

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.

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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.

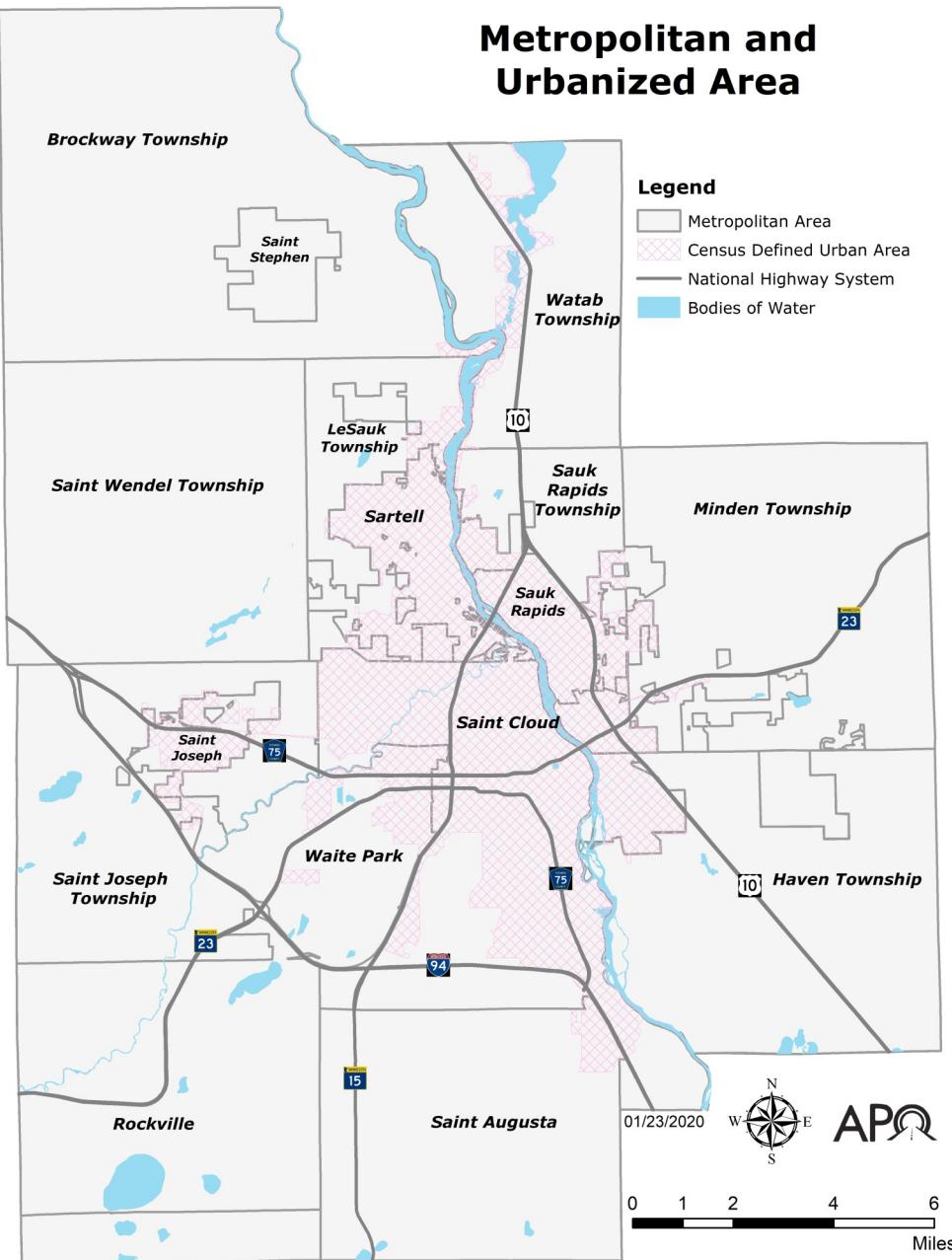
TSM: Transportation System Management.

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 region's 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?

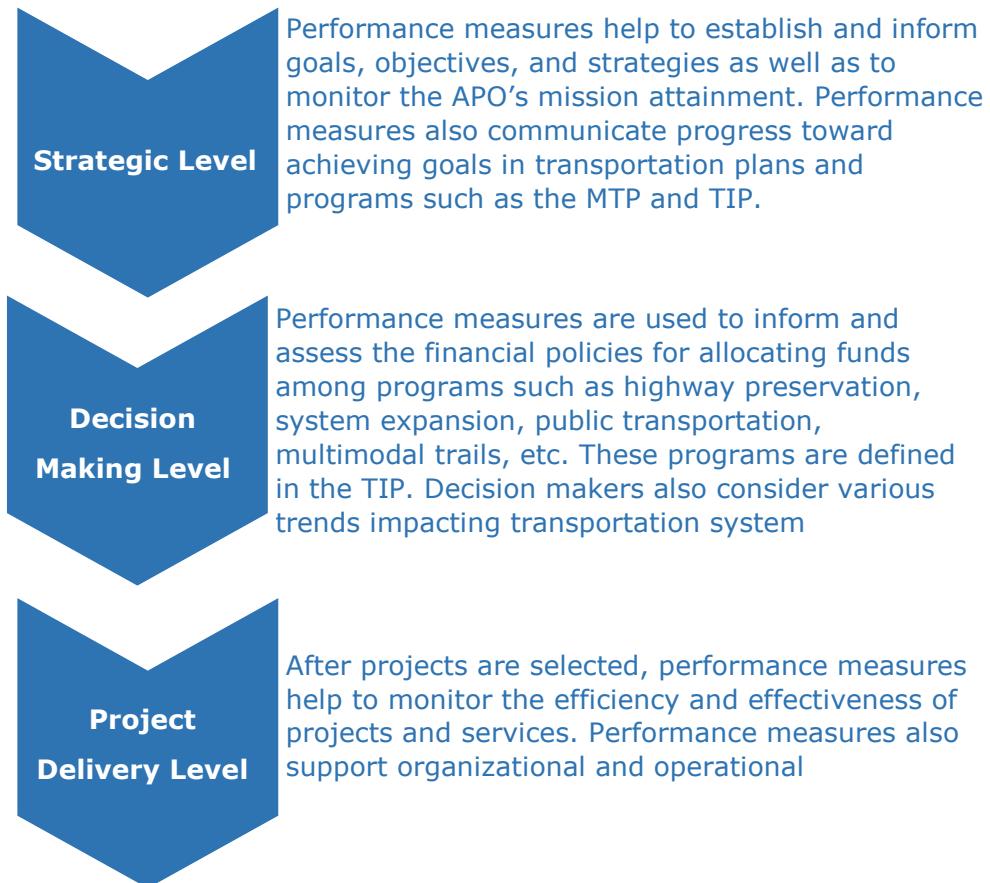
Transportation Performance Management (TPM) is a strategic approach that uses system information such as performance measures to assist policy decisions in order to achieve performance goals.

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.



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.

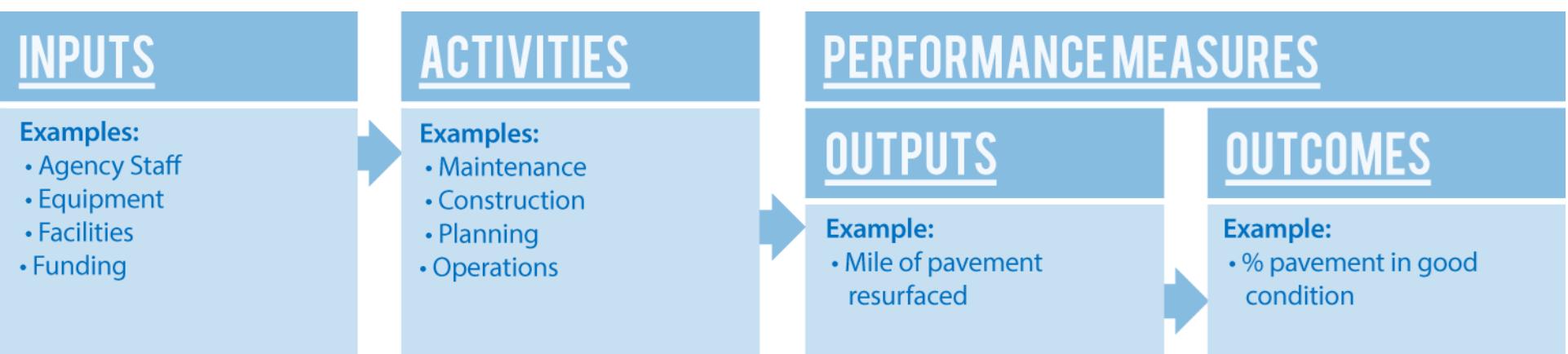
Overall, the targets established by MnDOT have been determined to be of limited value to the APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting differing targets from the state, the APO can focus on localized issues within its region and target 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 transportsations (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.



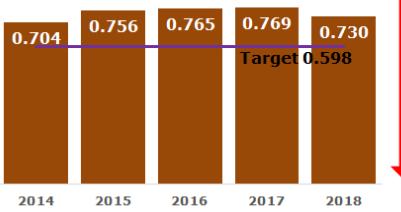
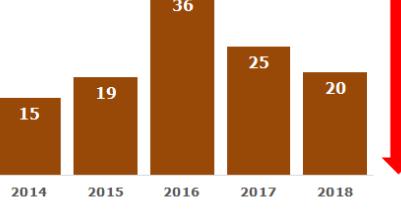
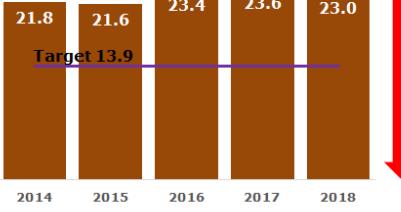
Goal 1: Maintain and Enhance Transportation Safety

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 border="1"> <thead> <tr> <th>Year</th> <th>Crashes</th> </tr> </thead> <tbody> <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> </tbody> </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 border="1"> <thead> <tr> <th>Year</th> <th>Crash Rate</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Crash Rate	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	Crash Rate															
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 border="1"> <thead> <tr> <th>Year</th> <th>Fatalities</th> </tr> </thead> <tbody> <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> </tbody> </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	<table border="1"> <thead> <tr> <th>Year</th> <th>Five-Year Avg</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Five-Year Avg	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 Avg															
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												
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.	0.598	0.730	 <table border="1"> <thead> <tr> <th>Year</th> <th>Rate of Fatalities</th> </tr> </thead> <tbody> <tr><td>2014</td><td>0.704</td></tr> <tr><td>2015</td><td>0.756</td></tr> <tr><td>2016</td><td>0.765</td></tr> <tr><td>2017</td><td>0.769</td></tr> <tr><td>2018</td><td>0.598</td></tr> </tbody> </table>	Year	Rate of Fatalities	2014	0.704	2015	0.756	2016	0.765	2017	0.769	2018	0.598	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.
Year	Rate of Fatalities															
2014	0.704															
2015	0.756															
2016	0.765															
2017	0.769															
2018	0.598															
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. Performance Indicator	20	20	 <table border="1"> <thead> <tr> <th>Year</th> <th>Number of Suspected Serious Injuries</th> </tr> </thead> <tbody> <tr><td>2014</td><td>15</td></tr> <tr><td>2015</td><td>19</td></tr> <tr><td>2016</td><td>36</td></tr> <tr><td>2017</td><td>25</td></tr> <tr><td>2018</td><td>20</td></tr> </tbody> </table>	Year	Number of Suspected Serious Injuries	2014	15	2015	19	2016	36	2017	25	2018	20	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.
Year	Number of Suspected Serious Injuries															
2014	15															
2015	19															
2016	36															
2017	25															
2018	20															
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.	13.9	23.0	 <table border="1"> <thead> <tr> <th>Year</th> <th>Five-Year Average of Suspected Serious Injuries</th> </tr> </thead> <tbody> <tr><td>2014</td><td>21.8</td></tr> <tr><td>2015</td><td>21.6</td></tr> <tr><td>2016</td><td>23.4</td></tr> <tr><td>2017</td><td>23.6</td></tr> <tr><td>2018</td><td>23.0</td></tr> </tbody> </table>	Year	Five-Year Average of Suspected Serious Injuries	2014	21.8	2015	21.6	2016	23.4	2017	23.6	2018	23.0	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.
Year	Five-Year Average of Suspected Serious Injuries															
2014	21.8															
2015	21.6															
2016	23.4															
2017	23.6															
2018	23.0															

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	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>2.019</td> </tr> <tr> <td>2015</td> <td>1.996</td> </tr> <tr> <td>2016</td> <td>2.117</td> </tr> <tr> <td>2017</td> <td>2.088</td> </tr> <tr> <td>2018</td> <td>1.946</td> </tr> </tbody> </table>	Year	Rate	2014	2.019	2015	1.996	2016	2.117	2017	2.088	2018	1.946	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.
Year	Rate															
2014	2.019															
2015	1.996															
2016	2.117															
2017	2.088															
2018	1.946															
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	<table border="1"> <thead> <tr> <th>Year</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>5</td> </tr> <tr> <td>2015</td> <td>12</td> </tr> <tr> <td>2016</td> <td>8</td> </tr> <tr> <td>2017</td> <td>7</td> </tr> <tr> <td>2018</td> <td>9</td> </tr> </tbody> </table>	Year	Count	2014	5	2015	12	2016	8	2017	7	2018	9	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.
Year	Count															
2014	5															
2015	12															
2016	8															
2017	7															
2018	9															
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	<table border="1"> <thead> <tr> <th>Year</th> <th>Average</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>5.2</td> </tr> <tr> <td>2015</td> <td>7.0</td> </tr> <tr> <td>2016</td> <td>7.8</td> </tr> <tr> <td>2017</td> <td>7.8</td> </tr> <tr> <td>2018</td> <td>8.2</td> </tr> </tbody> </table>	Year	Average	2014	5.2	2015	7.0	2016	7.8	2017	7.8	2018	8.2	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.
Year	Average															
2014	5.2															
2015	7.0															
2016	7.8															
2017	7.8															
2018	8.2															

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.	Performance Indicator	87	<table border="1"> <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.	Performance Indicator	3.1%	<table border="1"> <thead> <tr> <th>Year</th> <th>Percentage</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	Percentage	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	Percentage															
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.	Performance Indicator	1	<table border="1"> <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															

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Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis												
Percent of Fatal Chemical Impairment Crashes: 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.	Performance Indicator	11.1%	<table border="1"> <thead> <tr> <th>Year</th> <th>Percentage</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	Percentage	2014	16.7%	2015	0.0%	2016	0.0%	2017	12.5%	2018	11.1%	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.
Year	Percentage															
2014	16.7%															
2015	0.0%															
2016	0.0%															
2017	12.5%															
2018	11.1%															
Suspected Serious Injury Chemical Impairment Crashes: 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.	Performance Indicator	6	<table border="1"> <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	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.
Year	Number of Crashes															
2014	6															
2015	3															
2016	4															
2017	5															
2018	6															
Percent of Suspected Serious Injury Chemical Impairment Crashes: 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.	Performance Indicator	30%	<table border="1"> <thead> <tr> <th>Year</th> <th>Percentage</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	Percentage	2014	40%	2015	15.8%	2016	11.1%	2017	20%	2018	30%	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.
Year	Percentage															
2014	40%															
2015	15.8%															
2016	11.1%															
2017	20%															
2018	30%															

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Measure	2018 Target	2018 Result	Multi-Year Trend	Analysis												
Distracted Driving Crashes: 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.	Performance Indicator	243	<table border="1"> <thead> <tr> <th>Year</th> <th>Crashes</th> </tr> </thead> <tbody> <tr><td>2014</td><td>419</td></tr> <tr><td>2015</td><td>400</td></tr> <tr><td>2016</td><td>265</td></tr> <tr><td>2017</td><td>241</td></tr> <tr><td>2018</td><td>243</td></tr> </tbody> </table>	Year	Crashes	2014	419	2015	400	2016	265	2017	241	2018	243	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.
Year	Crashes															
2014	419															
2015	400															
2016	265															
2017	241															
2018	243															
Percent of Distracted Driving Crashes: 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.	Performance Indicator	8.6%	<table border="1"> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>2014</td><td>16.9%</td></tr> <tr><td>2015</td><td>18.1%</td></tr> <tr><td>2016</td><td>8.6%</td></tr> <tr><td>2017</td><td>8.7%</td></tr> <tr><td>2018</td><td>8.6%</td></tr> </tbody> </table>	Year	Percentage	2014	16.9%	2015	18.1%	2016	8.6%	2017	8.7%	2018	8.6%	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.
Year	Percentage															
2014	16.9%															
2015	18.1%															
2016	8.6%															
2017	8.7%															
2018	8.6%															
Fatal Distracted Driving Crashes: 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.	Performance Indicator	2	<table border="1"> <thead> <tr> <th>Year</th> <th>Crashes</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>2</td></tr> </tbody> </table>	Year	Crashes	2014	0	2015	2	2016	0	2017	0	2018	2	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.
Year	Crashes															
2014	0															
2015	2															
2016	0															
2017	0															
2018	2															

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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 border="1"> <thead> <tr> <th>Year</th> <th>Percentage</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	Percentage	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	Percentage															
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 border="1"> <thead> <tr> <th>Year</th> <th>Number of Crashes</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	Number of Crashes	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	Number of Crashes															
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 border="1"> <thead> <tr> <th>Year</th> <th>Percentage</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	Percentage	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	Percentage															
2014	13.3%															
2015	21.1%															
2016	5.6%															
2017	12.0%															
2018	10.0%															

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Measure	Target	2018 Result	Multi-Year Trend	Analysis												
Number of Fixed Route (FR) Fatalities: Total number of reportable FR fatalities.	TBD in 2020	0	<table border="1"> <thead> <tr> <th>Year</th> <th>Fatalities</th> </tr> </thead> <tbody> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>0</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>0</td></tr> </tbody> </table>	Year	Fatalities	2014	0	2015	0	2016	0	2017	0	2018	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.
Year	Fatalities															
2014	0															
2015	0															
2016	0															
2017	0															
2018	0															
Rate of Fatalities (FR): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr><td>2014</td><td>0.033</td></tr> <tr><td>2015</td><td>0.033</td></tr> <tr><td>2016</td><td>0.008</td></tr> <tr><td>2017</td><td>0.023</td></tr> <tr><td>2018</td><td>0.039</td></tr> </tbody> </table>	Year	Rate	2014	0.033	2015	0.033	2016	0.008	2017	0.023	2018	0.039	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.
Year	Rate															
2014	0.033															
2015	0.033															
2016	0.008															
2017	0.023															
2018	0.039															
Number of FR Injuries: Total number of reportable FR injuries.	TBD in 2020	5	<table border="1"> <thead> <tr> <th>Year</th> <th>Injuries</th> </tr> </thead> <tbody> <tr><td>2014</td><td>4</td></tr> <tr><td>2015</td><td>4</td></tr> <tr><td>2016</td><td>1</td></tr> <tr><td>2017</td><td>3</td></tr> <tr><td>2018</td><td>5</td></tr> </tbody> </table>	Year	Injuries	2014	4	2015	4	2016	1	2017	3	2018	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.
Year	Injuries															
2014	4															
2015	4															
2016	1															
2017	3															
2018	5															
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	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr><td>2014</td><td>0.033</td></tr> <tr><td>2015</td><td>0.033</td></tr> <tr><td>2016</td><td>0.008</td></tr> <tr><td>2017</td><td>0.023</td></tr> <tr><td>2018</td><td>0.039</td></tr> </tbody> </table>	Year	Rate	2014	0.033	2015	0.033	2016	0.008	2017	0.023	2018	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.
Year	Rate															
2014	0.033															
2015	0.033															
2016	0.008															
2017	0.023															
2018	0.039															

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Measure	Target	2018 Result	Multi-Year Trend	Analysis												
Number of FR Safety Events: Total number of reportable FR safety events.	TBD in 2020	5	<table border="1"> <thead> <tr> <th>Year</th> <th>Events</th> </tr> </thead> <tbody> <tr><td>2014</td><td>5</td></tr> <tr><td>2015</td><td>4</td></tr> <tr><td>2016</td><td>1</td></tr> <tr><td>2017</td><td>3</td></tr> <tr><td>2018</td><td>5</td></tr> </tbody> </table>	Year	Events	2014	5	2015	4	2016	1	2017	3	2018	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.
Year	Events															
2014	5															
2015	4															
2016	1															
2017	3															
2018	5															
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	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr><td>2014</td><td>0.041</td></tr> <tr><td>2015</td><td>0.033</td></tr> <tr><td>2016</td><td>0.008</td></tr> <tr><td>2017</td><td>0.023</td></tr> <tr><td>2018</td><td>0.039</td></tr> </tbody> </table>	Year	Rate	2014	0.041	2015	0.033	2016	0.008	2017	0.023	2018	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.
Year	Rate															
2014	0.041															
2015	0.033															
2016	0.008															
2017	0.023															
2018	0.039															
Number of Dial-a-Ride (DAR) Fatalities: Total number of reportable DAR fatalities.	TBD in 2020	0	<table border="1"> <thead> <tr> <th>Year</th> <th>Fatalities</th> </tr> </thead> <tbody> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>0</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>0</td></tr> </tbody> </table>	Year	Fatalities	2014	0	2015	0	2016	0	2017	0	2018	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.
Year	Fatalities															
2014	0															
2015	0															
2016	0															
2017	0															
2018	0															
Fatality Rate (DAR): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr><td>2014</td><td>0</td></tr> <tr><td>2015</td><td>0</td></tr> <tr><td>2016</td><td>0</td></tr> <tr><td>2017</td><td>0</td></tr> <tr><td>2018</td><td>0</td></tr> </tbody> </table>	Year	Rate	2014	0	2015	0	2016	0	2017	0	2018	0	The DAR fatality rate over the past five years have been zero. The APO desires the rate of DAR fatalities to stay at zero.
Year	Rate															
2014	0															
2015	0															
2016	0															
2017	0															
2018	0															

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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	<table border="1"> <thead> <tr> <th>Year</th> <th>Injuries</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>1</td> </tr> <tr> <td>2015</td> <td>3</td> </tr> <tr> <td>2016</td> <td>2</td> </tr> <tr> <td>2017</td> <td>1</td> </tr> <tr> <td>2018</td> <td>4</td> </tr> </tbody> </table>	Year	Injuries	2014	1	2015	3	2016	2	2017	1	2018	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.
Year	Injuries															
2014	1															
2015	3															
2016	2															
2017	1															
2018	4															
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	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>0.020</td> </tr> <tr> <td>2015</td> <td>0.056</td> </tr> <tr> <td>2016</td> <td>0.035</td> </tr> <tr> <td>2017</td> <td>0.017</td> </tr> <tr> <td>2018</td> <td>0.067</td> </tr> </tbody> </table>	Year	Rate	2014	0.020	2015	0.056	2016	0.035	2017	0.017	2018	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.
Year	Rate															
2014	0.020															
2015	0.056															
2016	0.035															
2017	0.017															
2018	0.067															
Number of DAR Safety Events: Total number of reportable DAR safety events.	TBD in 2020	4	<table border="1"> <thead> <tr> <th>Year</th> <th>Events</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>1</td> </tr> <tr> <td>2015</td> <td>4</td> </tr> <tr> <td>2016</td> <td>2</td> </tr> <tr> <td>2017</td> <td>1</td> </tr> <tr> <td>2018</td> <td>4</td> </tr> </tbody> </table>	Year	Events	2014	1	2015	4	2016	2	2017	1	2018	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.
Year	Events															
2014	1															
2015	4															
2016	2															
2017	1															
2018	4															
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	<table border="1"> <thead> <tr> <th>Year</th> <th>Rate</th> </tr> </thead> <tbody> <tr> <td>2014</td> <td>0.020</td> </tr> <tr> <td>2015</td> <td>0.074</td> </tr> <tr> <td>2016</td> <td>0.035</td> </tr> <tr> <td>2017</td> <td>0.017</td> </tr> <tr> <td>2018</td> <td>0.067</td> </tr> </tbody> </table>	Year	Rate	2014	0.020	2015	0.074	2016	0.035	2017	0.017	2018	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.
Year	Rate															
2014	0.020															
2015	0.074															
2016	0.035															
2017	0.017															
2018	0.067															

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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	<table border="1"> <tr> <td>0</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td> </tr> </table>	0	0	0	0	0	2014	2015	2016	2017	2018	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.
0	0	0	0	0										
2014	2015	2016	2017	2018										
Rate of Fatalities (NCB): Number of fatalities divided by total vehicle revenue miles.	TBD in 2020	0	<table border="1"> <tr> <td>0</td><td>0</td><td>0</td><td>0</td><td>0</td> </tr> <tr> <td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td> </tr> </table>	0	0	0	0	0	2014	2015	2016	2017	2018	The NCB fate of fatalities over the past five years have been zero. The APO desires the NCB rate of fatalities to stay at zero.
0	0	0	0	0										
2014	2015	2016	2017	2018										
Number of NCB Injuries: Total number of reportable NCB injuries.	TBD in 2020	1	<table border="1"> <tr> <td>0</td><td>2</td><td>0</td><td>0</td><td>1</td> </tr> <tr> <td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td> </tr> </table>	0	2	0	0	1	2014	2015	2016	2017	2018	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.
0	2	0	0	1										
2014	2015	2016	2017	2018										
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	<table border="1"> <tr> <td>0.000</td><td>0.115</td><td>0.000</td><td>0.000</td><td>0.058</td> </tr> <tr> <td>2014</td><td>2015</td><td>2016</td><td>2017</td><td>2018</td> </tr> </table>	0.000	0.115	0.000	0.000	0.058	2014	2015	2016	2017	2018	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.
0.000	0.115	0.000	0.000	0.058										
2014	2015	2016	2017	2018										

Goal 1: Maintain and Enhance Transportation Safety

Saint Cloud APO Transportation Results Scorecard

Measure	Target	2018 Result	Multi-Year Trend	Analysis												
Number of NCB Safety Events: Events: Total number of reportable NCB safety events.	TBD in 2020	1	<table border="1"> <thead> <tr> <th>Year</th> <th>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	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	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 border="1"> <thead> <tr> <th>Year</th> <th>Rate</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	Rate	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	Rate															
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

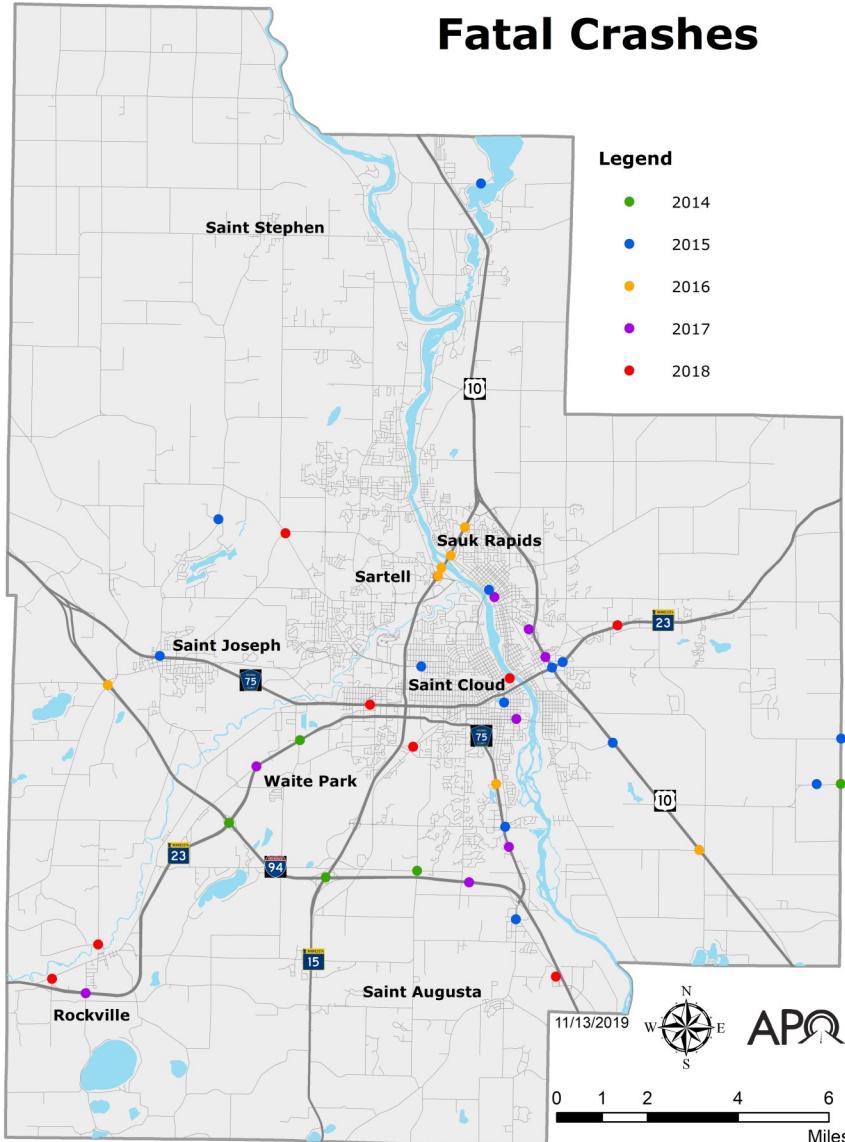


Figure 1.1-Fatal Crashes

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

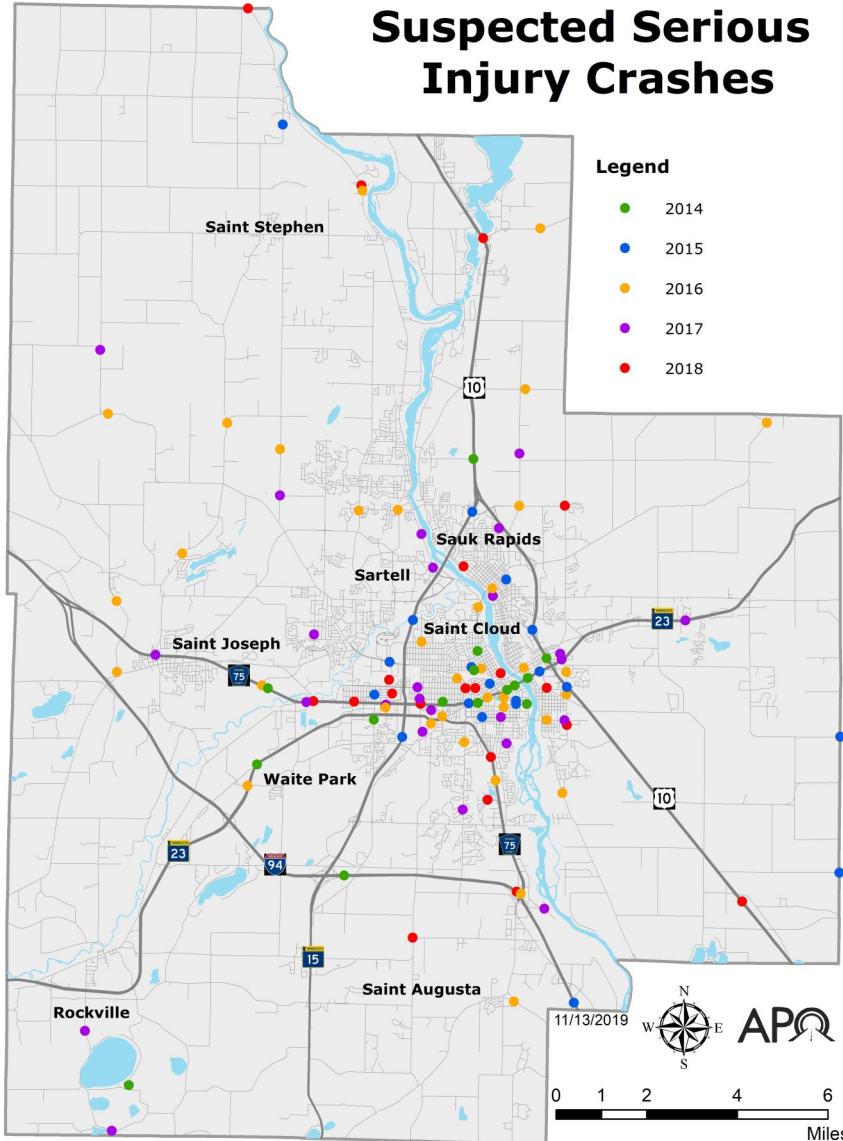


Figure 1.2-Suspected Serious Injury Crashes

Data Source: MnDOT.

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

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

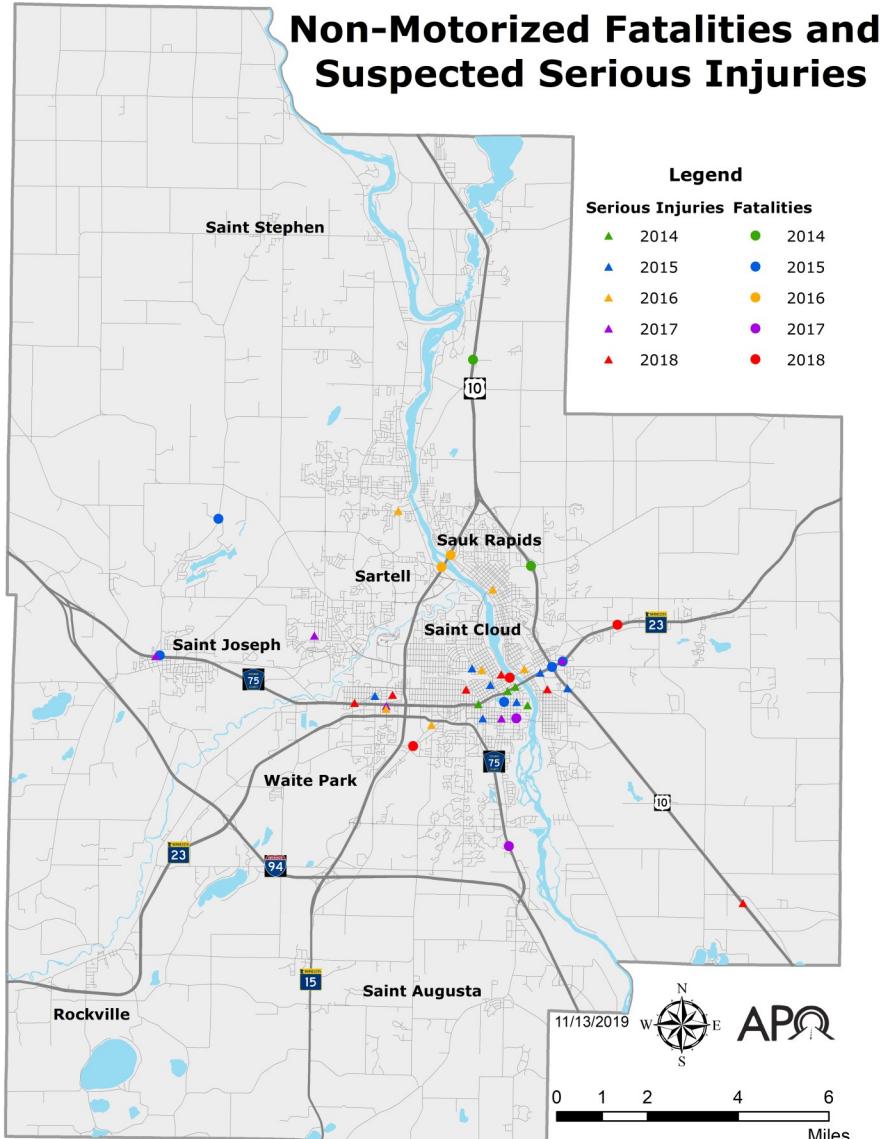


Figure 1.3-Non-Motorized Fatalities and Suspected Serious Injuries
Data Source: MnDOT.

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%.

Goal 1: Maintain and Enhance Transportation Safety

Chemical Impairment Crashes

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

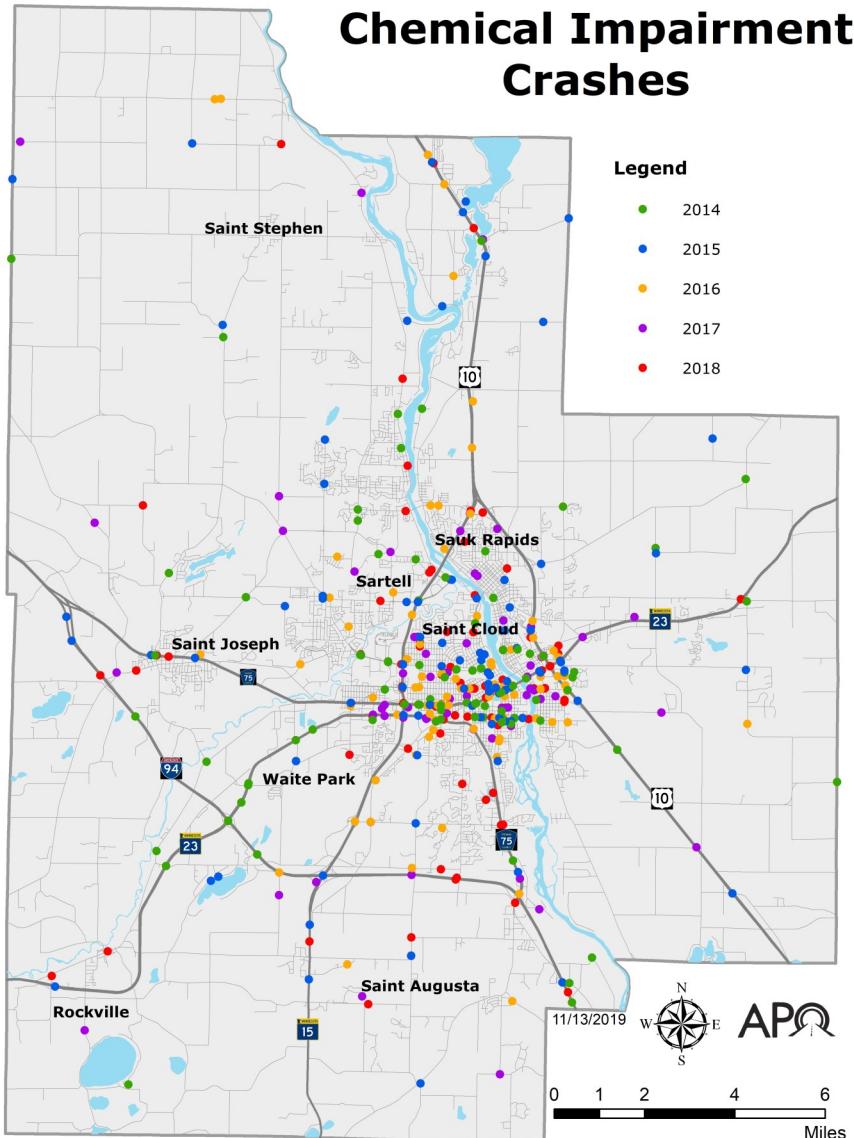


Figure 1.4-Chemical Impairment Crashes

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

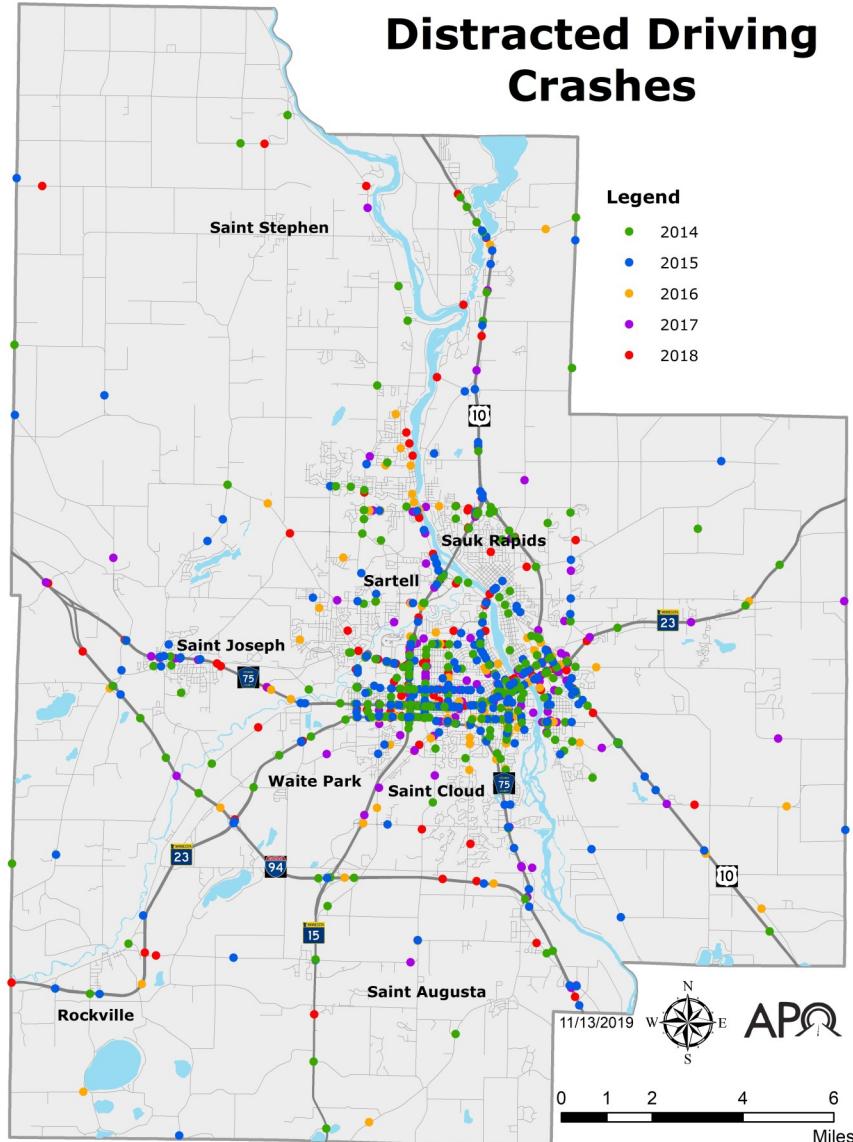


Figure 1.5-Distracted Driving Crashes

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



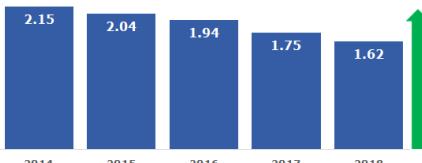
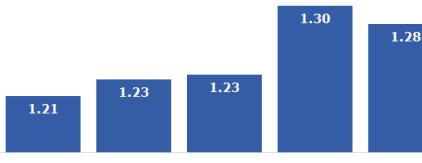
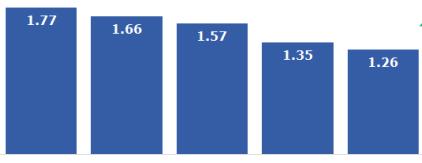
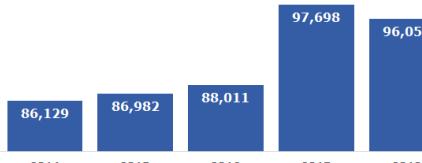
Goal 2: Increase System Accessibility, Mobility, and Connectivity

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> <table border="1"> <thead> <tr> <th>Year</th> <th>Reliability (%)</th> </tr> </thead> <tbody> <tr><td>2014</td><td>78.5%</td></tr> <tr><td>2015</td><td>80.9%</td></tr> <tr><td>2016</td><td>76.0%</td></tr> <tr><td>2017</td><td>97.3%</td></tr> <tr><td>2018</td><td>97.4%</td></tr> </tbody> </table> <p>Desired Trend ↑</p>	Year	Reliability (%)	2014	78.5%	2015	80.9%	2016	76.0%	2017	97.3%	2018	97.4%	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.
Year	Reliability (%)															
2014	78.5%															
2015	80.9%															
2016	76.0%															
2017	97.3%															
2018	97.4%															
Interstate Reliability: Annual percent of person-miles traveled that are reliable.	100%	100%	<p>Target 100%</p> <table border="1"> <thead> <tr> <th>Year</th> <th>Reliability (%)</th> </tr> </thead> <tbody> <tr><td>2014</td><td>100%</td></tr> <tr><td>2015</td><td>100%</td></tr> <tr><td>2016</td><td>100%</td></tr> <tr><td>2017</td><td>100%</td></tr> <tr><td>2018</td><td>100%</td></tr> </tbody> </table> <p>Desired Trend ↑</p>	Year	Reliability (%)	2014	100%	2015	100%	2016	100%	2017	100%	2018	100%	The Interstate has maintained a 100% reliability rating since 2014. The APO has set a 2021 target of at least 100% reliability.
Year	Reliability (%)															
2014	100%															
2015	100%															
2016	100%															
2017	100%															
2018	100%															
Vehicle Miles Traveled (VMT): Number of miles traveled by motor vehicle expressed in billions.	Performance Indicator	1.408 Billion	<table border="1"> <thead> <tr> <th>Year</th> <th>VMT (Billion)</th> </tr> </thead> <tbody> <tr><td>2014</td><td>1.081</td></tr> <tr><td>2015</td><td>1.097</td></tr> <tr><td>2016</td><td>1.157</td></tr> <tr><td>2017</td><td>1.201</td></tr> <tr><td>2018</td><td>1.408</td></tr> </tbody> </table>	Year	VMT (Billion)	2014	1.081	2015	1.097	2016	1.157	2017	1.201	2018	1.408	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.
Year	VMT (Billion)															
2014	1.081															
2015	1.097															
2016	1.157															
2017	1.201															
2018	1.408															
VMT Per Capita: Number of miles traveled by motor vehicle divided by population.	Performance Indicator	10,520	<table border="1"> <thead> <tr> <th>Year</th> <th>VMT Per Capita</th> </tr> </thead> <tbody> <tr><td>2014</td><td>8,246</td></tr> <tr><td>2015</td><td>8,339</td></tr> <tr><td>2016</td><td>8,710</td></tr> <tr><td>2017</td><td>8,969</td></tr> <tr><td>2018</td><td>10,520</td></tr> </tbody> </table> <p>Desired Trend ↓</p>	Year	VMT Per Capita	2014	8,246	2015	8,339	2016	8,710	2017	8,969	2018	10,520	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.
Year	VMT Per Capita															
2014	8,246															
2015	8,339															
2016	8,710															
2017	8,969															
2018	10,520															

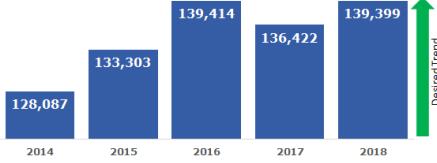
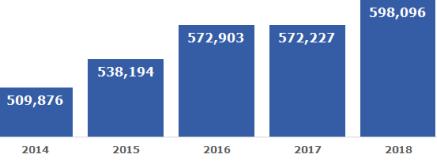
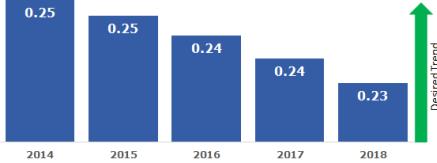
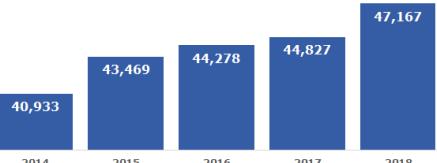
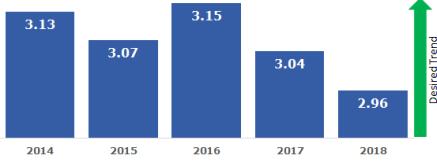
Goal 2: Increase System Accessibility, Mobility, and Connectivity

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	 <table border="1"> <thead> <tr> <th>Year</th> <th>Riders (Million)</th> </tr> </thead> <tbody> <tr><td>2014</td><td>2.15</td></tr> <tr><td>2015</td><td>2.04</td></tr> <tr><td>2016</td><td>1.94</td></tr> <tr><td>2017</td><td>1.75</td></tr> <tr><td>2018</td><td>1.62</td></tr> </tbody> </table>	Year	Riders (Million)	2014	2.15	2015	2.04	2016	1.94	2017	1.75	2018	1.62	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.
Year	Riders (Million)															
2014	2.15															
2015	2.04															
2016	1.94															
2017	1.75															
2018	1.62															
Total Revenue Miles (FR): Annual number of revenue miles served by FR.	Performance Indicator	1.28 Million	 <table border="1"> <thead> <tr> <th>Year</th> <th>Miles (Million)</th> </tr> </thead> <tbody> <tr><td>2014</td><td>1.21</td></tr> <tr><td>2015</td><td>1.23</td></tr> <tr><td>2016</td><td>1.23</td></tr> <tr><td>2017</td><td>1.30</td></tr> <tr><td>2018</td><td>1.28</td></tr> </tbody> </table>	Year	Miles (Million)	2014	1.21	2015	1.23	2016	1.23	2017	1.30	2018	1.28	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.
Year	Miles (Million)															
2014	1.21															
2015	1.23															
2016	1.23															
2017	1.30															
2018	1.28															
Passengers Per Revenue Mile (FR): The number of passengers divided by the number of miles traveled by FR.	Performance Indicator	1.26	 <table border="1"> <thead> <tr> <th>Year</th> <th>Passenger/Mile</th> </tr> </thead> <tbody> <tr><td>2014</td><td>1.77</td></tr> <tr><td>2015</td><td>1.66</td></tr> <tr><td>2016</td><td>1.57</td></tr> <tr><td>2017</td><td>1.35</td></tr> <tr><td>2018</td><td>1.26</td></tr> </tbody> </table>	Year	Passenger/Mile	2014	1.77	2015	1.66	2016	1.57	2017	1.35	2018	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.
Year	Passenger/Mile															
2014	1.77															
2015	1.66															
2016	1.57															
2017	1.35															
2018	1.26															
Total Revenue Hours (FR): Annual number of revenue hours served by FR.	Performance Indicator	96,058	 <table border="1"> <thead> <tr> <th>Year</th> <th>Hours</th> </tr> </thead> <tbody> <tr><td>2014</td><td>86,129</td></tr> <tr><td>2015</td><td>86,982</td></tr> <tr><td>2016</td><td>88,011</td></tr> <tr><td>2017</td><td>97,698</td></tr> <tr><td>2018</td><td>96,058</td></tr> </tbody> </table>	Year	Hours	2014	86,129	2015	86,982	2016	88,011	2017	97,698	2018	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.
Year	Hours															
2014	86,129															
2015	86,982															
2016	88,011															
2017	97,698															
2018	96,058															
Passengers Per Revenue Hour (FR): The number of passengers divided by the number of hours traveled by FR.	Performance Indicator	16.9	 <table border="1"> <thead> <tr> <th>Year</th> <th>Passenger/Hour</th> </tr> </thead> <tbody> <tr><td>2014</td><td>24.93</td></tr> <tr><td>2015</td><td>23.47</td></tr> <tr><td>2016</td><td>22.04</td></tr> <tr><td>2017</td><td>18.0</td></tr> <tr><td>2018</td><td>16.9</td></tr> </tbody> </table>	Year	Passenger/Hour	2014	24.93	2015	23.47	2016	22.04	2017	18.0	2018	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.
Year	Passenger/Hour															
2014	24.93															
2015	23.47															
2016	22.04															
2017	18.0															
2018	16.9															

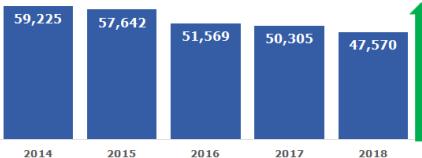
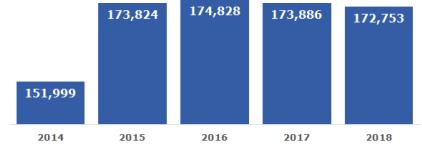
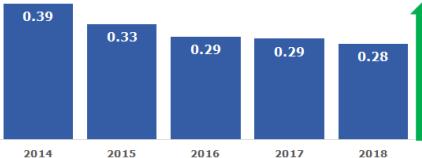
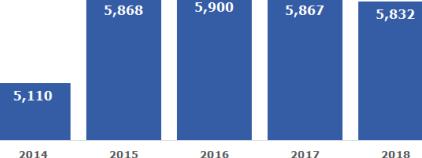
Goal 2: Increase System Accessibility, Mobility, and Connectivity

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 border="1"> <thead> <tr> <th>Year</th> <th>Riders</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	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	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 border="1"> <thead> <tr> <th>Year</th> <th>Miles</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Miles	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	Miles															
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 border="1"> <thead> <tr> <th>Year</th> <th>Passenger/Mile</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Passenger/Mile	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	Passenger/Mile															
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 border="1"> <thead> <tr> <th>Year</th> <th>Hours</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Hours	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	Hours															
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 border="1"> <thead> <tr> <th>Year</th> <th>Passenger/Hour</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Passenger/Hour	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	Passenger/Hour															
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 border="1"> <thead> <tr> <th>Year</th> <th>Ridership</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Ridership	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	Ridership															
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 border="1"> <thead> <tr> <th>Year</th> <th>Miles</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	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	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 border="1"> <thead> <tr> <th>Year</th> <th>Passenger/Mile</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Passenger/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	Passenger/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 border="1"> <thead> <tr> <th>Year</th> <th>Hours</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	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	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 border="1"> <thead> <tr> <th>Year</th> <th>Passenger/Hour</th> </tr> </thead> <tbody> <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> </tbody> </table>	Year	Passenger/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	Passenger/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																										
Travel Time to Work: Time it takes to travel from residence to place of employment.	Performance Indicator	See Graph	<table border="1"> <thead> <tr> <th>Time Range</th> <th>Percentage</th> </tr> </thead> <tbody> <tr><td>Less than 5 Minutes</td><td>~5%</td></tr> <tr><td>5 to 9 Minutes</td><td>~12%</td></tr> <tr><td>10 to 14 minutes</td><td>23.2%</td></tr> <tr><td>15 to 19 minutes</td><td>~18%</td></tr> <tr><td>20-24 minutes</td><td>~23%</td></tr> <tr><td>25 to 29 minutes</td><td>~10%</td></tr> <tr><td>30 to 34 minutes</td><td>~5%</td></tr> <tr><td>35 to 39 minutes</td><td>~5%</td></tr> <tr><td>40 to 44 minutes</td><td>~2%</td></tr> <tr><td>45 to 59 minutes</td><td>~2%</td></tr> <tr><td>60 to 69 minutes</td><td>~2%</td></tr> <tr><td>90 or more minutes</td><td>~2%</td></tr> </tbody> </table>	Time Range	Percentage	Less than 5 Minutes	~5%	5 to 9 Minutes	~12%	10 to 14 minutes	23.2%	15 to 19 minutes	~18%	20-24 minutes	~23%	25 to 29 minutes	~10%	30 to 34 minutes	~5%	35 to 39 minutes	~5%	40 to 44 minutes	~2%	45 to 59 minutes	~2%	60 to 69 minutes	~2%	90 or more minutes	~2%	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.
Time Range	Percentage																													
Less than 5 Minutes	~5%																													
5 to 9 Minutes	~12%																													
10 to 14 minutes	23.2%																													
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45 to 59 minutes	~2%																													
60 to 69 minutes	~2%																													
90 or more minutes	~2%																													
Percent of Single Occupancy Vehicle (SOV) Travel: Percent of travel alone in a motorized vehicle.	Performance Indicator	81%	<table border="1"> <thead> <tr> <th>Year</th> <th>Percent</th> </tr> </thead> <tbody> <tr><td>2015</td><td>79.4%</td></tr> <tr><td>2016</td><td>79.8%</td></tr> <tr><td>2017</td><td>80.0%</td></tr> <tr><td>2018</td><td>81.0%</td></tr> </tbody> </table>	Year	Percent	2015	79.4%	2016	79.8%	2017	80.0%	2018	81.0%	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.																
Year	Percent																													
2015	79.4%																													
2016	79.8%																													
2017	80.0%																													
2018	81.0%																													

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

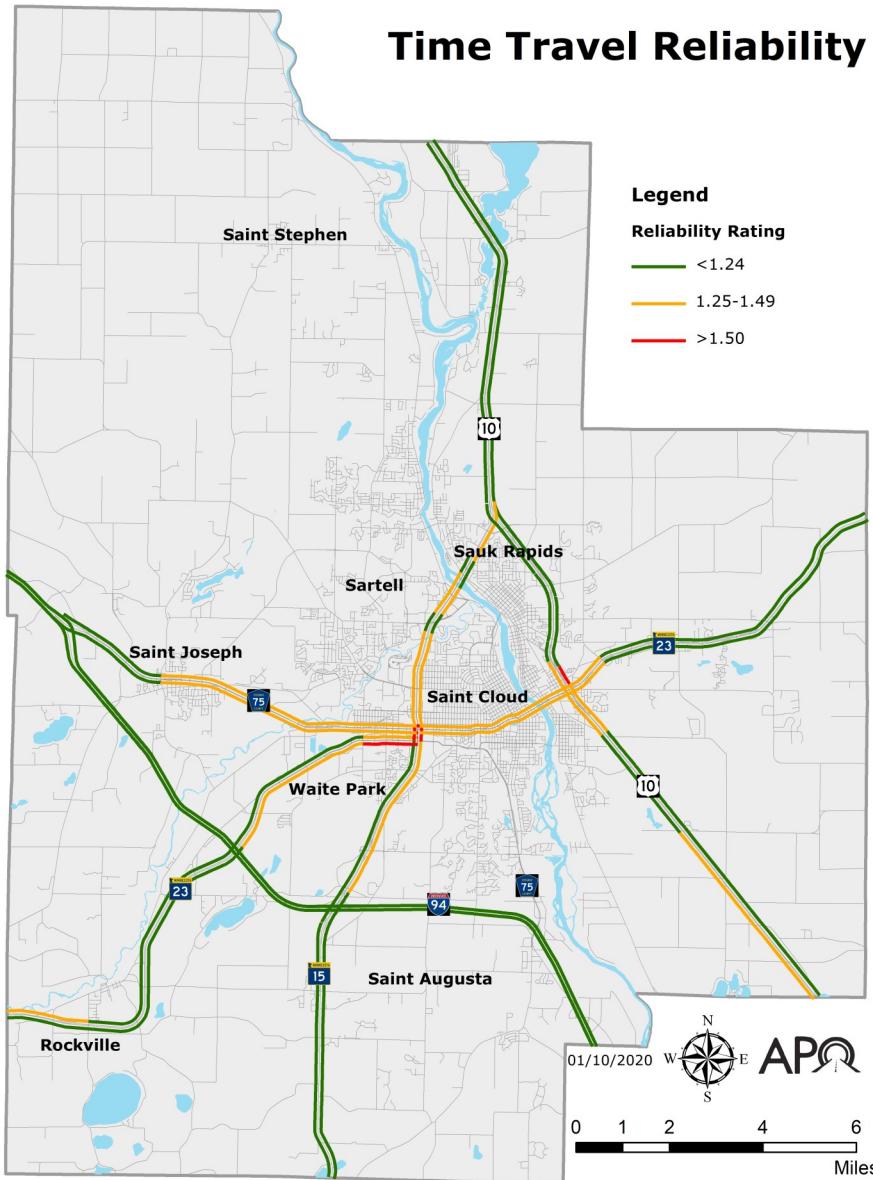


Figure 2.1-Time Travel Reliability

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.

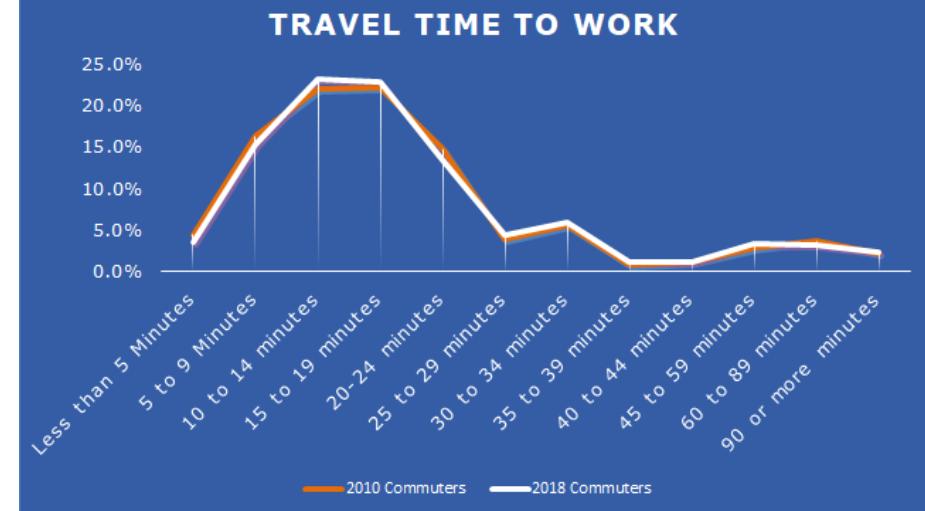


Figure 2.2-Travel Time to Work

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

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.

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

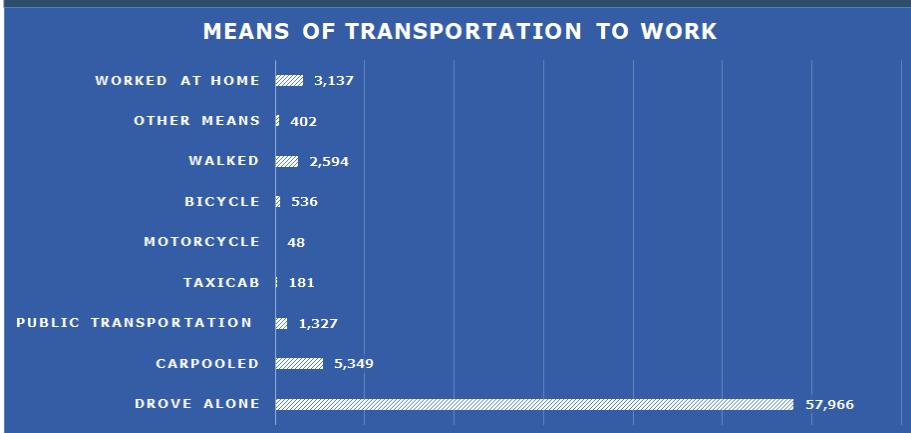


Figure 2.3-Means of Transportation to Work

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

Means of Transportation to Work

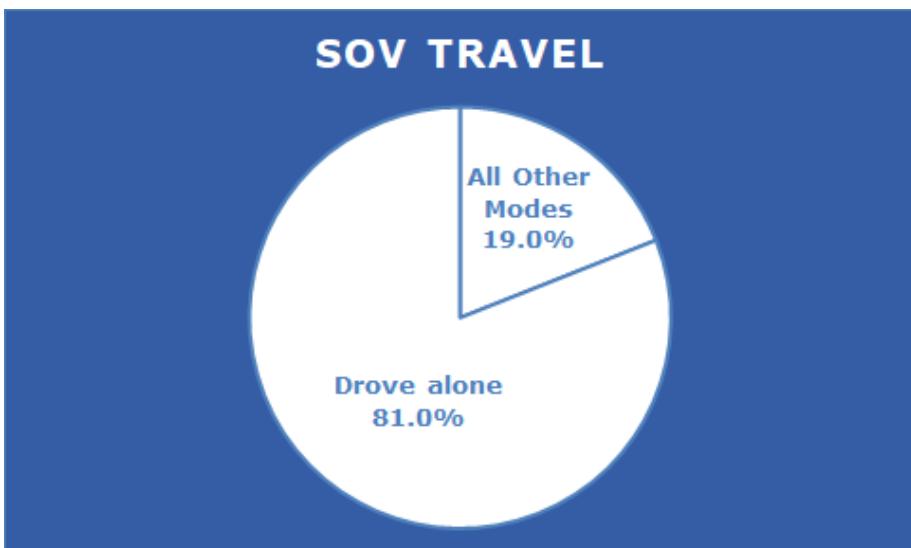
Depicted in Figure 2.3, of workers 16 years and older 88.5% or 63,315 used a car, truck or van as their means of transportation to work. Of those 88.5%, only 7.5% or 5,349 carpooled.

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 decreased 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

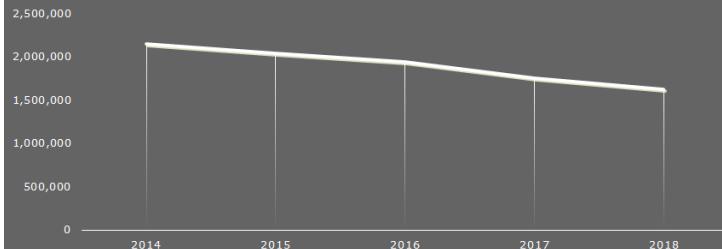
\$4,761,347

Asset value of fixed route buses

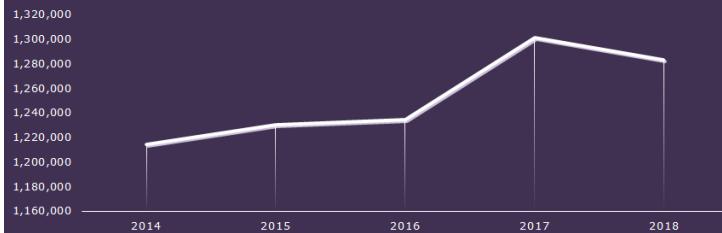
67

Bus shelters

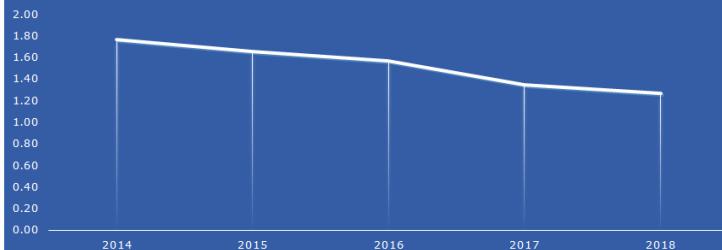
FIXED ROUTE UNLINKED PASSENGER TRIPS



FIXED ROUTE VEHICLE & PASSENGER CAR REVENUE MILES



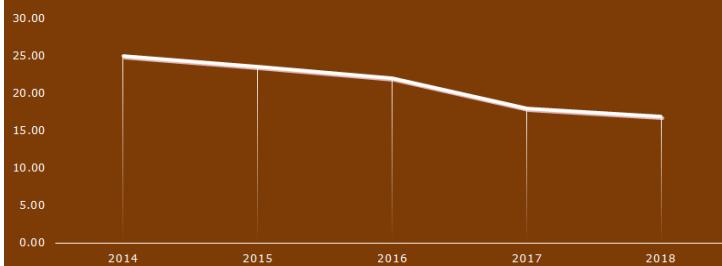
FIXED ROUTE PASSENGERS PER REVENUE MILE



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

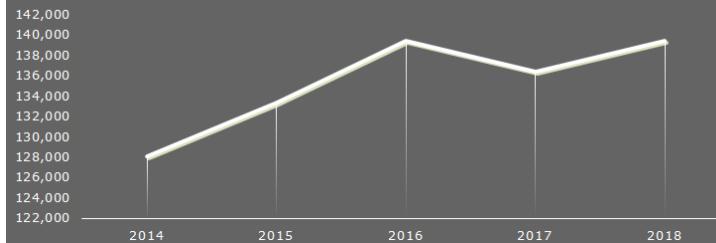
\$16,383,870

Asset value of DAR buses

81%

DAR fueled by CNG

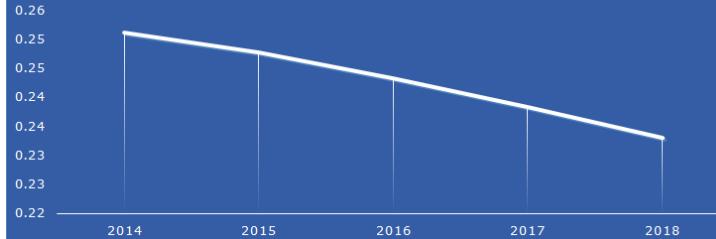
DIAL-A-RIDE UNLINKED PASSENGER TRIPS



DIAL-A-RIDE VEHICLE & PASSENGER CAR REVENUE MILES



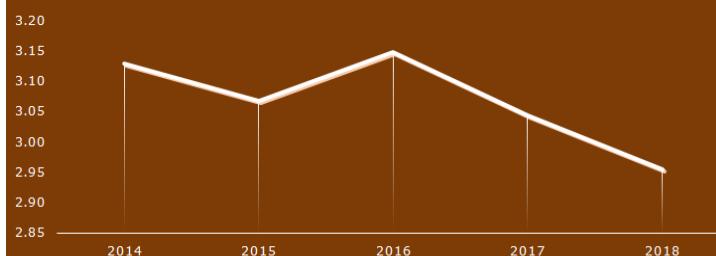
DIAL-A-RIDE PASSENGERS PER REVENUE MILE



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



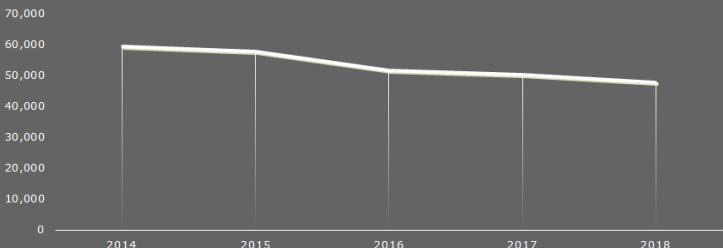
Photos courtesy of Saint Cloud MTC and MnDOT.

Northstar Commuter Bus

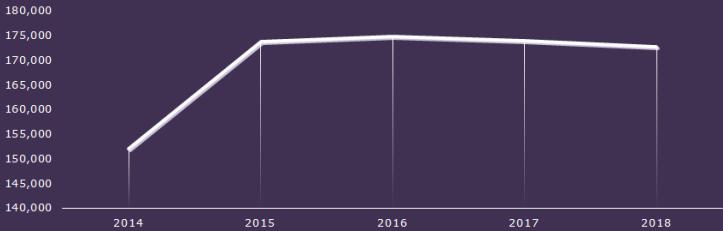
The Northstar Link provides bus service from the Downtown Transit Center in Saint Cloud, SCSU's Miller Center, and the east Saint Cloud park and ride direct to the Northstar Commuter Rail line station in Big Lake. From there, commuters can ride the rail from Big Lake to downtown Minneapolis. As part 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.

NORTHSTAR COMMUTER UNLINKED PASSENGER TRIPS



NORTHSTAR COMMUTER VEHICLE & PASSENGER CAR REVENUE MILES



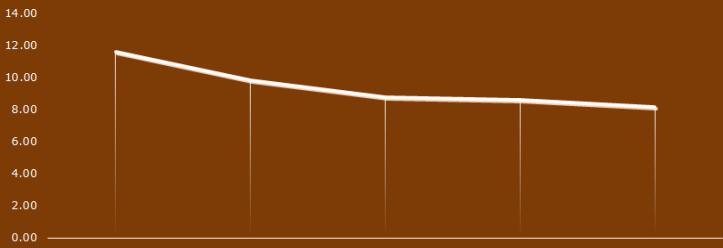
NORTHSTAR COMMUTER PASSENGERS PER REVENUE MILE



NORTHSTAR COMMUTER VEHICLE REVENUE HOURS



NORTHSTAR COMMUTER PASSENGERS PER REVENUE HOUR



Data Source: NTD.

5

Northstar Commuter
Buses

\$3,000,820

Asset Value of Northstar
Commuter Buses

787,327

Ridership on the Northstar
Commuter Rail in 2018

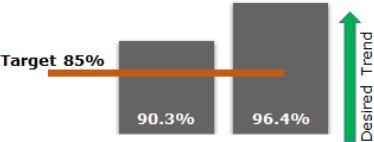
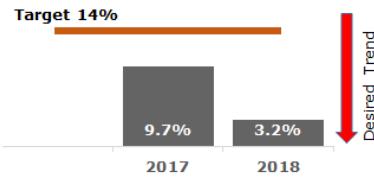
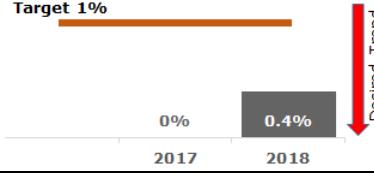
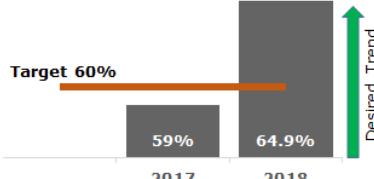
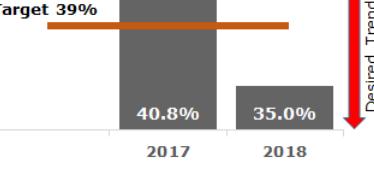
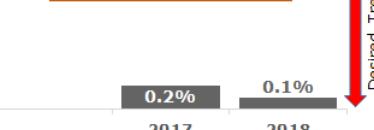
Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

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



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%	 <table> <tr> <td>Target 85%</td> <td>90.3%</td> <td>96.4%</td> </tr> <tr> <td>2017</td> <td>2018</td> <td>Desired Trend</td> </tr> </table>	Target 85%	90.3%	96.4%	2017	2018	Desired Trend	Interstate pavement in 2018 was rated at 96.4% 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.
Target 85%	90.3%	96.4%								
2017	2018	Desired Trend								
Fair < 14%	3.2%	 <table> <tr> <td>Target 14%</td> <td>9.7%</td> <td>3.2%</td> </tr> <tr> <td>2017</td> <td>2018</td> <td>Desired Trend</td> </tr> </table>	Target 14%	9.7%	3.2%	2017	2018	Desired Trend	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.	
Target 14%	9.7%	3.2%								
2017	2018	Desired Trend								
Poor < 1%	0.4%	 <table> <tr> <td>Target 1%</td> <td>0%</td> <td>0.4%</td> </tr> <tr> <td>2017</td> <td>2018</td> <td>Desired Trend</td> </tr> </table>	Target 1%	0%	0.4%	2017	2018	Desired Trend	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.	
Target 1%	0%	0.4%								
2017	2018	Desired Trend								
Non-Interstate NHS Pavement Condition: Percent of total lane miles that are rated in good, fair, and poor condition.	Good > 60%	64.9%	 <table> <tr> <td>Target 60%</td> <td>59%</td> <td>64.9%</td> </tr> <tr> <td>2017</td> <td>2018</td> <td>Desired Trend</td> </tr> </table>	Target 60%	59%	64.9%	2017	2018	Desired Trend	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.
Target 60%	59%	64.9%								
2017	2018	Desired Trend								
Fair < 39%	35.0%	 <table> <tr> <td>Target 39%</td> <td>40.8%</td> <td>35.0%</td> </tr> <tr> <td>2017</td> <td>2018</td> <td>Desired Trend</td> </tr> </table>	Target 39%	40.8%	35.0%	2017	2018	Desired Trend	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.	
Target 39%	40.8%	35.0%								
2017	2018	Desired Trend								
Poor < 1%	0.1%	 <table> <tr> <td>Target 1%</td> <td>0.2%</td> <td>0.1%</td> </tr> <tr> <td>2017</td> <td>2018</td> <td>Desired Trend</td> </tr> </table>	Target 1%	0.2%	0.1%	2017	2018	Desired Trend	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.	
Target 1%	0.2%	0.1%								
2017	2018	Desired Trend								

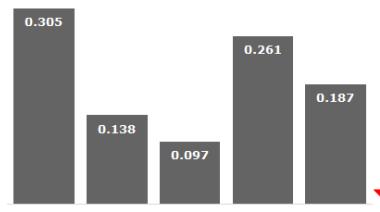
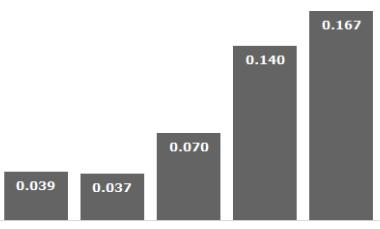
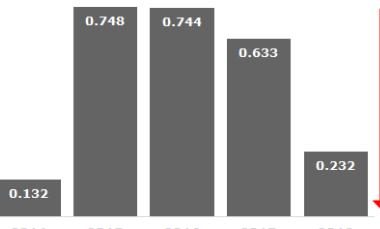
Goal 3: Efficiently Manage Operations and Cost-Effectively Preserve the System

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% Fair < 39% Poor < 1%	66.9% 33.1% 0%	<table border="1"> <thead> <tr> <th>Condition</th> <th>2015</th> <th>2016</th> <th>2017</th> <th>2018</th> </tr> </thead> <tbody> <tr> <td>Good</td> <td>69.7%</td> <td>64.5%</td> <td>64.7%</td> <td>66.9%</td> </tr> <tr> <td>Fair</td> <td>30.3%</td> <td>35.5%</td> <td>35.3%</td> <td>33.1%</td> </tr> <tr> <td>Poor</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> <td>0.0%</td> </tr> </tbody> </table>	Condition	2015	2016	2017	2018	Good	69.7%	64.5%	64.7%	66.9%	Fair	30.3%	35.5%	35.3%	33.1%	Poor	0.0%	0.0%	0.0%	0.0%	<p>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.</p> <p>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.</p> <p>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.</p>
Condition	2015	2016	2017	2018																				
Good	69.7%	64.5%	64.7%	66.9%																				
Fair	30.3%	35.5%	35.3%	33.1%																				
Poor	0.0%	0.0%	0.0%	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 Fair - Performance Indicator Poor - Performance Indicator	73.9% 26.1% 0%	<table border="1"> <thead> <tr> <th>Condition</th> <th>2017</th> <th>2018</th> </tr> </thead> <tbody> <tr> <td>Good</td> <td>73.8%</td> <td>73.9%</td> </tr> <tr> <td>Fair</td> <td>25.5%</td> <td>26.1%</td> </tr> <tr> <td>Poor</td> <td>0.6%</td> <td>0.0%</td> </tr> </tbody> </table>	Condition	2017	2018	Good	73.8%	73.9%	Fair	25.5%	26.1%	Poor	0.6%	0.0%	<p>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.</p> <p>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.</p> <p>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.</p>								
Condition	2017	2018																						
Good	73.8%	73.9%																						
Fair	25.5%	26.1%																						
Poor	0.6%	0.0%																						

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

Saint Cloud APO Transportation Results Scorecard

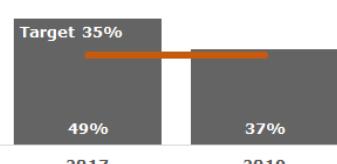
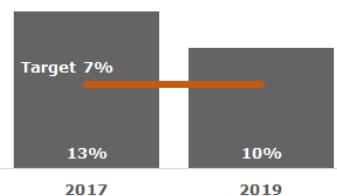
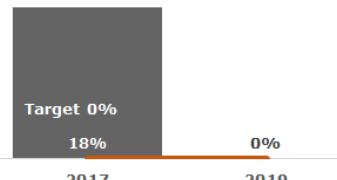
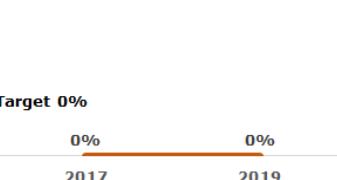
Measure	Target	Result	Multi-Year Data	Analysis												
Bridge Weight Restrictions: Number and condition of bridges with a capacity rating posting.	Performance Indicator	6	 <table border="1"> <thead> <tr> <th>Year</th> <th>Count</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>7</td> </tr> <tr> <td>2018</td> <td>6</td> </tr> </tbody> </table>	Year	Count	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	Count															
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 border="1"> <thead> <tr> <th>Year</th> <th>Mean Distance (ten thousandths)</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 (ten thousandths)	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 (ten thousandths)															
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 border="1"> <thead> <tr> <th>Year</th> <th>Mean Distance (ten thousandths)</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 (ten thousandths)	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 (ten thousandths)															
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 border="1"> <thead> <tr> <th>Year</th> <th>Mean Distance (ten thousandths)</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 (ten thousandths)	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 (ten thousandths)															
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)

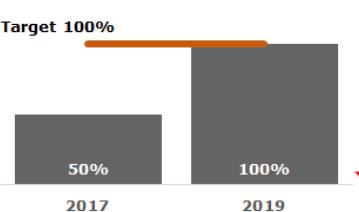
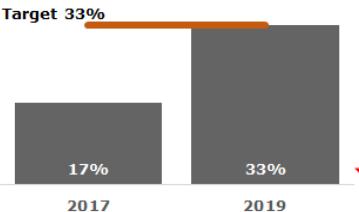
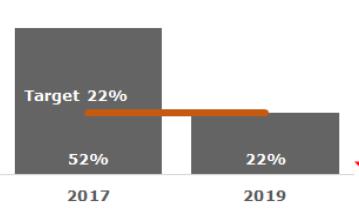
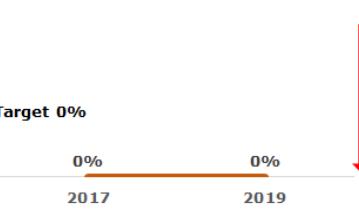
Asset	2020 Target	2019 Result	Multi-Year Data	Analysis						
Total Assets	< 35%	37%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>49%</td></tr><tr><td>2019</td><td>37%</td></tr></tbody></table>	Year	SGR (%)	2017	49%	2019	37%	Total assets that have exceeded their 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.
Year	SGR (%)									
2017	49%									
2019	37%									
Fixed Route Buses	< 7%	10%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>13%</td></tr><tr><td>2019</td><td>10%</td></tr></tbody></table>	Year	SGR (%)	2017	13%	2019	10%	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.
Year	SGR (%)									
2017	13%									
2019	10%									
Dial-a-Ride Buses	< 0%	0%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>18%</td></tr><tr><td>2019</td><td>0%</td></tr></tbody></table>	Year	SGR (%)	2017	18%	2019	0%	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.
Year	SGR (%)									
2017	18%									
2019	0%									
Northstar Commuter Buses	< 0%	0%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>0%</td></tr><tr><td>2019</td><td>0%</td></tr></tbody></table>	Year	SGR (%)	2017	0%	2019	0%	No Northstar Commuter buses have exceeded its useful life in 2019. The 2020 target is zero percent of Northstar Commuter buses exceeding useful life.
Year	SGR (%)									
2017	0%									
2019	0%									

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%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>50%</td></tr><tr><td>2019</td><td>100%</td></tr></tbody></table>	Year	SGR (%)	2017	50%	2019	100%	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.
Year	SGR (%)									
2017	50%									
2019	100%									
Transit Center	< 33%	33%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>17%</td></tr><tr><td>2019</td><td>33%</td></tr></tbody></table>	Year	SGR (%)	2017	17%	2019	33%	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.
Year	SGR (%)									
2017	17%									
2019	33%									
Operations Facility	< 22%	22%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>52%</td></tr><tr><td>2019</td><td>22%</td></tr></tbody></table>	Year	SGR (%)	2017	52%	2019	22%	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.
Year	SGR (%)									
2017	52%									
2019	22%									
Mobility Training Center	< 0%	0%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>0%</td></tr><tr><td>2019</td><td>0%</td></tr></tbody></table>	Year	SGR (%)	2017	0%	2019	0%	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.
Year	SGR (%)									
2017	0%									
2019	0%									

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)

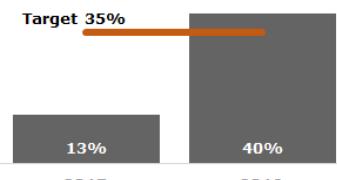
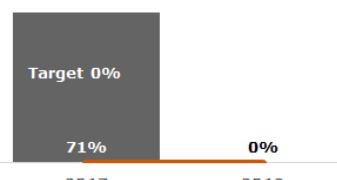
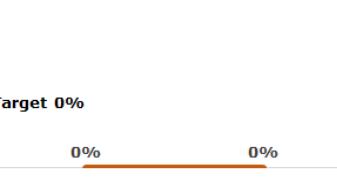
Asset	2020 Target	2019 Result	Multi-Year Data	Analysis						
Other Buildings	< 33%	33%	<table border="1"> <thead> <tr> <th>Year</th> <th>SGR (%)</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>67%</td> </tr> <tr> <td>2019</td> <td>33%</td> </tr> </tbody> </table>	Year	SGR (%)	2017	67%	2019	33%	<p>Thirty-three 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.</p>
Year	SGR (%)									
2017	67%									
2019	33%									
IT Equipment (Rolling Stock)	< 35%	66%	<table border="1"> <thead> <tr> <th>Year</th> <th>SGR (%)</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>49%</td> </tr> <tr> <td>2019</td> <td>66%</td> </tr> </tbody> </table>	Year	SGR (%)	2017	49%	2019	66%	<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.</p>
Year	SGR (%)									
2017	49%									
2019	66%									
IT Equipment (Non-Rolling Stock)	< 15%	17%	<table border="1"> <thead> <tr> <th>Year</th> <th>SGR (%)</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>46%</td> </tr> <tr> <td>2019</td> <td>17%</td> </tr> </tbody> </table>	Year	SGR (%)	2017	46%	2019	17%	<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.</p>
Year	SGR (%)									
2017	46%									
2019	17%									
Furnishings and Equipment	< 50%	53%	<table border="1"> <thead> <tr> <th>Year</th> <th>SGR (%)</th> </tr> </thead> <tbody> <tr> <td>2017</td> <td>83%</td> </tr> <tr> <td>2019</td> <td>53%</td> </tr> </tbody> </table>	Year	SGR (%)	2017	83%	2019	53%	<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.</p>
Year	SGR (%)									
2017	83%									
2019	53%									

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%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>13%</td></tr><tr><td>2019</td><td>40%</td></tr></tbody></table>	Year	SGR (%)	2017	13%	2019	40%	<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.</p> <p>Desired Trend ↓</p>
Year	SGR (%)									
2017	13%									
2019	40%									
Transit Signal Priority	< 0%	0%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>71%</td></tr><tr><td>2019</td><td>0%</td></tr></tbody></table>	Year	SGR (%)	2017	71%	2019	0%	<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.</p> <p>Desired Trend ↓</p>
Year	SGR (%)									
2017	71%									
2019	0%									
Land	<0%	<0%	 <table><thead><tr><th>Year</th><th>SGR (%)</th></tr></thead><tbody><tr><td>2017</td><td>0%</td></tr><tr><td>2019</td><td>0%</td></tr></tbody></table>	Year	SGR (%)	2017	0%	2019	0%	<p>Land has exceeded zero percent of its useful life in 2019. A 2020 target of zero percent has been set for land.</p> <p>Desired Trend ↓</p>
Year	SGR (%)									
2017	0%									
2019	0%									

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.	A photograph of a paved road with several longitudinal cracks running across the surface.
Rutting - A surface depression located in the wheel path of the travel lane.	A photograph of a paved road showing a prominent rut or depression in the center lane where vehicles drive.
Faulting – A difference in elevation between adjacent pavement due to environmental conditions and vehicle usage.	A photograph of a paved road with a large vertical crack. A blue level is placed across the crack to illustrate the measurement of elevation difference.

Data and photos courtesy of MnDOT.

Equipment Used	Example
MnDOT currently collects pavement condition data using a Pathway Services, Inc. Digital Inspection Vehicle (DIV).	A photograph of a white Ford E-Series van. The front bumper has a sensor array and a camera mounted on it, which is part of the DIV equipment.

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

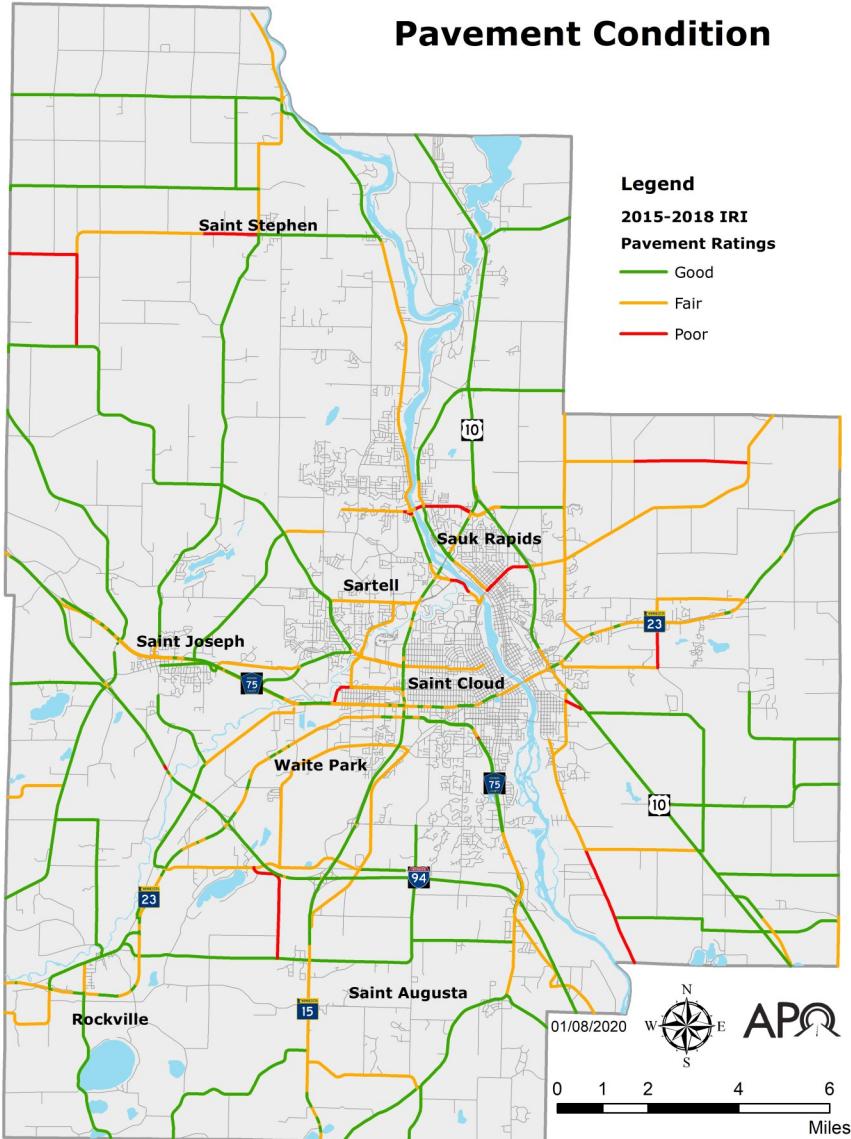


Figure 3.1-Pavement Condition

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.	A photograph showing a long, curved bridge deck with a yellow center line and guardrails, set against a backdrop of trees and a body of water.
Superstructure - The superstructure supports the deck or riding surface of the bridge, as well as the load applied to the deck.	A photograph taken from underneath a bridge, looking up at the large concrete piers and the underside of the bridge deck.
Substructure - The substructure includes all the elements which support the superstructure.	A photograph showing several concrete bridge piers standing in a snowy landscape, with a bridge deck visible above them.
Culverts - Culverts transport water flow efficiently. Any culvert 20 feet or greater is defined as a bridge according to FHWA standards.	A photograph of a concrete culvert pipe resting on a concrete base, with a small stream flowing through it.

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

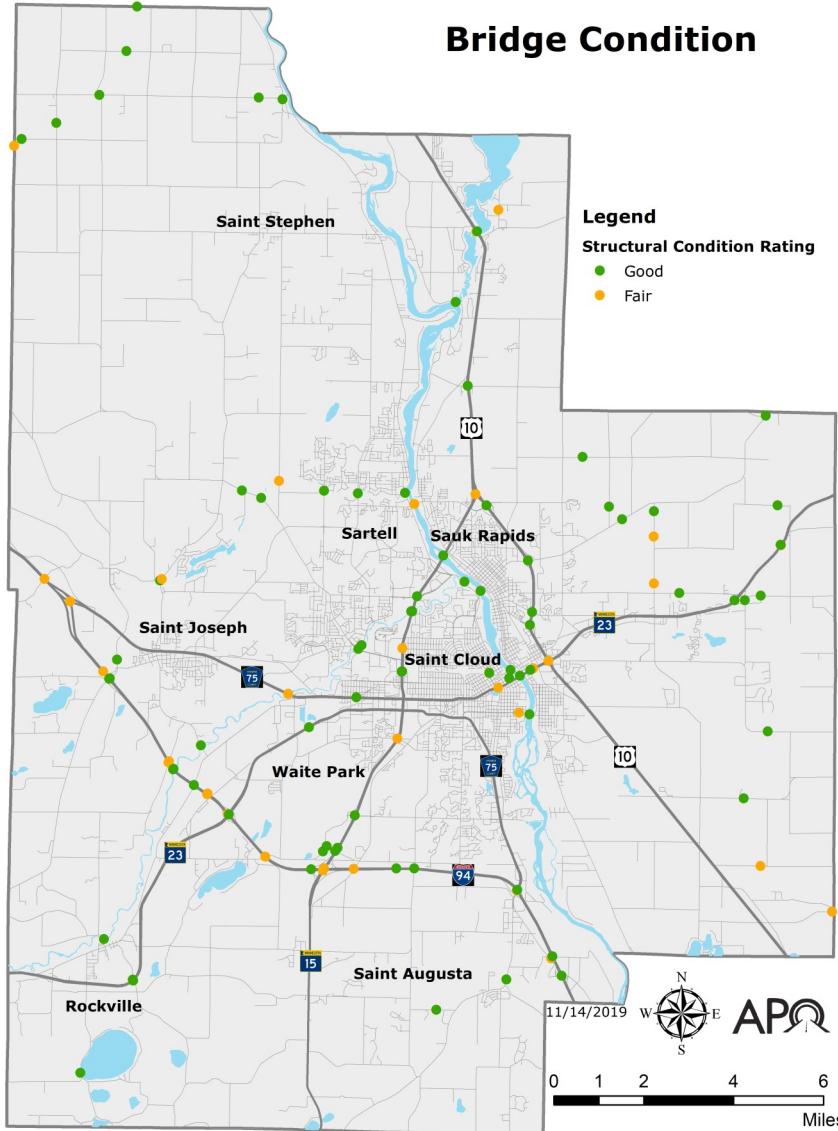


Figure 3.2-Bridge Condition

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 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)

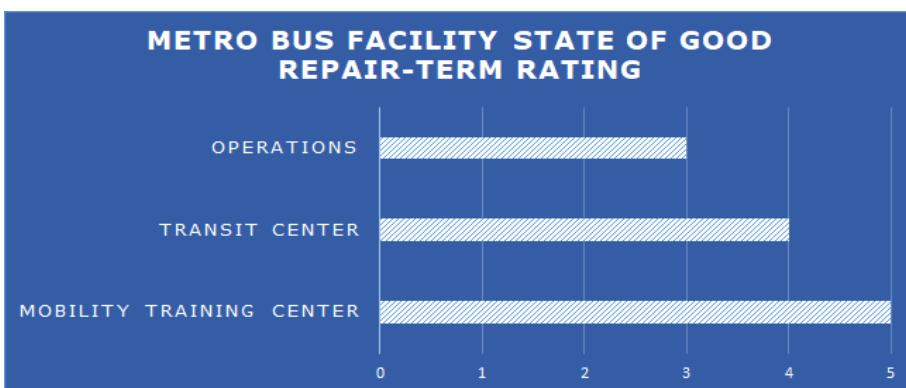


Figure 3.3

Data Source: Saint Cloud MTC.

Transit Economic Requirements Model (TERM) Rating

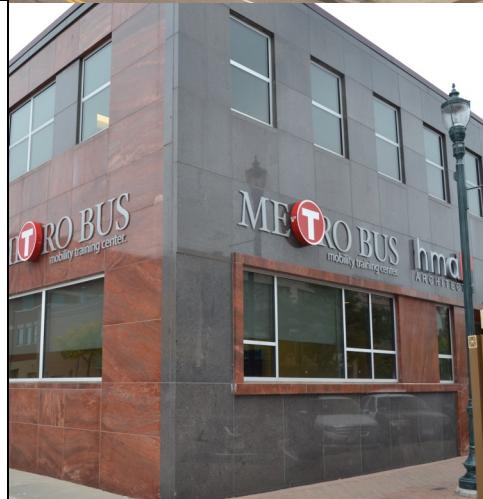
Operations Facility: Built in 1985, the MTC Operations Facility received a TERM rating of 3. This facility is the headquarters of the Saint Cloud MTC and houses administrative offices, DAR call center, maintenance shop, and vehicle storage.



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

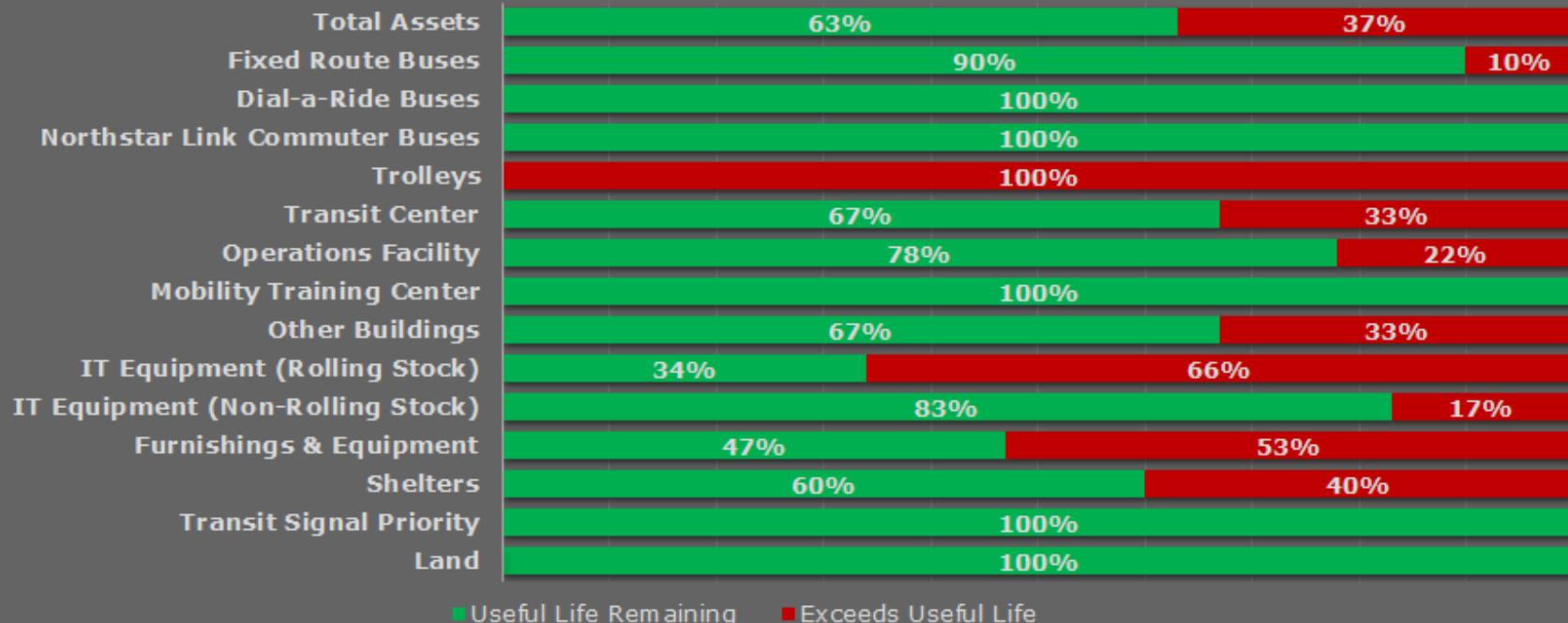
State of Good Repair (SGR)

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%.

Metro Bus State of Good Repair



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	<table border="1"> <thead> <tr> <th>Year</th> <th>TTR Value</th> </tr> </thead> <tbody> <tr><td>2014</td><td>1.17</td></tr> <tr><td>2015</td><td>1.11</td></tr> <tr><td>2016</td><td>1.30</td></tr> <tr><td>2017</td><td>1.10</td></tr> <tr><td>2018</td><td>1.12</td></tr> </tbody> </table>	Year	TTR Value	2014	1.17	2015	1.11	2016	1.30	2017	1.10	2018	1.12	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.
Year	TTR Value															
2014	1.17															
2015	1.11															
2016	1.30															
2017	1.10															
2018	1.12															
Air Passengers at Saint Cloud Regional Airport (STC): Annual number of customers served.	Performance Indicator	43,743	<table border="1"> <thead> <tr> <th>Year</th> <th>Passenger Count</th> </tr> </thead> <tbody> <tr><td>2014</td><td>59,705</td></tr> <tr><td>2015</td><td>37,817</td></tr> <tr><td>2016</td><td>33,292</td></tr> <tr><td>2017</td><td>41,745</td></tr> <tr><td>2018</td><td>43,743</td></tr> </tbody> </table>	Year	Passenger Count	2014	59,705	2015	37,817	2016	33,292	2017	41,745	2018	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.
Year	Passenger Count															
2014	59,705															
2015	37,817															
2016	33,292															
2017	41,745															
2018	43,743															
Tri-CAP One-Way Public Transit Trips: Annual number of transit trips.	Performance Indicator	128,540	<table border="1"> <thead> <tr> <th>Year</th> <th>Trips</th> </tr> </thead> <tbody> <tr><td>2014</td><td>103,240</td></tr> <tr><td>2015</td><td>120,341</td></tr> <tr><td>2016</td><td>121,519</td></tr> <tr><td>2017</td><td>125,721</td></tr> <tr><td>2018</td><td>128,540</td></tr> </tbody> </table>	Year	Trips	2014	103,240	2015	120,341	2016	121,519	2017	125,721	2018	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.
Year	Trips															
2014	103,240															
2015	120,341															
2016	121,519															
2017	125,721															
2018	128,540															
Tri-CAP One-Way Volunteer Driver Trips: Annual number of transit trips.	Performance Indicator	20,374	<table border="1"> <thead> <tr> <th>Year</th> <th>Trips</th> </tr> </thead> <tbody> <tr><td>2014</td><td>35,842</td></tr> <tr><td>2015</td><td>32,655</td></tr> <tr><td>2016</td><td>25,218</td></tr> <tr><td>2017</td><td>21,370</td></tr> <tr><td>2018</td><td>20,374</td></tr> </tbody> </table>	Year	Trips	2014	35,842	2015	32,655	2016	25,218	2017	21,370	2018	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.
Year	Trips															
2014	35,842															
2015	32,655															
2016	25,218															
2017	21,370															
2018	20,374															

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 border="1"> <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 border="1"> <thead> <tr> <th>Location</th> <th>Percentage</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>	Location	Percentage	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.
Location	Percentage																	
Benton County	27.6%																	
Sherburne County	25.7%																	
Stearns County	26.0%																	
EDR-7W Central	25.7%																	
Central Minnesota	26.8%																	
Minnesota	24.4%																	
Percent of Monthly Household Budgets Spent on Transportation (One Working Adult, One Child): Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph	<table border="1"> <thead> <tr> <th>Location</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Benton County</td> <td>18.6%</td> </tr> <tr> <td>Sherburne County</td> <td>16%</td> </tr> <tr> <td>Stearns County</td> <td>17.4%</td> </tr> <tr> <td>EDR-7W Central</td> <td>16.6%</td> </tr> <tr> <td>Central Minnesota</td> <td>17.2%</td> </tr> <tr> <td>Minnesota</td> <td>14.0%</td> </tr> </tbody> </table>	Location	Percentage	Benton County	18.6%	Sherburne County	16%	Stearns County	17.4%	EDR-7W Central	16.6%	Central Minnesota	17.2%	Minnesota	14.0%	In 2018, the percent of monthly household budgets spent on transportation for one adult and one child is highest in Benton County at 18.6%, followed by Stearns County at 17.4%, Central Minnesota at 17.2%, EDR-7W Central at 16.6%, and Sherburne County at 16%. All are above the states 14% of one adult, one child household budget spent on transportation.
Location	Percentage																	
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														
<i>Percent of Monthly Household Budgets Spent on Transportation (Two Working Adults, One Child):</i> Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph	<table border="1"> <thead> <tr> <th>Location</th> <th>Percentage</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>	Location	Percentage	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.
Location	Percentage																	
Benton County	17.6%																	
Sherburne County	15.6%																	
Stearns County	16.4%																	
EDR-7W Central	16.0%																	
Central Minnesota	16.6%																	
Minnesota	13.7%																	
<i>Percent of Monthly Household Budgets Spent on Transportation (Two Working Adults, Two Children):</i> Average percent of monthly budget spent on transportation.	Performance Indicator	See Graph	<table border="1"> <thead> <tr> <th>Location</th> <th>Percentage</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>	Location	Percentage	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.
Location	Percentage																	
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)

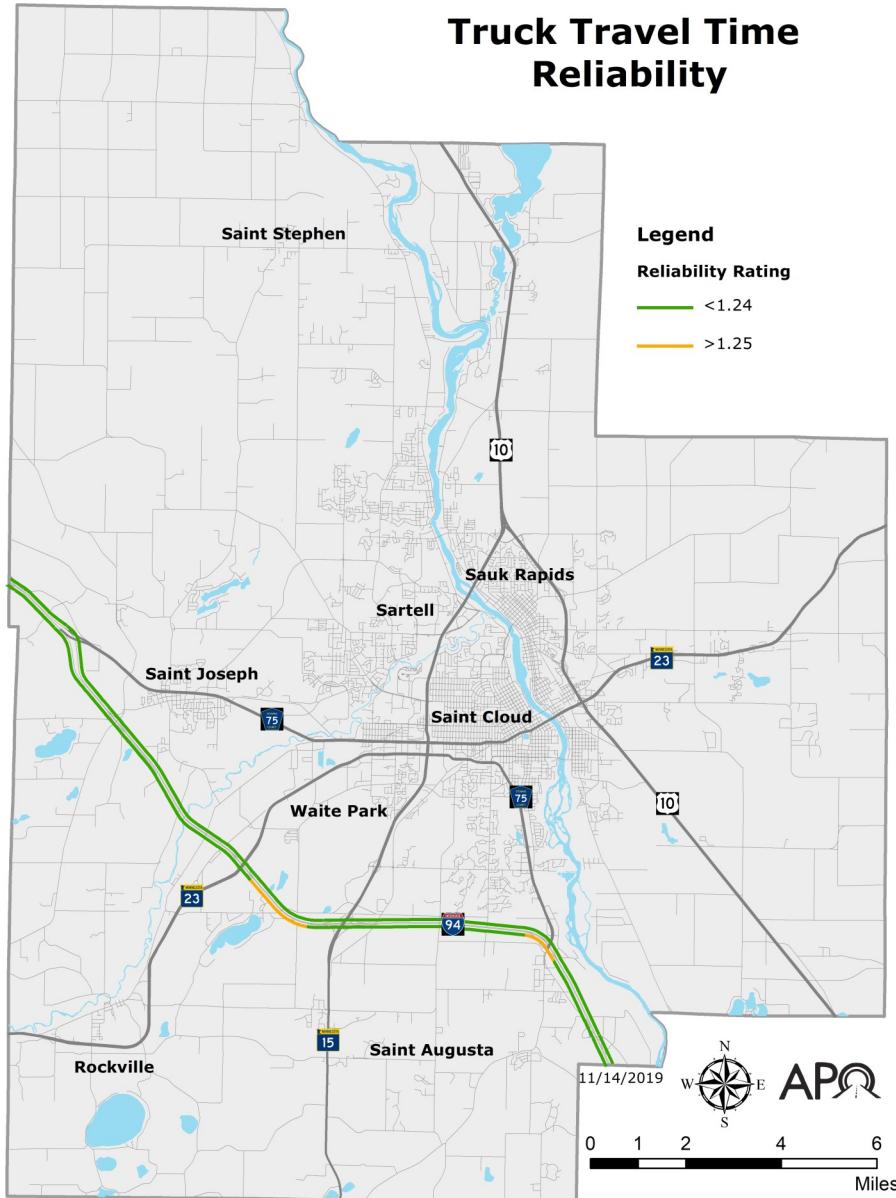


Figure 4.1-Truck Travel Time Reliability

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 charters 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.

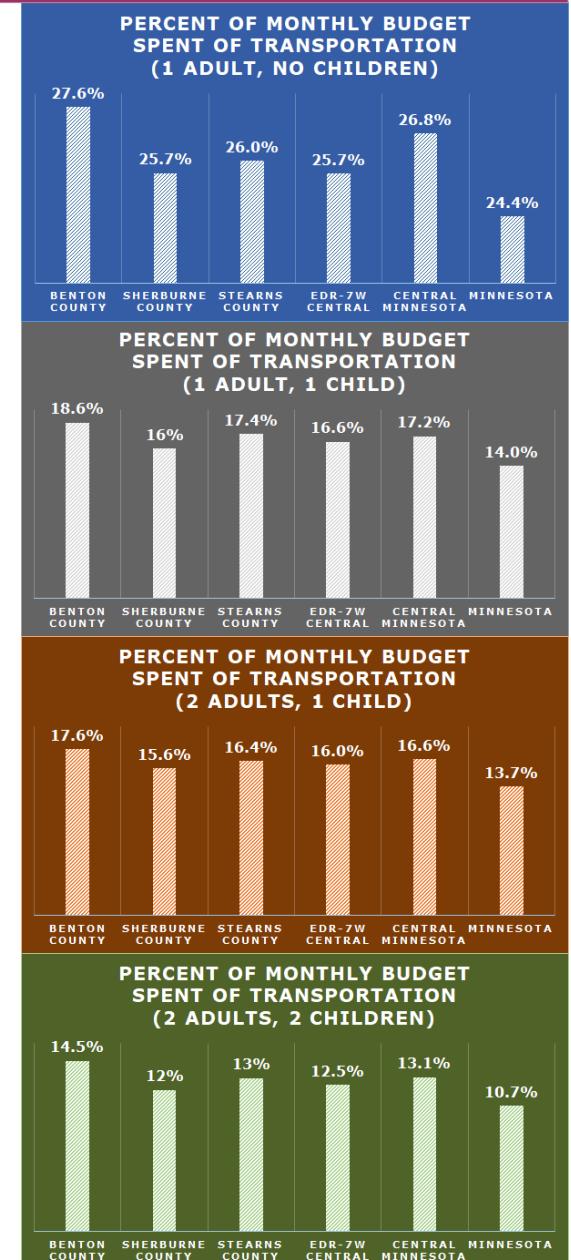
Based on the four graphs on the right, the state as a whole has a lower percent of monthly household budgets spent on transportation than Central Minnesota, EDR 7W Central, Benton County, Sherburne County and Stearns County. In all the household sizes, the difference between Minnesota and the highest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

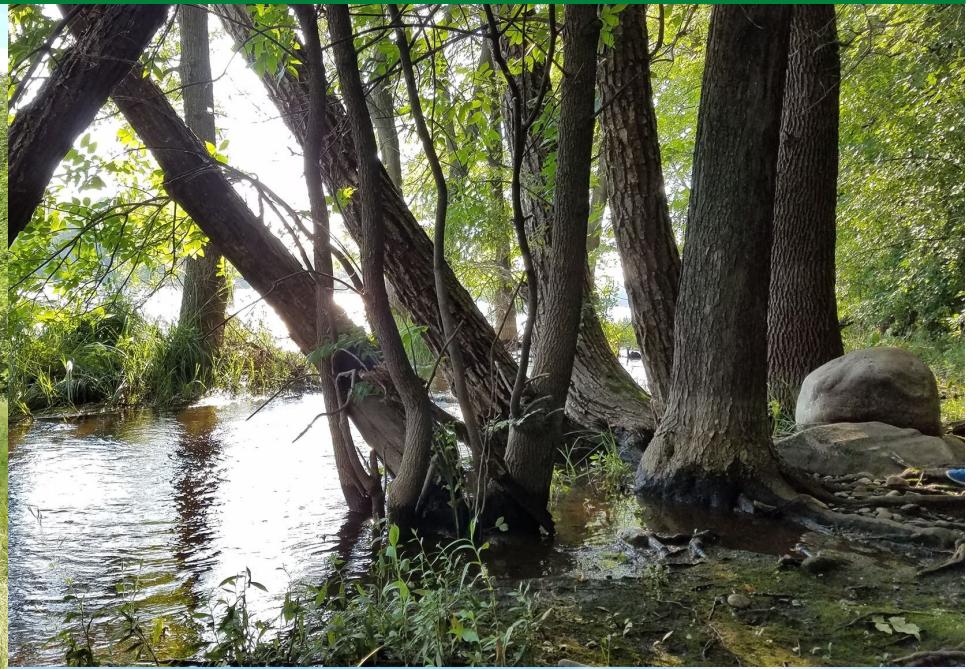
Rather than describing what families are spending as the Consumer Expenditure Survey does, the study estimates the cost of living. The Cost of Living represents neither a poverty-level living nor a middle-class living but rather a living that meets basic needs for health and safety.

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.



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.



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 border="1"> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <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> </tbody> </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 border="1"> <thead> <tr> <th>Year</th> <th>Percentage</th> </tr> </thead> <tbody> <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> </tbody> </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 border="1"> <thead> <tr> <th>Population Group</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Minority population</td> <td>93%</td> </tr> <tr> <td>Non-minority population</td> <td>7%</td> </tr> </tbody> </table>	Population Group	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 Group	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 border="1"> <thead> <tr> <th>Population Group</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>Persons with low-income</td> <td>84%</td> </tr> <tr> <td>Non-low-income population</td> <td>16%</td> </tr> </tbody> </table>	Population Group	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 Group	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												
Transit Vehicles Using Alternative Fuels: Number of public transit vehicles using alternative fuels.	Performance Indicator	<table border="1"> <thead> <tr> <th>Service Type</th> <th>Diesel</th> <th>CNG</th> </tr> </thead> <tbody> <tr> <td>Northstar Commuter Bus</td> <td>5</td> <td>0</td> </tr> <tr> <td>Dial-a-Ride</td> <td>7</td> <td>31</td> </tr> <tr> <td>Fixed Route</td> <td>17</td> <td>19</td> </tr> </tbody> </table> <p>Legend: ■ Diesel ■ CNG</p>	Service Type	Diesel	CNG	Northstar Commuter Bus	5	0	Dial-a-Ride	7	31	Fixed Route	17	19	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.
Service Type	Diesel	CNG													
Northstar Commuter Bus	5	0													
Dial-a-Ride	7	31													
Fixed Route	17	19													
Transit Vehicles Using Alternative Fuels: Percent of public transit vehicles using alternative fuels.	Performance Indicator	<table border="1"> <thead> <tr> <th>Service Type</th> <th>CNG (%)</th> </tr> </thead> <tbody> <tr> <td>Northstar Commuter Bus</td> <td>0.0%</td> </tr> <tr> <td>Dial-a-Ride</td> <td>81.6%</td> </tr> <tr> <td>Fixed Route</td> <td>52.8%</td> </tr> </tbody> </table>	Service Type	CNG (%)	Northstar Commuter Bus	0.0%	Dial-a-Ride	81.6%	Fixed Route	52.8%	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.				
Service Type	CNG (%)														
Northstar Commuter Bus	0.0%														
Dial-a-Ride	81.6%														
Fixed Route	52.8%														

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.

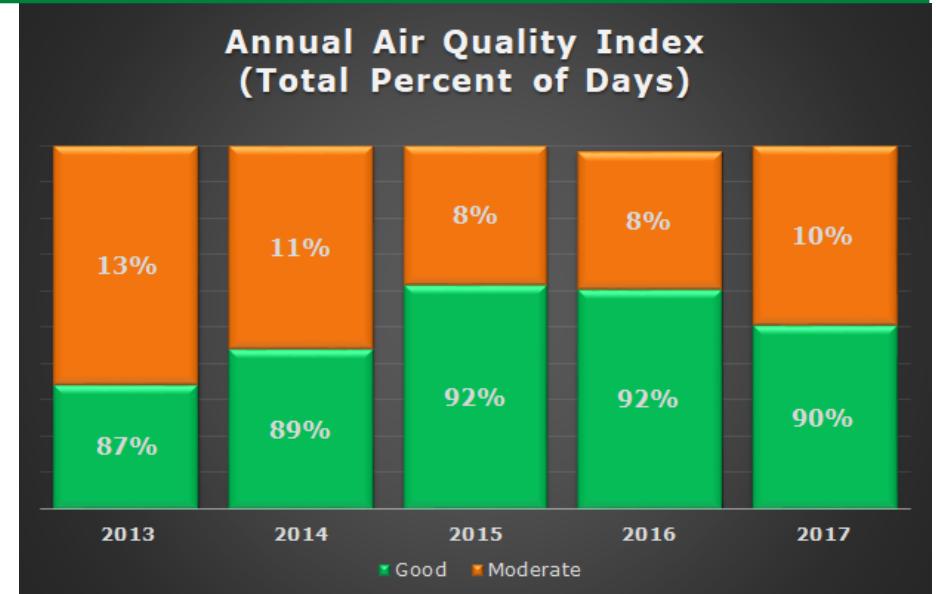


Figure 5.1-Annual Air Quality Index

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.



Data Source: MPCA.

Goal 5: Promote Energy and Environmental Conservation

Water Quality

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

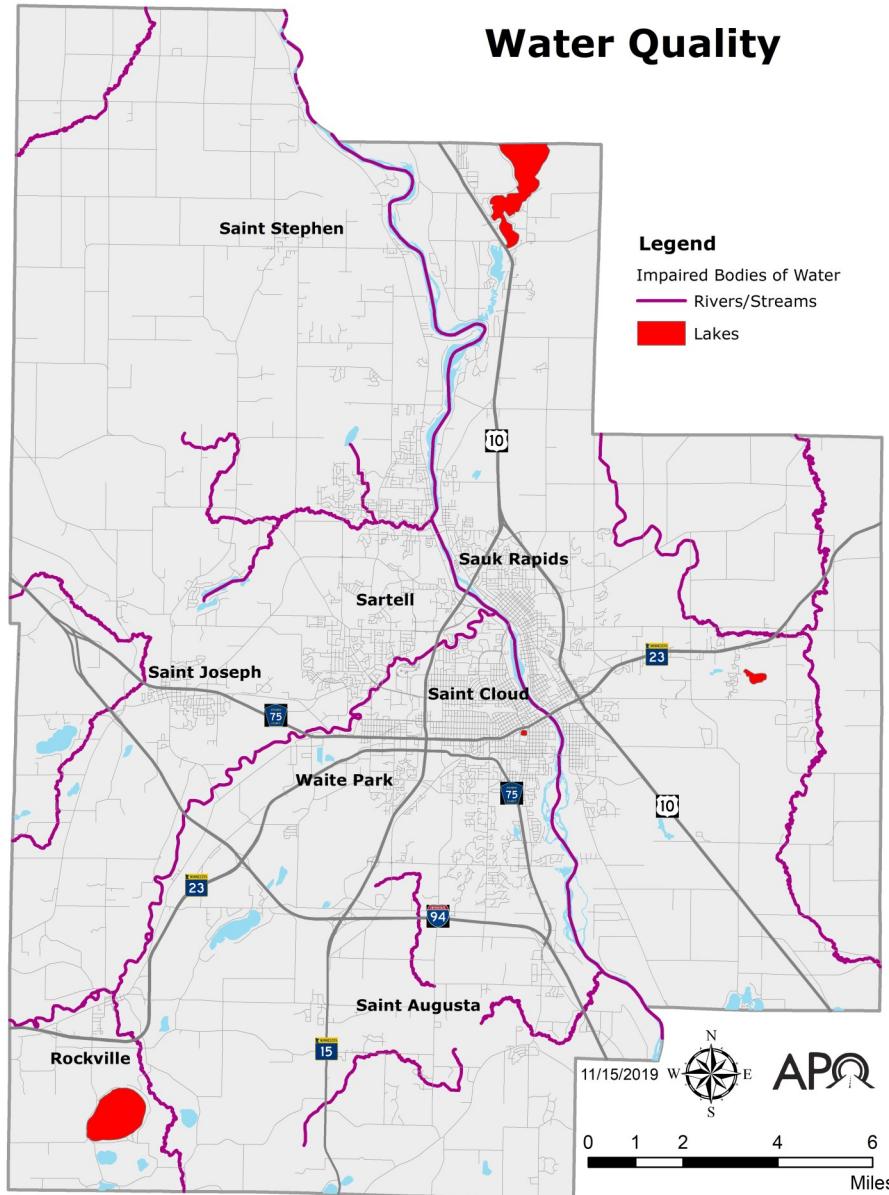


Figure 5.2-Water Quality

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.

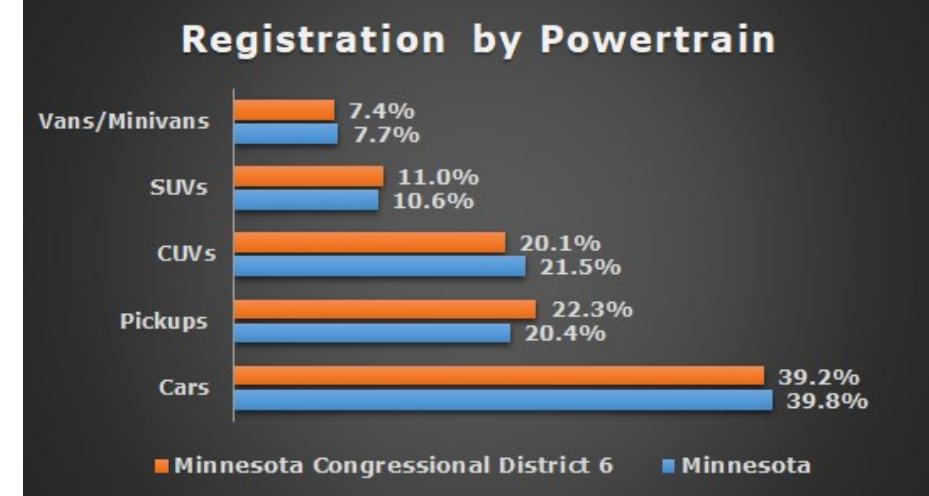


Figure 5.4-Sold by Powertrain

Data Source: Alliance of Automobile Manufacturers.

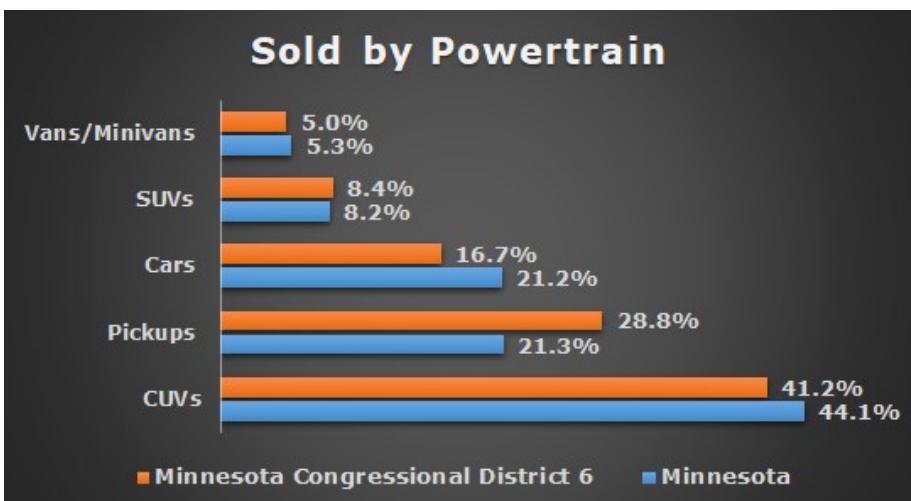


Figure 5.3-Registration by Powertrain
Data Source: Alliance of Automobile Manufacturers.

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.

\$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

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.

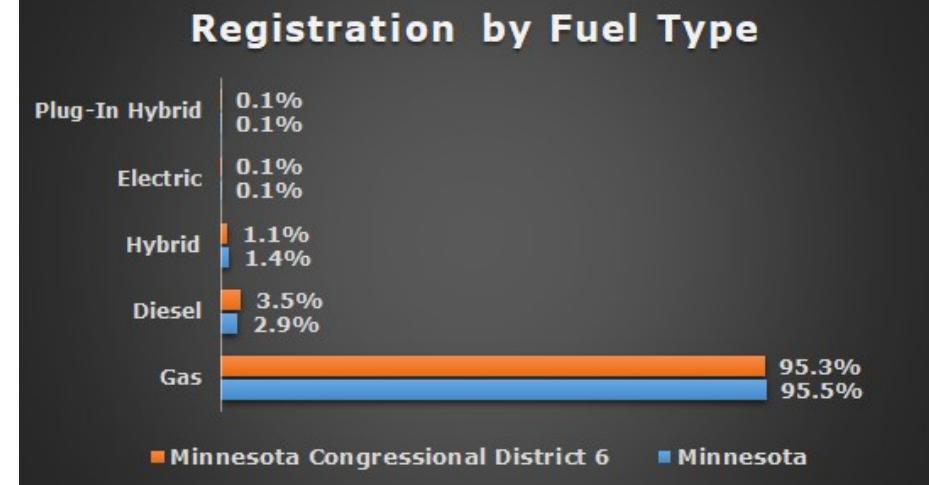


Figure 5.6-Sold by Fuel Type

Data Source: Alliance of Automobile Manufacturers.

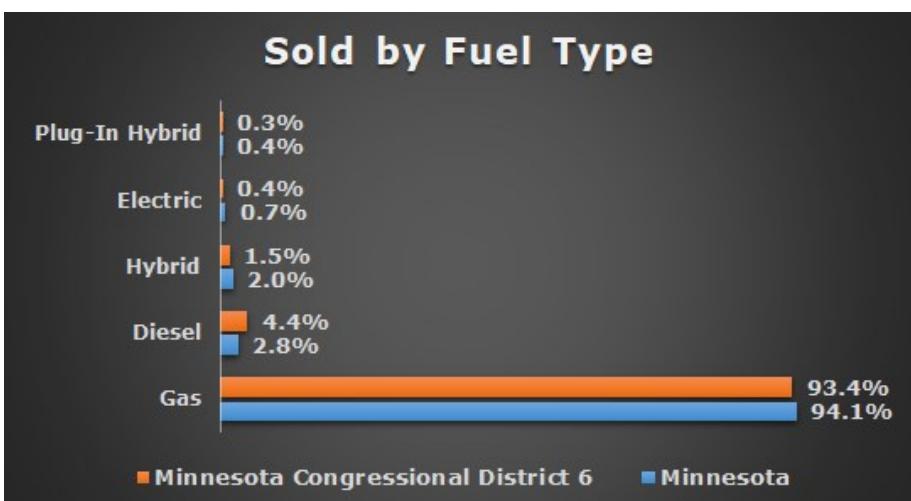


Figure 5.5-Registration by Fuel Type

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	31,194	\$1.05 Billion	9,966
Average age of vehicles in Minnesota Congressional District 6.	New car sales in Minnesota Congressional District 6.	Car sales in Minnesota Congressional District 6.	Total auto-related employers in Minnesota Congressional District 6.

Data Source: Alliance of Automobile Manufacturers.