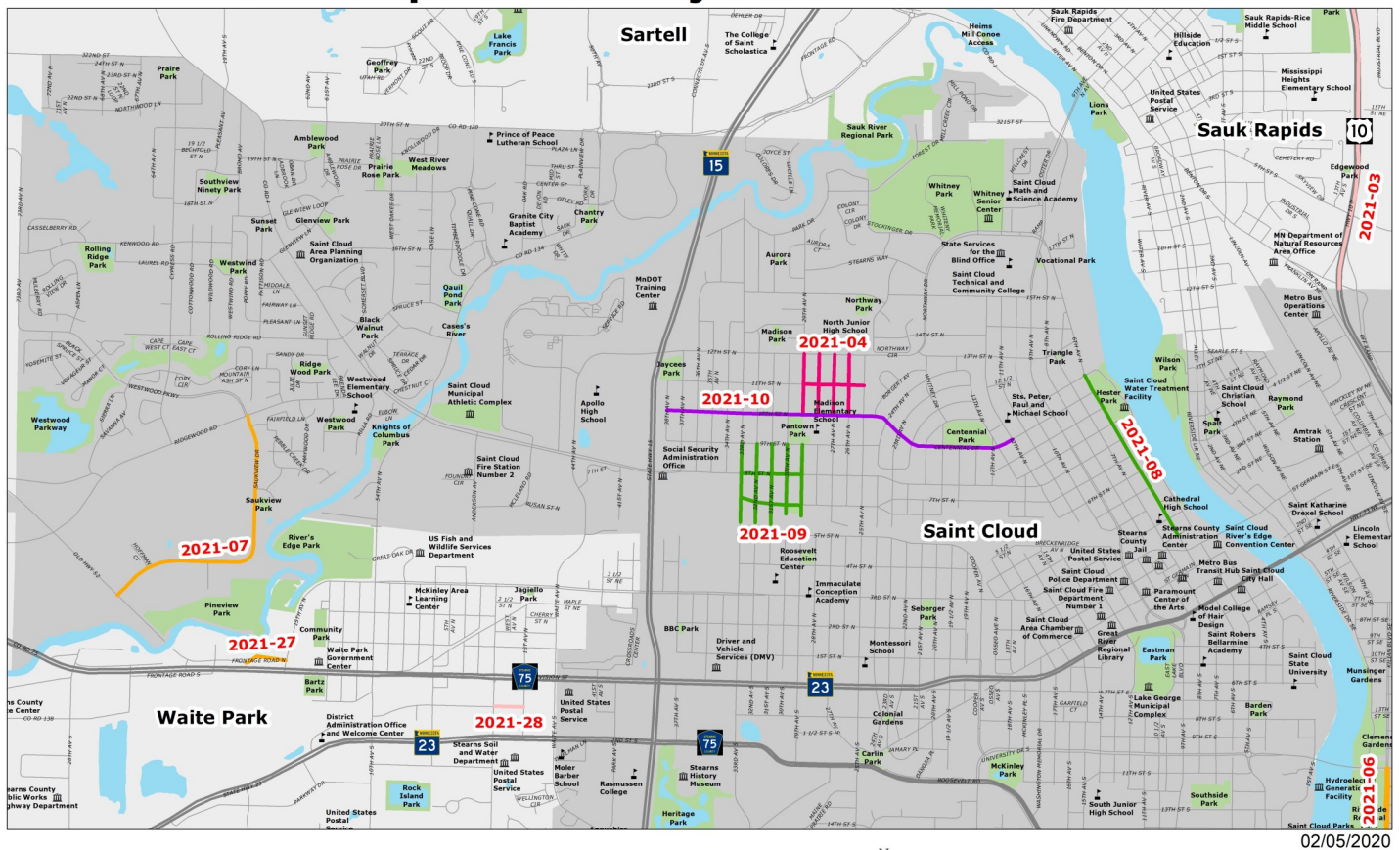
Project ID	Route	Description	Miles	Estimated Project Cost
2021-06	Kilian Boulevard	Mill and bituminous overlay on Kilian Boulevard from University Drive to Ninth Ave. SE	N/A	\$500,000

Miscellaneous Saint Cloud 2021 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
2021-11	Bridge Maintenance Repairs	Bridge maintenance repairs at undetermined locations (PROJECT NOT MAPPED)	N/A	\$300,000

North Saint Cloud 2021 Projects

2021 Transportation Projects in North Saint Cloud



02/05/2020

Legend

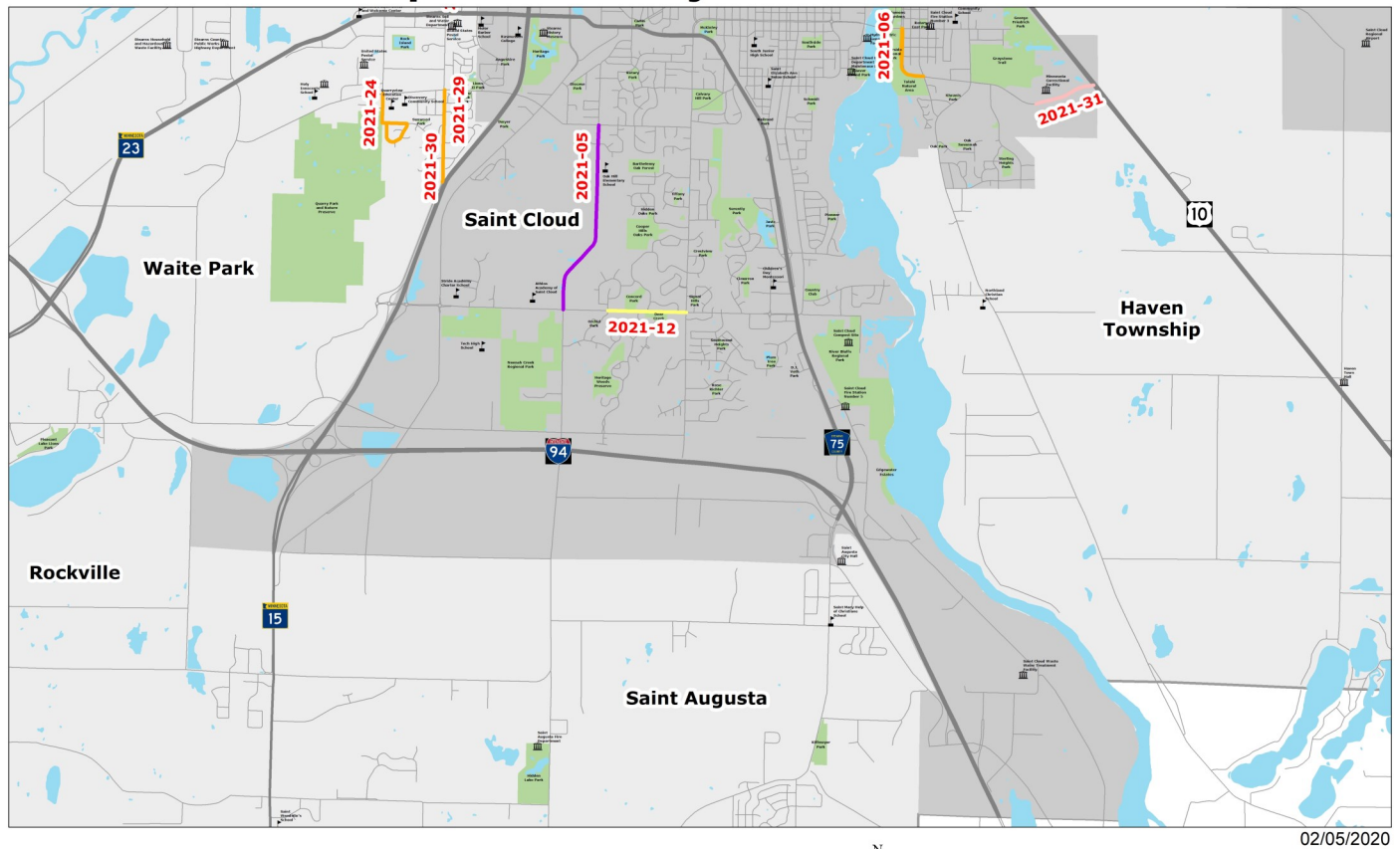
- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



Project ID	Route	Description	Miles	Estimated Project Cost
2021-04	Block radius between 25th and 29th Avenue N	Neighborhood revitalization project — area between 25th and 29th Avenue N from 10th to 12th Street N (26th Avenue N from 10th to 12th Street N, 27th Avenue N from 10th to 12th Street N, 28th Avenue N from 10th to 12th Street N, 29th Avenue N from 10th to 12th Street N, 11th Street N from 25th to 29th Avenue N and including alleys in project area). Project contains reconstruction and/or rehabilitation of roadway including sewer, water main, and storm drain facilities.	N/A	\$5,400,000
2021-07	Saukview Drive	Mill and bituminous overlay on Saukview Drive from Old Highway 52 to County Road 134	N/A	\$1,000,000
2021-08	Sixth Avenue N	Sealcoat Sixth Avenue N from Second Street N to 12th Street N	N/A	\$100,000
2021-09	Block radius between 29th and 33rd Avenue N	Sealcoat area between 29th and 33rd Avenue N from the BNSF to Ninth Street N	N/A	\$100,000
2021-10	10th Street N (Centennial Drive)/11th Street N	Extend the Lake Wobegon bike facility within the existing curb to curb street right-of-way on 10th Street N/Centennial Drive/11th Street N from 38th Avenue N to 12th Avenue N	N/A	\$1,000,000

South Saint Cloud 2021 Projects

2021 Transportation Projects in South Saint Cloud



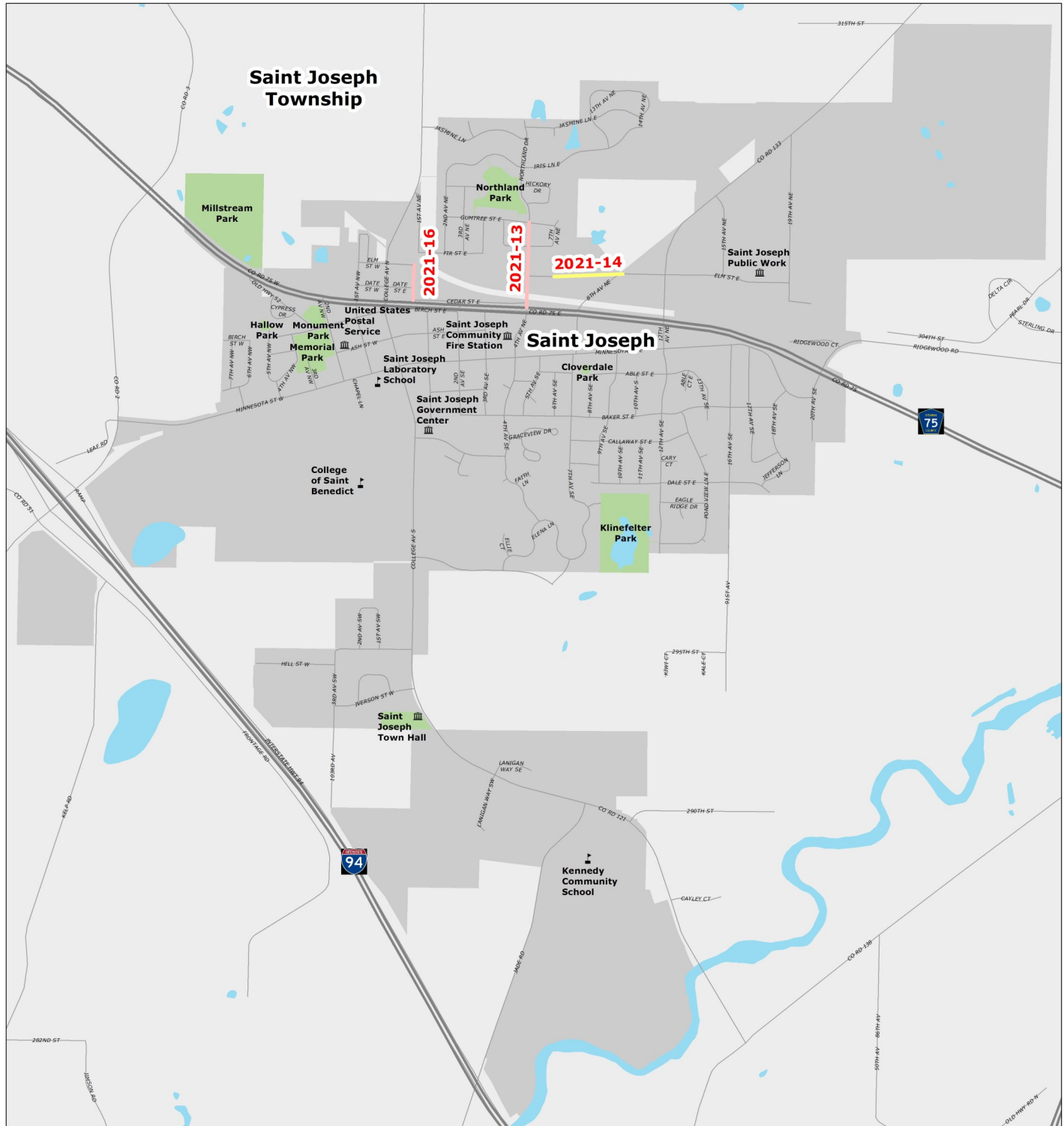
Legend

- Level 1 Maintenance
- Capacity Expansion
- Level 2 Maintenance
- Active Transportation Facility
- Level 3 Maintenance
- Miscellaneous



Project ID	Route	Description	Miles	Estimated Project Cost
2021-05	County Road 136/ Oak Grove Road	Reconstruction of MSAS 175 (County Road 136/Oak Grove Road SW) from 22nd Street S to 33rd Street S	1.6	\$1,400,000
2021-12	33rd Street S	Expand and reconstruct 33rd Street S from 26th Avenue S to Cooper Avenue S	N/A	\$4,600,000

2021 Transportation Projects in Saint Joseph



12/18/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



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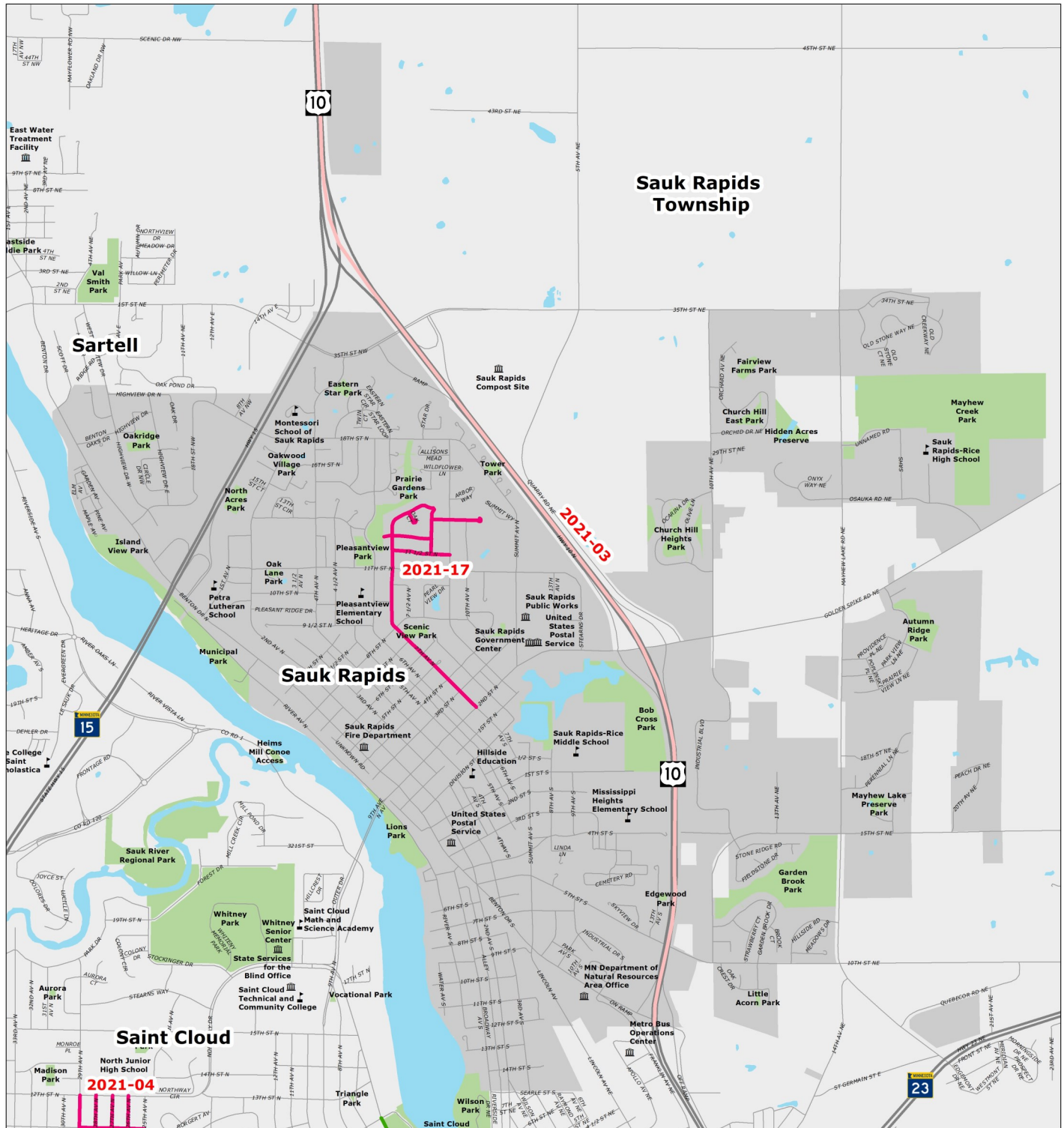
Miles

City of Saint Joseph 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
4	\$2,471,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-13	Northland Drive	Northland Drive Improvements	N/A	\$887,000
2021-14	Elm Street	Elm Street Extension	N/A	\$1,469,000
2021-15	Downtown Eastside	Downtown Eastside Improvements (PROJECT NOT MAPPED)	N/A	Undetermined
2021-16	First Avenue NE	CIPP Improvements on First Avenue NE	N/A	\$115,000

2021 Transportation Projects in Sauk Rapids



12/18/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

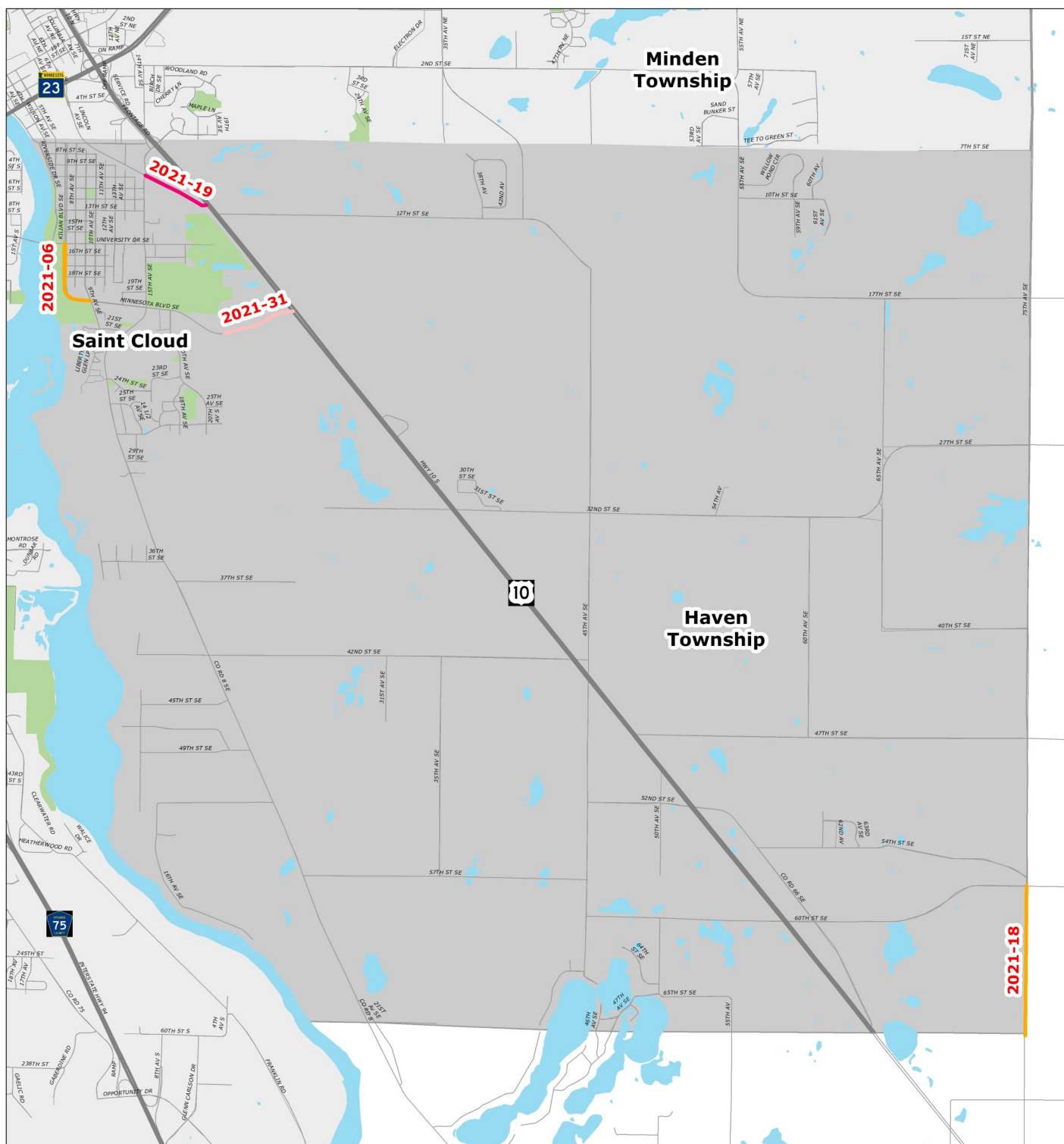


City of Sauk Rapids 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
1	\$3,593,800

Project ID	Route	Description	Miles	Estimated Project Cost
2021-17	Seventh and Eighth Avenue N; 11-1/2, 12th, 13th Street; and Oak Court	Reconstruction and new storm sewer work on Seventh Avenue N, Eighth Avenue N, 12th Street N, 11-1/2 Street N, Oak Court, and 13th Street	N/A	\$3,593,800

2021 Transportation Projects in Sherburne County



12/19/2019

Legend

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|---|--|
| — Level 1 Maintenance | — Capacity Expansion |
| — Level 2 Maintenance | — Active Transportation Facility |
| — Level 3 Maintenance | — Miscellaneous |



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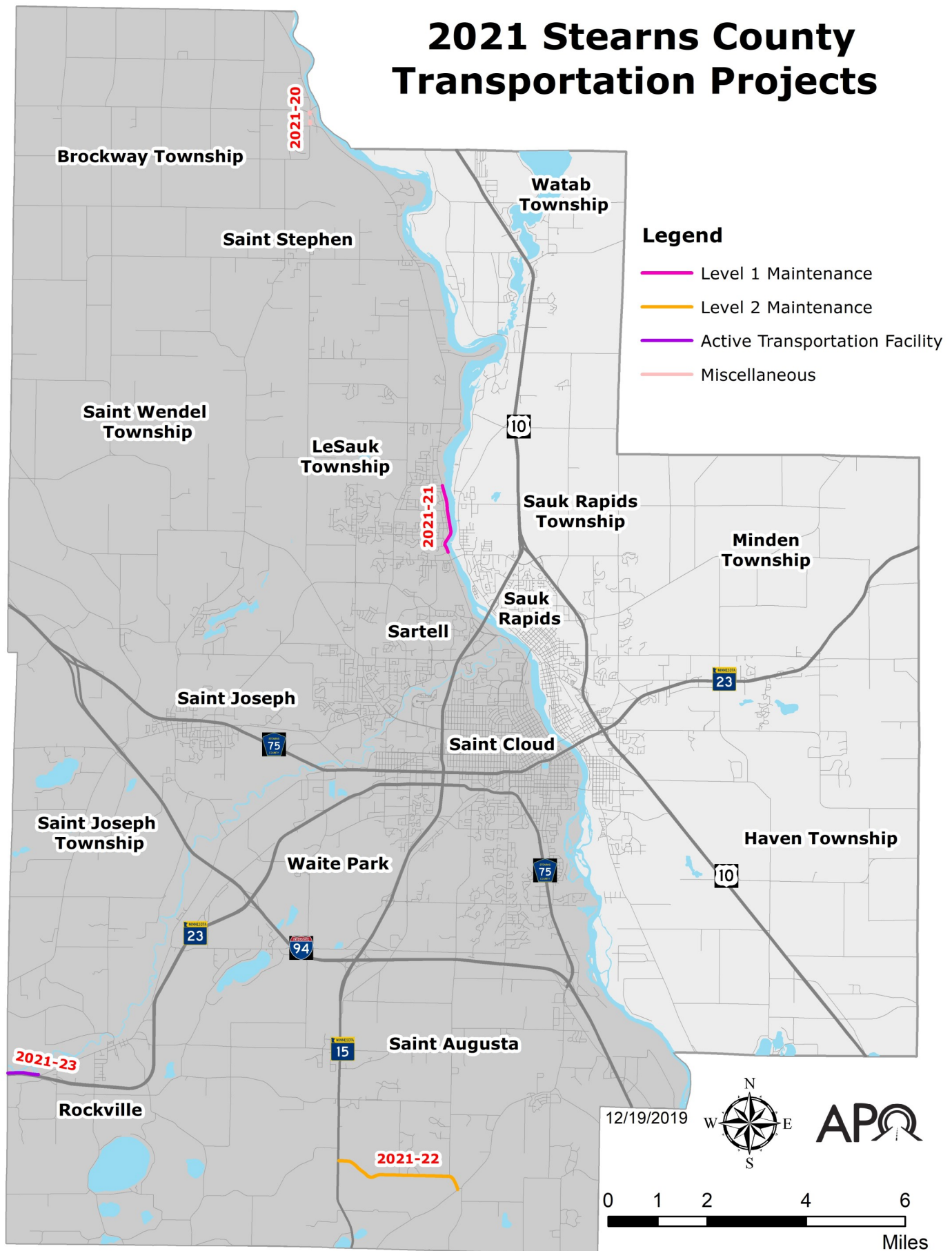
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Sherburne County 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$1,835,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-18	CSAH 20	Mill, reclaim, and overlay of CSAH 20 from Highway 10 to CSAH 16	2.2	\$1,032,000
2021-19	CSAH 63	Reconstruction of CSAH 63 from CSAH 8 to the Park and Ride	0.41	\$803,000

2021 Stearns County Transportation Projects

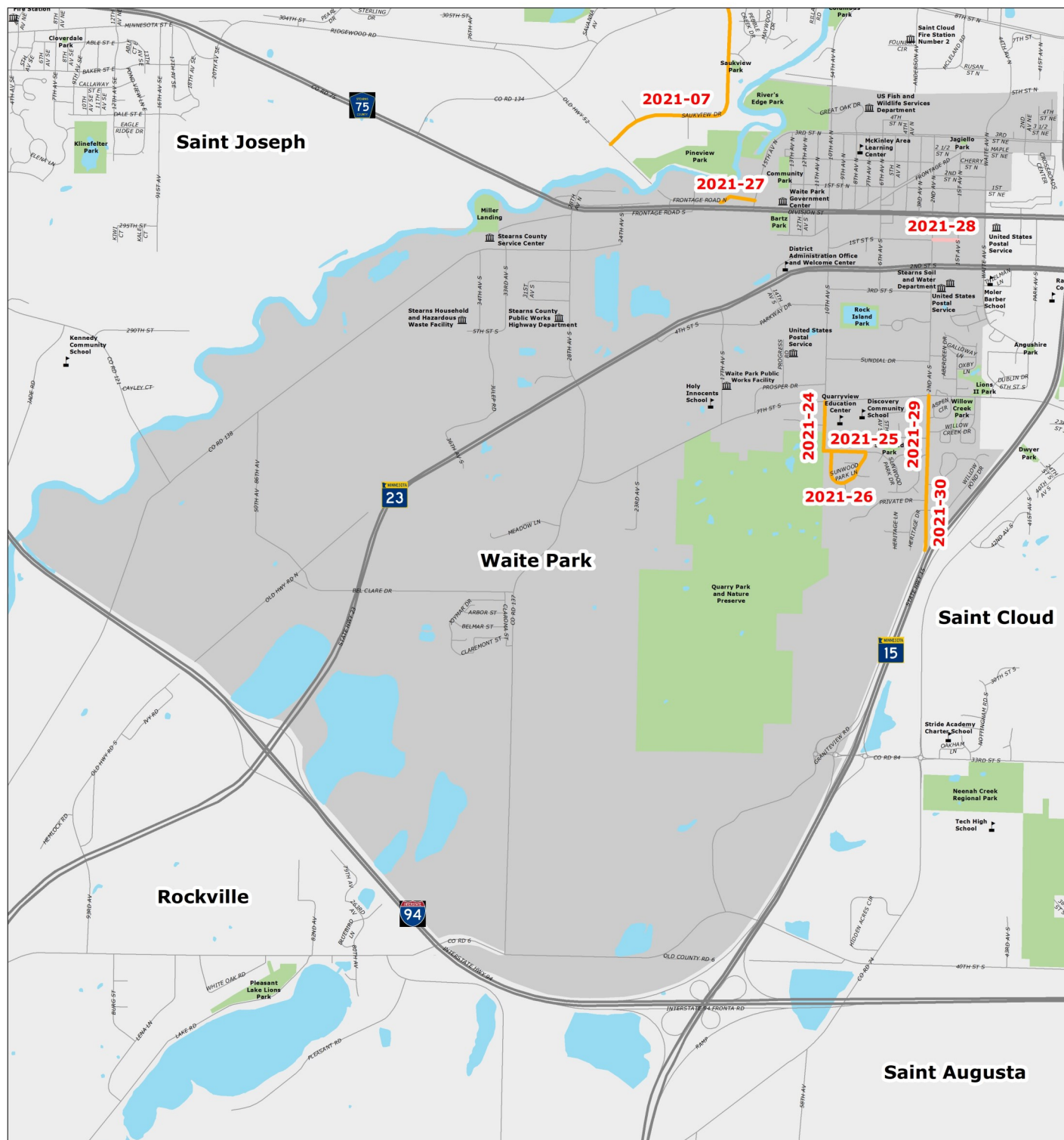


Stearns County 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
4	\$4,838,863

Project ID	Route	Description	Miles	Estimated Project Cost
2021-20	CSAH 1	Intersection improvements with CSAH 2 and CSAH 17	0	\$1,200,000
2021-21	CSAH 1	Reconstruction of CSAH 1 from Sartell Street to 12th Street N	1	\$1,300,000
2021-22	County Road 141	Resurfacing from Trunk Highway 15 to County Road 142	2.7	\$675,000
2021-23	ROCORI Trail	Construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville	2.3	\$1,663,863

2021 Transportation Projects in Waite Park



Legend

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|--|--|
| — Level 1 Maintenance | — Capacity Expansion |
| — Level 2 Maintenance | — Active Transportation Facility |
| — Level 3 Maintenance | — Miscellaneous |



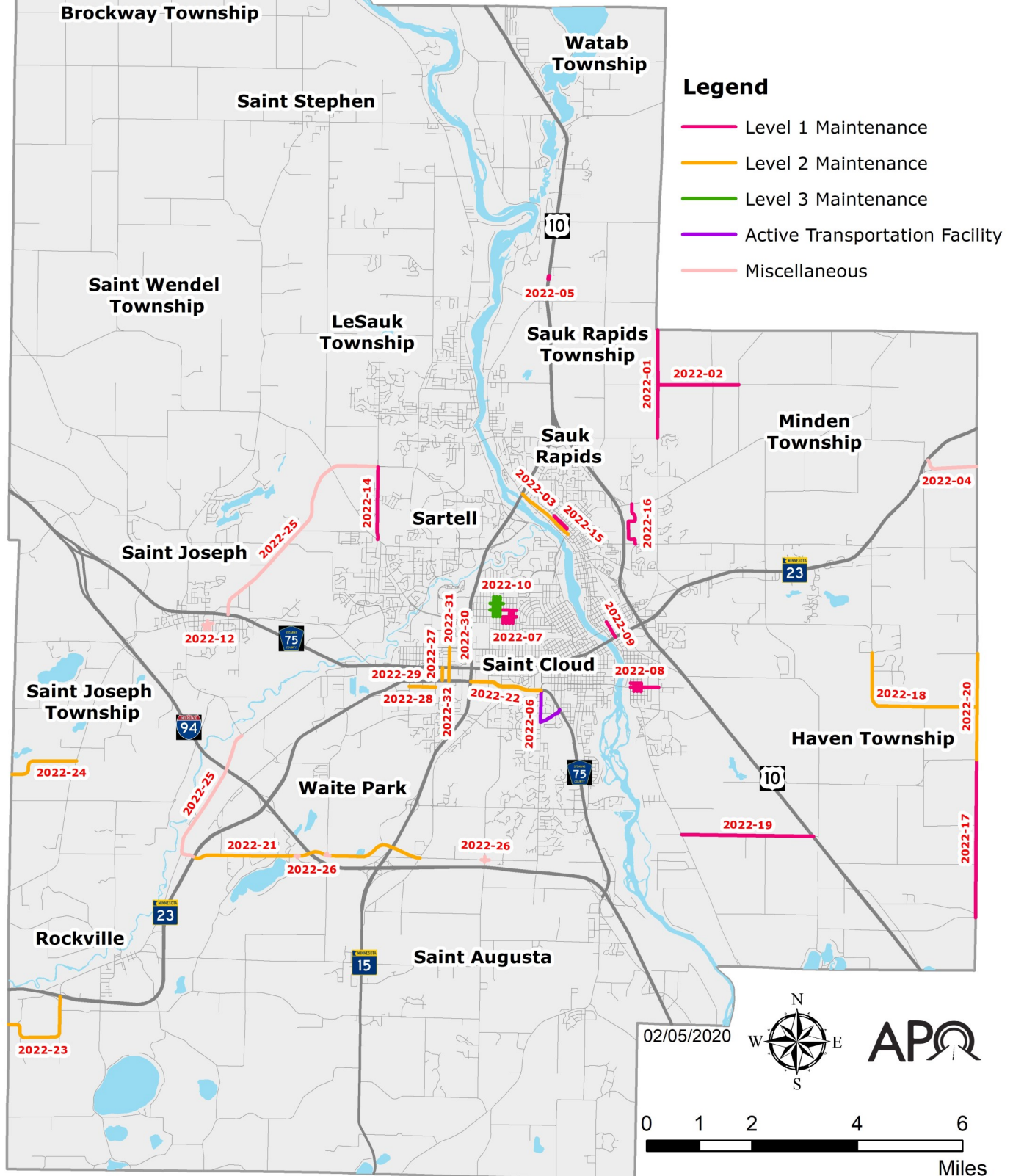
02/05/2020

City of Waite Park 2021 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
7	\$1,344,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-24	10th Avenue S	Street preservation on 10th Avenue S from Seventh Street S to Sunwood Park Drive	N/A	\$130,000
2021-25	Sunwood Park Drive	Street preservation on Sunwood Park Drive from 10th Avenue to Sunwood Park Lane	N/A	\$140,000
2021-26	Sunwood Park Lane	Street preservation on Sunwood Park Lane from Sunwood Park Drive to Sunwood Park Drive	N/A	\$210,000
2021-27	Frontage Road N	Street preservation on Frontage Road N from 15th Avenue N to 900' west of 15th Avenue N	N/A	\$90,000
2021-28	Alley between Goodwill and Kohls	Alley reconstruction between Goodwill and Kohls	N/A	\$54,000
2021-29	Second Avenue S	Street preservation on Second Avenue S from Seventh Street S to Private Road	N/A	\$486,000
2021-30	Second Avenue S	Street preservation on Second Avenue S from Private Road to Graniteview Road	N/A	\$234,000

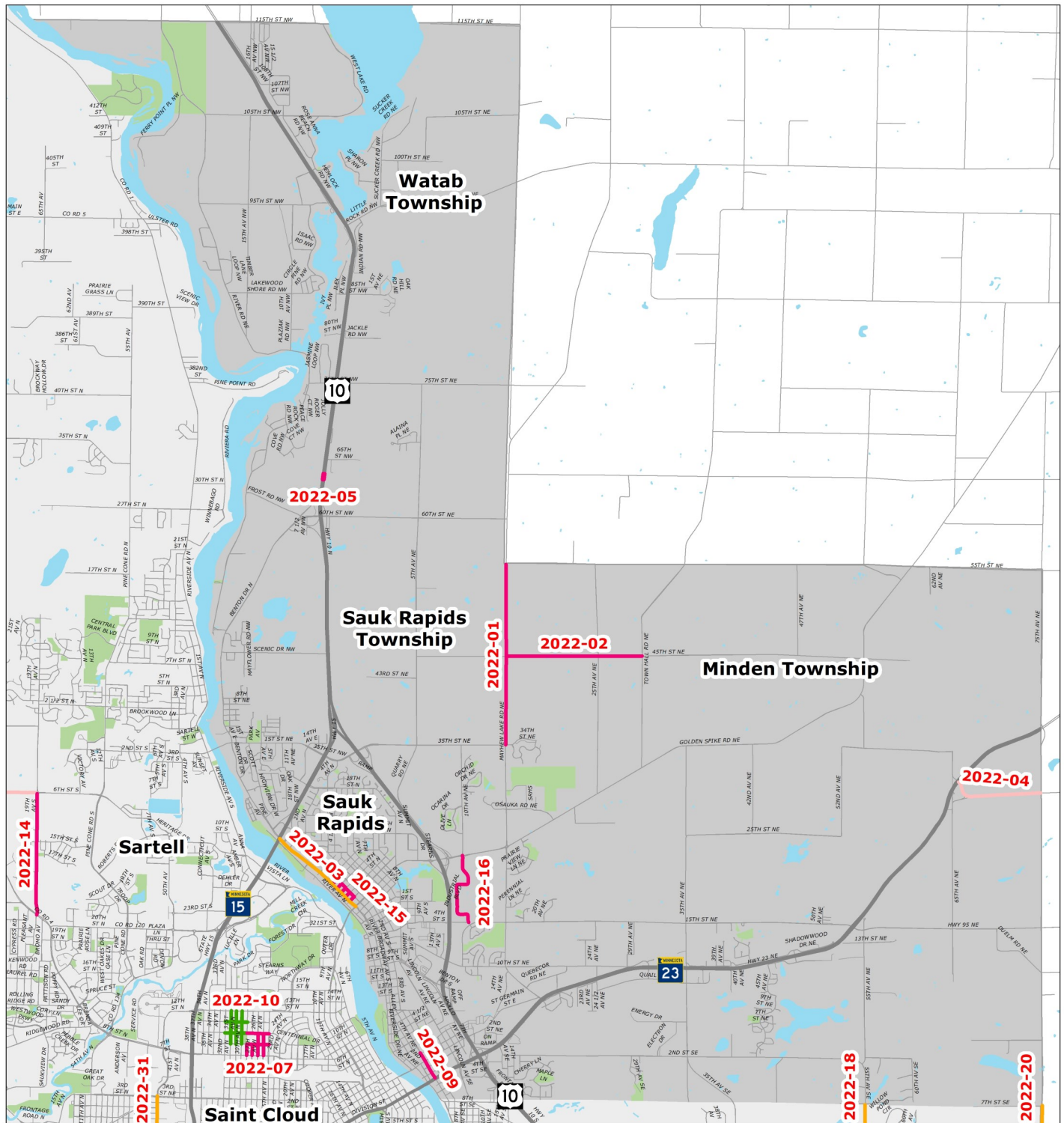
2022 APO Regional Transportation Projects



2022 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2022-01	Benton County	County Road 1	Level 1 Maintenance
2022-02	Benton County	County Road 15	Level 1 Maintenance
2022-03	Benton County	County Road 33	Level 2 Maintenance
2022-04	Benton County	County Road 50	Miscellaneous
2022-05	MnDOT	US 10	Level 1 Maintenance
2022-06	Saint Cloud	MSAS 141 (Cooper Avenue)	Roadway/Bike
2022-07	Saint Cloud	Block radius between 25th and 29th Avenue N	Level 1 Maintenance
2022-08	Saint Cloud	University Drive	Level 1 Maintenance
2022-09	Saint Cloud	Wilson Avenue	Level 1 Maintenance
2022-10	Saint Cloud	Block radius between 29th and 33rd Avenue N	Level 3 Maintenance
2022-11	Saint Cloud	Bridge Maintenance Repairs	Miscellaneous (NOT MAPPED)
2022-12	Saint Joseph	Eastern Park	Miscellaneous
2022-13	Saint Joseph	16th Avenue	Miscellaneous (NOT MAPPED)
2022-14	Sartell	MSAS 113 (19th Avenue)	Level 1 Maintenance
2022-15	Sauk Rapids	Second Avenue N; Third, Fourth, Fifth, Sixth, and Seventh Street N	Level 1 Maintenance
2022-16	Sauk Rapids	Industrial Boulevard	Level 1 Maintenance
2022-17	Sherburne County	CSAH 20	Level 1 Maintenance
2022-18	Sherburne County	County Road 62	Level 2 Maintenance
2022-19	Sherburne County	County Road 65	Level 1 Maintenance
2022-20	Sherburne County	County Road 20	Level 2 Maintenance
2022-21	Stearns County	CSAH 6	Level 2 Maintenance
2022-22	Stearns County	CSAH 75	Level 2 Maintenance
2022-23	Stearns County	County Road 140	Level 2 Maintenance
2022-24	Stearns County	County Road 160	Level 2 Maintenance
2022-25	Stearns County	CSAH 133 and CSAH 138	Miscellaneous
2022-26	Stearns County	CSAH 136 and County Road 122; CSAH 6 and CSAH 137; and CSAH 6 and County Road 137	Miscellaneous
2022-27	Waite Park	First Avenue S	Level 2 Maintenance
2022-28	Waite Park	Third Street S	Level 2 Maintenance
2022-29	Waite Park	Third Street S	Level 2 Maintenance
2022-30	Waite Park	Waite Avenue N	Level 2 Maintenance
2022-31	Waite Park	Waite Avenue N	Level 2 Maintenance
2022-32	Waite Park	Waite Avenue S	Level 2 Maintenance

2022 Transportation Projects in Benton County



02/05/2020

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous



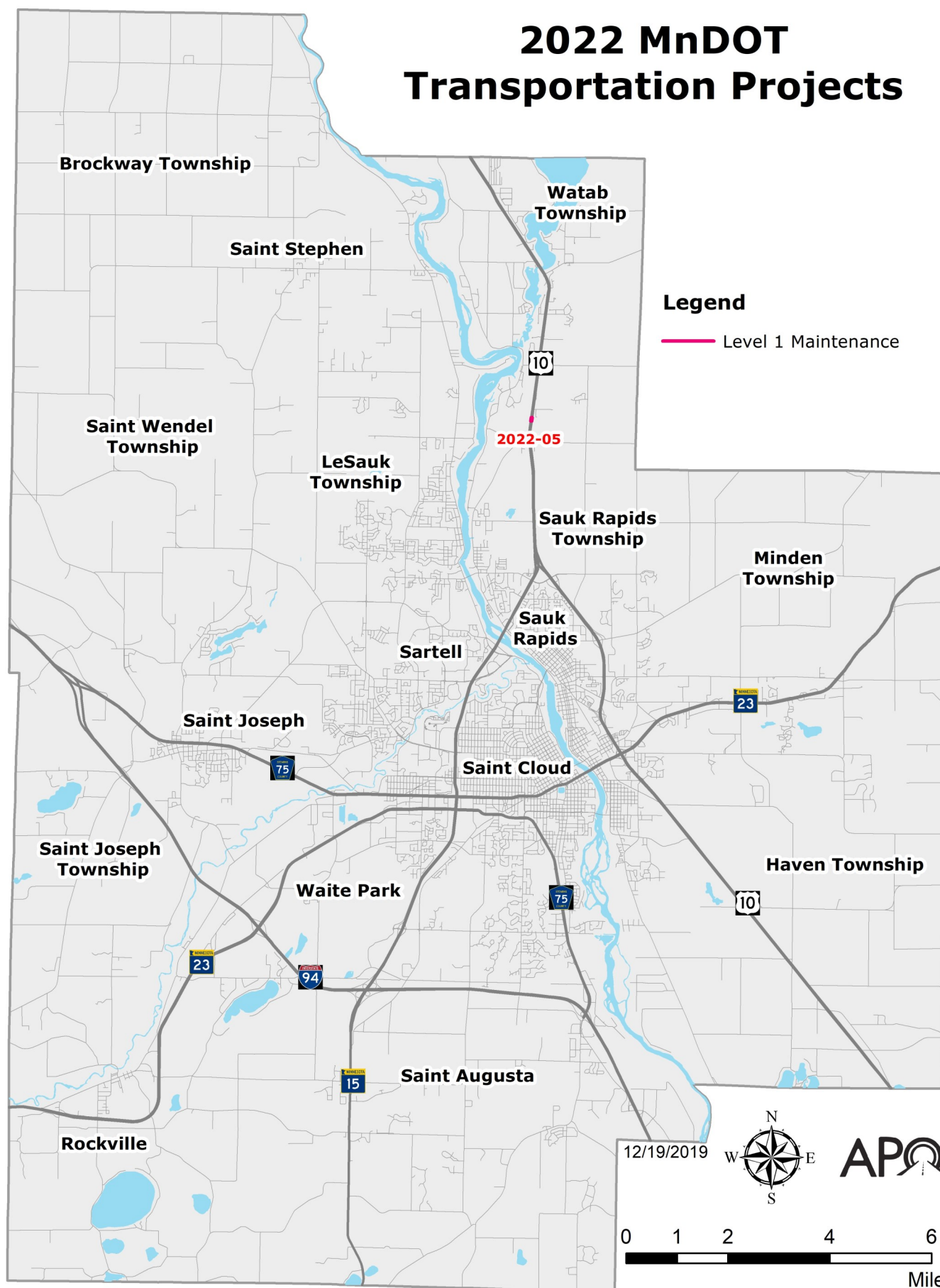
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Miles

Benton County 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
4	\$3,305,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-01	County Road 1	Reclamation of County Road 1 from CSAH 29 to County Road 78	3.3	\$1,155,000
2022-02	County Road 15	Reclamation of County Road 15 from CSAH 1 to County Road 58	1.5	\$525,000
2022-03	County Road 33	Mill and overlay of County Road 33 from CSAH 3 to TH 15	1.25	\$225,000
2022-04	County Road 50	Pave gravel on County Road 50 from TH 23 to County Road 62	4	\$1,400,000

2022 MnDOT Transportation Projects

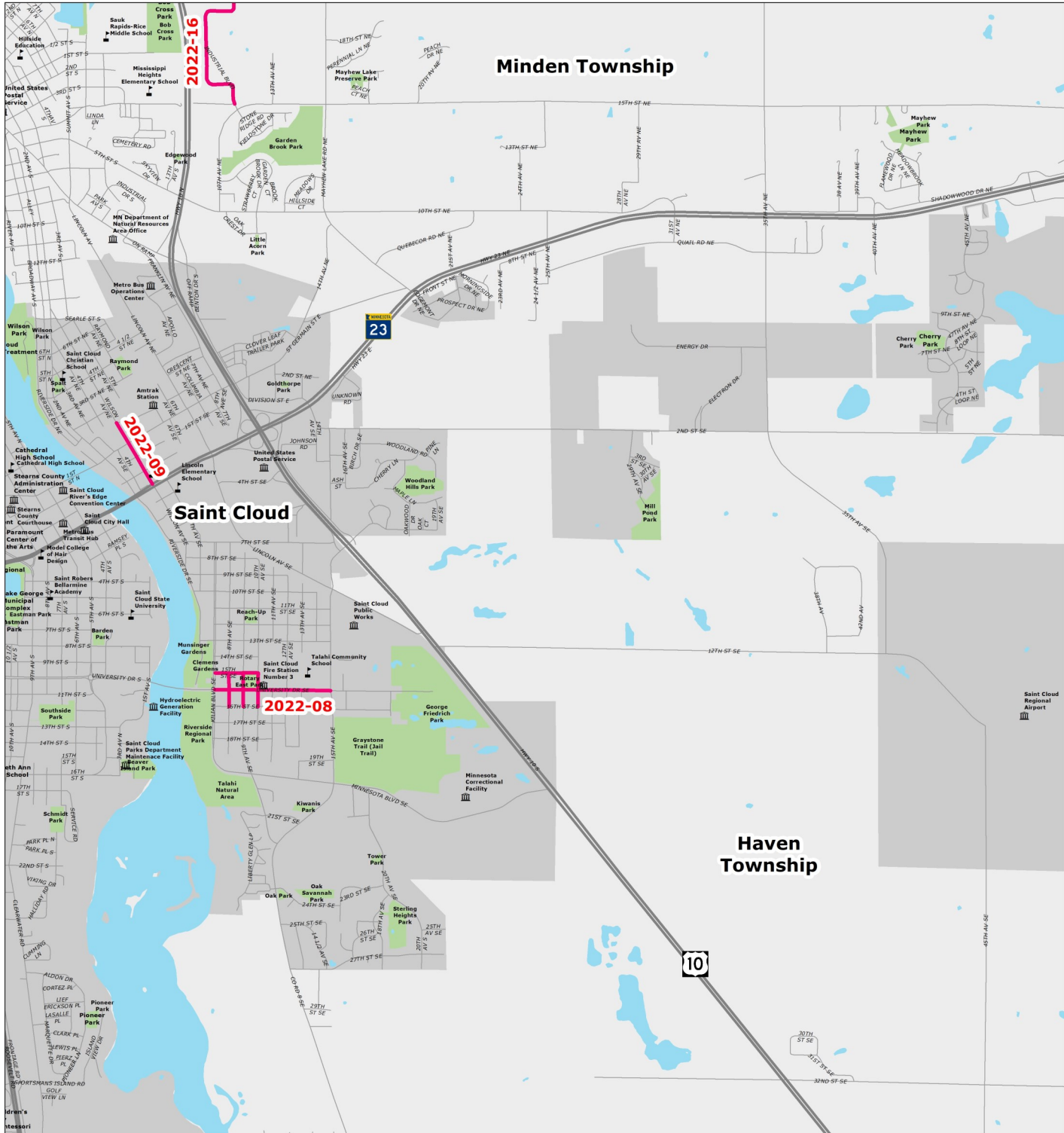


MnDOT 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
1	\$621,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-04	US 10	Replacement of bridge number 3666 over stream with a box culvert 0.2 miles northwest of Benton CSAH 33 on US 10	N/A	\$621,000

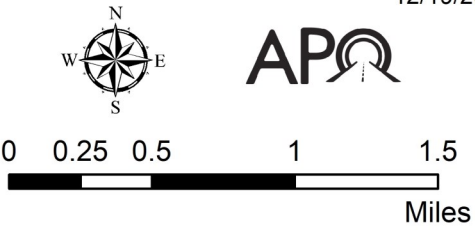
2022 Transportation Projects in East Saint Cloud



12/19/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous



City of Saint Cloud 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
6	\$16,400,000

East Saint Cloud 2022 Projects

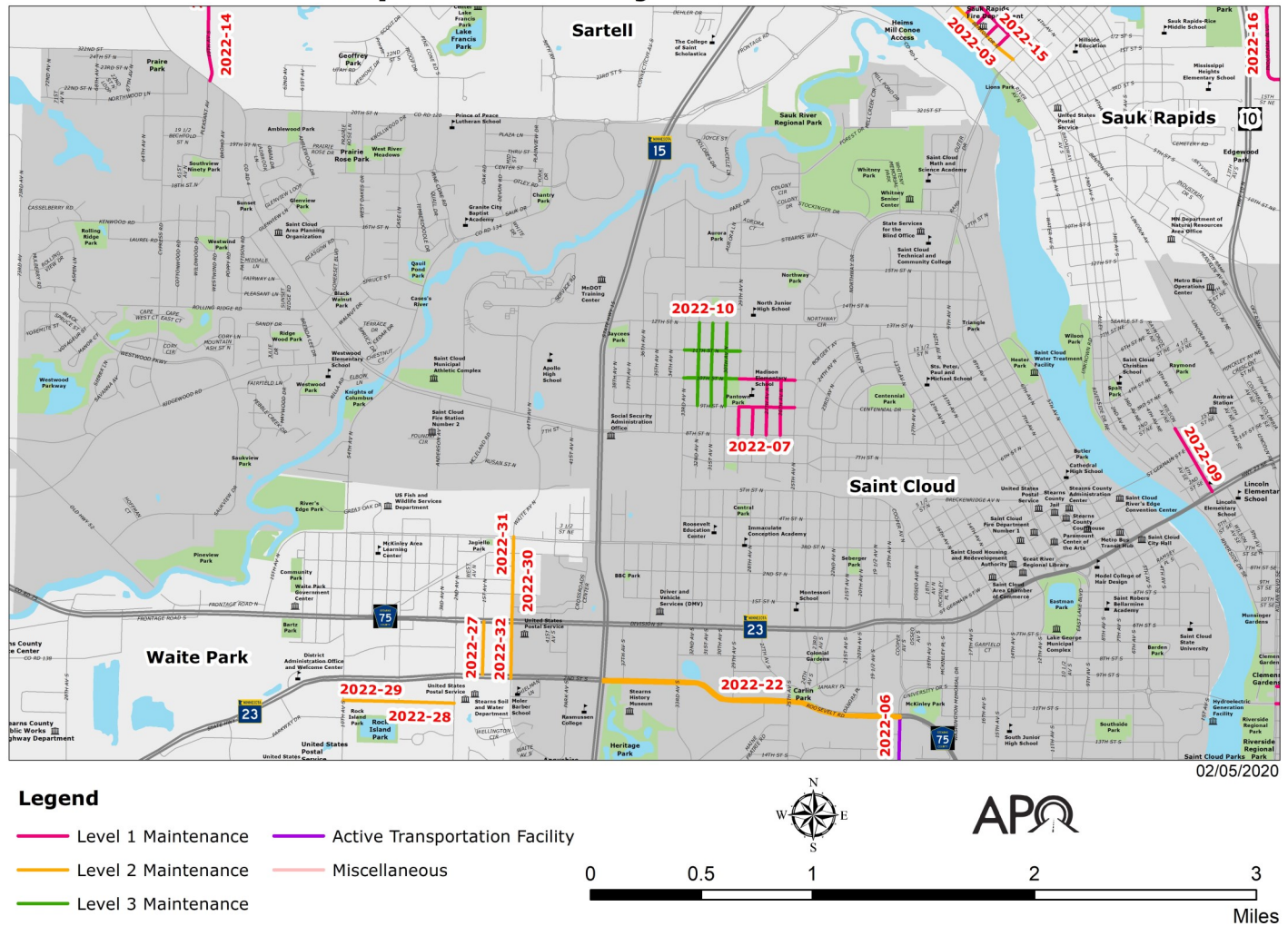
Project ID	Route	Description	Miles	Estimated Project Cost
2022-08	University Drive	Replace water main on University Drive from Kilian Boulevard to 15th Avenue SE and neighborhood revitalization project — area between Kilian Boulevard and 10th Avenue SE from 15th to 16th Street SE (Eighth Avenue SE from 15th to 16th Street SE, Ninth Avenue SE from 15th to 16th Street SE, 10th Avenue SE from 15th to 16th Avenue SE and including alleys in project area).	N/A	\$4,000,000
2022-09	Wilson Avenue	Reconstruct streets and utilities on Wilson Avenue from TH 23 to First Street NE	N/A	\$3,100,000

Miscellaneous Saint Cloud 2022 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
2022-11	Bridge Maintenance Repairs	Bridge maintenance repairs at undetermined locations (PROJECT NOT MAPPED)	N/A	\$200,000

North Saint Cloud 2022 Projects

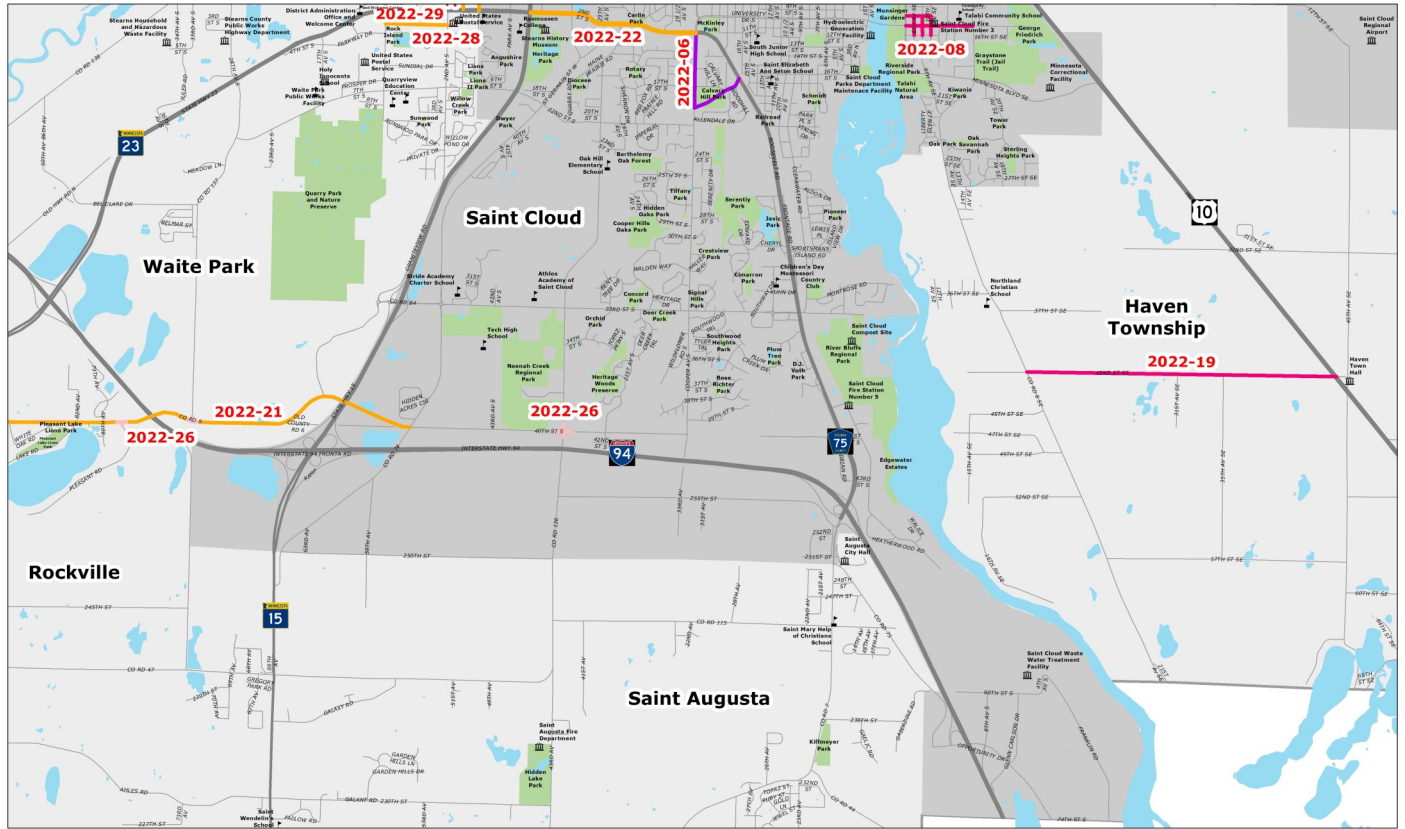
2022 Transportation Projects in North Saint Cloud



Project ID	Route	Description	Miles	Estimated Project Cost
2022-07	Block radius between 25th and 29th Avenue N	Neighborhood revitalization project — area between 25th and 29th Avenue N from Eighth to 10th Street N (26th Avenue N from Eighth to 10th Street N, 27th Avenue N from Eighth to 10th Street N, 28th Avenue N from Eighth to 10th Street N, 29th Avenue N from Eighth to 10th Street N, Ninth Street N from 25th to 29th Avenue N and including alleys in project area). Project contains reconstruction and/or rehabilitation of roadway including sewer, water main, and storm drain facilities.	N/A	\$4,300,000
2022-10	Block radius between 29th and 33rd Avenue N	Sealcoat area between 29th and 33rd Avenue N from Ninth to 12th Street N	N/A	\$300,000

South Saint Cloud 2022 Projects

2022 Transportation Projects in South Saint Cloud



02/05/2020

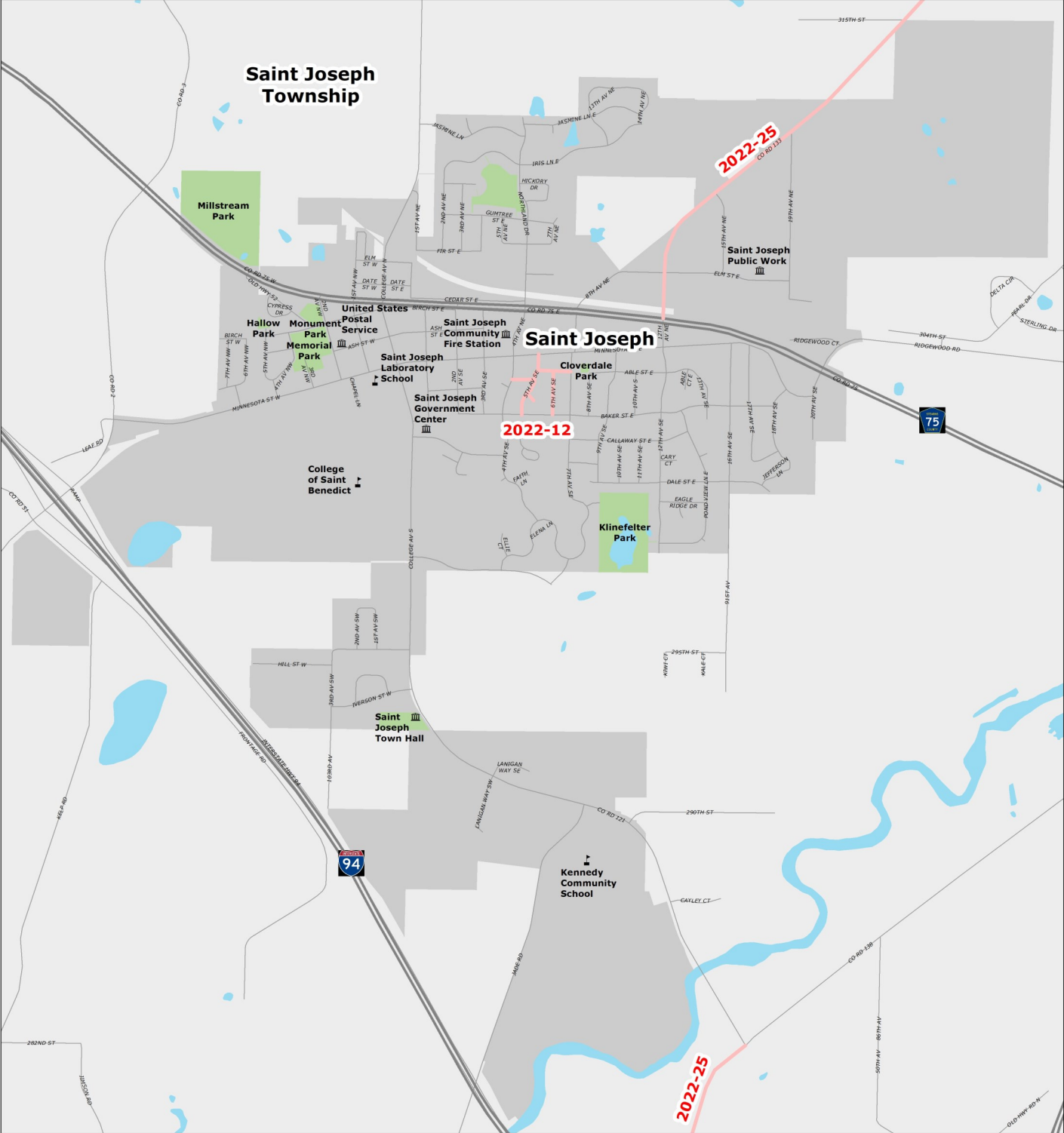
Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous



Project ID	Route	Description	Miles	Estimated Project Cost
2022-06	MSAS 141 (Cooper Avenue)	Reconstruction of MSAS 141 (Cooper Avenue) from Traverse Road to CSAH 75. Including bike lanes, sidewalks, and drainage improvements. Mill and overlay Traverse Road from	0.6	\$4,500,000

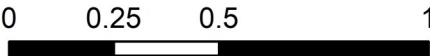
2022 Transportation Projects in Saint Joseph



12/19/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous



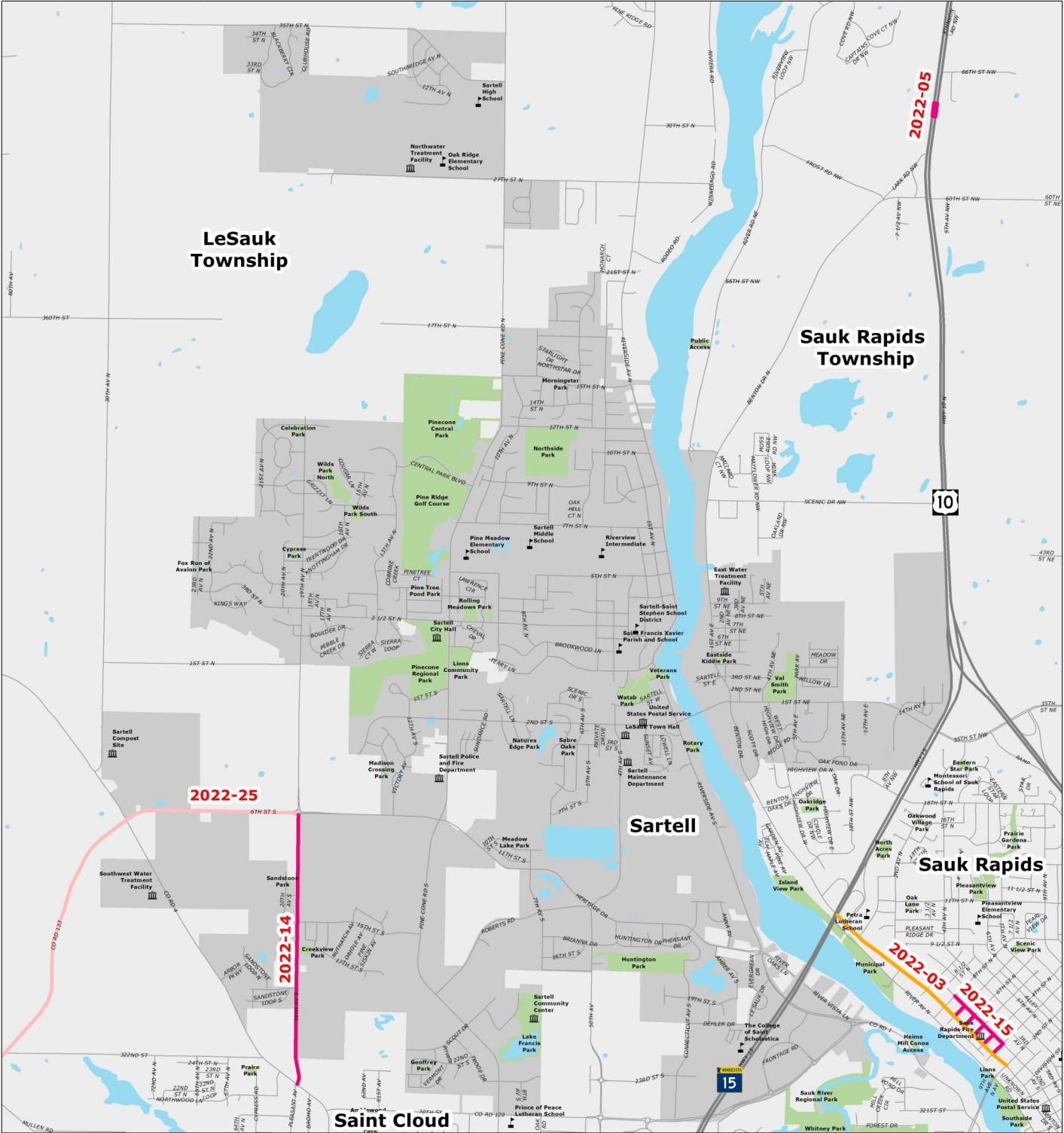
Miles

City of Saint Joseph 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$50,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-12	Eastern Park	Eastern Park Improvements	N/A	Undetermined
2022-13	16th Avenue	16th Avenue Improvements (PROJECT NOT MAPPED)	N/A	\$50,000

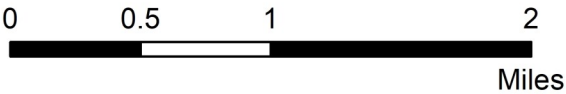
2022 Transportation Projects in Sartell



12/19/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

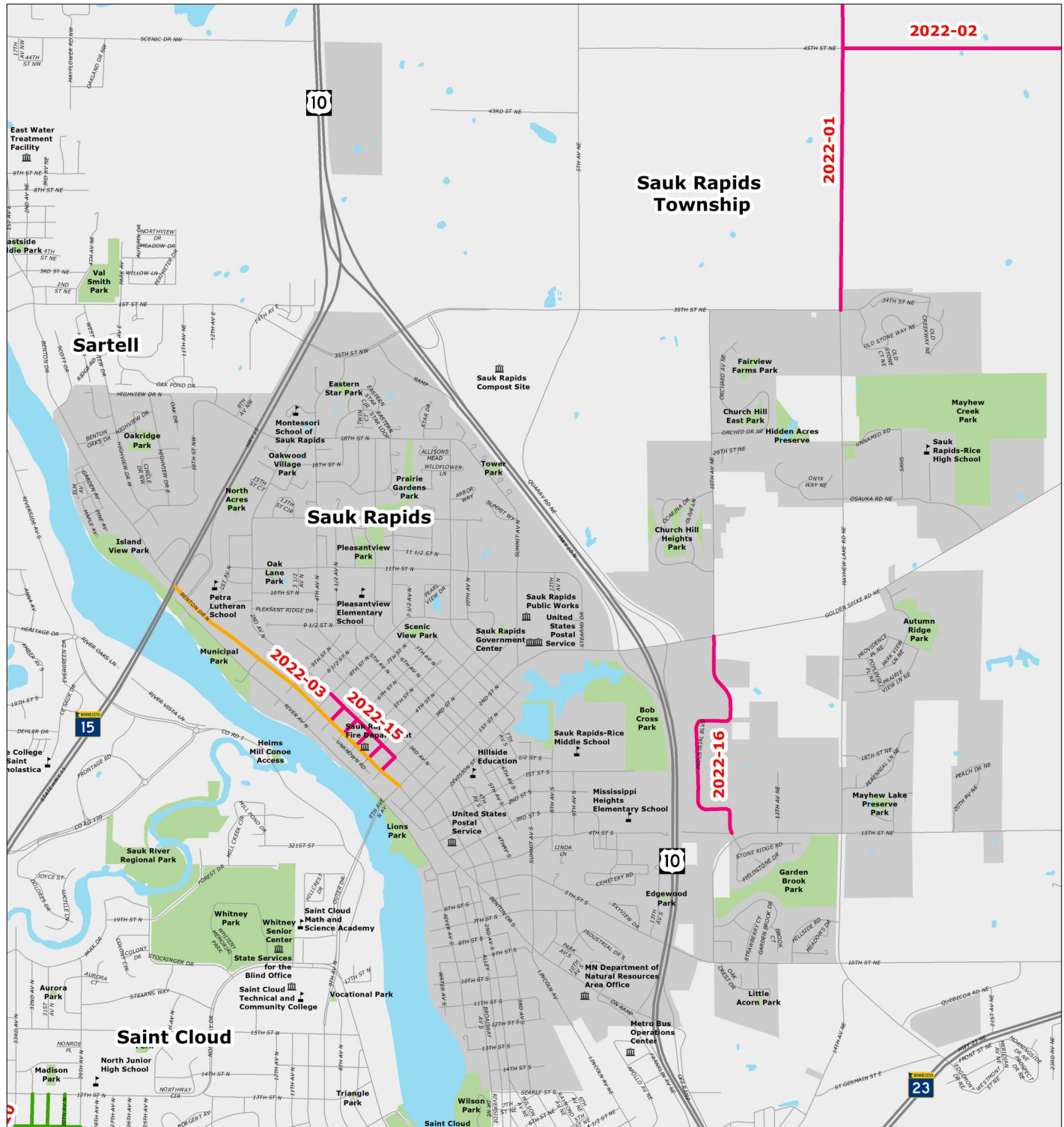


City of Sartell 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
1	\$4,799,920

Project ID	Route	Description	Miles	Estimated Project Cost
2022-14	MSAS 113 (19th Avenue)	Sartell 19th Avenue from Stearns CSAH 4 to Stearns CSAH 133, reconstruction	1.3	\$4,799,920

2022 Transportation Projects in Sauk Rapids



Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

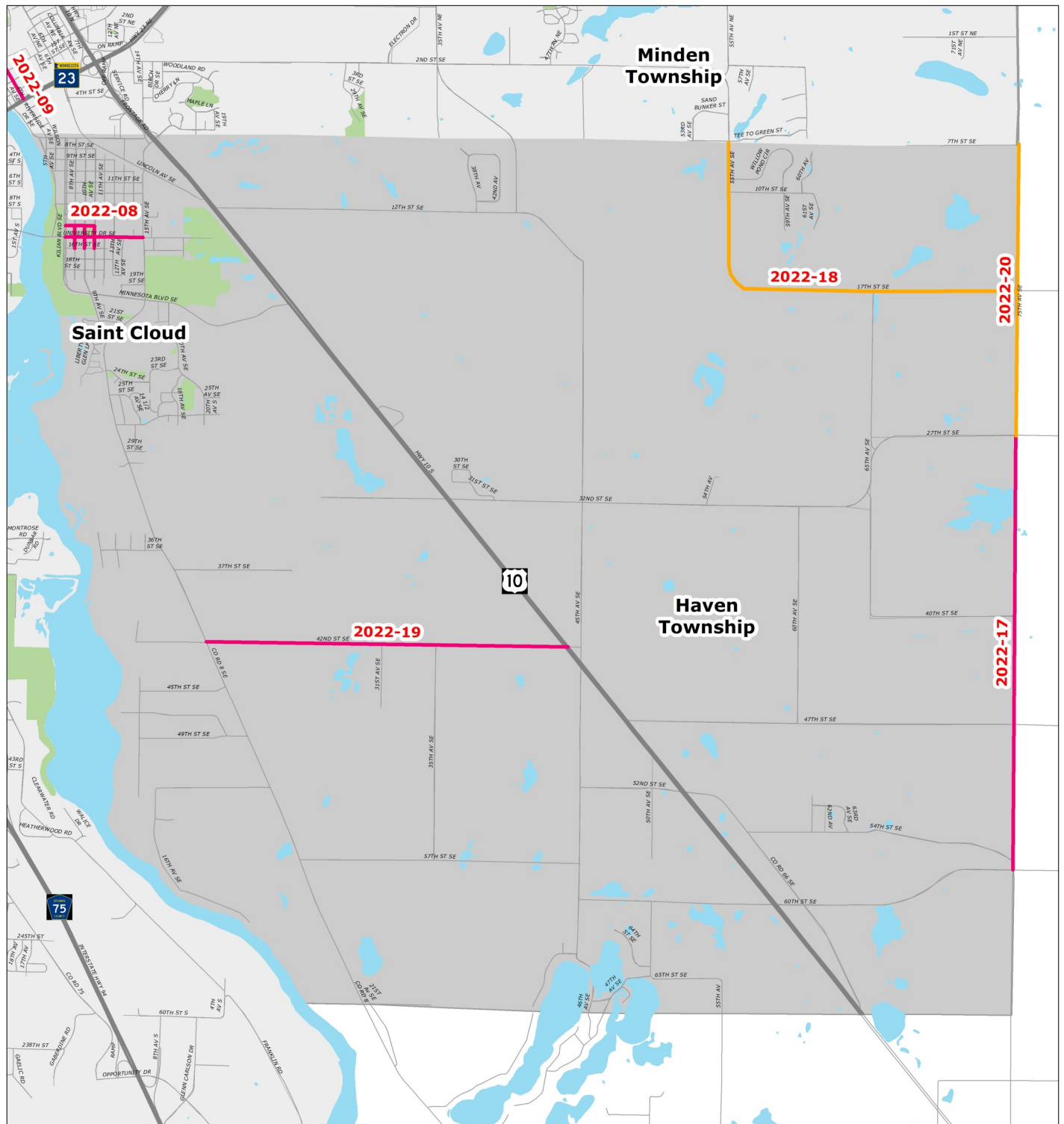


City of Sauk Rapids 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$5,458,600

Project ID	Route	Description	Miles	Estimated Project Cost
2022-15	Second Avenue N; Third, Fourth, Fifth, Sixth, and Seventh Street N	Second Avenue N (Third Street N to Eighth Street N); Third Street N; Fourth Street N; Fifth Street N, Sixth Street N, Seventh Street N (Second Avenue N to Benton Drive) storm water, sewer, water, and street reconstruction. No streetscaping.	N/A	\$4,214,600
2022-16	Industrial Boulevard	Reclamation and repaving/overlay of Industrial Boulevard from CSAH 3 to 15th Street NE. Cleaning ditches as well	N/A	\$1,244,000

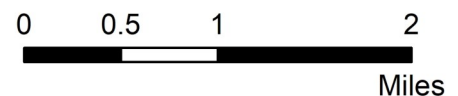
2022 Transportation Projects in Sherburne County



12/19/2019

Legend

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

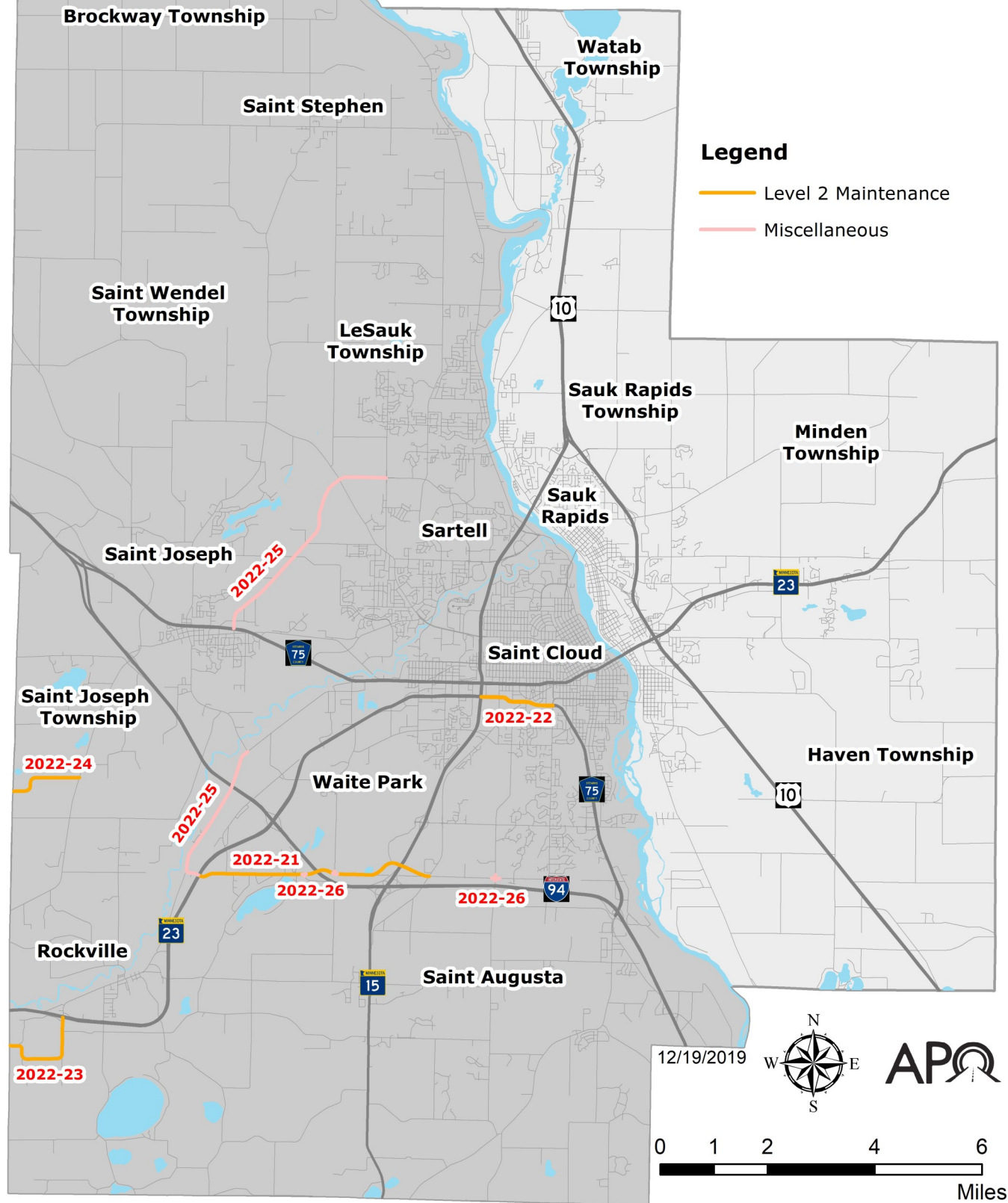


Sherburne County 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
4	\$8,105,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-17	CSAH 20	Reconstruction of CSAH 20 from CSAH 16 to CSAH 3	3	\$3,112,000
2022-18	County Road 62	Mill, reclaim, and overlay of County Road 62 from the northern county line to CSAH 20	2.92	\$1,674,000
2022-19	County Road 65	Reconstruction of County Road 65 from CSAH 8 to Highway 10	2.5	\$2,299,000
2022-20	County Road 20	Mill, reclaim, and overlay of County Road 20 from CSAH 3 to northern county line	2	\$1,020,000

2022 Stearns County Transportation Projects

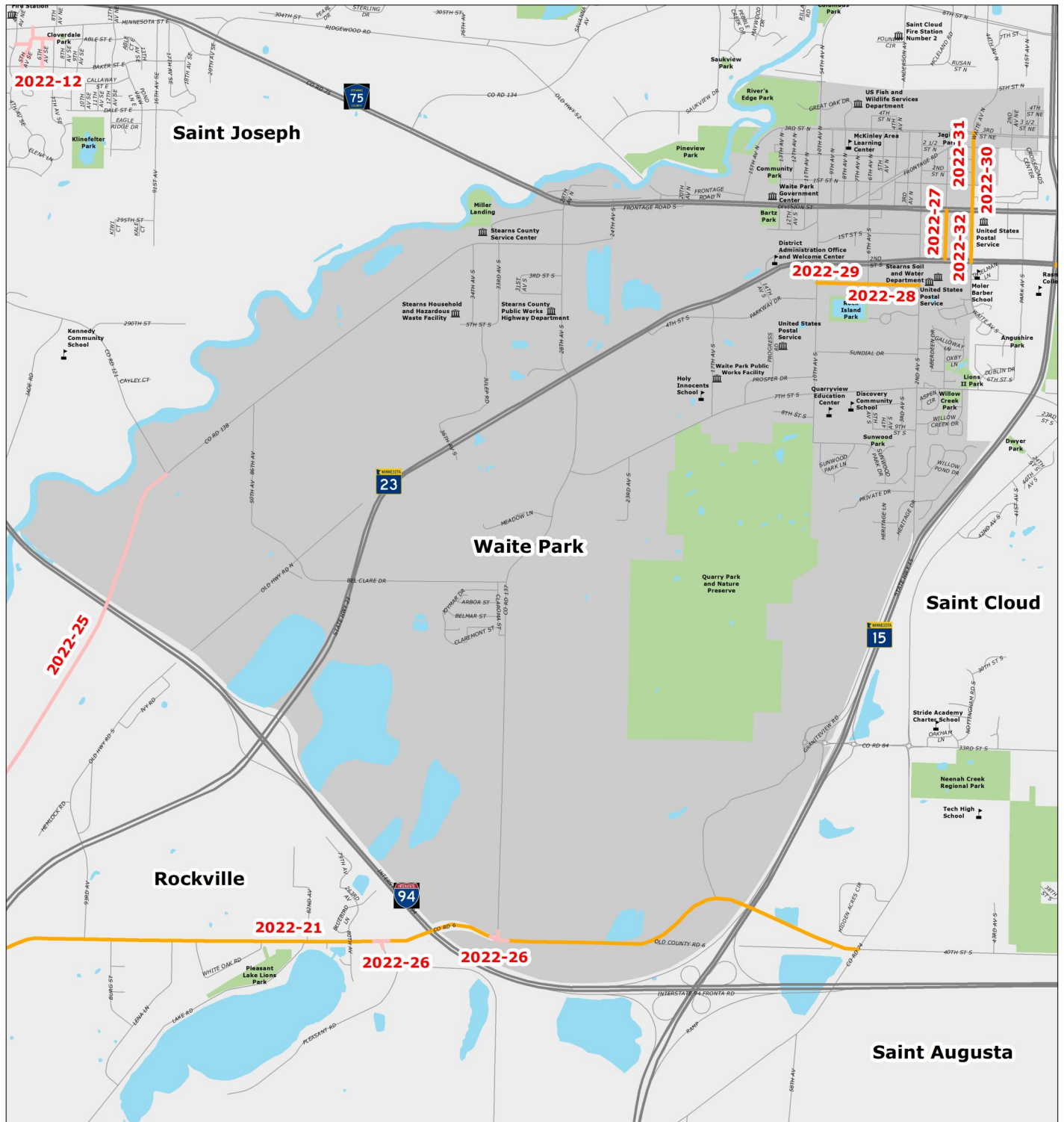


Stearns County 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
6	\$5,041,000

Project ID	Route	Description	Miles	Estimated Project Cost
2022-21	CSAH 6	Resurfacing CSAH 6 from TH 23 to CSAH 74	4.4	\$1,100,000
2022-22	CSAH 75	Resurfacing CSAH 75 from TH 15 to Cooper Avenue in Saint Cloud	1.5	\$1,500,000
2022-23	County Road 140	Resurfacing County Road 140 from TH 23 to TH 23	3	\$730,000
2022-24	County Road 160	Resurfacing County Road 160 from CSAH 50 to CSAH 2	5.5	\$1,375,000
2022-25	CSAH 133 and CSAH	Installation of chevron curve signing along CSAH 133 and CSAH 138	N/A	\$240,000
2022-26	CSAH 136 and County Road 122; CSAH 6 and CSAH 137; and CSAH 6 and County Road 137	Installation of rural intersection lighting at CSAH 136 and County Road 122; CSAH 6 and CSAH 137; and CSAH 6 and County Road 137	N/A	\$96,000

2022 Transportation Projects in Waite Park



02/05/2020

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous



0 0.25 0.5 1 1.5

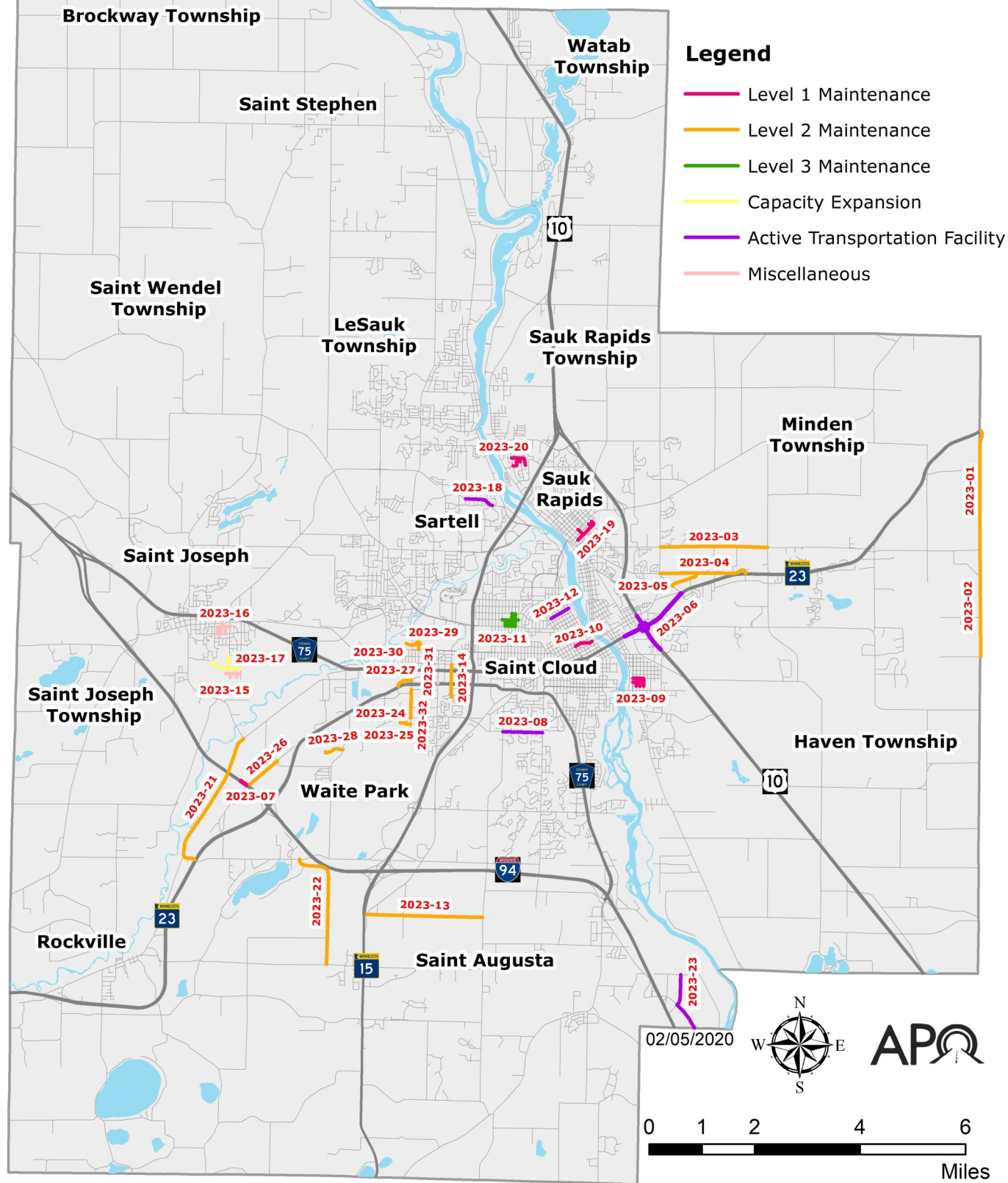
Miles

City of Waite Park 2022 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
6	\$1,300,500

Project ID	Route	Description	Miles	Estimated Project Cost
2022-27	First Avenue S	Street preservation on First Avenue S from Division Street to Second Street S	N/A	\$552,500
2022-28	Third Street S	Street preservation on Third Street S between Sixth Avenue S and Second Avenue S	N/A	\$182,000
2022-29	Third Street S	Street preservation on Third Street S between Sixth Avenue S and 10th Avenue S	N/A	\$182,000
2022-30	Waite Avenue N	Street preservation on Waite Avenue N from Division Street to First Street N (Waite Park's half)	N/A	\$72,000
2022-31	Waite Avenue N	Street preservation on Waite Avenue N from First Street N to Third Street N	N/A	\$182,000
2022-32	Waite Avenue S	Street preservation on Waite Avenue S from Division Street to Second Street S (Waite Park's half)	N/A	\$130,000

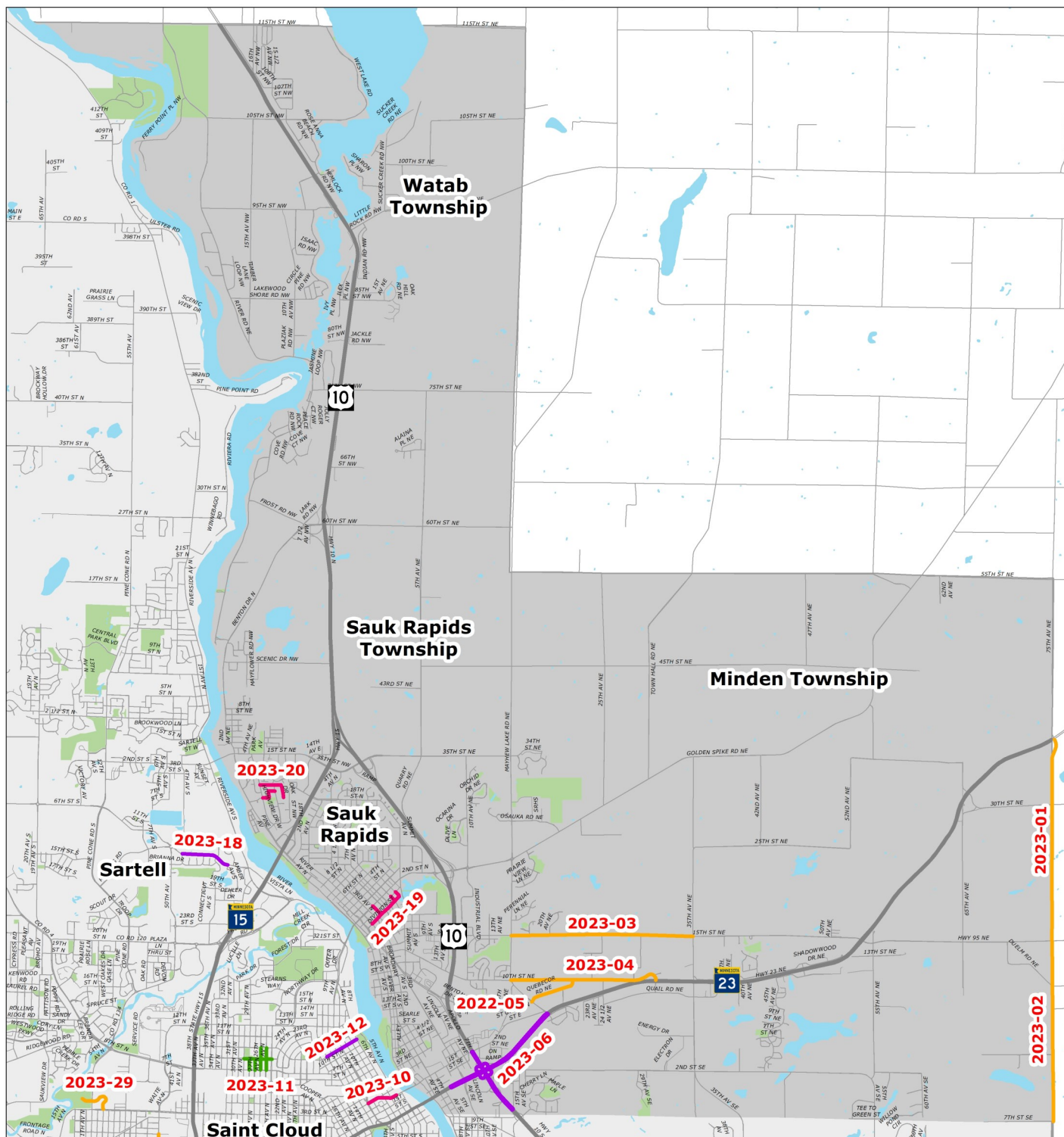
2023 APO Regional Transportation Projects



2023 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2023-01	Benton County	County Road 25	Level 2 Maintenance
2023-02	Benton County	County Road 25	Level 2 Maintenance
2023-03	Benton County	County Road 45	Level 2 Maintenance
2023-04	Benton County	County Road 46	Level 2 Maintenance
2023-05	Benton County	County Road 88	Level 2 Maintenance
2023-06	MnDOT	MN 23	Roadway/Bike
2023-07	MnDOT	I-94	Level 1 Maintenance
2023-08	Saint Cloud	22nd Street S	Roadway/Bike
2023-09	Saint Cloud	Block radius between Kilian Boulevard and 10th Avenue SE	Level 1 Maintenance
2023-10	Saint Cloud	Second Street N	Level 1 Maintenance
2023-11	Saint Cloud	Block radius between 29th and 33rd Avenue N	Level 3 Maintenance
2023-12	Saint Cloud	11th Street N	Roadway/Bike
2023-13	Saint Cloud/Saint Augusta	250th Street	Level 2 Maintenance
2023-14	Saint Cloud/Waite Park	Waite Avenue	Level 2 Maintenance
2023-15	Saint Joseph	Forest Manor	Miscellaneous
2023-16	Saint Joseph	Cloverdale Area	Miscellaneous
2023-17	Saint Joseph	Field Street	Expansion
2023-18	Sartell	Heritage Drive Trail	Bike/Ped
2023-19	Sauk Rapids	Division Street; Fourth, Seventh, and Eight Avenues	Level 1 Maintenance
2023-20	Sauk Rapids	West Highview Drive; North Highview Drive; and Oak Drive	Level 1 Maintenance
2023-21	Stearns County	CSAH 138	Level 2 Maintenance
2023-22	Stearns County	County Road 137	Level 2 Maintenance
2023-23	Stearns County	Beaver Island Trail	Bike/Ped
2023-24	Waite Park	11th Avenue S	Level 2 Maintenance
2023-25	Waite Park	Eighth Street S	Level 2 Maintenance
2023-26	Waite Park	Old Highway N	Level 2 Maintenance
2023-27	Waite Park	First Street S	Level 2 Maintenance
2023-28	Waite Park	Meadowview Lane	Level 2 Maintenance
2023-29	Waite Park	Great Oak Drive	Level 2 Maintenance
2023-30	Waite Park	Great Oak Drive	Level 2 Maintenance
2023-31	Waite Park	Second Avenue S	Miscellaneous
2023-32	Waite Park	10th Avenue S	Level 2 Maintenance

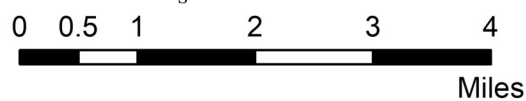
2023 Transportation Projects in Benton County



02/05/2020

Legend

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| — Level 1 Maintenance | — Capacity Expansion |
| — Level 2 Maintenance | — Active Transportation Facility |
| — Level 3 Maintenance | — Miscellaneous |

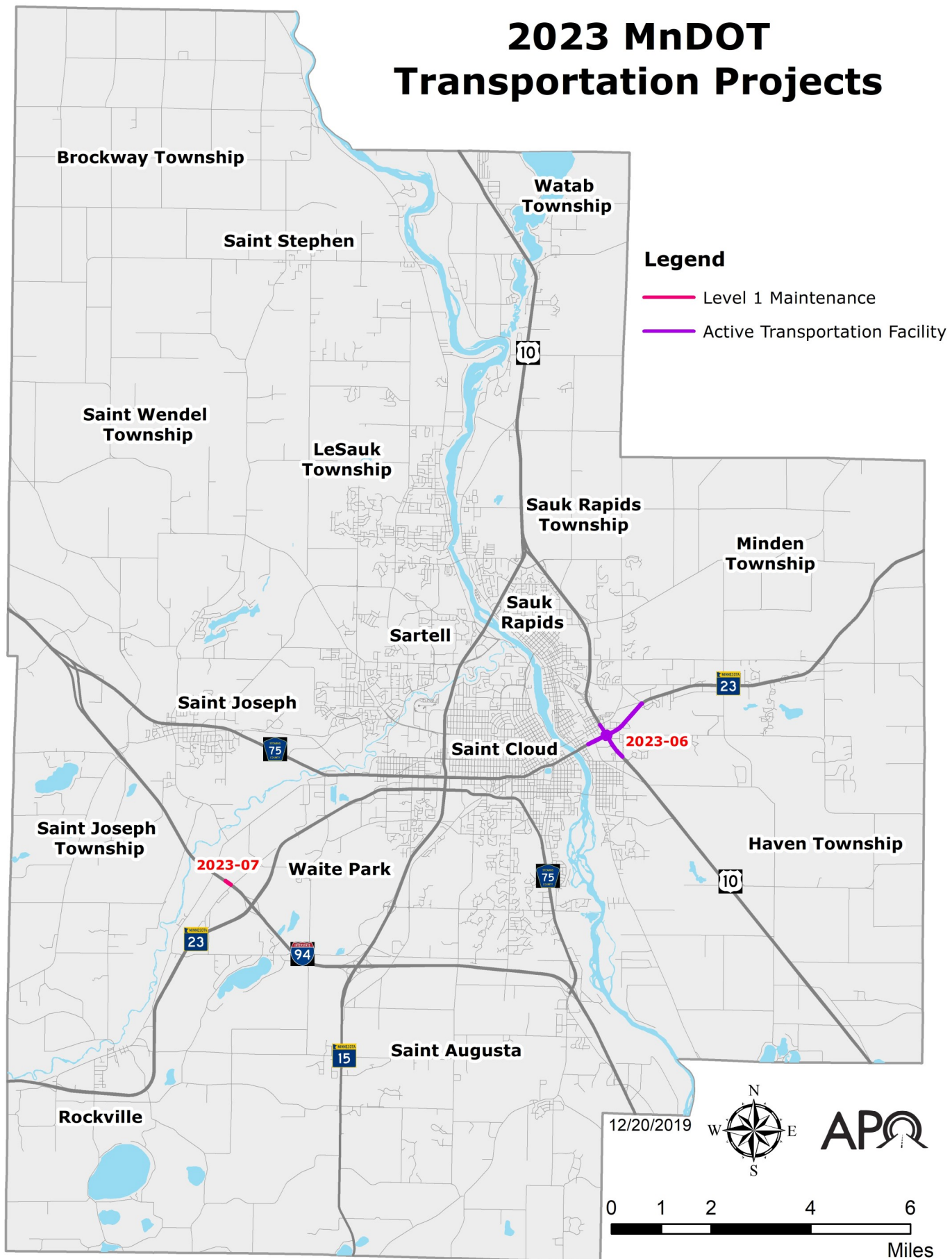


Benton County 2023 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
5	\$1,312,500

Project ID	Route	Description	Miles	Estimated Project Cost
2023-01	County Road 25	Mill and overlay of County Road 25 from TH 95 to TH 23	2.25	\$337,500
2023-02	County Road 25	Mill and overlay of County Road 25 from TH 95 to the Sherburne County line	2	\$300,000
2023-03	County Road 45	Mill and overlay of County Road 45 from CSAH 1 to CSAH 8	2	\$300,000
2023-04	County Road 46	Mill and overlay of County Road 46 from CSAH 1 to TH 23	2	\$300,000
2023-05	County Road 88	Mill and overlay of County Road 88 from CSAH 1 to County Road 46	0.5	\$75,000

2023 MnDOT Transportation Projects

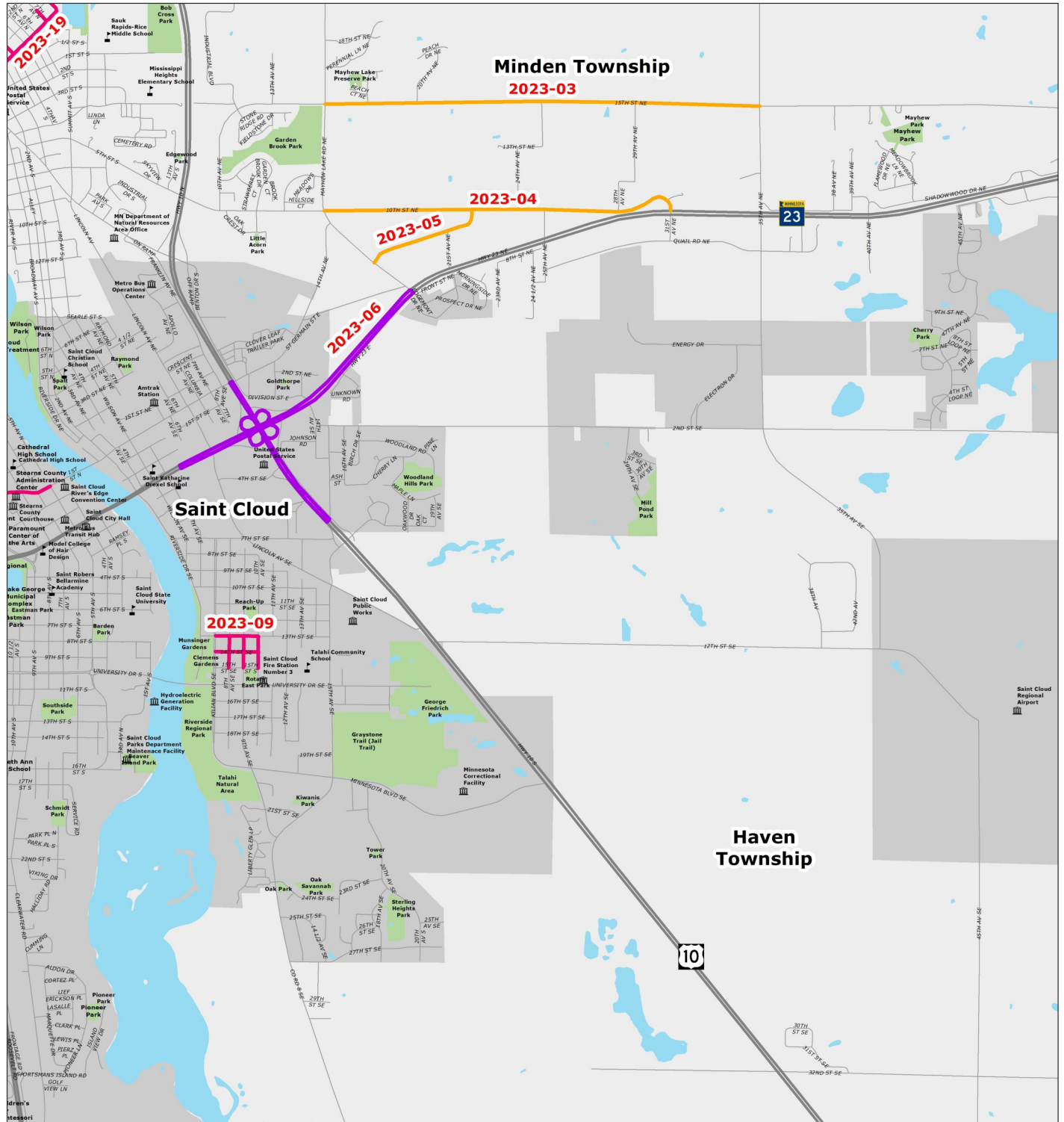


MnDOT 2023 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$36,354,000

Project ID	Route	Description	Miles	Estimated Project Cost
2023-06	MN 23	Reconstruction of MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of County Road 1) and US 10 (from 0.2 miles west of East Saint Germain Street to 0.1 miles north of 15th Avenue SE) interchange. This project will include replacing bridges 9021 and 9022 with 05019 and 05018 respectively along with multimodal improvements	2.1	\$30,300,000
2023-07	I-94	Replace bridge numbers 73875 and 73876 over the BNSF railroad 0.6 miles west of the MN 23 interchange	0.2	\$6,054,000

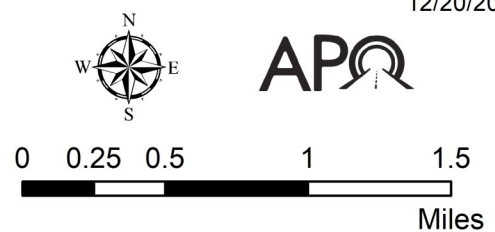
2023 Transportation Projects in East Saint Cloud



12/20/2019

Legend

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|---------------------|--------------------------------|
| Level 1 Maintenance | Capacity Expansion |
| Level 2 Maintenance | Active Transportation Facility |
| Level 3 Maintenance | Miscellaneous |



City of Saint Cloud 2023 Projects

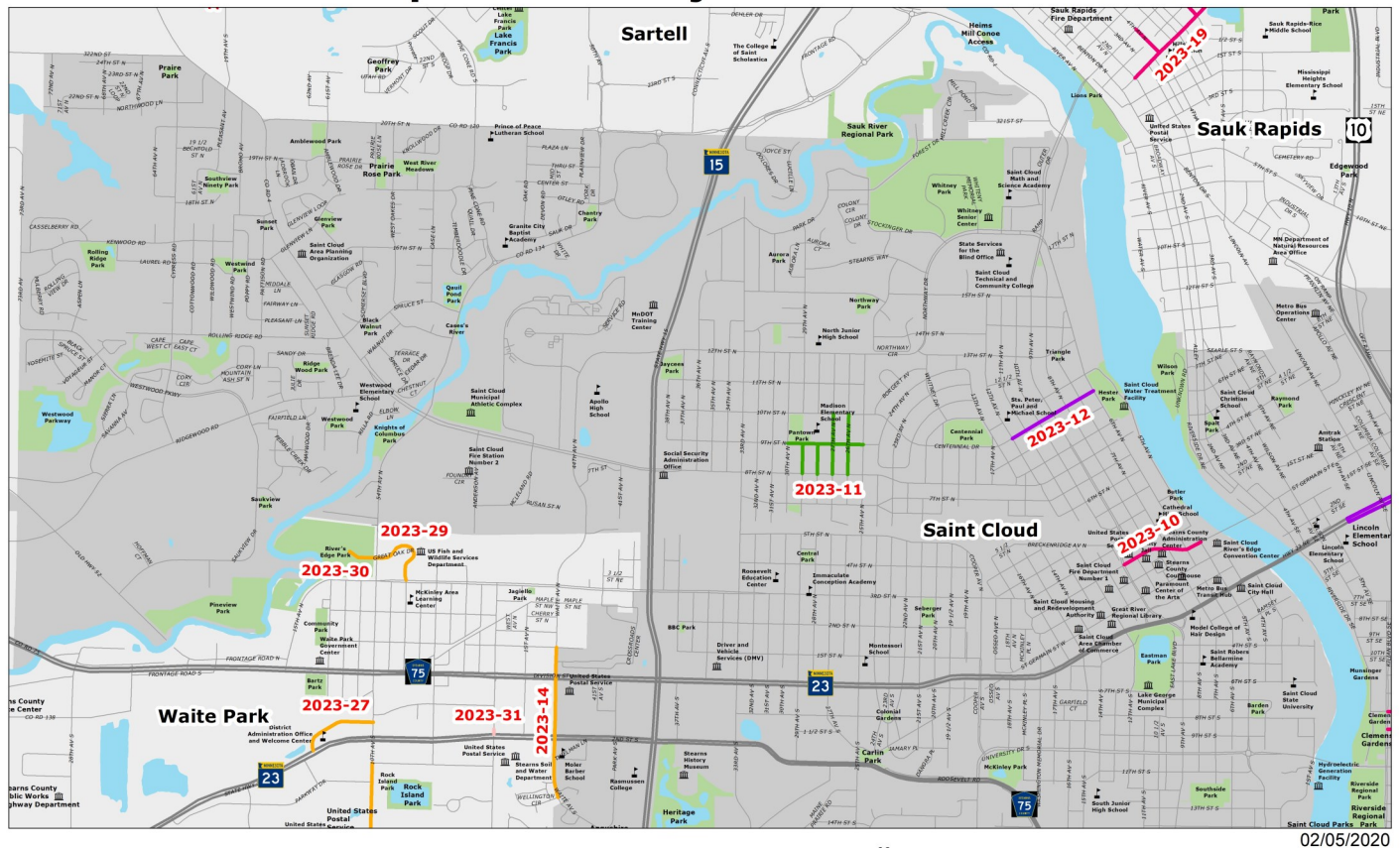
Total Number of Projects	Total Project Cost within APO Planning Area
7	\$17,400,000

East Saint Cloud 2023 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
2023-09	Block radius between Kilian Boulevard and 10th Avenue SE	Neighborhood revitalization project — area between Kilian Boulevard and 10th Avenue SE from 13th to 15th Street SE (Eighth, Ninth, and 10th Avenue SE from 13th to 15th Street SE; 13th, 14th, and 15th Street SE from Kilian Boulevard to 10th Avenue SE; and including alleys in project area). Project contains reconstruction and/or rehabilitation of roadway including sewer, water main, and storm drain facilities.	N/A	\$4,600,000

North Saint Cloud 2023 Projects

2023 Transportation Projects in North Saint Cloud



Legend

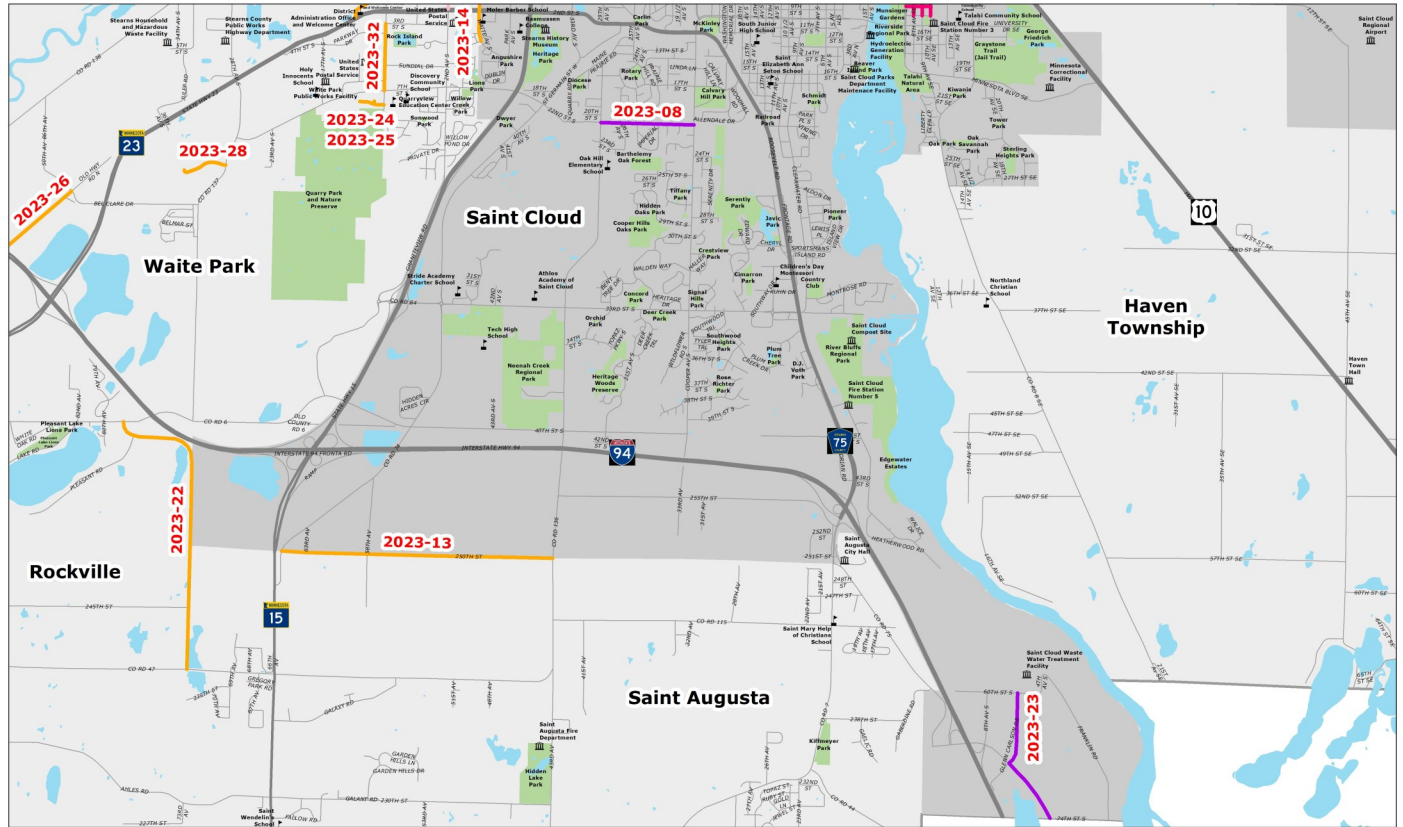
- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



Project ID	Route	Description	Miles	Estimated Project Cost
2023-10	Second Street N	Reconstruct water main and roadway on Second Street N from 10th to Eighth Avenue N / Reconstruct Second Street N from 10th to Fifth Avenue N	N/A	\$7,000,000
2023-11	Block radius between 29th and 33rd Avenue N	Sealcoat area between 29th and 33rd Avenue N from Eighth to 10th Street N	N/A	\$300,000
2023-12	11th Street N	Extend the Lake Wobegon bike facility along 11th Street N from 12th Avenue N to Sixth Avenue N. Project will require widening roadway to accommodate a bicycle lane in each direction.	N/A	\$1,200,000
2023-14	Waite Avenue	Mill and bituminous overlay on Waite Avenue from First Street N to 125' south of Wellington Circle. Joint project with Waite Park.	N/A	\$800,000

South Saint Cloud 2023 Projects

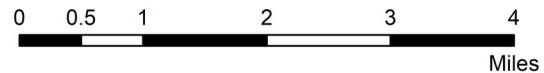
2023 Transportation Projects in South Saint Cloud



02/05/2020

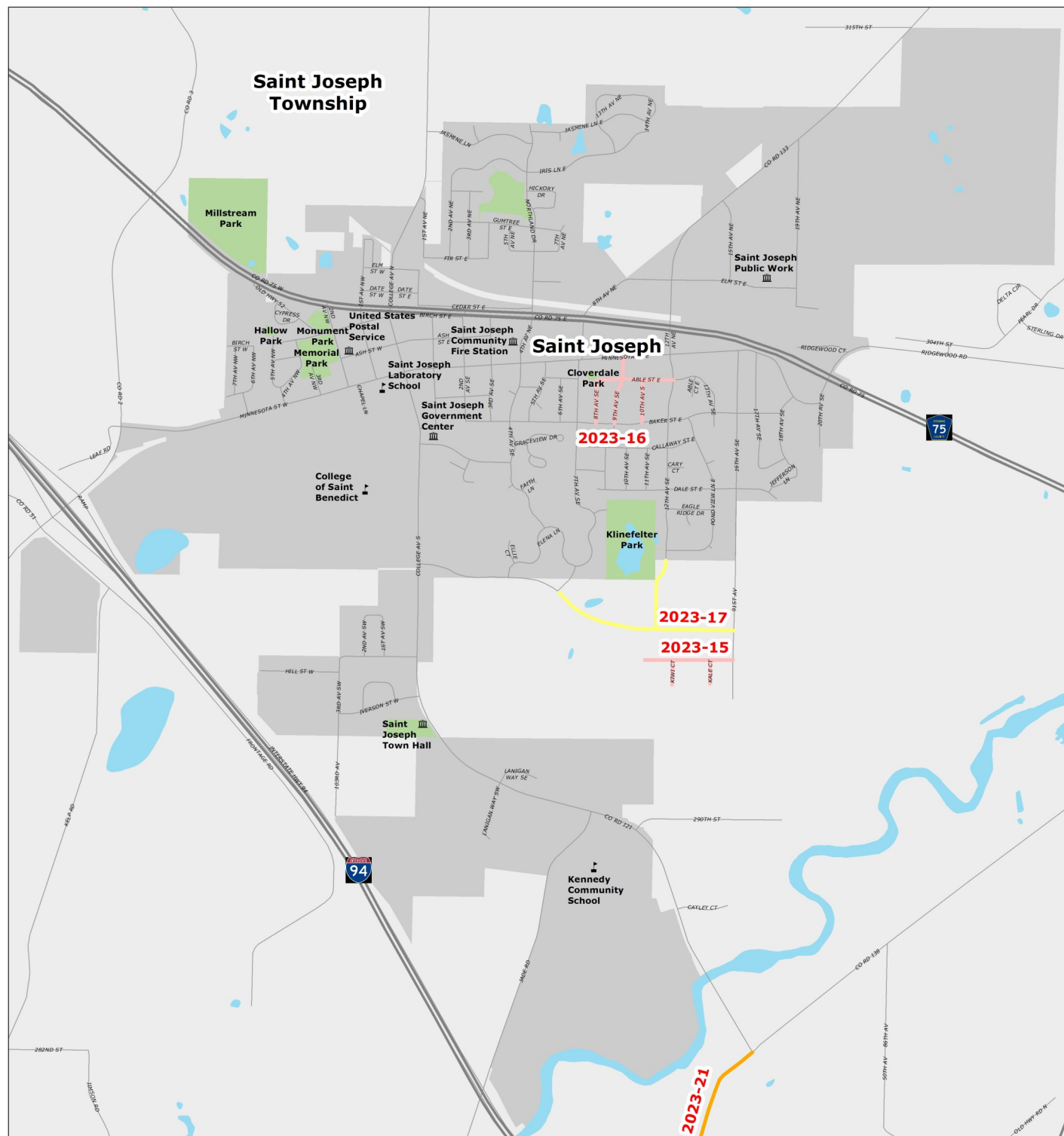
Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



Project ID	Route	Description	Miles	Estimated Project Cost
2023-08	22nd Street S	Reconstruct and widen 22nd Street S from Oak Grove Road (County Road 136) to Cooper Avenue S including sidewalks, bicycle lanes, and drainage improvements	N/A	\$2,600,000
2023-13	250th Street	Mill and bituminous overlay on 250th Street from CSAH 136 to CSAH 74	N/A	\$900,000

2023 Transportation Projects in Saint Joseph



12/20/2019

Legend

- | | |
|---|--|
| — Level 1 Maintenance | — Capacity Expansion |
| — Level 2 Maintenance | — Active Transportation Facility |
| — Level 3 Maintenance | — Miscellaneous |



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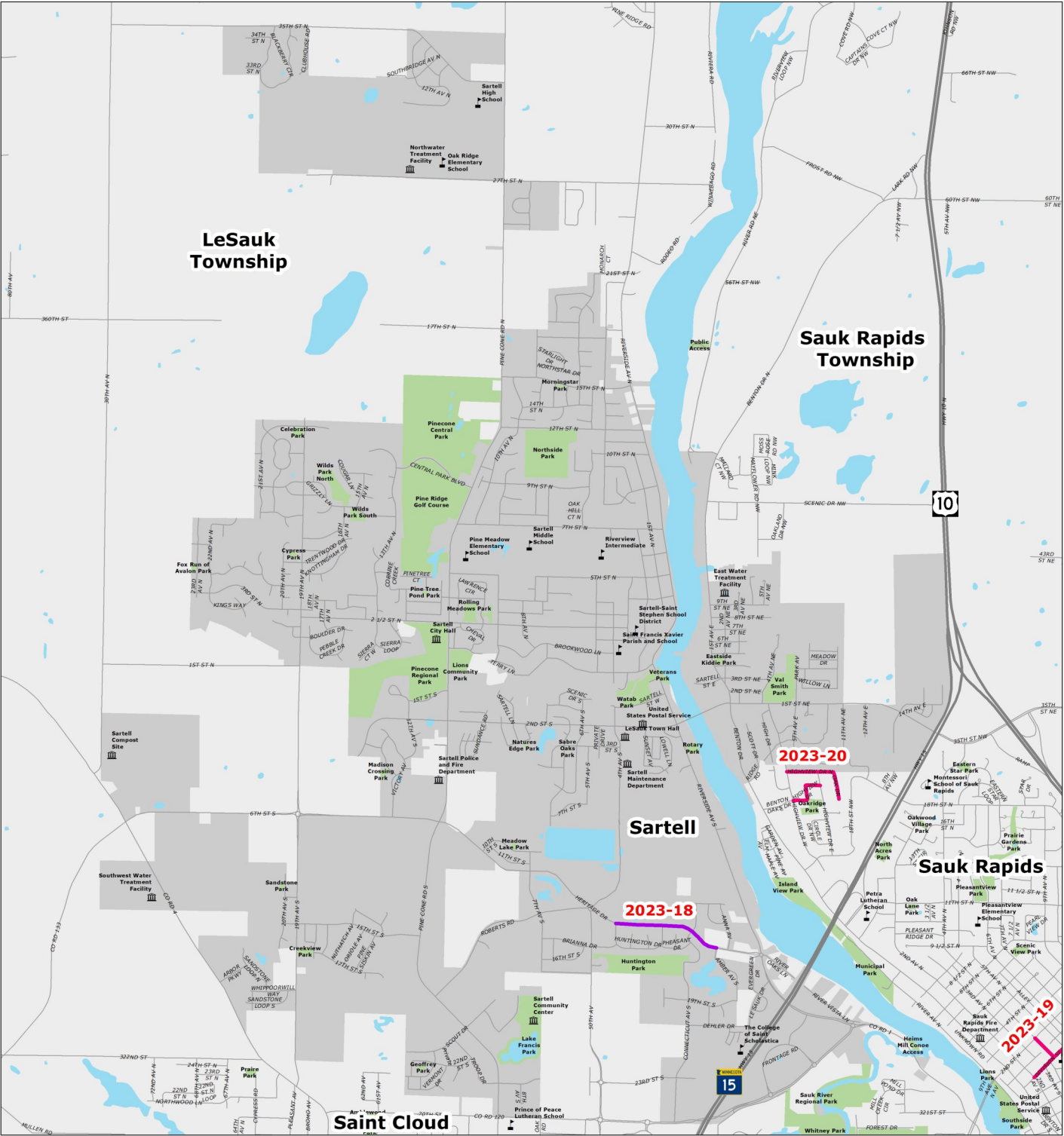
Miles

City of Saint Joseph 2023 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
3	\$6,313,000

Project ID	Route	Description	Miles	Estimated Project Cost
2023-15	Forest Manor	Forest Manor addition	N/A	Undetermined
2023-16	Cloverdale Area	Cloverdale area improvements	N/A	Undetermined
2023-17	Field Street	Expansion of Field Street from Seventh Avenue to 16th Avenue	N/A	\$6,313,000

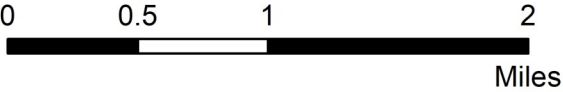
2023 Transportation Projects in Sartell



12/20/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

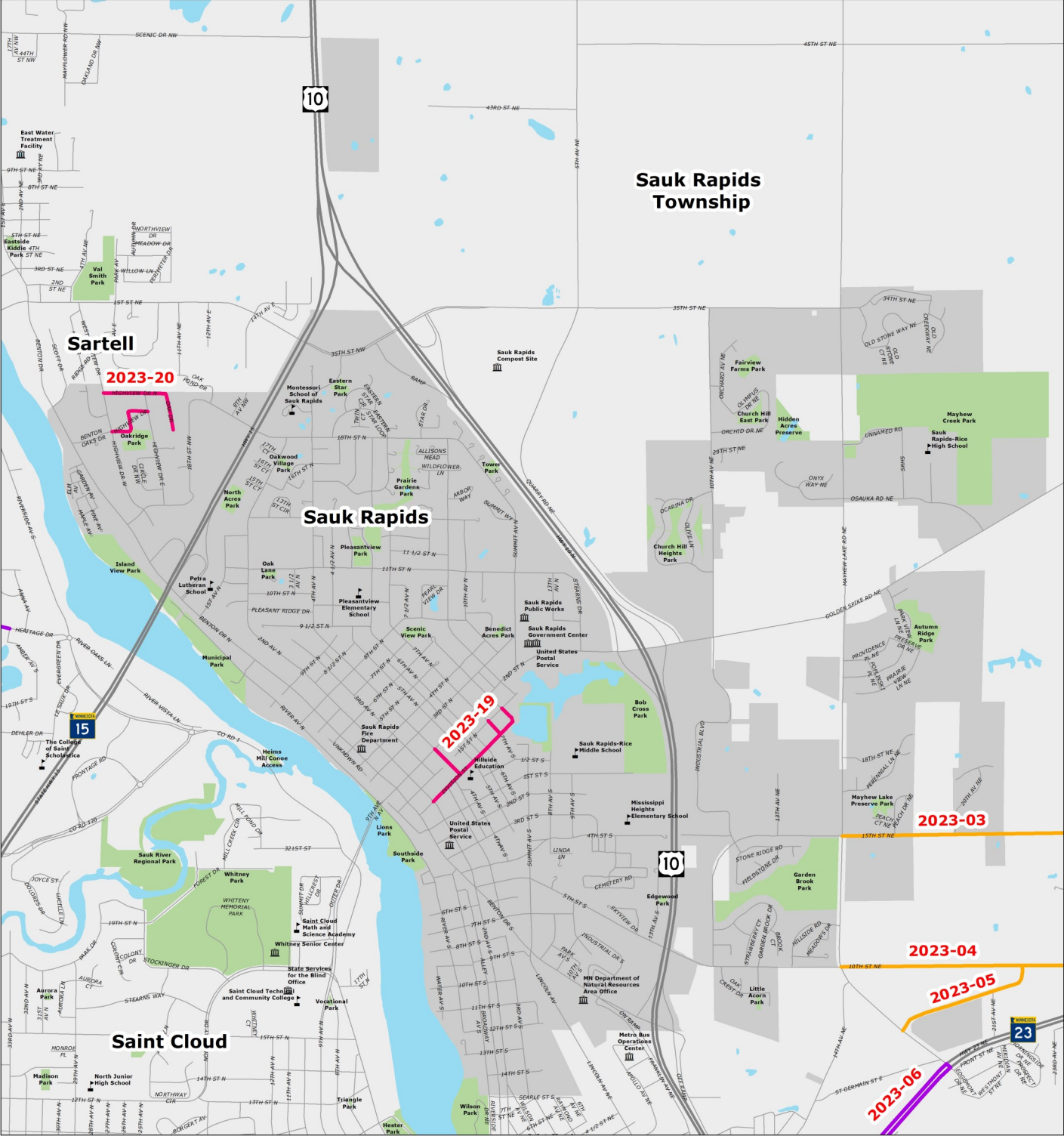


City of Sartell 2023 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
1	\$459,121

Project ID	Route	Description	Miles	Estimated Project Cost
2023-18	Heritage Drive Trail	Extension of current trail along Heritage Drive from Huntington Drive S to Amber Avenue S. Installation of two marked crosswalks along Heritage Drive	N/A	\$459,121

2023 Transportation Projects in Sauk Rapids



12/20/2019

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

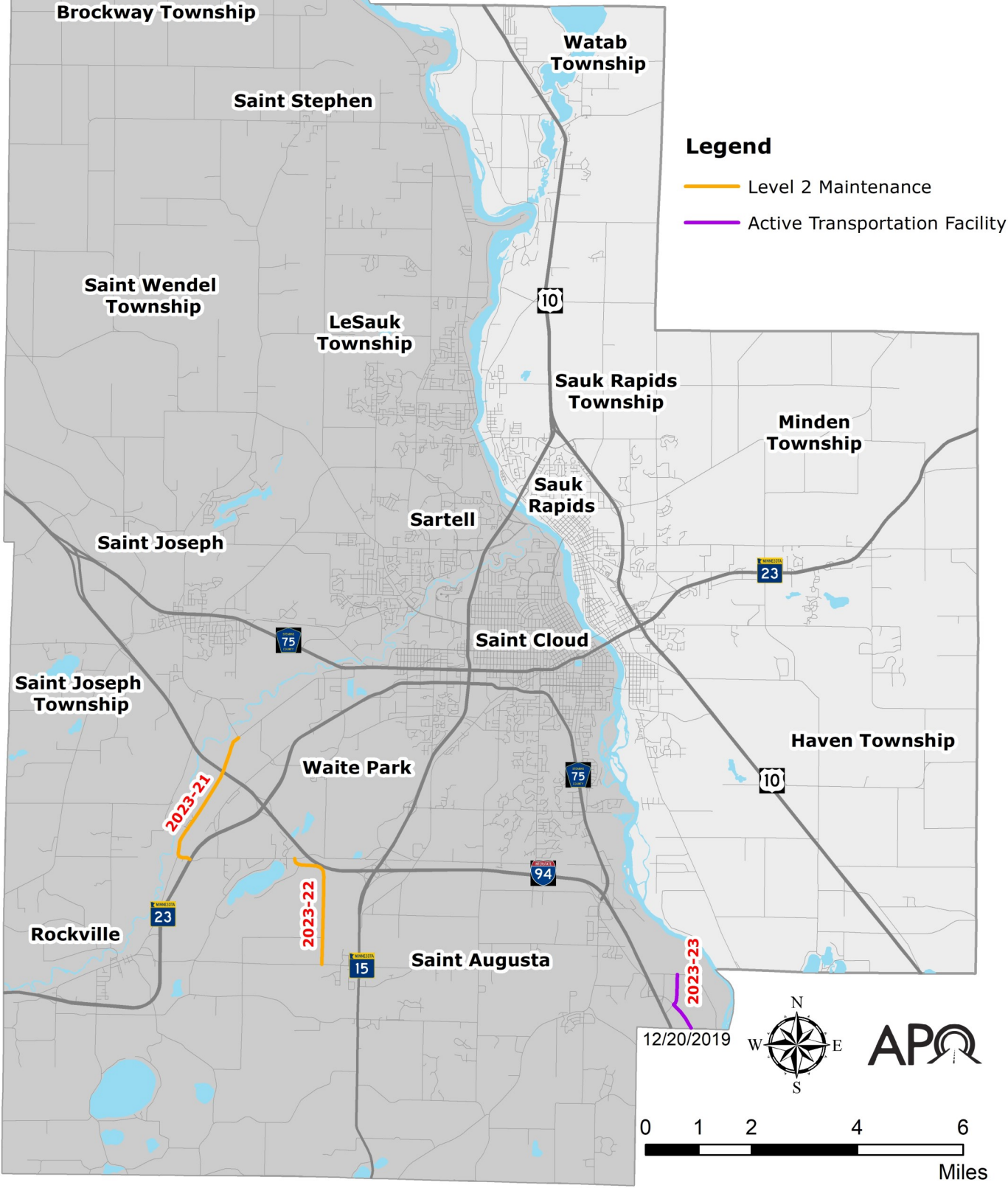


City of Sauk Rapids 2023 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$4,409,200

Project ID	Route	Description	Miles	Estimated Project Cost
2023-19	Division Street; Fourth, Seventh, and Eight Avenues	Street, sanitary sewer, water main, and storm sewer work on Division Street (Second Avenue to Eighth Avenue); Side Streets: Fourth Avenue (Division Street to Second Street N), Seventh Avenue, and Eighth Avenue (Division Street to First Street N)	N/A	\$3,832,300
2023-20	West Highview Drive; North Highview Drive; and Oak Drive	Reclamation, reconstruction, and/or overlay of West Highview Drive (Benton Oaks Drive to 18th Street N); North Highview Drive (West Highview Drive to Oak Drive); and Oak Drive (North Highview Drive to end)	N/A	\$576,900

2023 Stearns County Transportation Projects



Stearns County 2023 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
3	\$2,930,000

Project ID	Route	Description	Miles	Estimated Project Cost
2023-21	CSAH 138	Resurface CSAH 138 from TH 23 to County Road 121	2.8	\$700,000
2023-22	County Road 137	Resurface County Road 137 from CSAH 6 to CSAH 47	2.1	\$490,000
2023-23	Beaver Island Trail	Extending the Beaver Island Trail from Opportunity Park in the City of Saint Cloud to the River County Trail in the City of Clearwater	4.5	\$1,740,000

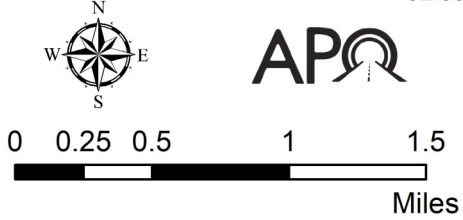
2023 Transportation Projects in Waite Park



02/05/2020

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

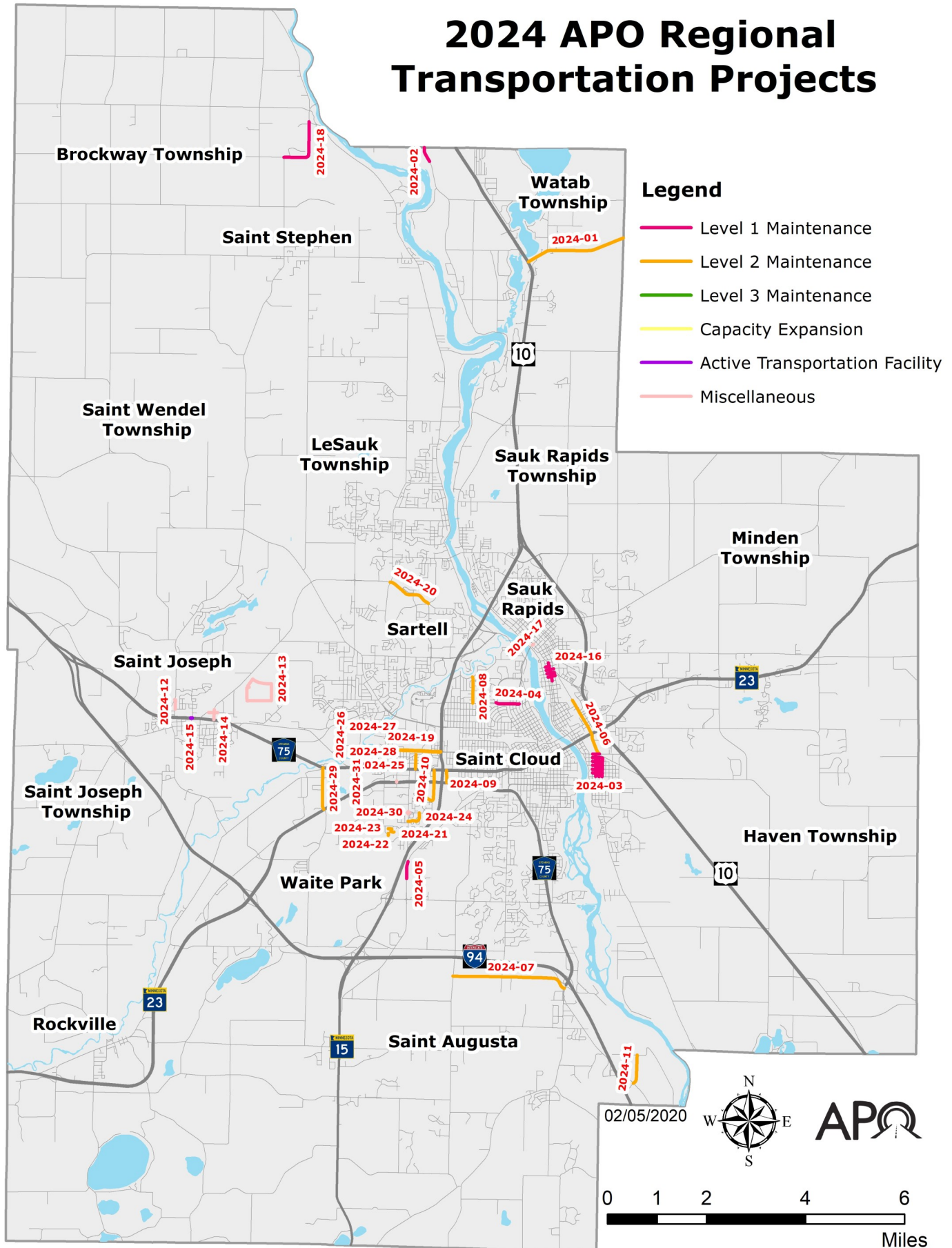


City of Waite Park 2023 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
9	\$1,923,000

Project ID	Route	Description	Miles	Estimated Project Cost
2023-24	11th Avenue S	Street preservation on 11th Avenue S from Eighth Street S to end	N/A	\$20,000
2023-25	Eighth Street S	Street preservation on Eighth Street S from 10th Avenue S to end	N/A	\$110,000
2023-26	Old Highway N	Street preservation on Old Highway N from BelClare Drive to south end	N/A	\$350,000
2023-27	First Street S	Street preservation on First Street S from 10th Avenue S to Second Street S	N/A	\$170,000
2023-28	Meadowview Lane	Street preservation on Meadowview Lane from County Road 137 to end	N/A	\$200,000
2023-29	Great Oak Drive	Street preservation on Great Oak Drive from Third Street N to 10th Avenue N	N/A	\$160,000
2023-30	Great Oak Drive	Street preservation on Great Oak Drive from 10th Avenue N to end	N/A	\$60,000
2023-31	Second Avenue S	Right turn lane construction on Second Avenue S (southbound by Grizzly's) at Highway 23	N/A	\$385,000
2023-32	10th Avenue S	Street preservation of 10th Avenue S from 300' south of Third Street S to Seventh Street S	N/A	\$468,000

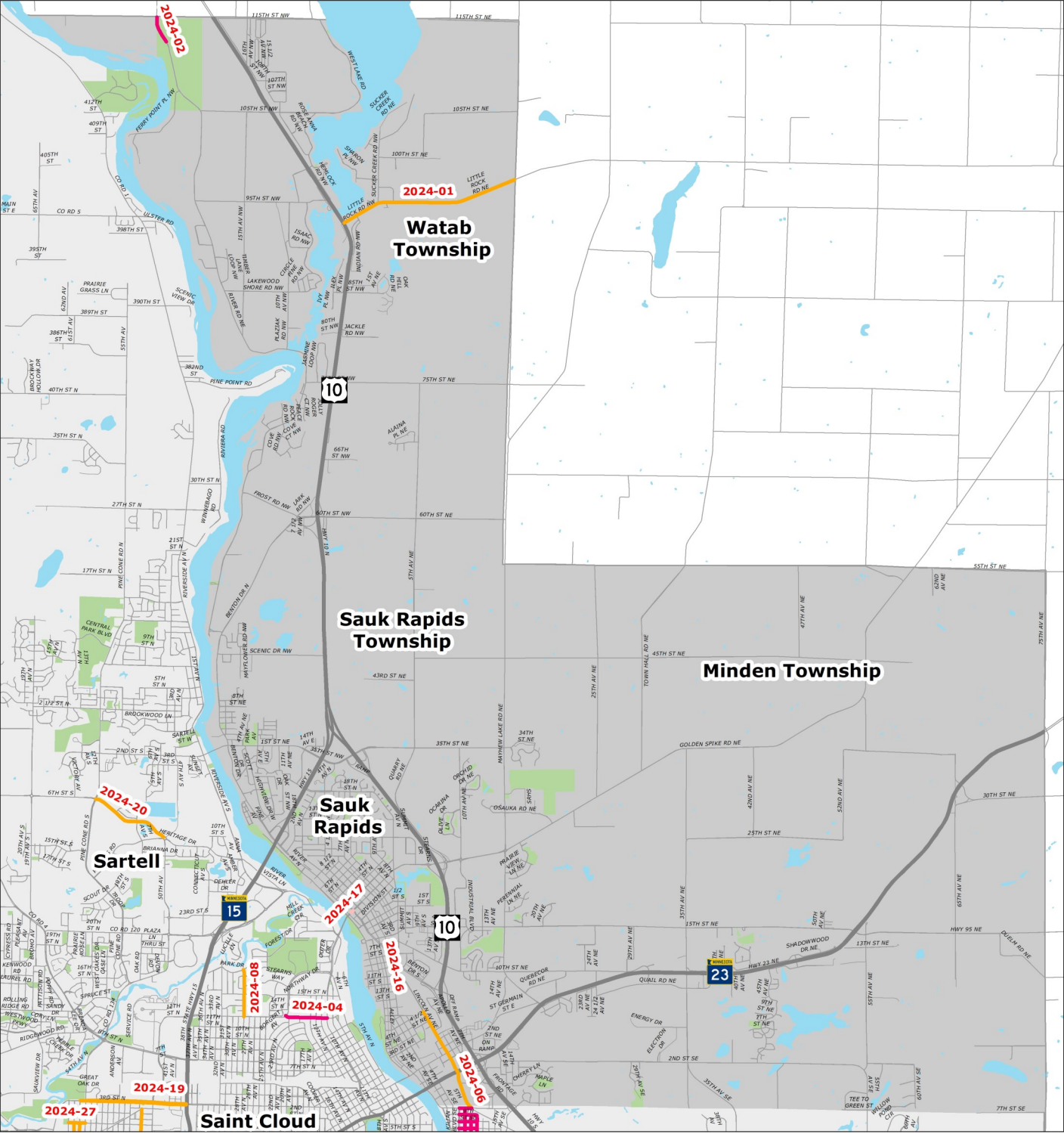
2024 APO Regional Transportation Projects



2024 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2024-01	Benton County	County Road 13	Level 2 Maintenance
2024-02	Benton County	County Road 55	Level 1 Maintenance
2024-03	Saint Cloud	Block radius between Kilian Boulevard and Ninth Avenue SE	Level 1 Maintenance
2024-04	Saint Cloud	13th Street N	Level 1 Maintenance
2024-05	Saint Cloud	CSAH 74	Level 1 Maintenance
2024-06	Saint Cloud	Lincoln Avenue	Level 2 Maintenance
2024-07	Saint Cloud	255th Street	Level 2 Maintenance
2024-08	Saint Cloud	29th Avenue N	Level 2 Maintenance
2024-09	Saint Cloud	37th Avenue S	Level 2 Maintenance
2024-10	Saint Cloud	Park Avenue S	Level 2 Maintenance
2024-11	Saint Cloud	Glenn Carlson Drive	Level 2 Maintenance
2024-12	Saint Joseph	First Avenue NE	Miscellaneous
2024-13	Saint Joseph	Industrial Park	Miscellaneous
2024-14	Saint Joseph	CSAH 133 and Elm Street	Miscellaneous
2024-15	Saint Joseph	CSAH 75	Bike/Ped
2024-16	Sauk Rapids	Second Avenue S; Seventh, Sixth, Eighth, Ninth Streets S; Third Avenue S	Level 1 Maintenance
2024-17	Sauk Rapids	Sauk Rapids Bridge and Benton Drive	Miscellaneous
2024-18	Stearns County	CSAH 2	Level 1 Maintenance
2024-19	Stearns County	CSAH 81	Level 2 Maintenance
2024-20	Stearns County	CSAH 133	Level 2 Maintenance
2024-21	Waite Park	Pinewood Court	Level 2 Maintenance
2024-22	Waite Park	Plumwood Court	Level 2 Maintenance
2024-23	Waite Park	Popplewood Court	Level 2 Maintenance
2024-24	Waite Park	Willow Creek Drive	Level 2 Maintenance
2024-25	Waite Park	11th Avenue N	Level 2 Maintenance
2024-26	Waite Park	12th Avenue N	Level 2 Maintenance
2024-27	Waite Park	First Street N	Level 2 Maintenance
2024-28	Waite Park	First Avenue N	Level 2 Maintenance
2024-29	Waite Park	28th Avenue S	Level 2 Maintenance
2024-30	Waite Park	Second Avenue S and Seventh Street S	Miscellaneous
2024-31	Waite Park	Sixth Avenue S	Miscellaneous

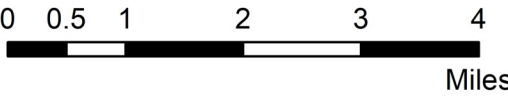
2024 Transportation Projects in Benton County



02/05/2020

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Active Transportation Facility
- Miscellaneous

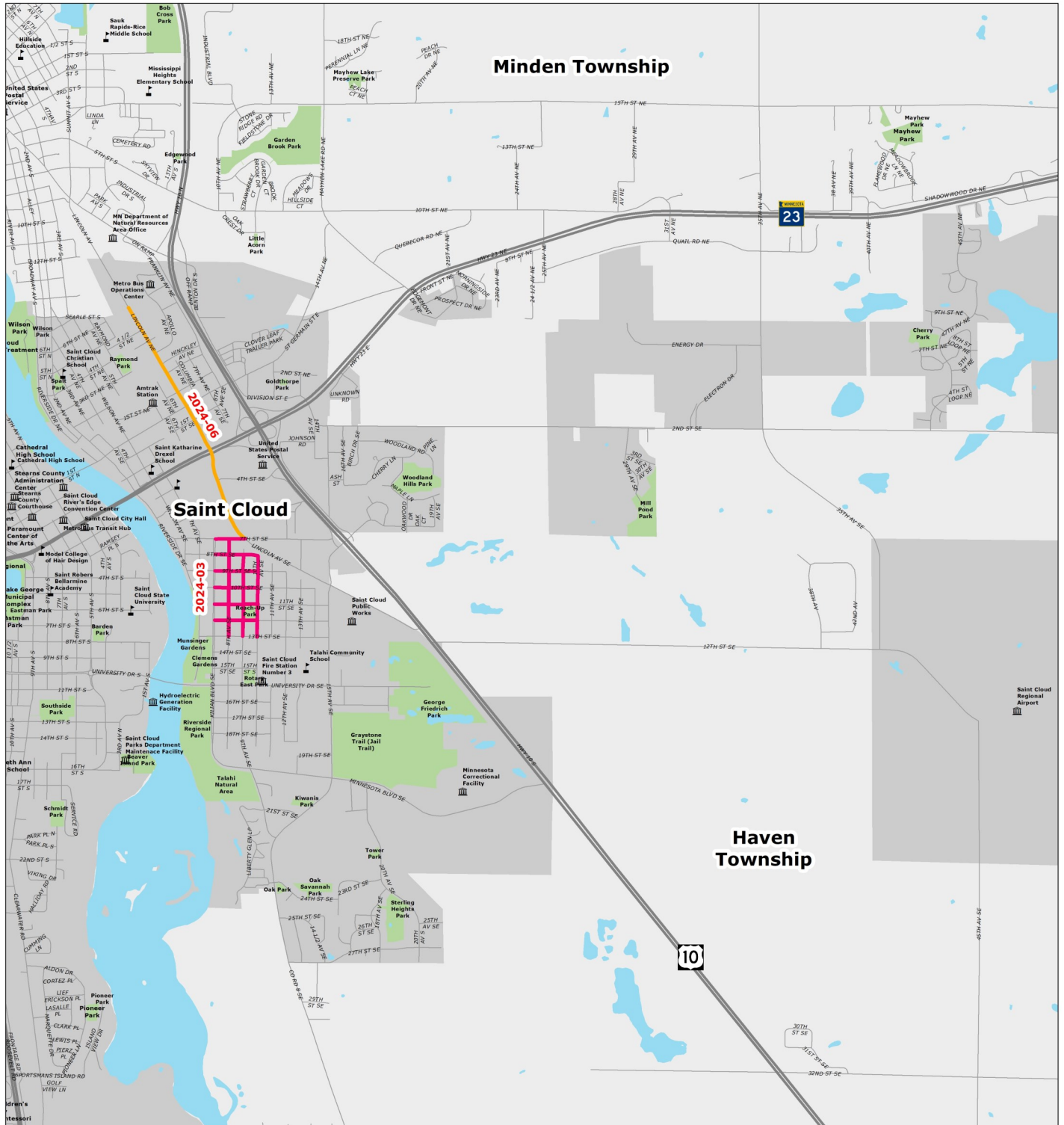


Benton County 2024 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$2,575,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-01	County Road 13	Mill and overlay of County Road 13 from TH 10 to CSAH 1	3.1	\$465,000
2024-02	County Road 55	Reconstruction of County Road 55 from Bend River Park to Rice	2	\$2,110,000

2024 Transportation Projects in East Saint Cloud



01/14/2020

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



City of Saint Cloud 2024 Projects

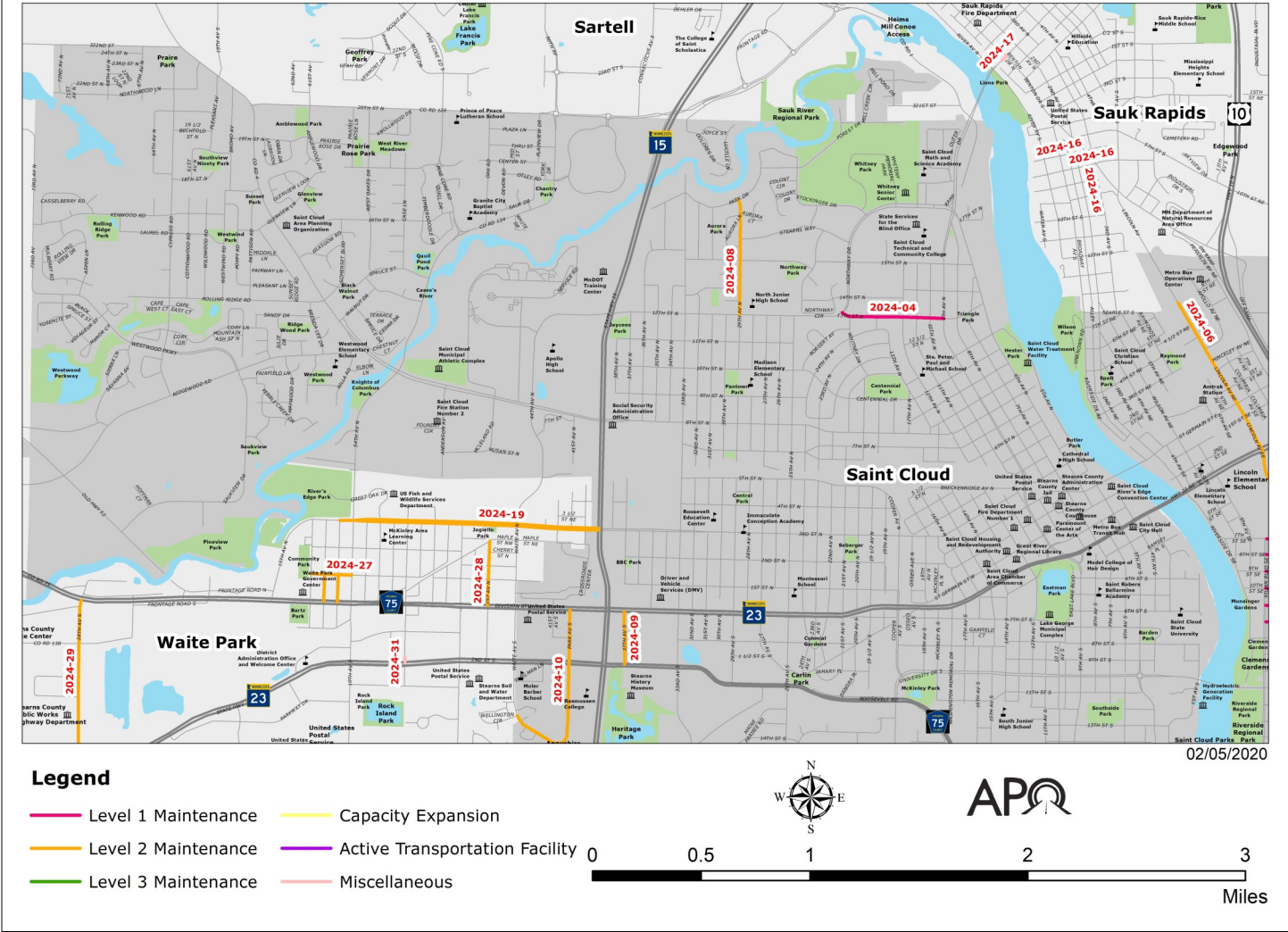
Total Number of Projects	Total Project Cost within APO Planning Area
9	\$16,450,000

East Saint Cloud 2024 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
2024-03	Block radius between Kilian Boulevard and Ninth Avenue SE	Neighborhood revitalization project — area between Kilian Boulevard and Ninth Avenue SE from Seventh to 13th Street SE (Eighth Avenue SE from Seventh to 13th Street SE; Seventh, Eighth, Ninth, 10th, 11th, 12th, and 13th Street SE from Kilian Boulevard to Ninth Avenue SE; including alleys in project area). Project contains reconstruction and/or rehabilitation of roadway including sewer, water main, and storm drain facilities.	N/A	\$5,400,000
2024-06	Lincoln Avenue	Mill and bituminous overlay on Lincoln Avenue from Seventh Street SE to the north corporate limits	N/A	\$1,600,000

North Saint Cloud 2024 Projects

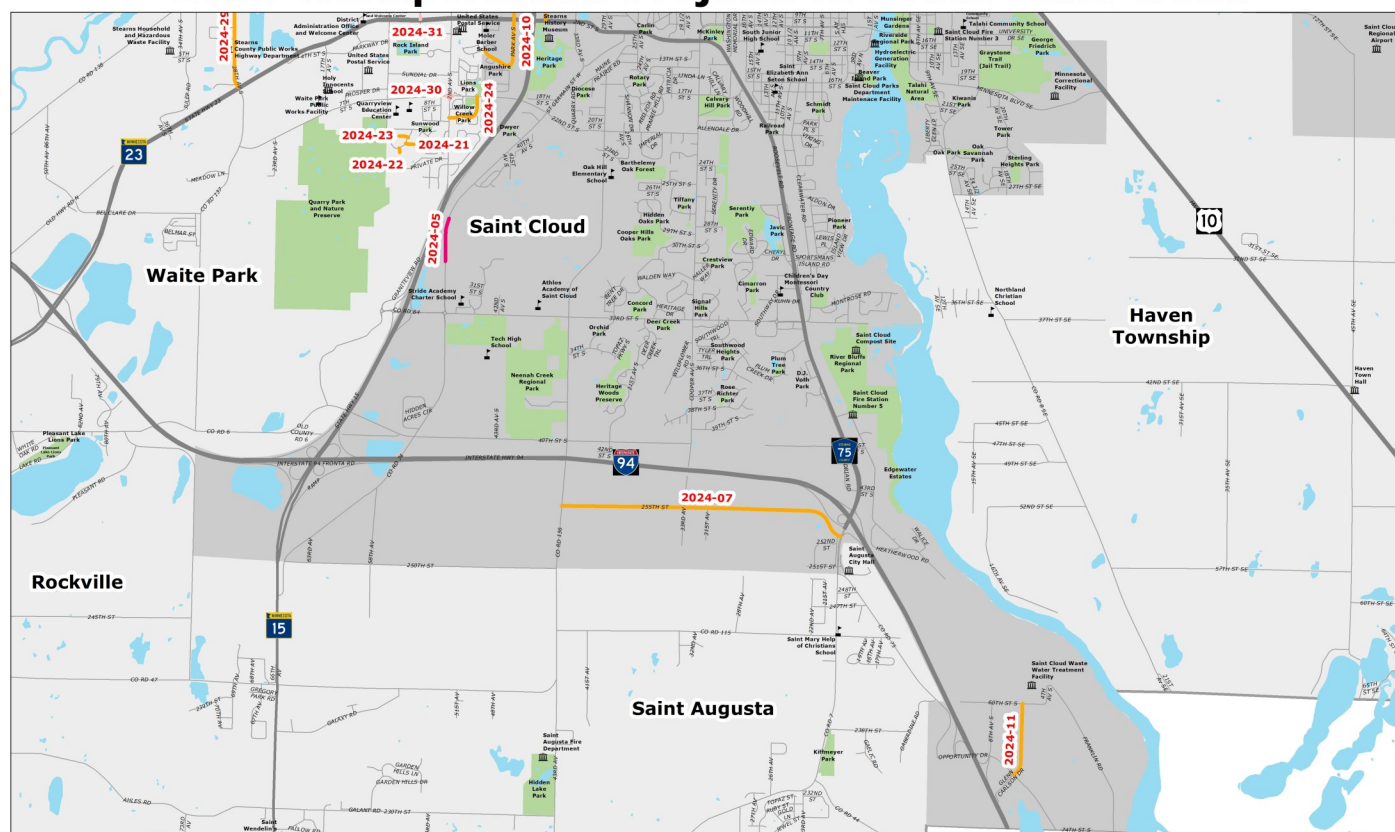
2024 Transportation Projects in North Saint Cloud



Project ID	Route	Description	Miles	Estimated Project Cost
2024-04	13th Street N	Reconstruct street and utilities on 13th Street N from Ninth Avenue N to Northway Drive	N/A	\$1,750,000
2024-08	29th Avenue N	Mill and bituminous overlay on 29th Avenue N from 12th Street N to Park Drive	N/A	\$250,000
2024-09	37th Avenue S	Mill and bituminous overlay on 37th Avenue N from TH 23 to CSAH 75 (Second Street S)	N/A	\$250,000
2024-10	Park Avenue S	Mill and bituminous overlay on Park Avenue S from TH 23 to Waite Avenue S	N/A	\$500,000

South Saint Cloud 2024 Projects

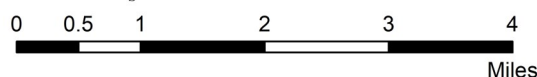
2024 Transportation Projects in South Saint Cloud



02/05/2020

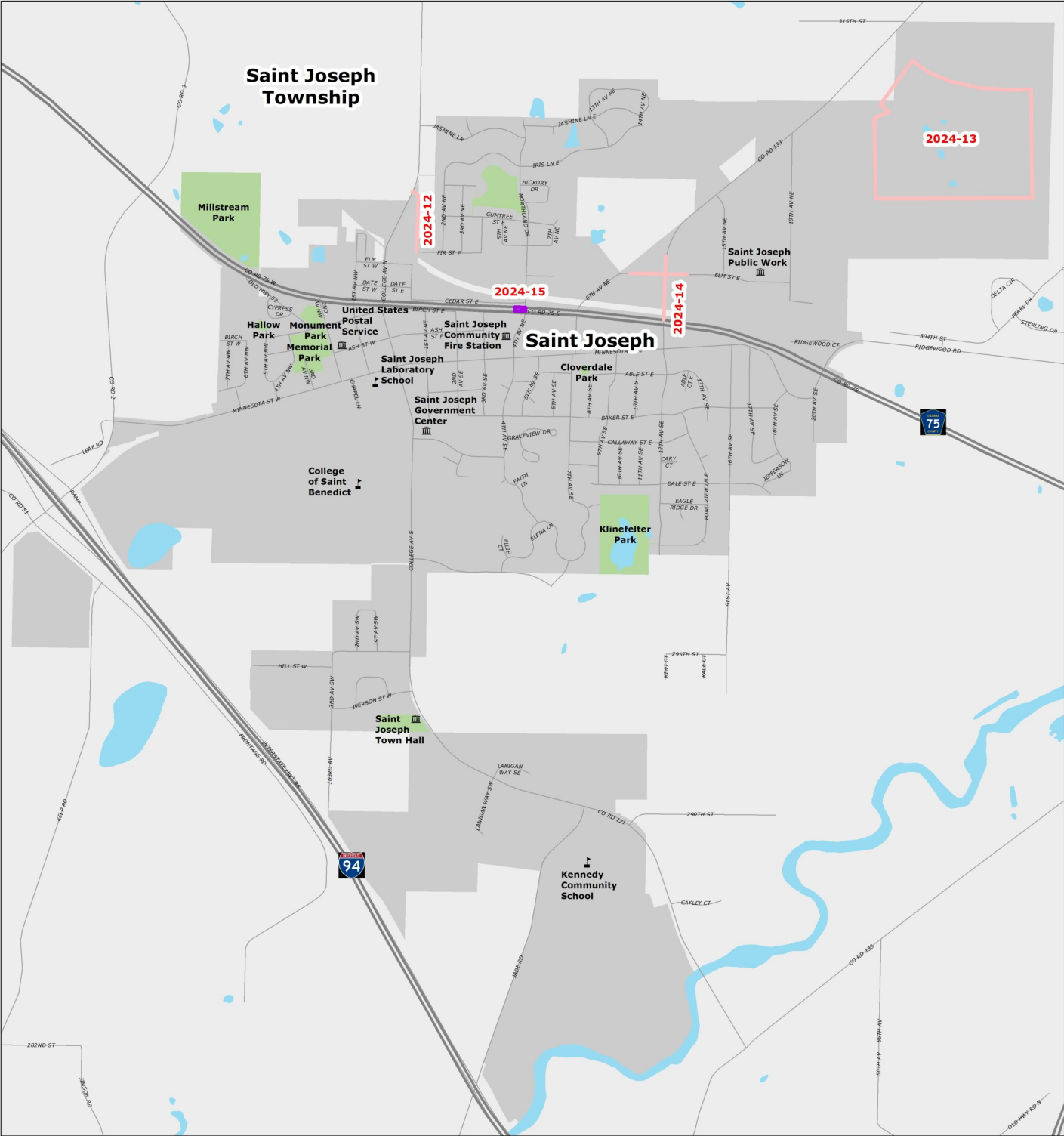
Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



Project ID	Route	Description	Miles	Estimated Project Cost
2024-05	CSAH 74	Reconstruct roadway and extend utilities along CSAH 74 from Stone Gate Drive to 2,000' N of Stone Gate Drive	N/A	\$5,000,000
2024-07	255th Street	Mill and bituminous overlay on 255th Street from CSAH 75 to CSAH 136	N/A	\$900,000
2024-11	Glenn Carlson Drive	Mill and bituminous overlay on Glenn Carlson Drive from CSAH 75 to 60th Street S	N/A	\$800,000

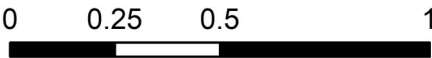
2024 Transportation Projects in Saint Joseph



01/14/2020

Legend

- | | |
|---------------------|--------------------------------|
| Level 1 Maintenance | Capacity Expansion |
| Level 2 Maintenance | Active Transportation Facility |
| Level 3 Maintenance | Miscellaneous |



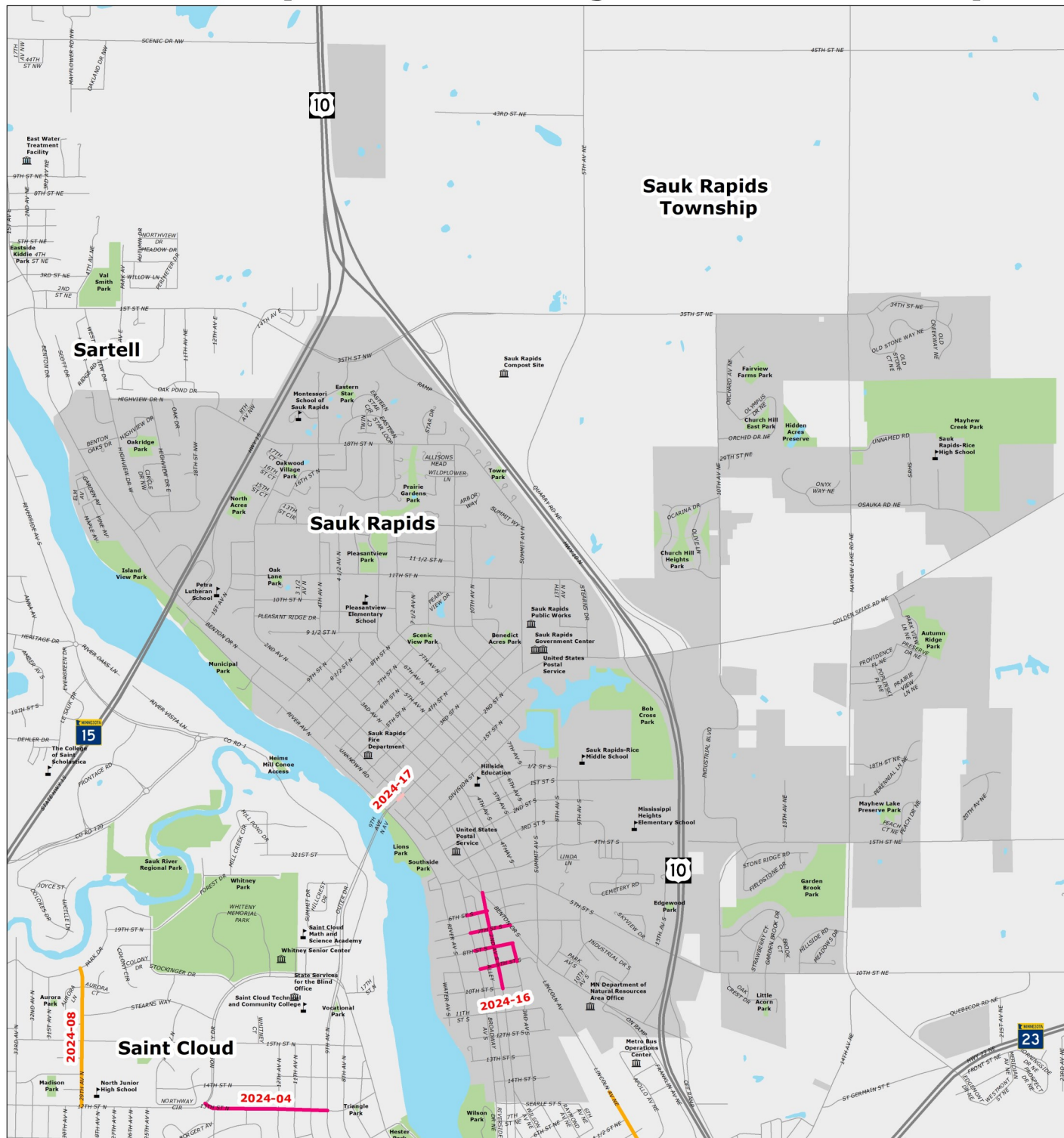
Miles

City of Saint Joseph 2024 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
4	\$13,840,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-12	First Avenue NE	First Avenue NE improvements	N/A	\$1,165,000
2024-13	Industrial Park	Industrial Park Expansion Phase II (Parkway Business Center)	N/A	\$4,276,000
2024-14	CSAH 133 and Elm Street	CSAH 133 and Elm Street Improvements	N/A	\$4,073,000
2024-15	CSAH 75	CSAH 75 pedestrian crossing	N/A	\$4,326,000

2024 Transportation Projects in Sauk Rapids



01/14/2020

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous

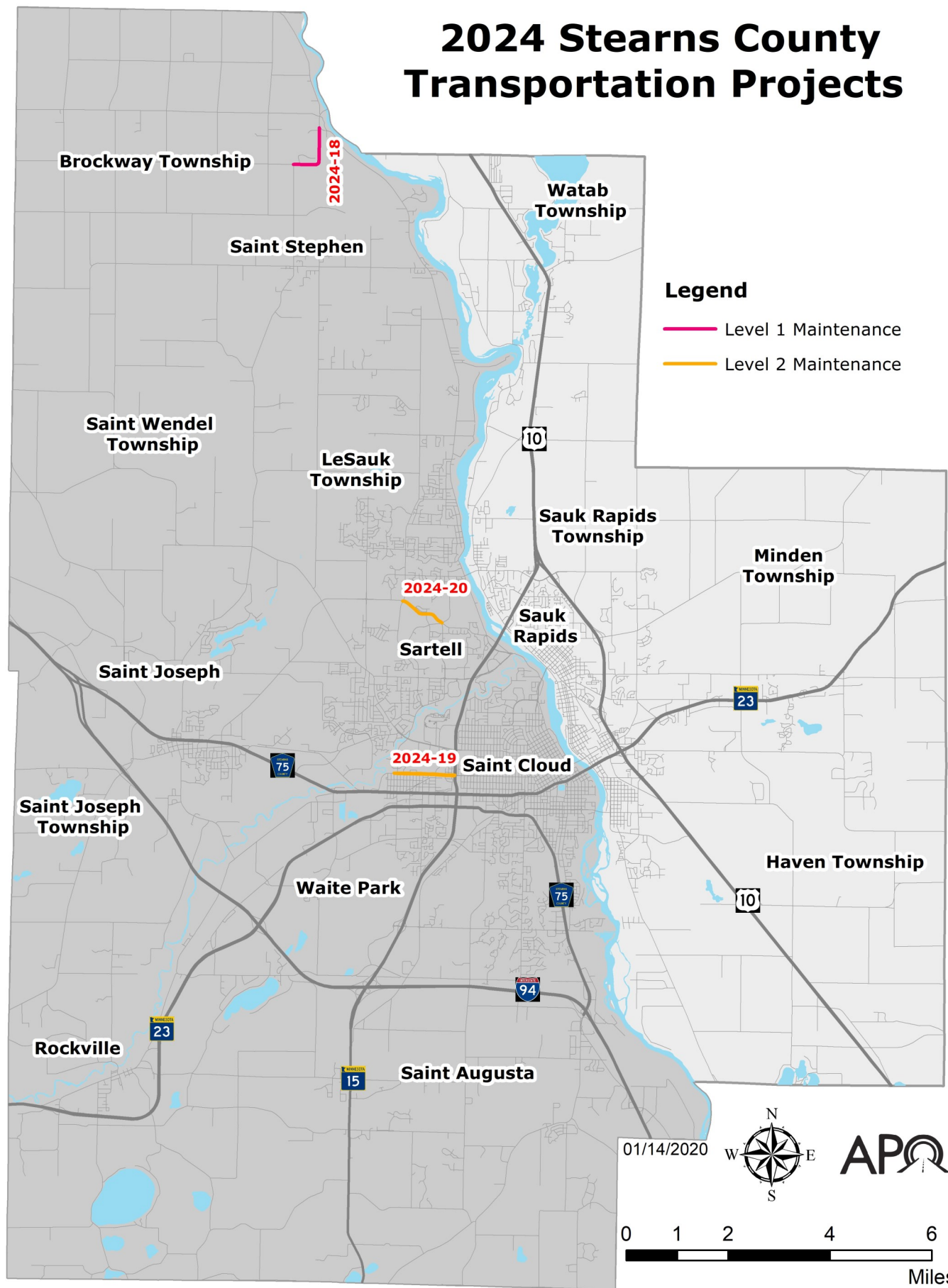


City of Sauk Rapids 2024 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
2	\$4,807,800

Project ID	Route	Description	Miles	Estimated Project Cost
2024-16	Second Avenue S; Seventh, Sixth, Eighth, Ninth Streets S; Third Avenue S	Street, sanitary sewer, water main, and storm sewer work on Second Avenue S (Benton Drive to 10th Street S) and side streets: Seventh Street S (Broadway to railroad tracks); Sixth Street S (Broadway to Second Avenue); Eighth Street S (Broadway to Third Avenue); Ninth Street S (Broadway to Second Avenue); Third Avenue S (Eighth Street S to Ninth Street S)	N/A	\$4,407,800
2024-17	Sauk Rapids Bridge and Benton Drive	Right turn lane on Sauk Rapids Bridge and Benton Drive	N/A	\$400,000

2024 Stearns County Transportation Projects

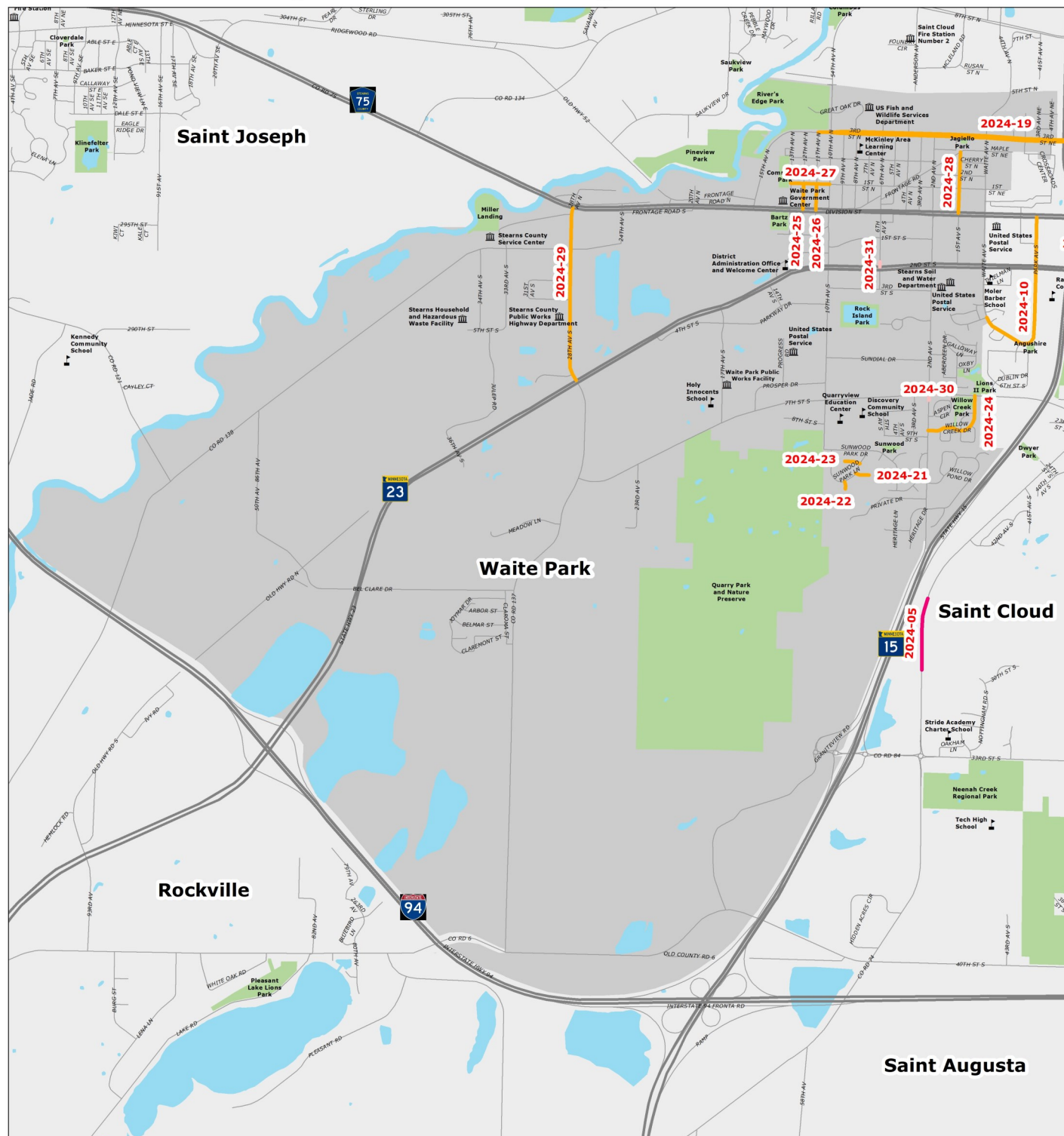


Stearns County 2024 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
3	\$2,650,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-18	CSAH 2	Reconstruction of CSAH 2 from 421st Street to CSAH 1	1.5	\$1,250,000
2024-19	CSAH 81	Resurface CSAH 81 from 12th Avenue to TH 15	1.3	\$1,000,000
2024-20	CSAH 133	Resurface CSAH 133 from Pinecone Road to Fourth Avenue S in Sartell	1.2	\$400,000

2024 Transportation Projects in Waite Park



02/05/2020

Legend

- Level 1 Maintenance
- Level 2 Maintenance
- Level 3 Maintenance
- Capacity Expansion
- Active Transportation Facility
- Miscellaneous



0 0.25 0.5 1 1.5

Miles

City of Waite Park 2024 Projects

Total Number of Projects	Total Project Cost within APO Planning Area
11	\$2,862,000

Project ID	Route	Description	Miles	Estimated Project Cost
2024-21	Pinewood Court	Street preservation on Pinewood Court from Sunwood Park Lane to end	N/A	\$40,000
2024-22	Plumwood Court	Street preservation Plumwood Court from Sunwood Park Lane to end	N/A	\$20,000
2024-23	Popplewood Court	Street preservation on Popplewood Court from Sunwood Lane to end	N/A	\$40,000
2024-24	Willow Creek Drive	Street preservation on Willow Creek Drive from Second Avenue to County Road 137	N/A	\$200,000
2024-25	11th Avenue N	Street preservation on 11th Avenue N from Division Street to First Street N	N/A	\$60,000
2024-26	12th Avenue N	Street preservation on 12th Avenue N from Division Street to First Street N	N/A	\$60,000
2024-27	First Street N	Street preservation on First Street N from 10th Avenue N to 13th Avenue N	N/A	\$100,000
2024-28	First Avenue N	Street preservation on First Avenue N from Division Street to Maple Street N	N/A	\$150,000
2024-29	28th Avenue S	Street preservation on 28th Avenue S from Division Street to Highway 23	N/A	\$792,000
2024-30	Second Avenue S and Seventh Street S	Roundabout construction at intersection of Second Avenue S and Seventh Street S	N/A	\$1,000,000
2024-31	Sixth Avenue S	Right turn lane construction on Sixth Avenue S at Second Street S	N/A	\$400,000



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

T. 320.252.7568 F. 320.252.6557

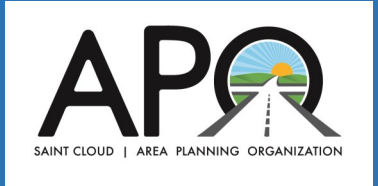
TO: Saint Cloud Area Planning Organization TAC
FROM: Alex McKenzie, Planning Technician
RE: 2018 Transportation Performance Monitoring Report
DATE: Feb. 27, 2020

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

Attached is the full 2018 Transportation Performance Monitoring Report

Suggested Action: Approval.

Saint Cloud Area Planning Organization Transportation Performance Monitoring Report



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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Common Acronyms

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

AQI: Air Quality Index.

CNG: Compressed Natural Gas.

DOT: Department of Transportation.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

DEED: Minnesota Department of Employment and Economic Development.

DIV: Digital Inspection Vehicle.

EDR: Economic Development Region.

FAST Act: Fixing America's Surface Transportation Act.

FHWA: Federal Highway Administration.

FR: Fixed Route.

FTA: Federal Transit Administration.

GPS: Global Positioning System.

HPMS: Highway Performance Monitoring System.

HSIP: Highway Safety Improvement Program.

IRI: International Roughness Index.

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

MN: Minnesota.

MnDOT: Minnesota Department of Transportation.

MPCA: Minnesota Pollution Control Agency.

MPO: Metropolitan Planning Organization.

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

MTP: Metropolitan Transportation Plan.

NCB: Northstar Commuter Bus.

NHS: National Highway System.

NHTSA: National Highway Traffic Safety Administration

NPMRDS: National Performance Management Research Data Set.

NTD: National Transit Database.

PBP: Performance-Based Planning.

SEP: Stakeholder Engagement Plan.

SGR: State of Good Repair.

SOV: Single-Occupancy Vehicle.

STC: Saint Cloud Regional Airport

STIP: Statewide Transportation Improvement Program.

TAC: Saint Cloud APO's Technical Advisory Committee.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TPMR: Transportation Performance Management Report.

Tri-CAP: Tri-County Action Program.

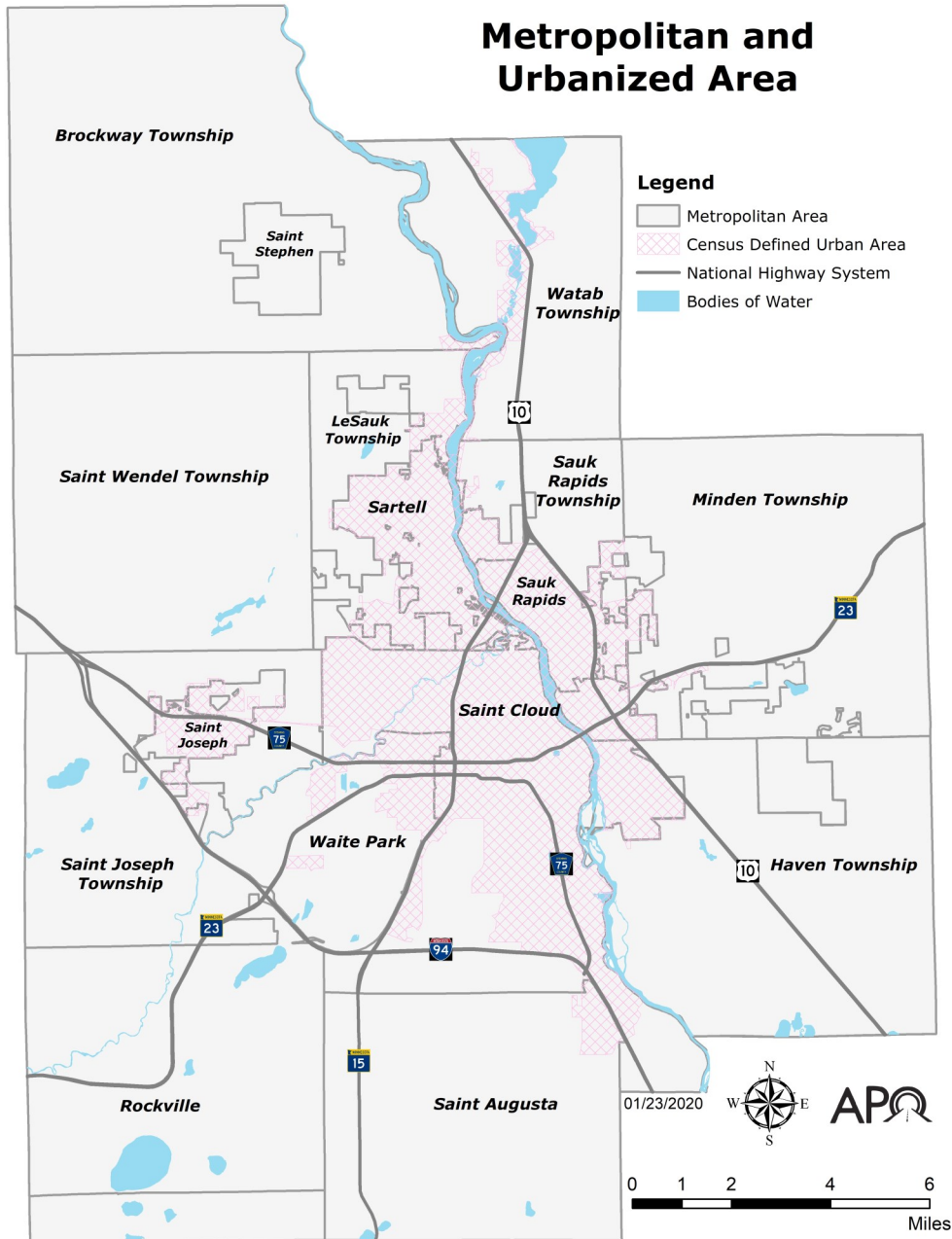
TSM: Transportation System Management.

TTTR: Truck Travel Time Reliability.

VMT: Vehicle Miles Traveled.

Introduction

APO Planning Area



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

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

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

1966

Year the APO was incorporated.

135,441

Estimated population in the Saint Cloud APO planning area in 2018.

Introduction

Performance Measures

The APO and Performance Measures

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

The APO approved its 2045 MTP in October 2019. During that process, staff incorporated federally mandated performance measures into the MTP including but not limited to, those found within this report. In addition, APO staff have been working to develop a variety of other performance measures to assist in future planning and project implementation. It is the goal of the APO that these performance measures identified in the MTP will help further align current and future projects with the overall goals and objectives established in the [MTP](#).

Based on the Transportation Performance Management ([TPM](#)) assessment tool, the APO is currently working towards a maturity level two, the developing phase. Work is underway to strengthen transportation performance management in the APO. A transportation performance management framework is being defined to provide alignment across the organization and across different planning and programming functions. Modifications to data collection and management processes and analysis tools are being planned in order to better support the performance framework. Organizational roles are being defined and a strategy for training and workforce development in support of transportation performance management is being developed.

Strategic Direction

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

Target Setting

- The APO is collaboratively developing a methodology to understand baselines and set targets within agreed-upon

Performance-Based Planning

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

Performance-Based Programming

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

Monitoring and Adjustment

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

Reporting and Communication

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

Introduction

Performance Measures

What are Performance Measures?

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

What is Transportation Performance Management?

Transportation Performance Management (TPM) is a strategic approach that uses system information such as performance measures to assist policy decisions in order to achieve performance goals.

What is Performance-Based Planning?

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

How does the APO use performance measures?

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



Strategic Level

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

Decision Making Level

Performance measures are used to inform and assess the financial policies for allocating funds among programs such as highway preservation, system expansion, public transportation, multimodal trails, etc. These programs are defined in the TIP. Decision makers also consider various trends impacting transportation system

Project Delivery Level

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

Introduction

Performance Measures

Why does the APO use Performance Measures?

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

Why set targets?

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

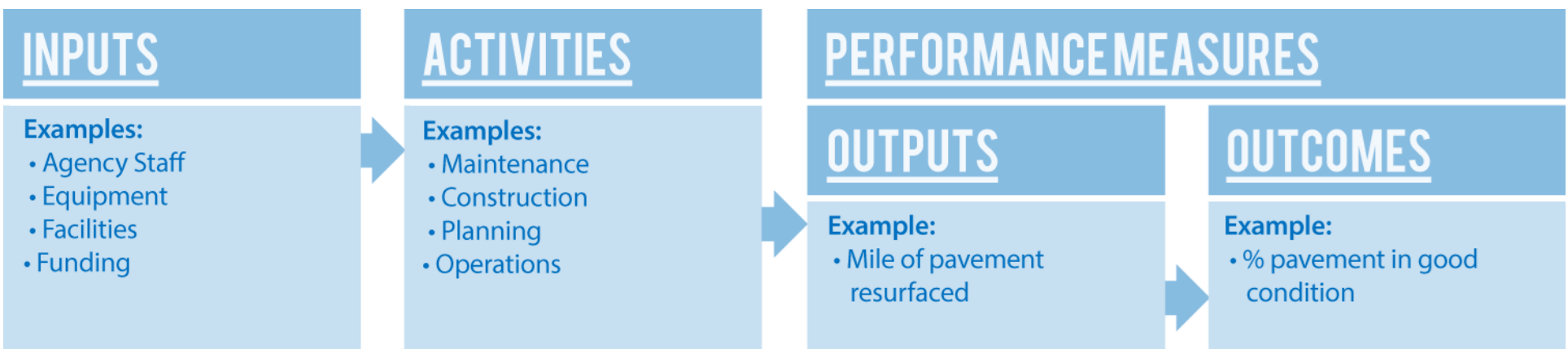
Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting differing targets from the state, the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within its MTP.

Who sets the targets?

APO staff along with planning partners, the APO's Technical Advisory Committee (TAC), the APO's Policy Board and Metropolitan Transit Commission (MTC) have collaborated to establish these targets.

What are the desired characteristics of performance measures?

- ◆ *Measureable with available tools/data*—May require or minimal additional cost for data collection.
- ◆ *Forecastable*—Enables data-driven target setting based on future conditions.
- ◆ *Clear to the public and policymakers*—Allows performance storytelling to citizens and policymakers.
- ◆ *Agency has influence over results*—Measure agency activities rather than impact of external factors.



Introduction

Performance Measures

Federal Performance Measures.

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

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

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

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

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

Roadway Safety	Roadway Accessibility, Mobility, and Connectivity	Roadway Management and Preservation	Roadway Metropolitan Vitality and Economic Development
<ul style="list-style-type: none"> ◆ Number of fatalities. ◆ Rate of fatalities. ◆ Number of serious injuries. ◆ Rate of serious injuries. ◆ Number of non-motorized fatalities and serious injuries. ◆ Transit Safety. 	<ul style="list-style-type: none"> ◆ Annual percent of person -miles traveled on the Interstate and non-Interstate National Highway System that are reliable. ◆ State of Good Repair for equipment, facilities, and rolling stock. ◆ Transit Economic Requirements Model (TERM) scale for transit. 	<ul style="list-style-type: none"> ◆ Interstate system pavement conditions. ◆ Non-Interstate NHS pavement conditions. ◆ Bridge conditions. ◆ Transit Mechanical Failures. 	<ul style="list-style-type: none"> ◆ Truck Travel Time Reliability Index.

Goal 1: Maintain and Enhance Transportation Safety

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



Photos courtesy of APO

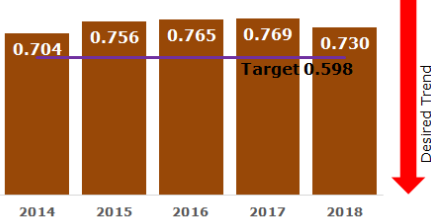
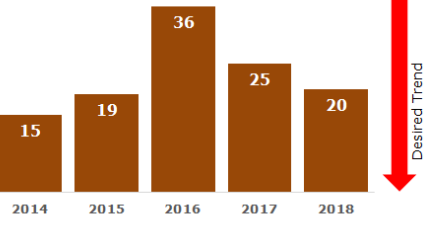
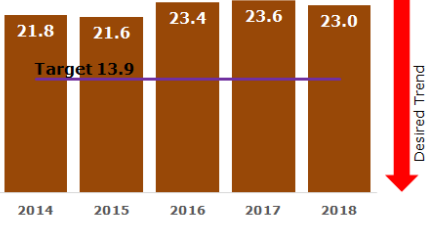
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis												
Number of Crashes: Total number of crashes that occurred on roadways within the MPA.	Performance Indicator	2,842	<table><tr><th>Year</th><th>Crashes</th></tr><tr><td>2014</td><td>2,472</td></tr><tr><td>2015</td><td>2,209</td></tr><tr><td>2016</td><td>3,064</td></tr><tr><td>2017</td><td>2,773</td></tr><tr><td>2018</td><td>2,842</td></tr></table>	Year	Crashes	2014	2,472	2015	2,209	2016	3,064	2017	2,773	2018	2,842	The total number of crashes in 2018 was at 2,842. This is a 2.5% increase from 2,773 in 2017 or an increase of 69 crashes. There was a 7.3% decrease in 2018 from the five-year high of 3,064 in 2016. The APO desires the total number of crashes to decrease.
Year	Crashes															
2014	2,472															
2015	2,209															
2016	3,064															
2017	2,773															
2018	2,842															
Rate of Crashes: Number of crashes that occurred on roadways within the MPA per 100 million vehicle miles traveled (VMT).	Performance Indicator	201.704	<table><tr><th>Year</th><th>Rate of Crashes</th></tr><tr><td>2014</td><td>228.513</td></tr><tr><td>2015</td><td>201.186</td></tr><tr><td>2016</td><td>264.745</td></tr><tr><td>2017</td><td>230.844</td></tr><tr><td>2018</td><td>201.704</td></tr></table>	Year	Rate of Crashes	2014	228.513	2015	201.186	2016	264.745	2017	230.844	2018	201.704	The total crash rate in 2018 was at 201.704. This is a 23.8% decrease from the five-year high of 264.745 in 2016. The APO desires the total crash rate to decrease.
Year	Rate of Crashes															
2014	228.513															
2015	201.186															
2016	264.745															
2017	230.844															
2018	201.704															
Number of Fatalities: Number of fatalities for each of the most recent five consecutive years ending in the year for which the targets are established.	Performance Indicator	9	<table><tr><th>Year</th><th>Fatalities</th></tr><tr><td>2014</td><td>6</td></tr><tr><td>2015</td><td>13</td></tr><tr><td>2016</td><td>7</td></tr><tr><td>2017</td><td>8</td></tr><tr><td>2018</td><td>9</td></tr></table>	Year	Fatalities	2014	6	2015	13	2016	7	2017	8	2018	9	Nine fatalities were reported in 2018, an increase of one from 2017. This is a 30.8% decrease from the five-year high of 13 in 2015. The APO desires the number of fatalities to decrease.
Year	Fatalities															
2014	6															
2015	13															
2016	7															
2017	8															
2018	9															
Number of Fatalities Five Year Average: Number of fatalities for each of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.	7.8	8.6	<table><tr><th>Year</th><th>Five Year Average</th></tr><tr><td>2014</td><td>7.6</td></tr><tr><td>2015</td><td>8.2</td></tr><tr><td>2016</td><td>8.4</td></tr><tr><td>2017</td><td>8.6</td></tr><tr><td>2018</td><td>8.6</td></tr></table>	Year	Five Year Average	2014	7.6	2015	8.2	2016	8.4	2017	8.6	2018	8.6	The five year average for fatalities in 2018 was 8.6. This is a 13.2% increase from 2014 and is a five-year high. The APO has set a 2018 target of less than 7.8 fatalities.
Year	Five Year Average															
2014	7.6															
2015	8.2															
2016	8.4															
2017	8.6															
2018	8.6															

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis
<p>Rate of Fatalities: Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent five 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.</p>	0.598	0.730		<p>The five year average fatality rate for 2018 was at 0.730. This is a 5.1% decrease from 2017 and the second lowest rate in five years. The APO set a 2018 fatality rate target of less than 0.598.</p>
<p>Number of Suspected Serious Injuries: Addition of the number of suspected serious injuries for each of the most recent five consecutive years ending in the year for which the targets are established.</p>	Performance Indicator	20		<p>The number of suspected serious injuries in 2018 was 20. This is a 20.0% decrease from 2017's 25 suspected serious injuries in 2017. This was a 44.4% decrease from the five year high of 36 in 2016. The APO desires the number of suspected serious injuries to decrease.</p>
<p>Number of Suspected Serious Injuries Five Year Average: Addition of the number of suspected serious injuries for each of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.</p>	13.9	23.0		<p>The five-year average for suspected serious injuries in 2018 was 23.0. This is a 0.6% decrease from the five year high of 23.6 in 2017. The APO has set a 2018 target of less than 13.9 serious injuries.</p>

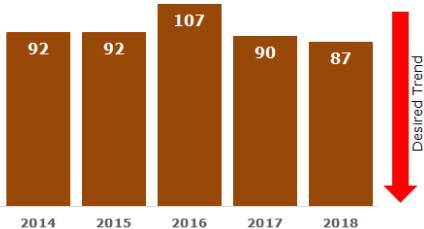
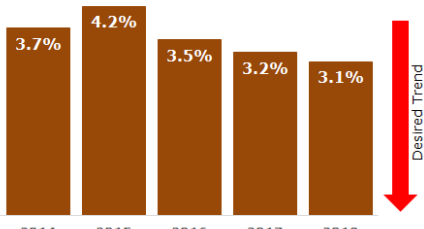
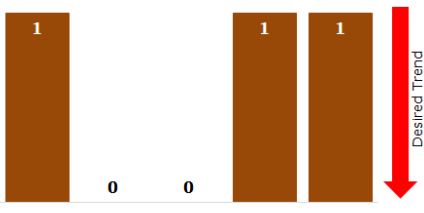
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis
Rate of Suspected Serious Injuries: Calculation of the number of suspected serious injuries per 100 million VMT (100M VMT) for each of the most recent five 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.	1.070	1.946	<p>Target 1.070</p>	<p>The suspected serious injury rate five-year average for 2018 was 1.946. This is a 6.8% decrease from the 2.088 in 2017 and a five year low. The APO has set a serious injury rate 2018 target less than 1.070.</p>
Number of Non-Motorized Fatalities and Suspected Serious Injuries: Addition of the number of non-motorized fatalities to the number of non-motorized suspected serious injuries for each of the most recent five consecutive years ending in the year for which the targets are established.	Performance Indicator	9		<p>The number of non-motorized fatalities and suspected serious injuries in 2018 was nine. This is a 28.6% increase or an additional two fatalities and suspected serious injuries compared to 2017. This was a 25% decrease from the five-year high of 12 in 2015. The APO desires the number of fatalities and suspected serious injuries to decrease.</p>
Number of Non-Motorized Fatalities and Suspected Serious Injuries Five Year Average: Addition of the number of non-motorized fatalities to the number of non-motorized suspected serious injuries for each of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.	7.0	8.2	<p>Target 7.0</p>	<p>The five year average for non-motorized fatalities and suspected serious injuries in 2018 was at 8.2. This is a 5.1% increase from 7.8 in 2017 and is a five-year high. The APO has set a 2018 target of less than 7.0 fatalities and suspected serious injuries.</p>

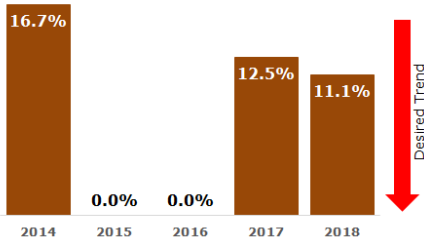
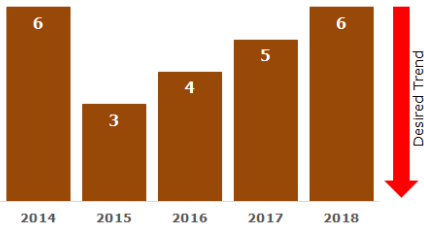
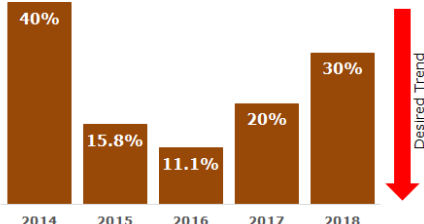
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis												
Number of Chemical Impairment Crashes: Addition of the number of crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years ending in the year for which the targets are established.		87	 <table><thead><tr><th>Year</th><th>Crashes</th></tr></thead><tbody><tr><td>2014</td><td>92</td></tr><tr><td>2015</td><td>92</td></tr><tr><td>2016</td><td>107</td></tr><tr><td>2017</td><td>90</td></tr><tr><td>2018</td><td>87</td></tr></tbody></table>	Year	Crashes	2014	92	2015	92	2016	107	2017	90	2018	87	The number of chemical impairment crashes in 2018 was at 87. This is a 3.3% decrease or three less crashes compared to 2017. This was also an 18.7% decrease from the five year high of 107 crashes in 2016. The APO desires the number of chemical impairment crashes to decrease.
Year	Crashes															
2014	92															
2015	92															
2016	107															
2017	90															
2018	87															
Percent of Chemical Impairment Crashes: Addition of the number of chemical impairment crashes divided by the total number of crashes for each of the most recent five consecutive years ending in the year for which the targets are established, expressed as a percent.		3.1%	 <table><thead><tr><th>Year</th><th>Percent</th></tr></thead><tbody><tr><td>2014</td><td>3.7%</td></tr><tr><td>2015</td><td>4.2%</td></tr><tr><td>2016</td><td>3.5%</td></tr><tr><td>2017</td><td>3.2%</td></tr><tr><td>2018</td><td>3.1%</td></tr></tbody></table>	Year	Percent	2014	3.7%	2015	4.2%	2016	3.5%	2017	3.2%	2018	3.1%	The percent of chemical impairment crashes in 2018 was 3.1%. This is a 1.1 percentage point decrease from the five year high of 4.2% in 2015. The APO desires the percent of chemical impairment crashes to decrease.
Year	Percent															
2014	3.7%															
2015	4.2%															
2016	3.5%															
2017	3.2%															
2018	3.1%															
Fatal Chemical Impairment Crashes: Addition of the number of fatal crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years ending in the year for which the targets are established.		1	 <table><thead><tr><th>Year</th><th>Crashes</th></tr></thead><tbody><tr><td>2014</td><td>1</td></tr><tr><td>2015</td><td>0</td></tr><tr><td>2016</td><td>0</td></tr><tr><td>2017</td><td>1</td></tr><tr><td>2018</td><td>1</td></tr></tbody></table>	Year	Crashes	2014	1	2015	0	2016	0	2017	1	2018	1	The number of fatal chemical impairment crashes in 2018 was one. In the past five years the fatal chemical impairment crashes have not rose above one. The APO desires fatal chemical impairment crashes to decrease.
Year	Crashes															
2014	1															
2015	0															
2016	0															
2017	1															
2018	1															

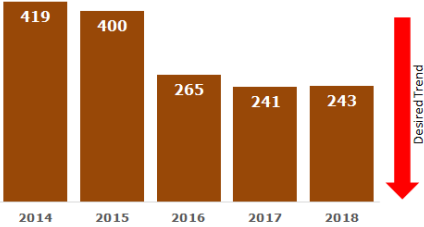
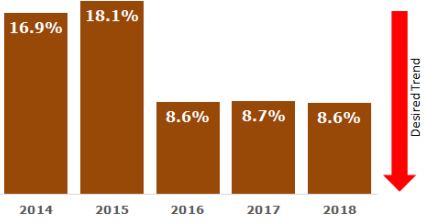
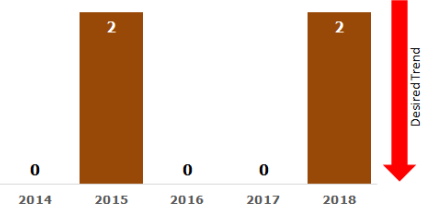
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis												
<p>Percent of Fatal Chemical Impairment Crashes:</p> <p>Addition of the number of fatal chemical impairment crashes divided by the total number of crashes for each of the most recent five consecutive years ending in the year for which the targets are established, expressed as a percent.</p>	Performance Indicator	11.1%	 <table><thead><tr><th>Year</th><th>Percent</th></tr></thead><tbody><tr><td>2014</td><td>16.7%</td></tr><tr><td>2015</td><td>0.0%</td></tr><tr><td>2016</td><td>0.0%</td></tr><tr><td>2017</td><td>12.5%</td></tr><tr><td>2018</td><td>11.1%</td></tr></tbody></table>	Year	Percent	2014	16.7%	2015	0.0%	2016	0.0%	2017	12.5%	2018	11.1%	<p>The percent of fatal chemical impairment crashes in 2018 was 11.1%. This is a 5.6 percentage point decrease from the five-year high of 16.7% in 2014. The APO desires the percent of fatal chemical impairment crashes to decrease.</p>
Year	Percent															
2014	16.7%															
2015	0.0%															
2016	0.0%															
2017	12.5%															
2018	11.1%															
<p>Suspected Serious Injury Chemical Impairment Crashes:</p> <p>Addition of the number of suspected serious injury crashes wherein the driver had been drinking or taking drugs for each of the most recent five consecutive years ending in the year for which the targets are established.</p>	Performance Indicator	6	 <table><thead><tr><th>Year</th><th>Number of Crashes</th></tr></thead><tbody><tr><td>2014</td><td>6</td></tr><tr><td>2015</td><td>3</td></tr><tr><td>2016</td><td>4</td></tr><tr><td>2017</td><td>5</td></tr><tr><td>2018</td><td>6</td></tr></tbody></table>	Year	Number of Crashes	2014	6	2015	3	2016	4	2017	5	2018	6	<p>The number of suspected serious injury chemical impairment crashes in 2018 was six. This is a 20% increase from five crashes in 2017 and is tied with 2014 for a five year high. The APO desires suspected serious injury chemical impairment crashes to decrease.</p>
Year	Number of Crashes															
2014	6															
2015	3															
2016	4															
2017	5															
2018	6															
<p>Percent of Suspected Serious Injury Chemical Impairment Crashes:</p> <p>Addition of the number of serious injury chemical impairment crashes divided by the total number of crashes for each of the most recent five consecutive years ending in the year for which the targets are established, expressed as a percent.</p>	Performance Indicator	30%	 <table><thead><tr><th>Year</th><th>Percent</th></tr></thead><tbody><tr><td>2014</td><td>40%</td></tr><tr><td>2015</td><td>15.8%</td></tr><tr><td>2016</td><td>11.1%</td></tr><tr><td>2017</td><td>20%</td></tr><tr><td>2018</td><td>30%</td></tr></tbody></table>	Year	Percent	2014	40%	2015	15.8%	2016	11.1%	2017	20%	2018	30%	<p>The percent of suspected serious injury chemical impairment crashes in 2018 was 30%. This is a 10 percentage point increase from 20% in 2017. This was a 10 percentage point decrease from the five year high of 40% in 2014. The APO desires the percent of suspected serious injury chemical impairment crashes to decrease.</p>
Year	Percent															
2014	40%															
2015	15.8%															
2016	11.1%															
2017	20%															
2018	30%															

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis
<p><i>Distracted Driving Crashes:</i> Addition of the number of crashes of all types involving distracted driving for each of the most recent five consecutive years ending in the year for which the targets are established.</p>	Performance Indicator	243		<p>The number of distracted driving crashes in 2018 was 243. This is a 42% decrease from the five-year high of 419 in 2014. The APO desires the number of distracted driving crashes to decrease.</p>
<p><i>Percent of Distracted Driving Crashes:</i> Addition of the number of crashes of all types involving distracted driving divided by the total number of crashes for each of the most recent five consecutive years ending in the year for which the targets are established, expressed as a percent.</p>	Performance Indicator	8.6%		<p>The percent of distracted driving crashes in 2018 was 8.6%. This is a 9.5 percentage point decrease from the five-year high of 18.1% in 2015. The APO desires the percent of distracted driving crashes to decrease.</p>
<p><i>Fatal Distracted Driving Crashes:</i> Addition of the number of fatal crashes of all types involving distracted driving for each of the most recent five consecutive years ending in the year for which the targets are established.</p>	Performance Indicator	2		<p>The number of fatal distracted driving crashes in 2018 was two. The five-year high is two. The APO desires the number of fatal distracted driving crashes to decrease.</p>

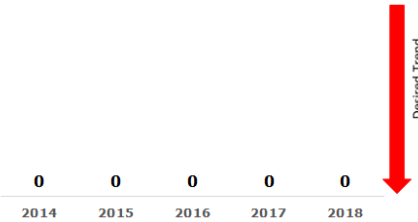
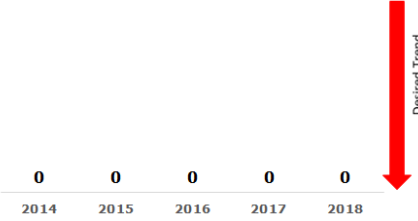
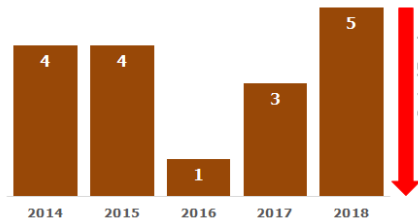
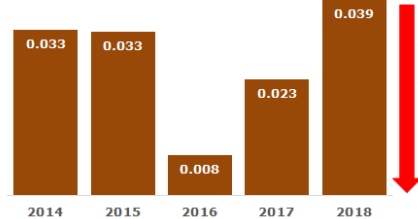
Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis												
Percent of Fatal Distracted Driving Crashes: Addition of the number of fatal crashes of all types involving distracted driving divided by the total number of crashes for each of the most recent five consecutive years ending in the year for which the targets are established, expressed as a percent.	Performance Indicator	22.2%	<table><thead><tr><th>Year</th><th>Percent</th></tr></thead><tbody><tr><td>2014</td><td>0.0%</td></tr><tr><td>2015</td><td>15.4%</td></tr><tr><td>2016</td><td>0.0%</td></tr><tr><td>2017</td><td>0.0%</td></tr><tr><td>2018</td><td>22.2%</td></tr></tbody></table>	Year	Percent	2014	0.0%	2015	15.4%	2016	0.0%	2017	0.0%	2018	22.2%	The percent of fatal distracted driving crashes in 2018 was 22.2%. This is a 6.8 percentage point increase from the 2015 number of 15.4%. The APO desires the percent of fatal distracted crashes to decrease.
Year	Percent															
2014	0.0%															
2015	15.4%															
2016	0.0%															
2017	0.0%															
2018	22.2%															
Distracted Driving Suspected Serious Injury Crashes: Addition of the number of suspected serious injury crashes of all types involving distracted driving for each of the most recent five consecutive years ending in the year for which the targets are established.	Performance Indicator	2	<table><thead><tr><th>Year</th><th>Count</th></tr></thead><tbody><tr><td>2014</td><td>2</td></tr><tr><td>2015</td><td>4</td></tr><tr><td>2016</td><td>2</td></tr><tr><td>2017</td><td>3</td></tr><tr><td>2018</td><td>2</td></tr></tbody></table>	Year	Count	2014	2	2015	4	2016	2	2017	3	2018	2	The number of distracted driving suspected serious injury crashes in 2018 was two. This is a 50% decrease from the five year high of four in 2015. The APO desires the number of distracted driving suspected serious injury crashes to decrease.
Year	Count															
2014	2															
2015	4															
2016	2															
2017	3															
2018	2															
Percent of Distracted Driving Suspected Serious Injury Crashes: Addition of the number of suspected serious injury crashes of all types involving distracted driving divided by the total number of crashes for each of the most recent five consecutive years ending in the year for which the targets are established, expressed as a percent.	Performance Indicator	10%	<table><thead><tr><th>Year</th><th>Percent</th></tr></thead><tbody><tr><td>2014</td><td>13.3%</td></tr><tr><td>2015</td><td>21.1%</td></tr><tr><td>2016</td><td>5.6%</td></tr><tr><td>2017</td><td>12.0%</td></tr><tr><td>2018</td><td>10.0%</td></tr></tbody></table>	Year	Percent	2014	13.3%	2015	21.1%	2016	5.6%	2017	12.0%	2018	10.0%	The percent of distracted driving suspected serious injury crashes in 2018 was 10%. This is a 11.1 percentage point decrease from the five year high of 21.1% in 2015. The APO desires percent of distracted suspected serious injury crashes to decrease.
Year	Percent															
2014	13.3%															
2015	21.1%															
2016	5.6%															
2017	12.0%															
2018	10.0%															

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Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis
Number of Fixed Route (FR) Fatalities: Total number of reportable FR fatalities.	TBD in 2020	0		The total number of reportable FR fatalities over the past five years have been zero. The APO desires the number of FR fatalities to stay at zero.
Rate of Fatalities (FR): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0		The FR rate of fatalities over the past five years have been zero. The APO desires the rate of FR fatalities to stay at zero.
Number of FR Injuries: Total number of reportable FR injuries.	TBD in 2020	5		The total number of reportable FR injuries was five in 2018. This is a 66.7% increase from three injuries in 2017. The APO desires the number of FR injuries to decrease.
Rate of Injuries (FR): Number of injuries divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.039=0.0000039	TBD in 2020	0.039		The rate of reportable FR injuries was 0.039 in 2018. This is a 69.6% increase from 0.023 in 2017. The APO desires the rate of FR injuries to decrease.

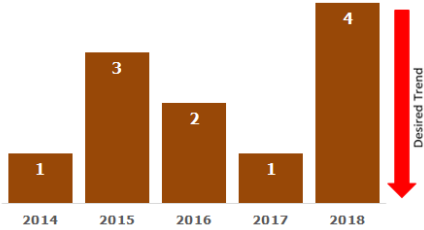
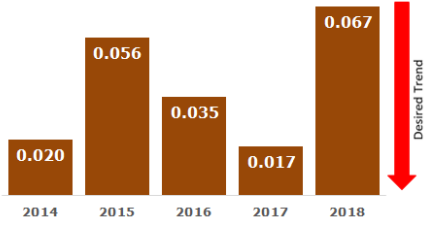
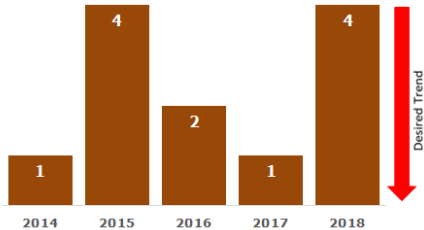
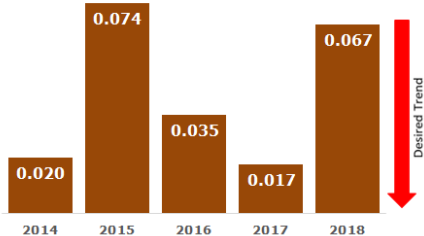
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Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis
Number of FR Safety Events: Total number of reportable FR safety events.	TBD in 2020	5		The total number of safety events was five in 2018. This is a 66.7% increase from three safety events in 2017. The APO desires the number of FR safety events to decrease.
Safety Event Rate (FR): Rate of FR safety events divided by total vehicle revenue miles. Numbers are in the ten thousandths place $0.039 = 0.0000039$	TBD in 2020	0.039		The rate of reportable rate of FR safety events was 0.039 in 2018. This is a 69.6% increase from 0.023 in 2017. The APO desires the rate of FR safety events to decrease.
Number of Dial-a-Ride (DAR) Fatalities: Total number of reportable DAR fatalities.	TBD in 2020	0		The total number of reportable DAR fatalities over the past five years have been zero. The APO desires the number of DAR fatalities to stay at zero.
Fatality Rate (DAR): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0		The DAR rate of fatalities over the past five years have been zero. The APO desires the rate of DAR fatalities to stay at zero.

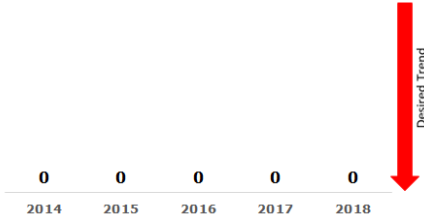
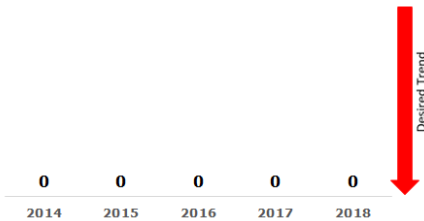
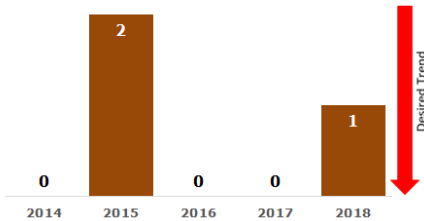
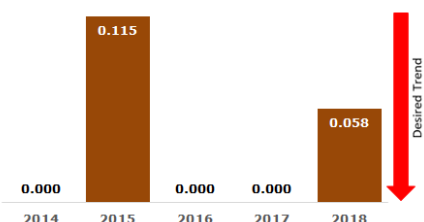
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Measure	Target	2018 Result	Multi-Year Trend	Analysis
Number of DAR Injuries: Total number of reportable DAR injuries.	TBD in 2020	4		There were four reportable DAR injuries in 2018. This is a 300% increase from one in 2017. The APO desires the number of DAR injuries to decrease.
Rate of Injury (DAR): Number of injuries divided by total vehicle revenue miles. Numbers are in the ten thousandths place $0.067 = 0.0000067$	TBD in 2020	0.067		The rate of reportable DAR injuries increased 294.1% from 0.017 in 2017 to 0.067 in 2018. The year 2018 marks a five year high. The APO desires the rate of DAR injuries to decrease.
Number of DAR Safety Events: Total number of reportable DAR safety events.	TBD in 2020	4		The total number of reportable DAR safety events was at four in 2018. This is a 300% increase from one in 2017. The APO desires the number of DAR safety events to decrease.
Safety Event Rate (DAR): Rate of DAR safety events divided by total vehicle revenue miles. Numbers are in the ten thousandths place $0.067 = 0.0000067$	TBD in 2020	0.067		The rate of reportable DAR safety events increased 294.1% from 0.017 in 2017 to 0.067 in 2018. The APO desires the rate of DAR safety events to decrease.

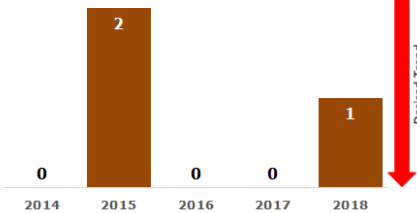
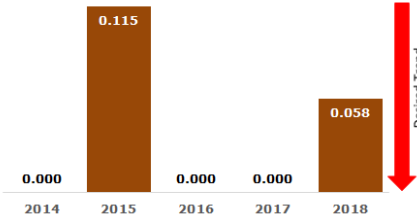
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Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis
Number of Northstar Commuter Bus (NCB) Fatalities: Total number of reportable NCB fatalities.	TBD in 2020	0		The total number of reportable NCB fatalities over the past five years have been zero. The APO desires the number of NCB fatalities to stay at zero.
Rate of Fatalities (NCB): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0		The NCB rate of fatalities over the past five years have been zero. The APO desires the NCB rate of fatalities to stay at zero.
Number of NCB Injuries: Total number of reportable NCB injuries.	TBD in 2020	1		The total number of reportable NCB injuries was at one in 2018. This is a 50% decrease from the five year high of two injuries in 2015. The APO desires the number of NCB injuries to decrease.
Rate of Injuries (NCB): Number of injuries divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.058=0.0000058	TBD in 2020	0.058		The rate of reportable NCB injuries was at 0.058 in 2018. This is a 49.6% decrease from the five year high of 0.115 in 2015. The APO desires the rate of NCB injury rate to decrease.

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Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis												
Number of NCB Safety Events: Total number of reportable NCB safety events.	TBD in 2020	1	 <table><thead><tr><th>Year</th><th>Number of NCB Safety Events</th></tr></thead><tbody><tr><td>2014</td><td>0</td></tr><tr><td>2015</td><td>2</td></tr><tr><td>2016</td><td>0</td></tr><tr><td>2017</td><td>0</td></tr><tr><td>2018</td><td>1</td></tr></tbody></table>	Year	Number of NCB Safety Events	2014	0	2015	2	2016	0	2017	0	2018	1	There was one reportable safety event in 2018. This is a 50% decrease from the five year high of two safety events in 2015. The APO desires the number of NCB safety events to decrease.
Year	Number of NCB Safety Events															
2014	0															
2015	2															
2016	0															
2017	0															
2018	1															
Safety Event Rate (NCB): Rate of NCB safety events divided by total vehicle revenue miles. Numbers are in the ten thousandths place 0.058=0.0000058	TBD in 2020	0.058	 <table><thead><tr><th>Year</th><th>Safety Event Rate (NCB)</th></tr></thead><tbody><tr><td>2014</td><td>0.000</td></tr><tr><td>2015</td><td>0.115</td></tr><tr><td>2016</td><td>0.000</td></tr><tr><td>2017</td><td>0.000</td></tr><tr><td>2018</td><td>0.058</td></tr></tbody></table>	Year	Safety Event Rate (NCB)	2014	0.000	2015	0.115	2016	0.000	2017	0.000	2018	0.058	The rate of reportable NCB safety events was at 0.058 in 2018. This is a 49.6% decrease from the five year high of 0.115 in 2015. The APO desires the NCB safety events to decrease.
Year	Safety Event Rate (NCB)															
2014	0.000															
2015	0.115															
2016	0.000															
2017	0.000															
2018	0.058															

Goal 1: Maintain and Enhance Transportation Safety

Fatality and Rate of Fatalities

Fatalities are calculated for the most recent five consecutive years and rate of fatalities is the number of fatalities per 100 million VMT for each of the most recent five consecutive years

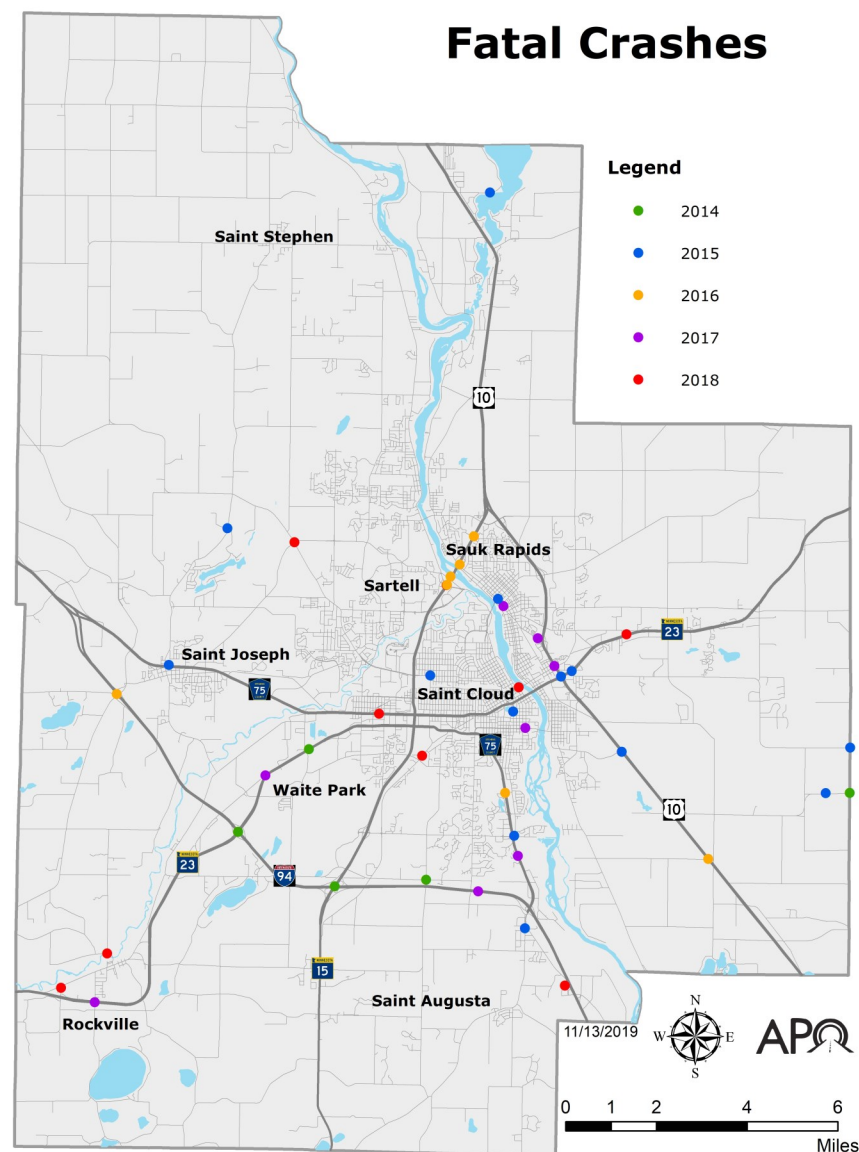


Figure 1.1-Fatal Crashes

Data Source: MnDOT.

Fatal Crashes

Displayed in Figure 1.1 are traffic fatalities and their locations within the APO planning area from 2014 to 2018. The majority of these crashes occurred on the National Highway System (NHS), which typically has a higher annual average daily traffic (AADT). There are no high concentrations of fatalities at any one intersection, but a couple of areas contain crashes within close proximity. Around the US 10 and MN 23 interchange there have been three fatalities within a quarter mile and near the MN 15 bridge in Sartell/Sauk Rapids, there were four fatalities in 2016.

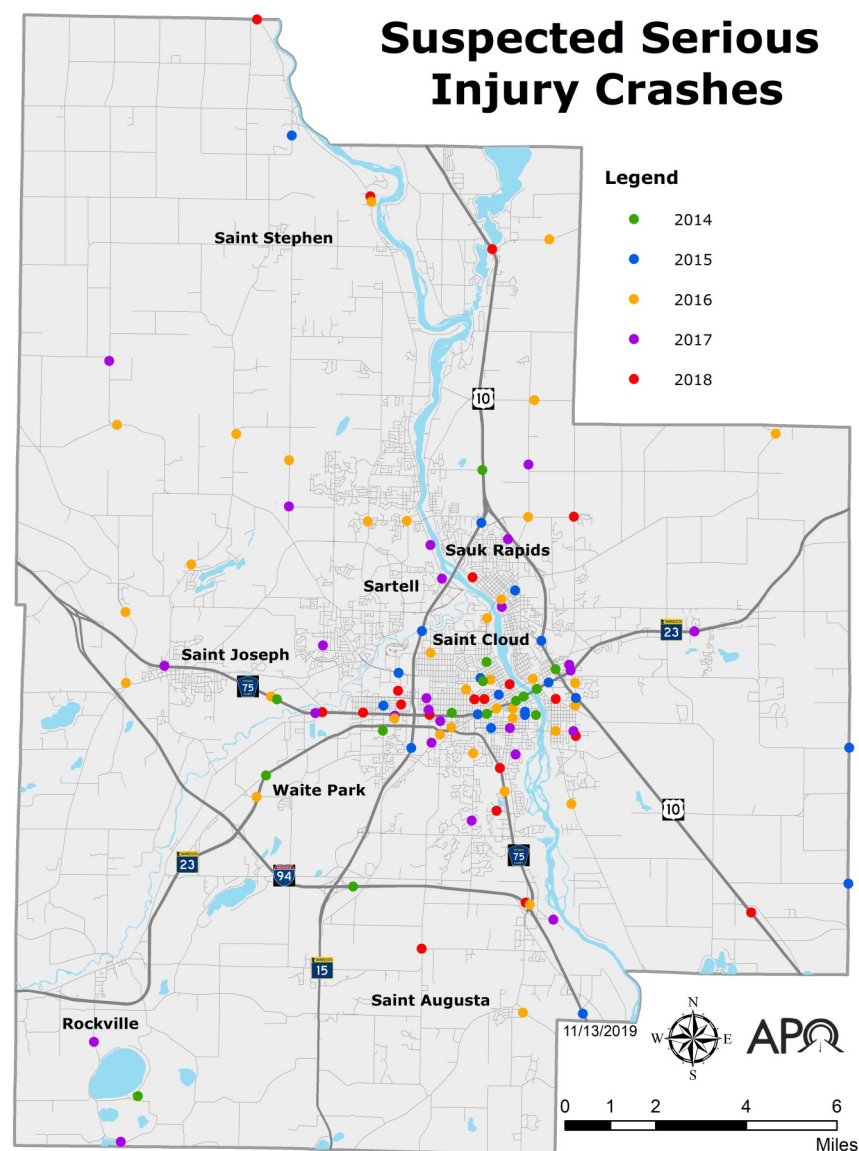
Seriousness of Crash

Fatal crash	Any crash in which a death has occurred as a result of the crash.
Suspected Serious Injury	Includes injuries serious enough to prevent normal activity for at least one day, such as massive blood loss, broken bones, etc.
Suspected Minor Injury	Injuries that are evident at the scene, but not serious enough to prevent normal activity, such as cuts, bruises, limping, etc.
Possible injury	Non-visible injuries but there are complaints of pain or momentary unconsciousness, such as headaches, etc.
Property Damage	No injuries as a result of the crash.

Goal 1: Maintain and Enhance Transportation Safety

Suspected Serious Injuries and Rate of Suspected Serious Injuries

Suspected serious injuries are calculated for the most recent five consecutive years and rate of suspected serious injuries are the number of suspected serious injuries per 100 million VMT for each of the most recent five consecutive years



Suspected Serious Injury Crashes

Figure 1.2 illustrates suspected serious injury crashes and their locations within the APO planning area from 2014 to 2018. The four highest crash types for the region are right angle, other, head-on, and run-off-road-right side. The four highest crash locations are at intersections, four legged intersections, T-intersections, and intersection-related. There is a higher concentration of crashes occurring near MN 23/Division Street in Saint Cloud and in the City of Saint Cloud in general.

The average cost per crash was developed in 2018 by U.S. Department of Transportation on a per crash basis for use in calculating benefit/cost comparisons. The costs include economic cost factors and a measure of the value of lost quality of life that society is willing to pay to prevent deaths and injuries associated with motor vehicle crashes. Costs reflect US DOT procedures contained in [Benefit-Cost Analysis Guidance for Discretionary Grant Programs](#).

Average Cost Per Crash	(2017 Dollars)
Fatal	\$9,600,000
Suspected Serious Injury	\$459,100
Suspected Minor Injury	\$125,000
Possible Injury	\$63,900
Property Damage	\$4,300

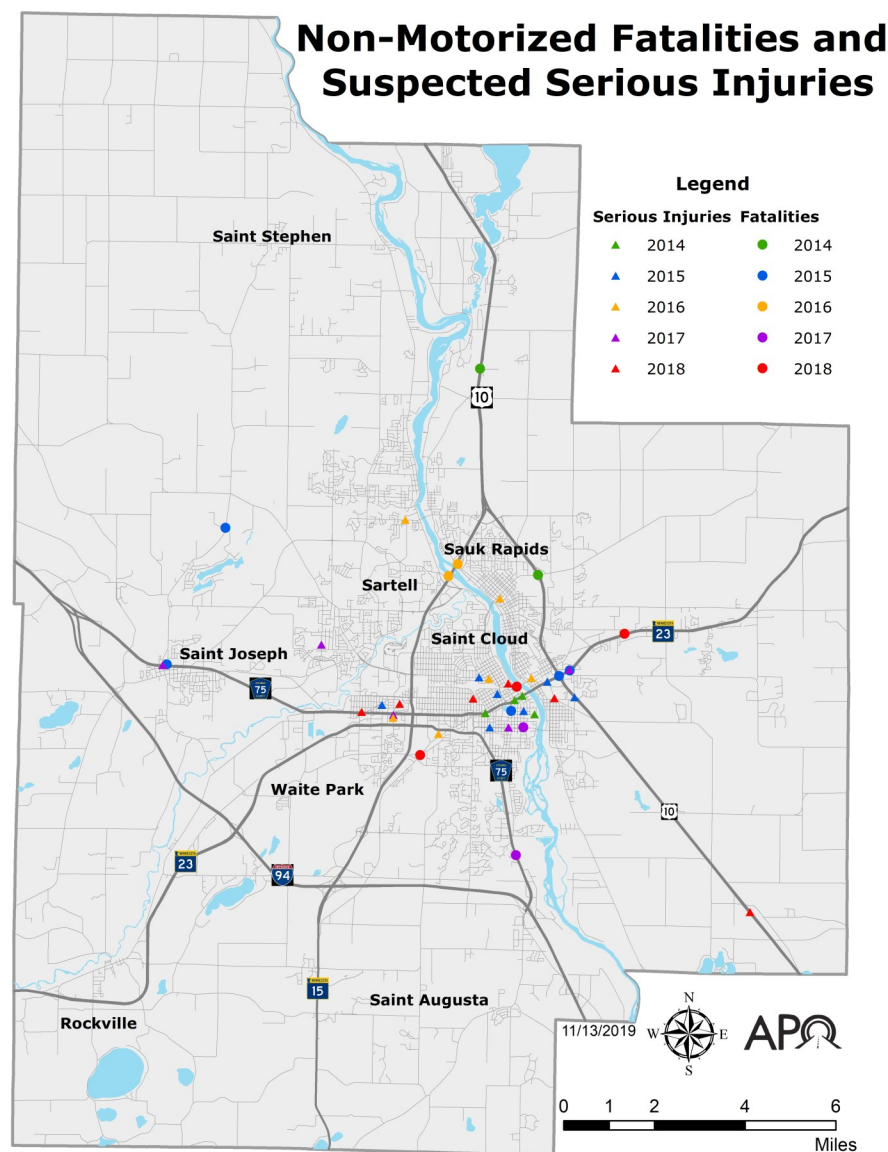
Figure 1.2-Suspected Serious Injury Crashes

Data Source: MnDOT.

Goal 1: Maintain and Enhance Transportation Safety

Non-Motorized Fatalities and Suspected Serious Injuries

The number of non-motorized fatalities and non-motorized suspected serious injuries for each of the most recent five consecutive years



Non-Motorized Fatalities and Suspected Serious Injury Crashes

Figure 1.3 illustrates non-motorized fatalities and suspected serious injury crashes and their locations within the APO planning area from 2014-2018. The majority of the crashes occurred within the City of Saint Cloud, in part because it is the most populated and urban walkable area in the region.

Accident Type for All Non-Motorized Crashes

- ◇ Right Angle: **48.6%.**
- ◇ Other: **17.9%.**
- ◇ Head-On: **9.1%.**
- ◇ Right Turn: **6.4%.**
- ◇ Left Turn: **5.9%.**

Location of All Non-Motorized Crashes

- ◇ Not at Intersection: **21.8%.**
- ◇ 4-Legged Intersection: **41.3%.**
- ◇ T-Intersection: **19.2%.**
- ◇ Intersection-Related: **8.41%.**
- ◇ Alley or Driveway: **5.5%.**

Figure 1.3-Non-Motorized Fatalities and Suspected Serious Injuries
Data Source: MnDOT.

Goal 1: Maintain and Enhance Transportation Safety

Chemical Impairment Crashes

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

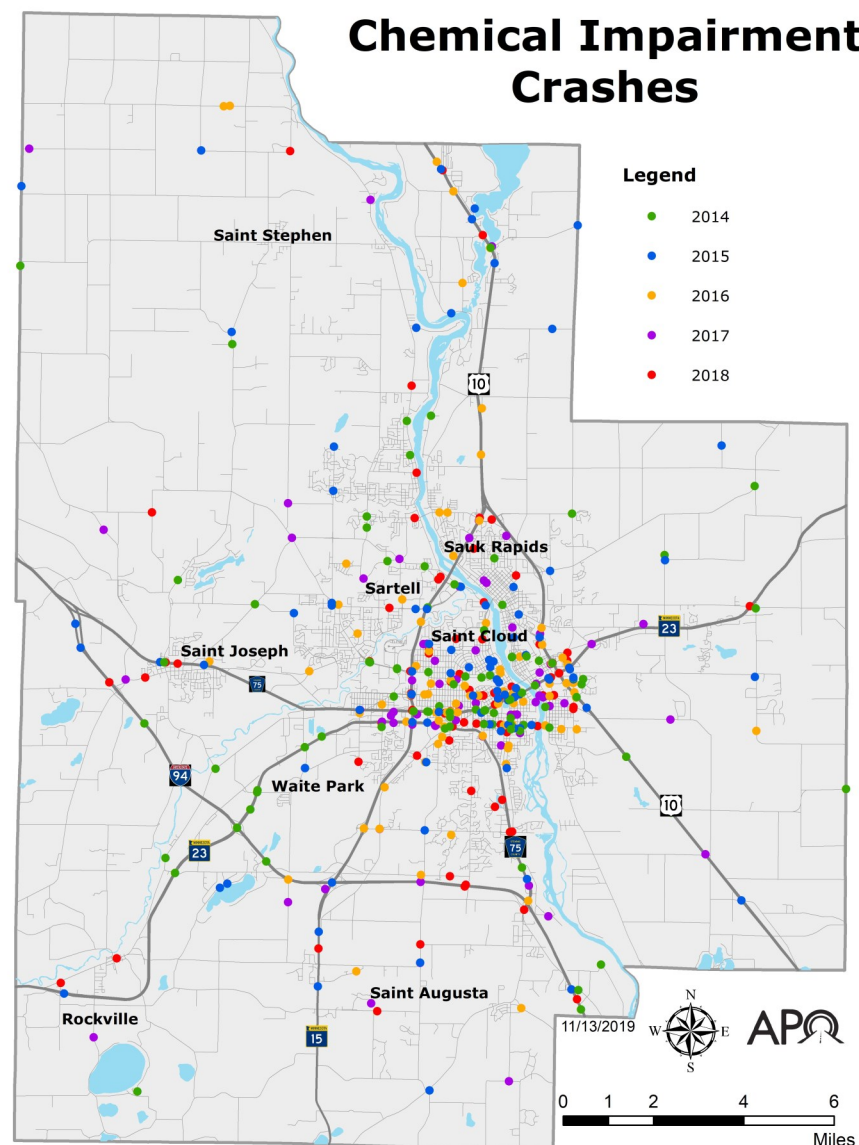


Figure 1.4-Chemical Impairment Crashes

Data Source: MnDOT.

Chemical Impairment Crashes

Figure 1.4 displays the locations where chemical impairment crashes occurred in the Saint Cloud planning area from 2014 to 2018. In the five year timeframe, there were 468 chemically impaired crashes which averages to 93.6 crashes per year. Chemical impairment crashes contributed to 30% of the total suspected serious injury crashes in 2018 and 3% of all crashes. There were many outliers but the majority of crashes are clustered in the Saint Cloud core metropolitan area.

Why Driving After Drinking is Dangerous.

“Driving after drinking is deadly. Yet it still continues to happen across the United States. If you drive while impaired, you could get arrested, or worse—be involved in a traffic crash that causes serious injury or death.”

“Approximately one-third of all traffic crash fatalities in the United States involve drunk drivers (with blood alcohol concentrations [BACs] of .08 or higher). In 2016, there were 10,497 people killed in these preventable crashes. In fact, on average over the 10-year period from 2006-2016, more than 10,000 people died every year in drunk-driving crashes.”

“In every state, it is illegal to drive with a BAC of .08 or higher, yet one person was killed in a drunk-driving crash every 50 minutes in the United States in 2016.”

Data Source: National Highway Traffic Safety Administration (NHTSA).

Goal 1: Maintain and Enhance Transportation Safety

Distracted Crashes

Number of crashes involving distracted driving

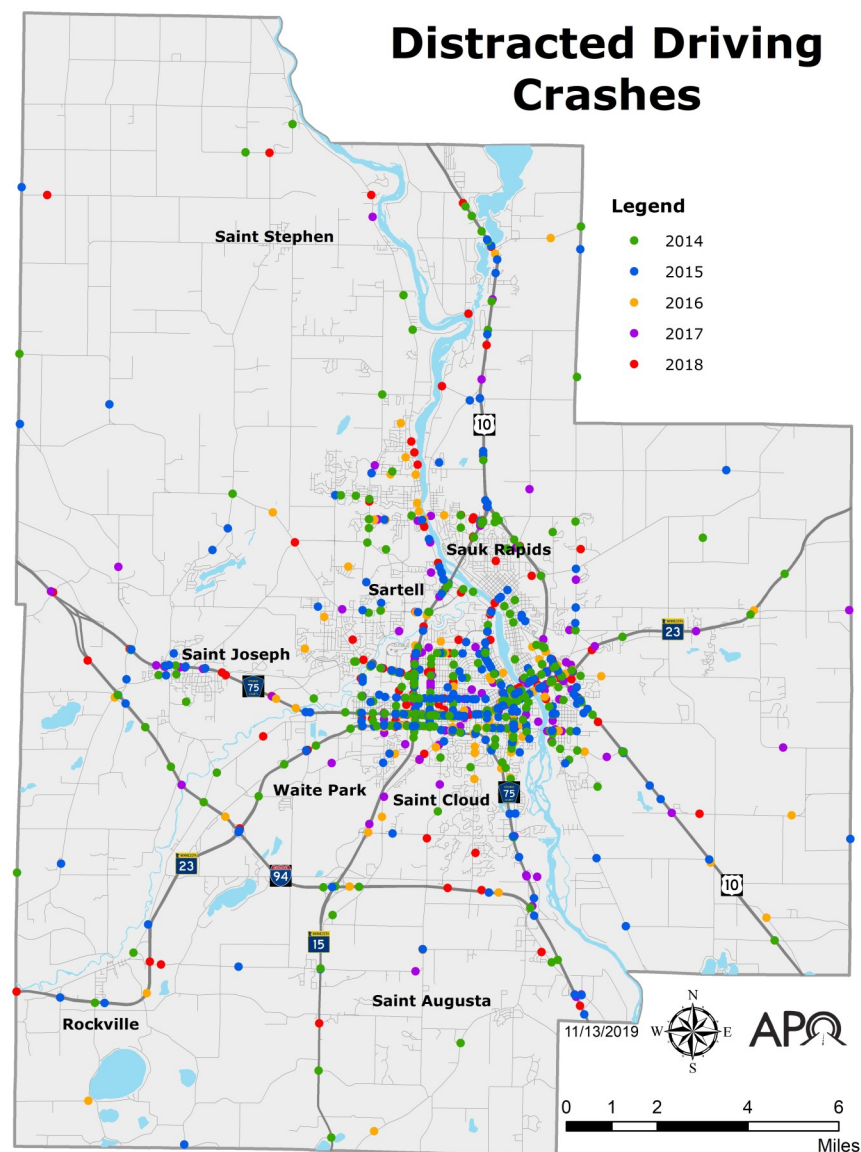


Figure 1.5-Distracted Driving Crashes

Data Source: MnDOT.

Distracted Driving Crashes

Shown in Figure 1.5 there were 1,568 distracted driving crashes between 2014 and 2018 with a five-year average of 313.6. The way they define distracted driving changed in 2016 which reflects why the data went down. The majority of crashes occurred in the core region of the metropolitan area. Though it is hard to design infrastructure which limits distracted driving, as of Aug 1, 2019, Minnesota's "No Texting while Driving" law went into effect. It is now illegal for drivers to read/compose/send text messages and emails, or access the Internet using a wireless device while the vehicle is in motion or a part of traffic — including stopped in traffic or at a traffic light

What Is Distracted Driving?

"Distracted driving is any activity that diverts attention from driving, including talking or texting on your phone, eating and drinking, talking to people in your vehicle, fiddling with the stereo, entertainment or navigation system—anything that takes your attention away from the task of safe driving."

"Texting is the most alarming distraction. Sending or reading a text takes your eyes off the road for five seconds. At 55 mph, that's like driving the length of an entire football field with your eyes closed."

"You cannot drive safely unless the task of driving has your full attention. Any non-driving activity you engage in is a potential distraction and increases your risk of crashing."

Data Source: NHTSA.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Increase the accessibility and mobility options for people and freight across and between all modes for all users



Photo courtesy of Saint Cloud Metropolitan Transit Commission (MTC) and the APO.

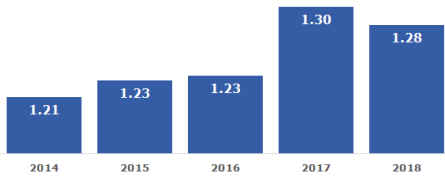
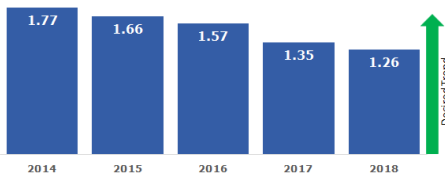
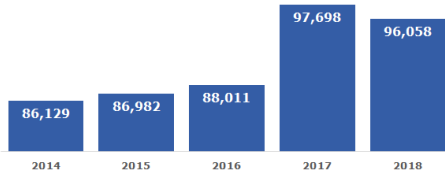
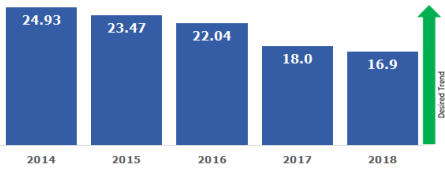
Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2018 Result	Multi-Year Trend	Analysis
Non-Interstate NHS Reliability: Annual percent of person-miles traveled that are reliable.	90%	97.4%	<p>Target 90%</p> <p>78.5% 80.9% 76.0% 97.3% 97.4%</p> <p>2014 2015 2016 2017 2018</p> <p>Desired Trend</p>	Non-Interstate NHS reliability has increased by 0.1 percentage points, from 97.3% in 2017 to a five year high of 97.4% in 2018. The APO has set a 2021 target of at least 90% reliability.
Interstate Reliability: Annual percent of person-miles traveled that are reliable.	100%	100%	<p>Target 100%</p> <p>100% 100% 100% 100% 100%</p> <p>2014 2015 2016 2017 2018</p> <p>Desired Trend</p>	The Interstate has maintained a 100% reliability rating since 2014. The APO has set a 2021 target of at least 100% reliability.
Vehicle Miles Traveled (VMT): Number of miles traveled by motor vehicle expressed in billions.	Performance Indicator	1.408 Billion	<p>1.081 1.097 1.157 1.201 1.408</p> <p>2014 2015 2016 2017 2018</p>	VMT has increased 30.3% from 1.081 billion miles in 2014 to a five year high of 1.408 billion miles in 2018. The APO does not have a set target.
VMT Per Capita: Number of miles traveled by motor vehicle divided by population.	Performance Indicator	10,520	<p>8,246 8,339 8,710 8,969 10,520</p> <p>2014 2015 2016 2017 2018</p> <p>Desired Trend</p>	VMT per capita has increased 17.3% from 8,969 in 2017 to a five year high of 10,520 in 2018. The APO does not have a set target but desires VMT per capita to decrease.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Results	Multi-Year Trend	Analysis
Number of Annual Fixed Route (FR) Transit Riders: Annual number of transit riders by FR.	Performance Indicator	1.62 Million		The number of annual FR transit riders have decreased by 24.4% since 2014 to a five-year low of 1.62 million riders in 2018. The APO desires the number of fixed route transit riders to increase.
Total Revenue Miles (FR): Annual number of revenue miles served by FR.	Performance Indicator	1.28 Million		Total FR revenue miles have decreased by 1.4% from the five year high of 1.30 million in 2017 to 1.28 million in 2018. The APO does not have a set target.
Passengers Per Revenue Mile (FR): The number of passengers divided by the number of miles traveled by FR.	Performance Indicator	1.26		FR passengers per revenue mile has decreased by 6.7% from 2017 with 2018 being a five-year low of 1.26. The APO desires FR passengers per revenue mile to increase.
Total Revenue Hours (FR): Annual number of revenue hours served by FR.	Performance Indicator	96,058		FR total revenue hours have decreased by 1.7% since the five year high of 97,698 hours in 2017. The APO does not have a set target.
Passengers Per Revenue Hour (FR): The number of passengers divided by the number of hours traveled by FR.	Performance Indicator	16.9		FR passengers per revenue hour has decreased by 6.1% since 2017 to a five-year low of 16.9 in 2018. The APO desires FR passengers per revenue hour to increase.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Results	Multi-Year Trend	Analysis												
Number of Annual Dial-a-Ride (DAR) Transit Riders: Annual number of transit riders by DAR.	Performance Indicator	139,399	<table><tr><th>Year</th><th>Number of Annual DAR Transit Riders</th></tr><tr><td>2014</td><td>128,087</td></tr><tr><td>2015</td><td>133,303</td></tr><tr><td>2016</td><td>139,414</td></tr><tr><td>2017</td><td>136,422</td></tr><tr><td>2018</td><td>139,399</td></tr></table>	Year	Number of Annual DAR Transit Riders	2014	128,087	2015	133,303	2016	139,414	2017	136,422	2018	139,399	The number of annual DAR transit riders have increased by 2.2% from 2017, and by 8.8% since 2014 to 139,399 transit riders in 2018. The APO desires the number of DAR transit riders to increase.
Year	Number of Annual DAR Transit Riders															
2014	128,087															
2015	133,303															
2016	139,414															
2017	136,422															
2018	139,399															
Total Revenue Miles (DAR): Annual number of revenue miles served by DAR.	Performance Indicator	598,096	<table><tr><th>Year</th><th>Total Revenue Miles (DAR)</th></tr><tr><td>2014</td><td>509,876</td></tr><tr><td>2015</td><td>538,194</td></tr><tr><td>2016</td><td>572,903</td></tr><tr><td>2017</td><td>572,227</td></tr><tr><td>2018</td><td>598,096</td></tr></table>	Year	Total Revenue Miles (DAR)	2014	509,876	2015	538,194	2016	572,903	2017	572,227	2018	598,096	Total revenue DAR miles have increased by 4.5% since 2017, and by 17.3% since 2014 to 598,096 total revenue miles in 2018. The APO does not have a set target.
Year	Total Revenue Miles (DAR)															
2014	509,876															
2015	538,194															
2016	572,903															
2017	572,227															
2018	598,096															
Passengers Per Revenue Mile (DAR): The number of passengers divided by the number of miles traveled by DAR.	Performance Indicator	0.23	<table><tr><th>Year</th><th>Passengers Per Revenue Mile (DAR)</th></tr><tr><td>2014</td><td>0.25</td></tr><tr><td>2015</td><td>0.25</td></tr><tr><td>2016</td><td>0.24</td></tr><tr><td>2017</td><td>0.24</td></tr><tr><td>2018</td><td>0.23</td></tr></table>	Year	Passengers Per Revenue Mile (DAR)	2014	0.25	2015	0.25	2016	0.24	2017	0.24	2018	0.23	DAR passengers per revenue mile have decreased by 4.2% since 2017, and by 8% since 2014 to 0.23 passengers per revenue mile in 2018. The APO desires DAR passengers per revenue mile to increase.
Year	Passengers Per Revenue Mile (DAR)															
2014	0.25															
2015	0.25															
2016	0.24															
2017	0.24															
2018	0.23															
Total Revenue Hours (DAR): Annual number of revenue hours served by DAR.	Performance Indicator	47,167	<table><tr><th>Year</th><th>Total Revenue Hours (DAR)</th></tr><tr><td>2014</td><td>40,933</td></tr><tr><td>2015</td><td>43,469</td></tr><tr><td>2016</td><td>44,278</td></tr><tr><td>2017</td><td>44,827</td></tr><tr><td>2018</td><td>47,167</td></tr></table>	Year	Total Revenue Hours (DAR)	2014	40,933	2015	43,469	2016	44,278	2017	44,827	2018	47,167	Total revenue DAR hours have increased by 5.2% in 2017, and by 15.2% since 2014 to 44,278 revenue hours in 2018. The APO does not have a set target.
Year	Total Revenue Hours (DAR)															
2014	40,933															
2015	43,469															
2016	44,278															
2017	44,827															
2018	47,167															
Passengers Per Revenue Hour (DAR): The number of passengers divided by the number of hours traveled by DAR.	Performance Indicator	2.96	<table><tr><th>Year</th><th>Passengers Per Revenue Hour (DAR)</th></tr><tr><td>2014</td><td>3.13</td></tr><tr><td>2015</td><td>3.07</td></tr><tr><td>2016</td><td>3.15</td></tr><tr><td>2017</td><td>3.04</td></tr><tr><td>2018</td><td>2.96</td></tr></table>	Year	Passengers Per Revenue Hour (DAR)	2014	3.13	2015	3.07	2016	3.15	2017	3.04	2018	2.96	DAR passengers per revenue hour have decreased 2.6% since 2017, to 2.96 passengers per revenue hour. The APO desires DAR passengers per revenue hour to increase.
Year	Passengers Per Revenue Hour (DAR)															
2014	3.13															
2015	3.07															
2016	3.15															
2017	3.04															
2018	2.96															

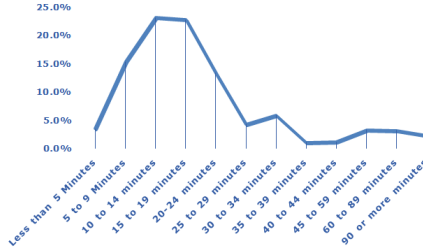
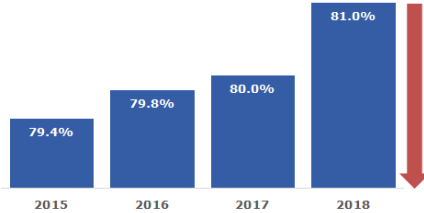
Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Results	Multi-Year Trend	Analysis												
Number of Annual Northstar Commuter Bus (NCB) Transit Riders: Annual number of transit riders on NCB.	Performance Indicator	47,570	<table><tr><th>Year</th><th>Transit Riders</th></tr><tr><td>2014</td><td>59,225</td></tr><tr><td>2015</td><td>57,642</td></tr><tr><td>2016</td><td>51,569</td></tr><tr><td>2017</td><td>50,305</td></tr><tr><td>2018</td><td>47,570</td></tr></table>	Year	Transit Riders	2014	59,225	2015	57,642	2016	51,569	2017	50,305	2018	47,570	Annual NCB transit riders have decreased by 5.4% since 2017. Ridership decreased by 19.7% from the five year high of 59,225 riders in 2014 to 47,570 riders in 2018. The APO desires the NCB transit riders to increase.
Year	Transit Riders															
2014	59,225															
2015	57,642															
2016	51,569															
2017	50,305															
2018	47,570															
Total Revenue Miles (NCB): Annual number of revenue miles served by NCB.	Performance Indicator	172,753	<table><tr><th>Year</th><th>Revenue Miles</th></tr><tr><td>2014</td><td>151,999</td></tr><tr><td>2015</td><td>173,824</td></tr><tr><td>2016</td><td>174,828</td></tr><tr><td>2017</td><td>173,886</td></tr><tr><td>2018</td><td>172,753</td></tr></table>	Year	Revenue Miles	2014	151,999	2015	173,824	2016	174,828	2017	173,886	2018	172,753	Total revenue miles have decreased by 0.7% since 2017. This is a 1.2% decrease from the five year high of 174,828 revenue miles in 2016. The APO does not have a set target.
Year	Revenue Miles															
2014	151,999															
2015	173,824															
2016	174,828															
2017	173,886															
2018	172,753															
Passengers Per Revenue Mile (NCB): The number of passengers divided by the number of miles traveled by NCB.	Performance Indicator	0.28	<table><tr><th>Year</th><th>Passengers Per Revenue Mile</th></tr><tr><td>2014</td><td>0.39</td></tr><tr><td>2015</td><td>0.33</td></tr><tr><td>2016</td><td>0.29</td></tr><tr><td>2017</td><td>0.29</td></tr><tr><td>2018</td><td>0.28</td></tr></table>	Year	Passengers Per Revenue Mile	2014	0.39	2015	0.33	2016	0.29	2017	0.29	2018	0.28	Passengers per revenue mile have decreased by 3.5% from 2017. This is a 28.2% decrease from the five year high of 0.39 passenger per revenue mile in 2014. The APO desires NCB passengers per revenue mile to increase.
Year	Passengers Per Revenue Mile															
2014	0.39															
2015	0.33															
2016	0.29															
2017	0.29															
2018	0.28															
Total Revenue Hours (NCB): Annual number of revenue hours served by NCB.	Performance Indicator	5,832	<table><tr><th>Year</th><th>Revenue Hours</th></tr><tr><td>2014</td><td>5,110</td></tr><tr><td>2015</td><td>5,868</td></tr><tr><td>2016</td><td>5,900</td></tr><tr><td>2017</td><td>5,867</td></tr><tr><td>2018</td><td>5,832</td></tr></table>	Year	Revenue Hours	2014	5,110	2015	5,868	2016	5,900	2017	5,867	2018	5,832	Total revenue hours have decreased by 0.6% since 2017. This is a 1.2% decrease from the five year high of 5,900 revenue hours in 2016. The APO does not have a set target.
Year	Revenue Hours															
2014	5,110															
2015	5,868															
2016	5,900															
2017	5,867															
2018	5,832															
Passengers Per Revenue Hour (NCB): The number of passengers divided by the number of hours traveled by NCB.	Performance Indicator	8.16	<table><tr><th>Year</th><th>Passengers Per Revenue Hour</th></tr><tr><td>2014</td><td>11.59</td></tr><tr><td>2015</td><td>9.82</td></tr><tr><td>2016</td><td>8.74</td></tr><tr><td>2017</td><td>8.57</td></tr><tr><td>2018</td><td>8.16</td></tr></table>	Year	Passengers Per Revenue Hour	2014	11.59	2015	9.82	2016	8.74	2017	8.57	2018	8.16	Passenger per revenue hour have decreased by 4.8% from 2017. This is a 29.6% decrease from the five year high of 11.59 in 2014. The APO desires NCB passengers per revenue hour to increase.
Year	Passengers Per Revenue Hour															
2014	11.59															
2015	9.82															
2016	8.74															
2017	8.57															
2018	8.16															

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis
<p>Travel Time to Work: Time it takes to travel from residence to place of employment.</p>	Performance Indicator	See Graph		<p>The 10 to 14 minute time range of travel time to work had the largest percent at 23.2% in 2018. The 5 to 24 minute time range accounts for 74.9% of the travel time to work. The APO does not have a set target.</p>
<p>Percent of Single Occupancy Vehicle (SOV) Travel: Percent of travel alone in a motorized vehicle.</p>	Performance Indicator	81%		<p>The percent of SOV travel in 2018 was 81%. This is one percentage point increase from 80 percent in 2017. The APO desires SOV travel to decrease.</p>

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Level of Travel Time Reliability

Annual percent of person-miles traveled on the Interstate and non-Interstate National Highway System (NHS) that are reliable

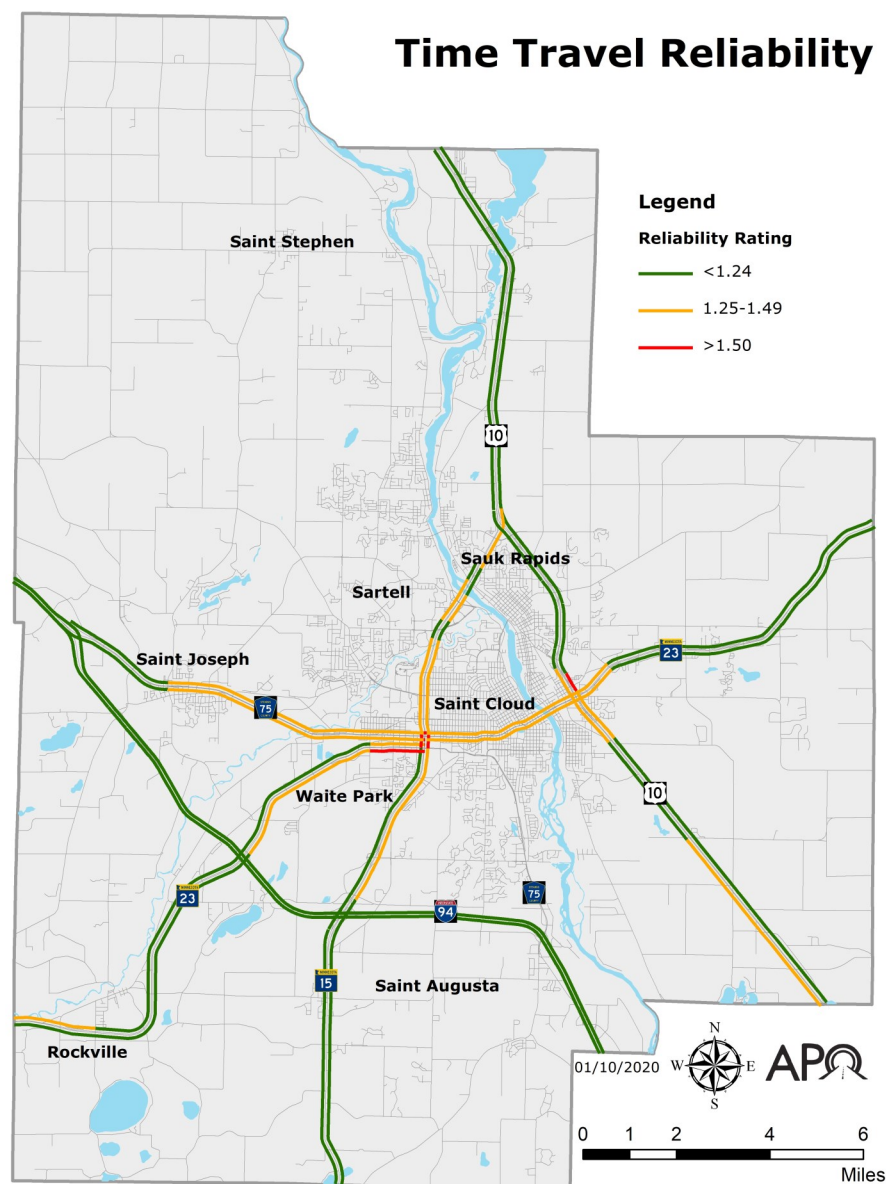


Figure 2.1-Time Travel Reliability

Data Source: NPMRDS.

Level of Time Travel Reliability

Time travel reliability ratings consider the average amount of time it would take for a vehicle to travel at the 50th percentile speed or average on a stretch of roadway. For example, if a one mile stretch of roadway with a 60mph average speed has a time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway when normally it would take 1 minute. A time travel reliability rating above 1.5 is deemed unreliable by Federal Highway Administration (FHWA) standards.

The areas within the APO planning boundaries which experience unreliable travel time above 1.5 are both directions of MN 15 between the stoplights of HWY 23/Division Street, eastbound CSAH 75 from 10th Avenue S to MN 15 in Waite Park and northbound US 10 from the MN 23 exit north to the Benton Drive South exit.

- ⇒ **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 National Performance Management Research Data Set (NPMRDS).**
- ⇒ **INRIX was selected by FHWA to collect Global Positioning System (GPS) probe data from a wide array of commercial vehicle fleets, connected cars, and mobile apps to produce the NPMRDS travel time data.**
- ⇒ **Data is collected in 15-minute segments for the following time periods:**
 - ◇ **6 - 10 a.m. weekdays**
 - ◇ **10 a.m. - 4 p.m. weekdays**
 - ◇ **4 - 8 p.m. weekdays**
 - ◇ **6 a.m. - 8. p.m. weekends**

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Vehicle Miles Traveled

Vehicle Miles Traveled (VMT) is a measure of all the miles driven



Interstate 94 in Saint Cloud. Photo courtesy of the APO.

What is VMT?

VMT is a measure of all the miles driven within an area within a specified period. VMT can be influenced by a multitude of factors including population growth, the health of the economy, fuel and parking costs, accessibility of public transit and other transportation alternatives, weather, mix of land uses, and more.

What Do Changes in VMT Mean?

VMT reflects the extent of motor vehicle operation on roadways. Increase in VMT typically correlates to a region's growth in population and economic development. However, increases in VMT also contribute to traffic congestion and air pollution. Since regional population is growing and the APO cannot feasibly reduce absolute VMT, it is important to target per capita VMT. Reductions in VMT per capita will improve air quality and congestion on the transportation system.

Municipality	Annual Vehicle Miles Traveled (2017)	Annual Vehicle Miles Traveled (2018)	Percent Change (2017-2018)
Saint Cloud	559,221,371	560,856,605	0.29%
Waite Park	82,694,939	83,768,888	1.28%
Sartell	76,303,468	78,290,580	2.54%
Sauk Rapids	59,731,802	60,530,578	1.32%
Rockville	58,280,880	58,492,469	0.36%
Saint Augusta	64,821,651	63,736,717	-1.70%
Saint Joseph	31,619,640	32,089,659	1.46%
Saint Stephen	3,789,187	3,789,150	0.00%

Data Source: MnDOT.

VMT Travel by Municipality

Sartell had the largest growth in VMT compared to other municipalities. This is most likely due to larger population growth within Sartell. Many other municipalities experienced VMT growth with the exception of Saint Augusta which saw a slight decline.

Strategies to Lower VMT:

- ◆ Complete Streets.
- ◆ Encourage and promote biking and walking.
- ◆ Expand public transportation.
- ◆ High-occupancy vehicle lanes.
- ◆ Promote connectivity.
- ◆ Ride-sharing programs.
- ◆ Safe Routes to School.
- ◆ Traffic calming.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Average Work Trip Travel Time

Average travel time it takes an employee to travel between their residence and place of employment

Travel Time to Work

Within the APO region in 2018, 82.8% of workers 16 years and older who did not work from home had a commute time of 30 minutes or less as depicted in figure 2.2. The travel time with the highest percent is the 10 to 14 minute range at 23.2%. The travel time to work percent experiences a sharp decline at the 25 to 29 minute interval. Only 17.2% of workers have a travel time of 30 minutes or longer. Comparing travel time to work from 2010 to 2018 shows little change.

According to the Centers for Disease Control and Prevention (CDC), an estimated one in three adults and almost 17% of young people in this country are obese. Because the transportation system helps shape how communities are designed and operate, it can have a profound influence.

The benefits of physical activity are well known: Exercise, including "active transportation" activities like walking and bicycling, can help prevent weight gain and lower the risks of obesity, diabetes, and heart disease.

Transportation also is a source of pollution, generating air, soil, water, and noise pollutants. Pollutants include particulate matter, carbon monoxide, nitrogen oxide, and carcinogens. Reports by the American Public Health Association and others have linked air pollution to negative health outcomes, including asthma, respiratory illness, heart disease, poor birth outcomes, cancer, and premature death.

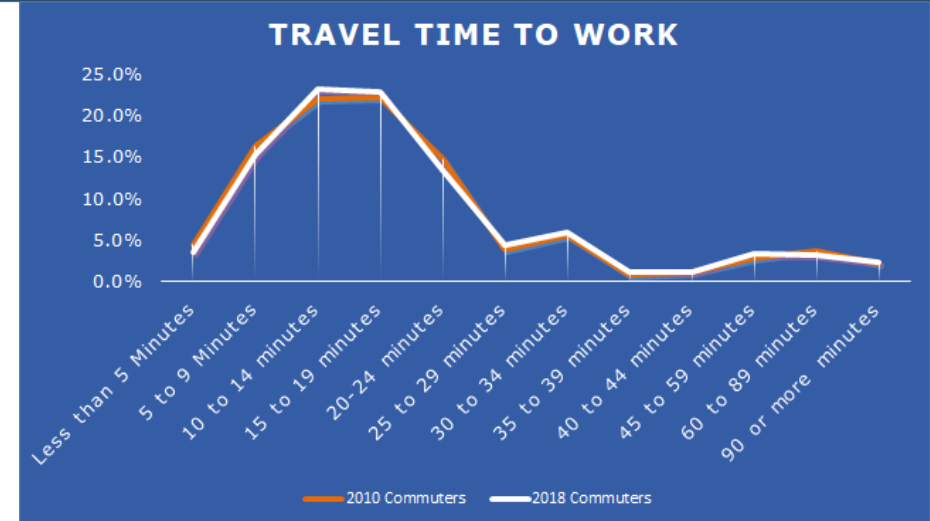


Figure 2.2-Travel Time to Work

Data Source: U.S. Census Bureau, 2010-2014 and 2014-2018 American Community Survey 5-Year Estimates

Region's Top Employers and the Number of Employees

- ◆ Saint Cloud Hospital/CentraCare Health - **6,334**
- ◆ State of Minnesota* - **1,930**
- ◆ Saint Cloud VA Health Care System - **1,915**
- ◆ Saint Cloud Area School District 742 - **1,852**
- ◆ Coborn's Inc. - **1,384**
- ◆ Pilgrim's - **1,250**
- ◆ Stearns County - **955**
- ◆ College Saint Benedict/Saint John's University - **935**

*Includes Saint Cloud State University, Saint Cloud Technical and Community College, Saint Cloud Correctional Facility and MnDOT.

Data Source: Saint Cloud Area Chamber of Commerce.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Means of Transportation to Work

Percent of single-occupancy vehicle (SOV) travel

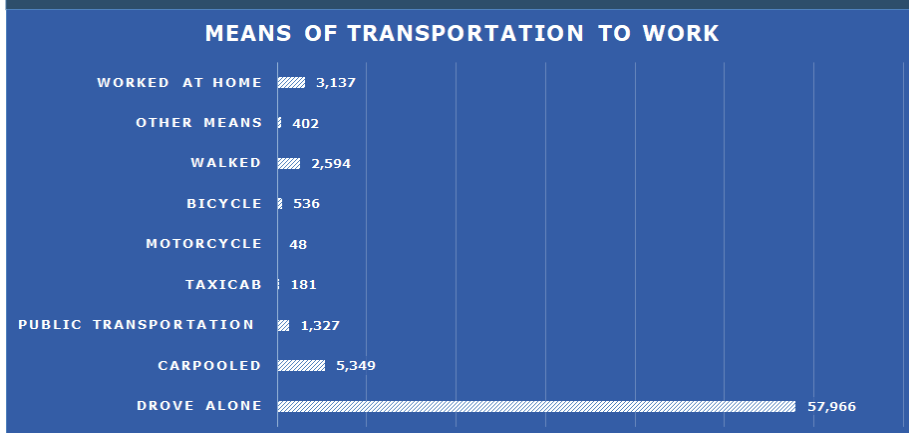


Figure 2.3-Means of Transportation to Work

Data Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates.

Means of Transportation to Work

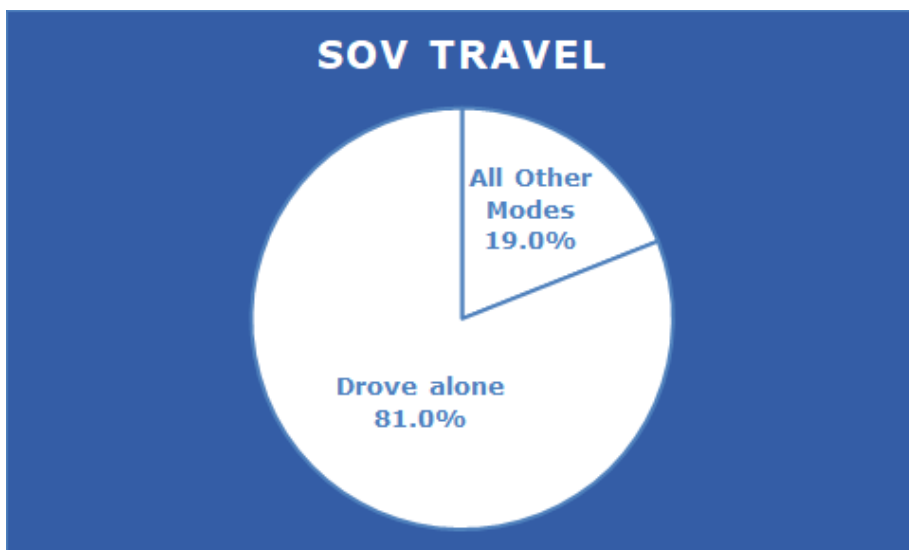
Depicted in Figure 2.3, of workers 16 years and older 88.5% or 63,315 used a car, truck or van as their means of transportation to work. Of those 88.5%, only 7.5% or 5,349 carpooled.

The next most common forms of work commuting transportation include: working from home at 4.4%, walking at 3.6%, public transportation at 1.9%, bicycling at 0.7%, other means at 0.6%, taxicab at 0.3%, and motorcycle at 0.1%.

Compared with 2010 census data, means of transportation to work by all modes have remained constant within one percentage point of each other.

Figure 2.4-SOV Travel

Data Source: U.S. Census Bureau, 2014-2018 American Community Survey 5-Year Estimates.



SOV Travel

Shown in Figure 2.4, 81% of commuters drove alone to their place of employment, while 19% used other modes. Encouraging alternative means of transportation will not only help the environment, by improving air quality, pollution, and congestion but could potentially be good for personal health by encouraging more walking and bicycling.

Single occupancy vehicle (SOV) vehicle trips are the total number of unique trips made by a single private vehicle, such as an automobile, van, pickup truck, or motorcycle carrying only one person.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Saint Cloud Metropolitan Transit Commission (MTC)

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

The Metro Bus FR service operates seven days a week and includes 16 regular public routes as well as three routes servicing Saint Cloud State University (SCSU). The system includes four transit hubs: the Downtown Saint Cloud Transit Center, Crossroads Center mall, the Miller Learning Resources Center at SCSU and Epic Shopping Center in Sartell.

Passengers Per Revenue Mile

- * The number of passengers divided by the number of miles traveled by commuter bus, demand response, and fixed route.

Passengers Per Revenue Hour

- * The number of passengers divided by the number of hours 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 by commuter bus, demand response, and fixed route.

Metro Bus by the numbers:

- ⇒ *First in the nation to have all fixed bus routes have 100% transit signal priority coverage since 2004.*
- ⇒ *First in the state to open a mobility training center in 2014.*
- ⇒ *First in the state to operate a fleet of compressed natural gas (CNG) fueled buses since 2014.*
- ⇒ *First in the state to operate a CNG fueling station with outside sales since 2014.*
- ⇒ *First in the state to partner with a state university to subsidize bus rides for students.*
- ⇒ *Seventy-seven percent of daily bus riders, ride five or more days a week.*
- ⇒ *Thirty-one percent of riders have been riding for six or more years.*
- ⇒ *Eighty-four percent of riders don't have a car available to them.*

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Fixed Route Buses



Photo courtesy of Saint Cloud MTC.

Fixed Route Buses

Fixed route passengers per revenue mile decrease 28.8% from 2014 to 2018. Revenue miles declined by 5.7% in that same timeframe. Passenger per revenue hour decreased 32.2% from 2014 to 2018, while revenue hour decreased 11.5% in that same timeframe. Overall, FR has experienced a 24.4% or 523,831 passenger trips decrease since 2014.

As Metro Bus has added and expanded routes within the metropolitan area, its revenue miles and hours have increased. But, it has not been able to acquire additional ridership. In fact, Metro Bus has lost ridership since 2014. This could be due to many economic factors such as cheaper gas prices or the growth of on-demand shared transportation sources such as Uber and Lyft that have entered the market.

30

Fixed route buses

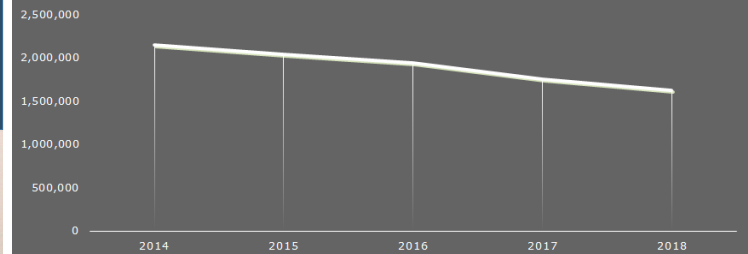
\$4,761,347

Asset value of fixed route buses

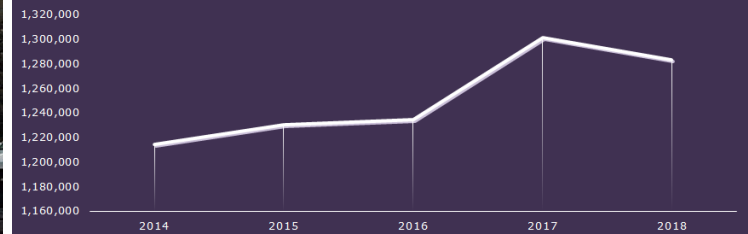
67

Bus shelters

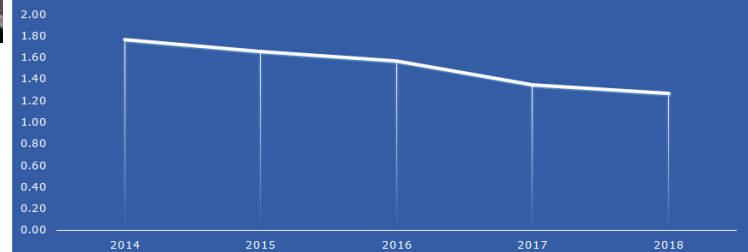
FIXED ROUTE UNLINKED PASSENGER TRIPS



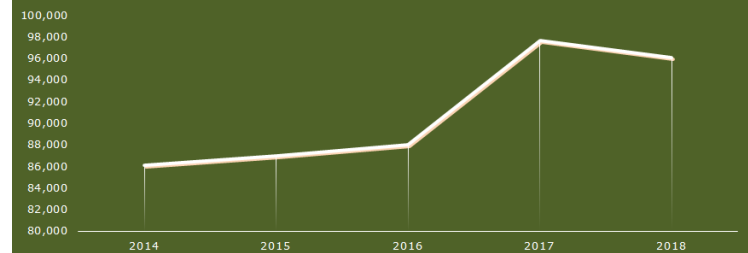
FIXED ROUTE VEHICLE & PASSENGER CAR REVENUE MILES



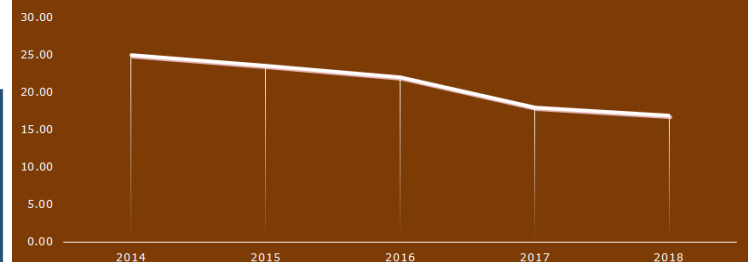
FIXED ROUTE PASSENGERS PER REVENUE MILE



FIXED ROUTE VEHICLE REVENUE HOURS



FIXED ROUTE PASSENGERS PER REVENUE HOUR



Data Source: National Transit Database (NTD).

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Dial-a-Ride Buses



Photo courtesy of Saint Cloud MTC.

Dial-a-Ride Buses

Metro Bus Dial-a-Ride (DAR) is a shared ride service for individuals with disabilities who are unable to ride fixed route buses and require door-to-door driver-assisted service.

DAR passengers per revenue mile decreased 8% from 2014 to 2018, even though revenue miles went up 17.3% in that same timeframe. Passenger per revenue hour decreased 5.4% from 2014 to 2018, while vehicle revenue hour increased 15.2% in that same timeframe. Overall, DAR has experienced a 8.8% increase in passengers trips since 2014 equivalent to an additional 139,399 trips.

One explanation of why revenue miles and hours are increasing while passenger per mile and hour is decreasing is based on the service type. As Metro Bus has expanded its service area to individuals living further out of the metropolitan area, passengers are traveling longer distances to get to their destinations. According to U.S. Census data, there is a large aging population in rural areas. This population is now relying on services such as DAR as their main source of transportation.

38

DAR buses

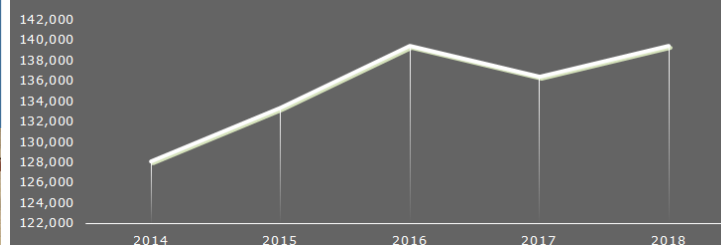
\$16,383,870

Asset value of DAR buses

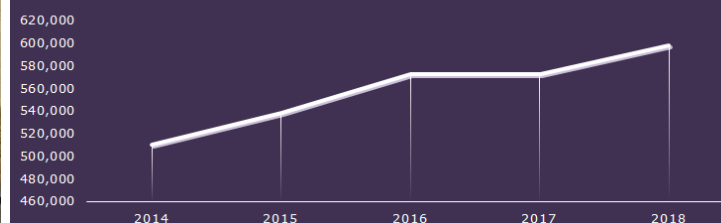
81%

DAR fueled by CNG

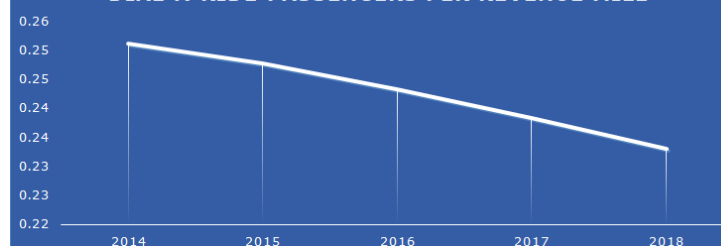
DIAL-A-RIDE UNLINKED PASSENGER TRIPS



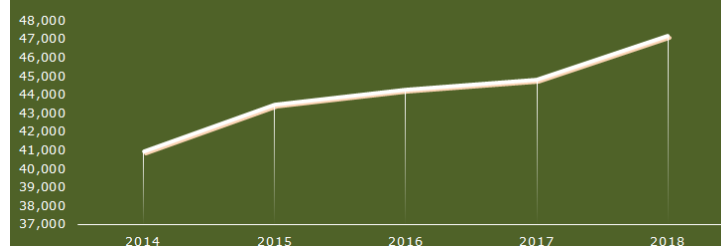
DIAL-A-RIDE VEHICLE & PASSENGER CAR REVENUE MILES



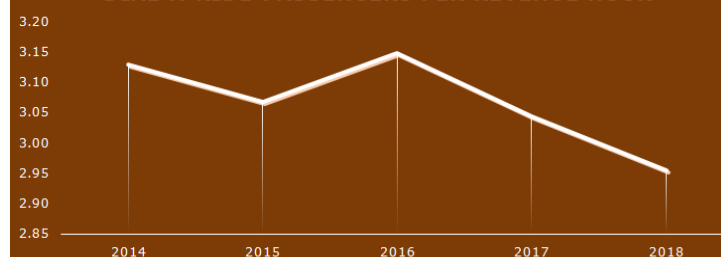
DIAL-A-RIDE PASSENGERS PER REVENUE MILE



DIAL-A-RIDE VEHICLE REVENUE HOURS



DIAL-A-RIDE PASSENGERS PER REVENUE HOUR



Data Source: NTD.

Goal 2: Increase System Accessibility, Mobility, and Connectivity

Northstar Commuter Buses



Photos courtesy of Saint Cloud MTC and MnDOT.

Northstar Commuter Bus

The Northstar Link provides bus service from the Downtown Transit Center in Saint Cloud, SCSU's Miller Center, and the east Saint Cloud park and ride direct to the Northstar Commuter Rail line station in Big Lake. From there, commuters can ride the rail from Big Lake to downtown Minneapolis. As part of the state's first commuter rail line, the Northstar Link and the Northstar Commuter Rail line offer a fast, reliable, and safe alternative to workday commuters. Northstar Commuter rail and Northstar Link are a service of the counties of Anoka, Hennepin, Sherburne, and Stearns in cooperation with the Metropolitan Council which operates Metro Transit. The bus service is operated by Saint Cloud MTC.

Northstar Commuter Bus (NCB) passengers per revenue mile decreased 28.2% from 2014 to 2018, even though revenue miles went up 13.7% in that same timeframe. Passenger per revenue hour decreased 29.6% from 2014 to 2018, while revenue hour increased 14.1% in that same timeframe. Overall, NCB has experienced a 19.7% decrease in passengers trips since 2014 or a decrease of 11,655 passenger trips.

5

Northstar Commuter Buses

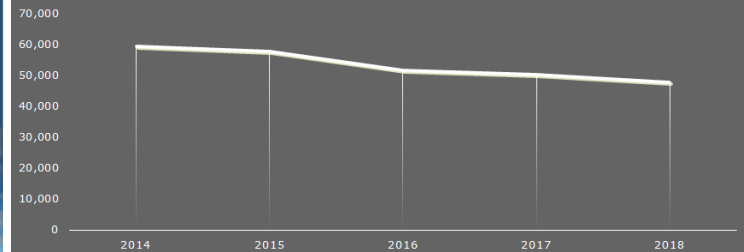
\$3,000,820

Asset Value of Northstar Commuter Buses

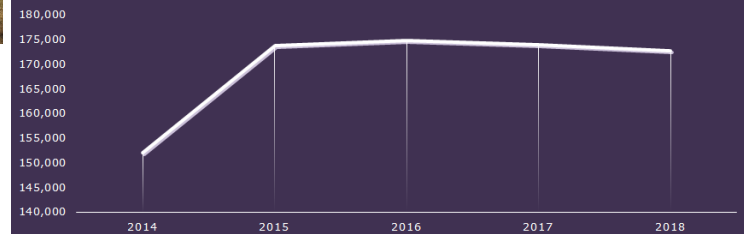
787,327

Ridership on the Northstar Commuter Rail in 2018

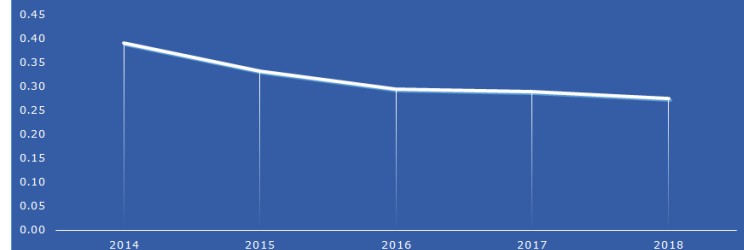
NORTHSTAR COMMUTER UNLINKED PASSENGER TRIPS



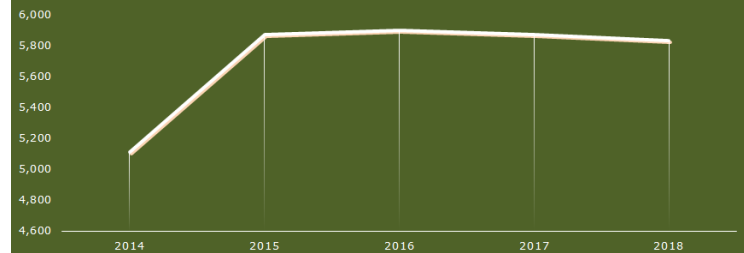
NORTHSTAR COMMUTER VEHICLE & PASSENGER CAR REVENUE MILES



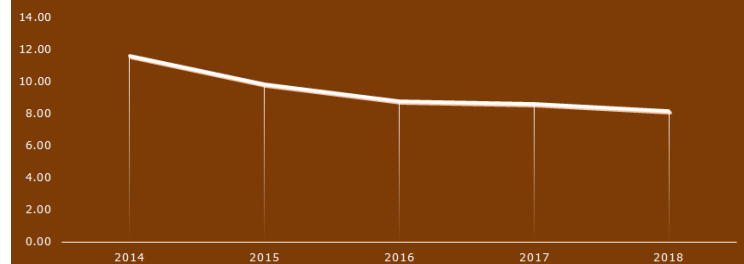
NORTHSTAR COMMUTER PASSENGERS PER REVENUE MILE



NORTHSTAR COMMUTER VEHICLE REVENUE HOURS



NORTHSTAR COMMUTER PASSENGERS PER REVENUE HOUR



Data Source: NTD.

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

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



Photos courtesy of MnDOT and APO

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

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2018 Result	Multi-Year Data	Analysis
Interstate Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.	Good > 85%	96.4%		Interstate pavement in 2018 was rated at 96.3% in good condition. This is a 6.1 percentage point increase from 90.3% in 2017. The APO has set a 2021 target of at least 85% in good condition.
	Fair < 14%	3.2%		Interstate pavement in 2018 was rated at 3.2% in fair condition. This is a 6.5 percentage point decrease from 9.7% in 2017. The APO has set a 2021 target of less than 14% in fair condition.
	Poor < 1%	0.4%		Interstate pavement in 2017 was rated at 0.4% in poor condition. This is a 0.4 percentage point increase from zero percent in 2017. The APO has set a 2021 target of less than 1% in poor condition.
Non-Interstate NHS Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.	Good > 60%	64.9%		Non-Interstate NHS pavement in 2018 was rated at 64.9% in good condition. This is a 5.9 percentage point increase from 59% in 2017. The APO has set a 2021 target of at least 60% in good condition.
	Fair < 39%	35.0%		Non-Interstate NHS pavement in 2018 was rated at 35% in fair condition. This is a 5.8 percentage point decrease from 40.8% in 2017. The APO has set a 2021 target of less than 39% in fair condition.
	Poor < 1%	0.1%		Non-Interstate NHS pavement in 2018 was rated at 0.1% in poor condition. This is a 0.1 percentage point decrease from 0.2% in 2017. The APO has set a 2021 target of less than 1% in poor condition.

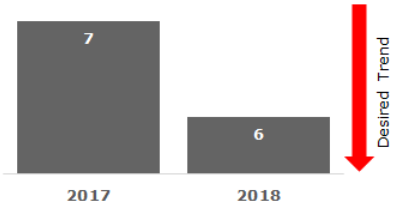
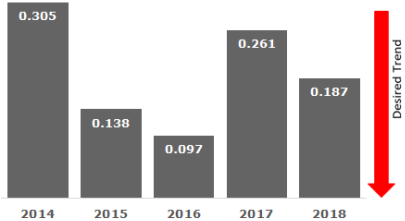
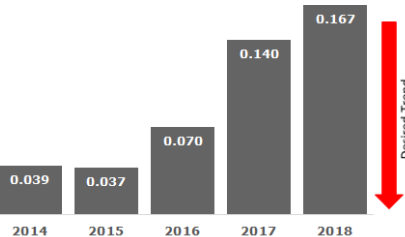
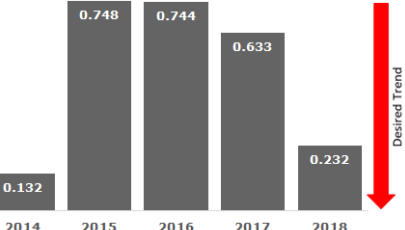
Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2018 Result	Multi-Year Data	Analysis										
National Highway System (NHS) Bridge Condition: Percent of bridges by deck area classified in good, fair, and poor condition.	Good > 60%	66.9%	<table><tr><th>Year</th><th>Good Condition (%)</th></tr><tr><td>2015</td><td>69.7%</td></tr><tr><td>2016</td><td>64.5%</td></tr><tr><td>2017</td><td>64.7%</td></tr><tr><td>2018</td><td>66.9%</td></tr></table>	Year	Good Condition (%)	2015	69.7%	2016	64.5%	2017	64.7%	2018	66.9%	NHS bridge condition in 2018 was rated at 66.9% in good condition. This is a 2.2 percentage point increase from 64.7 in 2017. The APO has set a 2021 target of at least 60% in good condition.
	Year	Good Condition (%)												
	2015	69.7%												
2016	64.5%													
2017	64.7%													
2018	66.9%													
Fair < 39%	33.1%	<table><tr><th>Year</th><th>Fair Condition (%)</th></tr><tr><td>2015</td><td>30.3%</td></tr><tr><td>2016</td><td>35.5%</td></tr><tr><td>2017</td><td>35.3%</td></tr><tr><td>2018</td><td>33.1%</td></tr></table>	Year	Fair Condition (%)	2015	30.3%	2016	35.5%	2017	35.3%	2018	33.1%	NHS bridge condition in 2018 was rated at 33.1% in fair condition. This is a 2.2 percentage point decrease from 35.3% in 2017. The APO has set a 2021 target of less than 39% in fair condition.	
Year	Fair Condition (%)													
2015	30.3%													
2016	35.5%													
2017	35.3%													
2018	33.1%													
Poor < 1%	0%	<table><tr><th>Year</th><th>Poor Condition (%)</th></tr><tr><td>2015</td><td>0.0%</td></tr><tr><td>2016</td><td>0.0%</td></tr><tr><td>2017</td><td>0.0%</td></tr><tr><td>2018</td><td>0.0%</td></tr></table>	Year	Poor Condition (%)	2015	0.0%	2016	0.0%	2017	0.0%	2018	0.0%	There were no NHS bridges rated in poor condition in any of the previous years. The APO has set a 2021 target of less than 1% in poor condition.	
Year	Poor Condition (%)													
2015	0.0%													
2016	0.0%													
2017	0.0%													
2018	0.0%													
Condition of All Bridges: Percent of bridges, including NHS bridges by deck area classified in good, fair, and poor condition.	Good - Performance Indicator	73.9%	<table><tr><th>Year</th><th>Good Condition (%)</th></tr><tr><td>2017</td><td>73.8%</td></tr><tr><td>2018</td><td>73.9%</td></tr></table>	Year	Good Condition (%)	2017	73.8%	2018	73.9%	Total bridge condition in 2018 was rated at 73.9% in good condition. This is a 0.1 percentage point increase from 73.8% in 2017. The APO does not have a set target.				
	Year	Good Condition (%)												
	2017	73.8%												
2018	73.9%													
Fair - Performance Indicator	26.1%	<table><tr><th>Year</th><th>Fair Condition (%)</th></tr><tr><td>2017</td><td>25.5%</td></tr><tr><td>2018</td><td>26.1%</td></tr></table>	Year	Fair Condition (%)	2017	25.5%	2018	26.1%	Total bridge condition in 2018 was rated at 26.1% in fair condition. This is a 0.6 percentage point increase from 25.5% in 2017. The APO does not have a set target.					
Year	Fair Condition (%)													
2017	25.5%													
2018	26.1%													
Poor - Performance Indicator	0%	<table><tr><th>Year</th><th>Poor Condition (%)</th></tr><tr><td>2017</td><td>0.6%</td></tr><tr><td>2018</td><td>0.0%</td></tr></table>	Year	Poor Condition (%)	2017	0.6%	2018	0.0%	Total bridge condition in 2018 was rated at zero percent in poor condition. This is a 0.6 percentage point decrease from 0.6% in 2017. The APO does not have a set target.					
Year	Poor Condition (%)													
2017	0.6%													
2018	0.0%													

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

Saint Cloud APO Transportation Results Scorecard

Measure	Target	Result	Multi-Year Data	Analysis												
Bridge Weight Restrictions: Number and condition of bridges with a capacity rating posting.	Performance Indicator	6	 <table><thead><tr><th>Year</th><th>Restrictions</th></tr></thead><tbody><tr><td>2017</td><td>7</td></tr><tr><td>2018</td><td>6</td></tr></tbody></table>	Year	Restrictions	2017	7	2018	6	There was a total of six bridges with weight restrictions in the APO planning area in 2018. One was rated in good condition, five in fair condition, and zero in poor condition. The APO has not set target.						
Year	Restrictions															
2017	7															
2018	6															
Major Mechanical Failures (FR): Mean distance between major mechanical failures by FR. Numbers are in the ten thousandths place 0.187=0.0000187	TBD in 2020	0.187	 <table><thead><tr><th>Year</th><th>Mean Distance (FR)</th></tr></thead><tbody><tr><td>2014</td><td>0.305</td></tr><tr><td>2015</td><td>0.138</td></tr><tr><td>2016</td><td>0.097</td></tr><tr><td>2017</td><td>0.261</td></tr><tr><td>2018</td><td>0.187</td></tr></tbody></table>	Year	Mean Distance (FR)	2014	0.305	2015	0.138	2016	0.097	2017	0.261	2018	0.187	The mean distance between major mechanical failures by FR was at 0.187 in 2018. This is a 28.4% decrease from the five year high of 0.305 in 2014. The APO desires the number of FR mechanical failures to decrease.
Year	Mean Distance (FR)															
2014	0.305															
2015	0.138															
2016	0.097															
2017	0.261															
2018	0.187															
Major Mechanical Failures (DAR): Mean distance between major mechanical failures by DAR. Numbers are in the ten thousandths place 0.167=0.0000167	TBD in 2020	0.167	 <table><thead><tr><th>Year</th><th>Mean Distance (DAR)</th></tr></thead><tbody><tr><td>2014</td><td>0.039</td></tr><tr><td>2015</td><td>0.037</td></tr><tr><td>2016</td><td>0.070</td></tr><tr><td>2017</td><td>0.140</td></tr><tr><td>2018</td><td>0.167</td></tr></tbody></table>	Year	Mean Distance (DAR)	2014	0.039	2015	0.037	2016	0.070	2017	0.140	2018	0.167	The mean distance between major mechanical failures by DAR was at 0.167 in 2018, a 19.3% increase and a five-year high. The APO desires the number of DAR mechanical failures to decrease.
Year	Mean Distance (DAR)															
2014	0.039															
2015	0.037															
2016	0.070															
2017	0.140															
2018	0.167															
Major Mechanical Failures (NCB): Mean distance between major mechanical failures by NCB. Numbers are in the ten thousandths place 0.232=0.0000232	TBD in 2020	0.232	 <table><thead><tr><th>Year</th><th>Mean Distance (NCB)</th></tr></thead><tbody><tr><td>2014</td><td>0.132</td></tr><tr><td>2015</td><td>0.748</td></tr><tr><td>2016</td><td>0.744</td></tr><tr><td>2017</td><td>0.633</td></tr><tr><td>2018</td><td>0.232</td></tr></tbody></table>	Year	Mean Distance (NCB)	2014	0.132	2015	0.748	2016	0.744	2017	0.633	2018	0.232	The mean distance between major mechanical failures by NCB was at 0.232 in 2018. This is a 63.4% decrease from the 0.633 in 2017. The APO desires the number of NCB mechanical failures to decrease.
Year	Mean Distance (NCB)															
2014	0.132															
2015	0.748															
2016	0.744															
2017	0.633															
2018	0.232															

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

Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

Saint Cloud Metropolitan Transit Commission (MTC) State of Good Repair (SGR): Measured by calculating the percentage of assets that have met or exceeded the useful life benchmark. (2018 data not available to APO staff)

Asset	2020 Target	2019 Result	Multi-Year Data	Analysis
Total Assets	< 35%	37%	<p>Target 35%</p> <p>49% 37%</p> <p>2017 2019</p> <p>Desired Trend</p>	Total assets that have exceeded their useful life in 2019 was 37%. This is a 12 percentage point improvement since 2017. MTC set a 2020 target of less than 35% exceeding useful life.
Fixed Route Buses	< 7%	10%	<p>Target 7%</p> <p>13% 10%</p> <p>2017 2019</p> <p>Desired Trend</p>	Ten percent of fixed route buses have exceeded their useful life in 2019. This is a three percentage point improvement since 2017. MTC set a 2020 target of less than 7% exceeding useful life.
Dial-a-Ride Buses	< 0%	0%	<p>Target 0%</p> <p>18% 0%</p> <p>2017 2019</p> <p>Desired Trend</p>	No dial-a-Ride buses have exceeded their useful life in 2019. This is a 18 percentage point improvement since 2017. MTC set a 2020 target of zero percent exceeding useful life.
Northstar Commuter Buses	< 0%	0%	<p>Target 0%</p> <p>0% 0%</p> <p>2017 2019</p> <p>Desired Trend</p>	No Northstar Commuter buses have exceeded its useful life in 2019. The 2020 target is zero percent of Northstar Commuter buses exceeding useful life.

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

Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

Saint Cloud Metropolitan Transit Commission (MTC) State of Good Repair (SGR): Measured by calculating the percentage of assets that have met or exceeded the useful life benchmark. (2018 data not available to APO staff)

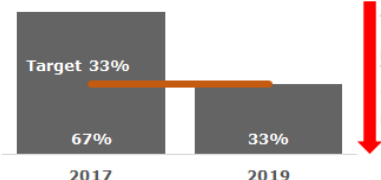
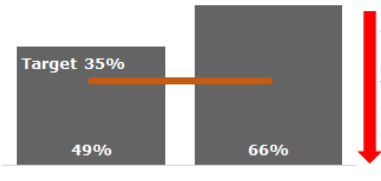
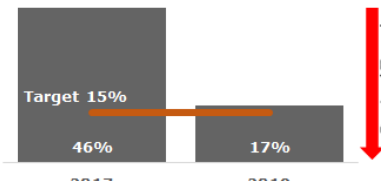
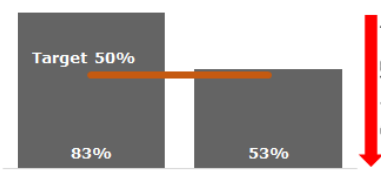
Asset	2020 Target	2019 Result	Multi-Year Data	Analysis
Trolleys	< 100%	100%	<p>Target 100%</p> <p>50% 100%</p> <p>2017 2019</p> <p>Desired Trend</p>	Trolleys that have exceeded their useful life in 2019 was 100%. This is a 50 percentage point deterioration since 2017. MTC set a 2020 target of less than 100% exceeding useful life.
Transit Center	< 33%	33%	<p>Target 33%</p> <p>17% 33%</p> <p>2017 2019</p> <p>Desired Trend</p>	Thirty-three percent of the Transit Center has exceeded its useful life in 2019. This is a 16 percentage point deterioration since 2017. MTC set a 2020 target of less than 33% exceeding useful life.
Operations Facility	< 22%	22%	<p>Target 22%</p> <p>52% 22%</p> <p>2017 2019</p> <p>Desired Trend</p>	Twenty-two percent of the Operations Facility has exceeded its useful life in 2019. This is a 30 percentage point improvement since 2017. MTC set a 2020 target of less than 22% exceeding useful life.
Mobility Training Center	< 0%	0%	<p>Target 0%</p> <p>0% 0%</p> <p>2017 2019</p> <p>Desired Trend</p>	The Mobility Training Center has exceeded zero percent of its useful life in 2019. A 2020 target of zero percent has been set for the Mobility Training Center.

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

Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

Saint Cloud Metropolitan Transit Commission (MTC) State of Good Repair (SGR): Measured by calculating the percentage of assets that have met or exceeded the useful life benchmark. (2018 data not available to APO staff)

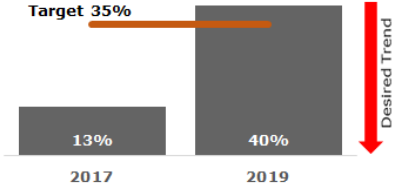
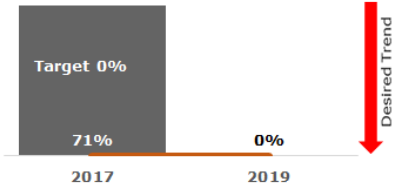
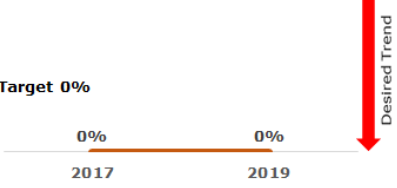
Asset	2020 Target	2019 Result	Multi-Year Data	Analysis
Other Buildings	< 33%	33%	 <p>Target 33%</p> <p>67% 33%</p> <p>2017 2019</p> <p>Desired Trend</p>	Thirty-three percent of other buildings have exceeded their useful life in 2019. This is a 34 percentage point improvement since 2017. MTC set a 2020 target of less than 33% exceeding useful life.
IT Equipment (Rolling Stock)	< 35%	66%	 <p>Target 35%</p> <p>49% 66%</p> <p>2017 2019</p> <p>Desired Trend</p>	IT equipment (rolling stock) that have exceeded their useful life in 2019 was 66%. This is a 17 percentage point deterioration since 2017. MTC set a 2020 target of less than 35% exceeding useful life.
IT Equipment (Non-Rolling Stock)	< 15%	17%	 <p>Target 15%</p> <p>46% 17%</p> <p>2017 2019</p> <p>Desired Trend</p>	IT equipment (non-rolling stock) that have exceeded their useful life in 2019 was 17%. This is a 29 percentage point improvement since 2017. MTC set a 2020 target of less than 15% exceeding useful life.
Furnishings and Equipment	< 50%	53%	 <p>Target 50%</p> <p>83% 53%</p> <p>2017 2019</p> <p>Desired Trend</p>	Furnishings and equipment that have exceeded their useful life in 2019 was 53%. This is a 30 percentage point improvement since 2017. MTC set a 2020 target of less than 50% exceeding useful life.

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

Saint Cloud APO Transportation Results Scorecard

Transit State of Good Repair (SGR)

Saint Cloud Metropolitan Transit Commission (MTC) State of Good Repair (SGR): Measured by calculating the percentage of assets that have met or exceeded the useful life benchmark. (2018 data not available to APO staff)

Asset	2020 Target	2019 Result	Multi-Year Data	Analysis
Shelters	< 35%	40%	 <p>Target 35%</p> <p>13% 2017 40% 2019</p> <p>Desired Trend</p>	Shelters that have exceeded their useful life in 2019 was 40%. This is a 27 percentage point deterioration since 2017. MTC set a 2020 target of less than 35% exceeding useful life.
Transit Signal Priority	< 0%	0%	 <p>Target 0%</p> <p>71% 2017 0% 2019</p> <p>Desired Trend</p>	Transit signal priority that have exceeded their useful life in 2019 was zero percent. This is a 71 percentage point improvement since 2017. MTC set a 2020 target of zero percent exceeding useful life.
Land	<0%	<0%	 <p>Target 0%</p> <p>0% 2017 0% 2019</p> <p>Desired Trend</p>	Land has exceeded zero percent of its useful life in 2019. A 2020 target of zero percent has been set for land.

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

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

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



Photos courtesy of MnDOT.

How is Pavement Condition Calculated?

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

Data Collection Method

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

Data Source: MnDOT.

Types of Distress

Example

Cracking – A visible line in the surface of the pavement due to a variety of environmental conditions and vehicle usage.



Rutting – A surface depression located in the wheel path of the travel lane.



Faulting – A difference in elevation between adjacent pavement due to environmental conditions and vehicle usage.



Data and photos courtesy of MnDOT.

Equipment Used

Example

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



Data and photo courtesy of MnDOT.

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

Pavement Conditions

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

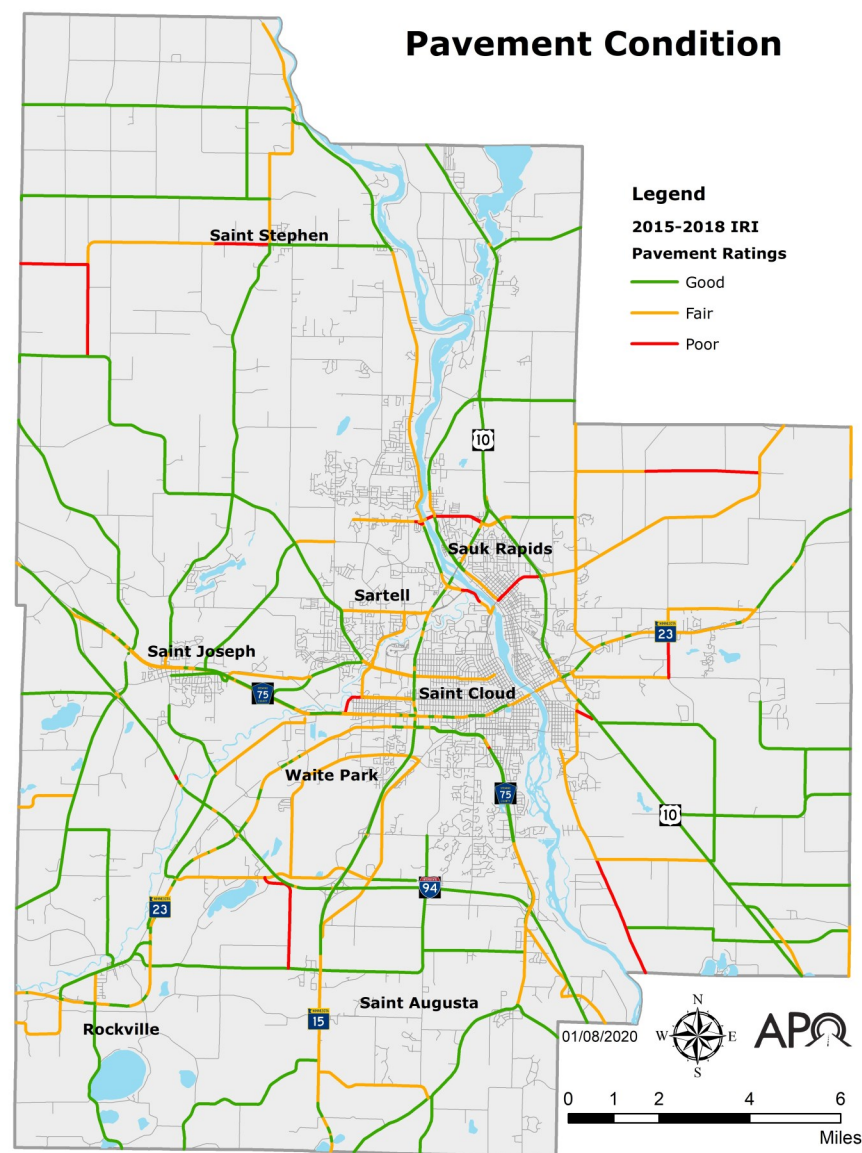


Figure 3.1-Pavement Condition

Data Source: MnDOT.

Pavement Condition

A majority of pavement within the APO planning area is in good to fair condition as displayed in Figure 3.1. There are roadways in poor condition throughout the planning area which the APO will continue to monitor.

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

International Roughness Index (IRI)

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

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

Bridge Condition

Percent of bridges by deck area classified in good, fair, and poor condition



Photos courtesy of MnDOT.





How is a Condition of a Bridge Calculated?

Bridge condition is calculated using the National Bridge Inventory (NBI) ratings for deck, superstructure, substructure, and culvert that are in good, fair, and poor condition. The percentage of bridges in good or poor condition is based on the total deck area of the bridges, not the raw number of bridges in each category.

Routine Inspection

Regularly scheduled inspections of bridges occur every 24 months and consist of: observations and/or measurements to determine the condition of the bridge, identification of any changes from previously recorded conditions, and ensuring that the structure continues to satisfy service requirements.

Data Source: MnDOT.

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

Data and photos courtesy of MnDOT.

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

Bridge Condition

Percent of bridges by deck area classified in good, fair, and poor condition

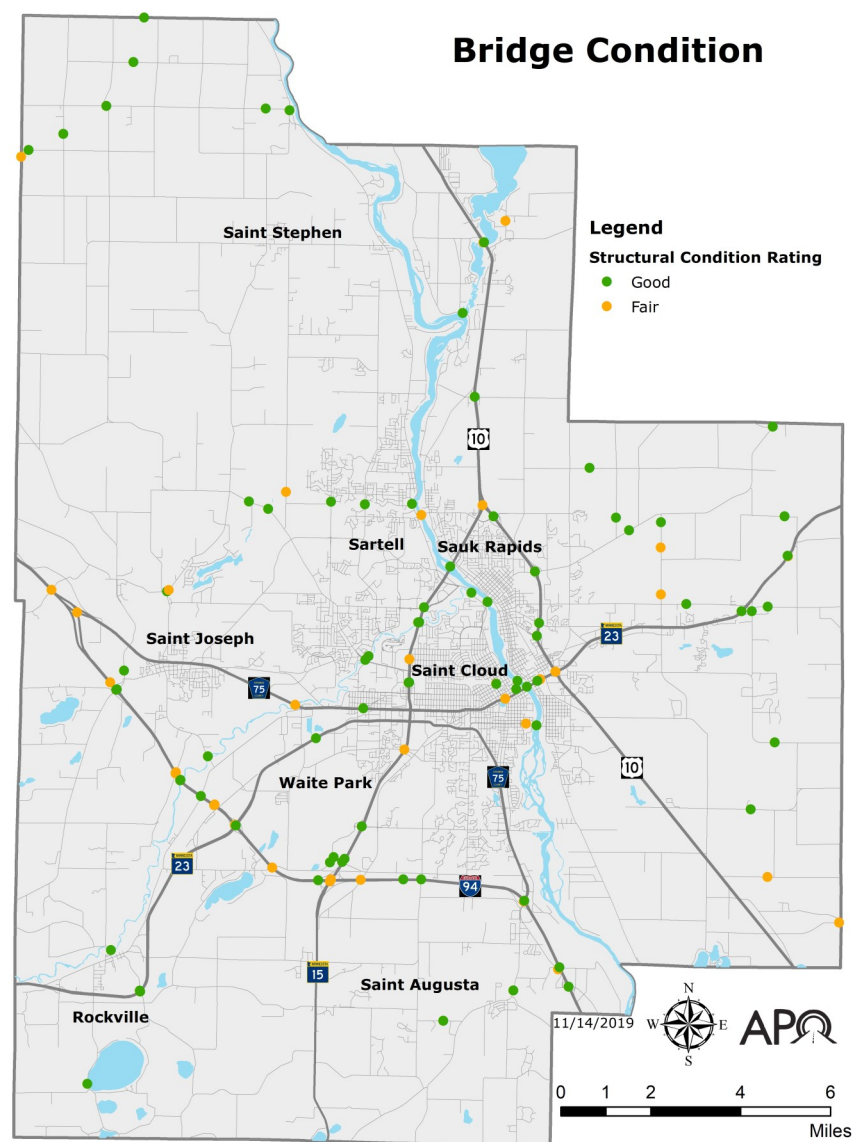


Figure 3.2-Bridge Condition

Data Source: MnDOT.

Condition of All Bridges

Of the 112 bridges in the APO planning area, 76 are rated in good condition, 36 are in fair condition, with none in poor condition as illustrated in Figure 3.2.

In 2017 there were two bridges within the planning area in poor condition. Bridge 71503 on CSAH 3 (a rural major collector) spanning the Elk River was rated in poor condition in 2017 and was replaced in 2019. The existing bridge was replaced having two 12 foot driving lanes and 8-foot shoulders. Bridge 71511 on CSAH 16 (a rural minor collector) spanning the Elk River was rated in poor condition in 2017 but was upgraded to fair condition in 2018.



Sartell bridge rated in fair condition. Photo courtesy of the APO.

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

Saint Cloud Metropolitan Transit Commission (MTC) state of good repair (SGR)

Facilities are measured on the Transit Economic Requirements Model (TERM) Scale

TERM Rating	Condition	Description
Excellent	4.8-5.0	No visible defects, near-new condition.
Good	4.0-4.7	Some slightly defective or deteriorated components.
Adequate	3.0-3.9	Moderately defective or deteriorated components.
Marginal	2.0-2.9	Defective or deteriorated components in need of replacement.
Poor	1.0-1.9	Seriously damaged components in need of immediate repair.

Factors involved with TERM Scale rating:

- Substructure
- Shell
- Interiors
- Plumbing
- HVAC
- Fire Protection
- Electrical
- Equipment
- Fare Collection
- Site
- Conveyance (Elevators and Escalators)

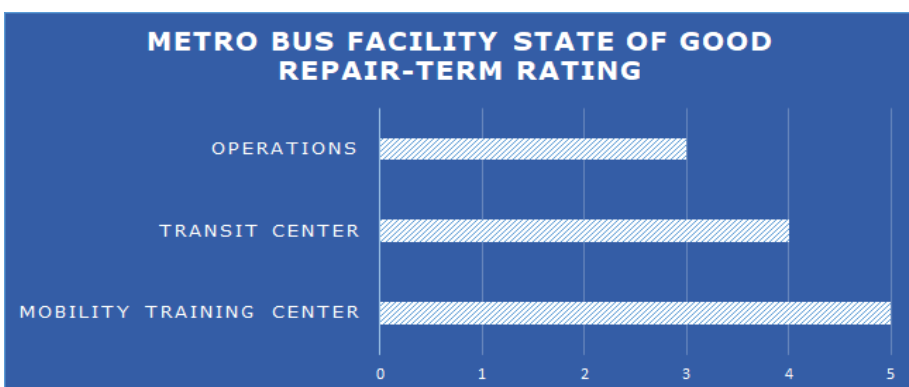


Figure 3.3

Data Source: Saint Cloud MTC.

Transit Economic Requirements Model (TERM) Rating

Operations Facility: Built in 1985, the MTC Operations Facility received a TERM rating of 3. This facility is the headquarters of the Saint Cloud MTC and houses administrative offices, DAR call center, maintenance shop, and vehicle storage.

Transit Center: Located on the corner of Fifth Avenue South and First Street South in downtown Saint Cloud, the MTC Transit Center received a TERM rating of 4. The Transit Center was opened in 1992 and has had renovation and expansion projects in 2010 and 2012 respectively.

The Mobility Training Center: Located at 700 West Saint Germain Street in downtown Saint Cloud, the Mobility Training Center received a TERM rating of 5. It features a simulated street environment for training and assessing an individual's physical and cognitive abilities as they pertain to using public transportation. The Mobility Training Center is also home to the Community Outreach and Travel Training programs.



Photos courtesy of Saint Cloud MTC.

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

Saint Cloud Metropolitan Transit Commission (MTC) State of Good Repair (SGR) for all assets

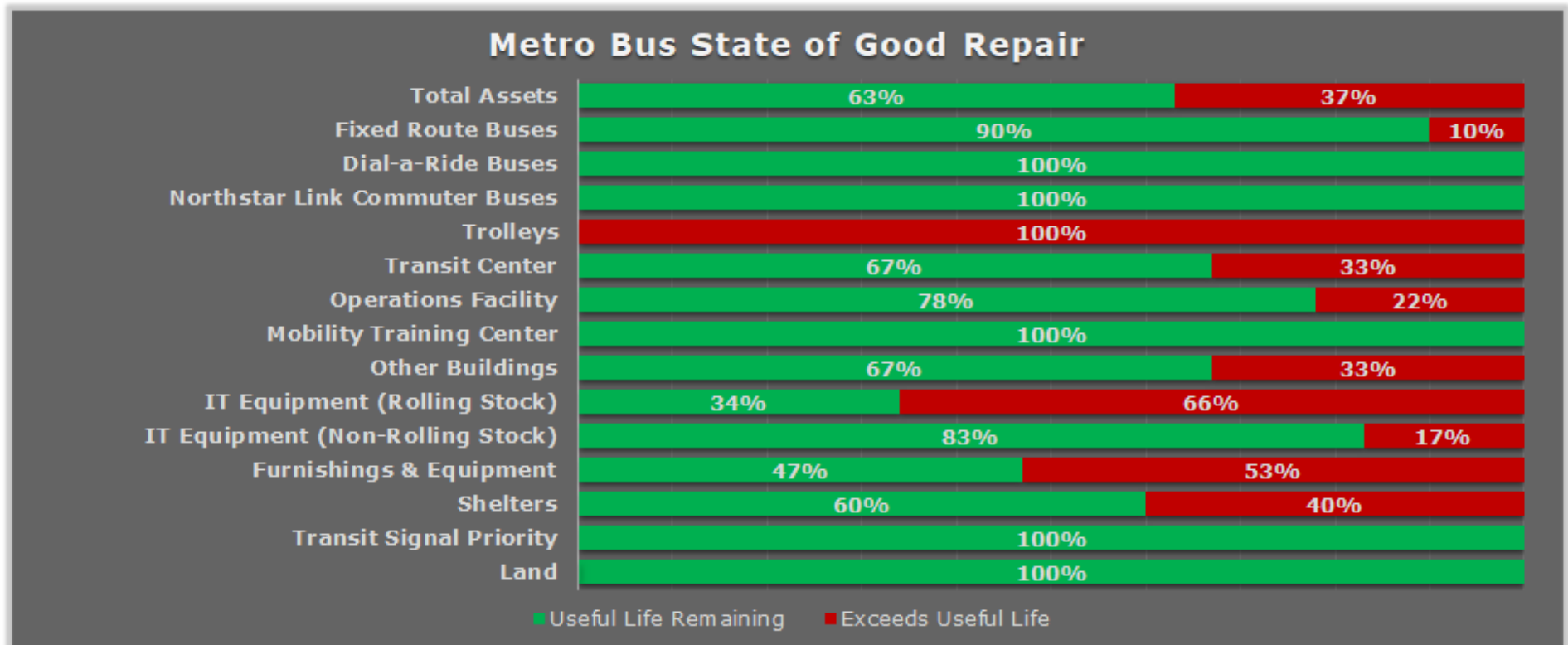
SGR is measured by calculating the percentage of assets that have met or exceeded the useful life benchmark

State of Good Repair (SGR)

A capital asset is in a State of Good Repair (SGR) if it meets the following objective standards:

- The capital asset is able to perform its designed function.
- The use of the asset in its current condition does not pose an identified, unacceptable safety risk.
- The life-cycle investment needs of the asset have been met or recovered, including all scheduled maintenance, rehabilitation, and replacements.

Overall in 2019, 63% of Saint Cloud MTC assets are in a SGR. Dial-a-Ride buses and the Northstar Link Commuter bus's were both at 100% in SGR while fixed route buses were at 90%. Other assets which have a high SGR are the Transit Center at 67%, Operations Facility at 78%, Mobility Training Center at 100%, other buildings at 67%, IT equipment (non-rolling stock) at 83%, shelters at 60%, transit signal priority and land both at 100%. Assets with a majority exceeding their useful life are trolleys at 100%, IT equipment (rolling stock) at 66% and furnishings and equipment at 53%.



Data Source: Saint Cloud MTC.

Goal 4: Support Metropolitan Vitality and Economic Development

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



Photos courtesy of the APO.

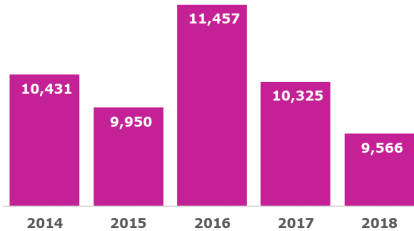
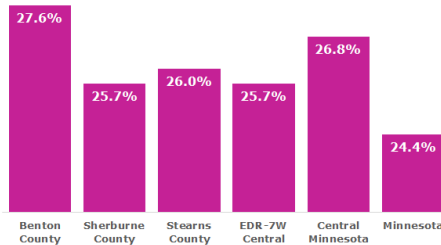
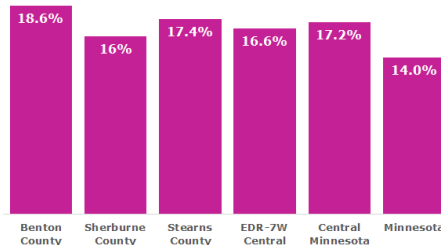
Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

Measure	2021 Target	2018 Result	Multi-Year Trend	Analysis
Truck Travel Time Reliability (TTR): Calculated by dividing the ratio of the 95th percentile time by the normal time (50th percentile).	1.24	1.12	<p>Target 1.24</p> <p>Desired Trend</p>	Truck Travel Time Reliability (TTR) index has increased by 1.8% in 2018. The APO has set a 2021 target of less than 1.24.
Air Passengers at Saint Cloud Regional Airport (STC): Annual number of customers served.	Performance Indicator	43,743		Air passengers at the STC have increased 4.8% from 41,745 passengers in 2017 to 43,743 passengers in 2018. But the 2018 passenger count has decreased 26.7% from the five year high of 59,705 passengers in 2014. The APO does not have a set target.
Tri-CAP One-Way Public Transit Trips: Annual number of transit trips.	Performance Indicator	128,540		Tri-CAP one-way public transit trips increased 2.2% from 125,721 trips in 2017 to 128,540 trips in 2018. This is a five year high and an increase of 24.5% trips from 2014. The APO does not have a set target.
Tri-CAP One-Way Volunteer Driver Trips: Annual number of transit trips.	Performance Indicator	20,374		Tri-CAP one-way volunteer trips decreased 4.7% from 21,370 trips in 2017 to 20,374 trips in 2018. This is a five year low and a decrease of 43.2% trips from 2014. The APO does not have a set target.

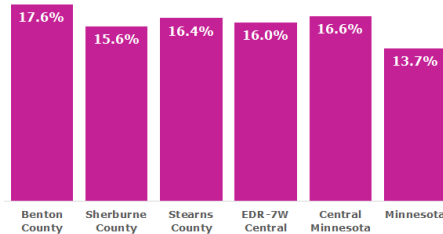
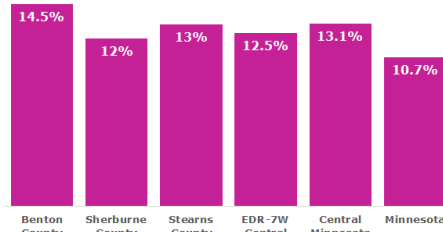
Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis														
Amtrak Ridership: Annual passengers using the Saint Cloud Amtrak station.	Performance Indicator	9,566	 <table><thead><tr><th>Year</th><th>Ridership</th></tr></thead><tbody><tr><td>2014</td><td>10,431</td></tr><tr><td>2015</td><td>9,950</td></tr><tr><td>2016</td><td>11,457</td></tr><tr><td>2017</td><td>10,325</td></tr><tr><td>2018</td><td>9,566</td></tr></tbody></table>	Year	Ridership	2014	10,431	2015	9,950	2016	11,457	2017	10,325	2018	9,566	Amtrak annual ridership decreased 7.4% from 10,325 passengers in 2017 to 9,566 passengers in 2018. This is a decreased of 29.3% from the five year high of 11,457 passengers in 2016. The APO does not have a set target.		
Year	Ridership																	
2014	10,431																	
2015	9,950																	
2016	11,457																	
2017	10,325																	
2018	9,566																	
Percent of Monthly Household Budgets Spent on Transportation (One Working Adult, No Children): Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph	 <table><thead><tr><th>Region</th><th>Percent</th></tr></thead><tbody><tr><td>Benton County</td><td>27.6%</td></tr><tr><td>Sherburne County</td><td>25.7%</td></tr><tr><td>Stearns County</td><td>26.0%</td></tr><tr><td>EDR-7W Central</td><td>25.7%</td></tr><tr><td>Central Minnesota</td><td>26.8%</td></tr><tr><td>Minnesota</td><td>24.4%</td></tr></tbody></table>	Region	Percent	Benton County	27.6%	Sherburne County	25.7%	Stearns County	26.0%	EDR-7W Central	25.7%	Central Minnesota	26.8%	Minnesota	24.4%	In 2018, the percent of monthly household budgets spent on transportation for one adult and no children is highest in Benton County at 27.6% followed by Central Minnesota at 26.8%, Stearns County at 26%, EDR-7W Central at 25.7%, and Sherburne County at 25.7%. All are above the states 24.4% of one adult, no children household budget spent on transportation.
Region	Percent																	
Benton County	27.6%																	
Sherburne County	25.7%																	
Stearns County	26.0%																	
EDR-7W Central	25.7%																	
Central Minnesota	26.8%																	
Minnesota	24.4%																	
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Region	Percent																	
Benton County	18.6%																	
Sherburne County	16%																	
Stearns County	17.4%																	
EDR-7W Central	16.6%																	
Central Minnesota	17.2%																	
Minnesota	14.0%																	

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud APO Transportation Results Scorecard

Measure	Target	Result	Multi-Year Trend	Analysis														
Percent of Monthly Household Budgets Spent on Transportation (Two Working Adults, One Child): Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph	 <table><thead><tr><th>Region</th><th>Percent</th></tr></thead><tbody><tr><td>Benton County</td><td>17.6%</td></tr><tr><td>Sherburne County</td><td>15.6%</td></tr><tr><td>Stearns County</td><td>16.4%</td></tr><tr><td>EDR-7W Central</td><td>16.0%</td></tr><tr><td>Central Minnesota</td><td>16.6%</td></tr><tr><td>Minnesota</td><td>13.7%</td></tr></tbody></table>	Region	Percent	Benton County	17.6%	Sherburne County	15.6%	Stearns County	16.4%	EDR-7W Central	16.0%	Central Minnesota	16.6%	Minnesota	13.7%	In 2018, the percent of monthly household budgets spent on transportation for two working adults and one child is highest in Benton County at 17.6%, followed by Central Minnesota at 16.6%, Stearns County at 16.4%, EDR-7W Central at 16%, and Sherburne County at 15.6%. All are above the states 13.7% of two adults, one child household budget spent on transportation.
Region	Percent																	
Benton County	17.6%																	
Sherburne County	15.6%																	
Stearns County	16.4%																	
EDR-7W Central	16.0%																	
Central Minnesota	16.6%																	
Minnesota	13.7%																	
Percent of Monthly Household Budgets Spent on Transportation (Two Working Adults, Two Children): Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph	 <table><thead><tr><th>Region</th><th>Percent</th></tr></thead><tbody><tr><td>Benton County</td><td>14.5%</td></tr><tr><td>Sherburne County</td><td>12%</td></tr><tr><td>Stearns County</td><td>13%</td></tr><tr><td>EDR-7W Central</td><td>12.5%</td></tr><tr><td>Central Minnesota</td><td>13.1%</td></tr><tr><td>Minnesota</td><td>10.7%</td></tr></tbody></table>	Region	Percent	Benton County	14.5%	Sherburne County	12%	Stearns County	13%	EDR-7W Central	12.5%	Central Minnesota	13.1%	Minnesota	10.7%	In 2018, the percent of monthly household budgets spent on transportation for two working adults and two children is highest in Benton County at 14.5%, followed by Central Minnesota at 13.1%, Stearns County at 13%, EDR-7W Central at 12.5%, and Sherburne County at 12%. All are above the states 10.7 of two adults, two children household budget spent on transportation.
Region	Percent																	
Benton County	14.5%																	
Sherburne County	12%																	
Stearns County	13%																	
EDR-7W Central	12.5%																	
Central Minnesota	13.1%																	
Minnesota	10.7%																	

Goal 4: Support Metropolitan Vitality and Economic Development

Truck Travel Time Reliability (TTTR) Index

The TTTR Index is generated by dividing the ratio of the 95th percentile time by the normal time (50th percentile)

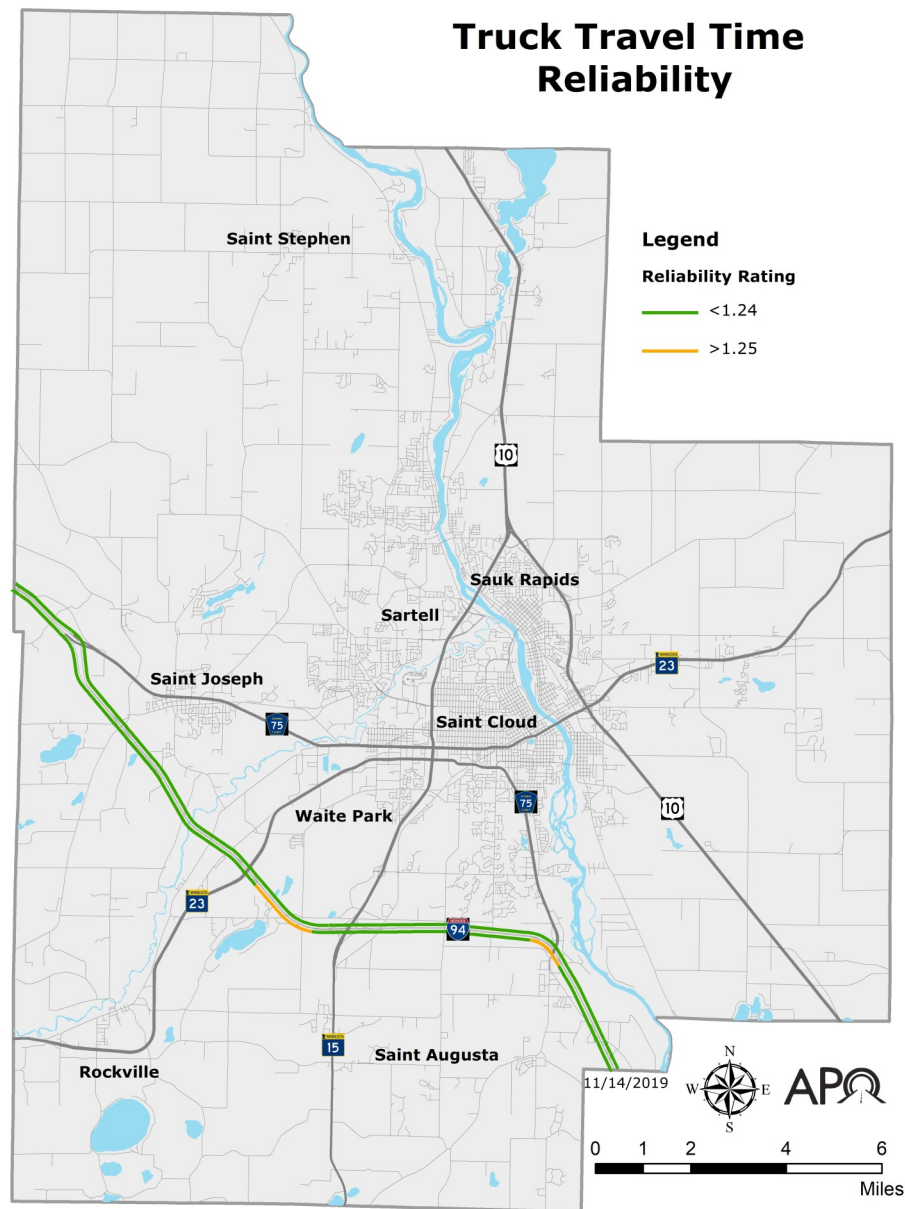


Figure 4.1-Truck Travel Time Reliability

Data Source: NPMRDS.

Interstate Truck Travel Time Reliability

Truck travel time reliability ratings consider the average amount of time it would take for a truck to travel at the 50th percentile speed or average on a stretch of roadway. For example, if a one-mile stretch of roadway with a 60mph average speed has a time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway when normally it would take 1 minute. A time travel reliability rating above 1.5 is deemed unreliable by Federal Highway Administration (FHWA) standards.

Interstate 94 corridor that passes through the APO boundaries is below the 1.5 threshold. This means the system is operating within normal capacity as shown in Figure 4.1. Currently data consisting of truck travel time reliability is only available for the Interstate.

How is TTTR Measured?

⇒ Reporting of freight movement is divided into five periods:

- ◇ Morning peak (6-10 a.m.) weekdays
- ◇ Midday (10 a.m.-4 p.m.) weekdays
- ◇ Afternoon peak (4-8 p.m.) weekdays
- ◇ (6 a.m.-8 p.m.) weekends
- ◇ (8 p.m.-6 a.m.) Overnights for all days

- The TTTR ratio is generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Goal 4: Support Metropolitan Vitality and Economic Development

Saint Cloud Regional Airport and Tri-County Action Program (Tri-CAP)

Annual number of customers served at the Saint Cloud Regional Airport and number of trips Tri-CAP provides annually

Saint Cloud Regional Airport

The Saint Cloud Regional Airport (STC) was officially opened in 1970 at its current location at 1550-45th Ave. SE in Saint Cloud. It is the only publicly operated air facility within the APO planning region. The City of Saint Cloud owns and operates the airport.

About 100 general aviation planes are based at STC. The airport owns 55 airplane hangars and contracts directly with plane owners.

Allegiant Airlines has a schedule of two destinations – Phoenix Mesa Gateway International Airport (IWA or AZA) and Punta Gorda, Florida (PGD) – which the airline flies to twice a week.

Sun Country Airlines charts two destinations - Laughlin, Nevada/Bullhead City, Arizona International Airport; and Don Laughlin's Riverside Resort Hotel and Casino in Nevada.

1,400

Number of acres the airport resides on.

\$20 Million

Estimated annual impact on the local economy.

What is the Tri-County Action Program?

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

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

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

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

Goal 4: Support Metropolitan Vitality and Economic Development

Transportation Costs

Percent of monthly household budgets spent on transportation

Percent of monthly household budgets spent on transportation

The percent of monthly household budgets spent on transportation in each chart assumes that the adult(s) are working full time. Average yearly costs of transportation is calculated as part of the Cost of Living data gathered by the Minnesota Department of Employment and Economic Development (DEED). The data is broken down by county; the economic development region (EDR) 7W Central composed of (Stearns County, Benton County, Sherburne County, and Wright County), Central Minnesota (Stearns County, Sherburne County, Benton County, Wright County, Kandiyohi County, Meeker County, Renville County, McLeod County, Mille Lacs County, Kanabec County, Isanti County, Chisago County, and Pine County), and the State.

Based on the four graphs on the right, the state as a whole has a lower percent of monthly household budgets spent on transportation than Central Minnesota, EDR 7W Central, Benton County, Sherburne County and Stearns County. In all the household sizes, the difference between Minnesota and the highest percent of monthly household budgets spent on transportation are within 5 percentage points of each other.

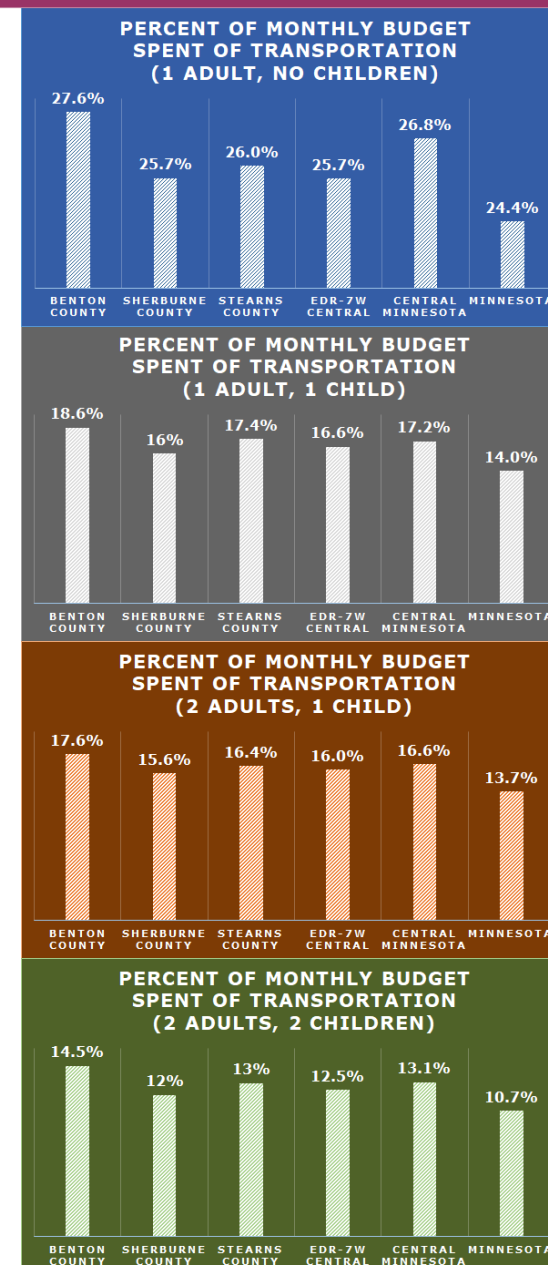
Methodology

The cost of living study provides a yearly estimate of the basic needs cost of living in Minnesota for both individuals and families. Results are broken down by county, region, and statewide. The study examines monthly living costs in seven cost categories: food, housing, health care, transportation, child care, other necessities, and net taxes. Total costs are presented as yearly and hourly dollar amounts.

Rather than describing what families are spending as the Consumer Expenditure Survey does, the study estimates the cost of living. The Cost of Living represents neither a poverty-level living nor a middle-class living but rather a living that meets basic needs for health and safety.

Transportation figures are derived from the basic costs of owning and operating a car. These basic costs include those for commuting to work, conducting necessary family and personal business, and getting to and from school and place of worship. Costs for social and recreational uses are not included. Public transportation cost estimates are not used in the computations.

Data Source: Minnesota Department Employment and Economic Development.



Goal 5: Promote Energy and Environmental Conservation

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



Photo courtesy of the APO.

Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis												
Air Quality - Annual count of days in each Air Quality Index (AQI) category; good, moderate, unhealthy for sensitive groups and unhealthy.	Good - Performance Indicator	90%	<table><tr><th>Year</th><th>Percentage</th></tr><tr><td>2013</td><td>87%</td></tr><tr><td>2014</td><td>89%</td></tr><tr><td>2015</td><td>92%</td></tr><tr><td>2016</td><td>92%</td></tr><tr><td>2017</td><td>90%</td></tr></table>	Year	Percentage	2013	87%	2014	89%	2015	92%	2016	92%	2017	90%	The percent of days with good air quality increased 3 percentage points since 2013, from 87% to 90% in 2017, but decreased 2 percentage points from 2016. The APO desires the air quality of improve.
	Year	Percentage														
2013	87%															
2014	89%															
2015	92%															
2016	92%															
2017	90%															
Moderate - Performance Indicator	10%	<table><tr><th>Year</th><th>Percentage</th></tr><tr><td>2013</td><td>13%</td></tr><tr><td>2014</td><td>11%</td></tr><tr><td>2015</td><td>8%</td></tr><tr><td>2016</td><td>8%</td></tr><tr><td>2017</td><td>10%</td></tr></table>	Year	Percentage	2013	13%	2014	11%	2015	8%	2016	8%	2017	10%	The percent of days with moderate air quality decreased three percentage points since 2013, and increased two percentage points since 2016. The APO desires the air quality of improve.	
Year	Percentage															
2013	13%															
2014	11%															
2015	8%															
2016	8%															
2017	10%															
Annual Percentage of Transportation Investments in Minority Environmental Justice Census Blocks: The percentage of transportation investments in high minority population census blocks.	Performance Indicator	93%	<table><tr><th>Population Type</th><th>Percentage</th></tr><tr><td>Minority population</td><td>93%</td></tr><tr><td>Non-minority population</td><td>7%</td></tr></table>	Population Type	Percentage	Minority population	93%	Non-minority population	7%	Identified in the 2020-2023 Transportation Improvement Program (TIP), 93% of programmed projects intersect with census blocks with a high minority population.						
Population Type	Percentage															
Minority population	93%															
Non-minority population	7%															
Annual Percentage of Transportation Investments in low-income Environmental Justice Census Blocks: The percentage of transportation investments in census blocks with persons with low-income.	Performance Indicator	84%	<table><tr><th>Population Type</th><th>Percentage</th></tr><tr><td>Persons with low-income</td><td>84%</td></tr><tr><td>Non-low-income population</td><td>16%</td></tr></table>	Population Type	Percentage	Persons with low-income	84%	Non-low-income population	16%	Identified in the 2020-2023 Transportation Improvement Program (TIP), 84% of programmed projects intersect with census blocks with a low-income population.						
Population Type	Percentage															
Persons with low-income	84%															
Non-low-income population	16%															

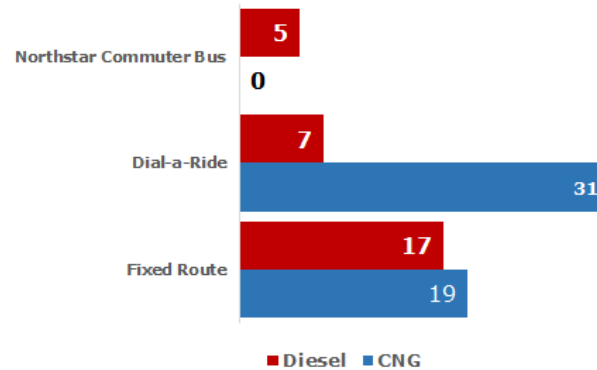
Goal 5: Promote Energy and Environmental Conservation

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2017 Result	Analysis
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Transit Vehicles Using Alternative Fuels: Number of public transit vehicles using alternative fuels.

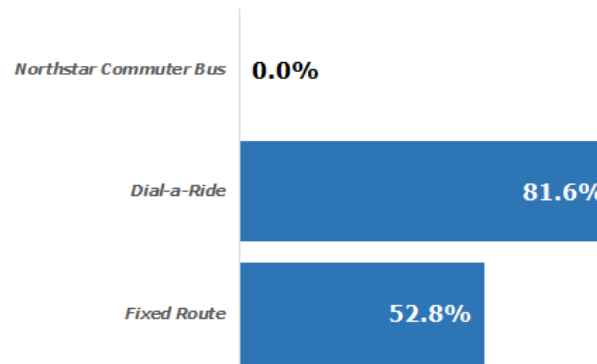
Performance Indicator



In 2018, there was a total of five Northstar Commuter Buses and none used Compressed Natural Gas (CNG). Also, in 2018, seven DAR buses and 17 FR buses were using diesel. Thirty-one DAR buses and 19 FR buses were equipped for CNG.

Transit Vehicles Using Alternative Fuels: Percent of public transit vehicles using alternative fuels.

Performance Indicator



In 2018, there were zero percent of Northstar Commuter Buses using CNG, 81.6% of Dial-a-Ride buses using CNG, and 52.8% of fixed route buses using CNG.

Goal 5: Promote Energy and Environmental Conservation

Air Quality

Annual count of days in each Air Quality Index (AQI) category; good, moderate, unhealthy for sensitive groups and unhealthy



Photos courtesy of the Saint Cloud APO.

Air Quality

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

Annual Air Quality Index (Total Percent of Days)

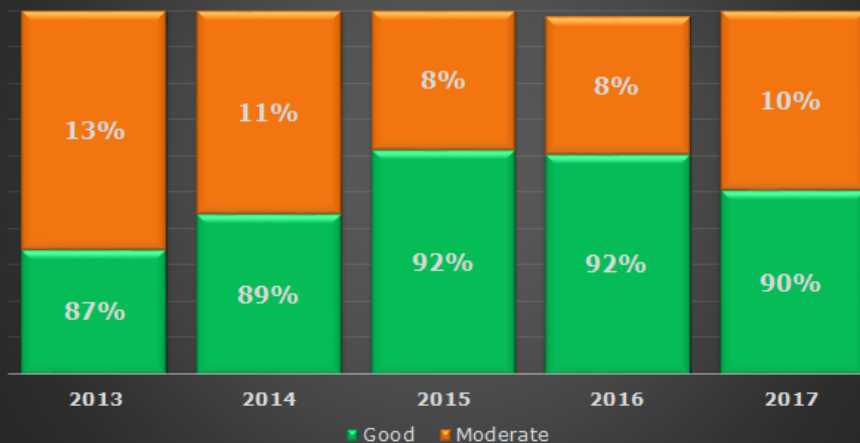


Figure 5.1-Annual Air Quality Index

Data Source: Minnesota Pollution Control Agency (MPCA)

Annual Air Quality Index (AQI)

The AQI has seen the share of good air quality days increase 3 percentage points from 2013 to 2017 as shown in Figure 5.1. In 2017, 90% of days had good air quality and 10% had moderate quality. There were no days with an AQI that was unhealthy for sensitive groups and one day in 2016 that was unhealthy in general. Changes in technology such as fuel efficient vehicles and manufacturing innovations have helped keep air quality in good condition.

24%

Air pollution caused by on-road vehicles.

21%

Air pollution caused by off-road vehicles (construction and agricultural).

Data Source: MPCA.

Goal 5: Promote Energy and Environmental Conservation

Water Quality

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

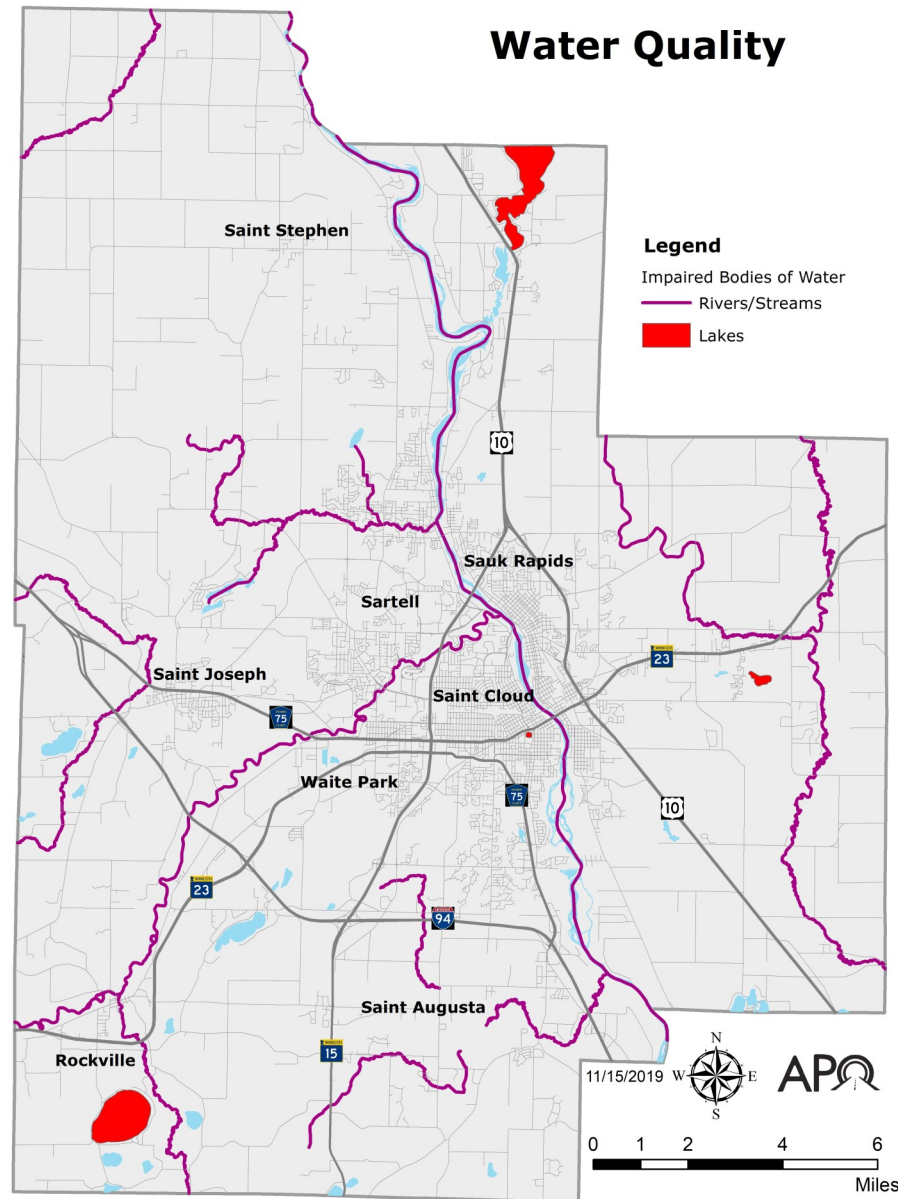


Figure 5.2-Water Quality

Data Source: MPCA.

Water Quality

As displayed in Figure 5.2, there are a total of five lakes that are being monitored for pollution in the APO planning area: Donovan, Little Rock, Grand, Sagatagan, and George Lake.

There are a total of 15 rivers or streams being monitored for pollution within the APO planning area: Elk River, Mill Creek, Spunk Creek, Watab River (North and South Fork), County ditch 12 & 13, Mississippi River, Sauk River, Elk River, Mayhew Creek, Luxemburg Creek, Johnson Creek (Meyer Creek), and Robinson Hill Creek.

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



Photo courtesy of the Saint Cloud APO.

Goal 5: Promote Energy and Environmental Conservation

Vehicles Registered and Sold

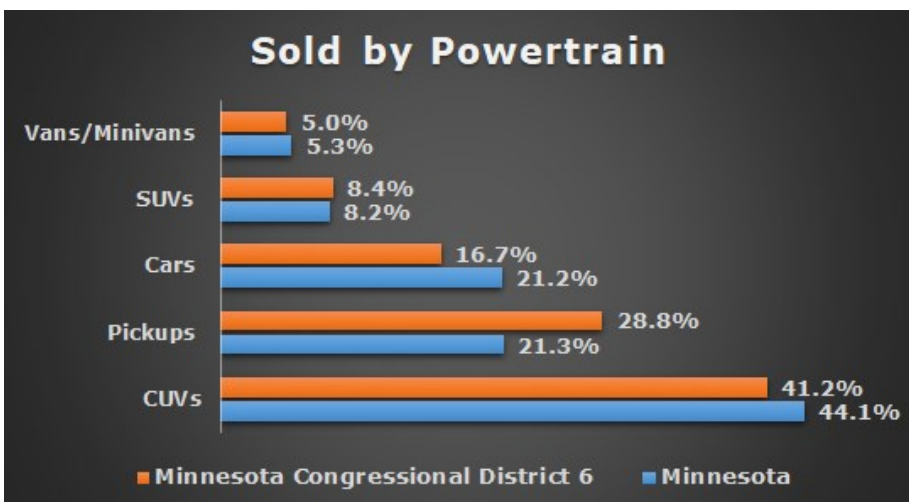
Percent of vehicles sold and registered within Minnesota and Minnesota 6th congressional District by powertrain

Vehicles Registered by Powertrain

In 2018, as depicted in Figure 5.3, the highest percent of vehicles registered by powertrain for both Minnesota Congressional District 6 and Minnesota as a whole were cars at 39.2% and 39.8% respectively as depicted in figure 5.3. Pickups came in second with 22.3% in Minnesota Congressional District 6, followed by Crossover Utility Vehicle (CUVs), Sport Utility Vehicle (SUVs) and Vans/Minivans. Minnesota Congressional District 6 has slightly higher registration numbers for pickups and SUVs.

Figure 5.4-Sold by Powertrain

Data Source: Alliance of Automobile Manufacturers.



\$513

Median monthly new car payment in Minnesota Congressional District 6.

\$33,697

Average MSRP per new car in Minnesota Congressional District 6.

273

Gasoline stations in Minnesota Congressional District 6.

20

Electric charging stations in Minnesota Congressional District 6

Data Source: Alliance of Automobile Manufacturers

Registration by Powertrain

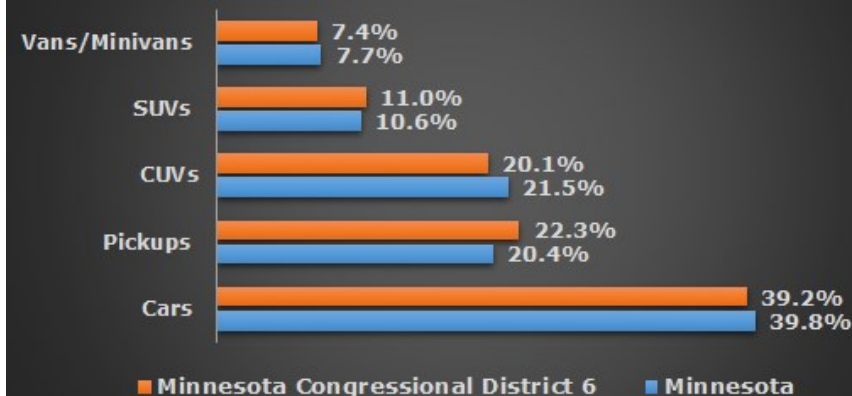


Figure 5.3-Registration by Powertrain

Data Source: Alliance of Automobile Manufacturers.

Vehicles Sold by Powertrain

In 2018, as depicted in Figure 5.4, the highest percent of vehicles sold by powertrain for both Minnesota Congressional District 6 and Minnesota as a whole were CUVs at 41.2% and 44.1% respectively. In both geographical regions, pickups came in second, cars in third, SUVs in fourth and vans/minivans in fifth. Vehicles sold by powertrain indicate the type of vehicles that are becoming popular and will likely be seen on the roads in future years. There is a cultural shift from cars to larger vehicles such as CUVs, pickups and SUVs.

Goal 5: Promote Energy and Environmental Conservation

Vehicles Registered and Sold

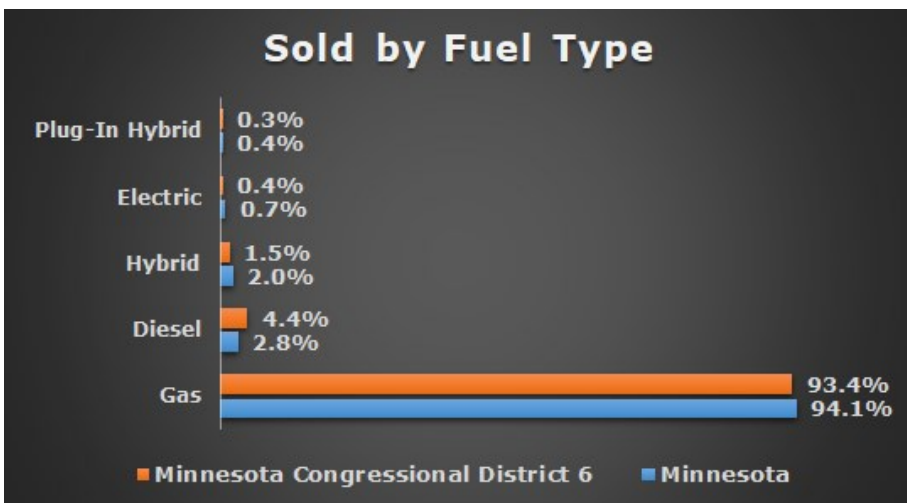
Percent of vehicles registered and sold within Minnesota and Minnesota 6th congressional District by fuel type

Vehicles Registered by Fuel Type

In 2018, as depicted in Figure 5.5, the highest percent of vehicles registered by fuel type for both Minnesota Congressional District 6 and Minnesota as a whole was gas at 95.3% and 95.5% respectively. Diesel for both geographic areas came in second, followed by hybrid in third, electric in fourth, and plug-in hybrid in fifth.

Figure 5.6-Sold by Fuel Type

Data Source: Alliance of Automobile Manufacturers.



Registration by Fuel Type

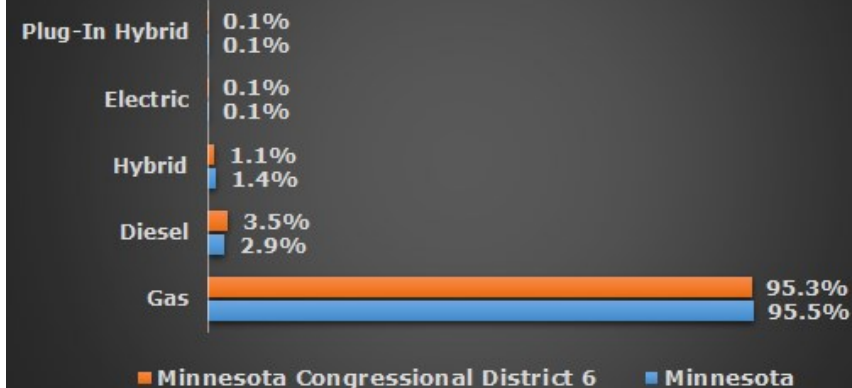


Figure 5.5-Registration by Fuel Type

Data Source: Alliance of Automobile Manufacturers.

Vehicles Sold by Fuel Type

In 2018, as depicted in Figure 5.6, the highest percent of vehicles sold by fuel type for both Minnesota Congressional District 6 and Minnesota as a whole were gas at 93.4% and 94.1% respectively. Diesel for both geographic areas came in second, followed by hybrid in third, electric in fourth, and plug-in hybrid in fifth. Alternative fuel types such as plug-in hybrid, electric and hybrids have been slow to gain traction in Minnesota Congressional District 6 and Minnesota as a whole. The percent sold and currently registered is about equal.

11.6

Average age of vehicles in Minnesota Congressional District 6.

31,194

New car sales in Minnesota Congressional District 6.

\$1.05 Billion

Car sales in Minnesota Congressional District 6.

9,966

Total auto-related employers in Minnesota Congressional District 6.

Data Source: Alliance of Automobile Manufacturers.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: 2020 Regional Transportation Priorities
DATE: Feb. 14, 2020

Each year, the APO Chair and Executive Director make a trip to Washington, D.C. to meet with Congressional members and inform them of our regional transportation priorities. The trip is scheduled for March 30th through April 2nd.

The (almost) final draft of the 2020 briefing booklet is attached for your review. You will note some blank spaces where we are still collecting some information. We will have a more complete version for you at the TAC meeting on Feb. 27th.

Suggested Action: Recommend approval to the Policy Board



2020 Regional Transportation Priorities

Saint Cloud Area Planning Organization
1040 County Road 4
Saint Cloud, Minnesota 56303-0643
Phone: 320-252-7568
Fax: 320-252-6557
Website: www.stcloudapo.org



Extend Northstar Commuter Rail to the Saint Cloud Region

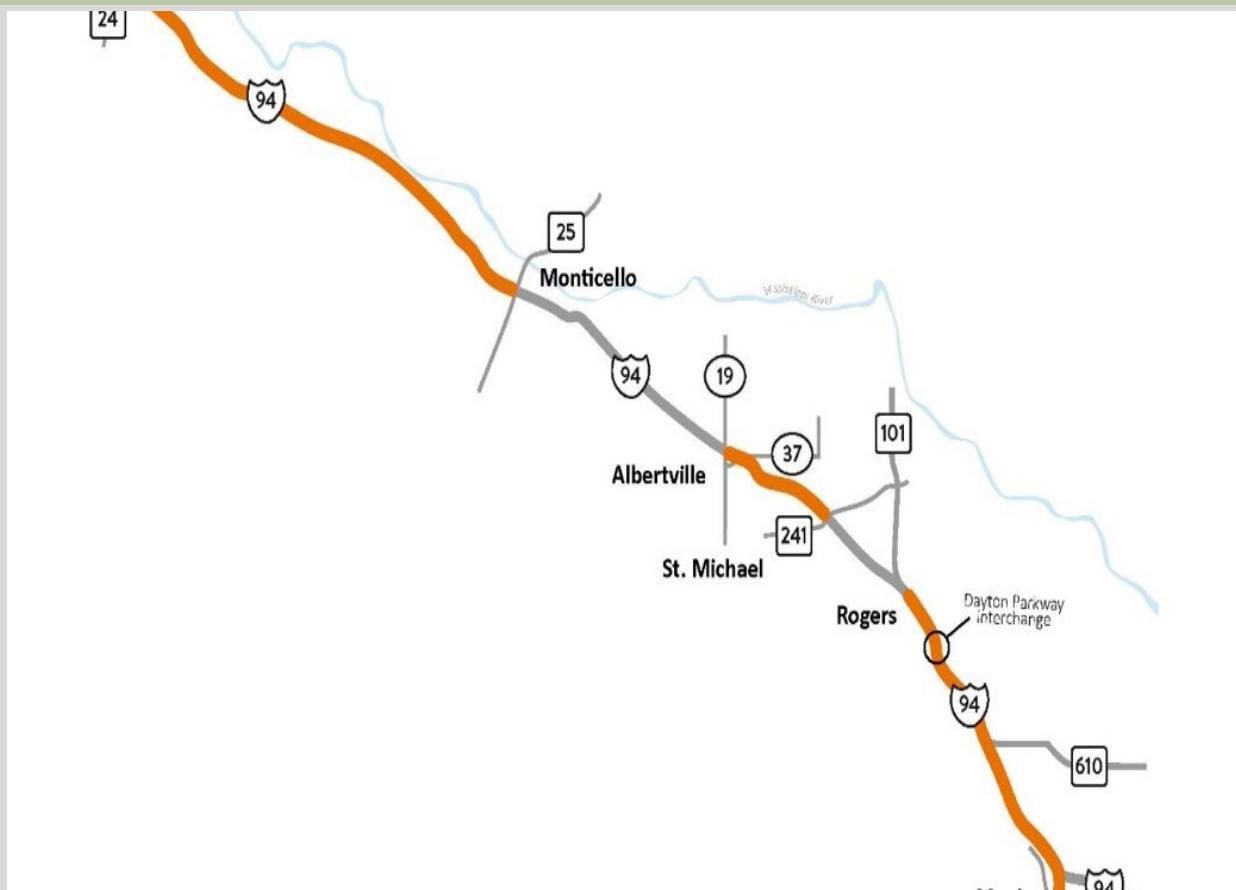


The first phase of the commuter rail line between Big Lake and downtown Minneapolis was completed in 2009 and has consistently provided over 700,000 rides annually. The original vision included service to Saint Cloud (now called Phase 2). There is strong public support for extending the rail line operations to the Saint Cloud metropolitan area.

In the 2019 Legislative session, \$650,000 was approved to update the planning for extending the Northstar line to the region. The MnDOT Passenger Rail Office worked with Burlington Northern Santa Fe Railroad to complete that study in March 2020 and found_____.

(Text to be completed once MnDOT releases the results of their study)

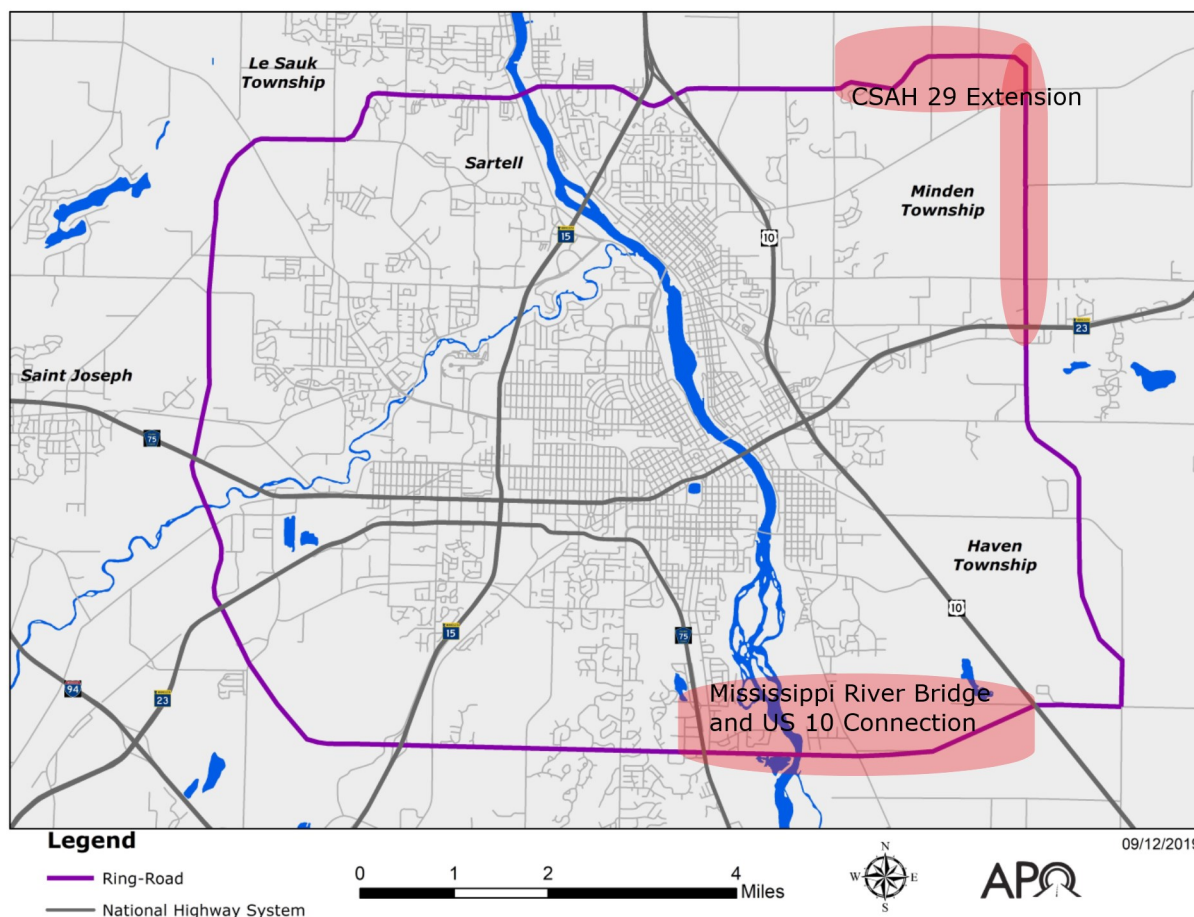
Widen I-94 between Albertville and Monticello



In 2019, MnDOT started a three-year process of widening I-94 to six lanes in two segments: 1.) from Saint Michael to Albertville, and 2.) from Monticello to Clearwater. This will significantly help address a long-time regional transportation need for improving traffic flow between the Saint Cloud metropolitan area and the Twin Cities metro. However, it will also result in a bottleneck between Monticello and Albertville where the highway will remain only four lanes wide. The members of the Saint Cloud APO strongly support addressing this bottleneck as quickly as possible to ensure a smooth continuous flow of traffic. Addressing this pending bottleneck is also supported by _____.

(All jurisdictions supporting this effort will be added.)

Urban Beltline Arterial

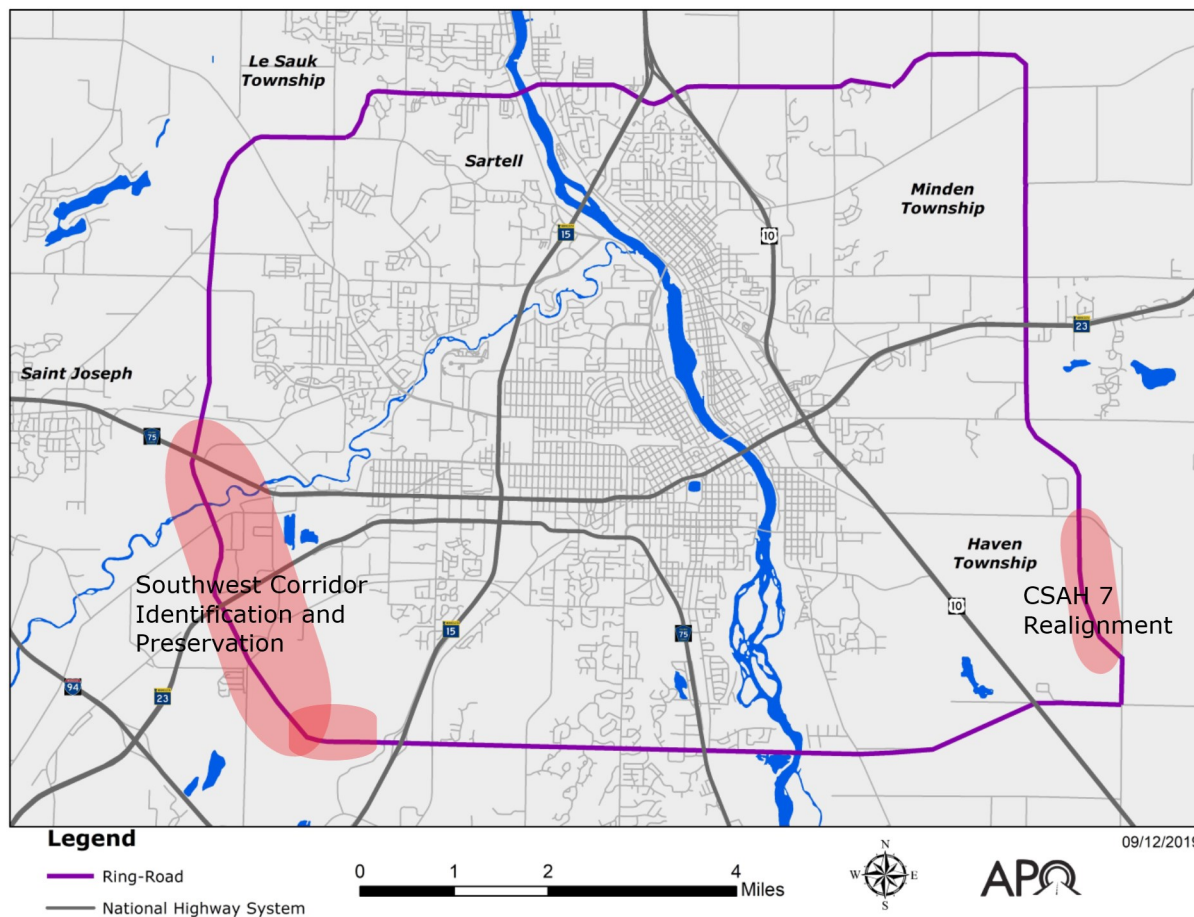


An urban beltline arterial has been a long-held priority by the APO. The beltline—a four-lane divided minor arterial—will help facilitate traffic flow around the metropolitan area, while helping relieve traffic congestion in the urban core. Given the size and scope of this vision, it will need to be implemented in stages.

Mississippi River Bridge: Planning for a river crossing between 33rd St. S in Saint Cloud and US 10 in Sherburne County has recently been reinitiated. It is expected that a final alignment and right-of-way for the connection will be identified and preserved within the next two years. The most immediate need to advance this effort will be the completion of the environmental review process.

Extension of Benton County CSAH 29: This corridor provides a crucial link between US 10 and TH-23 in the north-east corner of the metro area. Right-of-way has already been acquired. The estimated construction cost of the roadway is \$5 million.

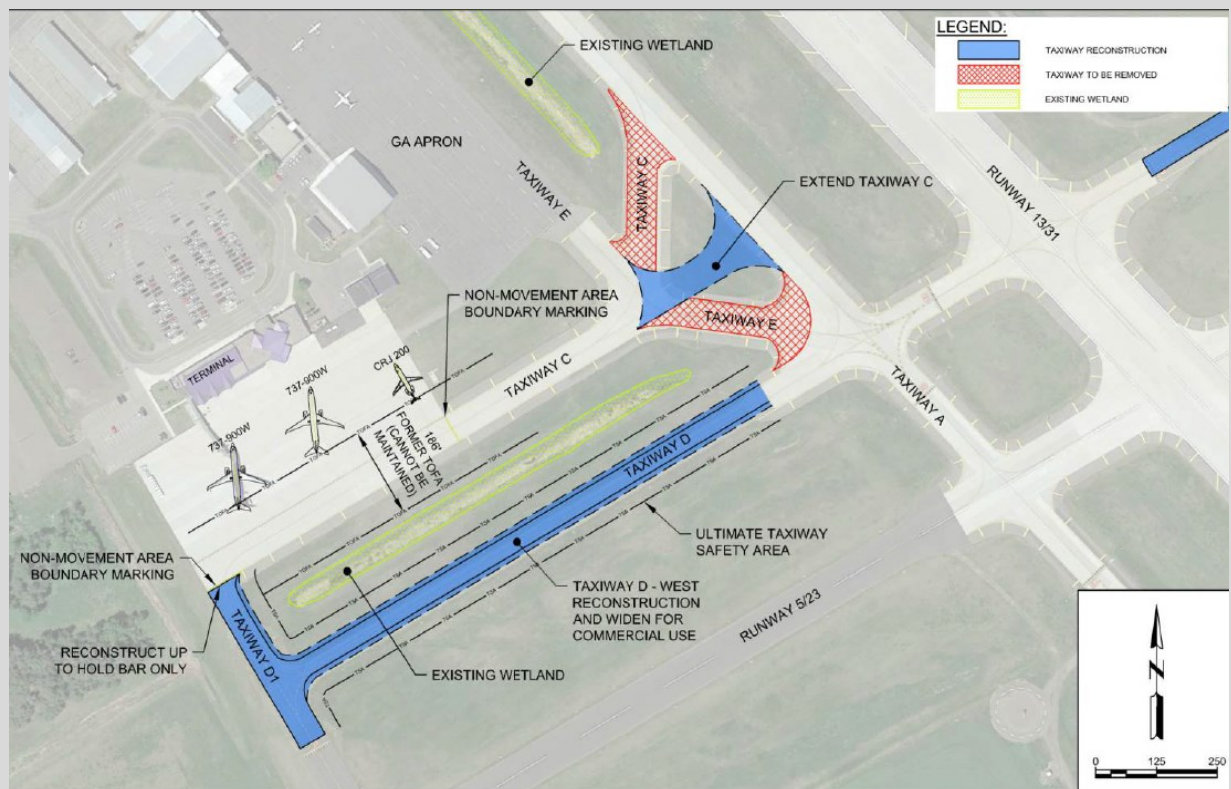
Urban Beltline Arterial (cont.)



Southwest Corridor: The Southwest Corridor extension will connect the existing interchange at 33rd St. S and TH-15 with CSAH 75, primarily through the City of Waite Park. Planning for this corridor—again, a long held vision going back at least to 1992—stopped in 2008 at the start of the Great Recession. Planning for the corridor needs to be completed so that the environmental review and official mapping of the corridor can occur.

CSAH 7 Re-alignment: This realignment of an existing roadway will both help facilitate the beltline traffic flow and allow for the extension of runway 5/23 at the St. Cloud Regional Airport. Total project cost, including right-of-way acquisition, is estimated to be \$9 million.

Reconfigure Taxiways at Saint Cloud Regional Airport



According to FAA Advisory Circular 150/5300-13A, *Airport Design*, “good airport design practices keep taxiway intersections simple by reducing the number of taxiways intersecting at a single location” as complex intersections increase the possibility of pilot error. The circular describes a “three-node concept” which means that a pilot should be presented with no more than three choices at an intersection. The only taxiway intersection at STC with more than three choices is located at the five-way intersection of Taxiways A, D, and E immediately east of the terminal.

The Airport proposes to resolve this non-standard configuration by removing the angled section of Taxiways C and E and replace them as shown in the figure above, as well as reconstruct and strengthen Taxiway D.

The expected cost of this project is approximately \$3.5 million.

A Word About Transportation Earmarks



We understand that the current transportation authorization expires in 2020 and that negotiations for the next authorization have begun. We also understand that there may be some bi-partisan support for bringing back budgetary earmarks for specific projects. We take no position on earmarks per se, but we do wish to communicate some concerns regarding earmarks if they do come back:

Within MPO planning areas, we spend considerable time and effort identifying and prioritizing transportation needs. When funding is approved for a project that has not been previously identified during the planning process, it steals resources away from projects that have been identified and regionally vetted, and calls into question the entire planning and programming process.

We strongly encourage that within MPO planning areas, earmarks for major projects be limited to projects that have previously been identified in the region's Metropolitan Transportation Plan (MTP), or which are listed on an illustrative list of unfunded needs within the MTP. In this way, we can help ensure that projects which receive funding are both technically feasible and publically acceptable.

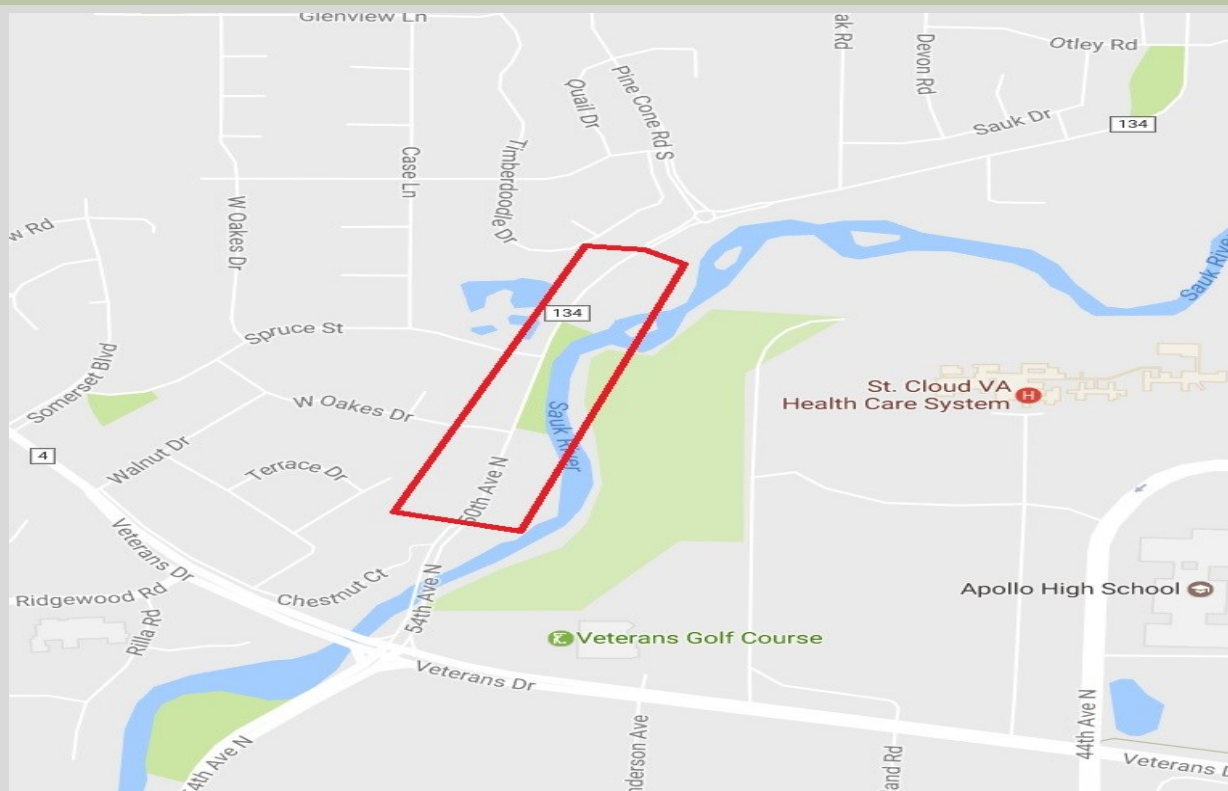


Other Unfunded Transportation Needs

The following pages detail additional unfunded needs in the Saint Cloud metro region for your consideration.



Stearns County Road 134



We are so fortunate and thankful to have had help from our congressional delegation to get the first phase of this project (referred to as the West Metro Corridor project) completed. It has helped immensely with congestion in the west St. Cloud area. When the new bridge was constructed along County Road 134 we matched into the existing three lane section just north of the bridge. A bottleneck has been created with motorists vying for position within a neighborhood area. Expansion of County Road 134 between the new bridge and the roundabout at Pinecone Road will provide a more logical and safe location to drop a lane of traffic, as the Pinecone Road intersection is a point where traffic volumes naturally split, especially now that we've improved the intersection of County Road 134 and CSAH 120. Estimated cost for right of way is \$1.5 million; for construction \$3.5 million.

For more information, contact:

Jodi L. Teich, P.E.
Stearns County Engineer
455 28th Avenue South
Waite Park, MN 56387
Phone: (320) 255.6180
Fax: (320) 255.6186
jodi.teich@co.stearns.mn.us

Total Cost	Local Cost	Federal Request
\$5,000,000	\$1,000,000	\$4,000,000

Build Pedestrian Crossing of CSAH 75 in Saint Joseph



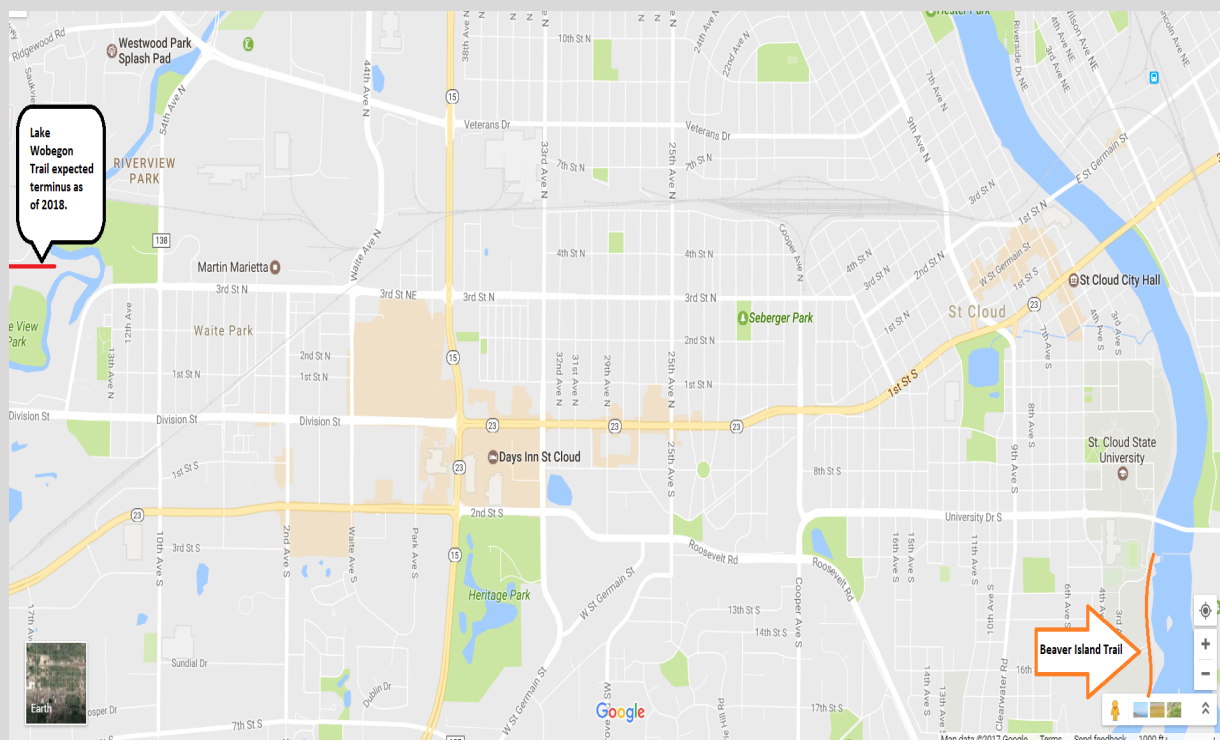
Stearns County CSAH 75 in Saint Joseph is a four-lane principle arterial that carries about 20,000 vehicles each day. It also bisects the town of Saint Joseph, acting as a barrier to safe and convenient pedestrian crossing between the north and south sides of town. The City (with the assistance of the Saint Cloud APO) recently completed a planning study exploring alternatives to improve the pedestrian environment. In addition to at-grade improvements, the plan does recommend a grade-separated crossing of CSAH 75, as shown in the graphic above, because of the high-speed and volume of vehicle traffic.

For more information, contact:

Kris Ambuehl
City Administrator
25 College Ave. North
P.O. Box 668
St. Joseph, MN 56374
Phone: (320) 363-7201
Fax: (320)-363-0342
kambuehl@cityofstjoseph.com

Total Cost	Local Cost	Federal Request
\$3,500,000	\$700,000	\$2,800,000

Lake Wobegon Trail and Beaver Island Trail Connection



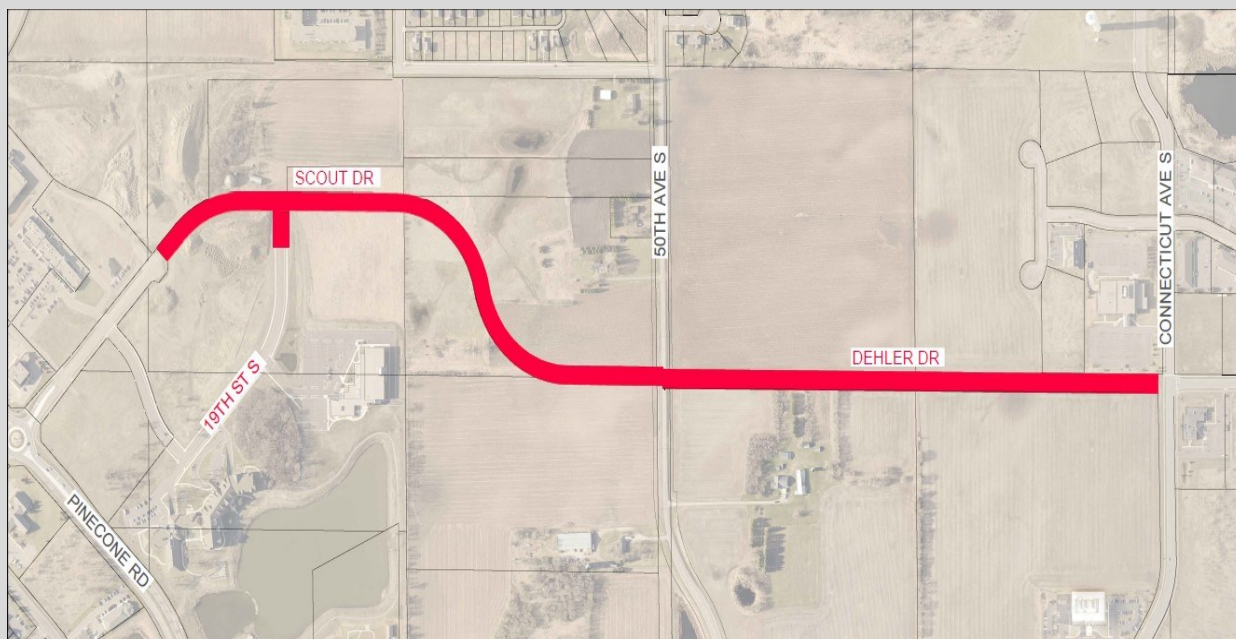
It is anticipated that an extension of the popular Lake Wobegon Trail from Saint Joseph to Waite Park occurred in 2018, which leaves the terminus of the trail approximately five miles from the Beaver Island Trail. The Beaver Island Trail runs through Saint Cloud from the campus of Saint Cloud State University to Schwan's Home Service and The Chip Shoppe bakery on Heatherwood Road. Upcoming extensions of the Beaver Island Trail are expected to take that trail to Saint Cloud's southeastern city limits, approximately one mile south of the I-94/Opportunity Drive interchange, along CR 75. Connecting the Lake Wobegon Trail to the Beaver Island Trail via RiverWalk at Hester Park will provide a continuous trail corridor from Fergus Falls through downtown Saint Cloud and the Saint Cloud metro area—a distance of over 117 miles—and provide for the possibility of further extensions to Clearwater, Monticello, and points south-east.

For more information, contact:

Scott D Zlotnik,
Park & Recreation Director
400 2nd Street South
St. Cloud, MN 56301
320.650.3170 direct
320.257.0657 fax
jhalter@sehinc.com

Total Cost	Local Cost	Federal Request
\$5,500,000	\$1,100,000	\$4,400,000

Scout/Dehler Drive Connection in Sartell



The City of Sartell is requesting funding for the construction of a collector roadway which is a critical segment of Sartell's South Regional Transportation Plan. This phase would extend Scout Drive from its current endpoint approximately 3,000 feet easterly to 50th Ave S, and provide a 2,500 foot extension of Dehler Drive between Connecticut Ave and 50th Ave S, as well as connect to the existing dead-end of 19th Street S. This critical segment of the South Regional Transportation Plan will provide a multi-model economic development driving transportation improvement that will connect Sartell's business park to the Pinecone Road mixed-use area which will:

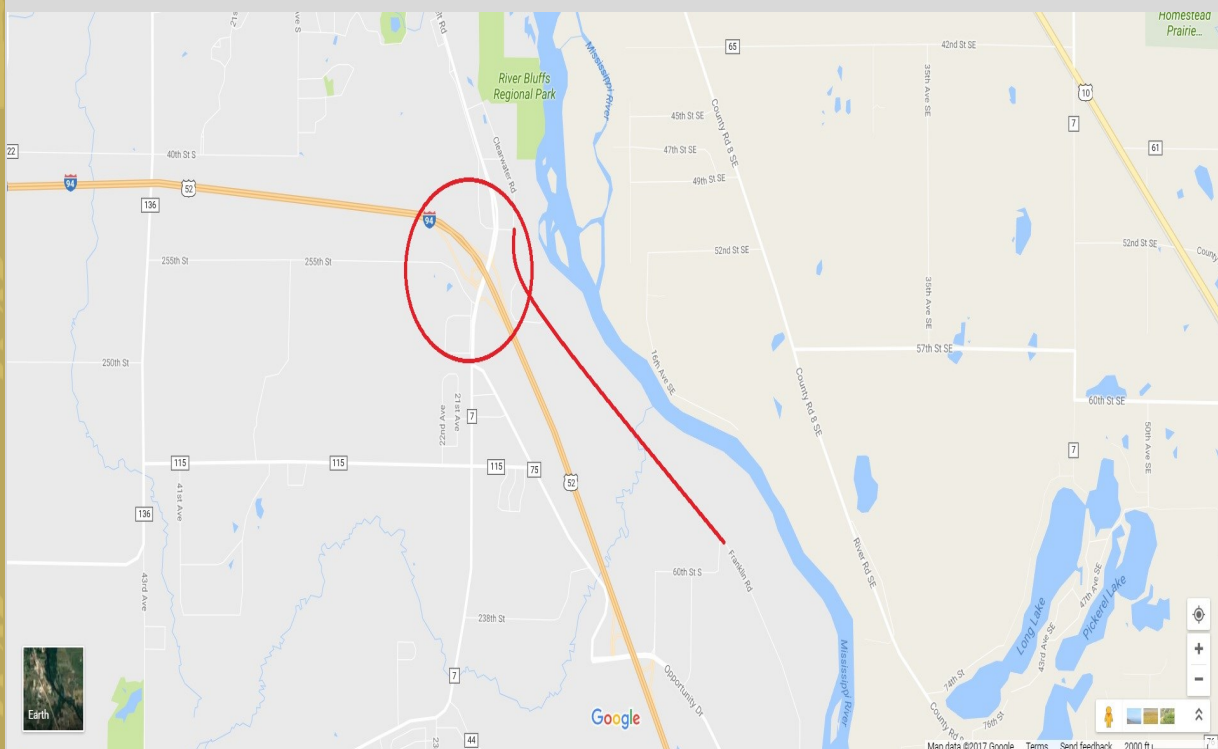
- Provide increased access to banking, recreational, senior housing, and retail sector;
- Provide emergency services benefits by creating secondary access;
- Promote additional commercial, office, and medical business growth and development;
- Alleviate congestion on other County Roadway corridors

For more information, contact:

Jon Halter, P.E.
S.E.H., Inc.
1200 25th Avenue South P.O.
Box 1717
St. Cloud, MN 56302-1717
320.229.4344 direct
320.250.6084 cell
888.908.8166 fax
jhalter@sehinc.com

Total Cost	Local Cost	Federal Request
\$6,000,000	\$1,200,000	\$4,800,000

Connect Heatherwood Road to Franklin Road & Extend Beaver Island Trail



This request is for funding to complete the extension of Heatherwood Road into the Saint Cloud Business Park, thereby increasing commerce and reducing local trips on I-94. Funds will advance the preferred alternatives from environmental review into engineering, right-of-way acquisition, and construction.

Extensions of the Beaver Island Trail will occur in phases, beginning at the current terminus on Heatherwood Road. The intent is to connect the jobs in the Opportunity Drive area with the population centers of the City, and—by connecting the Beaver Island Trail to the Lake Wobegon Trail—to provide a trail corridor through the entire metropolitan area. Following the completion of the City's portion of the trail, Stearns County is committed to completed the trail corridor to Clearwater.

For more information, contact:

Matt Glaesman, AICP
Saint Cloud Community
Development Director
400 2nd St. S.
St. Cloud, MN 56301
St. Cloud, MN 56302-1717
Phone: 320.255.7218
matt.glaesman@ci.stcloud.mn.us

Total Cost	Local Cost	Federal Request
\$7,500,000	\$1,500,000	\$6,000,000

Field Street in Saint Joseph



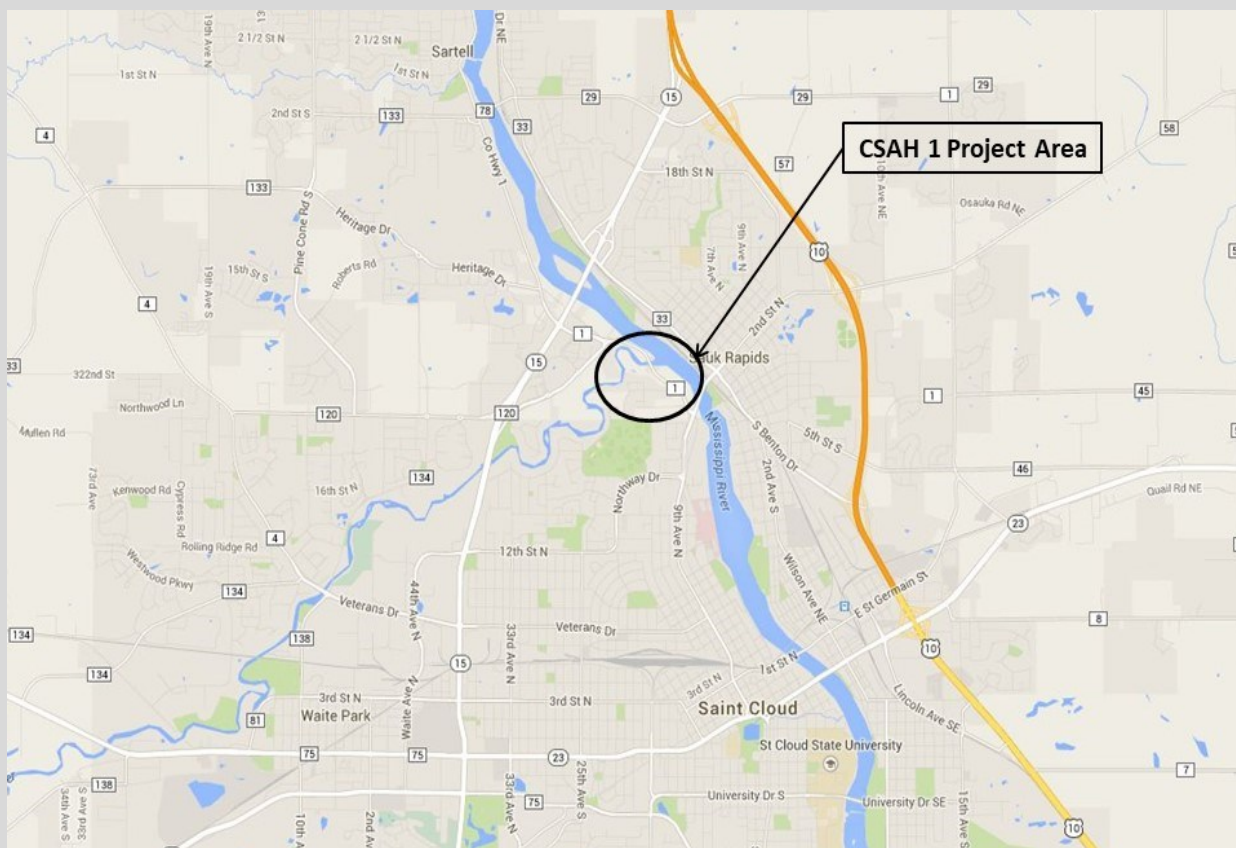
Field Street will be a Major Collector roadway from College Avenue (CR 121) easterly across the north-south minor arterial route planned generally in the 16th and 20th Avenue corridors. Field Street is also anticipated to eventually intersect with a future beltway corridor running north-south between Saint Joseph and Waite Park.

For more information, contact:

Kris Ambuehl
City Administrator
25 College Ave. North
P.O. Box 668
St. Joseph, MN 56374
Phone: (320) 363-7201
Fax: (320)-363-0342
kambuehl@cityofstjoseph.com

Total Cost	Local Cost	Federal Request
\$5,000,000	\$1,000,000	\$4,000,000

CSAH 1 in Stearns County



This segment of CSAH 1 is a bottleneck two lane section of road in between four lane roads on either side, and has quickly become one of the top five Stearns County roads for congestion, particularly during the morning and afternoon peak times. This route connects Sartell, northern Stearns County and a large medical area to the St. Cloud Hospital and downtown St. Cloud. It is a vital commuter route for the area. The expansion would involve a significant amount of right of way acquisition, environmental issues and a large construction price tag.

For more information, contact:

Jodi L. Teich, P.E.
 Stearns County Engineer
 455 28th Avenue South
 Waite Park, MN 56387
 Phone: (320) 255.6180
 Fax: (320) 255.6186
jodi.teich@co.stearns.mn.us

Total Cost	Local Cost	Federal Request
\$7,500,000	\$1,500,000	\$6,000,000