

## AGENDA

### APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, JULY 30, 2020 – 10 A.M.  
ZOOM MEETING

1. Electronic Meeting Notification (Attachment A)
2. Introductions
3. Public Comment Period
4. Minutes from June 25, 2020, TAC meeting (Attachment B)
  - a. **Suggested Action: Approval.**
5. Final Draft 2021-2024 Transportation Improvement Program (TIP) (Attachments C1 and C2): *Vicki Johnson, Senior Transportation Planner*
  - a. **Suggested Action: Recommend Policy Board approval**
6. Draft TAC Bylaws Revision (Attachment D1-D4): *Vicki Johnson, Senior Transportation Planner*
  - a. **Suggested Action: None, informational**
7. Other Business & Announcements
8. Adjournment

## English

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

## Somali

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

## Hmong

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

## Spanish

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

## Laotian

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



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**Saint Cloud Area Planning Organization Electronic Meeting Notification**

*July 30, 2020*

The Executive Director has determined that an in-person meeting is not prudent and under MN Statute, 13D.021 subdivision 1 believes that a Zoom conference with jurisdictional planners, engineers, and other transportation-related technical staff, participating via video conference and/or conference call is warranted.

The following process for the Saint Cloud Area Planning Organization's Technical Advisory Committee meeting to be held on Thursday, July 30, 2020, at 10 a.m. will be done in accordance with State Law:

1. The Executive Director will be present at the Saint Cloud Area Planning Organization office. The meeting will be audio recorded.
2. All votes will be done by rollcall so there is a clear record of who is in favor or opposed to the subject vote.
3. We will ensure that all members are able to hear one another and all discussions and testimony.
4. Notice of the meeting will be sent to all persons who have requested notice along with area media outlets.
5. Any member of the public may contact the Executive Director if he or she desires to be connected electronically to the meeting to hear the content of the meeting. If there is an expense for such connection, the Executive Director shall inform the public of the charge for such connection in advance of the meeting.

This meeting has been determined to not be feasible to have the public present at the meeting due to the health pandemic and emergency declaration and is authorized by MN Statute 13D.021, subdivision 1.

**SAINT CLOUD AREA PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING  
Thursday, June 25, 2020 @ 10 a.m.**

A Zoom meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10:03 a.m. on Thursday, June 25, 2020. Senior Transportation Planner Vicki Johnson presided with the following members participating via zoom or telephone access:

Randy Sabart	Saint Joseph
Jodi Teich	Stearns County
Jon Noerenberg	Waite Park
Jon Halter	Sartell
Kelvin Howieson	MnDOT District 3
Matt Glaesman	St. Cloud
Voni Vegar	MnDOT Office of Transit and Active Transportation
Bobbi Retzlaff	FHWA
Innocent Eyoh	MPCA
Vicki Johnson	APO, Sr. Planner
Brian Gibson	APO, Exec Director
Alex McKenzie	APO, Planning Technician
Fred Sandal	APO, Assoc Planner
Dorothy Sweet	APO, Admin Asst
Amber Blattner	APO, Admin Asst

Ms. Johnson reviewed the Electronic Meeting Notification requirements.

Introductions were made.

**PUBLIC COMMENT PERIOD**

No members of the public were participating.

**CONSIDERATION OF CONSENT AGENDA ITEMS**

Approval May 28, 2020, TAC Meeting minutes; approval of staff report of June 10, 2020, Active Transportation Plan Development Committee meeting; approve staff report of June 11, 2020, Policy Board meeting. ***Ms. Teich made motion to approve Consent Agenda Items. Mr. Halter seconded the motion. Motion carried. Roll Call: Sabart – YES; Noerenberg – YES; Howieson – YES; Glaesman – YES. Teich – YES; Halter – YES.***

**TAC BYLAWS REVISION DISCUSSION**

Ms. Johnson provided background information about the TAC's current bylaws. The original bylaws were adopted in 2002 and last amended in 2009. Ms. Johnson suggested a review of the TAC bylaws for improvements to better align with the

current structure of APO. Major changes to the proposed revision include: changes to the definition of membership; the ability of the Policy Board to approve additional individuals, organizations, agencies, advocacy groups, non-profits, or other non-jurisdictions to the TAC as either voting or non-voting members; the ability for members to decide who will serve as the TAC representative, the removal of APO staff as a voting member of the TAC; the provision for calling Special Meetings; the establishment of a one-third quorum, and guidance on video and teleconference meetings.

Mr. Sabart expressed concerns about membership with the ability of the Policy Board to approve additional members to the TAC. He suggested the more outside influence on the TAC could make it more difficult for decisions to be made. Mr. Sabart asked if there was a limit on the number of representatives serving on the TAC. Mr. Gibson said there is no limit but stressed the importance that the TAC retain functionality. Ms. Johnson said in the case of those possible additions via Policy Board appointment, voting or non-voting representation at the TAC will be decided by the Policy Board.

Mr. Glaesman and Mr. Norenberg said they liked the idea of jurisdictions being able to assign voting member.

A discussion was had about the need to have a provision in the bylaws for an Emergency Meeting of the TAC. Mr. Glaesman suggested adding language to the Special Meetings section to accommodate this. Ms. Teich suggested there be a provision for Emergency Meetings in the event the Policy Board needs a recommendation on a matter from the TAC. Ms. Johnson said she will draft up both options and present them at the July TAC meeting for further discussion.

Ms. Johnson stated the TAC meeting schedule be drafted and brought before the TAC for approval in September in accordance with the proposed bylaws revision.

## **TRANSPORTATION SECURITY**

Mr. Gibson led a discussion on transportation security and safety. He provided background information about the Federal regulation pertaining to transportation security and the need for the APO's planning process to consider projects and strategies that will "increase the security of the transportation system for motorized and non-motorized users." Mr. Gibson provided various examples of how transportation security has been defined by other metropolitan planning organizations such as emergency management, disaster planning, and climate resiliency. He asked the TAC what role they feel the APO should play in addressing this planning factor.

Mr. Sabart, Mr. Noerenberg, and Ms. Teich stated the APO's role should be to provide support and assistance with securing Federal and state highway dollars and providing data (i.e., mapping) for each of the county's departments of emergency management.

**OTHER BUSINESS AND ANNOUNCEMENTS**

The surveys for the APO's Active Transportation Plan are closing June 30. Kurt Franke will be stepping down as the TAC representative for the APO's Active Transportation Advisory Committee (ATAC). The 2021-2024 Transportation Improvement Program (TIP) has been released for public comment through July 24.

**ADJOURNMENT**

The meeting adjourned at 10:50 a.m.



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**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** Final Draft FY 2021-2024 Transportation Improvement Program  
**DATE:** July 21, 2020

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

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

The TIP spans a period of four fiscal years and is updated on an annual basis.

For the past several months APO staff have been cooperatively working with local jurisdictions, Saint Cloud Metropolitan Transit Commission (more commonly known as Saint Cloud Metro Bus), and Minnesota Department of Transportation (MnDOT) District 3 staff to produce the yearly update to the APO's TIP.

This update will span the four fiscal year period of 2021 through 2024.

At the June 11, 2020, APO Policy Board meeting, Policy Board members – upon the recommendation of the APO's Technical Advisory Committee (TAC) – voted to release the draft FY 2021-2024 TIP out for a 30-day public comment period.

APO staff released the document on June 24, 2020. Public comment is set to conclude on July 24, 2020.

As part of the public period, APO staff have done the following in accordance with the APO's Stakeholder Engagement Plan (SEP):

- Published a legal notice in the St. Cloud Times.
- Contacted those individuals who have expressed interest in APO planning activities via email.
- Contacted those organizations that work closely with traditionally underrepresented populations.
- Developed eight online surveys pertaining to the projects listed in the TIP that have yet to be constructed. These surveys did not contain advance construction projects listed in the TIP that are only awaiting Federal reimbursement.
- Posted information about how to provide public comment on the draft 2021-2024 TIP on the APO website and on the APO's Facebook page.

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- Hosted a virtual open house via Facebook Live on July 7.
- Shared social media information with social media accounts connected to local agencies and jurisdictions.

As of July 21, 2020, APO staff have received 128 responses to the eight online surveys. An incomplete list of those comments can be found in Appendix C of attachment C2. A full list of all the public comments along with the completed final draft will be distributed to TAC members via email as soon as APO staff have concluded the public comment period and have the opportunity to provide disposition of additional comments.

During the public comment period, MnDOT had requested to make the following changes to two projects:

1. Administrative modification to 0503-91. Per a request from MnDOT District 3 Planning Manager Steve Voss the estimated project cost for the reconstruction of the interchange at MN 23 and US 10 as a whole – including project numbers 0503-91AC, 0503-91S, and 0503-91GMNR – has increased from \$30,300,000 to \$35,580,000. This increase includes the addition of \$2,680,000 in local funding secured from the City of Saint Cloud (\$2,650,000) and Benton County (\$30,000). Fiscal constraint for all three jurisdictions is maintained.
2. Technical correction to 7380-264. Per a request from MnDOT District 3 Engineering Specialist/Program Coordinator Jeff Lenz the estimated project cost for the overlay project for the Interstate 94 flyover bridge of CSAH 75 northwest of Saint Joseph has increased from \$1,100,000 to \$1,200,000. This increase includes the addition of \$80,000 in FHWA allocated funding and \$20,000 in state funding. Fiscal constraint has been maintained.

Due to the discovery of these two changes occurring during public comment and given that no formal public comment period is needed to conduct an administrative modification or a technical correction, APO staff are requesting these changes also be incorporated into the final version of the APO's 2021-2024 TIP.

With your recommendation, APO staff will bring the draft version of the APO's 2021-2024 TIP for final approval. Once approved, APO staff will submit the final version to MnDOT to be incorporated into the State Transportation Improvement Program (STIP). From there, the STIP will need to be approved by Federal Highway and Federal Transit Administrations.

**Suggested Action:** Recommend Policy Board approval to accept the administrative modification and technical correction proposed by MnDOT as part of the APO's 2021-2024 TIP **AND** recommend Policy Board approve the final draft of the APO's 2021-2024 TIP.



# Transportation Improvement Program



**FY 2021-2024**

Prepared by the Saint Cloud Area  
Planning Organization

Aug. 13, 2020



SAINT CLOUD | AREA PLANNING ORGANIZATION



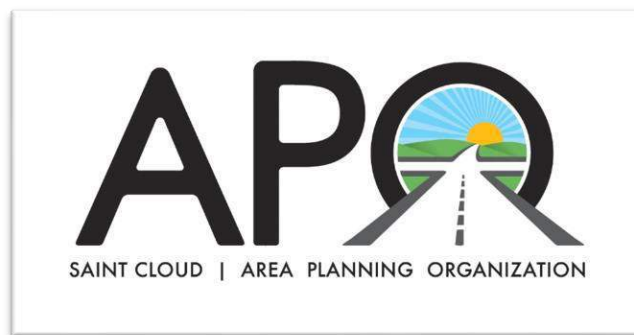


## DISCLAIMER

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

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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.



## Title VI Assurance

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



## **RESOLUTION #2020-XX**

### **Approving the 2021-2024 Saint Cloud Area Planning Organization Transportation Improvement Program**

*Remainder of this page left intentionally blank*



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**RESOLUTION #2020-XX****Approving the 2021-2024 Saint Cloud Area Planning Organization  
Transportation Improvement Program**

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

**WHEREAS**, the Saint Cloud Area Planning Organization has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the Unified Planning Work Program (UPWP), a Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP) to facilitate Federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

**WHEREAS**, the U.S. Department of Transportation regulations require the development and annual approval of a Transportation Improvement Program (TIP) for each urbanized area by highway and transit officials; special interest and service organizations, including users of transportation; Federal Highway and Transit Administrations; and

**WHEREAS**, the projects must be included in the Transportation Improvement Program (TIP) which utilizes the following U.S. Department of Transportation program funds under the Fixing America's Surface Transportation Act (FAST Act); and

**WHEREAS**, the FY 2021-2024 Transportation Improvement Program (TIP) is an implementation of the Saint Cloud Area Planning Organization's fiscally constrained Metropolitan Transportation Plan, Metropolitan Area Planning and Programming: An Innovative Network Guide for 2045 (MAPPING 2045); and

**WHEREAS**, the U.S. Department of Transportation regulations provide for self-certification that the urban transportation planning process is being carried out in conformance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination

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on the basis of age in programs or activities receiving Federal financial assistance;

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

**WHEREAS**, the Saint Cloud Area Planning Organization has solicited a 30 day public comment period on the draft FY 2021-2024 Transportation Improvement Program and any public comments received are documented in the TIP document.

**NOW, THEREFORE, BE IT RESOLVED**, in accordance with 23 CFR 450.334, the Saint Cloud Area Planning Organization hereby certifies that the metropolitan planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements as described above.

**ATTEST:**

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Mayor Rick Miller  
*Saint Cloud APO Chair*

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Brian Gibson, PTP  
*Saint Cloud APO Executive Director*



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## COMMON ACRONYMS

**3-C:** Comprehensive, Cooperative and Continuing.

**AC:** Advanced Construction.

**ADA:** Americans with Disabilities Act.

**ADT:** Average Daily Traffic.

**APO:** Saint Cloud Area Planning Organization.

**ATIP:** Area Transportation Improvement Program.

**ATP-3:** Central Minnesota Area Transportation Partnership.

**BARC:** Bridge and Road Construction.

**BF:** Bond Fund.

**BRRP:** Bridge Replacement or Rehabilitation Program.

**CAA:** Clean Air Act.

**CAAA:** Clean Air Act Amendment.

**CFR:** Code of Federal Regulations.

**CMAQ:** Congestion Mitigation and Air Quality.

**CNG:** Compressed Natural Gas.

**CR:** County Road.

**CSAH:** County State-Aid Highway.

**D3:** Minnesota Department of Transportation District 3.

**DAR:** Dial-a-Ride.

**EJ:** Environmental Justice.

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

**FHWA:** Federal Highway Administration.

**FRA:** Federal Railroad Administration.

**FTA:** Federal Transit Administration.

**FY:** Fiscal Year.

**HB:** Highway Bridge.

**HPP:** High Priority Projects.

**HSIP:** Highway Safety Improvement Program.

**\*I:** Interstate Highway.

**IM:** Interstate Maintenance.

**ITS:** Intelligent Transportation System.

**LF:** Local Funds.

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

**LOS:** Level of Service.

**\*MN:** Trunk Highway.

**MnDOT:** Minnesota Department of Transportation.

**MPA:** Metropolitan Planning Area.

**MPO:** Metropolitan Planning Organization.

**MSAS:** Municipal State-Aid Street.

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

**MTP:** Metropolitan Transportation Plan.

**NEPA:** National Environmental Policy Act.

**NHPP:** National Highway Preservation Program.

**NHS:** National Highway System.

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

**\*RR:** Railroad

**RRS:** Highway Rail Grade Crossing and Rail Safety.

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



**SF:** State Fund.

**SGR:** State of Good Repair.

**SRTS:** Safe Routes to School.

**STIP:** Statewide Transportation Improvement Program.

**STBGP:** Surface Transportation Block Grant Program.

**TA:** Transportation Alternatives (formerly Transportation Alternatives Program).

**TERM:** Transit Economic Requirements Model.

**TH:** Trunk Highway.

**TAC:** Saint Cloud APO's Technical Advisory Committee.

**TIP:** Transportation Improvement Program.

**TSM:** Transportation System Management.

**\*US:** US Designated Trunk Highway.

**USC:** United States Code.

**US DOT:** United States Department of Transportation.

**V/C:** Volume to Capacity Ratio.

**VMT:** Vehicle Miles Traveled.

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<sup>i</sup> \*These acronyms are specifically used in the TIP Project Table. See [Appendix A](#) for more information.



## INTRODUCTION

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Saint Cloud Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government, neighboring jurisdictions, and agencies. As a document, the TIP reports how the various jurisdictions and agencies within the Saint Cloud MPA have prioritized their use of limited Federal highway and transit funding.

The TIP must, at a minimum, be updated and approved every four years by the Metropolitan Planning Organization (MPO) in cooperation with the state department of transportation and local public transit agencies. However, the TIP is normally updated annually.

The Saint Cloud Area Planning Organization (APO) is the MPO for the Saint Cloud MPA. As such, it is the responsibility of the APO to update the TIP.

Projects identified through the TIP process serve to implement the projects identified in the APO's Metropolitan Transportation Plan (MTP).

### **Saint Cloud Area Planning Organization**

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

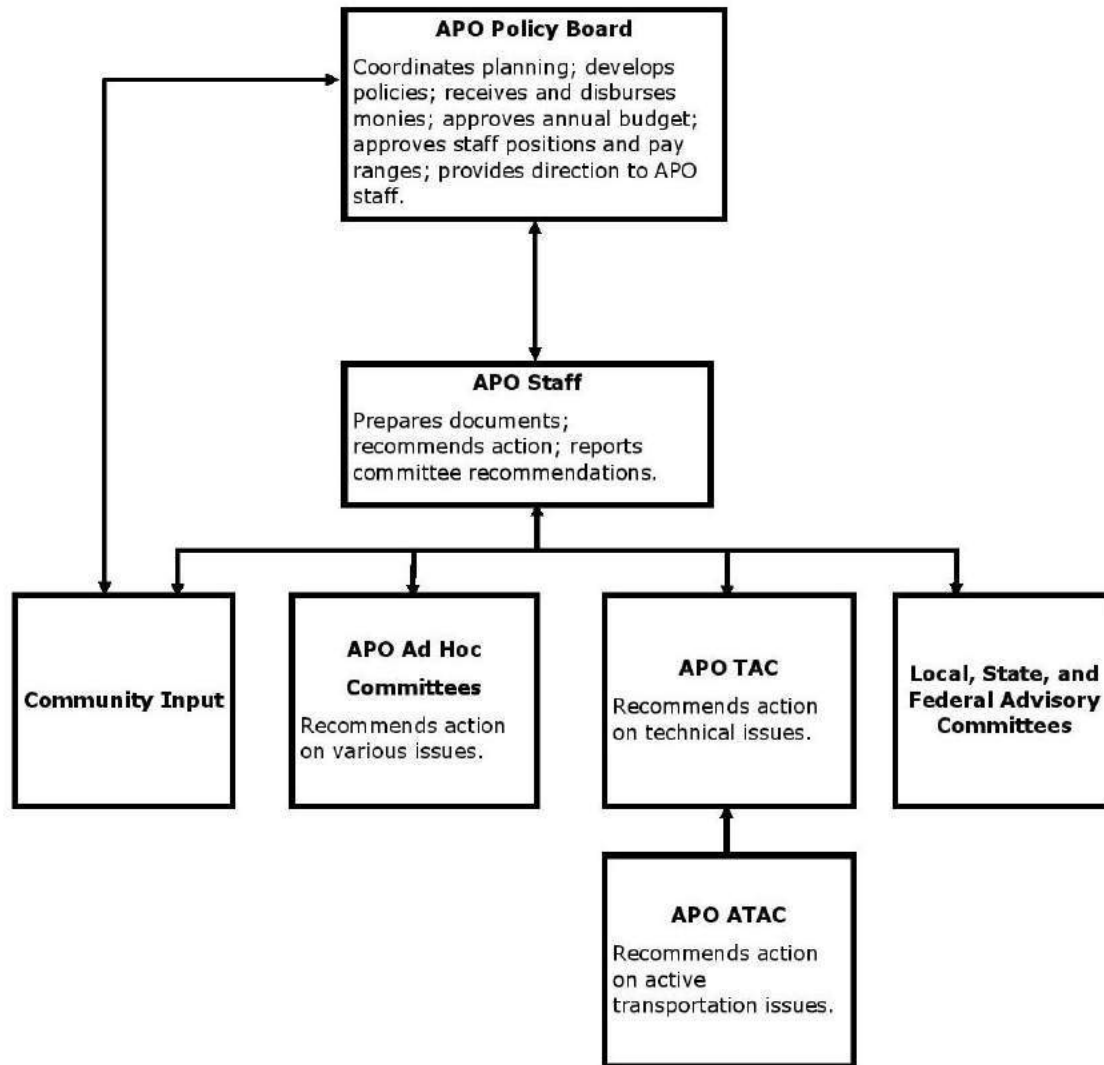
Member jurisdictions include Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, and LeSauk Township. Saint Cloud Metropolitan Transit Commission (MTC) – more commonly referred to as Saint Cloud Metro Bus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

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



**Figure 1:** APO Planning Area Map.

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



**Figure 2:** APO Organizational Chart.

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

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



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



**Figure 3:** Members of the Saint Cloud APO's TAC. Photo courtesy of Saint Cloud APO.

The APO strives to be:

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

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

- Maintaining a certified "3-C" transportation planning process: comprehensive, cooperative, and continuing.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective stakeholder engagement process which ensures meaningful public input is part of the decision-making process behind plans and programs.



- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

## **The Transportation Improvement Program**

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are programmed for Federal funding during the next four years in the metropolitan area.

The projects included in each year's TIP are ultimately derived from the [APO's Metropolitan Transportation Plan \(MTP\)](https://bit.ly/2wYljMA) (<https://bit.ly/2wYljMA>) and are aimed at meeting the long-range needs of the transportation system.

Agencies and jurisdictions propose projects to the APO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next four years.

The APO's TIP includes projects from the Minnesota Department of Transportation (MnDOT) District 3 in the APO's planning area, Saint Cloud Metro Bus, and local projects from member jurisdictions. Local projects that are fully funded by a township, city, or county are not included in the APO TIP.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA.

Projects can be revised or amended at any time during the program year by action of the APO Policy Board. These listings include information regarding cost, specific funding sources, project timing, etc.

As a management tool for monitoring the progress of implementing the MTP, the TIP identifies criteria and a process for prioritizing implementation of transportation projects – including any changes in priorities from the previous TIP that were implemented – and identifies any significant delays in the planned implementation of other projects.

Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the Saint Cloud MPA are included, without change, in the MnDOT District 3 Area Transportation Improvement Program (ATIP) and subsequent [Minnesota State Transportation Improvement Program \(STIP\)](https://bit.ly/2Sstfvj) (<https://bit.ly/2Sstfvj>).

## **Regionally Significant Projects**

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





and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53).”<sup>1</sup>

Federal regulations go on to state:

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

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

As such, the APO has chosen to define regionally significant projects as those transportation projects funded, in part, with Federal dollars from either FHWA or FTA, or if it is a MnDOT sponsored project regardless of funding sources.

In keeping with the spirit of Federal regulations, APO staff have developed a comprehensive transportation planning document – the [Regional Infrastructure Investment Plan \(RIIP\)](https://bit.ly/39VNhHf) (<https://bit.ly/39VNhHf>) – which identifies non-transit transportation improvement projects throughout the Saint Cloud MPA regardless of funding source and includes projects that have been programmed in the TIP.

The RIIP is a collection of transportation infrastructure capital improvement plans (CIPs) from the member jurisdictions of the APO along with the MnDOT District 3’s 10-Year Capital Highway Investment Plan (CHIP). More information on the RIIP can be found on the APO’s website.

## **The TIP and Its Connection to the Metropolitan Transportation Plan**

As previously stated, projects reflected in the fiscal year (FY) 2021-2024 TIP originate from the [Saint Cloud APO’s Metropolitan Transportation Plan \(MTP\)](https://bit.ly/35Qwgwp) (<https://bit.ly/35Qwgwp>). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over a minimum 20-year time frame.

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



**Figure 4:** Saint Cloud APO's Metropolitan Transportation Plan MAPPING 2045 logo. Photo courtesy of Saint Cloud APO.

### Projects identified in the MTP

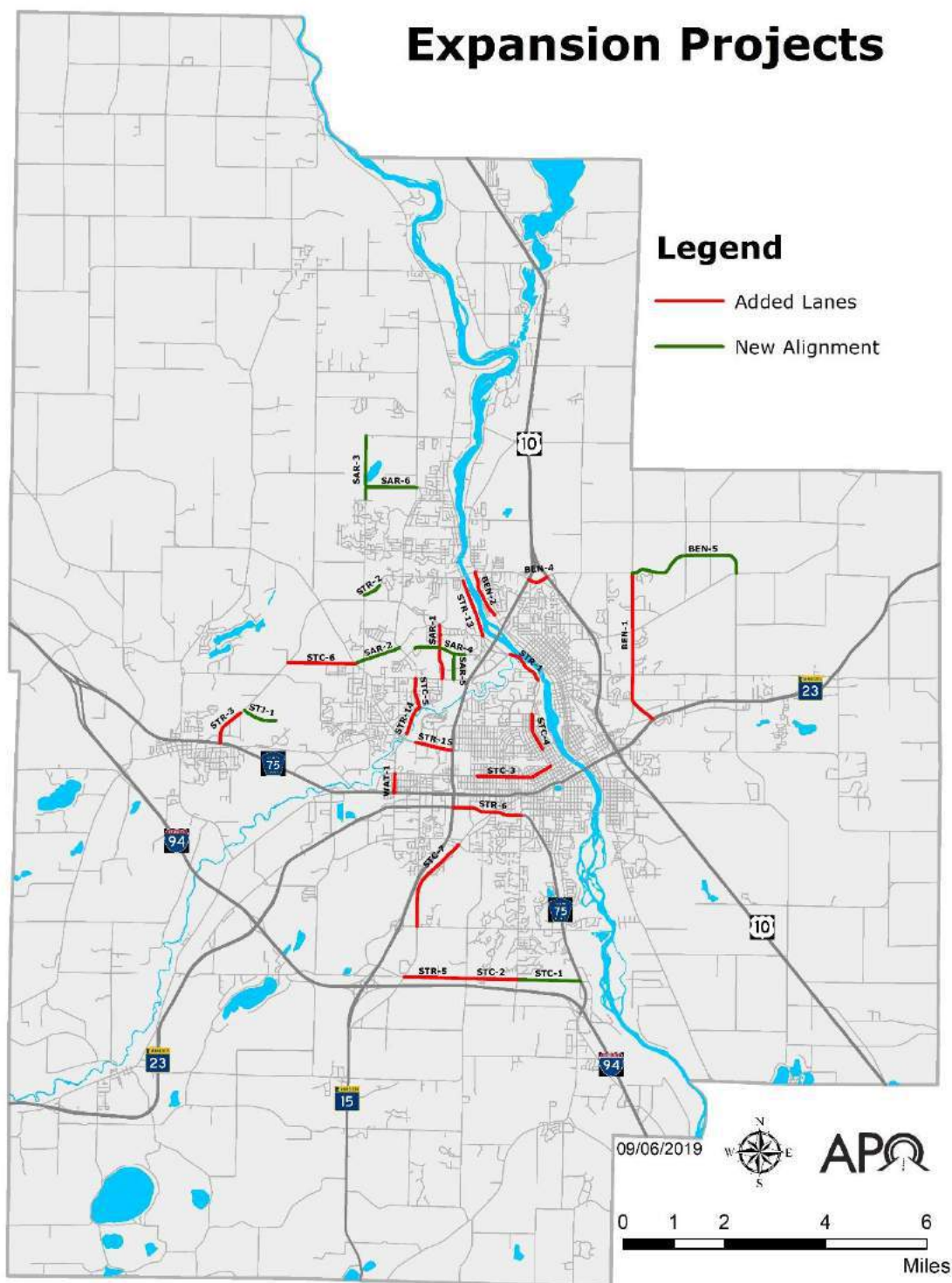
The APO's MTP has identified 27 expansion projects for the metropolitan planning area to tentatively be completed by 2045. Those projects are listed in Figures 5 and 6.

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
<b>BEN-1</b>	CSAH 1 (Mayhew Lake Road NE) in Sauk Rapids	CSAH 29 (35 <sup>th</sup> Street NE) to MN 23	Four-Lane Undivided Arterial
<b>BEN-2</b>	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18 <sup>th</sup> Street NW	Four-Lane Undivided Arterial
<b>BEN-4</b>	CSAH 29 (35 <sup>th</sup> Street NE) in Sauk Rapids	MN-15 to US-10	Four-Lane Divided Arterial
<b>BEN-5</b>	CSAH 29 in Sauk Rapids	CSAH 1 (Mayhew Lake Road) to 35 <sup>th</sup> Avenue NE	Two-Lane Divided Arterial
<b>STR-1</b>	CSAH 1 (River Avenue N) in Sartell	MSAS 145 (Ninth Avenue N) to County Road 120	Four-Lane Undivided Arterial
<b>STR-2</b>	CSAH 133 (Second Street S) in Sartell	Theisen Road to CSAH 133 (Sixth Street S/19th Avenue N)	Four-Lane Undivided Arterial
<b>STR-3</b>	CSAH 133 in Saint Joseph	CSAH 75 to 19th Avenue NE	Four-Lane Undivided Arterial
<b>STR-5</b>	County Road 122 (40th Street S) in Saint Cloud	CSAH 74 to CSAH 136 (Oak Grove Road SW)	Four-Lane Undivided Collector
<b>STR-6</b>	CSAH 75 (Second Street S) in Saint Cloud	MN-15 to MSAS 141 (Cooper Avenue S)	Six-Lane Divided Arterial
<b>STR-13</b>	CSAH 1 (Riverside Avenue S) in Sartell	MSAS 118 (Heritage Drive) to CSAH 78	Four-Lane Undivided Arterial
<b>STR-14</b>	County Road 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Four-Lane Divided Arterial
<b>STR-15</b>	CSAH 4 (Eighth Street North) in Saint Cloud	Anderson Avenue to MN-15	Six-Lane Divided Arterial



<b>STC-1</b>	MSAS 156 (40 <sup>th</sup> Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
<b>STC-2</b>	MSAS 156 (40 <sup>th</sup> Street S) in Saint Cloud	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Undivided Collector
<b>STC-3</b>	MSAS 114 (Third Street N) in Saint Cloud	31 <sup>st</sup> Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial
<b>STC-4</b>	MSAS 145 (Ninth Avenue N) in Saint Cloud	MSAS 148 (15 <sup>th</sup> Street N) to Stearns CSAH 4 (Eighth Street N/Veterans Drive)	Four-Lane Divided Arterial
<b>STC-5</b>	Pinecone Road S in Saint Cloud	Stearns County Road 134 to Stearns CSAH 120	Four-Lane Divided Arterial
<b>STC-6</b>	322 <sup>nd</sup> Street in Saint Cloud	Stearns CSAH 133 to Stearns CSAH 4	Three-Lane Undivided Collector
<b>STC-7</b>	CSAH 74 (West Saint Germain Street) in Saint Cloud	Stearns County Road 137 (Seventh Street S/22 <sup>nd</sup> Street S) to 33 <sup>rd</sup> Street S	Three-Lane Undivided Arterial
<b>STJ-1</b>	Westwood Parkway in Saint Joseph	21 <sup>st</sup> Avenue NE to 0.68 miles East	Four-Lane Divided Arterial
<b>SAR-1</b>	MSAS 117 (Leander Avenue) in Sartell	Stearns CSAH 120 to MSAS 118 (Heritage Drive)	Three-Lane Undivided Collector
<b>SAR-2</b>	Roberts Road in Sartell	MSAS 103 (Pinecone Road S) to Stearns CSAH 4 (322 <sup>nd</sup> Street)	Three-Lane Undivided Collector
<b>SAR-3</b>	19 <sup>th</sup> Avenue N in Sartell	11 <sup>th</sup> Street N to 27 <sup>th</sup> Street N	Two-Lane Undivided Local
<b>SAR-4</b>	Scout Drive in Sartell	Scout Drive to Connecticut Avenue S	Two-Lane Undivided Local
<b>SAR-5</b>	Then Avenue in Sartell	Proposed Scout Drive alignment to CSAH 120	Two-Lane Undivided Local
<b>SAR-6</b>	15 <sup>th</sup> Street N in Sartell	MSAS 103 (Pinecone Road N) to 19 <sup>th</sup> Avenue N	Four-Lane Undivided Collector
<b>WAT-1</b>	MSAS 103 (10 <sup>th</sup> Avenue N) in Waite Park	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial

**Figure 5:** A table of MAPPING 2045 roadway expansion projects.



**Figure 6: MAPPING 2045 roadway expansion projects.**

In addition, the APO has also identified a 33 major reconstruction projects that are tentatively scheduled to be completed by 2045. That information can be found in Figures 7 and 8.

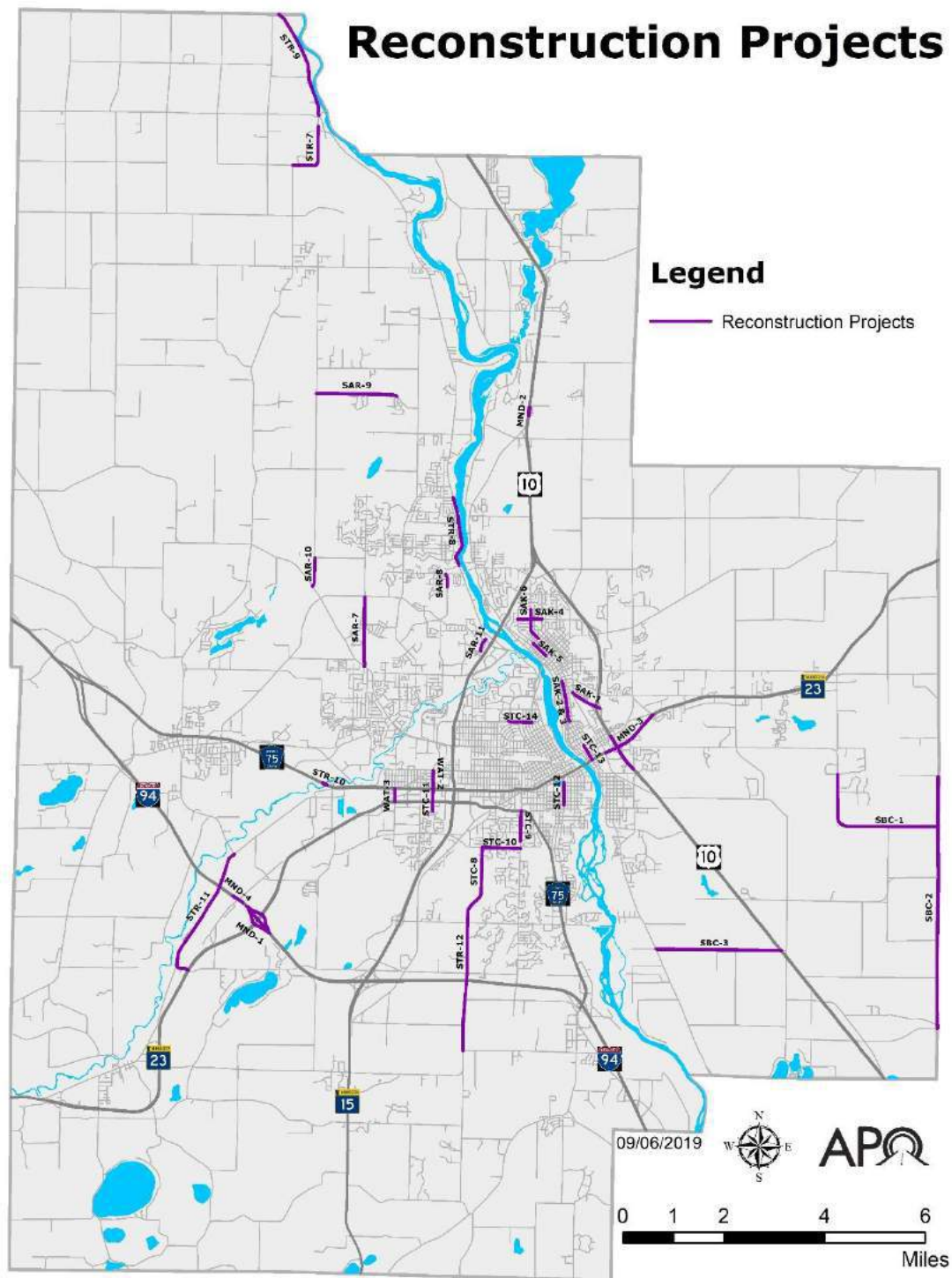
Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
<b>STR-7</b>	CSAH 2 (Central Avenue N) in Brockway Township	421 <sup>st</sup> Street to CSAH 1	Two-Lane Arterial Reconstruction
<b>STR-8</b>	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12 <sup>th</sup> Street N)	Two-Lane Arterial Reconstruction
<b>STR-9</b>	CSAH 1 in Brockway Township	CSAH 17 to North Stearns County Line	Two-Lane Arterial Reconstruction
<b>STR-10</b>	CSAH 75 in Waite Park	Bridge Number 6819 over the Sauk River	Principal Arterial Bridge Replacement
<b>STR-11</b>	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to County Road 121	Minor Collector Reconstruction
<b>STR-12</b>	CSAH 136 (Oak Grove Road SW) in Saint Cloud and Saint Augusta	County Road 115 to 33 <sup>rd</sup> Street S	Major Collector Reconstruction
<b>STC-8</b>	MSAS 175 (County Road 136/Oak Grove Road SW) in Saint Cloud	MSAS 153 (22 <sup>nd</sup> Street S) to MSAS 151 (33 <sup>rd</sup> Street S)	Two-Lane Collector Reconstruction
<b>STC-9</b>	MSAS 141 (Cooper Avenue S) in Saint Cloud	MSAS 146 (Traverse Road) to CSAH 75 (Roosevelt Road)	Two-Lane Arterial Reconstruction
<b>STC-10</b>	MSAS 153 (22 <sup>nd</sup> Street S) in Saint Cloud	MSAS 175 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue S)	Two-Lane Minor Arterial Reconstruction
<b>STC-11</b>	MSAS 102 (Waite Avenue S) in Saint Cloud	First Street N to 125' South of Wellington Circle	Four-Lane Arterial/Two-Lane Local Reconstruction
<b>STC-12</b>	MSAS 145 (Ninth Avenue S) in Saint Cloud	Fourth Street S to MSAS 101 (University Drive)	Four-Lane Arterial Reconstruction
<b>STC-13</b>	MSAS 106 (Wilson Avenue NE) in Saint Cloud	MN 23 to First Street NE	Two-Lane Collector Reconstruction
<b>STC-14</b>	MSAS 125 (13 <sup>th</sup> Street N) in Saint Cloud	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction
<b>SAR-7</b>	19 <sup>th</sup> Avenue S in Sartell	Stearns CSAH 4 to Stearns CSAH 133 (Sixth Street S)	Two-Lane Collector Reconstruction
<b>SAR-8</b>	Fourth Avenue S in Sartell	Stearns CSAH 133 (Second Street S) to Fourth Street S	Two-Lane Collector Reconstruction
<b>SAR-9</b>	35 <sup>th</sup> Street N in Sartell	75th Avenue (Townline Road) to 12 <sup>th</sup> Avenue N	Two-Lane Local Reconstruction
<b>SAR-10</b>	75th Avenue (Townline Road) in Sartell	Stearns CSAH 4 to First Street N	Two-lane Collector Reconstruction
<b>SAR-11</b>	MSAS 131 (LeSauk Drive) in Sartell	Stearns CSAH 1 (Riverside Avenue S) to Dehler Drive	Two-Lane Local Reconstruction
<b>SAK-1</b>	MSAS 109 (Benton Drive S) in Sauk Rapids	MSAS 103 (Summit Avenue S) to US 10	Four-Lane Arterial Reconstruction



<b>SAK-2</b>	MSAS 104 (Second Avenue S) in Sauk Rapids	MSAS 109 (Benton Drive S) to 10 <sup>th</sup> Street S	Two-Lane Collector Reconstruction
<b>SAK-3</b>	MSAS 104 (Second Avenue S) in Sauk Rapids	10 <sup>th</sup> Street S to Searle Street	Two-Lane Collector Reconstruction
<b>SAK-4</b>	MSAS 101 (11 <sup>th</sup> Street N) in Sauk Rapids	MSAS 104 (Second Avenue N) to MSAS 101 (Sixth Avenue N)	Two-Lane Collector Reconstruction
<b>SAK-5</b>	MSAS 104 (Second Avenue N) in Sauk Rapids	Third Street N to MSAS 108 (Eighth Street N)	Two-Lane Local Reconstruction
<b>SAK-6</b>	MSAS 111 (Fourth Avenue N) in Sauk Rapids	MSAS 108 (Eighth Street N) to 13 <sup>th</sup> Street N	Two-Lane Collector Reconstruction
<b>WAT-2</b>	MSAS 101 (Waite Avenue) in Waite Park	Stearns CSAH 81 (Third Street N) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
<b>WAT-3</b>	MSAS 103 (10 <sup>th</sup> Avenue S) in Waite Park	Stearns CSAH 75 (Division Street) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
<b>SBC-1</b>	CR 62 (17 <sup>th</sup> Street SE) in Haven Township	Tee-To-Green Street to CSAH 20 (75 <sup>th</sup> Avenue SE)	Two-Lane Collector Reconstruction
<b>SBC-2</b>	CSAH 20 (75 <sup>th</sup> Avenue SE) in Haven Township	Seventh Street SE to CSAH 16 (57 <sup>th</sup> Street SE)	Two-Lane Collector Reconstruction
<b>SBC-3</b>	CR 65 (42 <sup>nd</sup> Street SE) in Haven Township	CAH 8 to US 10	Two-Lane Local Reconstruction
<b>MND-1</b>	I-94 in Saint Joseph Township	I-94 at MN 23	Interchange Reconstruction
<b>MND-2</b>	US 10 in Watab Township	Bridge Number 3666	Bridge Replacement
<b>MND-3</b>	MN 23 in Saint Cloud	MN 23 (from Lincoln Avenue to Benton CSAH 1) to US 10 (from East Saint Germain Street to 15 <sup>th</sup> Avenue SE)	Interchange Reconstruction
<b>MND-4</b>	I-94 in Saint Joseph Township	Bridge Numbers 73875 and 73876	Bridge Replacement

**Figure 7:** A table of MAPPING 2045 roadway reconstruction projects.





**Figure 8:** MAPPING 2045 roadway reconstruction projects.

### Other projects within the MTP

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning transportation improvements in Saint Cloud MPA. Projects



programmed into the TIP are intended to come from the MTP or support the long-range goals and objectives established in that framework.

Those goals include:

1. Develop and maintain a transportation system that is safe for all users.
2. Increase the accessibility and mobility options for people and freight across and between all modes for all users.
3. Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.
4. Support the economic vitality of the APO's MPA by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.
5. 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.

## Programming the TIP

MnDOT has established eight [Area Transportation Partnerships \(ATPs\)](https://bit.ly/2VRxBxC) (https://bit.ly/2VRxBxC) throughout the state to manage the programming of Federal transportation projects. Each of these ATPs is responsible for developing a financially constrained ATIP that is submitted for Federal funding approval and incorporated into a financially constrained STIP.

MnDOT District 3 is represented by [ATP-3](http://www.dot.state.mn.us/d3/atp) (www.dot.state.mn.us/d3/atp).

As the designated MPO for the Saint Cloud urbanized area, the APO must develop its own TIP that is incorporated into the Central Minnesota ATIP and subsequently, the STIP. The STIP must be consistent with the TIP.

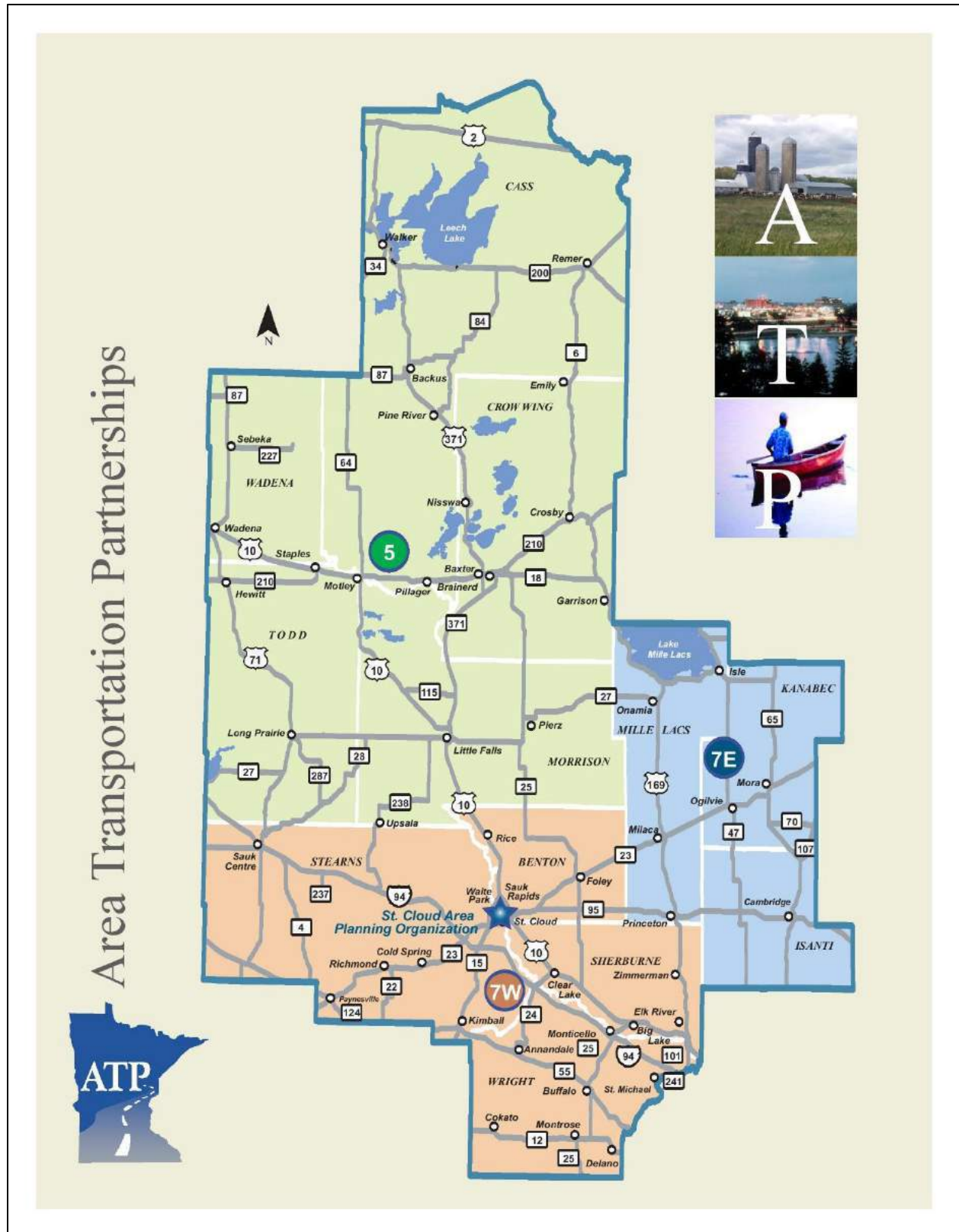
The TIP project solicitation and development process begins in November. Projects originate from three main areas:

1. APO [Transportation Performance Monitoring Report](https://bit.ly/2wYljMA) (https://bit.ly/2wYljMA).
2. APO [Metropolitan Transportation Plan](https://bit.ly/2wYljMA) (https://bit.ly/2wYljMA).
3. Implementing jurisdiction and/or agency project submittals.

Projects meeting the minimum qualifying criteria are prioritized by the APO's TAC into one intermodal project list. Prioritization considerations include the following:

1. Technical engineering criteria developed by the Central Minnesota ATP-3.
2. APO non-technical considerations including public involvement, project deliverability, regional benefit, funding equity, and non-vehicular accommodations.
3. APO sub-targeted local Federal funding available as listed in the [Project Selection](#) section.





**Figure 9:** Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.



In addition, the current Federal transportation bill, [Fixing America's Surface Transportation \(FAST\) Act](http://www.fhwa.dot.gov/fastact/) (www.fhwa.dot.gov/fastact/) [23 U.S.C. § 134(f)] has a set of planning factors that must be considered in the transportation planning process. They are as follows:

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

A prioritized list is then forwarded to the APO's Policy Board for approval or modification.

## **Funding Sources**

Projects included in the TIP will be funded by one or more of the following funding categories. Legislation allows MnDOT to reserve the ability to determine which of these funding categories – and how much of each – will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modifications.

### **Bonds (BF)**

Funding identified as BF in the TIP indicate that projects are being funded almost exclusively with bond funds.

### **Federal Transit Administration (FTA)**

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the TIP are generally funded by one of several subcategories that represent different programs administered by the FTA to provide either capital or operating assistance to public transit providers.

### **Highway Safety Improvement Program (HSIP)**

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds – allocated based upon merit by MnDOT's Office of Traffic Safety and Technology – may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90% (for certain



projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

### **Highway Rail Grade Crossing & Rail Safety (RRS)**

Railroad-highway grade crossing safety is funded under 23 USC Section 130. The current Federal participation for railroad-highway grade crossing safety improvement projects is 100 percent of the cost of warning system. Normally it is expected that the local road authority will pay for roadway or sidewalk work that may be required as part of the signal installation. Limited amounts of state funds are available for minor grade crossing safety improvements.

### **Local Funds (LF)**

Funding identified as LF in the TIP indicate projects that are being funding almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

### **National Highway Performance Program (NHPP)**

The NHPP provides support for the construction and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a state's asset management plan for the NHS.

### **State Funds (SF)**

Funding identified as SF in the TIP indicate that projects are being funded almost exclusively with state funds. Funding sources include, but are not limited to, motor fuel, vehicle sales tax, and general fund transfers.

### **Surface Transportation Block Grant Program (STBGP)**

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a minimum 20% share of project costs funded through this program. See [Project Selection](#) section for more information on how projects within the APO's MPA qualify for this type of funding.

### **Transportation Alternatives (TA)**

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs oversee selecting projects for the solicitation. See [Project Selection](#) section for more information on how projects within the APO's MPA qualify for this type of funding.



## Project Selection

APO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

To be included within the APO's TIP the project must be identified directly and/or support one or more of the goals established with the APO's MTP. Depending on the funding source, the proposed project may need to be reviewed and competitively scored by APO staff and/or at the MnDOT District 3 level.

### Surface Transportation Block Grant Program (STBGP) Scoring Process

STBGP funding is received by the state via the Federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota ATPs.

In the Central Minnesota ATP-3, STBGP funding is further divided among specific regions within the district – [Region 5 Development Commission](http://www.regionfive.org) ([www.regionfive.org](http://www.regionfive.org)), [East Central Regional Development Commission \(7E\)](http://www.ecrdc.org) ([www.ecrdc.org](http://www.ecrdc.org)), [Region 7W Transportation Policy Board](http://www.dot.state.mn.us/d3/region7w/index.html) ([www.dot.state.mn.us/d3/region7w/index.html](http://www.dot.state.mn.us/d3/region7w/index.html)), and Saint Cloud APO – based upon a formula that takes into account the roadway network system size and use factors. Regions, like the APO, can then use these funding targets to assist in setting individual transportation priorities.

For the APO MPA, APO staff initiate the solicitation process for projects. Jurisdictions and agencies within the APO's MPA complete an application form for funding that is consistent across MnDOT District 3. APO staff the review, score, and rank those submitted applications using a technical merit scoring rubric developed in conjunctions with the APO's TAC and approved by the APO's Policy Board prior to the start of the solicitation process.

APO staff scores and preliminary rankings are brought before the TAC. TAC members use these scores and rankings as guidance to prioritize projects to the level of STBGP funds targeted to the region by ATP-3 through MnDOT's ATP Managed Program distribution. The TAC usually defers to the APO staff scores for the rest of the applicant projects considered beyond the availability of funding or fiscal constraints of the APO. This recommended project prioritization list is then brought before the APO's Policy Board for approval.

APO staffers forward the fiscally constrained and ranked list of projects to MnDOT District 3 for consideration by the ATP-3 ATIP subcommittee.

The subcommittee will compile all the scoring and rankings by the various sub-regions of the ATP and will rank all submitted projects into a unified ranked list based on the merit of the project, requested funding amount, and regional equity. These project rankings are typically deferred to the project list developed by each of the ATP sub-regions.

While projects may not get funded if they are not ranked high enough by the ATP-3 ATIP subcommittee, typically every project that has been ranked and fiscally constrained by sub-regions, will receive funding. The overall ranking by the ATP-3 ATIP subcommittee is used only if Congress and/or the State Legislature drastically cuts transportation funding during their respective sessions.

More information about STBGP funding can be found in the [Funding Sources](#) section of this chapter.



## Transportation Alternatives (TA) Scoring Process

Jurisdictions within the APO's MPA interested in applying for [Transportation Alternatives \(TA\) funding](http://www.dot.state.mn.us/ta/) ([www.dot.state.mn.us/ta/](http://www.dot.state.mn.us/ta/)) first must submit a letter of intent to the MnDOT District 3 Office. Within the APO's planning area, the full application is only distributed to applicants that have successfully completed the letter of intent process and said letter has been reviewed by APO staffers to ensure the ability of the applicant to meet the requirements necessary to be competitive in the grant application.

Once the completed application has been submitted to the District 3 Office by the jurisdiction, District 3 planners compile all the submitted applications across the district and distributes them to various regional planning representatives including the APO for scoring. This scoring system is based upon a rubric developed by ATP-3.

APO staffers score all the projects based upon this rubric. In addition, the APO can award an additional 10 and five bonus points to the top two TA projects that are submitted by APO member jurisdictions that will be completed within the MPA. Bonus points are awarded based on factors that include, but are not limited to, a) application's total technical score and b) APO TAC recommendation on regional needs. Those scores, along with those by other regional planning representatives across the district, are then submitted back to the district.

MnDOT District 3 convenes a TA subcommittee to review all the scores submitted by the regional planning representatives. This TA subcommittee is responsible for recommending projects – across the Central Minnesota ATP-3 – based upon the final combined rankings that would be eligible for the limited TA funding available.

These recommendations are then brought before the full ATP-3 board for possible inclusion into the ATIP. If an APO MPA project or projects are awarded funding, those projects are subsequently incorporated into the TIP.

More information about TA funding can be found in the [Funding Sources](#) section of this chapter.

## Fiscal Constraint and Environmental Justice

The TIP is fiscally constrained by year and includes a financial analysis that demonstrates which projects are to be implemented using existing and anticipated revenue sources, while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the APO in cooperation with MnDOT, Saint Cloud Metro Bus, and local jurisdictions who provided the APO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the APO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other Federal funds, local sources, State assistance, and private participation.

A detailed look at fiscal constraint can be found in [Chapter 4](#).

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.





A further look at TIP programmed projects in comparison to EJ areas can be found in [Chapter 2](#).

## Public Involvement

The APO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in the St. Cloud Times – the newspaper of record for the APO – and the TIP document is made readily available for review and comment.

The TIP public participation process is consistent with the APO's [Stakeholder Engagement Plan](#) (<https://bit.ly/2s5p2WN>), updated in summer 2020. The process provides stakeholders a reasonable opportunity to comment on the TIP.

[Chapter 5](#) provides a more comprehensive look at public involvement used in developing the FY 2021-2024 TIP.

Public comments obtained via surveys can be found in Appendix C.

## Self-Certification

The State and the APO must annually certify to FHWA and FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

FHWA and FTA must jointly find that the TIP is based on a 3-C planning process between MnDOT, the APO, and Saint Cloud Metro Bus. This finding shall be based on the self-certification statement submitted by MnDOT and the APO. Joint certification action will remain in effect for three years unless a new certification determination is made sooner.



## CHAPTER ONE: FY 2021-2024 TIP PROJECTS

The following section lists all the transportation projects scheduled for Federal and/or state funding in the Saint Cloud MPA. See [Appendix A](#) for the APO's FY 2021-2024 TIP project table.

Of note, projects with Advance Construction (AC) – the total estimated amount of future Federal funds being committed to a project, front-ended by jurisdictions and/or agencies – can have construction occur in fiscal years outside of the current time frame (FY 2021-2024). In these cases, jurisdictions and/or agencies requesting a payback (AC Payback) in the years when Federal funding was originally made available for the project.

For the purposes of the following section, in the event a project was advance constructed in fiscal years outside of the FY 2021-2024 time frame, the project will be identified under the year of first appearance within the current TIP. AC Projects are denoted with "AC" at the end of the project number.

Projects with multiple project numbers that identify the same scope of construction work are also combined and listed under the first year of appearance within the FY 2021-2024 TIP.

# 2021 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-21	Operating assistance	\$9,400,000	FTA: \$1,340,000 LF: \$8,060,000
TRF-0048-21E	Preventive maintenance	\$1,200,000	FTA: \$960,000 LF: \$240,000
TRF-0048-21J	Paratransit operating	\$4,500,000	LF: \$4,500,000
TRF-0048-21K	Northstar commuter operating	\$1,300,000	LF: \$1,300,000

## Status updates

**TRF-0048-21:**

**TRF-0048-21E:**

**TRF-0048-21J:**

**TRF-0048-21K:**



*Photo courtesy of Saint Cloud Metro Bus*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com



# 2021 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-21B	Purchase three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000
TRF-0048-21C	Purchase office equipment, IT, & communication projects	\$68,500	FTA: \$54,800 LF: \$13,700
TRF-0048-21F	Purchase maintenance tools & equipment	\$135,000	FTA: \$108,000 LF: \$27,000

## **Status updates**

**TRF-0048-21B:**

**TRF-0048-21C:**

**TRF-0048-21F:**



*Photo courtesy of Saint Cloud Metro Bus*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

# 2021 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-21L	Operations facility improvements	\$1,250,000	FTA: \$1,000,000 LF: \$250,000
TRF-0048-21M	Website update	\$25,000	FTA: \$20,000 LF: \$5,000
TRS-0048-21TD	Purchase two standard 40-foot replacement CNG buses	\$1,180,000	STBGP 5K-200K: \$944,000 LF: \$236,000

## Status updates

**TRF-0048-21L: Dec. 30, 2019:** Project funding source changing from local funds to FTA and local fund split (80/20).

**TRF-0048-21M:**

**TRS-0048-21TD: Feb. 3, 2020:** Project added to the TIP per funding awards from MnDOT's Office of Transit and Active Transportation to Metro Bus. **June 17, 2020:** MnDOT is assisting Metro Bus with the local match for these vehicle purchases. Per MnDOT Office of Transportation System Management (OTSM), this is reflected under the local funding. Metro Bus is responsible for half of the local match (\$118,000).



*Photo courtesy of Saint Cloud APO*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

# 2021 Benton County CSAH 8



Photo courtesy Saint Cloud APO

## Project Description

**Project Number 005-608-009AC:** Bituminous reclamation work on Benton CSAH 8 (Second Street SE) from 0.6 miles east of MN 23 to Benton CR 47 (near the junction of CSAH 8 and 35th Avenue NE).

**Project Number 005-070-007AC:** Edgeline rumble strips placed on Benton CSAH 8 (Second Street SE) from 0.6 miles east of MN 23 to Benton CR 47 (Near the junction of CSAH 8 and 35th Avenue NE).

### Funding Source:

**005-608-009AC:** STBGP 5K-200K

**005-070-007AC:** HSIP

**Project Scope:** 1.6 miles

## Status updates

**Nov. 12, 2019:** Project is in plan development and on track to be let in calendar year 2020. **March 16, 2020:** Plans are complete and in Saint Paul getting FHWA approval. On track for 2020 construction.

Programmed Funds Breakdown	Total
Advance Construction Payback	<b>005-608-009AC:</b> \$391,152 <b>005-070-007AC:</b> \$4,725

Project Sponsor: Benton County

Project Contact: Chris Byrd, County Engineer 320-968-5054 cbyrd@co.benton.mn.us



# 2021 Stearns County CSAH 75 and 33rd Street S



## Project Description

Turn lane improvements at the intersection of CSAH 75 (Roosevelt Road) and 33rd Street S.

**Project Number:** 073-675-039AC2

**Funding Source:** STBGP 5K-200K

**Project Scope:** 0.3 miles

Photo courtesy Saint Cloud APO

## Status updates

**Nov. 12, 2019:** Project is completed.

Programmed Funds Breakdown	Total
Advance Construction Payback	\$148,939

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)

# 2021 Stearns County CSAH 75 from Old Collegeville Road to CSAH 81

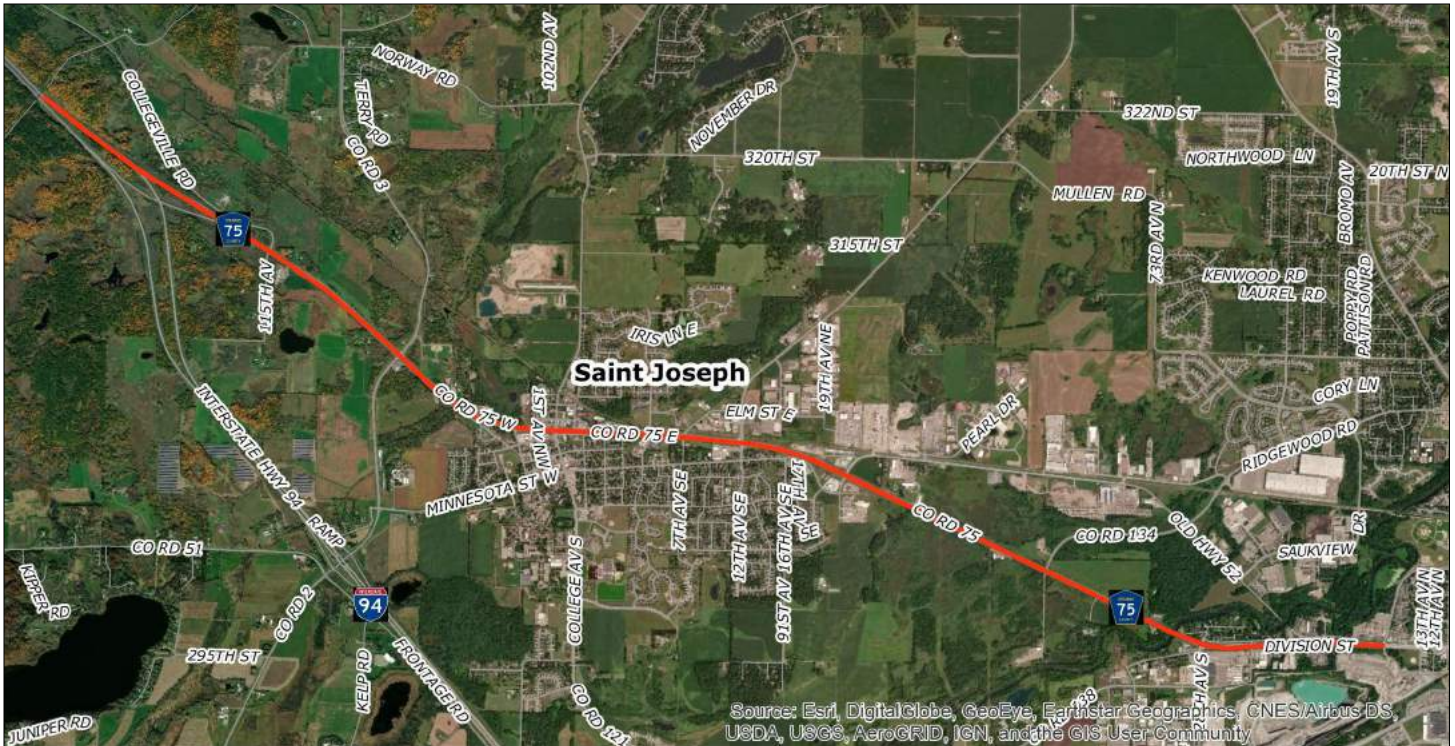


Photo courtesy Saint Cloud APO.

## Project Description

Resurfacing Stearns CSAH 75 from Old Collegeville Road to CSAH 81 (15th Avenue N).

**Project Number:** 073-675-037AC3

**Funding Source:** STBGP 5K-200K

**Project Scope:** 5.7 miles

## Status updates

**Nov. 12, 2019:** Project is complete.

Programmed Funds Breakdown	Total
Advance Construction Payback	\$751,047

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)



# 2021 Stearns County ROCORI Trail from Cold Spring to Rockville

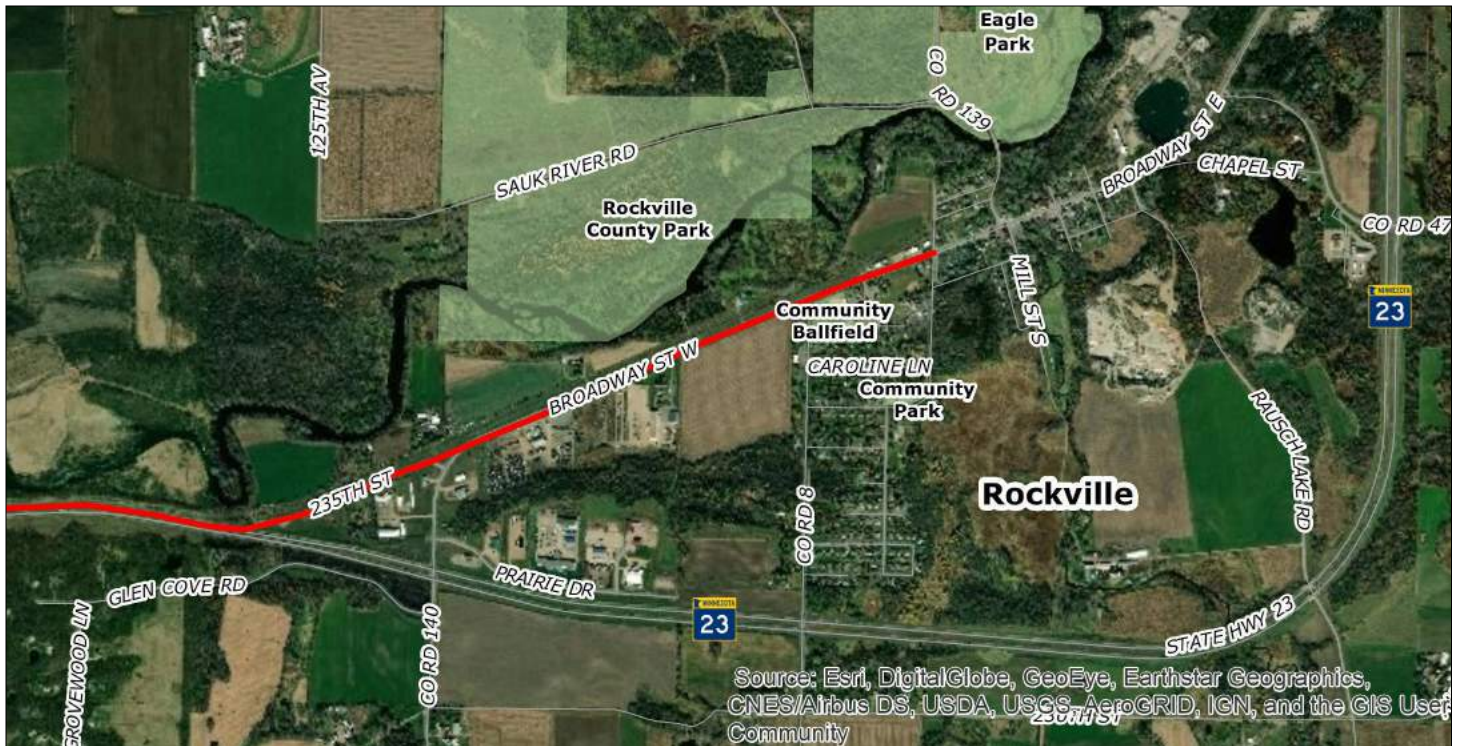


Photo courtesy Saint Cloud APO.

## Project Description

Construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville.

**Project Number:** 073-090-011

**Funding Source:** STBGTA 5K-200K

**Project Scope:** 2.3 miles

**Estimated project cost: \$1,813,000**

Construction year: 2021

## Status updates

**Nov. 12, 2019:** Project memorandum has been started. Still in the process of securing the local share for the project.

**April 9, 2020:** Project cost estimates have increased the cost of this project from \$1,663,863 to \$1,813,000. Federal funding remains the same. The local contribution has increased from \$851,593 to \$1,000,730.

Programmed Funds Breakdown	Total
FHWA	\$812,270
LF	\$1,000,730

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)



# 2021 Saint Cloud Beaver Island Trail



Photo courtesy of Saint Cloud APO

**Estimated project cost**  
**\$600,000**

Construction year: 2021

## Project Description

Construct the Beaver Island Trail connection from the existing trail at the Saint Cloud Waste Water Treatment Facility to the southern border of the city.

## Advance Construction

Payback in 2022

## Project Number:

**2021:** 162-090-007

**2022:** 162-090-007AC

**Funding Source:** STBG TAP 5K-200K

**Project Scope:** N/A

Programmed Funds Breakdown	Total
Advance Construction Payback ( <b>2022 Only</b> )	\$480,000
LF ( <b>2021 Only</b> )	\$120,000

Project Sponsor: City of Saint Cloud

Project Contact: Steven Foss, City Engineer  
 320-255-7243

steven.foss@ci.stcloud.mn.us

## Status updates

**Oct. 30, 2019:** APO Policy Board approved a request from the City to move this project back from FY 2020 to FY 2022. City Park and Recreation Director Scott Zlotnik said the city applied for a state grant to assist with the local match.

**April 9, 2020:** During annual TIP update development, City of Saint Cloud has opted to advance the construction of this project from fiscal year 2022 to fiscal year 2021. As a result of advancing the project, the city will be reimbursed its Federal funding in fiscal year 2022.

# 2021 Saint Cloud County Road 136



Photo courtesy Saint Cloud APO

**Estimated project cost \$2,400,000**

Construction year: 2021

## Project Description

Reconstruction of County Road 136/Oak Grove Road SW from 22nd Street S to 33rd Street S. This includes the addition of sidewalk along the urban section of Oak Grove Road SW near Oak Hill Elementary School.

## Advance Construction

Payback in FY 2024 (**162-591-005 ONLY**)

## Project Numbers:

**2021:** 162-175-001 and 162-591-005

**2024:** 162-591-005AC

## Funding Source:

**162-175-001:** STBGP 5K-200K

**162-591-005 and 162-591-005AC:** STBGTA 5K-200K

**Project Scope:** 1.6 miles

Programmed Funds Breakdown	Total
FHWA ( <b>2021 Only</b> )	<b>162-175-001:</b> \$842,482 <b>162-591-005:</b> \$0
Advance Construction Payback ( <b>2024 Only</b> )	<b>162-175-001:</b> \$0 <b>162-591-005AC:</b> \$424,000
LF ( <b>2021 Only</b> )	<b>162-175-001:</b> \$1,027,518 <b>162-591-005:</b> \$106,000

## Status updates

**Nov. 7, 2019:** Estimated construction start date would be Spring 2021 with an anticipated completion by Fall 2021.

**April 09, 2020:** The City was awarded \$424,000 in Transportation Alternatives funding from the Central Minnesota Area Transportation Partnership (ATP) for fiscal year 2024 to add 6' wide sidewalks and 6' wide bike lanes, curb and gutter from 22nd Street S to Oak Hill Elementary and adding 10' widened shoulders from Oak Hill Elementary to 33rd Street S. The city has elected to construct this portion of the project in 2021 with the existing reconstruction project. As a result, the total project cost has increased from \$1,400,000 to \$2,400,000. Due to expansion in project scope, the local match has increased from \$557,518 to \$1,027,518 for project 162-175-001 ONLY.

Project Sponsor: City of Saint Cloud

Project Contact: Steven Foss, City Engineer 320-255-7243 [steven.foss@ci.stcloud.mn.us](mailto:steven.foss@ci.stcloud.mn.us)



# 2021 Sauk Rapids Mayhew Lake Road Shared Use Path



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
Advance Construction Payback <b>(2024 Only)</b>	\$314,400
LF <b>(2021 Only)</b>	\$78,600

Project Sponsor: City of Sauk Rapids

Project Contact: Scott Hedlund, City Engineer 320-229-4335  
shedlund@sehinc.com

**Estimated project cost \$393,000**

Construction year: 2021

## Project Description

Construct a new trail along Benton CSAH 1 (Mayhew Lake Road) from Benton CSAH 3 (Golden Spike Road NE) to Osauka Road (Sauk Rapids-Rice High School entrance).

## Advance Construction

Payback in FY 2024

## Project Number:

**2021:** 191-090-002

**2024:** 191-090-002AC

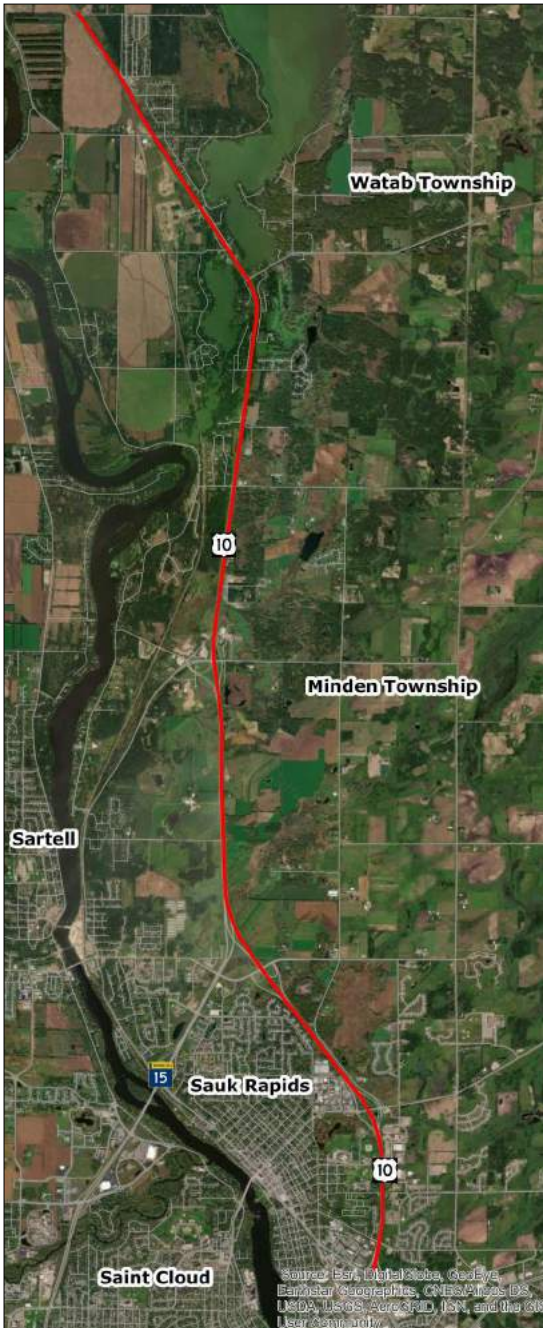
**Funding Source:** STBG TAP 5K-200K

**Project Scope:** N/A

## Status updates

**April 09, 2020:** The City was awarded \$314,400 in Transportation Alternatives funding from the Central Minnesota Area Transportation Partnership (ATP) for fiscal year 2024 for this shared use path project. The city has elected to construct this project in 2021 and be reimbursed the Federal funding when it becomes available in FY 2024.

# 2021 MnDOT US 10 Guardrails



**Estimated project cost \$1,750,000**

Construction year: 2021

## Project Description

Install median cable barrier guardrails on US 10 north of Saint Cloud to Rice.

**Project Number:** 0502-116

**Funding Source:** HSIP

**Project Scope:** 10 miles



Programmed Funds Breakdown	Total
FHWA	\$1,575,000
SF	\$175,000

Photos courtesy Saint Cloud APO and MnDOT.

## Status updates

**Oct. 30, 2019:** Anticipated letting date is Feb. 26, 2021.

Project Sponsor: MnDOT D3

Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 [kenneth.hansen@state.mn.us](mailto:kenneth.hansen@state.mn.us)



# 2021 MnDOT MN 301 Retaining Wall



Photo courtesy Saint Cloud APO

**Estimated project cost \$800,000**

Construction year: 2021

## Project Description

Restore failing retaining walls along MN 301 adjacent to the Minnesota Department of Corrections building in Saint Cloud. This project will also improve drainage, maintainability, and safety.

**Project Number:** 7109-08

**Funding Source:** SF

**Project Scope:** 1 mile

## Status updates

**Dec. 30, 2019:** Project is being added to the APO's TIP per MnDOT District 3.

### Programmed Funds Breakdown

### Total

SF	\$800,000
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Project Sponsor: MnDOT D3

Project Contact: Steve Voss, District Planning Director 218-828-5779 [steve.voss@state.mn.us](mailto:steve.voss@state.mn.us)

# 2022 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-22	Operating assistance	\$9,500,000	FTA: \$1,340,000 LF: \$8,160,000
TRF-0048-22C	Preventive maintenance	\$1,300,000	FTA: \$1,040,000 LF: \$260,000
TRF-0048-22A	Paratransit operating	\$4,600,000	LF: \$4,600,000
TRF-0048-22B	Northstar commuter operating	\$1,300,000	LF: \$1,300,000

## Status updates

**TRF-0048-22:**

**TRF-0048-22C:**

**TRF-0048-22A:**

**TRF-0048-22B:**



*Photo courtesy of Saint Cloud APO*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com



# 2022 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-22D	Purchase office equipment, IT, & communication projects	\$63,000	FTA: \$50,400 LF: \$12,600
TRF-0048-22I	Facility improvements	\$25,000	FTA: \$20,000 LF: \$5,000
TRF-0048-22H	Purchase maintenance tools & equipment	\$15,000	FTA: \$12,000 LF: \$3,000

## Status updates

**TRF-0048-22D:**

**TRF-0048-22I:**

**TRF-0048-22H:**



*Photo courtesy of Saint Cloud Metro Bus*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 [pmastey@stcloudmtc.com](mailto:pmastey@stcloudmtc.com)

# 2022 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-22K	Bus shelters	\$25,000	FTA: \$20,000 LF: \$5,000
TRS-0048-22TA	Purchase three less than 30-foot replacement CNG DAR buses	\$717,000	STBGP 5K-200K: \$573,600 LF: \$143,400

## Status updates

### **TRF-0048-22K:**

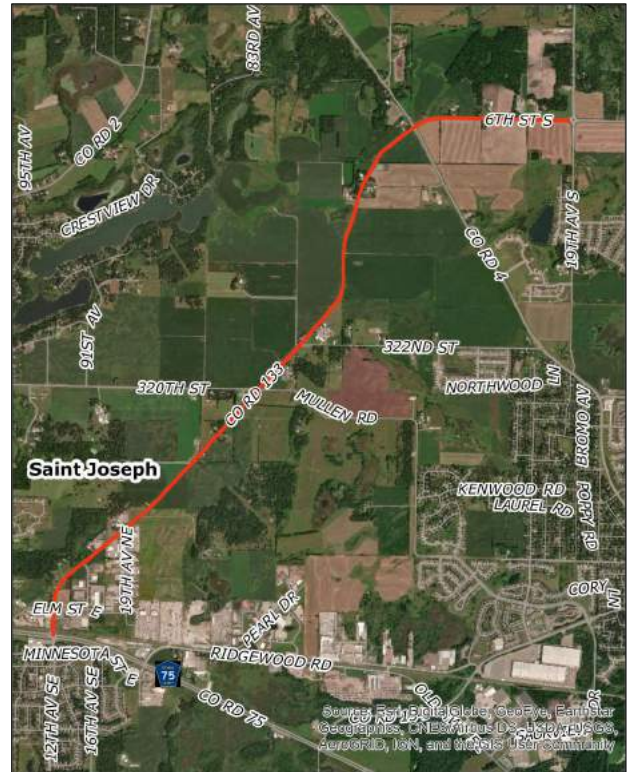
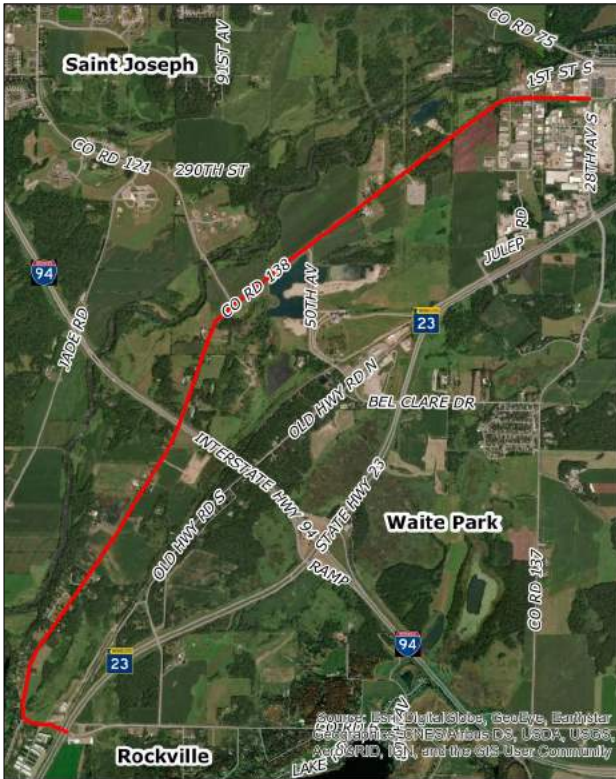
**TRS-0048-22TA: Feb. 3, 2020:** Project being added to the TIP per funding awarded by MnDOT's Office of Transit and Active Transportation to Metro Bus. **June 2020:** MnDOT is assisting Metro Bus with the local match for these vehicle purchases. Per MnDOT Office of Transportation System Management (OTSM), this is reflected through local funding. Metro Bus is responsible for half of the local match (\$71,700).



*Photo courtesy of Saint Cloud APO*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com





# 2022 Stearns County Rural Intersection Lighting



**Estimated project cost:**  
**\$96,000**

Construction year: 2022

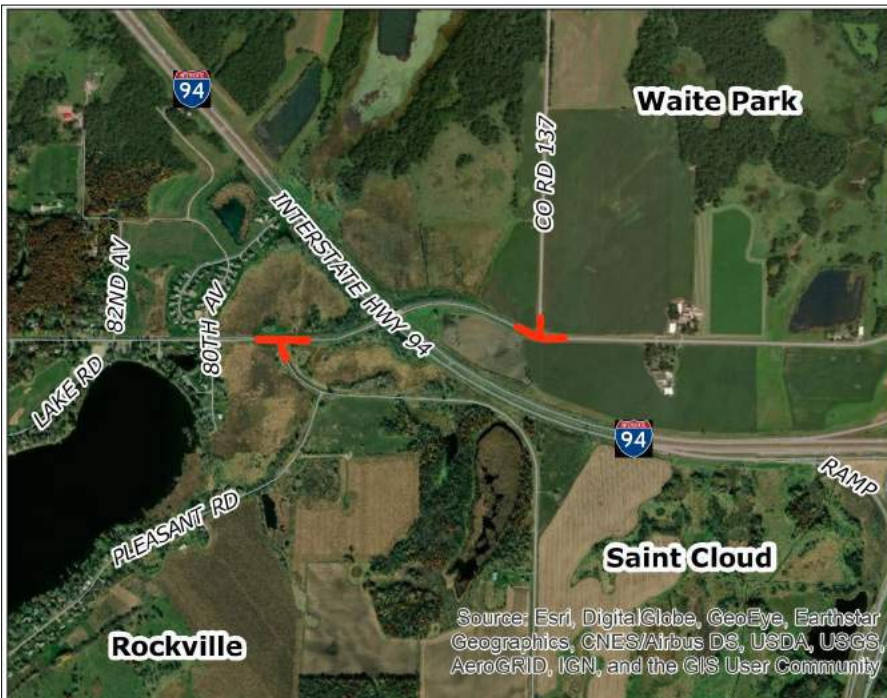
## Project Description

Installation of rural intersection lighting at CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S); CSAH 6 (260th Street/40th Street S) and CSAH 137; and CSAH 6 (CR 122/260th Street) and CR 137.

**Project Number:** 073-070-024

**Funding Source:** HSIP

**Project Scope:** N/A



Photos courtesy Saint Cloud APO

## Programmed Funds Breakdown

Programmed Funds Breakdown	Total
FHWA	\$86,400
LF	\$9,600

## Status updates

**Nov. 12, 2019:** Plans and project memorandum have not yet been started. These items should be complete by December 2021. Letting date in February 2022 is expected.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)



# 2022 Stearns County CSAH 75 from 15th Avenue to Park Avenue

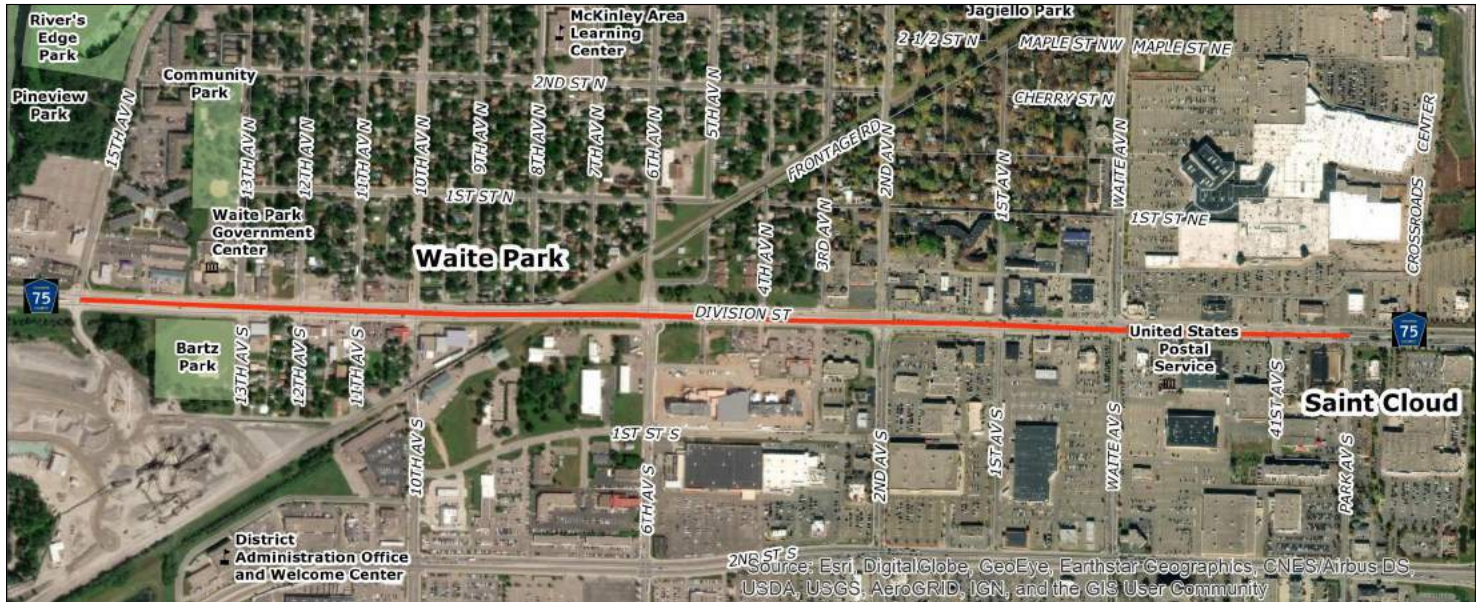


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
Advance Construction Payback	\$806,536

## Project Description

Concrete pavement rehabilitation on Stearns CSAH 75 (Division Street) from 15th Avenue in Waite Park to Park Avenue in Saint Cloud.

**Project Number:** 073-675-040AC

**Funding Source:** NHPP

**Project Scope:** 1.4 miles

## Status updates

**Nov. 12, 2019:** Project memorandum submitted. Plans are about 90 percent complete. Project cost has increased to \$1,900,000. In process of discussing potential funding shift from future project with District 3 State Aid Engineer Kelvin Howieson. Further update on this project expected in late November. **Dec. 30, 2019:** Funding source change from STBGP to NHPP. Project cost increased from \$1,100,000 to \$1,715,056. Additional Federal funding is being pulled from CSAH 75 project programmed in FY 2022 (073-675-041) to cover cost increase — AC increasing from \$191,480 to \$806,536. Local match is remaining the same.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)

## 2022 Stearns County CSAH 75 from MN 15 to Cooper Avenue



Photo courtesy of Saint Cloud APO

**Estimated project cost: \$1,600,000**

Construction year: 2022

### Status updates

**May 21, 2019:** Project was incorporated into the FY 2020-2023 TIP table. Per Kelvin Howieson, MnDOT D3 State-Aid Engineer, Stearns County receives NHPP funding every year for CSAH 75. This entry is a placeholder for a project yet to be determined by the county. **August 2019:** Project has been identified to be a mill and overlay on County Road 75 from MN-15 to Cooper Avenue. This description, along with the updated project number (073-675-041) will need to be processed as an amendment to the Transportation Improvement Program. A formal change is anticipated in February 2020. **Nov. 12, 2019:** Project plans and project memorandum have not yet been started. These items should be completed by December 2021 and a letting date in February 2022 is expected. **Dec. 30, 2019:** Local match is increasing from \$307,528 to \$922,584. This is due to Federal funds needing to be pulled from this project to cover cost increase to 073-675-040. Overall project cost will remain the same. **April 10, 2020:** During annual TIP update, Stearns County has opted to allocate its yearly targeted NHPP CSAH 75 funds (approximately \$615,000 for FY 2024) to this project. The influx of \$615,054 in Federal funds has dropped the local funds to \$369,890 from \$922,584.

### **Project Description**

Mill and overlay on CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud.

### **Advance Construction**

Payback in FY 2023 and FY 2024.

### **Project Numbers:**

**2022:**073-675-041

**2023:** 073-675-041AC1

**2024:** 073-675-041AC2

**Funding Source:** NHPP

**Project Scope:** N/A

### **Programmed Funds Breakdown**

### **Total**

Advance Construction	\$615,056 <b>(2023 Only)</b>
Payback	\$615,054 <b>(2024 Only)</b>
LF	\$369,890 <b>(2022 Only)</b>

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)



# 2022 Sartell 19th Avenue

**Estimated project cost \$4,799,920**

Construction year: 2022

## Project Description

Reconstruction of 19th Avenue from CSAH 4 to CSAH 133 (Sixth Street S).

## Advance Construction

Payback in FY 2023.

## Project Number:

**2022:** 220-113-002

**2023:** 220-113-002AC

**Funding Source:** STBGP 5K-200K

**Project Scope:** 1.3 miles

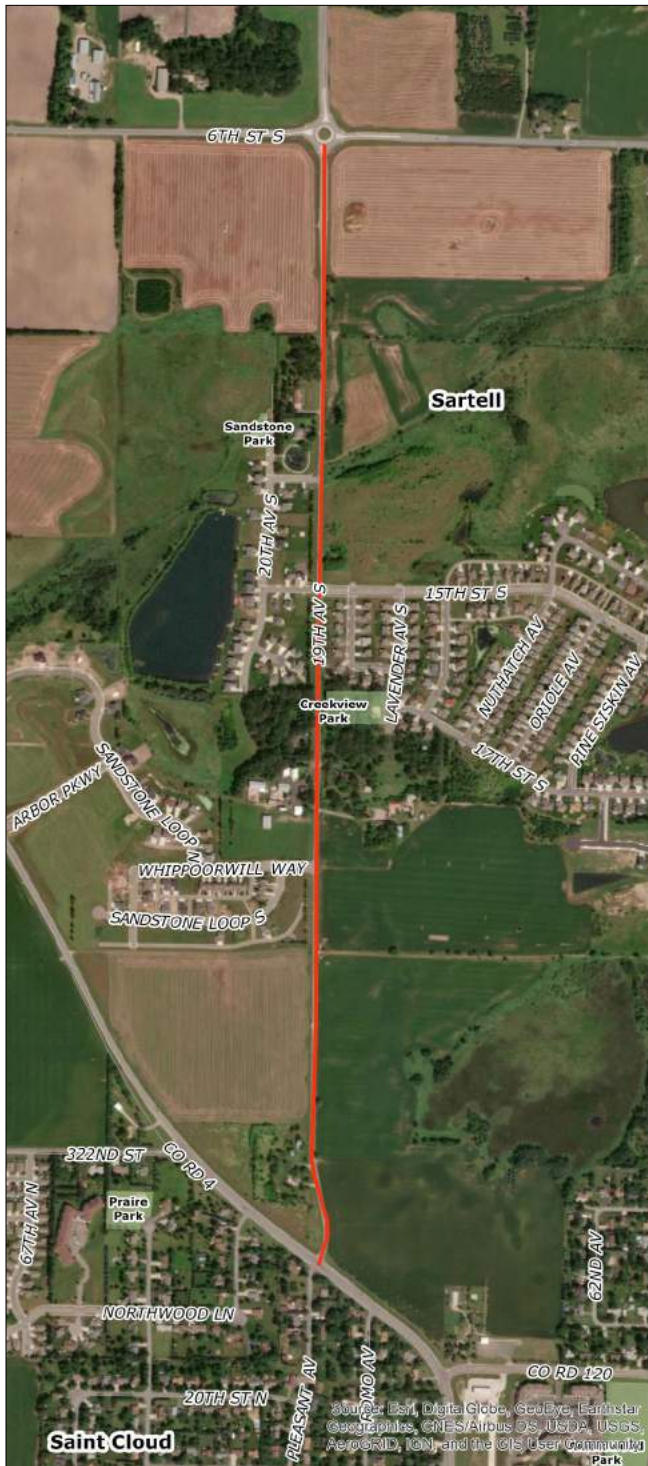


Photo courtesy Saint Cloud APO

## Programmed Funds Breakdown

## Total

FHWA ( <b>2022 Only</b> )	\$160,100
Advance Construction Payback ( <b>2023 Only</b> )	\$1,929,820
LF ( <b>2022 Only</b> )	\$2,710,000

## Status updates

**Nov. 7, 2019:** Topographic surveying and a more detailed preliminary design is anticipated to begin in the spring of 2020. Final design is anticipated to be completed by the winter of 2021. Project is on track.

Project Sponsor: City of Sartell

Project Contact: Jon Halter, City Engineer 320-229-4344 jhalter@sehinc.com

# 2022 Saint Cloud Cooper Avenue

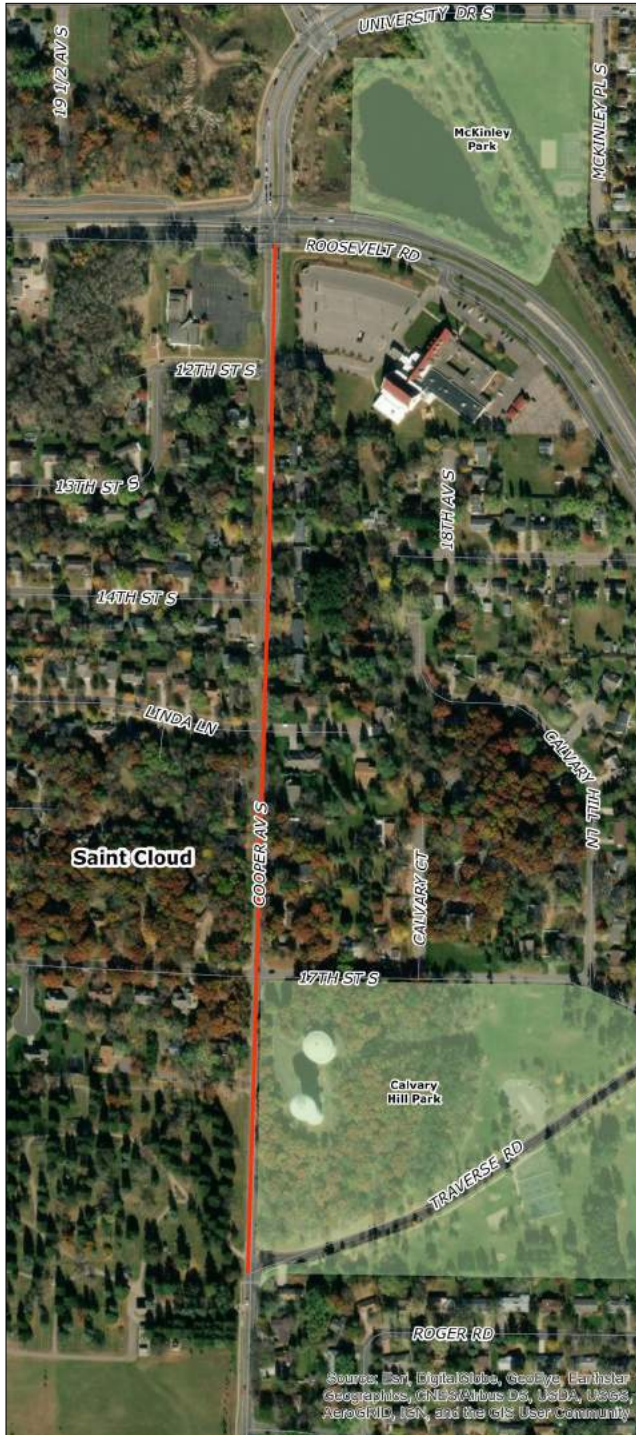


Photo courtesy of Saint Cloud APO

**Estimated project cost \$2,500,000**

Construction year: 2022

## Project Description

Reconstruction of MSAS 141 (Cooper Avenue), from Traverse Road to CSAH 75 (Roosevelt Road). This project also includes bicycle lanes and sidewalks.

**Project Number:** 162-141-008

**Funding Source:** STBGP 5K-200K

**Project Scope:** 0.6 miles

Programmed Funds Breakdown	Total
FHWA	\$1,457,080
LF	\$1,042,920

## Status updates

**Nov. 7, 2019:** Estimated construction start date would be Spring 2022 with an anticipated completion date of Fall 2022.

Project Sponsor: City of Saint Cloud

Project Contact: Steven Foss, City Engineer 320-255-7243 [steven.foss@ci.stcloud.mn.us](mailto:steven.foss@ci.stcloud.mn.us)



# 2022 MnDOT US 10 Bridge Replacement



Photo courtesy Saint Cloud APO.

**Estimated project cost \$1,401,000**

Construction year: 2022

## Project Description

Replacement of bridge number 3666 over stream with a box culvert 0.2 miles NW of Benton CSAH 33 (First Avenue NE/60th Street NW) on US 10.

**Project Number:** 0502-115

**Funding Source:** NHPP

**Project Scope:** N/A

Programmed Funds Breakdown	Total
FHWA	\$1,120,800
SF	\$280,200

## Status updates

**Oct. 30, 2019:** Anticipated letting date for this project is Jan. 28, 2022. **March 19, 2020:** Project cost has increased from \$621,000 to \$1,401,000 due to cost estimates increasing.

Project Sponsor: MnDOT D3

Project Contact: Russell Fellbaum, Development Project Manager 320-223-6536

russell.fellbaum@state.mn.us

# 2022 MnDOT County Road 65 Railroad Signal Improvements

**Estimated project cost:**  
**\$307,000**

Construction year: 2022

## Project Description

Removing the at-grade rail crossing of the dual BNSF tracks along US 10 at 45th Avenue and realign the County Road 65/42nd Street crossing.

**Project Number:** 71-00129

**Funding Source:** RRS

**Project Scope:** N/A



Photo courtesy of Saint Cloud APO

## Status updates

**Feb. 3, 2020:** Project added to the TIP per MnDOT's Office of Freight and Commercial Vehicle Operations. **March 19, 2020:** Project cost has increased from \$300,000 to \$307,000.

Project Sponsor: MnDOT Office of Freight and Commercial Vehicle Operations

Project Contact: Amy Johnson, Program Manager 651-366-3709 amy.l.johnson@state.mn.us

# 2023 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23H	Operating assistance	\$9,600,000	FTA: \$1,500,000 LF: \$8,100,000
TRF-0048-23A	Paratransit operating	\$4,700,000	LF: \$4,700,000
TRF-0048-23B	Northstar commuter operating	\$1,400,000	LF: \$1,400,000

## **Status updates**

**TRF-0048-23H:**

**TRF-0048-23A:**

**TRF-0048-23B:**



*Photo courtesy of Saint Cloud APO*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

# 2023 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23D	Purchase office equipment, IT, and communication projects	\$115,000	FTA: \$92,000 LF: \$23,000
TRF-0048-23G	Purchase maintenance tools and equipment	\$15,000	FTA: \$12,000 LF: \$3,000

## Status updates

**TRF-0048-23D:**

**TRF-0048-23G:**

**TRF-0048-23E: April 2020:** This project, for the purchase of six less than 30-foot CNG DAR replacement buses has been deleted from the TIP during the annual update per Saint Cloud Metro Bus. This project was \$1,410,000 with \$1,128,000 coming from FTA and \$282,000 coming from local funds.



*Photo courtesy of Saint Cloud APO*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com



# 2023 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23I	Transit Signal Priority (TSP) projects	\$30,000	FTA: \$24,000 LF: \$6,000
TRS-0048-23TA	Purchase of two standard 35-foot Class 700 replacement CNG buses	\$1,216,000	STBGP 5K-200K: \$972,800 LF: \$243,200

## Status updates

### **TRF-0048-23I:**

**TRS-0048-23TA: Feb. 3, 2020:** Project being added to the TIP per funding awards from MnDOT's Office of Transit and Active Transportation. **June 2020:** MnDOT is assisting Metro Bus with the local match for these vehicle purchases. Per MnDOT Office of Transportation System Management, this is reflected under local funding. Metro Bus is responsible for half of the local match (\$121,600).

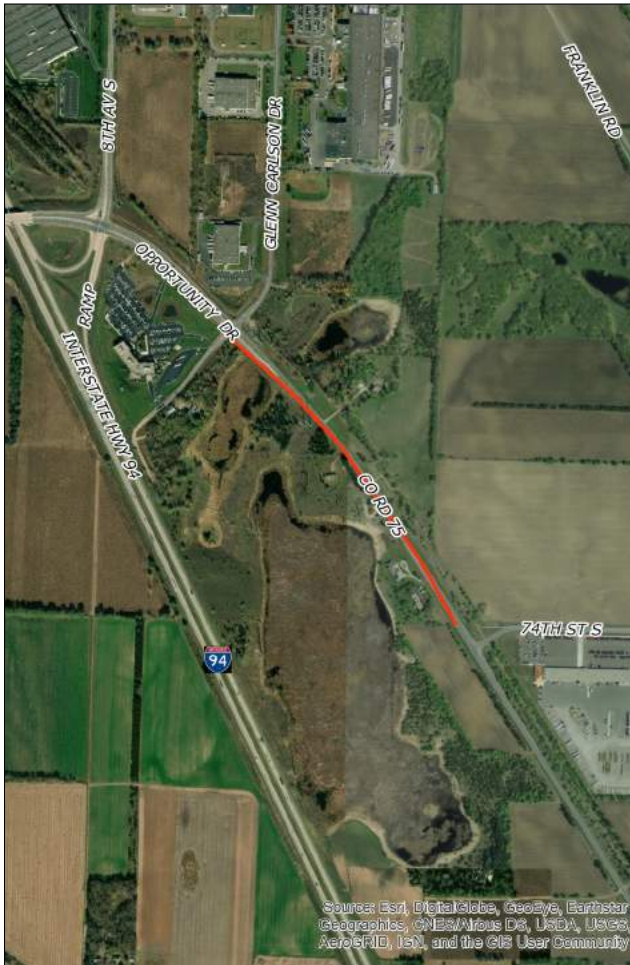


*Photo courtesy of Saint Cloud Metro Bus*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

# 2023 Stearns County Beaver Island Trail Extension



**Estimated project cost: \$1,740,000**

Construction year: 2023

## Project Description

Extending the Beaver Island Trail from Opportunity Park in the City of Saint Cloud to near Warner Lake County Park in the City of Clearwater.

**Project Number:** 073-090-012

**Funding Source:** STBGAP 5K-200K

**Project Scope:** 4.5 miles (a majority of construction will take place outside of the APO's MPA).

Programmed Funds Breakdown	Total
FHWA	\$400,000
LF	\$1,340,000

Photo courtesy Saint Cloud APO. Of note, this photo only shows the portion of the trail within the APO's MPA.

## Status updates

**Nov. 12, 2019:** Consultant Request for Proposal will be sent out soon to begin work on the project memorandum and plans.

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)

# 2023 Stearns CSAH 4/CSAH 133 Roundabout

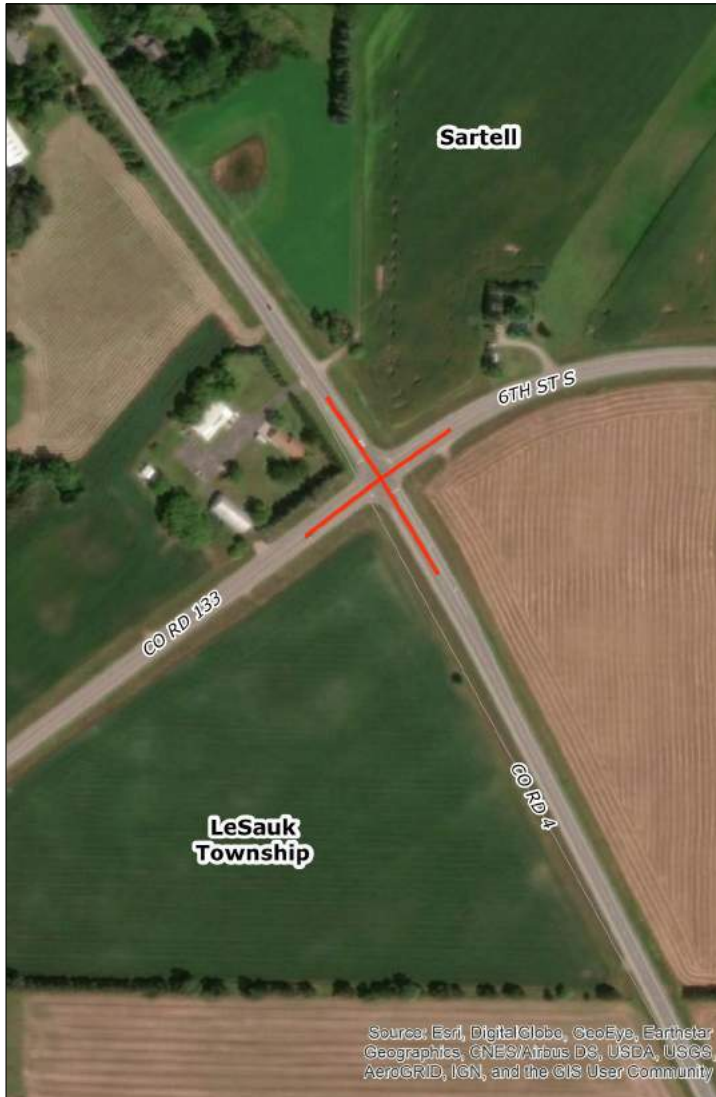


Photo courtesy Saint Cloud APO

**Estimated project cost: \$888,900**

Construction year: 2023

## Project Description

Construct a roundabout at the intersection of CSAH 4 and CSAH 133 at Five Points in Stearns County.

**Project Number:** 073-070-025

**Funding Source:** HSIP

**Project Scope:** N/A

Programmed Funds Breakdown	Total
FHWA	\$800,000
LF	\$88,900

## Status updates

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)



# 2023 Sartell Heritage Drive Connections



Photo courtesy Saint Cloud APO

**Estimated project cost \$459,121**

Construction year: 2023

## Project Description

Extension of current shared use path along Heritage Drive from Huntington Drive South to Amber Avenue South. This project also includes the installation of two marked crosswalks along Heritage Drive.

**Project Number:** 220-090-002

**Funding Source:** STBG TAP 5K-200K

**Project Scope:** N/A

## Programmed Funds Breakdown

## Total

FHWA

\$367,297

LF

\$91,824

## Status updates

**Nov. 7, 2019:** Project memo is anticipated to be completed in the fall of 2021. Final design is anticipated to start in the spring of 2022, and be completed by the winter of 2022/2023. Project is on track.

Project Sponsor: City of Sartell

Project Contact: Jon Halter, City Engineer 320-229-4344 jhalter@sehinc.com



# 2023 MnDOT MN 23 and US 10

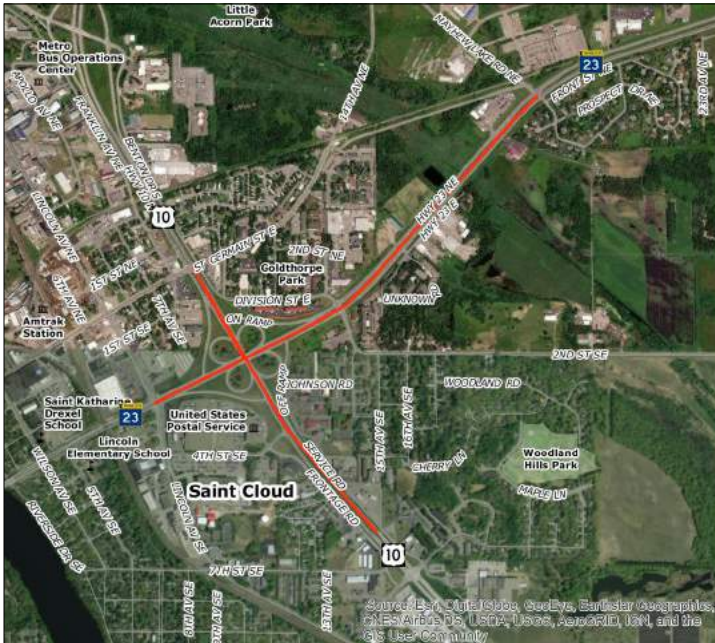


Photo courtesy Saint Cloud APQ

**Estimated project cost \$35,580,000**

Construction year: 2023

Programmed Funds Breakdown	Total
FHWA (2023 Only)	<b>0503-91:</b> \$7,556,000 <b>0503-91S:</b> \$675,000 <b>0503-91GMNR:</b> \$3,016,000 <b>0503-91AC:</b> \$0
Advanced Construction Payback (2024 Only)	<b>0503-91:</b> \$0 <b>0503-91S:</b> \$0 <b>0503-91GMNR:</b> \$0 <b>0503-91AC:</b> \$15,148,000
SF (2023 Only)	<b>0503-91:</b> \$5,676,000 <b>0503-91S:</b> \$75,000 <b>0503-91GMNR:</b> \$754,000 <b>0503-91AC:</b> \$0
LF (2023 Only)	<b>0503-91:</b> \$2,680,000 <b>0503-91S:</b> \$0 <b>0503-91GMNR:</b> \$0 <b>0503-91AC:</b> \$0

Project Sponsor: MnDOT D3

Project Contact: Claudia Dumont, Development  
 Project Manager 320-223-6530  
[claudia.dumont@state.mn.us](mailto:claudia.dumont@state.mn.us)

## Project Description

Reconstruction of MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1/ Mayhew Lake Road) and US 10 (from 0.2 miles west of East Saint Germain Street to 0.1 miles north of 15th Avenue SE) interchange. This project will include replacing bridges 9021 and 9022 with 05019 and 05018 respectively along with multimodal improvements.

**Project Numbers:** 0503-91, 0503-91AC, 0503-91S, and 0503-91GMNR

## Advance Construction

Payback in FY 2024 (0503-91AC ONLY)

## Funding Source:

**0503-91 and 0503-91AC:** NHPP

**0503-91S:** HSIP

**0503-91GMNR:** STBGP 5K-200K

**Project Scope:** 2.1 miles

## Status updates

**Oct. 30, 2019:** Anticipated letting date for this project is mid to late 2021. **March 19, 2020:** Additional STBGP funds have been added to this project through the Greater Minnesota Reliability Fund program (0503-91GMNR). HSIP funds have also been added to this project (0503-91S). **July 15, 2020:** MnDOT has increased the project cost for this from \$30,300,000 to \$35,580,000. An additional \$2,680,000 in funding has been provided for this project from the City of Saint Cloud (\$2,650,000) and Benton County (\$30,000). Additional Federal and state funds have also been added to this project.

# 2023 MnDOT Interstate 94 Bridge Overlay

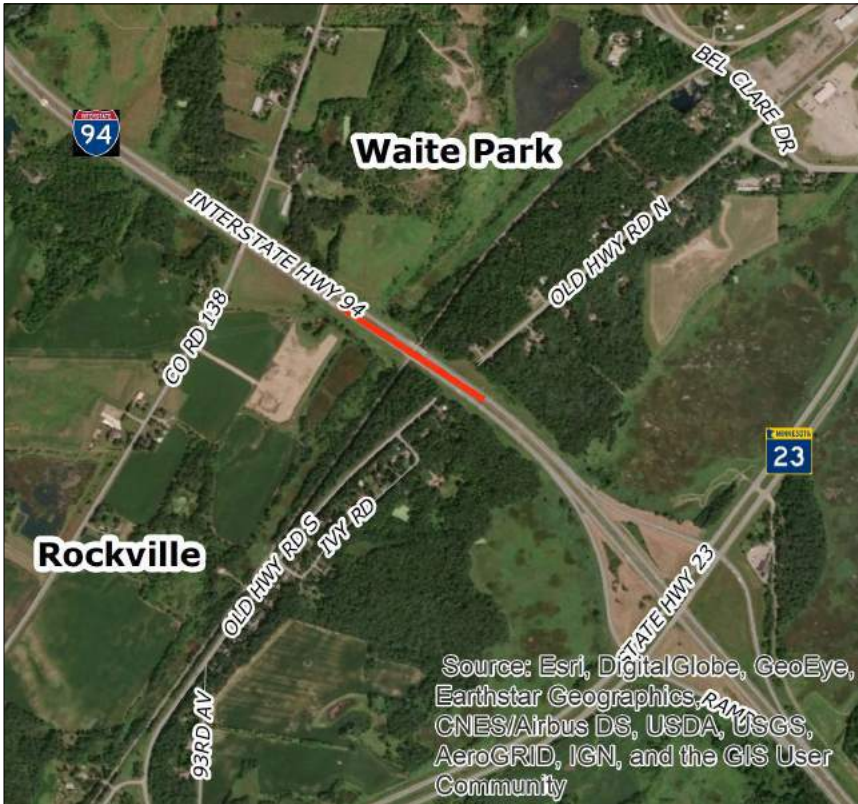


Photo courtesy Saint Cloud APO

**Estimated project cost**  
**\$1,800,000**

Construction year: 2023

## Project Description

Overlay bridge numbers 73875 and 73876 over the BNSF railroad 0.6 miles west of the MN 23 interchange.

**Project Number:** 7380-259

**Funding Source:** NHPP

**Project Scope:** 0.2 miles

Programmed Funds Breakdown	Total
FHWA	\$1,440,000
SF	\$360,000

## Status updates

**Oct. 30, 2019:** Project letting date is anticipated for Jan. 28, 2022. This could possibly be an Early Let, Late Award (ELLA) project. **March 19, 2020:** Project cost has dropped from \$6,054,000 to \$1,800,000. Original project proposed was scaled back. New cost estimate on the adjusted project was provided.

Project Sponsor: MnDOT D3

Project Contact: Claudia Dumont, Development Project Manager 320-223-6530  
claudia.dumont@state.mn.us



# 2023 MnDOT Interstate 94 Bridge Overlay at CSAH 75



Photo courtesy Saint Cloud APO

**Estimated project cost**  
**\$1,200,000**

Construction year: 2023

## Project Description

Overlay I-94 bridge number 73868 at CSAH 75 northwest of Saint Joseph.

**Project Number:** 7380-264

**Funding Source:** NHPP

**Project Scope:** N/A

Programmed Funds Breakdown	Total
FHWA	\$960,000
SF	\$240,000

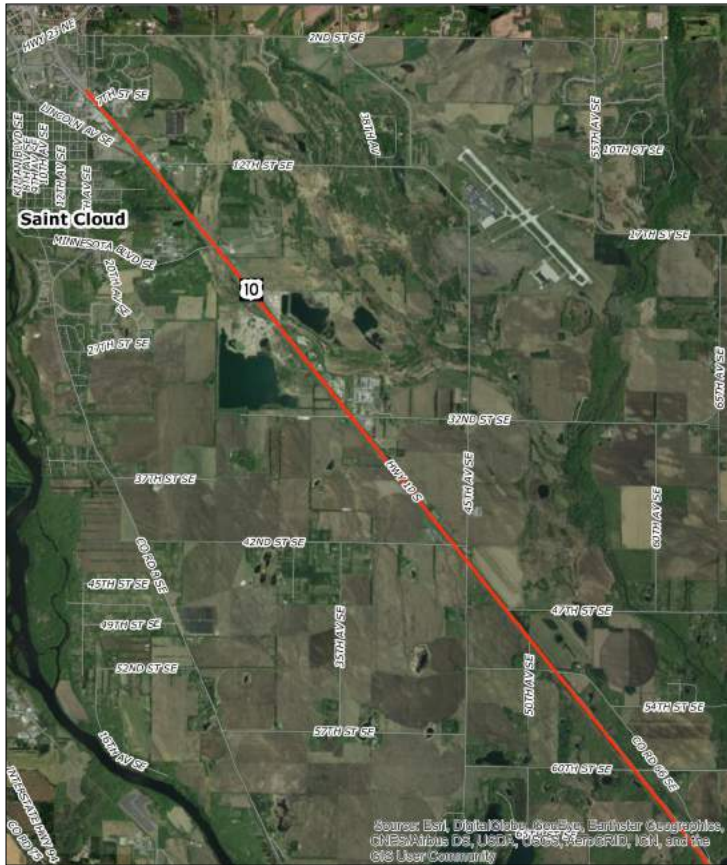
## Status updates

**July 15, 2020:** MnDOT has increased the project cost for this from \$1,100,000 to \$1,200,000. The FHWA contribution has increased from \$880,000 to \$960,000 and the state fund contribution has increased from \$220,000 to \$240,000.

Project Sponsor: MnDOT D3

Project Contact: Steve Voss, District Planning Director 218-828-5779 [steve.voss@state.mn.us](mailto:steve.voss@state.mn.us)

# 2023 MnDOT US 10 Guardrails



**Estimated project cost \$1,634,250**

Construction year: 2023

## Project Description

Install median cable barrier guardrails on US 10 north from Saint Cloud to Clear Lake.

**Project Number:** 7103-63

**Funding Source:** HSIP

**Project Scope:** 9.1 miles



Photos courtesy Saint Cloud APO and MnDOT.

Programmed Funds Breakdown	Total
FHWA	\$1,470,825
SF	\$163,425

## Status updates

Project Sponsor: MnDOT D3

Project Contact: Steve Voss, District Planning Director 218-828-5779 [steve.voss@state.mn.us](mailto:steve.voss@state.mn.us)



# 2024 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-24H	Operating assistance	\$9,600,000	FTA: \$1,500,000 LF: \$8,100,000
TRF-0048-24I	Paratransit operating	\$4,750,000	LF: \$4,750,000
TRF-0048-24J	Northstar commuter operating	\$1,450,000	LF: \$1,450,000

## Status updates

**TRF-0048-24H:**

**TRF-0048-24I:**

**TRF-0048-24J:**



*Photo courtesy of Saint Cloud Metro Bus*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

# 2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-24A	Purchase two 35-foot replacement CNG buses	\$1,216,000	FTA: \$972,800 LF: \$243,200
TRF-0048-24C	Facility improvements and acquisitions	\$5,975,000	FTA: \$4,780,000 LF: \$1,195,000
TRF-0048-24D	Long Range Transportation Plan	\$350,000	FTA: \$280,000 LF: \$70,000

## Status updates

**TRF-0048-24A:**

**TRF-0048-24C:**

**TRF-0048-24D:**



*Photo courtesy of Saint Cloud Metro Bus*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

# 2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-24E	Purchase office equipment, IT, & communication projects	\$114,000	FTA: \$91,200 LF: \$22,800
TRF-0048-24F	Purchase eight less than 30-foot replacement CNG buses	\$1,920,000	FTA: \$1,536,000 LF: \$384,000
TRF-0048-24G	Purchase maintenance tools & equipment	\$65,000	FTA: \$52,000 LF: \$13,000

## Status updates

**TRF-0048-24E:**

**TRF-0048-24F:**

**TRF-0048-24G:**



*Photo courtesy of Saint Cloud Metro Bus*

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

# 2024 Benton County CSAH 1



Photo courtesy Saint Cloud APO

**Estimated project cost: \$922,944**

Construction year: 2024

## Project Description

Full depth reclamation on Benton CSAH 1 (Mayhew Lake Road NE) from CSAH 29 (35th Street NE) to 0.25 miles south of County Road 78 (15th Avenue NE) in Sauk Rapids/Sauk Rapids Township.

**Project Number:** 005-601-012

**Funding Source:** STBGP 5K-200K

**Project Scope:** 3 miles

Programmed Funds Breakdown	Total
FHWA	\$738,355
LF	\$184,589

## Status updates

Project Sponsor: Benton County

Project Contact: Chris Byrd, County Engineer 320-968-5054 cbyrd@co.benton.mn.us



# 2024 Stearns County CSAH 133



Photo courtesy Saint Cloud APO

**Estimated project cost: \$1,822,944**

Construction year: 2024

## Project Description

Expanding CSAH 133 (from two lanes to four lanes) from CSAH 75 to 19th Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of dual left turn lanes on eastbound CSAH 75 to northbound CSAH 133.

**Project Number:** 073-733-006

**Funding Source:** STBGP 5K-200K

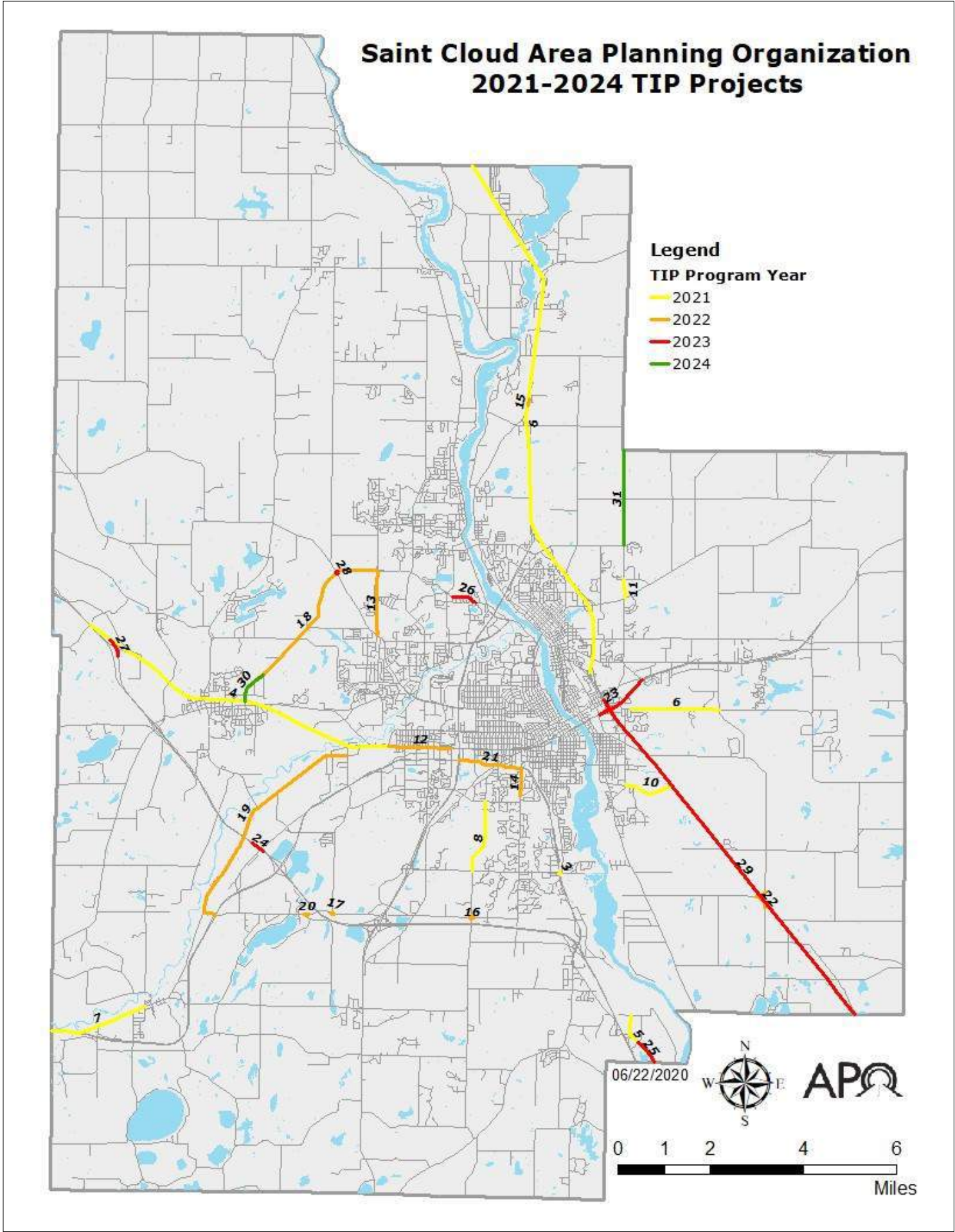
**Project Scope:** 0.8 miles

Programmed Funds Breakdown	Total
FHWA	\$1,458,355
LF	\$364,589

## Status updates

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer 320-255-6180 [jodi.teich@co.stearns.mn.us](mailto:jodi.teich@co.stearns.mn.us)



Project ID	Sponsoring Jurisdiction/Agency	Route	Work Type
3	Stearns County	CSAH 75 at 33rd Street S	Turn lanes
4	Stearns County	CSAH 75	Bituminous overlay
5	Saint Cloud	Beaver Island Trail	New trail construction
6	Benton County	CSAH 8	Edgeline rumble strips and bituminous reclamation
7	Stearns County	ROCORI Trail	New trail construction
8	Saint Cloud	MSAS 175 (CR 136)	Bituminous reclamation and sidewalks
9	MnDOT	US 10	Guard rails
10	MnDOT	MN 301	Retaining wall preservation
11	Sauk Rapids	Mayhew Lake Road Trail	New trail construction
12	Stearns County	CSAH 75	Concrete pavement rehabilitation
13	Sartell	MSAS 113 (19th Ave.)	Reconstruction
14	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
15	MnDOT	US 10	Bridge replacement
16, 17, 20	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
18/19	Stearns County	CSAH 133 CSAH 138	Signing
21	Stearns County	CSAH 75	Mill and overlay
22	MnDOT	County Road 65 (42nd Street)	Railroad
23	MnDOT	MN 23 at US 10	Interchange Bridge Replacement
24	MnDOT	I 94	Bridge overlay
25	Stearns County	Beaver Island Trail	New trail construction
26	Sartell	Heritage Drive	New trail construction
27	MnDOT	I 94	Bridge overlay
28	Stearns County	CSAH 4 at CSAH 133	Roundabout
29	MnDOT	US 10	Guard rails
30	Stearns County	CSAH 133	Expansion and mill and overlay
31	Benton County	CSAH 1	Bituminous reclamation

Figure 10: Map of the APO’s FY 2021-2024 TIP project locations.



## CHAPTER TWO: ENVIRONMENTAL JUSTICE

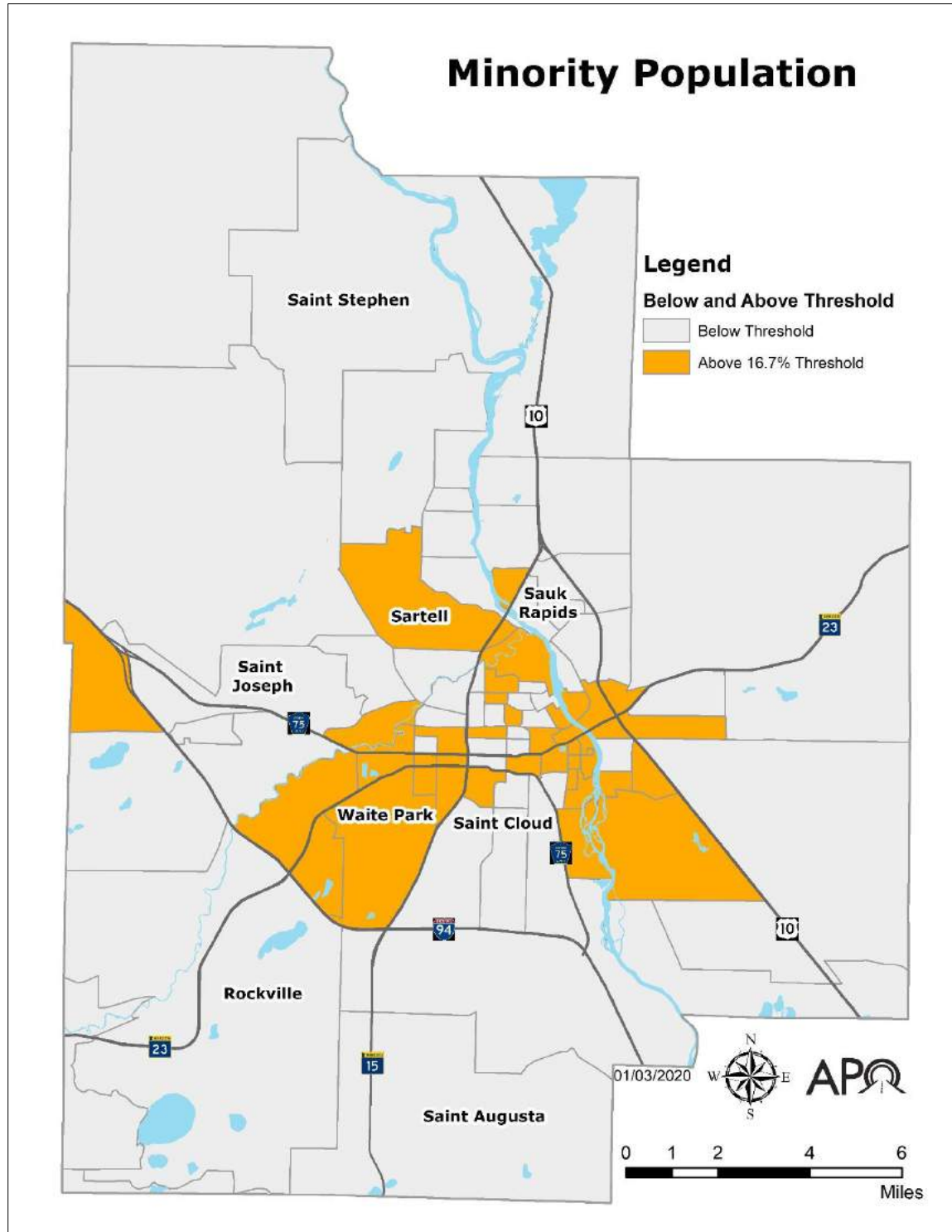
In 1994, Presidential Executive Order 12898 mandated that every Federal agency incorporate environmental justice (EJ) in its mission by analyzing and addressing the effects of all programs, policies, and activities on minority and low-income populations.

Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation set forth the following three principles to ensure non-discriminatory practices in its federally funded activities:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects disproportionately affect the health or environments of minority or low-income populations in a negative manner. In the past, the impacts on these groups were often overlooked as potential criteria for project evaluation.

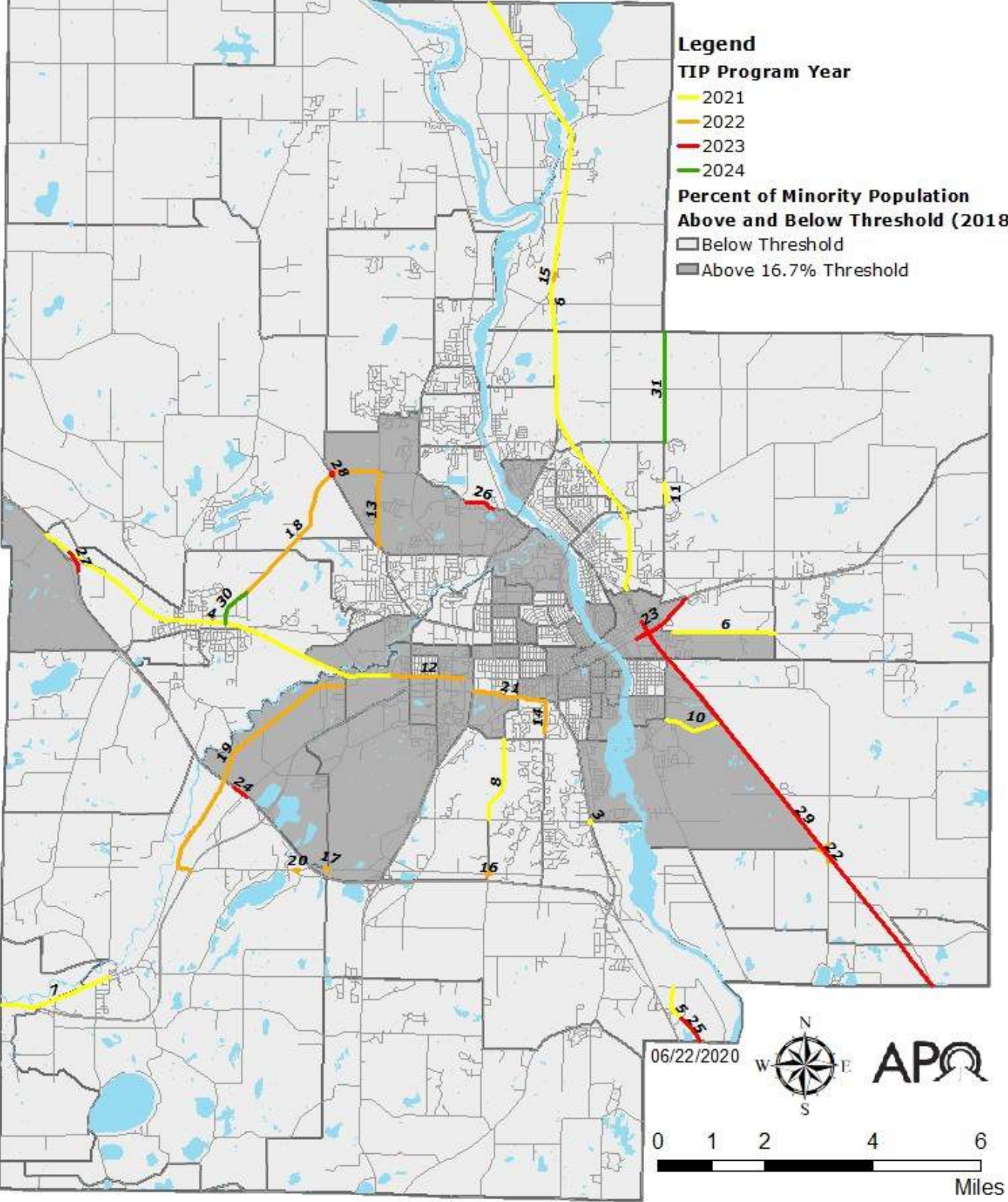




**Figure 11:** Percent of APO member jurisdiction's minority population by Census block group. According to the U.S. Census Bureau's 2014-2018 American Community Survey Five Year Estimates, a total of 22,563 residents (out of 135,441) have been identified as being from a minority population. Minority populations include individuals who identify as one or more of the following: Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; and Hispanic or Latino descent. This corresponds to a regional average of 16.7 percent of the APO's planning area population. Data courtesy of U.S. Census Bureau's 2014-2018 ACS Five Year Estimates.

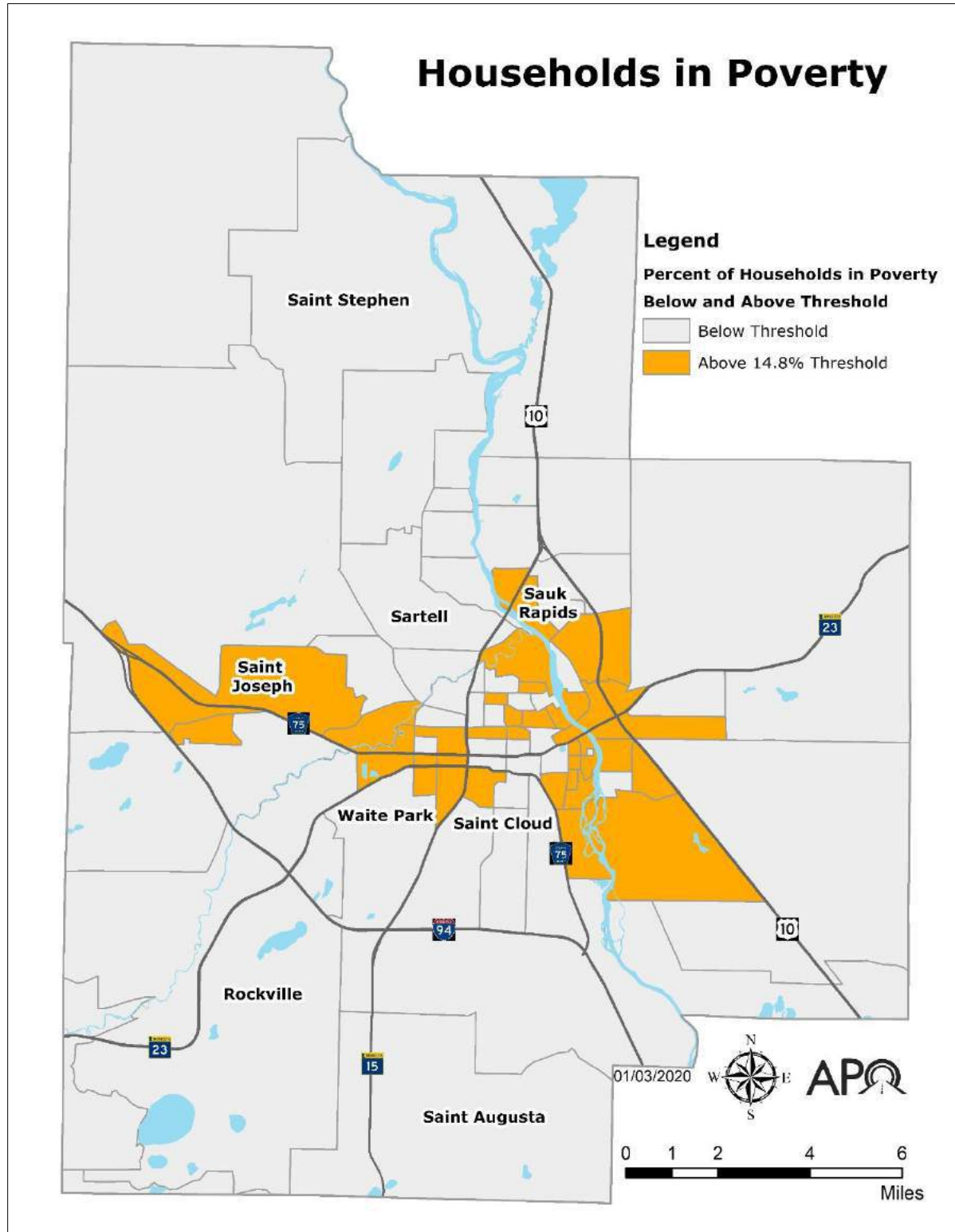


Saint Cloud Area Planning Organization  
2021-2024 TIP Projects  
Environmental Justice Review  
Minority Population by Census Block Group



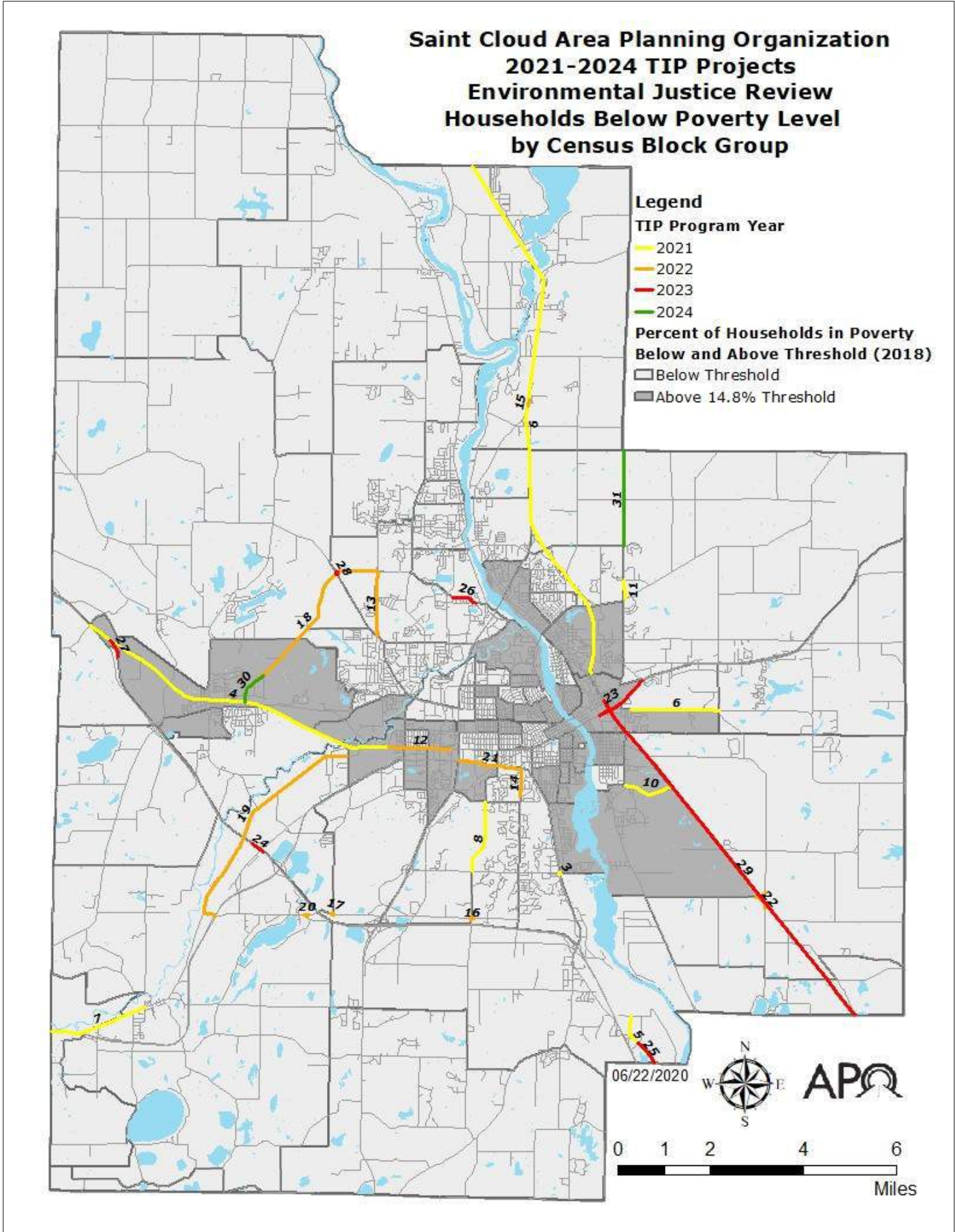
Project ID	Sponsoring Jurisdiction/Agency	Route	Work Type
3	Stearns County	CSAH 75 at 33rd Street S	Turn lanes
4	Stearns County	CSAH 75	Bituminous overlay
5	Saint Cloud	Beaver Island Trail	New trail construction
6	Benton County	CSAH 8	Edgeline rumble strips and bituminous reclamation
7	Stearns County	ROCORI Trail	New trail construction
8	Saint Cloud	MSAS 175 (CR 136)	Bituminous reclamation and sidewalks
9	MnDOT	US 10	Guard rails
10	MnDOT	MN 301	Retaining wall preservation
11	Sauk Rapids	Mayhew Lake Road Trail	New trail construction
12	Stearns County	CSAH 75	Concrete pavement rehabilitation
13	Sartell	MSAS 113 (19th Ave.)	Reconstruction
14	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
15	MnDOT	US 10	Bridge replacement
16, 17, 20	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
18/19	Stearns County	CSAH 133 CSAH 138	Signing
21	Stearns County	CSAH 75	Mill and overlay
22	MnDOT	County Road 65 (42nd Street)	Railroad
23	MnDOT	MN 23 at US 10	Interchange Bridge Replacement
24	MnDOT	I 94	Bridge overlay
25	Stearns County	Beaver Island Trail	New trail construction
26	Sartell	Heritage Drive	New trail construction
27	MnDOT	I 94	Bridge overlay
28	Stearns County	CSAH 4 at CSAH 133	Roundabout
29	MnDOT	US 10	Guard rails
30	Stearns County	CSAH 133	Expansion and mill and overlay
31	Benton County	CSAH 1	Bituminous reclamation

Figure 12: Map of the APO’s FY 2021-2024 TIP projects and the proximity to areas with a high concentration of people-of-color.



**Figure 13:** Percent of APO member jurisdiction's household population living in poverty by Census block group. According to the U.S. Census Bureau's 2014-2018 American Community Survey Five Year Estimates, a total of 7,756 households (out of 52,390) have been identified as low-income. This corresponds to a regional average of 14.8 percent of the APO's planning area population. Data courtesy of U.S. Census Bureau's 2014-2018 ACS Five Year Estimates.





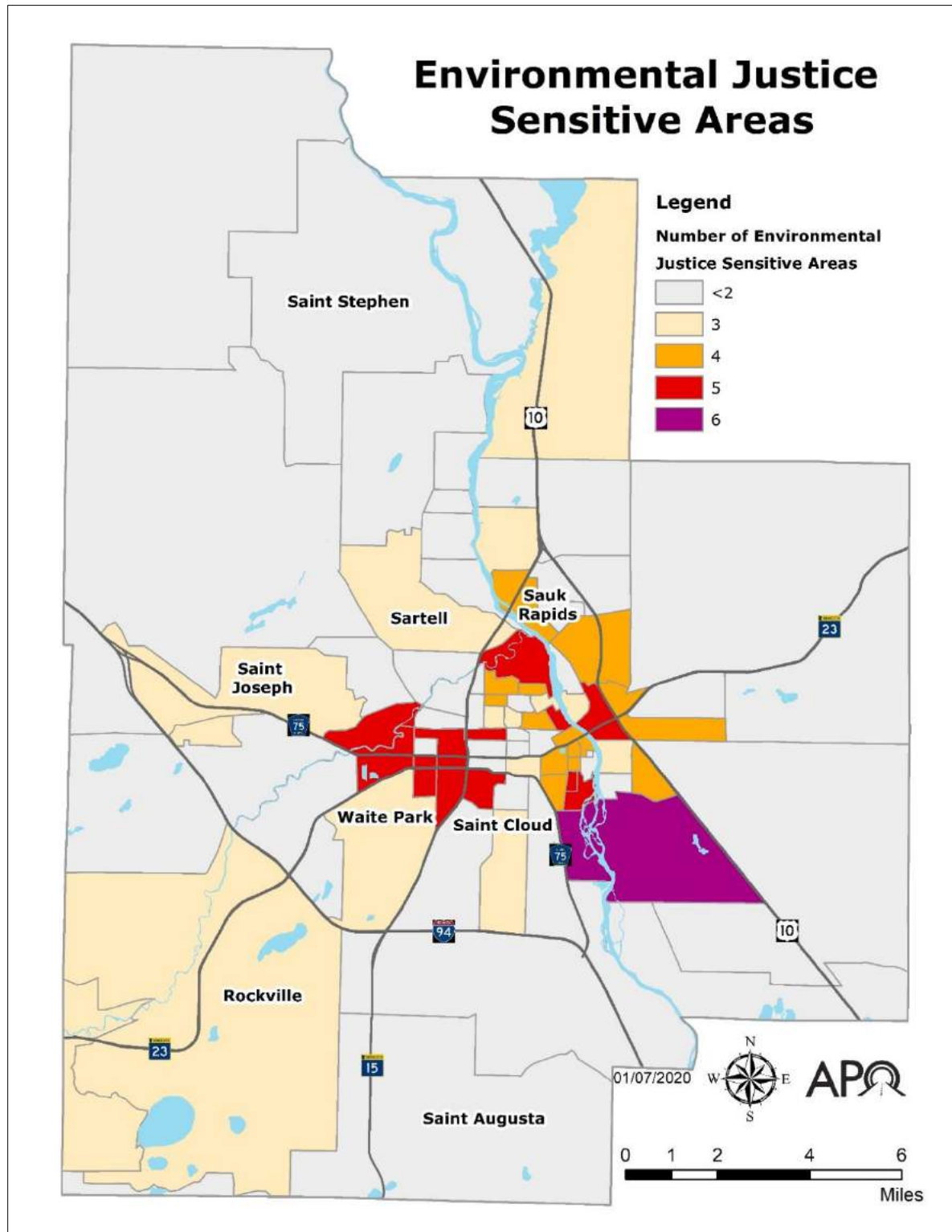
Project ID	Sponsoring Jurisdiction/Agency	Route	Work Type
3	Stearns County	CSAH 75 at 33rd Street S	Turn lanes
4	Stearns County	CSAH 75	Bituminous overlay
5	Saint Cloud	Beaver Island Trail	New trail construction
6	Benton County	CSAH 8	Edgeline rumble strips and bituminous reclamation
7	Stearns County	ROCORI Trail	New trail construction
8	Saint Cloud	MSAS 175 (CR 136)	Bituminous reclamation and sidewalks
9	MnDOT	US 10	Guard rails
10	MnDOT	MN 301	Retaining wall preservation
11	Sauk Rapids	Mayhew Lake Road Trail	New trail construction
12	Stearns County	CSAH 75	Concrete pavement rehabilitation
13	Sartell	MSAS 113 (19th Ave.)	Reconstruction
14	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
15	MnDOT	US 10	Bridge replacement
16, 17, 20	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
18/19	Stearns County	CSAH 133 CSAH 138	Signing
21	Stearns County	CSAH 75	Mill and overlay
22	MnDOT	County Road 65 (42nd Street)	Railroad
23	MnDOT	MN 23 at US 10	Interchange Bridge Replacement
24	MnDOT	I 94	Bridge overlay
25	Stearns County	Beaver Island Trail	New trail construction
26	Sartell	Heritage Drive	New trail construction
27	MnDOT	I 94	Bridge overlay
28	Stearns County	CSAH 4 at CSAH 133	Roundabout
29	MnDOT	US 10	Guard rails
30	Stearns County	CSAH 133	Expansion and mill and overlay
31	Benton County	CSAH 1	Bituminous reclamation

**Figure 14:** Map of the APO’s FY 2021-2024 TIP projects and the proximity to areas with a high concentration of households below the poverty level.



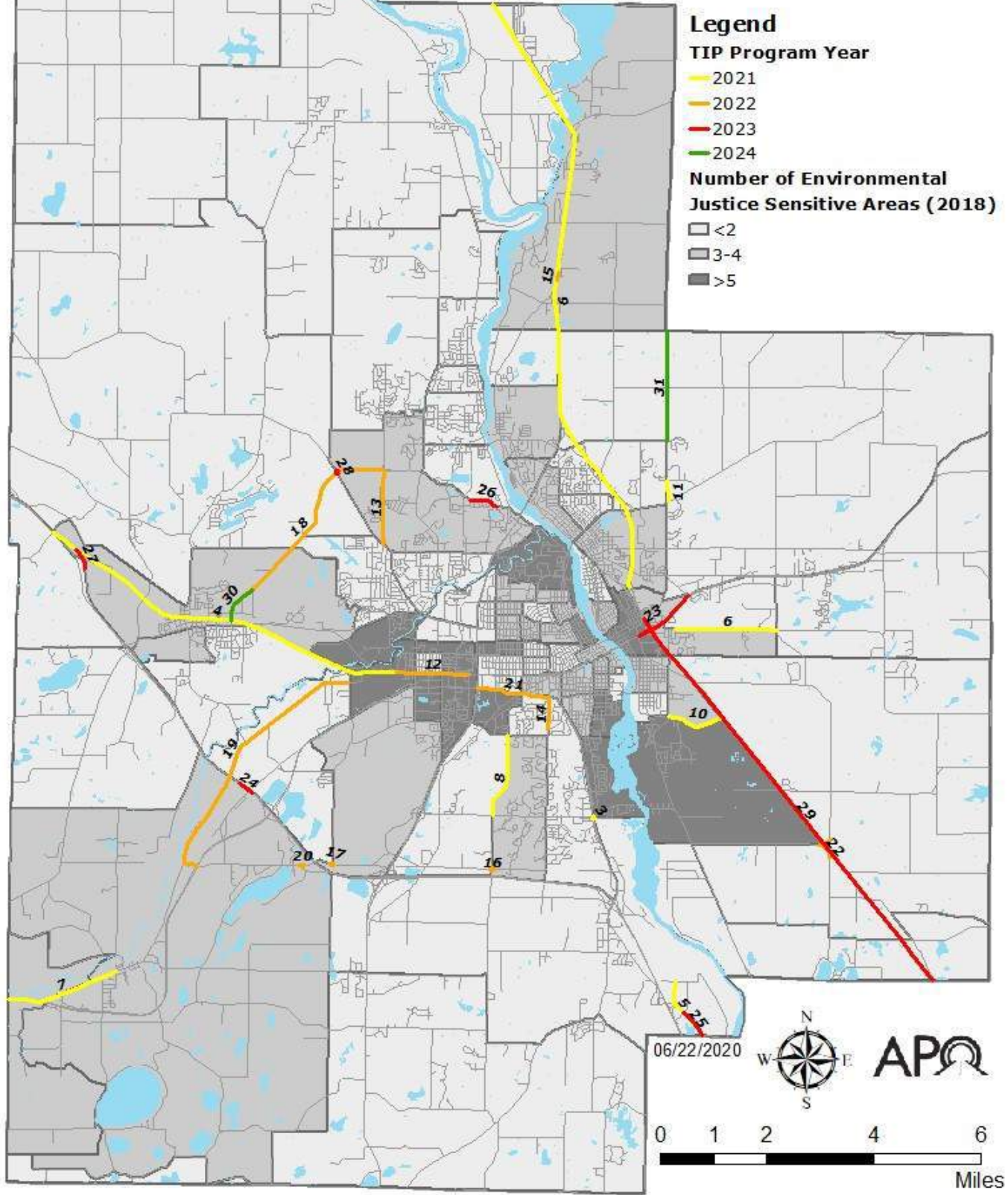
In addition to considering concentrations of minority and low-income populations, the Saint Cloud APO has elected to consider other populations that could be adversely impacted by transportation such as those highlighted specifically by Title VI. Those populations include people with disabilities, limited English proficient populations, zero vehicle households, people age 65 and older, and people age 18 and younger. A more detailed demographic breakdown can be found in the APO's [Stakeholder Engagement Plan \(SEP\)](https://bit.ly/2s5p2WN) (<https://bit.ly/2s5p2WN>).





**Figure 15:** APO EJ and Title VI sensitive areas map encompassing minority populations, households living in poverty, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Of note, no one Census block group had all seven factors present. Data courtesy of U.S. Census Bureau's 2014-2018 ACS Five Year Estimates. Data reflecting people with disabilities is courtesy of U.S. Census Bureau's 2013-2017 ACS Five Year Estimates due to technical issues in mapping the most recent data.

Saint Cloud Area Planning Organization  
2021-2024 TIP Projects  
Environmental Justice Review  
EJ Sensitive Areas by Census Block Group



Project ID	Sponsoring Jurisdiction/Agency	Route	Work Type
3	Stearns County	CSAH 75 at 33rd Street S	Turn lanes
4	Stearns County	CSAH 75	Bituminous overlay
5	Saint Cloud	Beaver Island Trail	New trail construction
6	Benton County	CSAH 8	Edgeline rumble strips and bituminous reclamation
7	Stearns County	ROCORI Trail	New trail construction
8	Saint Cloud	MSAS 175 (CR 136)	Bituminous reclamation and sidewalks
9	MnDOT	US 10	Guard rails
10	MnDOT	MN 301	Retaining wall preservation
11	Sauk Rapids	Mayhew Lake Road Trail	New trail construction
12	Stearns County	CSAH 75	Concrete pavement rehabilitation
13	Sartell	MSAS 113 (19th Ave.)	Reconstruction
14	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
15	MnDOT	US 10	Bridge replacement
16, 17, 20	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
18/19	Stearns County	CSAH 133 CSAH 138	Signing
21	Stearns County	CSAH 75	Mill and overlay
22	MnDOT	County Road 65 (42nd Street)	Railroad
23	MnDOT	MN 23 at US 10	Interchange Bridge Replacement
24	MnDOT	I 94	Bridge overlay
25	Stearns County	Beaver Island Trail	New trail construction
26	Sartell	Heritage Drive	New trail construction
27	MnDOT	I 94	Bridge overlay
28	Stearns County	CSAH 4 at CSAH 133	Roundabout
29	MnDOT	US 10	Guard rails
30	Stearns County	CSAH 133	Expansion and mill and overlay
31	Benton County	CSAH 1	Bituminous reclamation

Figure 16: Map of the APO’s FY 2021-2024 TIP projects and the proximity to areas with high concentrations of EJ and Title VI populations.



A project is defined as having the potential to have an adverse EJ effect if any portion of a project intersected with the defined boundaries of a Census block group with a high percentage of minority population or a block group with a high percentage of population below the poverty level.

A total of 22 projects intersect, at least in part, with block groups with high percentage of minority populations. A total of 18 projects intersect with block groups with a high percentage of households living in poverty. The projects, identified in Figure 19, include several safety improvements and roadway reconstruction projects. Transit projects are excluded from this list because they benefit nearly the entire APO planning area.

	Population	Population Percentage	TIP Investment	Percentage of TIP Investment
<b>Minority Population</b>	22,563	16.7%	\$56,055,191	87%
<b>Non-Minority Population</b>	112,878	83.3%	\$8,692,888	13%
<b>Total</b>	<b>135,441</b>	<b>100%</b>	<b>\$64,748,079</b>	<b>100%</b>

**Figure 17:** Minority population within the APO planning area and TIP project investments within the APO area excluding transit projects. Population data courtesy of U.S. Census Bureau, 2014-2018 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

	Households	Household Percentage	TIP Investment	Percentage of TIP Investment
<b>Households with low-income</b>	7,756	14.8%	\$47,727,194	74%
<b>Non-low-income households</b>	44,634	85.2%	\$17,020,885	29%
<b>Total</b>	<b>52,390</b>	<b>100%</b>	<b>\$64,748,079</b>	<b>100%</b>

**Figure 18:** Low-income households within the APO planning area and TIP project investments within the APO area excluding transit projects. Household data courtesy of U.S. Census Bureau, 2014-2018 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

As is evident in the charts above, most TIP investment projects occur within Census block groups identified as having populations above the respective thresholds for minority and low-income populations. These projects, however, primarily focus on safety improvements and/or system preservation for the transportation network. Both styles of projects have lasting benefits for the entire region. While construction could have adverse impacts on populations living within close proximity of the project – i.e. delays, detours, noise, and dust – once complete, the projects are anticipated to result in positive benefits such as increased capacity, lower commute times, increased safety, and the addition of bicycle and pedestrian facilities to neighborhoods.

It will fall upon the agencies and jurisdictions implementing the project to work toward mitigating and/or minimizing adverse impacts of project construction to both the traveling public and neighborhood areas.

In addition, the completion of the identified TIP projects will aid the APO in achieving its regional performance measures and targets as identified in the next chapter.



Route System	Project Number	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
<b>CSAH 8</b>	005-070-007AC	2021	Benton County	Benton CSAH 8, from 0.6 miles east of MN 23 to Benton CR 47 in St. Cloud, rumble stripe (Tied to SP 005-608-009) (Payback 1 of 1)	\$0	\$0	YES	YES
<b>CSAH 8</b>	005-608-009AC	2021	Benton County	Benton CSAH 8, from 0.6 miles east of MN 23 to Benton CR 47 in St. Cloud, reclamation (Tied to SP 005-070-007AC) (Payback 1 of 1)	\$0	\$0	YES	YES
<b>CSAH 75</b>	073-675-039AC2	2021	Stearns County	CSAH 75, from 0.1 miles S of 33 <sup>rd</sup> St S to 0.1 miles N of 33 <sup>rd</sup> St S in St. Cloud, intersection improvements (Payback 2 of 2)	\$0	\$0	YES	YES
<b>CSAH 75</b>	073-675-037AC3	2021	Stearns County	Stearns CSAH 75, from Old Collegeville Road to CSAH 81 in Stearns County, resurfacing (Payback 3 of 3)	\$0	\$0	YES	YES
<b>Local Streets</b>	073-090-011	2021	Stearns County	Construct phase 3 of the ROCORI Trail along RR corridor from Cold Spring to Rockville	\$1,813,000	\$1,000,730	NO	NO
<b>Local Streets</b>	162-090-007	2021	Saint Cloud	Construct Beaver Island Trail Phase 8 from the existing trail at St Cloud's waste water treatment facility to the south St Cloud city limits	\$600,000	\$120,000	NO	NO



Route System	Project Number	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
<b>MSAS 175</b>	162-175-001	2021	Saint Cloud	St. Cloud MSAS 175, from 22 <sup>nd</sup> St South to 33 <sup>rd</sup> St South, reconstruction and sidewalk on CR 136	\$2,400,000	\$1,133,518	YES	YES
<b>Local Streets</b>	191-090-002	2021	Sauk Rapids	Construct new trail along Mayhew Lk Rd from Benton CSAH 3 to Osauka Rd in City of Sauk Rapids	\$393,000	\$78,600	NO	YES
<b>US 10</b>	0502-116	2021	MnDOT	US 10, Install median cable barrier guardrail from N of St Cloud to Rice (HSIP)	\$1,750,000	\$175,000	YES	YES
<b>MN 301</b>	7109-08	2021	MnDOT	Restore failing retaining walls along MN 301 adjacent to St. Cloud State Reformatory. Improve drainage, maintainability and safety adjacent to wall	\$800,000	\$800,000	YES	YES
<b>Local Streets 999</b>	073-070-023	2022	Stearns County	Chevron curve signing along various Stearns Co roads	\$240,000	\$24,000	YES	YES
<b>Local Streets 999</b>	073-070-024	2022	Stearns County	Rural intersection lighting at various Stearns Co roads	\$96,000	\$9,600	YES	NO
<b>CSAH 75</b>	073-675-040AC	2022	Stearns County	Stearns CSAH 75, from 15 <sup>th</sup> Ave in Waite Park to Park Ave in St. Cloud along Division St, rehabilitate concrete pavement (AC project, payback 1 of 1)	\$0	\$0	YES	YES

Route System	Project Number	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
<b>CSAH 75</b>	073-675-041	2022	Stearns County	Stearns CSAH 75, from TH 15 to Cooper Ave, mill & overlay (Payback in 2023)	\$1,600,000	\$369,890	YES	YES
<b>MSAS 113</b>	220-113-002	2022	Sartell	Sartell 19 <sup>th</sup> Ave, from Stearns CSAH 4 to Stearns CSAH 133, reconstruction (AC project, payback in 2023)	\$4,799,920	\$2,710,000	YES	NO
<b>MSAS 141</b>	162-141-008	2022	Saint Cloud	St. Cloud MSAS 141 (Cooper Ave), from Traverse Road to Stearns CSAH 75, reconstruction with bicycle lanes and sidewalk	\$2,500,000	\$1,042,920	YES	NO
<b>US 10</b>	0502-115	2022	MnDOT	US 10, Replace bridge #3666 over stream with box culvert 0.2 miles northwest of Benton CSAH 33	\$1,401,000	\$280,200	NO	NO
<b>RR</b>	71-00129	2022	MnDOT	BNSF RR, re-alignment and new signal install at CR 65, 42 <sup>nd</sup> St, Haven Twp, Sherburne County	\$307,000	\$30,700	YES	YES
<b>Local Streets</b>	073-090-012	2023	Stearns County	Beaver Island Trail extension	\$1,740,000	\$1,340,000	NO	NO
<b>CSAH 4</b>	073-070-025	2023	Stearns County	Construct round-a-bout at jct of Stearns CSAH 4 and Stearns CSAH 133	\$888,900	\$88,900	YES	NO
<b>Local Streets</b>	220-090-002	2023	Sartell	Heritage Drive connectivity and enhancements	\$459,121	\$91,824	YES	NO

Route System	Project Number	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
<b>MN 23</b>	0503-91	2023	MnDOT	MN 23, at US 10 interchange in St. Cloud, reconstruct MN 23 from 0.1 mile west of Lincoln Ave to 0.1 mile west of CR 1; reconstruct US 10 from 0.2 mile west of St. Germain to 0.1 mile north of 15 <sup>th</sup> Ave Southeast; replace bridges over US 10, br #9021 with br #05019 and br #9022 with br #05018: includes multi-modal improvements	\$31,060,000	\$8,356,000	YES	YES
<b>MN 23</b>	0503-91GMNR	2023	MnDOT	MN 23, at US 10 interchange in St. Cloud, reconstruct MN 23 from 0.1 mile west of Lincoln Ave to 0.1 mile west of CR 1; reconstruct US 10 from 0.2 mile west of St. Germain to 0.1 mile north of 15 <sup>th</sup> Ave Southeast; replace bridges over US 10, br #9021 with br #05019 and br #9022 with br #05018: includes multi-modal improvements	\$3,770,000	\$754,000	YES	YES
<b>MN 23</b>	0503-91S	2023	MnDOT	MN 23, at US 10 interchange in St. Cloud, reconstruct MN 23 from 0.1 mile west of Lincoln Ave to 0.1 mile west of	\$750,000	\$75,000	YES	YES

Route System	Project Number	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
				CR 1; reconstruct US 10 from 0.2 mile west of St. Germain to 0.1 mile north of 15 <sup>th</sup> Ave Southeast; replace bridges over US 10, br #9021 with br #05019 and br #9022 with br #05018; includes multi-modal improvements				
<b>I 94</b>	7380-259	2023	MnDOT	I-94, overlay bridge nos. 73875 and 73876 over BNSF RR 0.6 mile west of MN 23 interchange	\$1,800,000	\$360,000	YES	NO
<b>I 94</b>	7380-264	2023	MnDOT	I-94, overlay bridge no 73868 at the CSAH 75 flyover NW of St. Joseph	\$1,200,000	\$240,000	YES	YES
<b>US 10</b>	7103-63	2023	MnDOT	US 10, St. Cloud to Clear Lake, install high tension cable barrier	\$1,634,250	\$163,425	YES	YES
<b>CSAH 1</b>	005-601-012	2024	Benton County	Benton CSAH 1, reclaim from CSAH 29 to 0.25 mi S of CR 78 in Sauk Rapids	\$922,944	\$184,589	NO	NO
<b>CSAH 133</b>	073-733-006	2024	Stearns County	Stearns CSAH 133 from Stearns CSAH 75 to 19 <sup>th</sup> Ave in St. Joseph; Expand to 4 lanes, intersection improvements at Elm Street, dual left turn lanes from EB CSAH 75 to NB CSAH 133	\$1,822,944	\$364,589	NO	YES



Route System	Project Number	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
<b>TOTAL</b>					<b>\$64,748,079</b>	<b>\$18,964,485</b>	<b>YES: 22 NO: 7</b>	<b>YES: 18 NO: 11</b>

*\*Note: Estimated project total and local/state match required for advance construction projects are not reflected due to these costs being allocated in previous years.*

**Figure 19:** A list of FY 2021-2024 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of minority and/or low-income individuals.



## CHAPTER THREE: PERFORMANCE MEASURES

Titles 23 and 49 of United States Code (USC) require that planning agencies such as the APO utilize performance measures and monitoring to help inform the transportation investment decision-making process.

According to 23 CFR 450.326(d):

*The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.*

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.

APO staff have updated the MTP through planning horizon 2045. During this process, staff have incorporated federally mandated performance measures into the MTP. 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 that these performance measures incorporated into the MTP will help further align current and future TIP-programmed projects with the overall goals and objectives established in the MTP.

Based on the [Transportation Performance Management \(TPM\)](http://www.fhwa.dot.gov/tpm/) ([www.fhwa.dot.gov/tpm/](http://www.fhwa.dot.gov/tpm/)) assessment tool, the APO is currently working towards a maturity level 2, 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.

1. **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.
2. **Target Setting:** The APO is collaboratively developing a methodology to understand baselines and set targets within agreed-upon performance areas.
3. **Performance-Based Planning:** The APO is defining a data-driven process for understanding current and future performance to identify and develop strategies.
4. **Performance-Based Programming:** The APO is developing a performance-based programming methodology and process that will enable project selection to reflect agency goals, priorities determined in planning documents, funding constraints, risk factors, and relative needs across performance areas.
5. **Monitoring and Adjustment:** The APO is developing a plan for system and program/project monitoring tied to the strategic direction, including definition of output and outcome measures, frequency, data sources, external influencing factors and users.



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

## **Anticipated Effect**

The following are a list of federally mandated performance measures that have been incorporated into the FY 2021-2024 TIP. Methods of calculation for each of these performance measures are based on the guidelines outlined by the [TPM assessment tool](https://www.fhwa.dot.gov/tpm/rule.cfm) (<https://www.fhwa.dot.gov/tpm/rule.cfm>) and can be found in [Appendix B](#).

### **Roadway Safety Performance Measures**

1. Number of Fatalities.
2. Rate of Fatalities.
3. Number of Serious Injuries.
4. Rate of Serious Injuries.
5. Number of Non-Motorized Fatalities and Serious Injuries.

### **Roadway Accessibility, Mobility, and Connectivity Performance Measures**

1. Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.
2. Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.
3. Annual Vehicle Miles Traveled.

### **Transit Management and Preservation Performance Measures**

1. State of Good Repair for Equipment, Facilities, and Rolling Stock.

### **Roadway Metropolitan Vitality and Economic Development Performance Measures**

1. Truck Travel Time Reliability Index.

### **Roadway Management and Preservation Performance Measures**

1. Interstate System Pavement Conditions.
2. Non-Interstate NHS Pavement Conditions.
3. Pavement Maintenance.
4. Bridge Conditions.

	MnDOT's 2020 & 2022 Targets	APO Baseline Measurement	APO's 2021 Target
<b>PERFORMANCE MEASURE</b>			
<b>NHS Pavement Condition</b>			
Percentage of pavements of the Interstate System in Good condition	55%	90.27%	85%
Percentage of pavements of the Interstate System in Poor condition	2%	0.26%	1%
Percentage of pavements of the non-Interstate NHS in Good condition	50%	58.72%	60%
Percentage of pavements of the non-Interstate NHS in Poor condition	4%	0.80%	1%
<b>NHS Bridge Condition</b>			
Percentage of NHS bridges classified as in Good condition	50%	64.2%	60%
Percentage of NHS bridges classified as in Poor condition	4%	0%	1%
<b>NHS Performance</b>			
Percent of person-miles traveled on the Interstate that are reliable	80%	100%	100%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	75%	97%	90%
<b>Interstate Freight Movement</b>			
Truck Travel Time Reliability (TTTR) Index (minutes)	1.5	1.1	1.24
<b>PERFORMANCE MEASURE</b>	<b>MnDOT's 2020 Targets</b>	<b>APO Baseline Measurement</b>	<b>APO's 2020 Target</b>
<b>Roadway Safety</b>			
Number of Fatalities	375.4	8.6	8.6
Rate of Fatalities (per 100M VMT)	0.626	0.730	0.730
Number of Serious Injuries	1,714.2	23.0	23.0
Rate of Serious Injuries (per 100M VMT)	2.854	1.946	1.946
Number of Non-Motorized Fatalities and Serious Injuries	317.0	8.2	8.2
<b>Transit Asset Management (State of Good Repair)</b>			<b>Past Useful Life Benchmark</b>
Equipment (non-revenue service vehicles)	10%	78%	40%
Rolling Stock (revenue vehicles)	10%	16%	10%
Infrastructure (rail, fixed guideway, track signals, and systems)	10%	0%	0%
<b>Transit Asset Management (Transit Economic Requirements Model)</b>			<b>Percent of Assets Rated Below 3</b>
Mobility Training Center	NA	5	0%
Transit Center	NA	4	3%
Operations	NA	3	5%

**Figure 20:** A list of incorporated performance measures in the APO's FY 2021-2024 TIP and performance targets for those performance measures.





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 the MTP.

A closer look and explanation of the APO's performance targets are listed below.

### **Roadway Safety**

All the safety targets the APO has adopted are lower than MnDOT's targets.

For example, MnDOT has adopted a yearly target of 375 fatalities in 2020, while the APO selected a yearly target of 8.6 fatalities for 2020. The APO's regional 2018 baseline measurement for fatalities was 8.6. It is unclear what supporting MnDOT's target would mean in this context or how it would help the APO to target investment funding. By electing to pursue targets more relevant to the regional baseline, the APO can better evaluate the effectiveness of its roadway safety and more efficiently monitor changes in this and other roadway safety numbers.

Examples of programmed projects in the FY 2021-2024 TIP that will help achieve the APO's roadway targets include the following: construction of Phase 3 of the ROCORI Trail along railroad corridor from Cold Spring to Rockville (project number 073-090-011); and Cooper Avenue from Traverse Road to Stearns CSAH 75 reconstruction with bicycle lanes and sidewalk (project number 162-141-008). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

It is important to note that while the APO can promote a transportation system that is safe for all users through appropriate safety infrastructure to help prevent crashes, the APO cannot control driver behaviors that may lead to crashes. The APO and its member agencies and jurisdictions can only encourage, educate, and inform citizens of safe driving, walking, and bicycling habits to mitigate crashes.

### **Roadway Accessibility, Mobility, and Connectivity**

Percent of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100% and 97%, respectively. MnDOT has set targets of Interstate reliability at 80% and non-Interstate NHS at 75%. The APO has reviewed past data trends and determined Interstate reliability should remain at 100%, therefore making supporting the MnDOT targets not as relevant to the APO's planning area.

The non-Interstate NHS reliability has seen a flux of reliability from 2014. The APO has a goal to increase system accessibility, mobility, and connectivity. Like person-miles traveled on the Interstate, the APO's baseline measurement exceeds the targets established by MnDOT. Choosing to support the state targets would not allow the APO to gauge an accurate representation of the area's needs due to the fact they are lower than the current existing conditions for the APO's planning area.



Since there are currently no programmed projects that will increase reliability, APO staff have set a lower target for non-Interstate NHS reliability.

### **Transit Management and Preservation**

Staff at Saint Cloud Metro Bus and the APO worked together to establish both transit asset management State of Good Repair targets and the Transit Economic Requirements Model (TERM) scale targets for facilities.

Examples of programmed projects in the FY 2021-2024 TIP that will help achieve these targets include: the purchase of two 40-foot replacement CNG buses (project number TRS-0048-21TD); the purchase of three less than 30-foot replacement CNG Dial-a-Ride buses (project number TRS-0048-22TA); the purchase of three replacement operations vehicles (project number TRF-0048-21B); and facility improvements (project number TRF-0048-21L).

These TIP projects are anticipated to positively impact target achievement by replacing fixed route and Dial-a-Ride buses past their state of good repair with new buses and maintaining and improving existing facilities.

### **Roadway Management and Preservation**

Like roadway safety, the APO has opted to set stricter performance targets for roadway management and preservation than MnDOT. APO staff believe that by tailoring targets specifically to the region, the APO is better equipped to track, monitor, and potentially address changes – both positive and negative – in a more effective and efficient manner.

MnDOT has set a target of Interstate pavement in good condition at 55% while the APO has set a target of 85%. The APO's target is based on the current condition of the Interstate pavement in good condition sitting at 90.3% within the APO planning area.

MnDOT has set a target of non-Interstate NHS pavement in good condition at 50% while the APO has set a target of 60%. The APO's target is based on the current condition of non-Interstate NHS pavement in good condition sitting at 64.9% within the APO planning area.

MnDOT has set a target of Interstate pavement in poor condition at 2% while the APO has set a target of 1%. Based on the current condition of the Interstate pavement in poor condition being 0% within the APO region, APO staff felt that supporting the state's target of 2% would not be as meaningful to the region or decision-makers.

MnDOT has set a target of non-Interstate NHS pavement in poor condition at 4% while the APO has set a target of 1%. The APO's target was set based on the current condition of non-Interstate NHS pavement in poor condition being reported at 0.2% within the region. Again, based on current conditions within the APO being better than what was identified as an achievable target by MnDOT, the APO has opted to impose stricter requirements and goals that would more closely manage roadway condition with the region.

Currently there are no Interstate pavement projects programmed in the APO's MPA.

The APO currently has 64.2% of bridges classified in good condition with a target of 60%. MnDOT has a goal of 50%. The APO estimates our bridge conditions being relatively unchanged in the next four years. The APO has set a target of 1% of our NHS bridges in poor condition compared to MnDOT's target of 4%.



The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. Roadway management and preservation projects within the FY 2021-2024 TIP include the replacement of US 10 bridge #3666 with box culvert northwest of Benton CSAH 33 (project number 0502-115) and the replacement of MN 23 bridge over US 10 (project number 0503-91).

### **Roadway Metropolitan Vitality and Economic Development**

Interstate freight movement is very important to the economy as many businesses are dependent on a reliable system for shipping and delivery. MnDOT has set a target of 1.5 truck travel time reliability (TTTR) while the APO has adopted a target of 1.24. The current TTTR is 1.1 in the APO region. Again, the APO has opted to impose stricter performance targets on its region since the APO's baseline measurement was below that of the MnDOT established targets.

There are currently no programmed projects expected to increase reliability. However, the Interstate system is still under capacity within the APO region, so there is no evidence travel time reliability will see any adverse impacts.

### **MPO Investment Priorities**

Performance-based programming uses strategies and priorities to guide the allocation of resources to projects that are selected to achieve goals, objectives, and targets.

Performance-based programming establishes clear linkages between investments made and expected performance outputs and outcomes.

The responsibility of reporting, gathering, and evaluating existing conditions of the roadway network falls under the purview of the APO's planning technician.

While the APO's [project selection process and investment strategy](#) – as identified in the [Introduction](#) – is anticipated to remain the same, APO staff will conduct studies and use the tools necessary to project future transportation needs and investment priorities through the following techniques:

- The travel demand model will be updated and used to identify current or future deficiencies of the Federal-aid system of roadways throughout the urbanized area.
  - The model is a key component of increasing accessibility and mobility options for people and freight while exploring congestion mitigation measures.
- A review of traffic operations for the MN 15 corridor from Second Street S to 12<sup>th</sup> Street N in Saint Cloud tentatively scheduled for 2020.
- A pavement condition database update has been proposed which will assess the pavement conditions. Cost projections for system preservation maintenance has also been included.

The APO has also adopted additional performance measures which will help investment priorities such as crashes involving chemical impairment and distracted driving, volume/capacity (V/C) ratios, and return on investment strategies to name a few.

Future TIP projects – both currently within this document and future subsequent TIP documents – and potential financial implications have been considered by APO staff when establishing performance targets for the region.

An example of this are the four bridge replacement projects programmed into the TIP. These projects replace one bridge on US 10 (project number 0502-115), two bridges on MN



23 (project numbers 0503-91, 0503-91S, 0503-91GMNR, and 0503-91AC) and three bridges on I-94 (project numbers 7380-259 and 7380-264). With the replacement of these bridges, which currently have a fair condition rating, bridge conditions in the APO's MPA will improve by roughly 5.2 percentage points.

NHS Bridge Condition	2018	2024	Percent Change
<b>Good</b>	73.9%	68.7%	5.2%
<b>Fair</b>	26.1%	31.3%	-5.2%
<b>Poor</b>	0.0%	0.0%	0%

**Figure 21:** A comparison of bridge conditions before and after the completion of bridge replacement projects programmed into the APO's FY 2021-2024 TIP.

It is anticipated that there will be enough available revenue to ensure performance targets within the APO's planning area are met.

As finalized performance targets become available for additional performance measures, anticipated programmed TIP projects will have to demonstrate how they will contribute to achieving those predetermined targets. APO staff plan to examine any additional performance targets that are set by MnDOT and evaluate the effectiveness of adopting those targets for the region or if developing its own targets would be more effective.





## CHAPTER FOUR: FINANCIAL CAPACITY ANALYSIS

### General Legislative and Policy Background

As the Federally designated MPO for the Saint Cloud MPA, the APO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR §450.326(j), the APO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its agencies and/or jurisdictions to fund these projects while continuing to also fund the necessary system preservation work of the existing transportation system.

### FAST Act & CAAA TIP Financial Requirements

The most recent surface transportation bill, the 2015 FAST Act, and the Clean Air Act Amendments of 1990 (CAAA) have prescribed the following financial planning requirements for MPOs, state departments of transportations (DOTs), and public transit agencies:

- Be financially constrained by year and include a financial plan that demonstrates through current and projected revenue streams, how implementing agencies requesting Federal funds can provide the required local match, while adequately operating and maintaining their existing transportation system.
- Include only projects for which construction and operating funds are reasonably expected to be available. In the case of new funding sources, strategies for ensuring their availability shall be identified.
- The MPO must consider all projects and strategies funded under title 23 USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. The amount of funding assumed for future years from Federal sources should not exceed currently authorized amounts.
- Show the amount of Federal funds proposed to be obligated in each program year, the proposed sources of Federal and non-Federal funds, and the estimated cost for each project.
- Meet all criteria in the metropolitan and statewide planning regulations.

### Financial Analysis Preparation

For projects to be programmed into the TIP, not only do they have to align with the APO's MTP, but they must be fiscally constrained within the respective agency's or jurisdiction's budget.

Estimated local funds, as part of the necessary local match for federally funded projects, must not compromise maintenance and operation – known as system preservation – of the existing roadway network.

Local match amounts allocated to Federal "system preservation" projects are assumed to enhance maintenance and operation of the existing system. These projects focus on activities that retain and/or restore the condition of an existing roadway within a jurisdiction's transportation network. Work classified under system preservation can include activities such as – but not limited to – snow removal, road repair, resurfacing, reconditioning, bridge repair, reconstruction, traffic management, and safety.

For an agency or jurisdiction to be found in financial conformance, local match amounts allocated to "expansion" projects – projects that either add capacity to an already existing



roadway or construct an entirely new roadway – should not adversely impact a jurisdiction’s historic local system preservation investment.

### **Historical Financial Condition**

Each agency and jurisdiction that has projects programmed into the FY 2021-2024 TIP has provided historical information on transportation funding. This information, gathered over a period of 10 years, demonstrates how each respective agency or jurisdiction allocates funding to either system preservation or expansionary projects. This information is then averaged out over the 10-year period and reflected as a percentage split between system preservation and expansion projects.

### **Future Financial Condition**

In addition to the historical information provided, each jurisdiction and agency had to provide projected local revenue sources per each year programmed into the FY 2021-2024 TIP. These sources included local tax levies, special assessments, state funding, state-aid funding, bonding, and other miscellaneous local revenue streams.

### **Determining Fiscal Constraint**

To determine the fiscal constraint for each jurisdiction and agency, APO staff consulted both the historical and future financial information provided.

In order to ensure potential revenue was being allocated appropriately toward system preservation, the historical funding percentage was applied to the total projected local funds by year. The funds remaining would then be allocated toward expansion projects. Fiscal constraint would be maintained if the local match of the projects programmed into the TIP (either system preservation or capacity expansion) do not exceed the projected revenue allocations.

Calculating fiscal constraint for the three counties and MnDOT D3 varies from the individual jurisdictions and agencies. This is because only a portion of the county’s or MnDOT’s roadway network falls within the APO’s MPA. Financial information for these jurisdictions is based upon the percentage of the roadway network that falls within the APO’s MPA. For contextual information, the APO has also asked the counties and MnDOT District 3 to provide both historical and future financial information for their entire respective planning areas. Because these entities have larger pools of money to pull from, fiscal constraint may or may not be met within the APO’s MPA but will be maintained on a countywide or districtwide level.

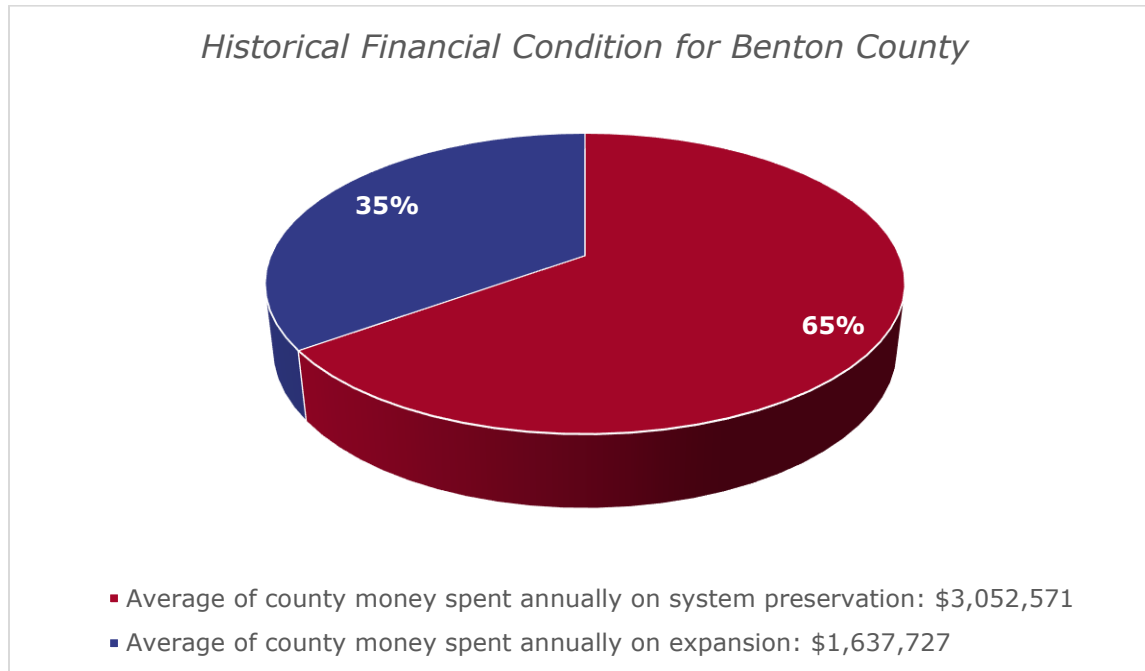
### **Financial Capability Finding**

The pages that follow summarize the existing and forecasted financial condition of implementing agencies and the ability to provide adequate local and/or state funding to match Federal dollars programmed in the FY 2021-2024 TIP.

## Benton County

### Overall Historical Financial Condition

Over a 10-year period – 2010 through 2019 – Benton County has allocated on average 65% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 35% of overall local transportation related dollars to be expended on new transportation related projects.



**Figure 22:** Local investment on system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

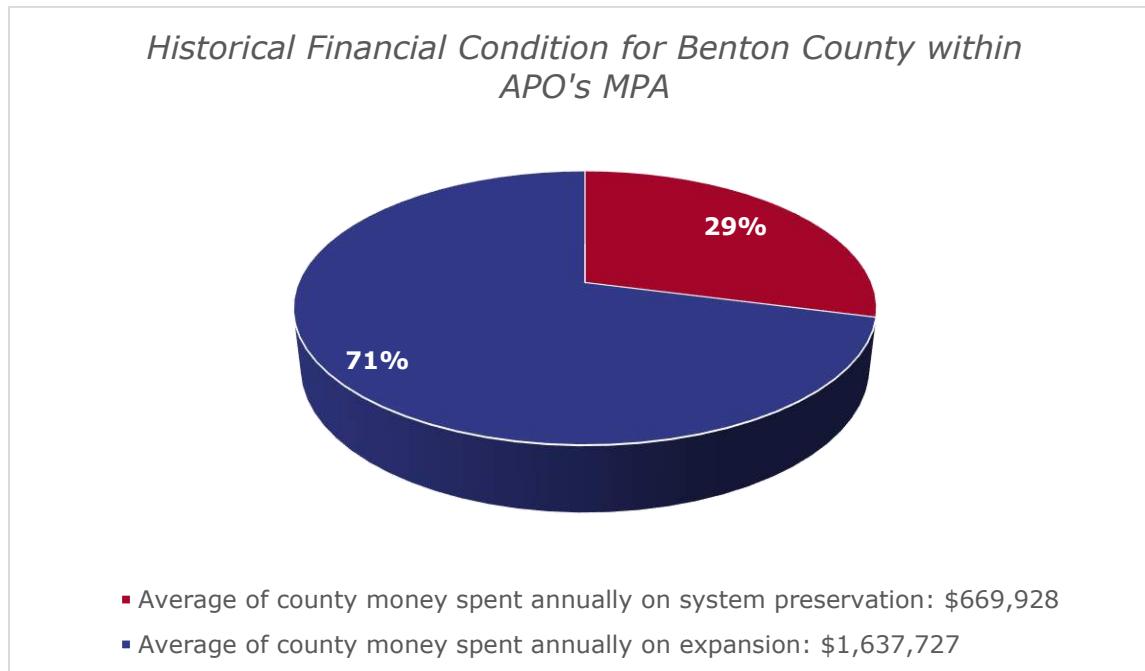
Year	System Preservation	Expansion	Total County Investment
2010	\$3,145,990	\$23,873	\$3,169,863
2011	\$3,282,985	\$136,292	\$3,419,277
2012	\$3,786,495	\$17,296	\$3,803,791
2013	\$2,522,292	\$1,550,646	\$4,072,938
2014	\$4,422,130	\$6,133,846	\$10,555,976
2015	\$3,136,796	\$952,114	\$4,088,910
2016	\$930,787	\$3,878,344	\$4,809,131
2017	\$1,992,607	\$942,160	\$2,934,767
2018	\$6,364,560	\$2,742,697	\$9,107,257
2019	\$941,068	\$	\$941,068
<b>Total</b>	<b>\$30,525,710</b>	<b>\$16,377,268</b>	<b>\$46,902,979</b>
<b>Average</b>	<b>\$3,052,571</b>	<b>\$1,637,727</b>	<b>\$4,690,298</b>
<b>Percentage of Total County Expense</b>	<b>65%</b>	<b>35%</b>	<b>100%</b>

**Figure 23:** Local investment on system preservation and expansion within Benton County from 2010-2019. Data courtesy of Benton County Highway Department.

### Historical Financial Condition within APO's MPA

Approximately 12% of the roadway network for Benton County lies within the APO planning. In order to approximate the budget expended within the APO planning area, Benton County takes a flat 12% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning. That stated, Benton County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.

Of note, all the expansion projects within Benton County have occurred within the portion of the county within the APO's MPA, thus skewing the system preservation to expansion ratio within the MPA.



**Figure 24:** Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.



Year	System Preservation	Expansion	Total County Investment
<b>2010</b>	\$377,519	\$23,873	\$401,392
<b>2011</b>	\$393,958	\$136,292	\$530,250
<b>2012</b>	\$454,379	\$17,296	\$471,675
<b>2013</b>	\$302,675	\$1,550,646	\$1,853,321
<b>2014</b>	\$530,656	\$6,133,846	\$6,664,502
<b>2015</b>	\$376,416	\$952,114	\$1,328,530
<b>2016</b>	\$111,694	\$3,878,344	\$3,990,038
<b>2017</b>	\$239,113	\$942,160	\$1,181,273
<b>2018</b>	\$3,799,942	\$2,742,697	\$6,542,639
<b>2019</b>	\$112,928	\$0	\$112,928
<b>Total</b>	\$6,669,280	\$16,377,268	\$23,076,548
<b>Average</b>	\$669,928	\$1,673,727	\$2,307,655
<b>Percentage of Total County Expense</b>	<b>29%</b>	<b>71%</b>	<b>100%</b>

**Figure 25:** Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA from 2010-2019. Data courtesy of Benton County Highway Department.

### Future Financial Condition

Operating revenue for local transportation dollars for Benton County come from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Total 2021-2024 Projected County Funds
<b>General Tax Levy</b>	\$2,274,792	\$4,516,667	\$4,516,667	\$0	\$11,308,126
<b>State-Aid Funds</b>	\$4,128,067	\$2,345,800	\$2,869,042	\$2,885,334	\$12,228,243
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other County</b>	\$291,667	\$4,986,667	\$4,986,667	\$3,884,789	\$14,149,790
<b>Total Projected County Funds</b>	<b>\$6,694,526</b>	<b>\$11,849,134</b>	<b>\$12,372,376</b>	<b>\$6,770,123</b>	<b>\$37,686,159</b>

**Figure 26:** Projected county transportation funding sources and amounts for Benton County to be used toward transportation projects. Data courtesy of Benton County Highway Department.

### Future Financial Condition within APO's MPA

Like the current financial condition, Benton County reasonably estimates to spend approximately 12% of the county's entire transportation related revenue within the APO planning area. However, Benton County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.



County Transportation Funding Source	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Total 2021-2024 Projected County Funds
<b>General Tax Levy</b>	\$272,975	\$542,000	\$542,000	\$0	\$1,356,975
<b>State-Aid Funds</b>	\$495,368	\$281,496	\$344,285	\$346,240	\$1,467,389
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other County</b>	\$35,000	\$598,400	\$598,400	\$466,175	\$1,697,975
<b>Total Projected County Funds</b>	<b>\$803,343</b>	<b>\$1,421,896</b>	<b>\$1,484,685</b>	<b>\$812,415</b>	<b>\$4,522,339</b>

**Figure 27:** Projected county transportation funding sources and amounts for the portion of Benton County within the APO's MPA to be used toward transportation projects. Data courtesy of Benton County Highway Department.

### Fiscal Constraint within APO's MPA

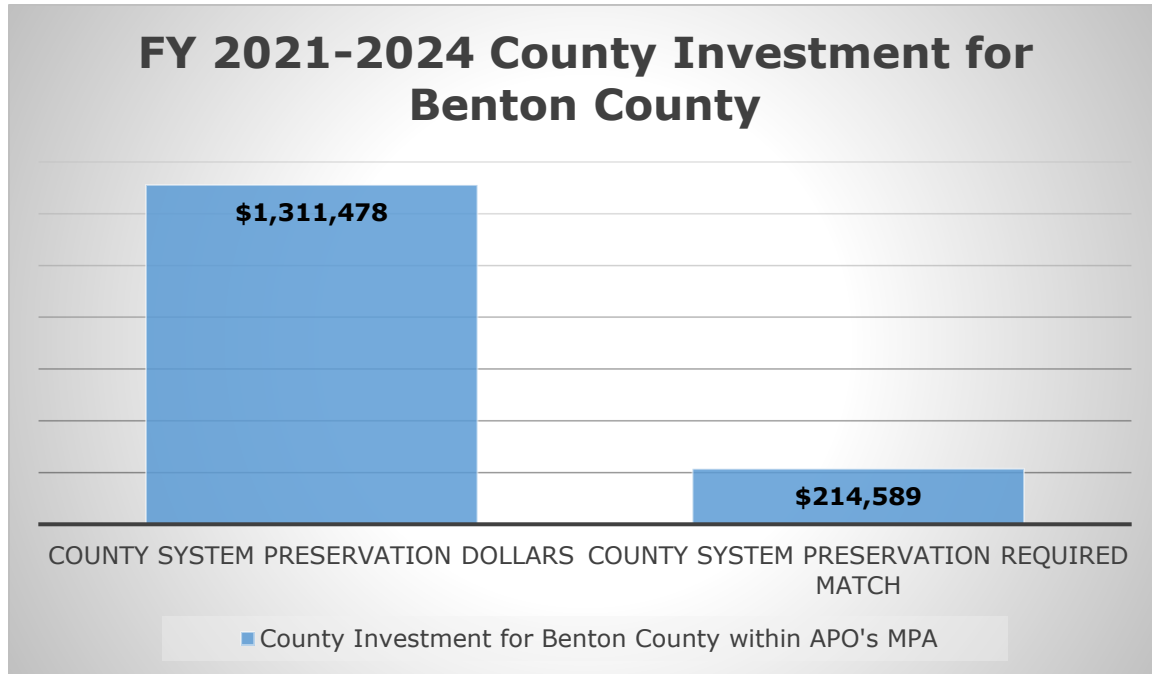
Figure 28 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Benton County within the APO's MPA. In total, \$1,311,478 is available for system preservation projects during fiscal years 2021-2024. The remaining \$3,210,861 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (29% of Total)	Historical Expansion Investment (71% of Total)
<b>2021</b>	\$803,343	\$232,969	\$570,374
<b>2022</b>	\$1,421,896	\$412,350	\$1,009,546
<b>2023</b>	\$1,484,685	\$430,559	\$1,054,126
<b>2024</b>	\$812,415	\$235,600	\$576,815
<b>Total</b>	<b>\$4,522,339</b>	<b>\$1,311,478</b>	<b>\$3,210,861</b>

**Figure 28:** A total of available revenue for the portion of Benton County within the APO's MPA by year from 2021 through 2024. Data courtesy of Benton County Highway Department.

During this time frame, Benton County has three system preservation projects within the APO's MPA programmed into the TIP requiring a county match of \$184,589 in year of expenditure dollars. In addition, the county is contributing \$30,000 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91).

Overall, Benton County has enough funding to finance these projects and thereby maintains fiscal constraint.



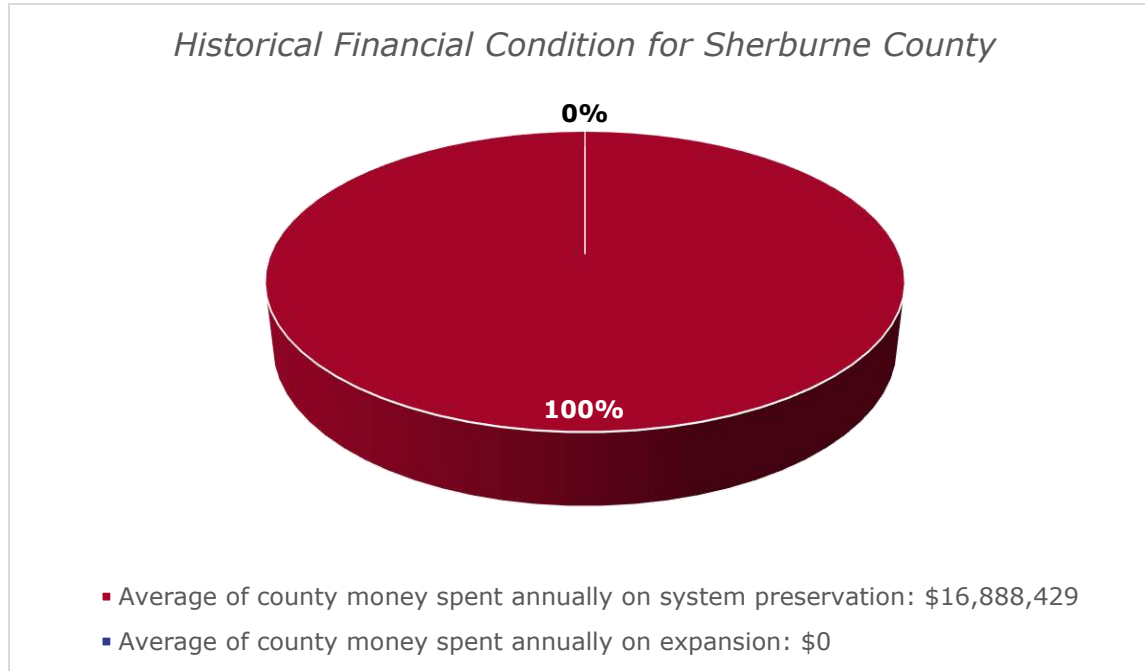
**Figure 29:** Total fiscal constraint for Benton County within the APO's MPA for TIP cycle FY 2021-2024. Data courtesy of Benton County Highway Department.

## Sherburne County

### Overall Historical Financial Condition

Over a 10-year period – 2010 through 2019 – Sherburne County has allocated on average 100% of overall local transportation related dollars to system preservation of the current transportation system.

The county has not completed any capacity expanding projects within that time frame.



**Figure 30:** Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

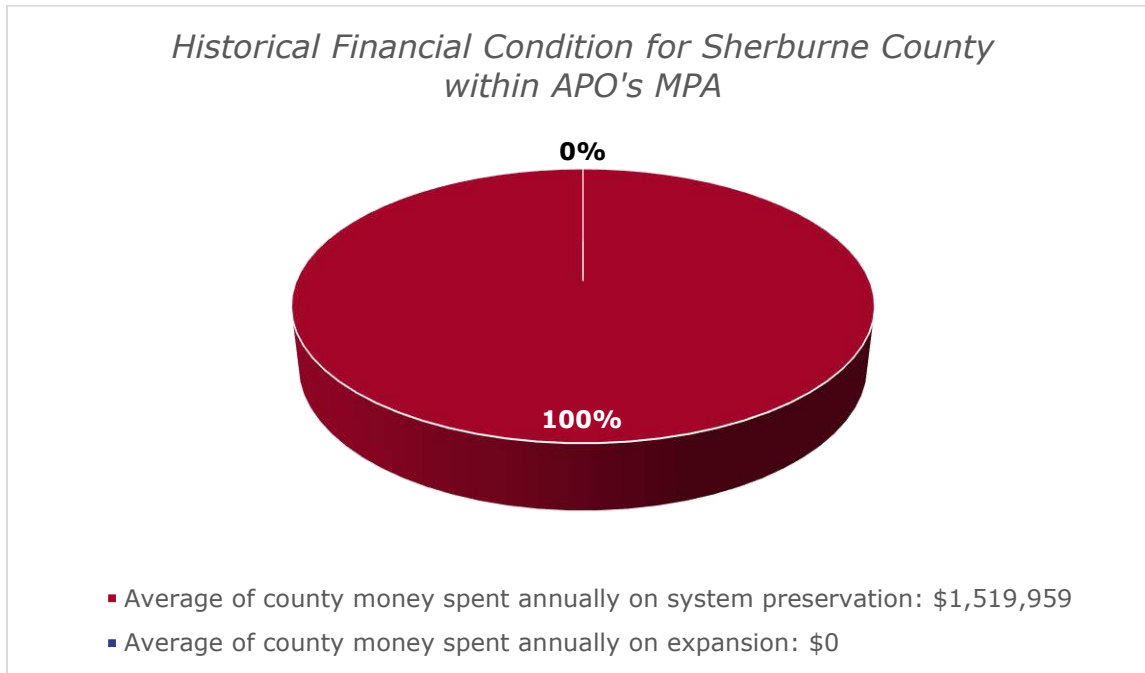
Year	System Preservation	Expansion	Total County Investment
<b>2010</b>	\$10,416,412	\$0	\$10,416,412
<b>2011</b>	\$14,875,533	\$0	\$14,875,533
<b>2012</b>	\$16,951,863	\$0	\$16,951,863
<b>2013</b>	\$15,330,074	\$0	\$15,330,074
<b>2014</b>	\$20,358,007	\$0	\$20,358,007
<b>2015</b>	\$18,414,656	\$0	\$18,414,656
<b>2016</b>	\$11,745,584	\$0	\$11,745,584
<b>2017</b>	\$17,229,707	\$0	\$17,229,707
<b>2018</b>	\$17,964,370	\$0	\$17,964,370
<b>2019</b>	\$25,598,083	\$0	\$25,598,083
<b>Total</b>	\$168,884,289	\$0	\$168,884,289
<b>Average</b>	\$16,888,429	\$0	\$16,888,429
<b>Percentage of Total County Expense</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>

**Figure 31:** Local investment on system preservation and expansion within Sherburne County from 2010-2019. Data courtesy of Sherburne County Highway Department.



### Historical Financial Condition within APO's MPA

Approximately 9% of the roadway network for Sherburne County lies within the APO planning area. In order to approximate the budget expended within the APO planning area, Sherburne County takes a flat 9% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Sherburne County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.



**Figure 32:** Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2010	\$937,477	\$0	\$937,477
2011	\$1,338,798	\$0	\$1,338,798
2012	\$1,525,668	\$0	\$1,525,668
2013	\$1,379,707	\$0	\$1,379,707
2014	\$1,832,221	\$0	\$1,832,221
2015	\$1,657,319	\$0	\$1,657,319
2016	\$1,057,103	\$0	\$1,057,103
2017	\$1,550,674	\$0	\$1,550,674
2018	\$1,616,793	\$0	\$1,616,793
2019	\$2,303,827	\$0	\$2,303,827
<b>Total</b>	<b>\$15,199,586</b>	<b>\$0</b>	<b>\$15,199,586</b>
<b>Average</b>	<b>\$1,519,959</b>	<b>\$0</b>	<b>\$1,519,959</b>
<b>Percentage of Total County Expense</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>

**Figure 33:** Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2010-2019. Data courtesy of Sherburne County Highway Department.

### Future Financial Condition

Operating revenue for local transportation dollars for Sherburne County comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Total 2021-2024 Projected County Funds
<b>General Tax Levy</b>	\$7,817,000	\$7,805,000	\$8,206,000	\$6,302,000	\$30,130,000
<b>State-Aid Funds</b>	\$3,154,000	\$4,390,000	\$3,500,000	\$4,067,000	\$15,111,000
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other County</b>	\$7,711,076	\$7,066,220	\$8,152,318	\$10,104,926	\$33,034,540
<b>Total Projected County Funds</b>	<b>\$18,682,076</b>	<b>\$19,261,220</b>	<b>\$19,858,318</b>	<b>\$20,473,926</b>	<b>\$78,275,540</b>

**Figure 34:** Projected county transportation funding sources and amounts for Sherburne County to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.

### Future Financial Condition within APO's MPA

Like the current financial condition, Sherburne County reasonably estimates to spend approximately 9% of the county's entire transportation related revenue within the APO planning area. However, Sherburne County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.



County Transportation Funding Source	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Total 2021-2024 Projected County Funds
<b>General Tax Levy</b>	\$703,530	\$702,450	\$585,000	\$567,180	\$2,711,700
<b>State-Aid Funds</b>	\$283,860	\$395,100	\$540,947	\$366,030	\$1,359,990
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other County</b>	\$693,997	\$635,960	\$661,302	\$909,443	\$2,973,109
<b>Total Projected County Funds</b>	<b>\$1,681,387</b>	<b>\$1,733,510</b>	<b>\$1,787,249</b>	<b>\$1,842,653</b>	<b>\$7,044,799</b>

**Figure 35:** Projected county transportation funding sources and amounts for the portion of Sherburne County within the APO's MPA to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.

### Fiscal Constraint within APO's MPA

Figure 36 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Sherburne County within the APO's MPA. In total, \$7,044,799 is available for system preservation projects during fiscal years 2021-2024. There is no funding set aside for expansion projects.

Year	Total Projected County Funds	Historical System Preservation Investment (100% of total)	Historical Expansion Investment (0% of Total)
<b>2021</b>	\$1,681,387	\$1,681,387	\$0
<b>2022</b>	\$1,733,510	\$1,733,510	\$0
<b>2023</b>	\$1,787,249	\$1,787,249	\$0
<b>2024</b>	\$1,842,653	\$1,842,653	\$0
<b>Total</b>	<b>\$7,044,799</b>	<b>\$7,044,799</b>	<b>\$0</b>

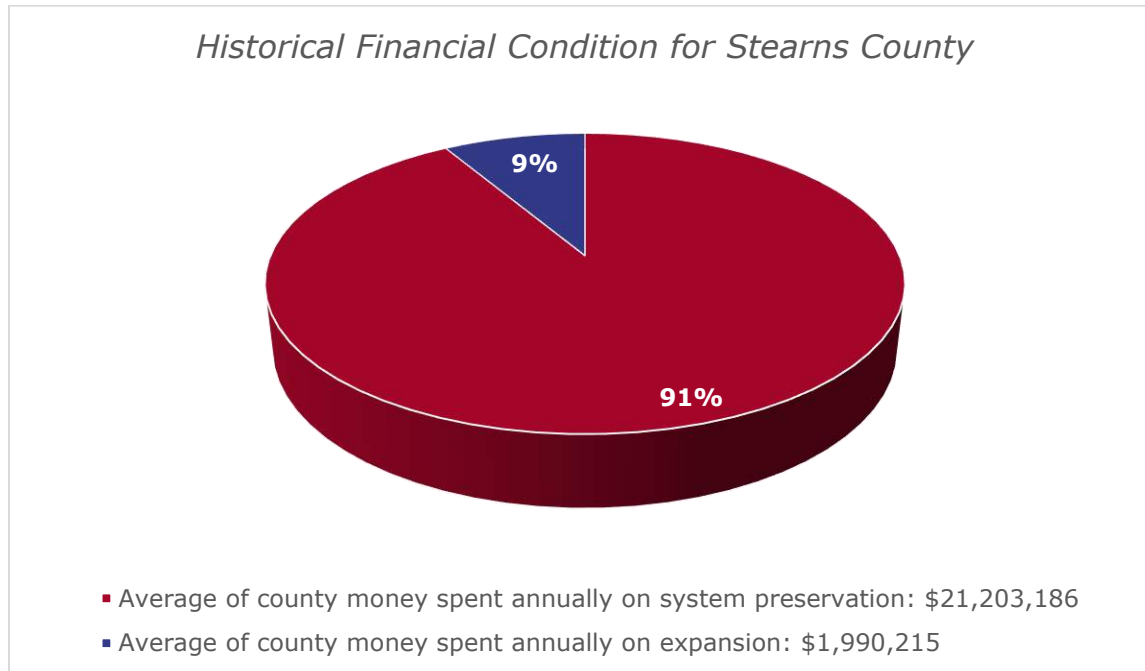
**Figure 36:** A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2021 through 2024. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County does not have any projects programmed into the APO's TIP. Therefore, Sherburne County maintains fiscal constraint.

## Stearns County

### Overall Historical Financial Condition

Over a 10-year period – 2010 through 2019 – Stearns County has allocated on average 91% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 9% of overall local transportation related dollars to be expended on new transportation related projects.



**Figure 37:** Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

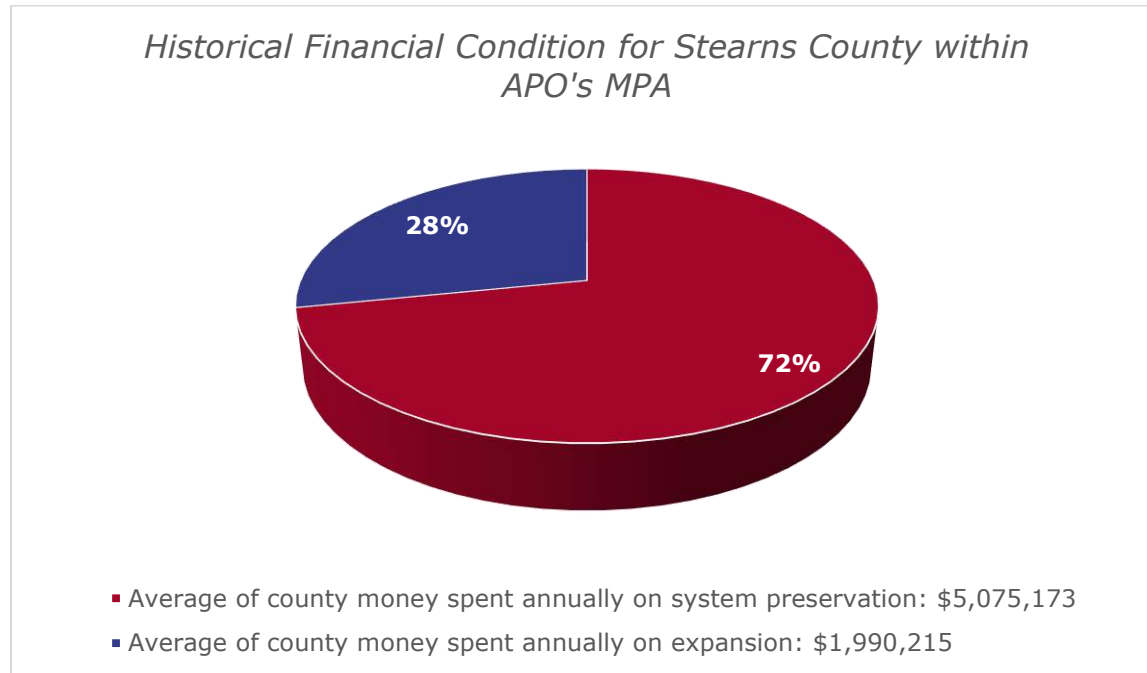
Year	System Preservation	Expansion	Total County Investment
2010	\$14,810,000	\$0	\$14,810,000
2011	\$15,779,480	\$13,000,000	\$28,779,480
2012	\$19,235,253	\$3,232,149	\$22,467,402
2013	\$21,553,328	\$2,450,000	\$24,003,328
2014	\$25,337,708	\$0	\$25,337,708
2015	\$22,305,722	\$0	\$22,305,722
2016	\$17,754,405	\$1,220,000	\$18,974,405
2017	\$17,336,156	\$0	\$17,336,156
2018	\$30,779,580	\$0	\$30,779,580
2019	\$27,140,227	\$0	\$27,140,227
<b>Total</b>	<b>\$212,031,859</b>	<b>\$19,902,149</b>	<b>\$231,934,008</b>
<b>Average</b>	<b>\$21,203,186</b>	<b>\$1,990,215</b>	<b>\$23,193,401</b>
<b>Percentage of Total County Expense</b>	<b>91%</b>	<b>9%</b>	<b>100%</b>

**Figure 38:** Local investment on system preservation and expansion within Stearns County from 2010-2019. Data courtesy of Stearns County Highway Department.



### Historical Financial Condition within APO's MPA

Approximately 18% of the roadway network for Stearns County lies within the APO planning area. In order to approximate the budget expended within the APO planning area, Stearns County takes a flat 18% from its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Stearns County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network.



**Figure 39:** Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2010	\$2,474,000	\$0	\$2,474,000
2011	\$2,318,390	\$13,000,000	\$15,318,390
2012	\$7,647,846	\$3,232,149	\$10,879,995
2013	\$6,313,225	\$2,450,000	\$8,763,225
2014	\$3,288,670	\$0	\$3,288,670
2015	\$6,173,953	\$0	\$6,173,953
2016	\$1,421,185	\$1,220,000	\$2,641,185
2017	\$1,923,110	\$0	\$1,923,110
2018	\$15,276,833	\$0	\$15,276,833
2019	\$3,914,521	\$0	\$3,914,521
<b>Total</b>	<b>\$50,751,733</b>	<b>\$19,902,149</b>	<b>\$70,653,882</b>
<b>Average</b>	<b>\$5,075,173</b>	<b>\$1,990,215</b>	<b>\$7,065,388</b>
<b>Percentage of Total County Expense</b>	<b>72%</b>	<b>28%</b>	<b>100%</b>

**Figure 40:** Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA from 2010-2019. Data courtesy of Stearns County Highway Department.



### Future Financial Condition

Operating revenue for local transportation dollars for Stearns County come from a variety of sources including general tax levies, state-aid funds, and other local investments.

County Transportation Funding Source	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Total 2021-2024 Projected County Funds
<b>General Tax Levy</b>	\$6,800,000	\$6,800,000	\$6,800,000	\$7,300,000	\$27,700,000
<b>State-Aid Funds</b>	\$13,675,000	\$13,675,000	\$13,675,000	\$14,500,000	\$55,525,000
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other County</b>	\$7,400,000	\$7,400,000	\$7,400,000	\$7,400,000	\$29,600,000
<b>Total Projected County Funds</b>	<b>\$27,875,000</b>	<b>\$27,875,000</b>	<b>\$27,875,000</b>	<b>\$29,200,000</b>	<b>\$112,825,000</b>

**Figure 41:** Projected county transportation funding sources and amounts for Stearns County to be used toward transportation projects. Data courtesy of Stearns County Highway Department.

### Future Financial Condition within APO's MPA

Like the current financial condition, Stearns County reasonably estimates to spend approximately 18% of the county's entire transportation related revenue within the APO planning area. However, Stearns County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Total 2021-2024 Projected County Funds
<b>General Tax Levy</b>	\$1,224,000	\$1,224,000	\$1,224,000	\$1,314,000	\$4,986,000
<b>State-Aid Funds</b>	\$2,461,500	\$2,461,500	\$2,461,500	\$2,610,000	\$9,944,500
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other County</b>	\$1,332,000	\$1,332,000	\$1,332,000	\$1,332,000	\$5,328,000
<b>Total Projected County Funds</b>	<b>\$5,017,500</b>	<b>\$5,017,500</b>	<b>\$5,017,500</b>	<b>\$5,256,000</b>	<b>\$20,308,500</b>

**Figure 42:** Projected county transportation funding sources and amounts for the portion of Stearns County within the APO's MPA to be used toward transportation projects. Data courtesy of Stearns County Highway Department.

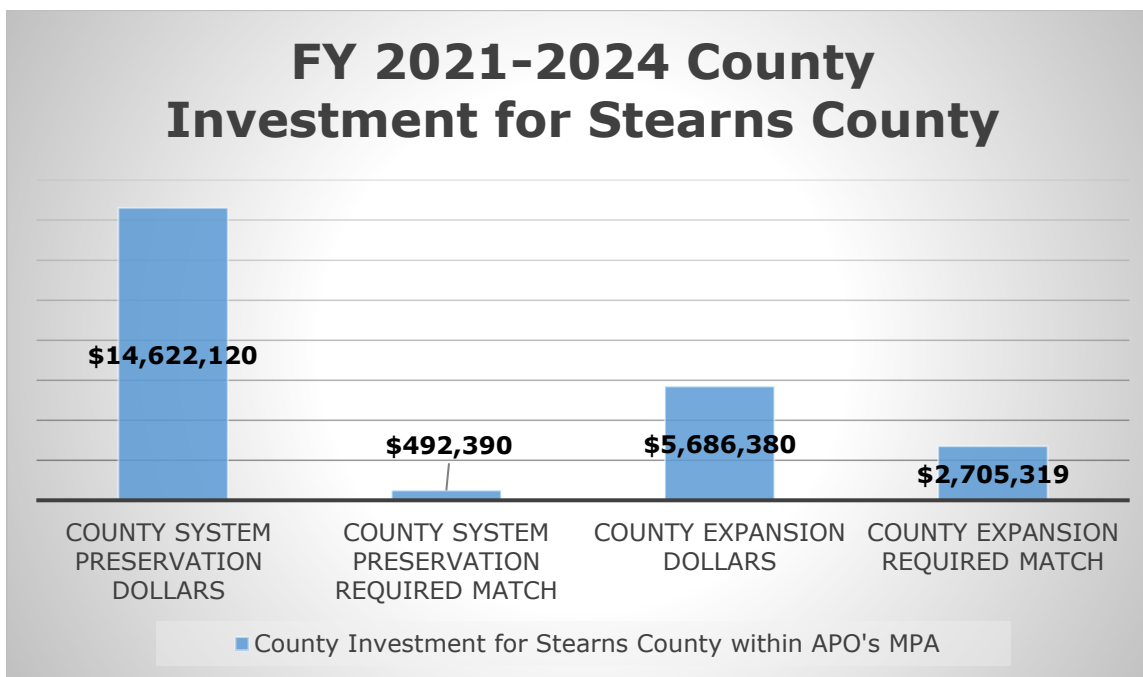
### Fiscal Constraint within APO's MPA

Figure 43 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Stearns County within the APO's MPA. In total, \$14,622,120 is available for system preservation projects during fiscal years 2021-2024. The remaining \$5,686,380 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (72% of Total)	Historical Expansion Investment (28% of Total)
2021	\$5,017,500	\$3,612,600	\$1,404,900
2022	\$5,017,500	\$3,612,600	\$1,404,900
2023	\$5,017,500	\$3,612,600	\$1,404,900
2024	\$5,256,000	\$3,784,320	\$1,471,680
<b>Total</b>	<b>\$20,308,500</b>	<b>\$14,622,120</b>	<b>\$5,686,380</b>

**Figure 43:** A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2021 through 2024. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has seven system preservation projects within the APO's MPA programmed into the TIP, requiring a local match of \$492,390 in year of expenditure dollars. The county also has three expansion projects programmed requiring a local match of \$2,705,319. Overall, Stearns County has enough funding to finance these projects and thereby maintains fiscal constraint.

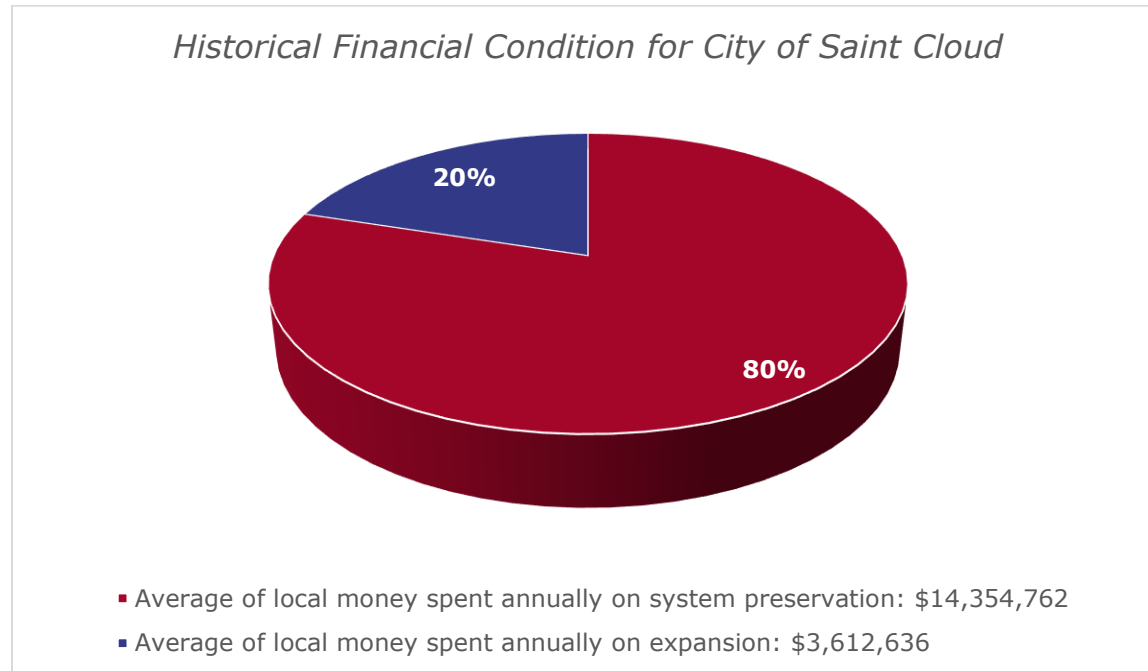


**Figure 44:** Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2021-2024. Data courtesy of Stearns County Highway Department.

## City of Saint Cloud

### Historical Financial Condition

Over a 10-year period – 2010 through 2019 – the City of Saint Cloud has allocated on average 80% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 20% of overall local transportation related dollars to be expended on new transportation related projects.



**Figure 45:** Local investment on system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

Year	System Preservation	Expansion	Total Local Investment
<b>2010</b>	\$13,861,584	\$8,347,500	\$22,209,084
<b>2011</b>	\$8,484,350	\$2,610,000	\$11,094,350
<b>2012</b>	\$20,317,905	\$2,475,000	\$22,792,905
<b>2013</b>	\$17,206,909	\$3,278,700	\$20,485,609
<b>2014</b>	\$25,495,287	\$3,600,000	\$29,095,287
<b>2015</b>	\$12,688,129	\$1,656,000	\$14,344,129
<b>2016</b>	\$10,297,070	\$2,025,000	\$12,322,070
<b>2017</b>	\$10,657,080	\$1,440,000	\$12,097,080
<b>2018</b>	\$11,415,690	\$4,770,000	\$16,185,690
<b>2019</b>	\$13,123,620	\$5,924,160	\$19,047,780
<b>Total</b>	\$143,547,624	\$36,126,360	\$179,673,984
<b>Average</b>	\$14,354,762	\$3,612,636	\$17,967,398
<b>Percentage of Total Local Expense</b>	<b>80%</b>	<b>20%</b>	<b>100%</b>

**Figure 46:** Local investment on system preservation and expansion in the City of Saint Cloud from 2010-2019. Data courtesy of City of Saint Cloud.



### Future Financial Condition

Operating revenue for local transportation dollars for the City of Saint Cloud comes from a variety of sources including state-aid funds, assessments, bonding, and other local investments.

Local Transportation Funding Source	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Total 2021-2024 Projected Local Funds
<b>General Tax Levy</b>	\$0	\$0	\$0	\$0	\$0
<b>State-Aid Funds</b>	\$2,000,000	\$2,700,000	\$3,400,000	\$1,900,000	\$10,000,000
<b>Assessments</b>	\$1,600,000	\$2,500,000	\$2,000,000	\$2,450,000	\$8,550,000
<b>Bonding</b>	\$3,500,000	\$2,000,000	\$2,300,000	\$3,035,000	\$10,835,000
<b>Other Local</b>	\$11,557,518	\$9,340,000	\$10,150,000	\$17,165,000	\$48,212,518
<b>Total Projected Local Funds</b>	<b>\$18,657,518</b>	<b>\$16,540,000</b>	<b>\$17,850,000</b>	<b>\$24,550,000</b>	<b>\$77,597,518</b>

**Figure 47:** Projected local transportation funding sources and amounts for the City of Saint Cloud to be used toward transportation projects. Data courtesy of City of Saint Cloud.

### Fiscal Constraint

Figure 48 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Cloud. In total, \$42,438,014 is available for system preservation projects during fiscal years 2021-2024. The remaining \$15,519,504 is available for expansion.

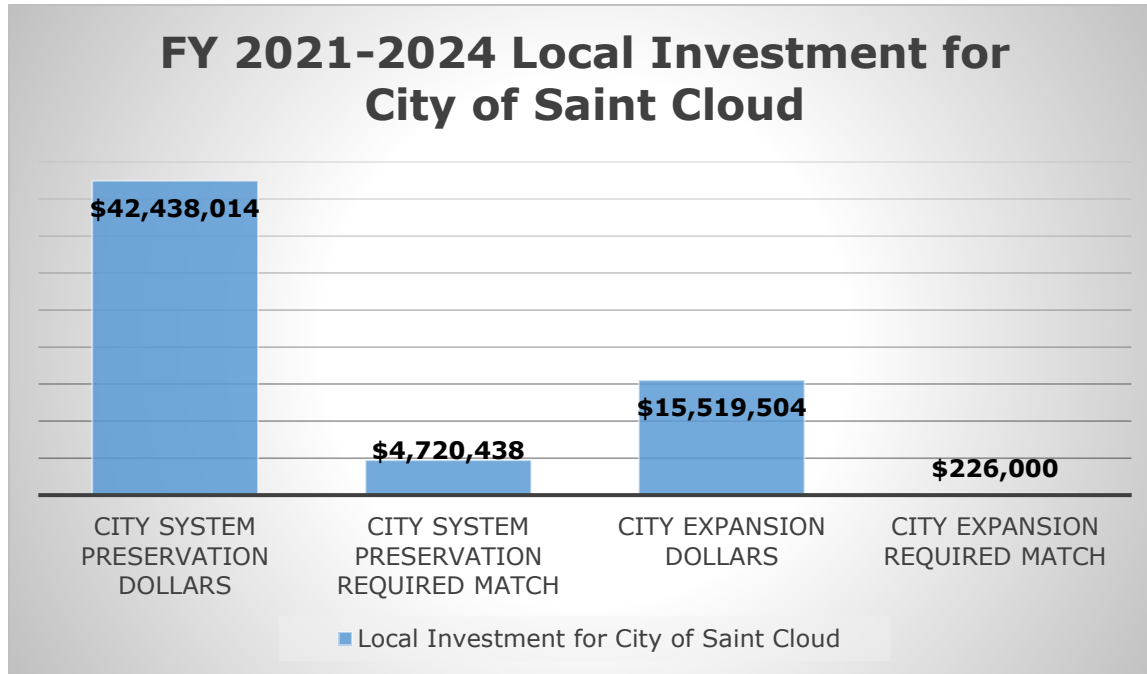
Year	Total Projected Local Funds	Historical System Preservation Investment (80% of Total)	Historic Expansion Investment (20% of Total)
<b>2021</b>	\$18,657,518	\$14,926,014	\$3,731,504
<b>2022</b>	\$16,540,000	\$13,232,000	\$3,308,000
<b>2023</b>	\$17,850,000	\$14,280,000	\$3,570,000
<b>2024</b>	\$24,550,000	\$19,640,000	\$4,910,000
<b>Total</b>	<b>\$77,597,518</b>	<b>\$42,438,014</b>	<b>\$15,519,504</b>

**Figure 48:** A total of available revenue for the City of Saint Cloud by year from 2021 through 2024. Data courtesy of City of Saint Cloud.

During this time frame, the City of Saint Cloud has two system preservation projects programmed into the TIP requiring a local match of \$2,070,438 in year of expenditure dollars. In addition, the city is contributing \$2,650,000 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91).

The city has two expansion projects programmed into the TIP as well, requiring a local match of \$226,000.

Overall, the City of Saint Cloud has enough funding to finance these projects and thereby maintains fiscal constraint.

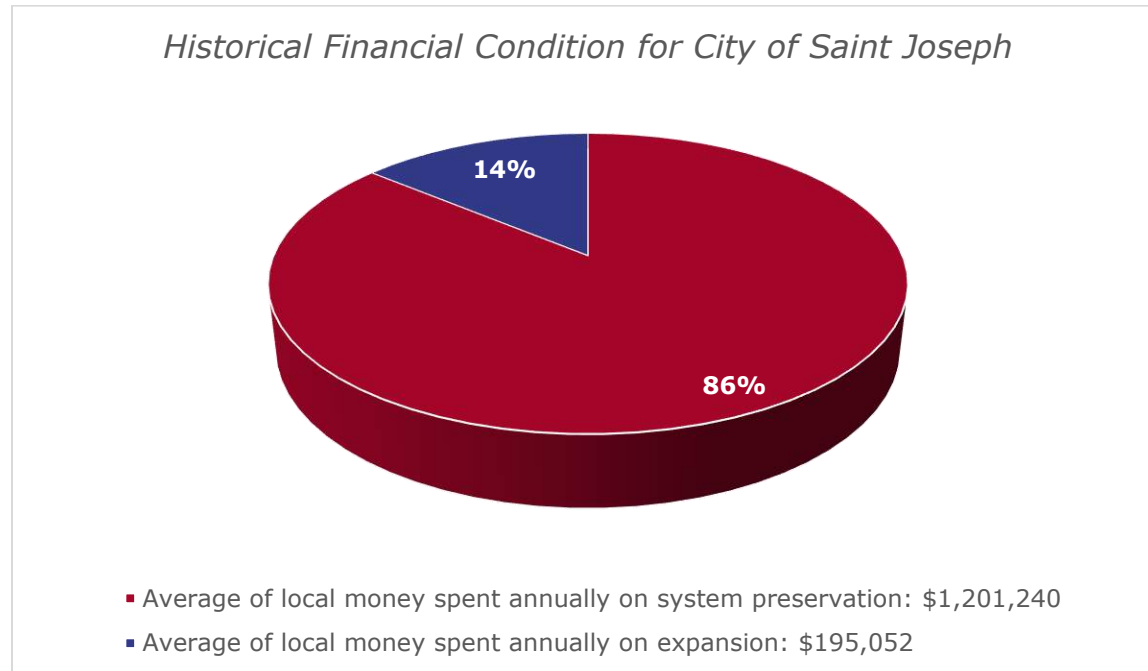


**Figure 49:** Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2021-2024. Data courtesy of City of Saint Cloud.

## City of Saint Joseph

### Historical Financial Condition

Over a 10-year period – 2010 through 2019 – the City of Saint Joseph has allocated on average 86% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 14% of overall local transportation related dollars to be expended on new transportation related projects.



**Figure 50:** Local investment on system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

Year	System Preservation	Expansion	Total Local Investment
<b>2010</b>	\$1,081,416	\$0	\$1,081,416
<b>2011</b>	\$607,102	\$0	\$607,102
<b>2012</b>	\$375,254	\$0	\$375,254
<b>2013</b>	\$776,613	\$0	\$776,613
<b>2014</b>	\$1,908,827	\$0	\$1,908,827
<b>2015</b>	\$1,200,636	\$0	\$1,200,636
<b>2016</b>	\$604,680	\$916,594	\$1,521,274
<b>2017</b>	\$700,822	\$1,033,923	\$1,734,745
<b>2018</b>	\$716,615	\$0	\$716,615
<b>2019</b>	\$4,040,433	\$0	\$4,040,433
<b>Total</b>	\$12,012,398	\$1,950,517	\$13,962,915
<b>Average</b>	\$1,201,240	\$195,052	\$1,396,292
<b>Percentage of Total Local Expense</b>	<b>86%</b>	<b>14%</b>	<b>100%</b>

**Figure 51:** Local investment on system preservation and expansion in the City of Saint Joseph from 2010-2019. Data courtesy of City of Saint Joseph.

### Future Financial Condition

Operating revenue for local transportation dollars for the City of Saint Joseph comes from a variety of sources including general tax levies, state-aid funds, assessments, bonding, and other local investments.

Local Transportation Funding Source	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Total 2021-2024 Projected Local Funds
<b>General Tax Levy</b>	\$411,225	\$414,677	\$137,581	\$121,925	\$1,085,408
<b>State-Aid Funds</b>	\$54,435	\$1,553,890	\$53,320	\$58,000	\$1,719,645
<b>Assessments</b>	\$372,660	\$1,990,924	\$2,617,954	\$6,689,203	\$11,670,741
<b>Bonding</b>	\$1,445,707	\$2,602,216	\$1,745,302	\$8,312,135	\$14,105,360
<b>Other Local</b>	\$12,500	\$162,500	\$12,500	\$26,000	\$213,500
<b>Total Projected Local Funds</b>	<b>\$2,296,527</b>	<b>\$6,724,207</b>	<b>\$4,566,657</b>	<b>\$15,207,263</b>	<b>\$28,794,654</b>

**Figure 52:** Projected local transportation funding sources and amounts for the City of Saint Joseph to be used toward transportation projects. Data courtesy of City of Saint Joseph.

### Fiscal Constraint

Figure 53 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Joseph. In total, \$24,763,402 is available for system preservation projects during fiscal years 2021-2024. The remaining \$4,031,252 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (86% of Total)	Historical Expansion Investment (14% of Total)
<b>2021</b>	\$2,296,527	\$1,975,013	\$321,514
<b>2022</b>	\$6,724,207	\$5,782,818	\$941,389
<b>2023</b>	\$4,566,657	\$3,927,325	\$639,332
<b>2024</b>	\$15,207,263	\$13,078,246	\$2,129,017
<b>Total</b>	<b>\$28,794,654</b>	<b>\$24,763,402</b>	<b>\$4,031,252</b>

**Figure 53:** A total of available revenue for the City of Saint Joseph by year from 2021 through 2024. Data courtesy of City of Saint Joseph.

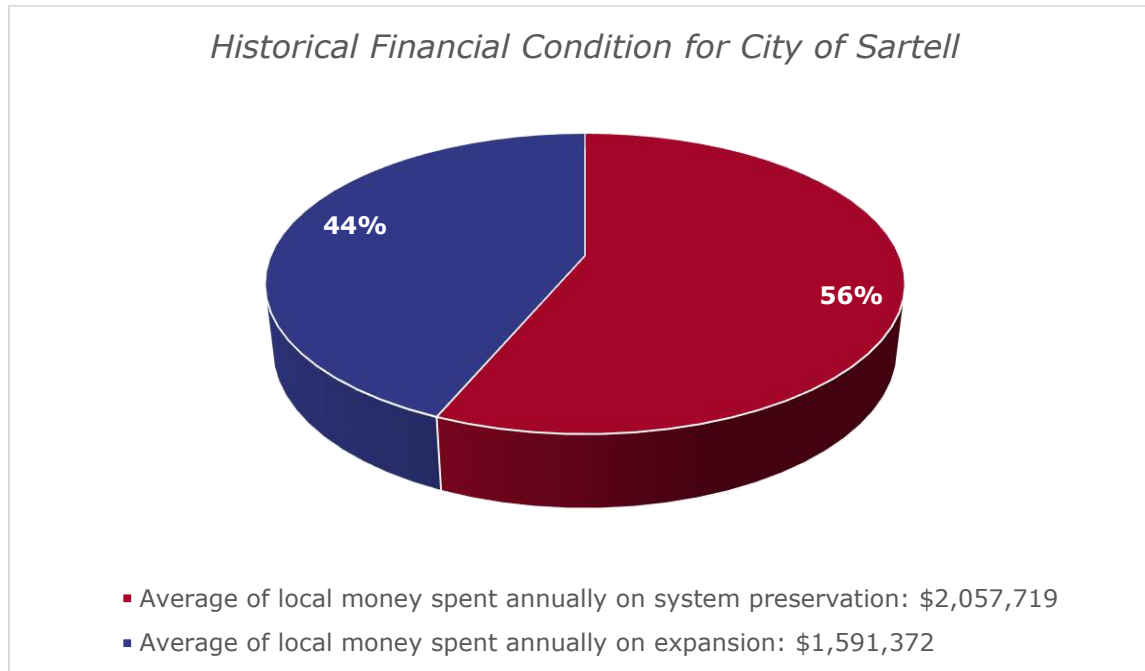
During this time frame, the City of Saint Joseph does not have any projects programmed into the APO's TIP. Thereby, the City of Saint Joseph maintains fiscal constraint.



## City of Sartell

### Historical Financial Condition

Over a 10-year period – 2010 through 2019 – the City of Sartell has allocated on average 56% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 44% of overall local transportation related dollars to be expended on new transportation related projects.



**Figure 54:** Local investment on system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

Year	System Preservation	Expansion	Total Local Investment
2010	\$1,114,984	\$1,554,745	\$2,669,729
2011	\$1,319,947	\$0	\$1,319,947
2012	\$947,253	\$809,885	\$1,757,138
2013	\$1,197,314	\$0	\$1,197,314
2014	\$2,028,068	\$0	\$2,028,068
2015	\$1,693,048	\$4,956,596	\$6,649,644
2016	\$1,875,414	\$0	\$1,875,414
2017	\$2,219,341	\$2,070,460	\$4,289,801
2018	\$2,348,075	\$4,402,035	\$6,750,110
2019	\$5,833,750	\$2,120,000	\$7,953,750
<b>Total</b>	<b>\$20,577,194</b>	<b>\$15,913,721</b>	<b>\$36,490,915</b>
<b>Average</b>	<b>\$2,057,719</b>	<b>\$1,591,372</b>	<b>\$3,649,092</b>
<b>Percentage of Total Local Expense</b>	<b>56%</b>	<b>44%</b>	<b>100%</b>

**Figure 55:** Local investment on system preservation and expansion in the City of Sartell from 2010-2019. Data courtesy of City of Sartell.

### Future Financial Condition

Operating revenue for local transportation dollars for the City of Sartell comes from a variety of sources including general tax levies, state-aid funds, assessments, and bonding.

Local Transportation Funding Source	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Total 2021-2024 Projected Local Funds
<b>General Tax Levy</b>	\$1,365,219	\$1,399,349	\$1,434,333	\$1,470,192	\$5,669,093
<b>State-Aid Funds</b>	\$1,036,051	\$1,036,051	\$1,036,051	\$1,036,051	\$4,144,204
<b>Assessments</b>	\$0	\$200,000	\$0	\$0	\$200,000
<b>Bonding</b>	\$0	\$2,850,000	\$0	\$0	\$2,850,000
<b>Other Local</b>	\$0	\$0	\$0	\$0	\$0
<b>Total Projected Local Funds</b>	<b>\$2,401,270</b>	<b>\$5,485,400</b>	<b>\$2,470,384</b>	<b>\$2,506,243</b>	<b>\$12,863,297</b>

**Figure 56:** Projected local transportation funding sources and amounts for the City of Sartell to be used toward transportation projects. Data courtesy of City of Sartell.

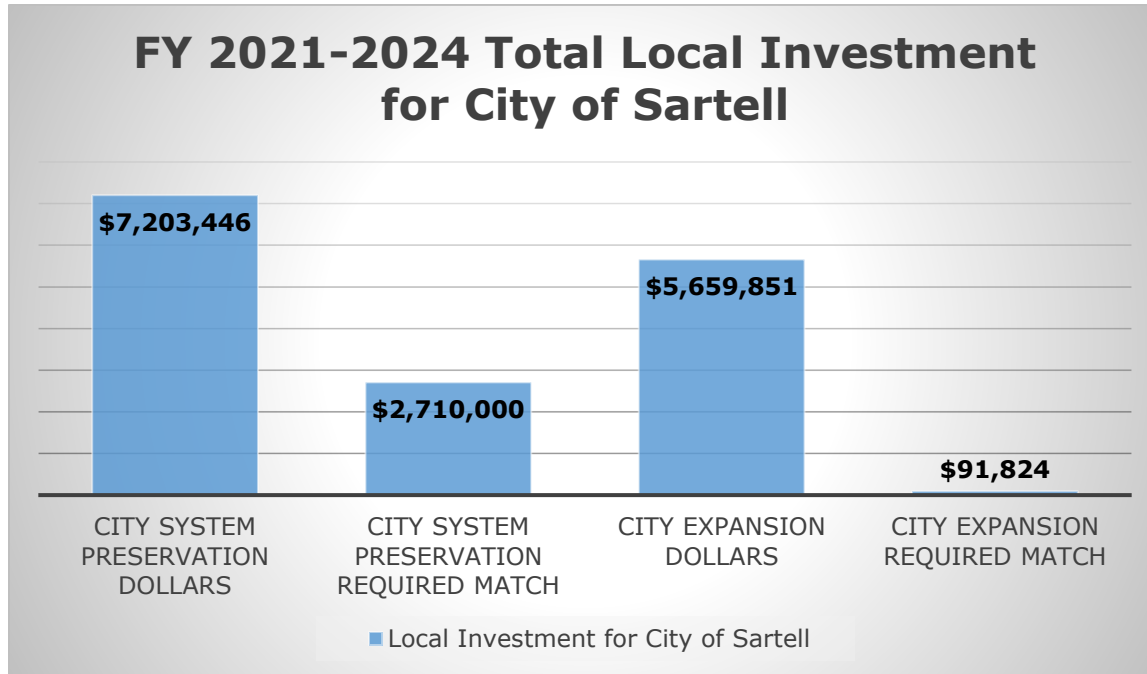
### Fiscal Constraint

Figure 57 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sartell. In total, \$5,737,160 is available for system preservation projects during fiscal years 2020-2023. The remaining \$5,512,173 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (51% of Total)	Historical Expansion Investment (49% of Total)
<b>2021</b>	\$2,401,270	\$1,344,711	\$1,056,559
<b>2022</b>	\$5,485,400	\$3,071,824	\$2,413,576
<b>2023</b>	\$2,470,384	\$1,383,415	\$1,086,969
<b>2024</b>	\$2,506,243	\$1,403,496	\$1,102,747
<b>Total</b>	<b>\$12,863,297</b>	<b>\$7,203,446</b>	<b>\$5,659,851</b>

**Figure 57:** A total of available revenue for the City of Sartell by year from 2021 through 2024. Data courtesy of City of Sartell.

During this time frame, the City of Sartell has one system preservation project programmed into the TIP requiring a local match of \$2,710,000 in year of expenditure dollars. The city also has one expansion project programmed requiring a local match of \$91,824. Overall, the City of Sartell has enough funding to finance this project and thereby maintains fiscal constraint.

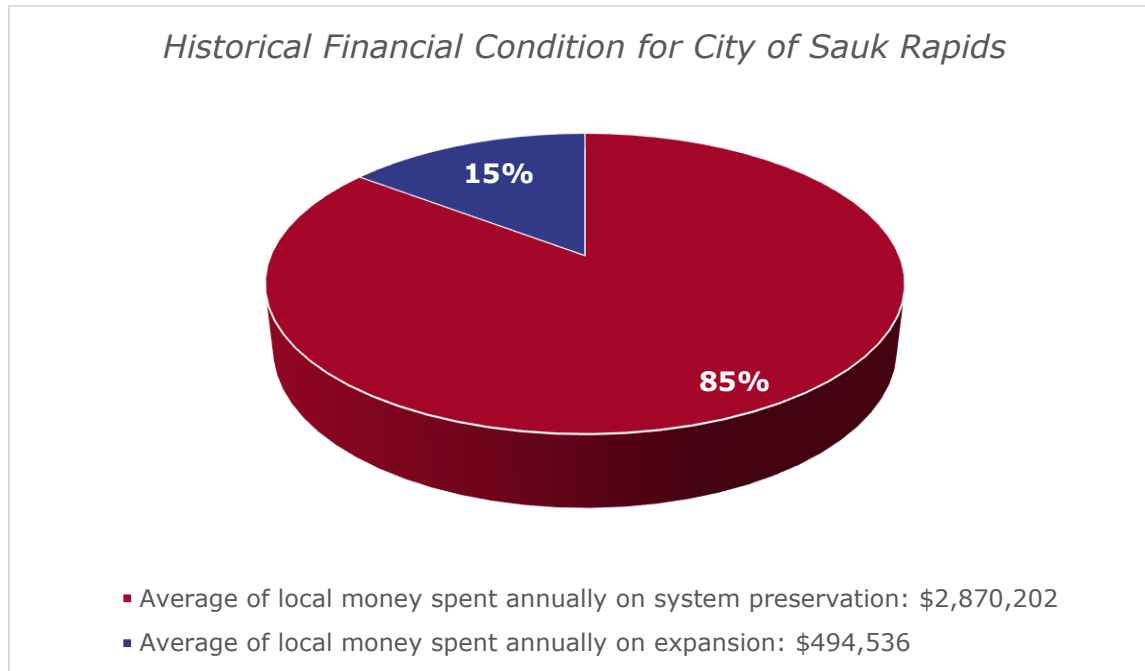


**Figure 58:** Total fiscal constraint for the City of Sartell for TIP cycle FY 2021-2024. Data courtesy of City of Sartell.

## City of Sauk Rapids

### Historical Financial Condition

Over a 10-year period – 2010 through 2019 – the City of Sauk Rapids has allocated on average 85% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 15% of overall local transportation related dollars to be expended on new transportation related projects.



**Figure 59:** Local investment on system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

Year	System Preservation	Expansion	Total Local Investment
<b>2010</b>	\$2,590,457	\$210,976	\$2,801,433
<b>2011</b>	\$2,586,389	\$186,019	\$2,772,408
<b>2012</b>	\$2,798,178	\$161,063	\$2,959,241
<b>2013</b>	\$1,849,922	\$0	\$1,849,922
<b>2014</b>	\$2,038,671	\$2,957,841	\$4,996,512
<b>2015</b>	\$4,432,645	\$642,806	\$5,075,451
<b>2016</b>	\$2,558,317	\$781,827	\$3,340,144
<b>2017</b>	\$4,037,690	\$4,826	\$4,042,516
<b>2018</b>	\$1,938,252	\$0	\$1,938,252
<b>2019</b>	\$3,871,500	\$0	\$3,871,500
<b>Total</b>	\$28,702,021	\$4,945,358	\$33,647,379
<b>Average</b>	\$2,870,202	\$494,536	\$3,364,738
<b>Percentage of Total Local Expense</b>	<b>85%</b>	<b>15%</b>	<b>100%</b>

**Figure 60:** Local investment on system preservation and expansion in the City of Sauk Rapids from 2010-2019. Data courtesy of City of Sauk Rapids.



## Future Financial Condition

Operating revenue for local transportation dollars for the City of Sauk Rapids comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

Local Transportation Funding Source	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Total 2021-2024 Projected Local Funds
<b>General Tax Levy</b>	\$680,000	\$840,000	\$850,000	\$860,000	\$3,230,000
<b>State-Aid Funds</b>	\$726,639	\$1,453,278	\$0	\$748,194	\$2,928,111
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other Local</b>	\$2,187,161	\$1,971,922	\$2,568,500	\$2,347,706	\$9,075,289
<b>Total Projected Local Funds</b>	<b>\$3,593,800</b>	<b>\$4,265,200</b>	<b>\$3,418,500</b>	<b>\$3,955,900</b>	<b>\$15,233,400</b>

**Figure 61:** Projected local transportation funding sources and amounts for the City of Sauk Rapids to be used toward transportation projects. Data courtesy of City of Sauk Rapids.

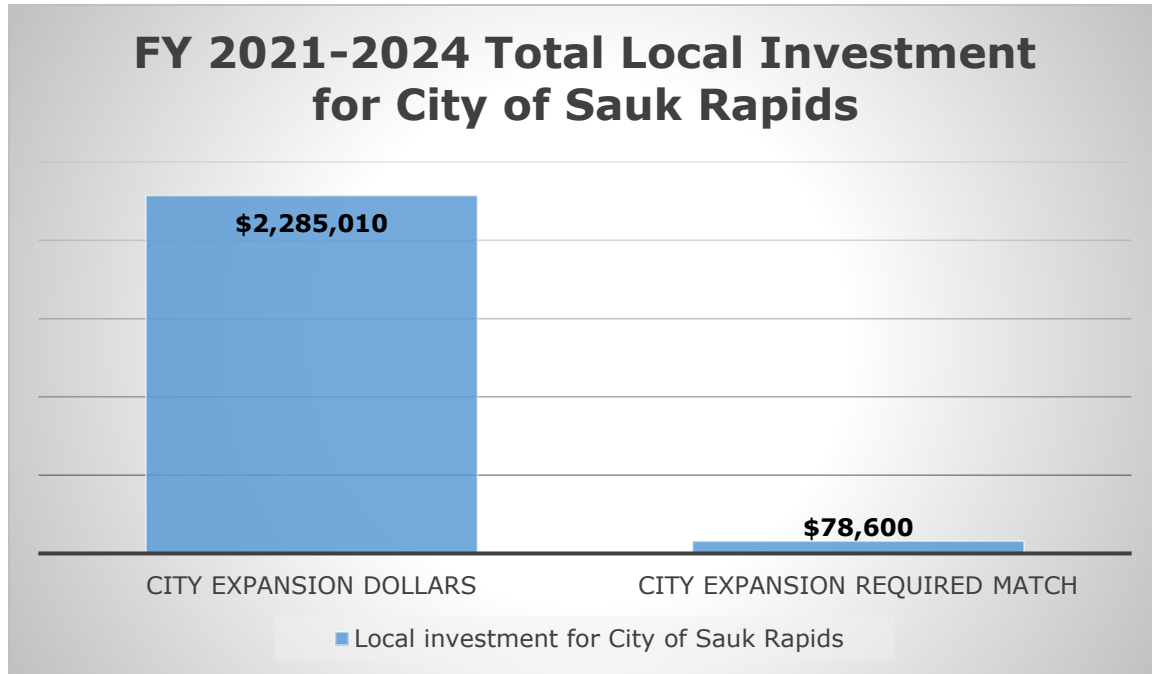
## Fiscal Constraint

Figure 62 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sauk Rapids. In total, \$12,948,390 is available for system preservation projects during fiscal years 2021-2024. The remaining \$2,285,010 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (85% of Total)	Historical Expansion Investment (15% of Total)
<b>2021</b>	\$3,593,800	\$3,054,730	\$539,070
<b>2022</b>	\$4,265,200	\$3,625,420	\$639,780
<b>2023</b>	\$3,418,500	\$2,905,725	\$512,775
<b>2024</b>	\$3,955,900	\$3,362,515	\$593,385
<b>Total</b>	<b>\$15,233,400</b>	<b>\$12,948,390</b>	<b>\$2,285,010</b>

**Figure 62:** A total of available revenue for the City of Sauk Rapids by year from 2021 through 2024. Data courtesy of City of Sauk Rapids.

During this time frame, the City of Sauk Rapids has one expansion project programmed into the TIP requiring a local match of \$78,600 in year of expenditure dollars. Overall, the City of Sauk Rapids has enough funding to finance this project and therefore maintains fiscal constraint.



**Figure 63:** Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2021-2024. Data courtesy of City of Sauk Rapids.

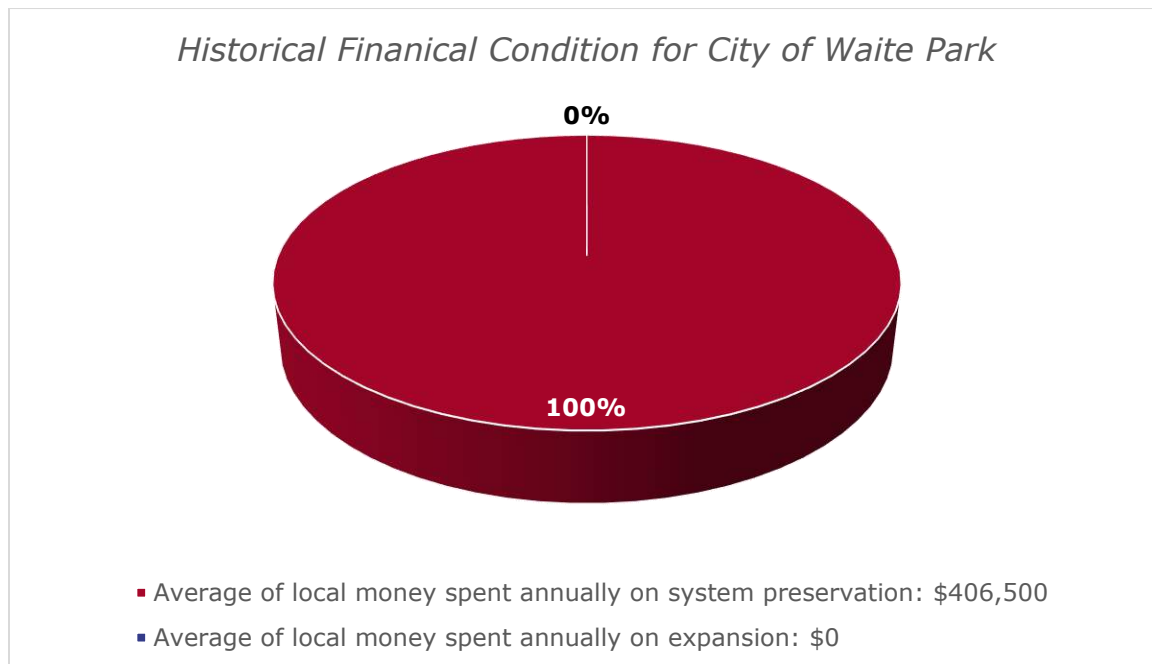
## City of Waite Park

### Historical Financial Condition

In discussions with staff at the City of Waite Park, it was determined that basing future financial conditions on past data would not garner an accurate picture of possible transportation revenue and transportation revenue allocations for the city. According to Public Works Director Bill Schluez, the city had reconfigured the way it had allocated funds for transportation in 2018, therefore, basing our assumptions on years prior to 2018 would not be an accurate representation.

APO staff have been coordinating with city staff to build a database like the historical transportation spending databases found with the other cities. It is the hope that ideally 10 years of data would be amassed prior to determining a consistent approximate split between the amount typically allocated to system preservation and that which is allocated to expansion for the City of Waite Park.

Below is the historical financial condition for the City of Waite Park that was provided to APO staff. During this time period the city has not completed any capacity expanding projects.



**Figure 64:** Local investment on system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

Year	System Preservation	Expansion	Total Local Investment
<b>2018</b>	\$813,000	\$0	\$813,000
<b>2019</b>	\$0	\$0	\$0
<b>Total</b>	\$813,000	\$0	\$813,000
<b>Average</b>	\$406,500	\$0	\$406,500
<b>Percentage of Total Local Expense</b>	<b>100%</b>	<b>0%</b>	<b>100%</b>



**Figure 65:** Local investment on system preservation and expansion in the City of Waite Park from 2018-2019. Data courtesy of City of Waite Park.

### Future Financial Condition

Operating revenue for local transportation dollars for the City of Waite Park comes from a variety of sources including general tax levies, state-aid funds, and other local investments.

Local Transportation Funding Source	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Total 2021-2024 Projected Local Funds
<b>General Tax Levy</b>	\$800,000	\$900,000	\$1,000,000	\$1,030,000	\$3,730,000
<b>State-Aid Funds</b>	\$380,000	\$380,000	\$380,000	\$380,000	\$1,520,000
<b>Assessments</b>	\$0	\$0	\$0	\$0	\$0
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Other Local</b>	\$600,000	\$600,000	\$600,000	\$600,000	\$2,400,000
<b>Total Projected Local Funds</b>	<b>\$1,780,000</b>	<b>\$1,880,000</b>	<b>\$1,980,000</b>	<b>\$2,010,000</b>	<b>\$7,650,000</b>

**Figure 66:** Projected local transportation funding sources and amounts for the City of Waite Park to be used toward transportation projects. Data courtesy of City of Waite Park.

### Fiscal Constraint

Figure 67 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Waite Park. In total, \$7,650,000 is available for system preservation projects during fiscal years 2021-2024.

Year	Total Projected Local Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
<b>2021</b>	\$1,780,000	\$1,780,000	\$0
<b>2022</b>	\$1,880,000	\$1,880,000	\$0
<b>2023</b>	\$1,980,000	\$1,980,000	\$0
<b>2024</b>	\$2,010,000	\$2,010,000	\$0
<b>Total</b>	<b>\$7,650,000</b>	<b>\$7,650,000</b>	<b>\$0</b>

**Figure 67:** A total of available revenue for the City of Waite Park by year from 2021 through 2024. Data courtesy of City of Waite Park.

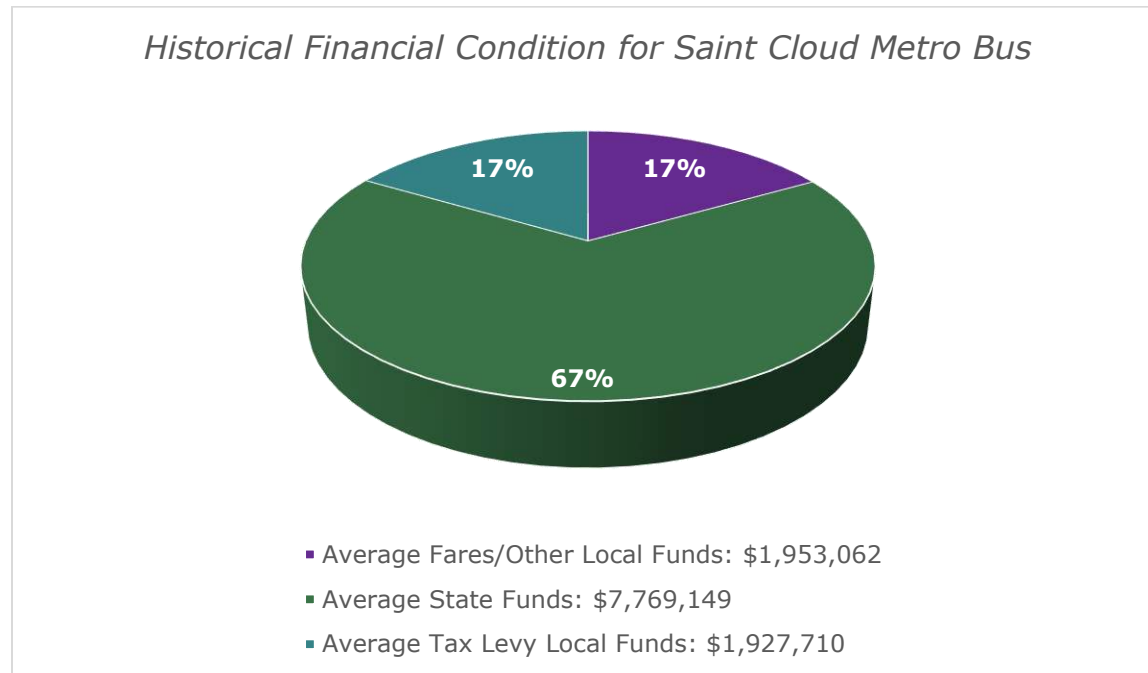
During this time frame, the City of Waite Park does not have any projects programmed into the APO's TIP. Thereby, the City of Waite Park maintains fiscal constraint.



## Saint Cloud Metro Bus

### Historical Financial Condition

Over a 10-year period – 2010 through 2019 – Saint Cloud Metro Bus has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.



**Figure 68:** Historic split of local and state revenues for Saint Cloud Metro Bus from 2010 through 2019. Data courtesy of Saint Cloud Metro Bus. Of note, due to rounding, the total does not equal 100%.

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
<b>2010</b>	\$1,680,491	\$3,093,707	\$1,556,838	\$6,331,036
<b>2011</b>	\$1,814,684	\$1,895,624	\$1,499,701	\$5,210,009
<b>2012</b>	\$1,863,927	\$2,409,037	\$1,069,528	\$5,342,493
<b>2013</b>	\$1,937,840	\$1,739,493	\$1,056,722	\$4,734,055
<b>2014</b>	\$2,176,080	\$13,275,907	\$1,068,621	\$16,520,607
<b>2015</b>	\$2,092,306	\$7,174,978	\$2,467,058	\$11,734,341
<b>2016</b>	\$2,160,173	\$8,565,188	\$2,467,387	\$13,192,748
<b>2017</b>	\$1,832,920	\$12,347,804	\$2,478,528	\$16,659,252
<b>2018</b>	\$2,148,575	\$14,453,125	\$2,472,245	\$19,073,945
<b>2019</b>	\$1,823,626	\$12,736,626	\$3,140,470	\$17,700,722
<b>Total</b>	\$19,530,621	\$77,691,489	\$19,277,099	\$116,499,209
<b>Average</b>	\$1,953,062	\$7,769,149	\$1,927,710	\$11,649,921
<b>Percentage of Total Local Funds</b>	<b>17%</b>	<b>67%</b>	<b>17%</b>	<b>100%</b>

**Figure 69:** Historic split of local and state revenues for Saint Cloud Metro Bus from 2010 through 2019. Data courtesy of Saint Cloud Metro Bus. Of note, due to rounding, the total does not equal 100%.

## Future Financial Condition

Operating revenue for local transit comes from local tax levies, fares/other local funding, and state funds.

Transit Funding Source	Projected 2021 Funds	Projected 2022 Funds	Projected 2023 Funds	Projected 2024 Funds	Total 2021-2024 Projected Funds
<b>Local Tax Levy</b>	\$3,136,403	\$3,136,403	\$3,183,449	\$3,231,201	\$12,687,456
<b>Fares/Other Local</b>	\$1,632,225	\$1,620,871	\$1,624,173	\$1,627,510	\$6,504,779
<b>State Funds</b>	\$12,239,162	\$12,928,616	\$15,757,734	\$15,360,106	\$56,285,618
<b>Total Projected Local Funds</b>	<b>\$17,007,790</b>	<b>\$17,685,890</b>	<b>\$20,565,356</b>	<b>\$20,218,817</b>	<b>\$75,477,853</b>

**Figure 70:** Projected local transit funding sources for Saint Cloud Metro Bus for FY 2021-2024. Data courtesy of Saint Cloud Metro Bus.

## Fiscal Constraint

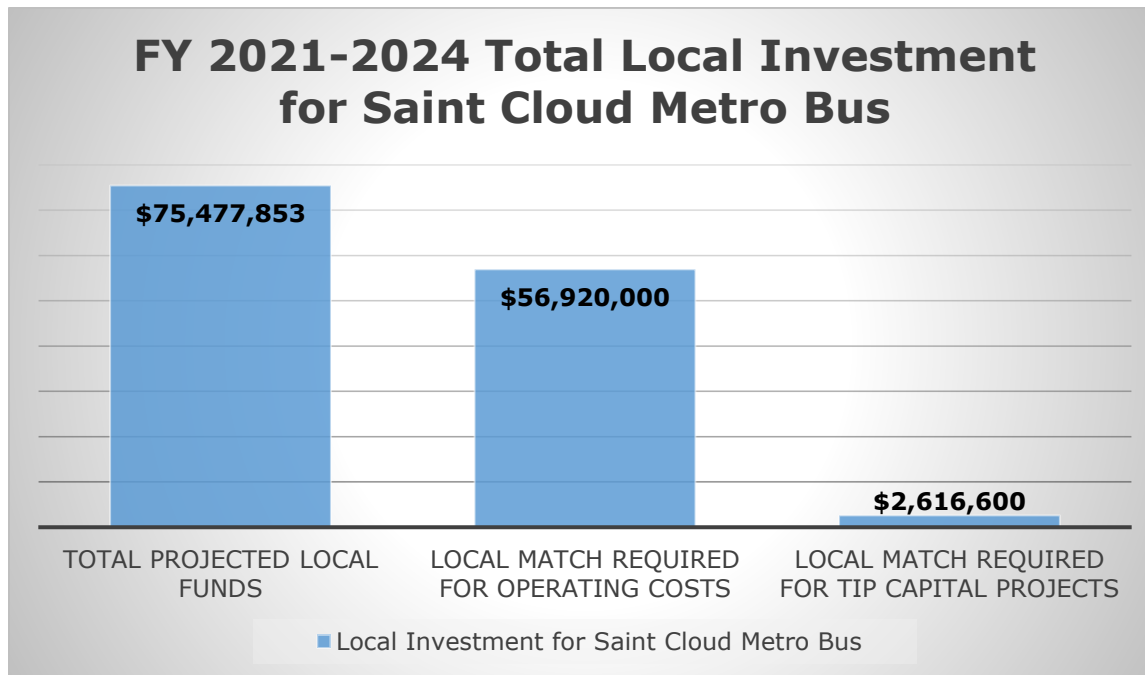
Figure 71 demonstrates the projected local funds available for Saint Cloud Metro Bus considering the current operation expenditures. Out of the total transit funding source dollars available – \$75,477,853 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of \$56,920,000. The remaining dollars – a total of \$18,557,853 – can be allocated toward new capital improvement projects.

Due to Federal requirements, a minimum 20 percent local match must be provided should any capital improvement project require the use of Federal funds. However, as of late 2019, MnDOT's Office of Transit and Active Transportation has opted to have the state split the local match necessary for vehicle purchases that utilized Federal Highway Administration's (FHWA's) Surface Transportation Block Grant Program (STBGP) funding during fiscal years 2021, 2022, and 2023. During fiscal years 2021-2024 Metro Bus has three replacement vehicle projects programmed. With this new guidance, MnDOT is contributing half of the necessary \$622,600 in year-of-expenditure dollars needed as match to the Federal grant – the equivalent of \$311,300. This funding is separate from that allocated to MnDOT District 3 – a detailed financial plan and fiscal constraint analysis can be found in the next section. MnDOT must prove fiscal constraint as part of development of the STIP, which includes the allocation of funding for transit projects. More information relating to MnDOT's fiscal constraint can be found within the most recent copy of the [STIP](https://bit.ly/37kEf13) (<https://bit.ly/37kEf13>).

During fiscal years 2021-2024, Saint Cloud Metro Bus has 21 capital projects programmed into the TIP requiring a local match of \$2,616,600 in year of expenditure dollars. Overall, Saint Cloud Metro Bus has enough funding to finance these projects along with the organization's operation costs. Thereby, fiscal constraint is maintained.

Year	Total Projected Local Funds	Local Match Required for Operating Costs	Projected Local Dollars Available to Match Capital Projects
<b>2021</b>	\$17,007,790	\$14,100,000	\$2,907,790
<b>2022</b>	\$17,685,890	\$14,320,000	\$3,365,890
<b>2023</b>	\$20,565,356	\$14,200,000	\$6,365,356
<b>2024</b>	\$20,218,817	\$14,300,000	\$5,918,817
<b>Total</b>	<b>\$75,477,853</b>	<b>\$56,920,000</b>	<b>\$18,557,853</b>

**Figure 71:** A total of available revenue for Saint Cloud Metro Bus by year from 2021 through 2024. Data courtesy of Saint Cloud Metro Bus.



**Figure 72:** Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2021-2024. Data courtesy of Saint Cloud Metro Bus.

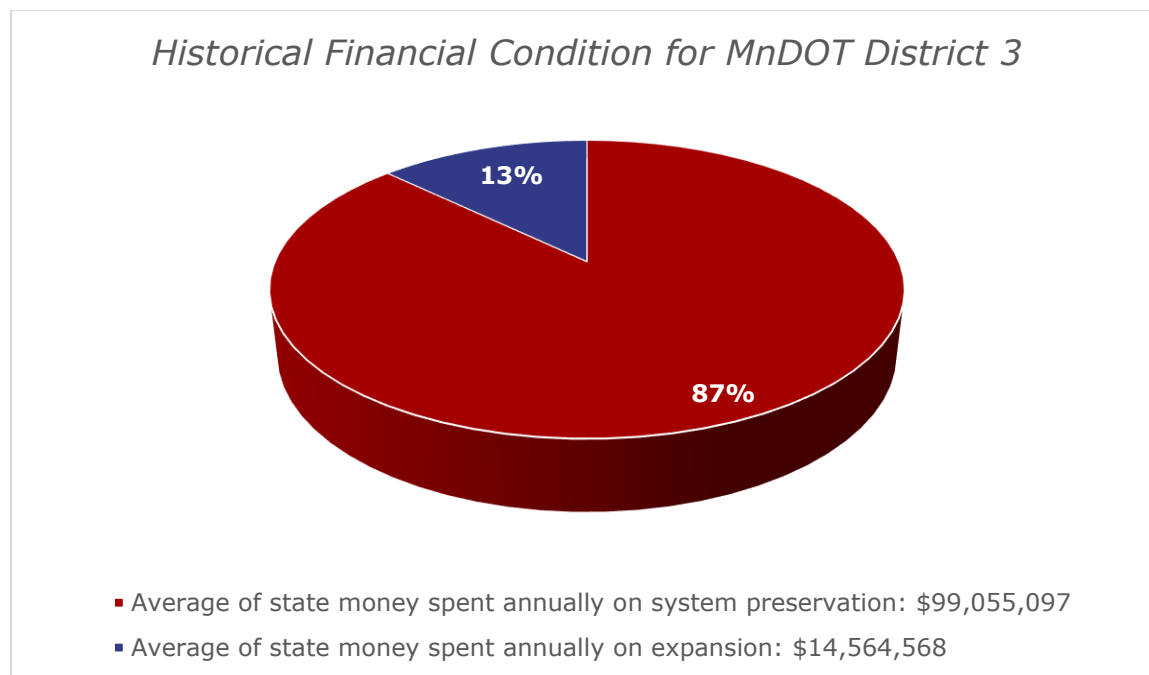
## Minnesota Department of Transportation (MnDOT District 3)

MnDOT District 3 encompasses a 13-county area comprised of the counties of Aitkin, Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wright, and Wadena. In total, MnDOT District 3 supports among other items 1,607 centerline miles of state, U.S., and interstate highways along with 423 bridges and eight transit systems.

The APO MPA is incorporated into MnDOT District 3. Approximately 308 lane miles – a split between roughly 289 miles of rural roadway and just over 18 miles of urban roadway – within the APO's planning area fall under the jurisdiction of MnDOT District 3. This is equal to roughly 7.7 percent of MnDOT District 3.

### Overall Historical Financial Condition

Over a 10-year period – 2010 through 2019 – MnDOT District 3 has allocated on average 87% of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 13% of overall state transportation related dollars to be expended on new transportation related projects.



**Figure 73:** State investment on system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.





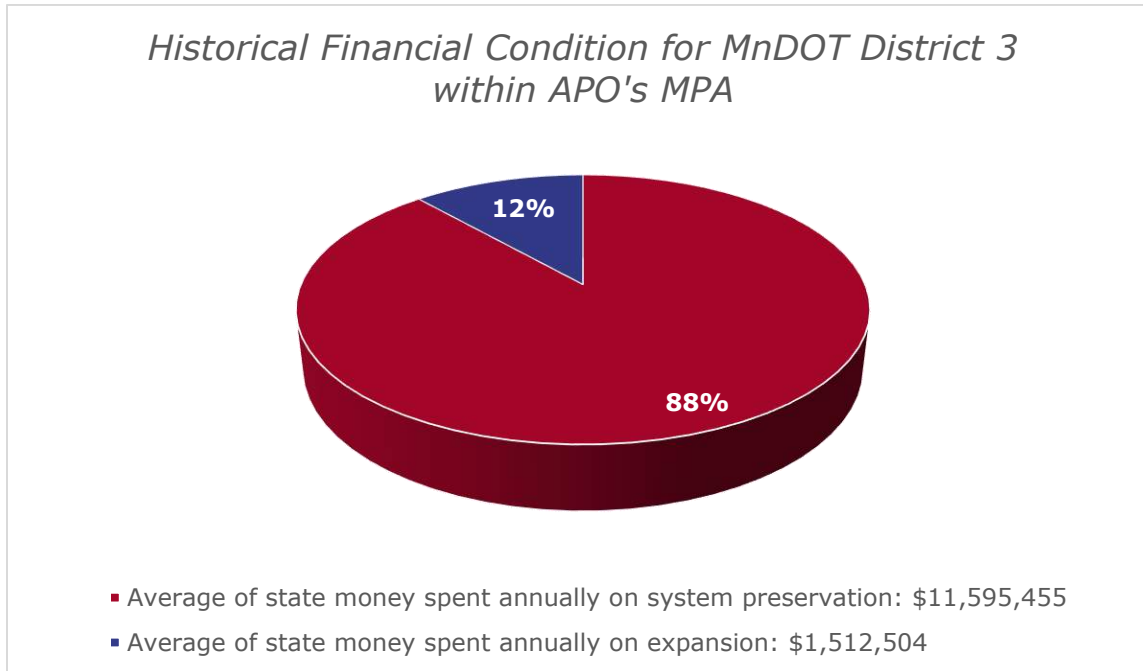
Year	System Preservation	Expansion	Total State Investment
2010	\$107,965,172	\$0	\$107,965,172
2011	\$87,570,556	\$0	\$87,570,556
2012	\$106,448,774	\$30,959,481	\$137,408,255
2013	\$95,408,924	\$4,827,778	\$100,236,702
2014	\$84,586,402	\$0	\$84,586,402
2015	\$104,075,557	\$0	\$104,075,557
2016	\$114,865,331	\$49,858,419	\$164,723,750
2017	\$95,956,886	\$0	\$95,956,886
2018	\$93,661,958	\$0	\$93,661,958
2019	\$100,011,414	\$60,000,000	\$160,011,414
<b>Total</b>	<b>\$990,550,974</b>	<b>\$145,645,678</b>	<b>\$1,136,196,652</b>
<b>Average</b>	<b>\$99,055,097</b>	<b>\$14,564,568</b>	<b>\$113,619,665</b>
<b>Percent of Total State Expense</b>	<b>87%</b>	<b>13%</b>	<b>100%</b>

**Figure 74:** State investment on system preservation and expansion within entire MnDOT District 3 from 2010 through 2019. Data courtesy of MnDOT District 3.

### Historic Financial Condition within APO MPA

Approximately 7.7 percent of the roadway network under the jurisdiction of MnDOT District 3 falls within the APO planning area. In order to approximate the budget expended within the APO boundary, MnDOT District 3 takes a flat 7.7 percent from its total budget and reasonably estimates a budget for the portion of district within the APO planning area. That stated, MnDOT District 3 will redistribute funding across the district as need arises to maintain, operate, and expand its roadway network.

Over a 10-year period – 2010 through 2019 – MnDOT District 3 has allocated on average 88% of overall state transportation related dollars to system preservation of the current transportation system within the APO's MPA. This has left approximately 12% of overall state transportation related dollars to be expended on new transportation related projects.



**Figure 75:** State investment on system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2010	\$23,789,001	\$0	\$23,789,001
2011	\$3,906,172	\$0	\$3,906,172
2012	\$4,956,284	\$14,159,481	\$19,115,765
2013	\$7,352,881	\$965,556	\$8,318,437
2014	\$4,937,621	\$0	\$4,937,621
2015	\$28,709,541	\$0	\$28,709,541
2016	\$19,322,121	\$0	\$19,322,121
2017	\$4,830,318	\$0	\$4,830,318
2018	\$4,504,881	\$0	\$4,504,881
2019	\$13,645,730	\$0	\$13,645,730
<b>Total</b>	<b>\$128,608,619</b>	<b>\$15,125,037</b>	<b>\$131,079,586</b>
<b>Average</b>	<b>\$12,860,862</b>	<b>\$1,512,504</b>	<b>\$13,107,959</b>
<b>Percent of Total State Expense</b>	<b>88%</b>	<b>12%</b>	<b>100%</b>

**Figure 76:** State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2010 through 2019. Data courtesy of MnDOT District 3.

### Overall Future Financial Condition

Operating revenue for state transportation dollars for the entire MnDOT District 3 comes from a variety of sources including state non-project specific maintenance, state project specific funds, districtwide set asides, and bonding.

Of note, most expansion projects on the Interstate and state trunk highway routes are funded through special funding sources outside of MnDOT's normal federal and state target funding distribution process. In these instances, state funded programs like the Corridors of Commerce and MnDOT's Transportation Economic Development program can be accessed to



address congestion and mobility needs. At the Federal level, the Better Utilizing Investments to Leverage Development (BUILD) grants is a possible funding source. In all these examples, funding is highly competitive and should not be depended upon for planning purposes.

State Transportation Funding Source	Projected 2021 State Funds	Projected 2022 State Funds	Projected 2023 State Funds	Projected 2024 State Funds	Total 2021-2024 Projected State Funds
<b>State Non-Project Specific Maintenance</b>	\$28,428,000	\$28,428,000	\$29,281,000	\$29,281,000	\$115,418,000
<b>State Project Specific Funds</b>	\$77,940,333	\$119,503,106	\$51,985,825	\$58,853,000	\$308,282,264
<b>Districtwide Set Asides</b>	\$31,175,000	\$26,679,000	\$23,883,556	\$23,930,020	\$105,667,576
<b>Bonding</b>	\$9,800,000	\$661,800	\$126,920,950	\$0	\$137,382,750
<b>Total State Funds Projected</b>	<b>\$147,343,333</b>	<b>\$175,271,906</b>	<b>\$232,071,331</b>	<b>\$112,064,020</b>	<b>\$666,750,590</b>

**Figure 77:** Projected state transportation funding sources and amounts for MnDOT District 3 to be used toward transportation projects. Data courtesy of MnDOT District 3.

### Future Financial Condition within APO MPA

Operating revenue for state transportation dollars for MnDOT District 3 within the APO MPA comes from a variety of sources including state non-project specific maintenance, state project specific funds, APO share of districtwide set asides – equivalent to 7.7 percent – and bonding.

State Transportation Funding Source	Projected 2021 State Funds	Projected 2022 State Funds	Projected 2023 State Funds	Projected 2024 State Funds	Total 2021-2024 Projected State Funds
<b>State Non-Project Specific Maintenance</b>	\$2,188,956	\$2,188,956	\$2,254,637	\$2,254,637	\$8,887,186
<b>State Project Specific Funds</b>	\$3,680,000	\$0	\$26,122,825	\$8,548,000	\$38,350,825
<b>APO Share of District Set Asides</b>	\$2,400,475	\$2,054,283	\$1,839,034	\$1,842,612	\$8,136,404
<b>Bonding</b>	\$0	\$0	\$0	\$0	\$0
<b>Total State Funds Projected</b>	<b>\$8,269,431</b>	<b>\$4,243,239</b>	<b>\$30,216,496</b>	<b>\$12,645,249</b>	<b>\$55,374,415</b>

**Figure 78:** Projected state transportation funding sources and amounts for MnDOT District 3 within the APO's MPA to be used toward transportation projects. Data courtesy of MnDOT District 3.



### Fiscal Constraint within APO MPA

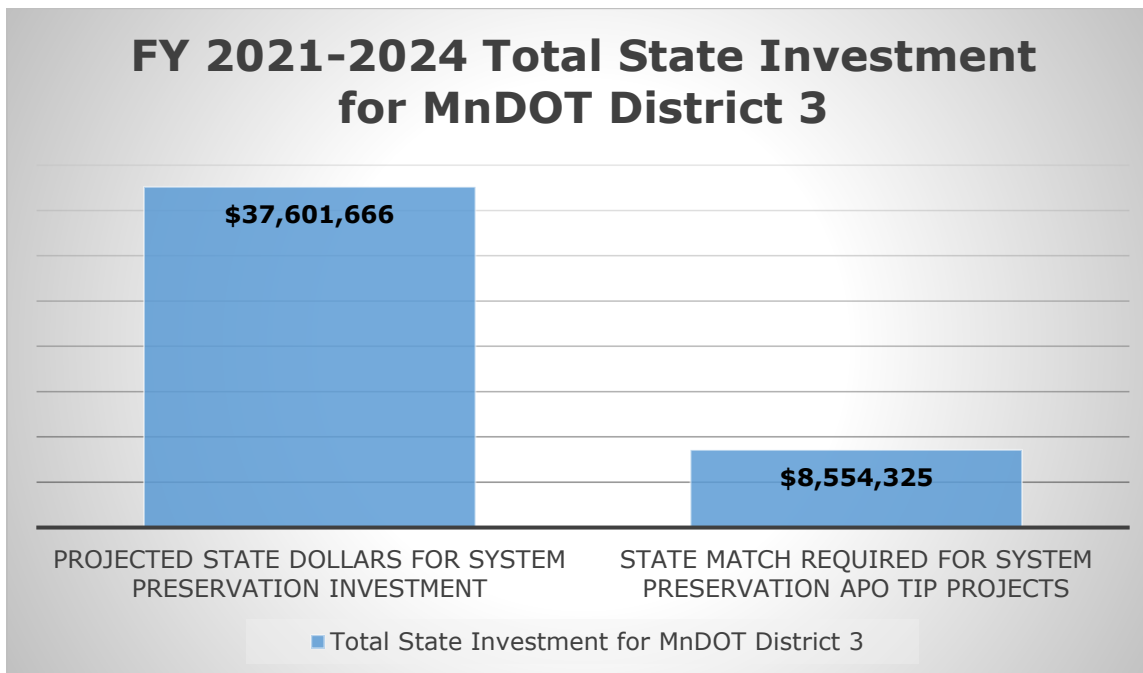
Figure 79 demonstrates the projected state funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of MnDOT District 3 within the APO's MPA. In total, \$55,374,415 is available for system preservation projects during fiscal years 2021-2024. The remaining \$5,127,500 is available for expansion.

Year	Total State Funds Projected	Historical System Preservation Investment (88% of Total)	Historical Expansion Investment (12% of Total)
2021	\$8,269,431	\$7,277,099	\$992,332
2022	\$4,243,239	\$3,734,050	\$509,189
2023	\$30,216,496	\$26,590,516	\$3,625,980
2024	\$12,645,249	\$11,127,819	\$1,517,430
<b>Total</b>	<b>\$55,374,415</b>	<b>\$37,601,666</b>	<b>\$5,127,500</b>

**Figure 79:** A total of available revenue for MnDOT District 3 within the APO's MPA by year from 2021 through 2024. Data courtesy of MnDOT District 3.

During this time frame, MnDOT has eight system preservation projects programmed into the TIP requiring a match of \$8,554,325 in year of expenditure dollars.

Therefore, MnDOT District 3 has enough funding to finance these projects and thereby maintains fiscal constraint.



**Figure 80:** Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2021-2024. Data courtesy of MnDOT District 3.



## CHAPTER FIVE: PUBLIC INVOLVEMENT

The Saint Cloud APO is committed to be a responsive and participatory agency for regional decision-making. Every year, the public is given a continuous opportunity to view all TIP related materials on the [APO website](http://www.stcloudapo.org) (www.stcloudapo.org) and provide comment via phone or email.

### **FY 2021-2024 Saint Cloud APO TIP Public Participation Summary**

Discussions surrounding project selection for the APO's FY 2021-2024 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2021-2024 TIP was distributed via email to members of the APO's TAC and Policy Board in April and May 2020, respectively. In addition, individuals on the interested stakeholders list – including those stakeholders who work specifically with traditionally underserved populations such as people-of-color, individuals with low-income, individuals with disabilities, limited English proficient individuals, and elderly populations – were also emailed a copy of the draft TIP.

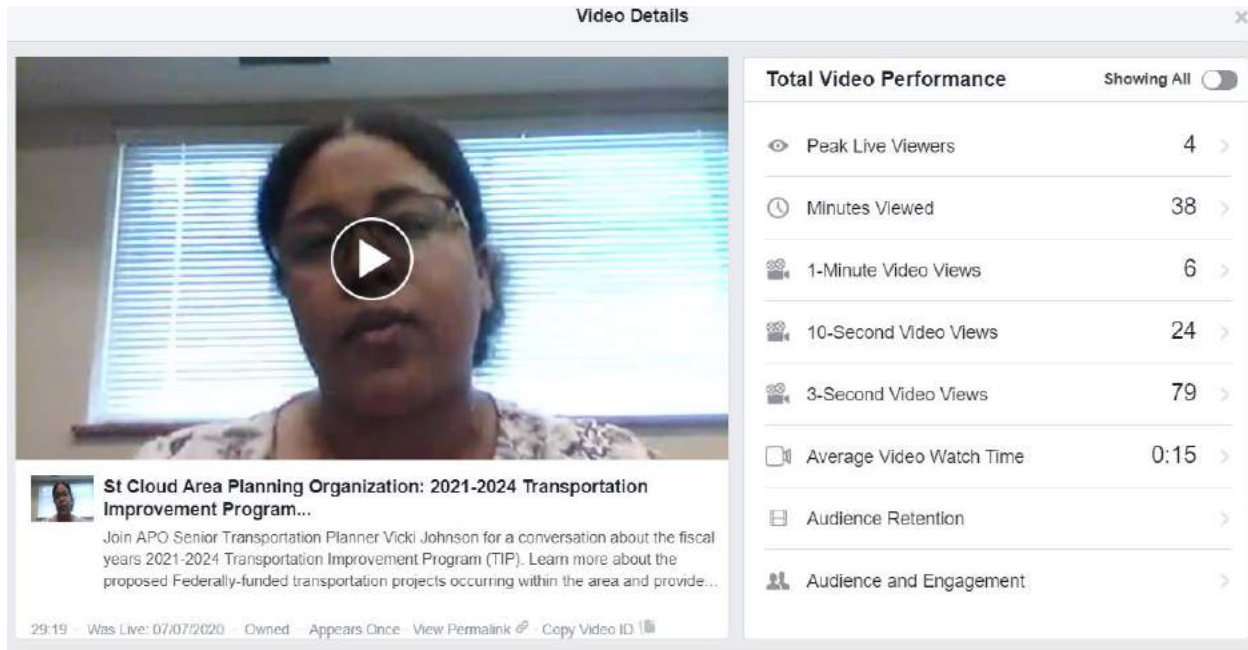
Upon release of the draft FY 2021-2024 TIP on June 24, 2020, for the official 30-day public review period, the APO initiated several outreach efforts.

A copy of the draft TIP was posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), a legal notice was published in the St. Cloud Times, the newspaper of record, and information about the public comment period was posted on the [APO's Facebook page](https://www.facebook.com/stcloudapo) ([www.facebook.com/stcloudapo](https://www.facebook.com/stcloudapo)). In addition, several surveys were created via SurveyMonkey to solicit feedback on the proposed Federally-funded projects that were included in the FY 2021-2024 TIP. These surveys were also posted on the APO's Facebook page and emailed to individuals on the interested stakeholders list and those who have expressed interest in various planning activities of the APO.

Due to the COVID-19 global health pandemic starting in spring 2020, APO staff were unable to host an in-person engagement event. Instead, APO staff held a virtual open house via Facebook Live to take real-time public comment on the final draft from noon to 12:30 p.m. on Tuesday, July 7, 2020.

An estimated 133 people were reached with this video. About 79 people watched a minimum of three seconds with an average video watch time of 15 seconds. Two people reacted to the video (liked) and one person shared the post.





**Figure 81:** A screen shot of the APO's 2021-2024 Transportation Improvement Program Facebook Live virtual open house.



# Times MEDIA

St. Cloud Times | [sctimes.com](http://sctimes.com)

PART OF THE USA TODAY NETWORK

## AFFIDAVIT OF PUBLICATION

[FORM Rev. 7/16]

# of Affidavits 1

ST CLOUD AREA PLANNING ORGNZTN  
1040 COUNTY ROAD 4

SAINT CLOUD, MN, 56303

Account Number STC-00061958

Ad Number 0004252707

This is not an invoice

RE: NOTIFICATION OF PUBLIC INPUT OPPORTUNITY: SAINT CLOUD AREA PLANNING ORGANIZATION (APO

I, being first duly sworn, on oath states as follows:

1. I am the publisher of the St. Cloud Times, or the publisher's designated agent. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.

2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.

3. The dates of the month and the year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows:

06/24/2020

Etc.

P.O. # 2021-24 TIP

4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to § 331A.06 <<https://www.revisor.mn.gov/statutes/?id=331A.06>>, is as follows:

1.70 daily / \$2.25 Sunday per agate line

5. [NEW] Mortgage Foreclosure Notices [Effective 7/1/15]. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in Stearns County. The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

FURTHER YOUR AFFIANT SAITH NOT.

LEGAL CLERK

Subscribed and sworn to before me

on this 24<sup>th</sup> day of June, 2020

State of Wisconsin, County of Brown Notary Public

8-25-23  
Notary Expires

SHELLY HORA  
Notary Public  
State of Wisconsin

**Figure 82:** First page of the Affidavit of Publication for the legal notice of the TIP public comment period published in the St. Cloud Times.

#### NOTES ON REVISED AFFIDAVIT FORM

The 2015 Legislature enacted amendments to the Minnesota law which governs mortgage foreclosure by advertisement. Those amendments appear in Chapter 14 of the 2015 session laws. They are effective on July 1, 2015.

Most importantly, a new statute was added (§580.033) that specifies where a notice of foreclosure should be published, something that was ambiguous under prior law. This statute also requires that affidavits of publication issued by a newspaper must contain certain language related to the published foreclosure notice.

The affidavit of publication form above includes (in paragraph 5) the language called for by the new statute. The form also complies with the general requirements for affidavits of publication found in Minnesota Statute, §331.07. The form is drafted so that it can be used for any published notice, not just mortgage foreclosure notices; in other words, you don't need to use a different form for other kinds of notices.

**Figure 83:** Second page of the Affidavit of Publication for the legal notice of the TIP public comment period published in the St. Cloud Times.



**NOTIFICATION OF PUBLIC  
INPUT OPPORTUNITY: SAINT  
CLOUD AREA PLANNING  
ORGANIZATION (APO) FY  
2021-2024 TRANSPORTATION  
IMPROVEMENT PROGRAM  
(TIP)**

The primary purpose of the TIP document is to program transportation projects including roadway, bridge, bicycle, pedestrian, safety, and transit projects receiving state and/or federal funds in the Saint Cloud Metropolitan Planning Area in the upcoming fiscal years.

The APO, in coordination with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Minnesota Department of Transportation (MnDOT), Saint Cloud Metropolitan Transit Commission (Metro Bus), and local jurisdictions, has prepared the FY 2021-2024 TIP. The TIP document is being updated to reflect new projects and changes to previously programmed projects.

The draft TIP will be available for review from Wednesday, June 24, 2020, to Friday, July 24, 2020, at the following locations: APO Office: 1040 County Road 4, St. Cloud, and the APO website ([www.stcloudapo.org](http://www.stcloudapo.org)). Physical copies of the FY 2021-2024 draft TIP are also available via mail. Please submit your request in writing to Saint Cloud APO, Attention: Vicki Johnson at the above mailing address.

A virtual public engagement opportunity via the APO's Facebook account (<https://www.facebook.com/stcloudapo>) will be held from noon to 12:30 p.m. on Tuesday, July 7.

The public is encouraged to provide feedback on the draft FY 2021-2024 TIP between June 24, 2020, and July 24, 2020. Comments can be submitted to Vicki Johnson via phone (320-252-7568 ext. 203), email ([ikeague@stcloudapo.org](mailto:ikeague@stcloudapo.org)), or by mail.

**Figure 84:** Third page of the Affidavit of Publication for the legal notice of the TIP public comment period published in the St. Cloud Times.



In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 2021-2024 TIP was open to public review for a period of 30 calendar days starting on June 24, 2020.

Notification of this public comment period was published in the St. Cloud Times, the [APO's website](http://www.stcloudapo.org) ([www.stcloudapo.org](http://www.stcloudapo.org)), and on the [APO's Facebook page](https://www.facebook.com/stcloudapo/) ([www.facebook.com/stcloudapo/](https://www.facebook.com/stcloudapo/)). Copies of the TIP were also emailed to a list of stakeholders including MnDOT, APO TAC members, and organizations identified as working closely with EJ and Title VI populations.

The comments contained in this chapter are from email correspondence and comments obtained from the Facebook Live open house. All comments obtained from the online surveys developed via SurveyMonkey can be found in Appendix C of this document.



Date Received	Source	Comment	Disposition
07/06/2020	Email	<p>Hi Vicki, Jeff forwarded me your note (below) pertaining to the cost increase that District 3 is seeking for the TH 10/23 interchange replacement project (SP 0503-91), which is currently shown in years 2023 and 2024 of the Draft APO TIP/ATP-3 ATIP.</p> <p>As I'm sure you are aware, funding for SP 0503-91 is rather complicated with the funding shown under multiple line items and years in the Draft TIP/ATIP. There are three lines in year 2023 to keep track of the NHS, Greater MN Mobility, and HSIP funds; and an additional line item in year 2024 for the AC Payback associated with the NHS funding. Collectively, the total cost of this project is \$30.3 million that includes all funding sources. As Jeff reported, there has been a \$5.4 million cost increase to this project. This includes \$2.6 million for the MnDOT portion and an additional \$2.8 million for the Local portion. The new total cost is \$35.7 million compared to the previous \$30.3 million estimate, representing a 17.8 percent increase in the total estimated cost of the project.</p> <p>It's my understanding that the APO Draft TIP document is currently out for public review until July 24<sup>th</sup> and the APO Policy Board is expected to take action on the Draft document (including consideration of any comments it receives) at its regularly scheduled meeting on August 13<sup>th</sup>. We kindly ask that you forward this request as a comment from MnDOT to seek a technical correction to the funding currently programmed for SP 0503-91 and for the APO Policy Board to consider this change in finalizing its Draft TIP. On this end, we will work to ensure that the financial details of this project align appropriately with the APO's action.</p> <p>By way of this action, we are hoping to avoid/minimize future amendment/modification of the TIP/STIP by introducing this</p>	<p>In consultation with the APO Executive Director, APO staff have made the administrative modification proposal to project SP 0503-91 for the requested change during the 30-day public comment.</p> <p>Final approval and incorporation into the APO's TIP is pending Policy Board action at its Aug. 13, 2020, meeting.</p>

Date Received	Source	Comment	Disposition
		change during the present TIP/STIP review and update cycle versus delaying such action until after the approval of this document by the FHWA and FTA. This project is an existing (not new) project in the Draft APO TIP, and we feel it is important to maintain transparency with our public regarding the financial details of this project and the bigger District 3 trunk highway construction program in general.	

**Figure 85:** Public comment disposition matrix.



## CHAPTER SIX: MONITORING PROGRESS

Per Federal regulations, the Saint Cloud APO must submit annual updates for projects programmed in the TIP. The annual project updates allow MnDOT state-aid engineer the ability to assess project costs and project development status for federally funded projects. The project updates also allow the APO's TAC to meet and discuss at the beginning of every year the status of currently programmed Federal projects within the APO's MPA.

These status reports are intended to encourage early initiation of project development work, so unforeseen issues can be addressed without delaying project implementation. If unavoidable delays occur, project status reports provide a mechanism for the implementing agency to communicate project issues and associated delays directly to the APO, MnDOT, and any potentially affected local units of government.

The status of the projects programmed in the previous years' TIPs (FY 2018-2021, FY 2019-2023, and FY 2020-2023), have been updated with this TIP (FY 2021-2024). The projects programmed in FY 2018, FY 2019, and FY 2020, however, are presently being constructed and have dropped out of this updated TIP.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of March/April 2020
Transit	TRF-0048-18C	2018	Metro Bus	Sect 5307: Sect 5339: St. Cloud MTC; Capital office equipment & computers	\$86,000	Completed.
Transit	TRF-0048-18T	2018	Metro Bus	Sect 5339: St. Cloud MTC – Purchase (5) CNG replacement ADA DAR buses	\$1,100,000	Completed.
Transit	TRF-0048-18TA	2018	Metro Bus	Sect 5339: St. Cloud MTC; Canopy for CNG fueling station	\$200,000	Project has been delayed. Should be complete in 2020.
Transit	TRF-0048-18E	2018	Metro Bus	Sect 5307: St. Cloud MTC; Capital bus shelter amenities	\$25,000	Project has been delayed. Should be complete in 2020.
Transit	TRF-0048-18F	2018	Metro Bus	Sect 5307: St. Cloud MTC; Capital Transit Signal Priority projects	\$25,000	TSP audit has been completed. Future audits will be included with the City of Saint Cloud.
Transit	TRF-0048-18I	2018	Metro Bus	Sect 5307: St. Cloud MTC; Purchase replacement operations vehicle	\$35,000	Completed.
Transit	TRS-0048-18TA	2018	Metro Bus	St. Cloud MTC; Purchase mobile fare collection equipment	\$150,000	RFP is currently public. A vendor decision will be made this spring.
Transit	TRF-0048-18Q	2018	Metro Bus	Sect 5307: St. Cloud MTC; Capital operations vehicle	\$35,000	Completed.
Transit	TRF-0048-18R	2018	Metro Bus	Sect 5307: St. Cloud MTC; Capital maintenance vehicle	\$35,000	Completed.
Transit	TRF-9503-18	2018	WACOSA	Sect 5310: WACOSA; Capital operations vehicle	\$81,000	WACOSA put vehicle into service 07/25/2019. Project is complete.
Transit	TRF-9503-18A	2018	WACOSA	Sect 5310: WACOSA; Purchase one (1) expansion less than 30 ft. bus (Class 400)	\$81,000	WACOSA put vehicle into service 07/25/2019. Project is complete.
CSAH 75	073-675-037	2018	Stearns County	**MN172** Stearns CSAH 75, from Old Collegeville Road to CSAH 81 in Stearns County, resurfacing (repurposing)	\$18,580	Project is complete.
CSAH 75	073-675-037	2018	Stearns County	**AC** Stearns CSAH 75, from Old Collegeville Road to CSAH 81 in Stearns County, resurfacing (AC project, payback in 2019, 2020, 2021)	\$10,172,004	Project is complete.
MSAS 151	162-151-003	2018	St. Cloud	**AC** St Cloud MSAS 151, expansion of two-lane undivided roadway (33 <sup>rd</sup> Street S) to a four-lane divided roadway with sidewalk and trail amenities from Southway Drive to Cooper Avenue (AC project, payback in 2019)	\$4,805,425	Completed.
PED/BIKE	233-090-001	2018	St. Joseph	CSAH 2 (Minnesota Street) in St Joseph, from 4 <sup>th</sup> Ave NW to Stearns Co CSAH 51, construct bike/ped trail with lighting	\$951,401	Minor punch list/warranty repair work remaining (turf). Project contract close-out anticipated June 2020.
Transit	TRF-0048-19A	2019	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance	\$9,300,000	Completed.
Transit	TRF-0048-19B	2019	Metro Bus	Sect 5307: St. Cloud MTC; Preventive maintenance	\$1,200,000	Completed.
Transit	TRF-0048-19L	2019	Metro Bus	St. Cloud MTC; Paratransit operating	\$4,400,000	Completed.
Transit	TRF-0048-19K	2019	Metro Bus	St. Cloud MTC; Northstar commuter operating	\$1,100,000	Completed.
Transit	TRF-0048-19ZO	2019	Metro Bus	St. Cloud; SFY 2019 Greater MN new service expansion operating funds (7/1/18 – 6/30/2019)	\$239,000	Completed.
Transit	TRS-0048-19T	2019	Metro Bus	St. Cloud MTC; Purchase 9 (Class 400) <30 ft. replacement CNG DAR buses	\$1,890,000	PO has been issued. Initial production date of July 2020.
Transit	TRF-0048-19H	2019	Metro Bus	St. Cloud MTC: CNG canopy, phase II	\$175,000	Project has been delayed. Should be completed in 2020.
Transit	TRF-0048-19C	2019	Metro Bus	Sect 5307: St. Cloud MTC; Office equip, IT & communication projects	\$593,000	Completed.
Transit	TRF-0048-19D	2019	Metro Bus	Sect 5307: St. Cloud MTC; Capital maintenance tools & equipment	\$15,000	In progress. Should be completed in 2020.
Transit	TRF-0048-19E	2019	Metro Bus	Sect 5307: St. Cloud MTC; Bus shelter amenities	\$25,000	In progress. Should be completed in 2020.
Transit	TRF-0048-19M	2019	Metro Bus	Sect 5307: St. Cloud MTC; Fare collection system upgrade	\$700,000	The RFP is currently public. A vendor will be selected spring 2020.
Transit	TRF-0048-19G	2019	Metro Bus	Sect 5307: St. Cloud MTC; Facility improvements	\$250,000	Due to delays with other projects, this has been put on hold until other improvements are complete.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of March/April 2020
<b>Transit</b>	TRF-9503-19	2019	WACOSA	Purchase one (1) replacement <30' bus (Class 400) bus	\$81,000	Grant agreement 1034411 executed on 09/26/2019; approved vehicle order November 2019 but has not been delivered.
<b>CSAH 3</b>	005-603-029AC	2019	Benton County	**AC** Benton CSAH 3, from Benton Dr to TH 10, roadway expansion, incl bike/ped trail project (AC Payback 1 of 1)	\$6,405,331	Final pay request needs to be submitted.
<b>CSAH 75</b>	073-675-037AC1	2019	Stearns County	**AC** Stearns CSAH 75, from Old Collegeville Road to CSAH 81 in Stearns County, resurfacing (AC project, payback 1 of 3)	\$10,172,004	Project is completed.
<b>LOCAL 999</b>	073-070-020	2019	Stearns County	Countywide, improve intersection lighting on multiple Stearns County roads	\$324,000	Project is completed.
<b>LOCAL 999</b>	073-070-022	2019	Stearns County	Stearns County, signal confirmation lights on multiple Stearns County roads	\$55,000	Project is completed.
<b>CSAH 75</b>	073-675-039	2019	Stearns County	**AC** CSAH 75, from 0.1 miles S of 33 <sup>rd</sup> St S to 0.1 miles N of 33 <sup>rd</sup> St S in St. Cloud, intersection improvements (AC project, payback in 2020 and 2021)	\$1,186,277	Project is completed.
<b>MSAS 151</b>	162-151-003AC	2019	St. Cloud	**AC** St Cloud MSAS 151, expansion of two-lane undivided roadway (33 <sup>rd</sup> Street S) to a four-lane divided roadway with sidewalk and trail amenities from Southway Drive to Cooper Avenue (AC project, payback 1 of 1)	\$4,805,425	Completed.
<b>PED/BIKE</b>	162-090-008	2019	St. Cloud	Construct trail along 33 <sup>rd</sup> Street from Stearns CR 74 to Stearns CR 136 in St. Cloud	\$590,000	Contract awarded on 11/18/19. Tree removal has been completed. Construction to begin in spring.
<b>PED/BIKE</b>	220-591-005	2019	Sartell	Construct SRTS infrastructure improvements along 2 <sup>nd</sup> Ave N, 5 <sup>th</sup> Ave N, and 2-1/2 Street in Sartell	\$1,928,342	Bidding was completed in 2019, with the project being awarded to C&L Excavating. Construction is planning to start in the spring of 2020 and will be substantially completed by the fall of 2020. Wearing course will be placed in 2021.
<b>RR</b>	73-00137	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	\$194,984	Signals have been installed. MnDOT is waiting on final bill.
<b>RR</b>	73-00138	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2 <sup>ND</sup> AVE N, WAITE PARK, STEARNS COUNTY	\$212,992	Signals have been installed. MnDOT is waiting on final bill.
<b>I 94</b>	7380-246	2019	MNDOT	**SPP** I-94, NEAR COLLEGEVILLE, REHAB/REDECK AT BRIDGE #73872 AT STEARNS COUNTY CR 159 OVER I-94	\$887,392	Project is completed.
<b>MN 15</b>	7303-50	2019	MNDOT	MN 15, FROM JCT MN 55 IN KIMBALL TO 66 <sup>TH</sup> AVE IN ST AUGUSTA, FULL DEPTH RECLAIM	\$8,727,923	Project is completed.
<b>MN 999</b>	8823-338	2019	MNDOT	**IDIQ** DISTRICTWIDE MILL AND OVERLAY AT VARIOUS LOCATIONS (MINIMUM CONTRACT \$3,000,000/MAXIMUM CONTRACT \$10,000,000, EXPIRATION DATE: AUGUST 24, 2020)	\$3,639,000	Project is completed.
<b>Transit</b>	TRF-0048-20	2020	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance	\$9,400,000	In progress.
<b>Transit</b>	TRF-0048-20E	2020	Metro Bus	Sect 5307: St. Cloud MTC; Preventive maintenance	\$1,200,000	In progress.
<b>Transit</b>	TRF-0048-20F	2020	Metro Bus	St. Cloud MTC – Paratransit operating	\$4,500,000	In progress.
<b>Transit</b>	TRF-0048-20G	2020	Metro Bus	St. Cloud MTC – Northstar commuter operating	\$1,300,000	In progress.
<b>Transit</b>	TRF-0048-20B	2020	Metro Bus	St. Cloud MTC; Office equip, IT & communication projects	\$35,000	Waiting for grant application approval.
<b>Transit</b>	TRF-0048-20C	2020	Metro Bus	St. Cloud MTC; Purchase maintenance tools & equipment	\$15,000	Waiting for grant application approval.
<b>Transit</b>	TRS-0048-20T	2020	Metro Bus	St. Cloud MTC; Replace five (5) 35 ft. Class 400 replacement buses (CNG)	\$1,125,000	Waiting for grant application approval.
<b>Transit</b>	TRS-0048-20TA	2020	Metro Bus	St. Cloud MTC; Purchase (1) Std 40 ft. replacement CNG fixed route bus	\$573,000	Waiting for grant application approval.
<b>Transit</b>	TRF-0048-20J	2020	Metro Bus	St. Cloud MTC; Fare collection system upgrade	\$1,000,000	Waiting for grant application approval.
<b>Transit</b>	TRF-0048-20I	2020	Metro Bus	Sect 5307: Facility improvements	\$21,500	Waiting for grant application approval.



Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of March/April 2020
Transit	TRF-9503-20	2020	WACOSA	Purchase one (1) replacement <30' (Class 400) bus	\$87,000	OTAT to award grant agreement for vehicle when FTA funds become available in 2020.
CSAH 8	005-608-009	2020	Benton County	Benton CSAH 8, from 0.6 miles east of MN 23 to Benton CR 47 in St. Cloud, reclamation (Tied to SP 005-070-007) (Payback in 2021)	\$650,000	Plans are complete in Saint Paul getting FHWA approval. On track for 2020 construction.
CSAH 8	005-070-007	2020	Benton County	Benton CSAH 8, from 0.6 miles east of MN 23 to Benton CR 47 in St. Cloud, rumble stripe (Tied to SP 005-608-009) (Payback in 2021)	\$5,250	Plans are complete in Saint Paul getting FHWA approval. On track for 2020 construction.
CSAH 75	073-675-039AC1	2020	Stearns County	CSAH 75, from 0.1 miles S of 33 <sup>rd</sup> St S to 0.1 miles N of 33 <sup>rd</sup> St S in St. Cloud, intersection improvements (Payback 1 of 2)	\$1,186,277	Project is completed.
CSAH 75	073-675-037AC2	2022	Stearns County	Stearns CSAH 75, from Old Collegeville Road to CSAH 81 in Stearns County, resurfacing (Payback 2 of 3)	\$10,172,004	Project is completed.
CSAH 75	073-675-040	2020	Stearns County	Stearns CSAH 75, from 15 <sup>th</sup> Ave in Waite Park to Park Ave in St. Cloud along Division St. rehabilitate concrete pavement (AC project payback 2022)	\$1,715,056	Plans are in state aid central office; anticipated we will have a late letting with only signal modifications being done in 2020. Majority of work will take place in 2021.
Local Streets	073-733-005	2020	Stearns County	**MN162** Explore options for alignment of Stearns CSAH 133 (2 <sup>nd</sup> Street S in Sartell) between Theisen Road and 19 <sup>th</sup> Avenue N	\$85,000	PM approved. Working on RFP, and with MnDOT on getting DBE goals and other approvals before sending out RFP.
MSAS 109	191-109-006	2020	Sauk Rapids	Sauk Rapids MSAS 109, from Summit Ave S to US 10 in Sauk Rapids, reconstruction Benton Dr, incl roadway, sidewalk, drainage and lighting	\$2,528,678	Plans have been approved. Authorized for a bid opening date on Monday, April 20. Construction start is anticipated for mid-May.
Local Streets	091-070-027	2020	St. Cloud APO	**MN162** Explore options for alignment of Saint Cloud 33 <sup>rd</sup> Street South Mississippi River bridge and corridor connecting Stearns CSAH 75 (Roosevelt Road) with US 10	\$167,000	Project memo has been submitted to MnDOT and is awaiting their approval. Once approved, the Request for Proposal will be released.
I 94	7380-237	2020	MnDOT	I-94, at MN 23 interchange south of Waite Park, interchange safety revisions	\$2,200,000	Project was let on June 7, 2019, for \$2,022,141.35. Project construction started on Aug. 15, 2019. Anticipated completion in June 2020.
RR	73-00139	2020	MnDOT	NLR RR, install gates at CSAH 138, 54 <sup>th</sup> Ave N, Waite Park, Stearns County	\$240,000	Project is anticipated to be let on June 14, 2020.
Transit	TRF-9503-21	2021	WACOSA	Section 5310: WACOSA, Purchase one (1) replacement <30 ft (Class 400) bus	\$89,610	This project was added to the FY 2020-2023 TIP in May 2020. Due to an error, this project has been financed with funding made available in FY 2020 instead of FY 2021.
MN 23	0503-90	2021	MnDOT	Resurface Hwy 23 from Benton CR 1 to Hwy 95; construct a reduced conflict intersection at Benton CR 8 east of St Cloud	\$3,261,524	This project was programmed as an Early Let, Late Award (ELLA). This would have been let in spring 2020 with construction beginning in September 2020. Due to an oversight, funding was pulled from FY 2020 instead of FY 2021.
MN 23	0503-90S	2021	MnDOT	Resurface Hwy 23 from Benton CR 1 to Hwy 95; construct a reduced conflict intersection at Benton CR 8 east of St Cloud	\$50,000	This project was programmed as an Early Let, Late Award (ELLA). This would have been let in spring 2020 with construction beginning in September 2020. Due to an oversight, funding was pulled from FY 2020 instead of FY 2021.

Figure 85: Saint Cloud APO's annual listing of obligated projects.

## APPENDIX A

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# Reading the TIP

**Route System:** The name and number in which the project is located.

**Project Number:** Project identifier.

**Work Type:** The intent of the project.

**STIP Total:** The total estimated cost of the project relative to federal funding to be used in year of letting. This includes advance construction (AC) conversion funding. It does not include the original advance construction funding.

**FHWA:** The total estimated Federal-aid highway funding to be used for the project. This includes advance construction conversion funding.

**AC:** The total estimated amount of future Federal funds being committed to a project, front-ended by local/state funds.

**FTA:** The total estimated Federal-aid transit funding to be used for the project.

**TH:** The total estimated state trunk highway funding to be used for the project.

**Other:** Estimate of funding other than FHWA, FTA, or State TH to be used for the project. This includes local match, local funds, private contributions and special legislative appropriations.

Saint Cloud Area Planning Organization FY 2021-2024 Project Table										Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
										\$144,326,588	\$35,130,164			\$15,028,729			\$12,926,330	\$16,972,888	\$8,926,544			\$0	\$68,268,263	\$142,224,189
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total	
Transit	TRF-0048-21	2021	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance		B9	TRANSIT OPERATIONS	FTA	9,400,000								1,340,000					8,060,000	9,400,000	
Transit	TRF-0048-21E	2021	Metro Bus	Sect 5307: St. Cloud MTC; Preventive maintenance		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000	

Program:

Categories included are in the following tables.

Program	Description
AM	Municipal Agreement
BI	Bridge Improvement
BR	Bridge Replacement
BT	Bike Trail (not an enhancement)
CA	Consultant Agreement
DA	Detour Agreement
DR	Drainage
EN	Enhancement (STBGP)

Program	Description
EN	Enhancement (STBGP)
FB	Ferry Boat Program
FL	Federal Lands Access Program
IR	Indian Reservation Roads
JT	Jurisdictional Transfer
MA	Miscellaneous Agreements
MC	Major Construction
NO	Noise Walls
PL	Planning
PM	Preventive Maintenance
RB	Rest Area/Beautification

Program	Description
RC	Reconstruction
RD	Recondition
RS	Resurfacing
RT	Recreational Trail (DNR only)
RW	Right of Way Acquisition
RX	Road Repair (Bridge and Road Construction) (BARC)
SA	Supplemental Agreement/ Cost Overruns
SC	Safety Capacity
SH	Highway Safety Improvement Program (HSIP)

Program	Description
SR	Safety Railroads
TA	Non-Traditional Transportation Alternatives
TM	Transportation Management
TR	Transit (FHWA)
B3	FTA Capital Program— Section 5309
B9	FTA Urbanized Area Formula—Section 5307
BB	Bus and Bus Facilities
GR	FTA—State of Good Repair—Section 5337
NB	FTA Elderly and Persons with Disabilities—Section 5310
OB	FTA Non-Urbanized Areas—Section 5311 & Section 5311(f)

Saint Cloud Area Planning Organization FY 2021-2024 Project Table

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$140,709,978	\$32,358,664			\$15,028,729			\$12,926,330	\$16,901,200	\$7,983,625			\$0	\$68,437,760	\$138,607,579
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
Transit	TRF-0048-21	2021	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance		B9	TRANSIT OPERATIONS	FTA	9,400,000								1,340,000					8,060,000	9,400,000
Transit	TRF-0048-21E	2021	Metro Bus	Sect 5307: St. Cloud MTC; Preventive maintenance		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000
Transit	TRF-0048-21J	2021	Metro Bus	St. Cloud MTC -- Paratransit operating		TR	TRANSIT OPERATIONS	LF	4,500,000													4,500,000	4,500,000
Transit	TRF-0048-21K	2021	Metro Bus	St. Cloud MTC -- Northstar commuter operating		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
Transit	TRF-0048-21B	2021	Metro Bus	Sect 5307: St. Cloud MTC; Purchase three (3) replacement operations vehicles		B9	TRANSIT VEHICLE PURCHASE	FTA	120,000								96,000					24,000	120,000
Transit	TRF-0048-21C	2021	Metro Bus	Sect 5307: St. Cloud MTC; Office equip, IT, & communication projects		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	68,500								54,800					13,700	68,500
Transit	TRF-0048-21F	2021	Metro Bus	Sect 5307: St. Cloud MTC; Purchase maintenance tools and equipment		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	135,000								108,000					27,000	135,000
Transit	TRF-0048-21L	2021	Metro Bus	St. Cloud MTC; Operations facility improvements		TR	TRANSIT OPERATIONS	FTA	1,250,000								1,000,000					250,000	1,250,000
Transit	TRF-0048-21M	2021	Metro Bus	Sect 5307: St Cloud MTC; Website update		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000
Transit	TRS-0048-21TD	2021	Metro Bus	St. Cloud MTC; Purchase (2) 40 ft. Class 700 replacement CNG buses		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,180,000		944,000	944,000										236,000	1,180,000
CSAH 8	005-070-007AC	2021	Benton County	Benton CSAH 8, from 0.6 miles east of MN 23 to Benton CR 47 in St. Cloud, rumble stripe (Tied to SP 005-608-009)	1.6	SH	EDGE LINE RUMBLE STRIPS	HSIP	4,725				4,725		4,725								
CSAH 8	005-608-009AC	2021	Benton County	Benton CSAH 8, from 0.6 miles east of MN 23 to Benton CR 47 in St. Cloud, reclamation (Tied to SP 005-070-007)	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	391,152				391,152		391,152								
CSAH 75	073-675-039AC2	2021	Stearns County	CSAH 75, from 0.1 miles S of 33rd St S to 0.1 miles N of 33rd St S in St. Cloud, intersection improvements	0.3	SC	TURN LANES	STBGP 5K-200K	148,939				148,939		148,939								
CSAH 75	073-675-037AC3	2021	Stearns County	Stearns CSAH 75, from Old Collegeville Road to CSAH 81 in Stearns County, Resurfacing	5.7	RS	BITUMINOUS OVERLAY	STBGP 5K-200K	751,047				751,047		751,047								
Local Streets	073-090-011	2021	Stearns County	Construct phase 3 of the ROCORI Trail along RR corridor from Cold Spring to Rockville	2.3	EN	NEW TRAIL	STBGTAP 5K-200K	1,813,000	812,270		812,270										1,000,730	1,813,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$140,709,978	\$32,358,664			\$15,028,729			\$12,926,330	\$16,901,200	\$7,983,625			\$0	\$68,437,760	\$138,607,579
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
Local Streets	162-090-007	2021	St. Cloud	Construct Beaver Island Trail Phase 8 from the existing trail at St Cloud's waste water treatment facility to the south St Cloud city limits	0	EN	NEW TRAIL	STBG TAP 5K-200K	120,000							480,000						120,000	600,000
CR 136	162-175-001	2021	St. Cloud	St. Cloud; Reconstruct Stearns CR 136 from 22nd Street S to 33rd Street S, to multimodal corridor	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	1,870,000	842,482		842,482										1,027,518	1,870,000
CR 136	162-591-005	2021	St. Cloud	St. Cloud; Reconstruct Stearns CR 136 from 22nd Street S to 33rd Street S, to multimodal corridor	1.6	AM	NEW TRAIL	STBG TAP 5K-200K	106,000							424,000						106,000	530,000
Local Streets	191-090-002	2021	Sauk Rapids	Construct new trail along Mayhew Lk Rd from Benton CSAH 3 to Osauka Rd in City of Sauk Rapids		AM	NEW TRAIL	STBG TAP 5K-200K	78,600							314,400						78,600	393,000
US 10	0502-116	2021	MnDOT	US 10, Install median cable barrier guardrail from N of St Cloud to Rice (HSIP)	10	SH	GUARD RAIL(S)	HSIP	1,750,000	1,575,000		1,575,000						175,000		175,000			1,750,000
MN 301	7109-08	2021	MnDOT	Restore failing retaining walls along MN 301 adjacent to St. Cloud State Reformatory. Improve drainage, maintainability and safety adjacent to wall.		EN	HISTORIC PRESERVATION	SF	800,000										800,000	800,000			800,000
Transit	TRF-0048-22	2022	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance		B9	TRANSIT OPERATIONS	FTA	9,500,000								1,340,000					8,160,000	9,500,000
Transit	TRF-0048-22C	2022	Metro Bus	Sect 5307: St Cloud MTC; Preventive maintenance		B9	TRANSIT OPERATIONS	FTA	1,300,000								1,040,000					260,000	1,300,000
Transit	TRF-0048-22A	2022	Metro Bus	St. Cloud MTC -- Paratransit operating		TR	TRANSIT OPERATIONS	LF	4,600,000													4,600,000	4,600,000
Transit	TRF-0048-22B	2022	Metro Bus	St Cloud MTC; Northstar commuter operating		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
Transit	TRF-0048-22D	2022	Metro Bus	Sect 5307: St. Cloud MTC; Office equip, IT, & communication projects		B9	TRANSIT OPERATIONS	FTA	63,000								50,400					12,600	63,000
Transit	TRF-0048-22I	2022	Metro Bus	Sect 5307: St. Cloud MTC; Facility improvements		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000
Transit	TRF-0048-22H	2022	Metro Bus	Sect 5307: St. Cloud MTC; Maintenance tools and equipment		B9	TRANSIT OPERATIONS	FTA	15,000								12,000					3,000	15,000
Transit	TRF-0048-22K	2022	Metro Bus	Sect 5307: St. Cloud MTC; Bus shelters		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000
Transit	TRS-0048-22TA	2022	Metro Bus	St. Cloud MTC; Purchase (3) <30 ft. CNG DAR replacement buses		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	717,000		573,600	573,600										143,400	717,000



Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$140,709,978	\$32,358,664			\$15,028,729			\$12,926,330	\$16,901,200	\$7,983,625			\$0	\$68,437,760	\$138,607,579
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
Local Streets 999	073-070-023	2022	Stearns County	Chevron curve signing along various Stearns Co roads	0	SH	SIGNING(S)	HSIP	240,000	216,000		216,000										24,000	240,000
Local Streets 999	073-070-024	2022	Stearns County	Rural intersection lighting at various Stearns Co road intersections	0	SH	LIGHTING(S)	HSIP	96,000	86,400		86,400										9,600	96,000
CSAH 75	073-675-040AC	2022	Stearns County	Stearns CSAH 75, from 15th Ave in Waite Park to Park Ave in St. Cloud along Division St, rehabilitate concrete pavement	1.4	RD	CONCRETE PAVEMENT REHAB	NHPP	806,536				806,536		806,536								
CSAH 75	073-675-041	2022	Stearns County	Stearns CSAH 75, from TH 15 to Cooper Ave mill & overlay		RD	MILL AND OVERLAY	NHPP	369,890							1,230,110						369,890	1,600,000
MSAS 113	220-113-002	2022	Sartell	Sartell 19th Ave, from Stearns CSAH 4 to Stearns CSAH 133, reconstruction	1.3	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	2,870,100	160,100		160,100				1,929,820						2,710,000	4,799,920
Local Streets	162-090-007AC	2022	St. Cloud	Construct Beaver Island Trail Phase 8 from the existing trail at St Cloud's waste water treatment facility to the south St Cloud city limits	0	EN	NEW TRAIL	STBGTAP 5K-200K	480,000				480,000		480,000								
MSAS 141	162-141-008	2022	St. Cloud	St Cloud MSAS 141 (Cooper Ave), from Traverse Road to Stearns CSAH 75, reconstruction with bicycle lanes and sidewalk	0.6	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	2,500,000	1,457,080		1,457,080										1,042,920	2,500,000
US 10	0502-115	2022	MnDOT	US 10, Replace bridge #3666 over stream with box culvert 0.2 mile northwest of Benton CSAH 33	0	BR	BOX CULVERT	NHPP	1,401,000	1,120,800		1,120,800						280,200		280,200			1,401,000
CR 65	71-00129	2022	MnDOT	BNSF RR, re-alignment and new signal install at CR 65, 42nd St, Haven Twp, Sherburne County	0	SR	R.R. X-ING IMPROVEMENTS	RRS	307,000		276,300	276,300										30,700	307,000
Transit	TRF-0048-23H	2023	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
Transit	TRF-0048-23A	2023	Metro Bus	St Cloud MTC - Paratransit operating		TR	TRANSIT OPERATIONS	LF	4,700,000													4,700,000	4,700,000
Transit	TRF-0048-23B	2023	Metro Bus	St Cloud MTC - Northstar commuter operating		TR	TRANSIT OPERATIONS	LF	1,400,000													1,400,000	1,400,000
Transit	TRF-0048-23D	2023	Metro Bus	Sect 5307: St. Cloud MTC; Office equip, IT, & communication projects		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) (S)	FTA	115,000								92,000					23,000	115,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total					
									\$140,709,978	\$32,358,664			\$15,028,729			\$12,926,330	\$16,901,200	\$7,983,625			\$0	\$68,437,760	\$138,607,579					
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total					
Transit	TRF-0048-23G	2023	Metro Bus	Sect 5307: St. Cloud MTC; Maintenance tools & equipment		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) (S)	FTA	15,000								12,000					3,000	15,000					
Transit	TRF-0048-23I	2023	Metro Bus	Sect 5307: St. Cloud MTC; Transit Signal Priority (TSP) projects		B9	TRANSIT OPERATIONS	FTA	30,000								24,000					6,000	30,000					
Transit	TRS-0048-23TA	2023	Metro Bus	St. Cloud MTC; Purchase (2) 35 ft. Class 700 replacement CNG buses		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,216,000		972,800	972,800										243,200	1,216,000					
Local Streets	073-090-012	2023	Stearns County	Beaver Island Trail Extension	4.5	RT	BITUMINIOUS CRACK & SEALING	STBGTA 5K-200K	1,740,000	400,000		400,000										1,340,000	1,740,000					
CSAH 75	073-675-041AC1	2023	Stearns County	Stearns CSAH 75, from TH 15 to Cooper Ave mill & overlay		RD	MILL AND OVERLAY	NHPP	615,056				615,056		615,056													
CSAH 4	073-070-025	2023	Stearns County	Construct round-a-bout at jct of Stearns CSAH 4 and CSAH 133		SH	ROUNDAABOUT	HSIP	888,900	800,000		800,000										88,900	888,900					
Local Streets	220-090-002	2023	Sartell	Heritage Drive connectivity and enhancements	0	RT	NEW TRAIL	STBGTA 5K-200K	459,121	367,297		367,297										91,824	459,121					
MSAS 113	220-113-002AC	2023	Sartell	Sartell 19th Ave, from Stearns CSAH 4 to Stearns CSAH 133, reconstruction	1.3	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	1,929,820				1,929,820		1,929,820													
MN 23	0503-91	2023	MnDOT	MN 23, at US 10 interchange in St. Cloud, reconstruct MN 23 from 0.1 mile west of Lincoln Ave to 0.1 mile west of CR 1; reconstruct US 10 from 0.2 mile west of St. Germain to 0.1 mile north of 15th Ave Southeast; replace bridges over US 10, br #9021 with br #05019 and br #9022 with br #05018: includes multi-modal improvements	2.1	MC	BRIDGE NEW	NHPP	17,232,000	12,076,000		12,076,000				8,548,000		5,156,000		5,156,000			25,780,000					
MN 23	0503-91S	2023	MnDOT	MN 23, at US 10 interchange in St. Cloud, reconstruct MN 23 from 0.1 mile west of Lincoln Ave to 0.1 mile west of CR 1; reconstruct US 10 from 0.2 mile west of St. Germain to 0.1 mile north of 15th Ave Southeast; replace bridges over US 10, br #9021 with br #05019 and br #9022 with br #05018: includes multi-modal improvements	2.1	MC	BRIDGE NEW	HSIP	750,000	675,000		675,000						75,000		75,000			750,000					

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$140,709,978	\$32,358,664			\$15,028,729			\$12,926,330	\$16,901,200	\$7,983,625			\$0	\$68,437,760	\$138,607,579
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
MN 23	0503-91GMNR	2023	MnDOT	MN 23, at US 10 interchange in St. Cloud, reconstruct MN 23 from 0.1 mile west of Lincoln Ave to 0.1 mile west of CR 1; reconstruct US 10 from 0.2 mile west of St. Germain to 0.1 mile north of 15th Ave Southeast; replace bridges over US 10, br #9021 with br #05019 and br #9022 with br #05018: includes multi-modal improvements	2.1	MC	BRIDGE NEW	STBGP 5K-200K	3,770,000	3,016,000		3,016,000						754,000		754,000			3,770,000
I 94	7380-259	2023	MnDOT	I-94, overlay bridge nos. 73875 and 73876 over BNSF RR 0.6 mile west of MN 23 interchange	0.2	BI	BRIDGE DECK OVERLAY	NHPP	1,800,000	1,440,000		1,440,000						360,000		360,000			1,800,000
I 94	7380-264	2023	MnDOT	I-94, overlay bridge no 73868 at the CSAH 75 flyover NW of St. Joseph		BR	BRIDGE NEW	NHPP	1,100,000	880,000		880,000						220,000		220,000			1,100,000
US 10	7103-63	2023	MnDOT	US 10, Install median cable barrier guardrail from St. Cloud to Clear Lake	9.1	SH	GUARD RAIL(S)	HSIP	1,634,250		1,470,825	1,470,825						163,425		163,425			1,634,250
Transit	TRF-0048-24H	2024	Metro Bus	Sect 5307: St. Cloud MTC; Operating assistance		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
Transit	TRF-0048-24I	2024	Metro Bus	Sect 5307: St. Cloud MTC - Paratransit operating		TR	TRANSIT OPERATIONS	LF	4,750,000													4,750,000	4,750,000
Transit	TRF-0048-24J	2024	Metro Bus	Sect 5307: St. Cloud MTC - Northstar Commuter Operating		TR	TRANSIT OPERATIONS	LF	1,450,000													1,450,000	1,450,000
Transit	TRF-0048-24A	2024	Metro Bus	Sect 5307: St. Cloud MTC; Purchase (2) 35 ft. Class 700 replacement CNG buses		B9	TRANSIT VEHICLE PURCHASE(S)	FTA	1,216,000								972,800					243,200	1,216,000
Transit	TRF-0048-24C	2024	Metro Bus	Sect 5307: St. Cloud MTC; Facility improvements/acquisitions		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)(S)	FTA	5,975,000								4,780,000					1,195,000	5,975,000
Transit	TRF-0048-24D	2024	Metro Bus	Sect 5307: St. Cloud MTC; Long Range Transportation Plan		B9	TRANSIT OPERATIONS	FTA	350,000								280,000					70,000	350,000
Transit	TRF-0048-24E	2024	Metro Bus	Sect 5307: St. Cloud MTC; Office equip, IT, & communication projects		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)(S)	FTA	114,000								91,200					22,800	114,000
Transit	TRF-0048-24F	2024	Metro Bus	Sect 5307: St. Cloud MTC; Purchase eight (8) <30 ft replacement CNG buses		B9	TRANSIT VEHICLE PURCHASE (S)	FTA	1,920,000								1,536,000					384,000	1,920,000

Saint Cloud Area Planning Organization FY 2021-2024 Project Table									Running STIP Total	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$140,709,978	\$32,358,664			\$15,028,729			\$12,926,330	\$16,901,200	\$7,983,625			\$0	\$68,437,760	\$138,607,579
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
Transit	TRF-0048-24G	2024	Metro Bus	Sect 5307: St. Cloud MTC; Maintenance tools & equipment		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)(S)	FTA	65,000								52,000					13,000	65,000
CSAH 1	005-601-012	2024	Benton County	Benton CSAH 1, reclaim from CSAH 29 to 0.25 mi S of CR 78 in Sauk Rapids	3	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	922,944	738,355		738,355										184,589	922,944
CSAH 75	073-675-041AC2	2024	Stearns County	Stearns CSAH 75, from TH 15 to Cooper Ave mill & overlay		RD	MILL AND OVERLAY	NHPP	615,054				615,054		615,054								
CSAH 133	073-733-006	2024	Stearns County	Stearns CSAH 133 from Stearns CSAH 75 to 19th Ave in St Joseph; Expand to 4 lanes, intersection improvements at Elm Street, dual left turn lanes from EB CSAH 75 to NB CSAH 133	0.8	MC	MILL AND OVERLAY	STBGP 5K-200K	1,822,944	1,458,355		1,458,355										364,589	1,822,944
CR 136	162-591-005AC	2024	St. Cloud	St. Cloud; Reconstruct Stearns CR 136 from 22nd Street S to 33rd Street S, to multimodal corridor	1.6	RD	BITUMINOUS RECLAMATION	STBGTAP 5K-200K	424,000				424,000		424,000								
Local Streets	191-090-002AC	2024	Sauk Rapids	Construct new trail along Mayhew Lk Rd from Benton CSAH 3 to Osauka Rd in City of Sauk Rapids		AM	NEW TRAIL	STBGTAP 5K-200K	314,400				314,400		314,400								
MN 23	0503-91AC	2024	MnDOT	MN 23, at US 10 interchange in St. Cloud, reconstruct MN 23 from 0.1 mile west of Lincoln Ave to 0.1 mile west of CR 1; reconstruct US 10 from 0.2 mile west of St. Germain to 0.1 mile north of 15th Ave Southeast; replace bridges over US 10, br #9021 with br #05019 and br #9022 with br #05018: includes multi-modal improvements	2.1	MC	OTHER	NHPP	8,548,000				8,548,000		8,548,000								

## APPENDIX B

### Method of Calculation for Performance Measures

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

**Appendix B1:** A list of roadway safety performance measures adopted into the APO's FY 2021-2024 TIP including method of calculation.

ROADWAY ACCESSIBILITY, MOBILITY, AND CONNECTIVITY PERFORMANCE MEASURES	METHOD OF CALCULATION
<b>Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.</b>	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8





	p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Interstate that are reliable.
<b>Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.</b>	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a “normal” travel time (50th percentile), using data from FHWA’s free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Non-Interstate NHS that are reliable.
<b>Annual Vehicle Miles Traveled.</b>	Addition of the number of vehicle miles traveled for the most recent year for which the target is being established, and rounding to the tenth decimal place.

**Appendix B2:** A list of roadway accessibility, mobility, and connectivity performance measures incorporated into the APO’s FY 2021-2024 TIP and the method of calculation.

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

**Appendix B3:** A list of transit management and preservation performance measures incorporated into the APO’s FY 2021-2024 TIP and the method of calculation.

<b>ROADWAY METROPOLITAN VITALITY AND ECONOMIC DEVELOPMENT PERFORMANCE MEASURES</b>	<b>METHODS OF CALCULATION</b>
<b>Truck Travel Time Reliability Index</b>	Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five (5) periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment’s largest ratio of the five (5) periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.



**Appendix B4:** A list of roadway metropolitan vitality and economic development performance measures incorporated into the APO's FY 2020-2023 TIP and the method of calculation.

ROADWAY MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
<b>Interstate System Pavement Conditions</b>	Interstate pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the international roughness index, cracking percent, rutting, and faulting as measurements. International Roughness Index (IRI) is a statistic used to estimate the amount of roughness in a measured longitudinal profile. The IRI is computed from a single longitudinal profile using a quarter-car simulation. If an IRI value of a pavement section is less than 95, the IRI rating is good; between 95 and 170 the IRI rating is fair; and greater than 170 the IRI rating is poor.
<b>Non-Interstate NHS Pavement Conditions</b>	Non-Interstate NHS pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the IRI, cracking percent, rutting, and faulting as measurements.
<b>Pavement Maintenance</b>	Measure of the number of years since last preservation treatment on a segment of roadway within the Federal-aid system.
<b>Bridge Conditions</b>	Percent of bridges by deck area classified in good, fair and poor condition using the NBI ratings for, deck, superstructure, substructure, and culvert.

**Appendix B5:** A list of roadway management and preservation performance measures incorporated into the APO's FY 2021-2024 TIP and the method of calculation.



## APPENDIX C

### TIP Survey Public Comments

The purpose of public involvement is to make better decisions, create a better end product, and decrease the time required to implement by 1) facilitating a dialogue with a broad cross-section of citizens in the planning process, 2) organizing and recording information and other input for consideration and use by staff, planning partners, and the Board, and 3) informing citizens of the impact their input has on the development of regional policies.

Accordingly, the APO strives to provide opportunities for citizens to help shape the region's future through an open and active engagement process so decision-makers understand and incorporate civic insights.

Developing surveys pertaining to the annual Transportation Improvement Program (TIP) update and subsequent amendments is one technique APO staff have utilized to provide area residents the opportunity to engage in the transportation planning process.

A detailed look at other strategies and techniques APO staff utilize for public engagement in the development of the TIP can be found in Chapter 5.

For a complete listing of the APO's overall public engagement process can be found in the APO's [Stakeholder Engagement Plan](https://bit.ly/39f4fkH) (<https://bit.ly/39f4fkH>).

### June and July 2020

As part of the APO's annual update to the TIP, the document was released for public comment for a period of 30 days starting on June 24, 2020 and concluding on July 24, 2020.

As part of this public engagement process, the APO developed eight surveys via the online survey development platform SurveyMonkey. Those eight surveys were developed for those agencies and/or jurisdictions with projects programmed into the TIP which included:

- Benton County.
- Stearns County.
- City of Saint Cloud.
- City of Sartell.
- City of Sauk Rapids.
- Saint Cloud Metro Bus.
- Minnesota Department of Transportation (MnDOT).

An overall TIP survey – incorporating all the proposed projects – was also developed.

Comments were sought on projects not yet constructed that were programmed into the 2021-2024 TIP. While advance construction payback projects are reflected in the 2021-2024 TIP, since they were already constructed and only awaiting Federal reimbursement they were not included in the online surveys.

The survey contents asked participants to rate the importance of the proposed transportation projects to themselves and to regional transportation.

For each specific survey (and for each agency/jurisdiction section of the overall TIP survey), participants were asked to inform APO staff about another project that the respective



agency/jurisdiction should consider for Federal funding opportunities should sufficient funding be made available.

Participants were also asked to rank the following 10 transportation issues in order from one being the most important issue to 10 being the least important issue:

- Improving transit.
- Adding more sidewalks/trails.
- Increasing safety.
- Supporting the economy.
- Protecting the environment.
- Maintaining roadways.
- Building new roadways.
- Preparing for driverless cars.
- Connecting our region to the Twin Cities Metro.
- Building an urban beltline around the Saint Cloud Metro.

Finally, an open-ended question was added for additional comments on the overall draft TIP document.

Concluding each survey was a series of optional demographic questions found on all APO surveys.

During the 30-day public comment period from June 24, 2020, through July 24, 2020, a total of XXX people took part in at least one of the APO's eight surveys.

The following section is broken down by agency/jurisdiction. Please note that the overall TIP survey has been broken down further and results are displayed under the appropriate agency/jurisdiction. Projects are referenced by the numbers found on the corresponding maps that accompanied the survey.

### **Benton County**

A total of XX people participated in the Benton County TIP survey.

Benton County had one project programmed to receive Federal funding during the time period of fiscal years 2021 through 2024.

- #31: Benton County is proposing to do a full depth reclamation on Benton CSAH 1/Mayhew Lake Road from CSAH 29/35<sup>th</sup> Street NE to 0.25 miles south of CR 75/15<sup>th</sup> Avenue NE in Sauk Rapids/Sauk Rapids Township. The estimated project cost is \$922,944 with \$738,355 coming from Federal funding and \$184,589 coming from local funding.

XX people responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
31	0	1	1	1	0	1

**Appendix C1:** Table indicating the responses to survey question 1 of the Benton County TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for Benton County to add one project to be considered for future Federal funding opportunities, what project would you add?



Comment	Disposition
<b>Bicycle Paths</b>	APO staff have forwarded this project suggestion on to the Benton County engineer for consideration.

**Appendix C2:** Table indicating the responses to survey question 2 of the Benton County TIP survey and APO staff disposition of those comments.

Out of the **XX** people who participated in the Benton County TIP survey, the ranking of the important transportation issues identified were as follows:

1. XXX
2. XXX
3. XXX
4. XXX
5. XXX
6. XXX
7. XXX
8. XXX
9. XXX
10. XXX

No additional thoughts or comments about the draft TIP were provided.

### **Stearns County**

A total of **XX** people participated in the Stearns County TIP survey.

Stearns County had seven projects programmed to receive Federal funding during the time period of fiscal years 2021 through 2024.

- #7: Stearns County is proposing to construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville. The estimated project cost is \$1,813,000 with \$812,270 coming from Federal funding and \$1,000,730 coming from local funding.
- #18 and #19: Stearns County is proposing to install chevron curve signing along CSAH 133 and CSAH 138. The estimated project cost is \$240,000 with \$216,000 coming from Federal funding and \$24,000 coming from local funding.
- #16, #17, and #20: Stearns County is proposing to install rural intersection lighting at three intersections: CR 136/Oak Grove Road SW and CR 122/40<sup>th</sup> Street S; CSAH 6/260<sup>th</sup> Street/40<sup>th</sup> Street S and CSAH 137; and CSAH 6/CR 122/260<sup>th</sup> Street and CR 137. The estimated project cost is \$96,000 with \$86,400 coming from Federal funding and \$9,600 coming from local funding.
- #21: Stearns County is proposing to do a mill and overlay surface treatment on CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud. The estimated project cost is \$1,600,000 with \$1,230,110 coming from Federal funding and \$369,890 coming from local funding.
- #25: Stearns County is proposing to construct an extension to the Beaver Island Trail from Opportunity Park in the City of Saint Cloud to the Riverside Park in the City of Clearwater. The estimated project cost is \$1,740,000 with \$400,000 coming from Federal funding and \$1,340,000 coming from local funding.





- #28: Stearns County is proposing a roundabout to be constructed at the intersection of CSAH 4 and CSAH 133 at Five Points. The estimated project cost is \$888,900 with \$800,000 coming from Federal funding and \$88,900 coming from local funding.
- #30: Stearns County is proposing to expand CSAH 133 (from two lanes to four lanes) from CSAH 75 to 19<sup>th</sup> Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of a dual left turn lane on eastbound CSAH 75 to northbound CSAH 133. The estimated project cost is \$1,822,944 with \$1,458,355 coming from Federal funding and \$364,589 coming from local funding.

XX people responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
7						
18 and 19						
16, 17, and 20						
21						
25						
28						
30						

**Appendix C3:** Table indicating the responses to survey question 1 of the Stearns County TIP survey and the Stearns County portion of the 2021-2024 TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for Stearns County to add one project to be considered for future Federal funding opportunities, what project would you add?

Comment	Disposition
<b>Left turn lanes at 320<sup>th</sup> St at CSAH 133, 322<sup>nd</sup> St at CSAH 133, 30<sup>th</sup> Ave N (Town Line Road) at CSAH 4, and other concerning intersections</b>	APO staff have forwarded this project suggestion on to the Stearns County engineer for consideration.
<b>Roundabout at CSAH 2 and Minnesota Avenue in Saint Joseph</b>	APO staff have forwarded this project suggestion on to the Stearns County engineer and the City of Saint Joseph engineer for consideration.
<b>County Road 2 in St. Cloud. Make 4 lane from Sauk Rapids bridge to country rd 120 roundabout</b>	APO staff are assuming that the comment is referring to CSAH 1. This project from Ninth Avenue (around the Sauk Rapids bridge) to the County Road 120 intersection has been incorporated into the APO's long-range Metropolitan Transportation Plan as adopted in October 2019. The proposal as outlined in the MTP is for a four-lane undivided arterial. This comment has also been forwarded on to the Stearns County engineer.

Comment	Disposition
<b>A bridge across the Mississippi on the south side of St. Cloud (33<sup>rd</sup> St. S to County Road 8)</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this specific project. A Request for Proposal is out through July 31 for the planning study.
<b>None, sst money got the pandemic and for those in need. Our roads aren't broken. Lives are broken. We can look at Road improvements when this is over. Seriously, I can't believe it's even on the table. That's a lot of money.</b>	APO staff appreciates the comment and understands that transportation improvements may not seem like a top priority during a pandemic. Transportation supports our emergency services and is a vital component of our economy. Decisions about funding for transportation are made at all levels of government and so the work of identifying and prioritizing transportation needs and programming funds for transportation projects also must continue.
<b>Anything with trails to get people outside. People are out of shape, and just want to watch TV. Give them more options to go outside.</b>	APO staff have forwarded this comment on to the Stearns County engineer for project consideration.
<b>Take your pic: 10<sup>th</sup> Ave from 23 down past Discovery School; 22<sup>nd</sup> St S from 137 to Roosevelt Rd, 134 from #4 to 120</b>	APO staff have forwarded the 10 <sup>th</sup> Avenue project suggestion on the City of Waite Park's engineer. APO staff have forwarded the 22 <sup>nd</sup> Street S project suggestion on to the City of Saint Cloud's engineer. APO staff are unclear of the comment pertaining to 134 from #4 to 120.
<b>Improve the water quality of the river surrounding the beaver islands.</b>	APO staff have forwarded this comment to Stearns County Environmental Services Director.
<b>Repair of Beaver Island trail surface between SCSU &amp; Sportsman Island Rd</b>	APO staff have just about completed a shared use path pavement condition study that will identify deficiencies across the entire shared use path network. It is staff's intent to forward pavement conditions gathered during this assessment to the local cities and county engineers for future project consideration. APO staff will also forward this comment to the City of Saint Cloud's engineer.
<b>Bridge on 33<sup>rd</sup> to cross over Mississippi ... connect the south east side of St. Cloud and create bypass of traffic heading to/from northern lakes/cabins</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this



Comment	Disposition
	specific project. A Request for Proposal is out through July 31 for the planning study.
<b>Mississippi River Crossing at 33<sup>rd</sup> Street S</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this specific project. A Request for Proposal is out through July 31 for the planning study.

**Appendix C4:** Table indicating the responses to survey question 2 of the Stearns County TIP survey and the Stearns County portion of the 2021-2024 TIP survey. This table also includes APO staff disposition of those comments.

Out of the **XX** people who participated in the Stearns County TIP survey, the ranking of the important transportation issues identified were as follows:

1. XXX
2. XXX
3. XXX
4. XXX
5. XXX
6. XXX
7. XXX
8. XXX
9. XXX
10. XXX

XX additional thoughts or comments about the draft TIP were provided.

Comment	Disposition
<b>Unless it's broken give funds up to something in more demand at this time.</b>	APO staff appreciates the sentiment that transportation infrastructure may not seem like a top priority right now. At the Federal level, funding for transportation infrastructure and programs cannot be redirected to other needs and priorities without an act of Congress. Similarly, at the State and local levels, the decision-making body of each jurisdiction would need to act to redirect previously budgeted funding away from transportation infrastructure. APO staff is simply responding to the need to prioritize the use of available funds. If the Congress, Legislature, County Commissions, or City Councils choose to reduce funding for transportation the APO will continue to work with its member jurisdictions to re-evaluate priorities and adjust their transportation investments to match the available funding.



Comment	Disposition
<b>Maintain roads, get an overpass for highway 15 or highway 10. Less wait time on lights. Improve running/biking trails.</b>	<p>APO has forwarded the maintaining roads and improve running/biking trails comment to the Stearns County engineer.</p> <p>The APO is coordinating a corridor study of MN-15 between Second Street S and 12<sup>th</sup> Street N with the intent of improving operations of that facility. APO staff will forward the overpass comments on both MN 15 and US 10 to MnDOT.</p> <p>The APO's MTP notes that traffic signal timing adjustments can be made remotely based on traffic conditions for some traffic signals at major intersections in the metropolitan planning area (MPA). However, monitoring is only done on a part-time basis by a single staff member. For other traffic signals, the time must be set in the roadside cabinet and the intersection cannot be monitored remotely. APO staff will forward this comment on to the Stearns County engineer.</p>

**Appendix C5:** Table indicating the responses to survey question 4 of the Stearns County TIP survey. This table also includes APO staff disposition of those comments.

### City of Saint Cloud

A total of **XX** people participated in the City of Saint Cloud TIP survey.

The City of Saint Cloud had three projects programmed to receive Federal funding during the time period of fiscal years 2021 through 2024.

- #5: The City of Saint Cloud is proposing to construct a Beaver Island Trail connection from the existing trail at the Saint Cloud Waste Water Treatment facility to the southern border of the city. The estimated project cost is \$600,000 with \$480,000 coming from Federal funding and \$120,000 coming from local funding.
- #8: The City of Saint Cloud is proposing to reconstruct County Road 136/Oak Grove Road SW from 22<sup>nd</sup> Street to 33<sup>rd</sup> Street S. This project will also include the addition of sidewalks and bike lanes from 22<sup>nd</sup> Street to Oak Hill Community School and widened shoulders from the school to 33<sup>rd</sup> Street S. The estimated project cost is \$2,400,000 with \$1,266,482 coming from Federal funding and \$1,133,518 coming from local funding.
- #14: The City of Saint Cloud is proposing to reconstruct Cooper Avenue from Traverse Road to CSAH 75/Roosevelt Road. This project will also include the addition of bike lanes and sidewalks. The estimated project cost is \$2,500,000 with \$1,457,080 coming from Federal funding and \$1,042,920 coming from local funding.

**XX** people responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>5</b>						



Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>8</b>						
<b>14</b>						

**Appendix C6:** Table indicating the responses to survey question 1 of the City of Saint Cloud TIP survey and the City of Saint Cloud portion of the 2021-2024 TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Saint Cloud to add one project to be considered for future Federal funding opportunities, what project would you add?

Comment	Disposition
<b>Absolutely make a safer walk from Lake George to across Division. I'm a daily walker and not a day goes by that people run red lights at the pedestrian crossing. I am a careful adult and know to look for speeders and light runners. But children cannot safely cross there. It would be nice to build that up and connect to lake, library, easier access to downtown from lakes/park and new city facilities.</b>	APO staff have forwarded this comment on to the City of Saint Cloud engineer.
<b>Northstar to St. Cloud, please!</b>	The Federal funding available to the APO does not cover commuter rail service. However, under Goal 2, Strategy 2, Objective 3 of the APO's long-range planning document the Metropolitan Transportation Plan (MTP): "The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the extension of the Northstar Commuter Rail to the Saint Cloud metro."
<b>Improving the bike/pedestrian/vehicle intersection at Traverse Road and Roosevelt Road/Cty 75 or improving 22<sup>nd</sup> Street S from Cooper Ave west to Waite Park with bike lanes or paths/sidewalk or construction of a safe way to get from Beaver Island Trail to the Lake Wobegon Trail</b>	APO staff will forward the project suggestions for Traverse Road and 22 <sup>nd</sup> Street S to the City of Saint Cloud engineer.  As it exists today the connection between the Beaver Island Trail and the Lake Wobegon Trail is done on-road. In 2021 the city is proposing as part of its Capital Improvement Plan to extend the on-road Lake Wobegon bike facility within the existing street right of way from 10 <sup>th</sup> Street N/Centennial Drive/11 <sup>th</sup> Street N from 38 <sup>th</sup> Avenue N to 12 <sup>th</sup> Avenue N. APO staff will also forward this comment on to the City of Saint Cloud engineer.
<b>Repair sections of crumbling asphalt on the Beaver Island Trail.</b>	APO staff have just about completed a shared use path pavement condition study that will identify deficiencies across the entire shared use path network. It is staff's





Comment	Disposition
	intent to forward pavement conditions gathered during this assessment to the local cities and county engineers for future project consideration. APO staff will also forward this comment to the City of Saint Cloud's engineer.
<b>Extending the Lake Wobegone trail into St. Cloud</b>	As it exists today the connection between the Beaver Island Trail and the Lake Wobegon Trail is done on-road. APO staff is assuming the commenter is referring to a shared use path facility as the preferred connection. Staff will forward this comment to the City of Saint Cloud engineer.
<b>Beaver Island Trail</b>	APO staff is unsure of what to do with this comment.
<b>33<sup>rd</sup> Street South Mississippi River Crossing</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this specific project. A Request for Proposal is out through July 31 for the planning study.
<b>Urban beltline on 33<sup>rd</sup> which would include a bridge over the Mississippi. With the south side expanding, including Tech HS, MUST include residents east of the river.</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this specific project. A Request for Proposal is out through July 31 for the planning study.
<b>Bridge on 33<sup>rd</sup> to cross over Mississippi ... connect the south east side of St. Cloud and create bypass of traffic heading to/from northern lakes/cabins</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this specific project. A Request for Proposal is out through July 31 for the planning study.

**Appendix C7:** Table indicating the responses to survey question 2 of the City of Saint Cloud TIP survey and the City of Saint Cloud portion of the 2021-2024 TIP survey. This table also includes APO staff disposition of those comments.

Out of the **XX** people who participated in the City of Saint Cloud TIP survey, the ranking of the important transportation issues identified were as follows:

1. XXX
2. XXX
3. XXX



4. XXX
5. XXX
6. XXX
7. XXX
8. XXX
9. XXX
10. XXX

XX additional thoughts or comments about the draft TIP were provided.

Comment	Disposition
<p><b>Please make Northstar to St. cloud a priority! Also, make bike lanes/trails/paths and sidewalks are crucial to our health and well being as well as safety, as is the environmental concerns so please prioritize those things</b></p>	<p>The Federal funding as it pertains to the APO is strictly for surface transportation and not for commuter rail. However, APO Policy Board members have made pursuing funding for a Northstar connection to Saint Cloud a priority for the region. Under Goal 2, Strategy 2, Objective 3 of the APO's long-range planning document the Metropolitan Transportation Plan (MTP): "The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the extension of the Northstar Commuter Rail to the Saint Cloud metro."</p> <p>APO staff have forwarded the comment on construction for more bike lanes/trails/paths and sidewalks to the City of Saint Cloud engineer.</p> <p>As outlined in the APO's MTP, per Federal regulations the APO must consult with "state and local agencies responsible for land use management, natural resources, environmental protection, conversation, and historic preservation concerning the development of the transportation plan." This includes the planning of transportation projects utilizing Federal funding.</p>
<p><b>Connecting region to TC Metro with Northstar and not more highway projects!</b></p>	<p>The Federal funding as it pertains to the APO is strictly for surface transportation and not for commuter rail. However, APO Policy Board members have made pursuing funding for a Northstar connection to Saint Cloud a priority for the region. Under Goal 2, Strategy 2, Objective 3 of the APO's long-range planning document the Metropolitan Transportation Plan (MTP): "The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the</p>



Comment	Disposition
	extension of the Northstar Commuter Rail to the Saint Cloud metro."

**Appendix C8:** Table indicating the responses to survey question 4 of the City of Saint Cloud TIP survey. This table also includes APO staff disposition of those comments.

### City of Sartell

A total of **XX** people participated in the City of Sartell TIP survey.

The City of Sartell had two projects programmed to receive Federal funding during the time period of fiscal years 2021 through 2024.

- #13: The City of Sartell is proposing to reconstruct 19<sup>th</sup> Avenue from CSAH 4 to CSAH 133/Sixth Street S. The estimated project cost is \$4,799,920 with \$2,089,920 coming from Federal funding and \$2,710,000 coming from local funding.
- #26: The City of Sartell is proposing to extend the current shared use path along Heritage Drive from Huntington Drive South to Amber Avenue South. This project will also include the installation of two marked crosswalks along Heritage Drive. The estimated project cost is \$459,121 with \$367,297 coming from Federal funding and \$91,824 coming from local funding.

**XX** people responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>13</b>						
<b>26</b>						

**Appendix C9:** Table indicating the responses to survey question 1 of the City of Sartell TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Sartell to add one project to be considered for future Federal funding opportunities, what project would you add?

Comment	Disposition
<b>Fix current roads and bike paths</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Leander Ave south of Heritage. Way to narrow and no shoulder</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>35<sup>th</sup> St N repave and walking path west of New high-school</b>	APO staff have forwarded this comment on to the City of Sartell engineer. A reconstruction of this roadway from 75 <sup>th</sup> Avenue to 12 <sup>th</sup> Avenue N is part of the APO's long-range transportation plan (Metropolitan Transportation Plan – MTP).
<b>13</b>	APO staff are uncertain about the meaning of this comment.
<b>Continue fixing the walking path along the east side of the football field</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>13<sup>th</sup> Avenue</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>23<sup>rd</sup> Ave S</b>	APO staff have forwarded this comment on to the City of Sartell engineer.

Comment	Disposition
<b>Repairing Pinecone South</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Riverside Avenue</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>19<sup>th</sup> Ave update</b>	APO staff have forwarded this comment on to the City of Sartell engineer. A reconstruction of this roadway has also been incorporated into the APO's long-range transportation plan (Metropolitan Transportation Plan – MTP).
<b>Extend shared use path along 35<sup>th</sup> St N so it connects the high school to Blackberry</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Improving/replacing the roads in the neighborhood of 5<sup>th</sup>, 6<sup>th</sup>, and 7<sup>th</sup> Ave. S</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Walking paved paths all the way down Riverside. Would be used by tons of people for family exercise.</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Extend 19<sup>th</sup> to the high school</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Community swimming pool</b>	This comment is outside of the APO's realm of expertise. APO staff have forwarded this comment on to the City of Sartell City Administrator.
<b>Redo 13<sup>th</sup> Ave N</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Fix the intersection of 2 ½ and 19<sup>th</sup></b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Larger side walks or a designated bike path</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Extend Roberts rd to CSAH 4 [Veterans Drive]</b>	APO staff have forwarded this comment on to the City of Sartell engineer. This project has also been identified as part of the APO's long-range plan to construct a new three lane Robert's Road from Pinecone Road S to CSAH 4.
<b>#13&lt;</b>	APO staff is unsure of this comment.
<b>Sidewalks in neighborhoods near schools</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>15<sup>th</sup> Street N between Pinecone and 19<sup>th</sup> Ave N</b>	This project has been identified as part of the APO's long-range plan to construct a new four lane 15 <sup>th</sup> Street N from 19 <sup>th</sup> Avenue N to Pinecone Road N. APO staff have also forwarded this comment on to the City of Sartell engineer.
<b>A crosswalk, a roundabout, or signals at 15<sup>th</sup> &amp; Pinecone</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Walking path lights from 15<sup>th</sup> Street N (Celebration Lutheran) all the way down Pinecone to 2<sup>nd</sup> Street (Blueline)</b>	APO staff have forwarded this comment on to the City of Sartell engineer.

Comment	Disposition
<b>Bike/walking options among river</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Continue 19<sup>th</sup> Ave N past 11<sup>th</sup> St N so that it is easier for people to commute to the new high school</b>	This project has been identified as part of the APO's long-range plan to construct a two-lane road from 11 <sup>th</sup> Street N to 27 <sup>th</sup> Street N. APO staff have also forwarded this comment on to the City of Sartell engineer.
<b>I would add to re pave 30<sup>th</sup> Ave. between 40<sup>th</sup> and veterans drive. One of the most used roads but poor condition.</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>River Road maintenance mostly on the north side of town. Also connecting roadways from Pinecone south to the next/tech district</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Park improvements</b>	This comment is outside of the APO's realm of expertise. APO staff have forwarded this comment on to the City of Sartell City Administrator.
<b>13</b>	APO staff is unsure of how to handle this comment.
<b>26</b>	APO staff is unsure of how to handle this comment.
<b>Hey 15/county road one intersection (too dangerous) pedestrian overpass and slow traffic speeds as prevention of fatality accidents</b>	The APO is coordinating a corridor study of MN-15 between Second Street S and 12 <sup>th</sup> Street N with the intent of improving operations of that facility.  APO staff will also forward this comment on to the City of Sartell engineer and the Minnesota Department of Transportation (MnDOT) District 3 Planning Manager.
<b>Sidewalks along 2.5 street</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>River Road .... Street curb and gutter</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Either roundabout or stoplights at Pinecone and 7<sup>th</sup> St N</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>30 Ave N road reconstruction between 17<sup>th</sup> Street North and 40<sup>th</sup> Street N. Extend shared use path on Pinecone Rd. to go beyond 27<sup>th</sup> Street North to reach high school</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Lighted crosswalk across pinecone at 15<sup>th</sup> St South. It is the only pedestrian exist out of this neighborhood and is very dangerous without a crosswalk.</b>	APO staff have forwarded this comment on to the City of Sartell engineer.
<b>Leander Ave (50<sup>th</sup> Ave) extending from Co Rd 120 to Heritage Dr. Shoulders and shared use path should be added to this critical N-S roadway. ADT if I</b>	The APO has identified Leander Avenue as an expansion project – to widen to three lanes – in this location as part of the long-





Comment	Disposition
<b>remember as increased a lot and road is heavily used.</b>	range Metropolitan Transportation Plan (MTP) adopted in October 2019.  APO staff have forwarded this comment on to the City of Sartell engineer.

**Appendix C10:** Table indicating the responses to survey question 2 of the City of Sartell TIP survey and the APO staff disposition of those comments.

Out of the **XX** people who participated in the City of Sartell TIP survey, the ranking of the important transportation issues identified were as follows:

1. XXX
2. XXX
3. XXX
4. XXX
5. XXX
6. XXX
7. XXX
8. XXX
9. XXX
10. XXX

**XX** additional thoughts or comments about the draft TIP were provided.



Comment	Disposition
<b>No</b>	APO staff thank you for your comment.
<b>Off road bike trail from Sartell to St. Joe would be nice.</b>	APO staff have forwarded off this comment to the city engineers of Sartell and Saint Joseph along with the Stearns County engineer.
<b>SLOWER SPEED LIMIT ON 19<sup>TH</sup> Ave South! Roundabout needed at 19<sup>th</sup> Ave and 15<sup>th</sup> St!!! Impossible to cross 19<sup>th</sup> when walking!!!</b>	The Minnesota State Legislature has now allowed individual cities to develop their own process for setting speed limits on roadways they own and maintain. The APO's Technical Advisory Committee (TAC) as of April 2020 is considering establishing a working group to look at this matter on a regional level to establish consistency among the Saint Cloud metro cities. Research is still being gathered at a statewide level on best practices, which once completed, will assist the APO's TAC in moving forward with a speed limit working group.  The roundabout comment has been forwarded on to the City of Sartell's engineer.
<b>I'm very pleased with some of the smaller projects that will improve traffic flow so that 19<sup>th</sup> and Pinecone don't bottle up as often.</b>	APO staff thanks you for your comment.

**Appendix C11:** Table indicating the responses to survey question 4 of the City of Sartell TIP survey. This table also includes APO staff disposition of those comments.

### City of Sauk Rapids

A total of **XX** people participated in the City of Sauk Rapids TIP survey.

The City of Sauk Rapids had one project programmed to receive Federal funding during the time period of fiscal years 2021 through 2024.

- #11: The City of Sauk Rapids is proposing to construct a new shared use path along Benton CSAH 1/Mayhew Lake Road from Benton CSAH 3/Golden Spike Road NE to Osauka Road – the entrance to Sauk Rapids-Rice High School. The estimated project cost is \$393,000 with \$314,400 coming from Federal funding and \$78,600 coming from local funding.

**XX** people responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>11</b>						

**Appendix C12:** Table indicating the responses to survey question 1 of the City of Sauk Rapids TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Sauk Rapids to add one project to be considered for future Federal funding opportunities, what project would you add?



Comment	Disposition
<b>Get the NorthStar connected to Sauk Rapids</b>	The Federal funding as it pertains to the APO is strictly for surface transportation and not for commuter rail. However, APO Policy Board members have made pursuing funding for a Northstar connection to Saint Cloud a priority for the region. Under Goal 2, Strategy 2, Objective 3 of the APO's long-range planning document the Metropolitan Transportation Plan (MTP): "The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the extension of the Northstar Commuter Rail to the Saint Cloud metro."
<b>Redo 4<sup>th</sup> Ave north road. That road is riddled with potholes and 'refilling' it each year is NOT a fix.</b>	APO staff have forwarded this comment on to the City of Sauk Rapids engineer.
<b>Safer crossing options for students attempting to cross 2<sup>nd</sup> St N/co rd 3/golden spike road to attend school. Better speed control and patrol through roundabouts on same road.</b>	APO staff have forwarded this comment on to the City of Sauk Rapids engineer.
<b>Shared path/trail on Benton Drive connecting DT Sauk Rapids safely to the South side of Sauk Rapids (across the tracks). Currently the only safe rail Road intersection is located by the Burger King in Sauk Rapids and that location is currently closed. Children who have to walk to the middle school or Mississippi Heights Elementary school have no safe way to cross the railroad tracks at 2<sup>nd</sup> Ave S or 9<sup>th</sup> St S</b>	APO staff have forwarded this comment on to the City of Sauk Rapids engineer.
<b>More bike lanes and trails</b>	APO staff have forwarded this comment on to the City of Sauk Rapids engineer.

**Appendix C13:** Table indicating the responses to survey question 2 of the City of Sauk Rapids TIP survey and the APO staff disposition of those comments.

Out of the **XX** people who participated in the City of Sauk Rapids TIP survey, the ranking of the important transportation issues identified were as follows:

1. XXX
2. XXX
3. XXX
4. XXX
5. XXX
6. XXX
7. XXX
8. XXX
9. XXX



10. XXX

XX additional thoughts or comments about the draft TIP were provided.

Comment	Disposition
<b>No</b>	APO staff thank you for your comment.
<b>Connecting region to TC Metro with Northstar, not more highway or road projects.</b>	The Federal funding as it pertains to the APO is strictly for surface transportation and not for commuter rail. However, APO Policy Board members have made pursuing funding for a Northstar connection to Saint Cloud a priority for the region. Under Goal 2, Strategy 2, Objective 3 of the APO's long-range planning document the Metropolitan Transportation Plan (MTP): "The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the extension of the Northstar Commuter Rail to the Saint Cloud metro."

**Appendix C14:** Table indicating the responses to survey question 4 of the City of Sauk Rapids TIP survey. This table also includes APO staff disposition of those comments.

### **Saint Cloud Metro Bus**

A total of XX people participated in the Saint Cloud Metro Bus TIP survey.

The Saint Cloud Metro Bus survey was divided into two parts – Operation Costs and Capital Improvements.

Under Operation Costs, participants were asked their opinion regarding the importance of operating assistance for fiscal years 2021 through 2024.

XX people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Operating Assistance</b>						

**Appendix C15:** Table indicating the responses to survey question 1 of the Saint Cloud Metro Bus TIP survey.

Under Operation Costs, participants were asked their opinion regarding the importance of preventive maintenance for fiscal years 2021 and 2022.

XX people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Preventive Maintenance</b>						

**Appendix C16:** Table indicating the responses to survey question 2 of the Saint Cloud Metro Bus TIP survey.

Under Operation Costs, participants were asked their opinion regarding the importance of paratransit operations for fiscal years 2021 through 2024.

XX people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Paratransit Operations</b>						

**Appendix C17:** Table indicating the responses to survey question 3 of the Saint Cloud Metro Bus TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of Northstar commuter operations for fiscal years 2021 through 2024.

XX people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Northstar Commuter Operations</b>						

**Appendix C18:** Table indicating the responses to survey question 4 of the Saint Cloud Metro Bus TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of six projects proposed to receive Federal funding assistance during fiscal year 2021.

XX people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Operations vehicle replacement</b>						
<b>Office equipment</b>						
<b>Maintenance equipment</b>						
<b>Facility improvements</b>						
<b>Website update</b>						
<b>Bus replacements (fixed route)</b>						

**Appendix C19:** Table indicating the responses to survey question 5 of the Saint Cloud Metro Bus TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of five projects proposed to receive Federal funding assistance during fiscal year 2022.

XX people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Office equipment</b>						





Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Facility improvement</b>						
<b>Maintenance equipment</b>						
<b>Bus shelters</b>						
<b>Bus replacement (Dial-a-Ride)</b>						

**Appendix C20:** Table indicating the responses to survey question 6 of the Saint Cloud Metro Bus TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of four projects proposed to receive Federal funding assistance during fiscal year 2023.

XX people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>Office Equipment</b>						
<b>Maintenance equipment</b>						
<b>TSP</b>						
<b>Bus replacement (fixed route)</b>						

**Appendix C21:** Table indicating the responses to survey question 7 of the Saint Cloud Metro Bus TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of six projects proposed to receive Federal funding assistance during fiscal year 2024.

XX people responded to this question.



Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Bus replacement (fixed route)						
Acquisitions						
Long Range Transportation Plan						
Office Equipment						
Bus replacement (Dial-a-Ride)						
Maintenance Equipment						

**Appendix C22:** Table indicating the responses to survey question 8 of the Saint Cloud Metro Bus TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for Saint Cloud Metro Bus to add one project to be considered for future Federal funding opportunities, what project would you add?

Comment	Disposition
Work on finding a larger more centralized transit center (hub)	APO staff have forwarded this comment to Metro Bus's CFO, COO, and Planning Manager.
Buses going out to St. Joe	APO staff have forwarded this comment to Metro Bus's COO.

**Appendix C23:** Table indicating the responses to survey question 9 of the Saint Cloud Metro Bus TIP survey and the APO staff disposition of those comments.

Out of the **XX** people who participated in the City of Saint Cloud TIP survey, the ranking of the important transportation issues identified were as follows:

1. XXX
2. XXX
3. XXX
4. XXX
5. XXX
6. XXX
7. XXX
8. XXX
9. XXX
10. XXX

**XX** additional thoughts or comments about the draft TIP were provided.

### **Minnesota Department of Transportation**

A total of **XX** people participated in the Minnesota Department of Transportation (MnDOT) TIP survey.

MnDOT had eight projects programmed to receive Federal funding during the time period of fiscal years 2021 through 2024.



- #9: MnDOT is proposing to install median cable barrier guardrails on US 10 north of Saint Cloud to Rice. The estimated project cost is \$1,750,000 with \$1,575,000 coming from Federal funding and \$175,000 coming from state funding.
- #10: MnDOT is proposing to restore the failing retaining walls along MN 301 adjacent to the Minnesota Department of Corrections building in Saint Cloud. The estimated project cost is \$800,000 coming from state funding.
- #15: MnDOT is proposing to replace bridge number 3666 on US 10 with a box culvert 0.2 miles NW of Benton CSAH 33/First Avenue NE/60<sup>th</sup> Street NW. The estimated project cost is \$1,401,000 with \$1,120,800 coming from Federal funding and \$280,200 coming from state funding.
- #22: MnDOT is proposing to remove an at-grade BNSF rail crossing along US 10 at 45<sup>th</sup> Avenue. The project will realign the CR 65/42<sup>nd</sup> Street existing crossing. The estimated project cost is \$307,000 with \$276,300 coming from Federal funding and \$30,700 coming from state/local funding.
- #23: MnDOT is proposing to reconstruct the interchange of MN 23 and US 10. This project will include work on MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1/Mayhew Lake Road) and US 10 (from 0.2 miles west of East Saint Germain Street to 0.1 miles north of 15<sup>th</sup> Avenue SE). The proposed project will also replace the existing bridges (9021 and 9022) and will include multimodal improvements. The estimated project cost is \$30,300,000 with \$24,315,000 coming from Federal funding and \$5,985,000 coming from state funding.
- #24: MnDOT is proposing to do an overly surface treatment on two bridges on Interstate 94 that span the BNSF railroad (bridges 73875 and 73876) 0.6 miles west of the MN 23/I-94 interchange. The estimated project cost is \$1,800,000 with \$1,440,000 coming from Federal funding and \$360,000 coming from state funding.
- #27: MnDOT is proposing to do an overlay surface treatment on the I-94 flyover bridge at CSAH 75 northwest of Saint Joseph (bridge number 73868). The estimated project cost is \$1,100,000 with \$880,000 coming from Federal funding and \$220,000 coming from state funding.
- #29: MnDOT is proposing to install median cable barrier guardrails on US 10 from Saint Cloud to Clear Lake. The estimated project cost is \$1,634,250 with \$1,470,825 coming from Federal funding and \$163,425 coming from state funding.

**XX** people responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
<b>9</b>						
<b>10</b>						
<b>15</b>						
<b>22</b>						
<b>23</b>						
<b>24</b>						
<b>27</b>						
<b>29</b>						

**Appendix C24:** Table indicating the responses to survey question 1 of the MnDOT TIP survey.

The following comments were provided to the open-ended question asking residents: If there was sufficient funding for MnDOT to add one project to be considered for future Federal funding opportunities, what project would you add?



Comment	Disposition
<b>None</b>	APO staff thanks you for your comment.
<b>Urban beltline on 33<sup>rd</sup> which would include a bridge over the Mississippi. With the south side expanding, including Tech HS, MUST include residents east of the river.</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this specific project. A Request for Proposal is out through July 31 for the planning study.

**Appendix C24:** Table indicating the responses to survey question 2 of the MnDOT TIP survey and the MnDOT portion of the 2021-2024 TIP survey. This table also includes the APO staff disposition of those comments.

Out of the XX people who participated in the MnDOT TIP survey, the ranking of the important transportation issues identified were as follows:

1. XXX
2. XXX
3. XXX
4. XXX
5. XXX
6. XXX
7. XXX
8. XXX
9. XXX
10. XXX

XX additional thoughts or comments about the draft TIP were provided.

#### **Full 2021-2024 TIP**

XX person took the full 2021-2024 TIP survey which combined all of the project specific questions for the following agencies/jurisdictions: Benton County, Stearns County, City of Saint Cloud, City of Sartell, City of Sauk Rapids, Saint Cloud Metro Bus, and MnDOT.

Project comments specific to an agency/jurisdiction have been reflected under the appropriate section.

Out of the XX people who participated in the full TIP survey, the ranking of the important transportation issues identified were as follows:

1. Preparing for driverless cars.
2. Maintaining roadways.
3. Supporting the economy.
4. Protecting the environment.
5. Connecting our region to the Twin Cities Metro.
6. Increasing safety.
7. Improving transit.
8. Adding more sidewalks/trails.
9. Building new roadways.
10. Building an urban beltline around the Saint Cloud Metro.

One additional thought or comment about the draft TIP was provided.



Comments	Disposition
<b>Bridge on 33<sup>rd</sup> to cross over Mississippi.... Connect the south east side of St. Cloud and create bypass of traffic heading to/from northern lakes/cabins. With the South side expanding and Tech HS, need access from east of the river .... Need a urban belt line.</b>	This project is part of the proposed urban beltline arterial as incorporated into the APO's MTP adopted in October 2019. As of right July 2020, the APO in coordination with the City of Saint Cloud, Stearns County, and Sherburne County is working on a proposed alignment study for this specific project. A Request for Proposal is out through July 31 for the planning study.

**Appendix C25:** Table indicating the responses to survey question 23 of the full 2021-2024 TIP survey and the APO staff disposition of those comments.





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

*T. 320.252.7568 F. 320.252.6557*

**TO:** Saint Cloud Area Planning Organization Technical Advisory Committee  
**FROM:** Vicki Johnson, Senior Transportation Planner  
**RE:** Technical Advisory Committee Bylaws Revision  
**DATE:** July 17, 2020

The proceedings of the APO's Technical Advisory Committee (TAC) is governed by a set of bylaws that were originally adopted by the APO's Policy Board on Aug. 7, 2002, with amendments occurring on Sept. 4, 2008, and March 5, 2009.

In the 11 years since the last amendment to the TAC's bylaws, several changes to the APO's organizational structure have occurred including the departure of a member jurisdiction, the revision of the organization's Joint Powers Agreement, and the amendment of the APO Policy Board bylaws.

With the changes outlined above, APO staff have reviewed the 2009 amended TAC bylaws and are proposing a revision of the existing TAC bylaws to better align with the current organizational structure of the APO.

At the June 25, 2020, TAC meeting, TAC representatives discussed the first draft of the proposed revision to the TAC bylaws. Feedback was received on the Special versus Emergency Meeting provision along with discussion on membership, the designation of TAC representatives by APO members, and quorum (with the proposed revision there are currently there are 11 voting members – one-third quorum would be four members).

**Attachment D2** is the proposed revisions that were presented to the TAC at the June 25 meeting.

APO staff's attempt at drafting the provision for Special Meetings which would effectively incorporate the Emergency Meeting provision can be viewed in **Attachment D3**.

**Attachment D4** is APO staff's attempt at drafting a **separate** provision for Emergency Meetings.

Additional comments were received regarding the draft of the bylaws after the June TAC meeting from one TAC representatives and one ex-officio member. The following comments for further consideration and discussion are broken down by section.

### 3. Membership & Voting

- Recommend establishing and inserting the total number of voting members based on membership criteria. This will help in determining quorum requirements.
- Recommend adding "District 3" to the "Minnesota Department of Transportation" if that is what is intended. Would further recommend under this section referencing "District Planning Director or designee" as the District 3 Planning Section is responsible for MPO coordination and administration.
- Consider moving MnDOT District 3 State Aid Engineer to Voting membership from the Ex-Officio membership. DSAE has closest ties to local State Aid jurisdictions and is also involved in managing local Federal aid funded program. DSAE focus is aligned with local interest whereas District Planning is primarily focused on State trunk high system and District 10-year Capital Highway Investment Plan (CHIP) and four-year

STIP.

- Ex-Officio Representative title changes
  - C: Minnesota Division Office.
  - D: Region 5 Office.
  - E: For MPCA, you may want to specify an office, but as noted below for “H,” perhaps it doesn’t matter.
  - H: There is more than one Planning Program Coordinator within OTSM. Since this is ex-officio, perhaps it doesn’t matter, but if you wanted to specify – MPO Planning Program Coordinator.

#### 5. Meetings

- Regarding schedule for regular meetings, it seems that at one time the APO TAC did meet on a monthly basis, but this was considered too frequent and often times meetings were canceled. Recommend consider bimonthly meeting schedule and allowing for additional “Special Meetings,” if necessary.
- Recommend establishing criteria for “Emergency Meeting” if different than a “Special Meeting” or are they really the same thing?
- A quorum of one-third of the voting members seems low. With the reduced number of voting members on the TAC, it is hoped that achieving 50 percent attendance at meetings is consistently realistic. Perhaps the use of teleconferencing may be substitute for attendance in person?

APO staff hope to provide a finalized draft of the TAC bylaws at the August TAC meeting in the hopes of seeking approval of the bylaws from the APO’s Policy Board in September.

**Suggested Action:** None, informational.



## Bylaws for the Saint Cloud Area Planning Organization Technical Advisory Committee

### 1. **NAME**

The name of the Committee will be the Technical Advisory Committee (TAC).

### 2. **ORGANIZATION**

The purpose of the TAC is to research, analyze, and report on all issues of a technical nature as well as to provide assistance and to make recommendations to the Saint Cloud Area Planning Organization's (APO's) Policy Board in carrying out the goals and objectives of the APO. The TAC will also provide guidance to APO staff and consultants in conducting the work specified in the Unified Planning Work Program (UPWP). Additional and specific responsibilities may be defined, as needed, by the APO Policy Board.

### 3. **MEMBERSHIP & VOTING**

#### **3.1 Members**

**3.1.1** At a minimum, TAC membership shall include:

- a. Any political subdivision of the State of Minnesota whose jurisdiction overlaps – in whole or in part – with the approved geographic metropolitan planning area (MPA) of the APO AND whose governing body has approved the APO's Joint Powers Agreement (JPA); and
- b. The Minnesota Department of Transportation; and
- c. The Saint Cloud Metropolitan Transit Commission or successor agency thereof.

**3.1.2** At its sole discretion, the APO Policy Board may approve additional individuals, organizations, agencies, advocacy groups, non-profits, or other entities to be members of the TAC. Such members may be either voting members or non-voting members.

#### **3.2 Primary Voting Representatives**

**3.2.1** Each TAC member identified in section 3.1.1 (above) shall appoint one Primary Voting Representative to serve on the TAC with the exception of the City of Saint Cloud, which is allowed to appoint two Primary Voting Representatives.

**3.2.2** Entities approved for TAC membership under subsection 3.1.2 (above) shall also appoint a Primary Representative to serve on the TAC. If the Policy Board approved the entity as a voting member of the TAC, then the representative of that entity shall be a Primary Voting Representative. Otherwise, they shall be a non-voting Primary Representative.

**3.2.3** All voting and non-voting Primary Representatives shall serve until replaced by the member's appointing body or until the member withdraws their APO membership.

**3.2.4** Primary Representatives may be changed at any time by the member, however, the appointment of a new Primary Voting Representative must be communicated in writing or via email to the TAC Chair at least 24 hours prior to the next scheduled meeting of the APO's TAC. Failure to provide sufficient notice may result in the member's Primary Voting Representative not to be recognized as the duly appointed voting representative for that member.

**3.2.5** All Primary Voting Representatives are allowed one vote.

#### **3.3 Alternate Voting Representatives**



3.3.1 Voting members may also appoint Alternate Voting Representatives. These representatives shall be recognized as the member's official voting representative only if the member's Primary Voting Representative is absent from a meeting.

3.3.2 If a member's Primary Voting Representative and Alternate Voting Representative both attend the same meeting at the same time, only the Primary Voting Representative's vote shall count and the presence of the Alternate Voting Representative shall not be considered for purposes of determining quorum.

3.3.3 Alternate Voting Representatives may be changed at any time by the member unit, but the appointment of an Alternate Voting Representative must be communicated in writing or via email to the TAC Chair at least 24 hours prior to the next scheduled meeting of the APO TAC. Failure to provide sufficient notice may result in the member's Alternate Voting Representative not being recognized as the duly appointed representative for that member.

### **3.4 Ex-Officio Members & Representatives**

3.4.1 Ex-officio representatives are individuals who are members of the TAC by virtue of holding another position or office. The following are ex-officio members of the TAC:

- a. APO Policy Board members.
- b. Air Quality Specialist for U.S. Environmental Protection Agency (EPA): Regional Office.
- c. Community Planner for Federal Highway Administration (FHWA): District Office.
- d. Transportation Program Specialist for Federal Transit Administration (FTA): District Office.
- e. Minnesota Pollution Control Agency Principal State Planner.
- f. MnDOT District 3 State Aid Engineer.
- g. MnDOT Office of Transit and Active Transportation (OTAT) Transit Mobility Coordinator.
- h. MnDOT Office of Transportation System Management Planning Program Coordinator.
- i. Saint Cloud APO Active Transportation Advisory Committee (ATAC) Representative.

3.4.2 Ex-officio members and representatives are non-voting members and representatives.

3.4.3 Ex-officio members do not count toward determining the presence of a quorum.

## **4. OFFICERS**

### **4.1 TAC Chair**

The APO Senior Transportation Planner will serve as the TAC Chair.

#### **4.1.1 Duties of the TAC Chair**

Duties of the TAC Chair include: Drafting of an agenda of business to be transacted at any Regular or Special Meeting of the TAC; presiding at TAC meetings to assure a comprehensive, cooperative, and continuing (3-C) process; calling special meetings as the TAC Chair deems necessary or upon request by a one-third vote of TAC members; and facilitating and/or coordinating special committees created by the TAC membership.

### **4.2 TAC Vice Chair**

The APO Executive Director shall serve as the TAC Vice Chair.

#### **4.2.1 Duties of the TAC Vice Chair**

Perform the duties of the Chair in the absence of the Chair.

### **4.3 Absence of TAC Chair and Vice Chair**

In the absence of the TAC Chair and Vice Chair, the most senior-level APO staffer will preside at the Regular or Special Meeting of the TAC as temporary chair until such a time that (a) the Chair or Vice Chair arrive; or (b) the meeting has adjourned.



#### **4.4 TAC Secretary**

The APO Administrative Assistant will serve as the TAC Secretary.

##### **4.4.1 Duties of the TAC Secretary**

*Duties of the TAC Secretary include:* Taking minutes at all meetings and submit them for approval to the membership at the following meeting; serving as custodian of the TAC's records; and keeping the official membership roll.

## **5. MEETINGS**

### **5.1 Regular Meetings**

Meetings of the TAC shall be held monthly based upon a schedule adopted by the TAC annually. The TAC Chair shall determine the meeting location and time. The TAC Chair or Vice Chair may cancel a regularly scheduled meeting. Notices of regular meetings shall be emailed to the membership at least 10 days in advance of the meeting.

### **5.2 Special Meetings**

The TAC Chair or Vice-Chair, when they deem necessary, may call a Special Meeting of the TAC. At least one representative from each member unit must be contacted personally 10 days in advance of the meeting for such Special Meeting to be valid.

5.2.1 A written petition signed by one-third of the member units and presented to the TAC Chair and/or Vice Chair 10 business days prior to the requested date for a Special Meeting shall constitute a call for such meeting.

5.2.2 The call for any Special Meeting shall designate the date, time, place, the business to be transacted, and who called the meeting. As such Special Meetings, no business shall be considered other than as designated in the call.

5.2.3 The agenda for said meeting may be delivered via email to each representative of the TAC at least three days prior to the date of such Special Meeting.

### **5.3 Emergency Meetings**

### **5.4 Conduct of Meetings**

5.4.1 All agendas of the TAC will be posted to the APO's website 10 days in advance of Regular or Special Meetings of the TAC.

5.4.2 All meetings of the TAC will be conducted in-person unless the threshold to conduct meetings through the use of Internet means has been met as outlined in Section 5.6.

5.4.3 Pursuant to the Americans with Disabilities Act and the policies of the APO's Stakeholder Engagement Plan, meeting locations shall be accessible to all people of all abilities.

5.4.4 All meetings of the TAC will be open to the public.

5.4.5 All Regular and Special Meetings of the TAC will have a designated time for the public to address the TAC membership.

### **5.5 Quorum**

In order for business to be transacted, there must be a recognized quorum of voting representatives. Quorum for the TAC will be no less than one-third of voting members.

5.5.1 A quorum is not lost when a member or members abstain from voting.



5.5.2 If a quorum is not reached within 15 minutes of the scheduled meeting time, those members present may, by unanimous agreement, select to continue the meeting as an informational meeting to discuss items on the agenda that do not require approval or action by the TAC voting membership.

## **5.6 Video and Teleconference Meeting**

5.6.1 Meetings of the TAC may be conducted through use of Internet meeting services designated by the Chair (a) when the Chair or Vice-Chair has obtained written consent for this from a majority of the TAC membership; (b) in the case of special meetings, when so directed by those calling the special meeting; or (c) when it is prohibitive to conduct a meeting in-person due, but not limited, to local, State, or Federal declaration of emergency.

5.6.2 In the event that an in-person meeting of the TAC is not practical or prudent because of a health pandemic or an emergency declared under Minnesota Statute Chapter 12, the TAC may conduct its business in an electronic format as outlined in Minnesota Statute 13D.021.

5.6.3 Internet meetings of the TAC shall be subject to all rules adopted by the APO's Policy Board for the conduct of the TAC. Any such rules adopted by the APO Policy Board for the conduct of the TAC shall supersede any conflicting rules in the parliamentary authority, but may not otherwise conflict with or alter any rule or decision of the TAC.

5.6.4 If communication is lost by a voting representative and cannot be restored in a timely fashion, the voting representative participating through electronic means will be considered to have left the meeting. In that event, the Secretary will ascertain whether quorum continues.

## **5.7 Agenda**

The TAC Chair shall draft all meeting agendas.

5.7.1 Regular Meeting agendas may be amended at the meeting pursuant to Robert's Rules for amending agendas. Special Meeting and **Emergency Meeting** agendas are restricted to the business designated in the meeting notice.

## **5.8 Voting**

Voting privileges are bestowed upon representatives of voting members as identified in Sections 3.

# **6. SUB-COMMITTEES**

## **6.1 Permanent Sub-Committees**

6.1.1 The APO Policy Board may, by a two-thirds vote of voting representatives present at a duly called meeting noticed for such purpose, approve the formation or dissolution of permanent advisory sub-committees of the TAC.

6.1.2 The following committees have been formally approved by the Policy Board to serve as a sub-committee of the TAC:

- a. Active Transportation Advisory Committee (ATAC), as established by the APO's Policy Board, shall serve as a permanent citizen advisory committee to the TAC for the purpose of identifying and addressing the needs of active transportation modes such as bicycling and walking.

## **6.2 Temporary Working Groups**

A temporary working group of the TAC may be appointed by the TAC Chair on the recommendation of TAC membership. Temporary working groups shall be created for a specific



task or function delegated by a majority vote of voting representatives present at a duly called meeting.

## **7. PARLIAMENTARY AUTHORITY**

Roberts Rules of Order (current addition) shall govern the conduct of meetings where not otherwise specifically provided by these bylaws.

## **8. AMENDMENT OF BYLAWS**

### **8.1 Amendments**

8.1.1 The Bylaws of the TAC must be approved by a two-thirds vote of the APO's Policy Board present at a duly called meeting noticed for such purpose.

8.1.2 All amendments shall be recorded by date with clearly identified changes and permanently appended to these Bylaws in an appendix.

These Bylaws for the Technical Advisory Committee were adopted by the Saint Cloud Area Planning Organization Policy Board on Aug. 13, 2020.



**Bylaws for the  
Saint Cloud Area Planning Organization  
Technical Advisory Committee**

**1. NAME**

The name of the Committee will be the Technical Advisory Committee (TAC).

**2. ORGANIZATION**

The purpose of the TAC is to research, analyze, and report on all issues of a technical nature as well as to provide assistance and to make recommendations to the Saint Cloud Area Planning Organization's (APO's) Policy Board in carrying out the goals and objectives of the APO. The TAC will also provide guidance to APO staff and consultants in conducting the work specified in the Unified Planning Work Program (UPWP). Additional and specific responsibilities may be defined, as needed, by the APO Policy Board.

**3. MEMBERSHIP & VOTING**

**3.1 Members**

3.1.1 At a minimum, TAC membership shall include:

- a. Any political subdivision of the State of Minnesota whose jurisdiction overlaps – in whole or in part – with the approved geographic metropolitan planning area (MPA) of the APO AND whose governing body has approved the APO's Joint Powers Agreement (JPA); and
- b. The Minnesota Department of Transportation; and
- c. The Saint Cloud Metropolitan Transit Commission or successor agency thereof.

3.1.2 At its sole discretion, the APO Policy Board may approve additional individuals, organizations, agencies, advocacy groups, non-profits, or other entities to be members of the TAC. Such members may be either voting members or non-voting members.

**3.2 Primary Voting Representatives**

3.2.1 Each TAC member identified in section 3.1.1 (above) shall appoint one Primary Voting Representative to serve on the TAC with the exception of the City of Saint Cloud, which is allowed to appoint two Primary Voting Representatives.

3.2.2 Entities approved for TAC membership under subsection 3.1.2 (above) shall also appoint a Primary Representative to serve on the TAC. If the Policy Board approved the entity as a voting member of the TAC, then the representative of that entity shall be a Primary Voting Representative. Otherwise, they shall be a non-voting Primary Representative.

3.2.3 All voting and non-voting Primary Representatives shall serve until replaced by the member's appointing body or until the member withdraws their APO membership.

3.2.4 Primary Representatives may be changed at any time by the member, however, the appointment of a new Primary Voting Representative must be communicated in writing or via email to the TAC Chair at least 24 hours prior to the next scheduled meeting of the APO's TAC. Failure to provide sufficient notice may result in the member's Primary Voting Representative not to be recognized as the duly appointed voting representative for that member.

3.2.5 All Primary Voting Representatives are allowed one vote.

**3.3 Alternate Voting Representatives**



3.3.1 Voting members may also appoint Alternate Voting Representatives. These representatives shall be recognized as the member's official voting representative only if the member's Primary Voting Representative is absent from a meeting.

3.3.2 If a member's Primary Voting Representative and Alternate Voting Representative both attend the same meeting at the same time, only the Primary Voting Representative's vote shall count and the presence of the Alternate Voting Representative shall not be considered for purposes of determining quorum.

3.3.3 Alternate Voting Representatives may be changed at any time by the member unit, but the appointment of an Alternate Voting Representative must be communicated in writing or via email to the TAC Chair at least 24 hours prior to the next scheduled meeting of the APO TAC. Failure to provide sufficient notice may result in the member's Alternate Voting Representative not being recognized as the duly appointed representative for that member.

#### **3.4 Ex-Officio Members & Representatives**

3.4.1 Ex-officio representatives are individuals who are members of the TAC by virtue of holding another position or office. The following are ex-officio members of the TAC:

- a. APO Policy Board members.
- b. Air Quality Specialist for U.S. Environmental Protection Agency (EPA): Regional Office.
- c. Community Planner for Federal Highway Administration (FHWA): ~~District~~-Division Office.
- d. Transportation Program Specialist for Federal Transit Administration (FTA): District Office.
- e. Minnesota Pollution Control Agency Principal State Planner.
- f. MnDOT District 3 State Aid Engineer.
- g. MnDOT Office of Transit and Active Transportation (OTAT) Transit Mobility Coordinator.
- h. MnDOT Office of Transportation System Management Planning Program Coordinator.
- i. Saint Cloud APO Active Transportation Advisory Committee (ATAC) Representative.

3.4.2 Ex-officio members and representatives are non-voting members and representatives.

3.4.3 Ex-officio members do not count toward determining the presence of a quorum.

## **4. OFFICERS**

### **4.1 TAC Chair**

The APO Senior Transportation Planner will serve as the TAC Chair.

#### **4.1.1 Duties of the TAC Chair**

Duties of the TAC Chair include: Drafting of an agenda of business to be transacted at any Regular or Special Meeting of the TAC; presiding at TAC meetings to assure a comprehensive, cooperative, and continuing (3-C) process; calling special meetings as the TAC Chair deems necessary or upon request by a one-third vote of TAC members; and facilitating and/or coordinating special committees created by the TAC membership.

### **4.2 TAC Vice Chair**

The APO Executive Director shall serve as the TAC Vice Chair.

#### **4.2.1 Duties of the TAC Vice Chair**

Perform the duties of the Chair in the absence of the Chair.

### **4.3 Absence of TAC Chair and Vice Chair**

In the absence of the TAC Chair and Vice Chair, the most senior-level APO staffer will preside at the Regular or Special Meeting of the TAC as temporary chair until such a time that (a) the Chair or Vice Chair arrive; or (b) the meeting has adjourned.



#### **4.4 TAC Secretary**

The APO Administrative Assistant will serve as the TAC Secretary.

##### **4.4.1 Duties of the TAC Secretary**

*Duties of the TAC Secretary include:* Taking minutes at all meetings and submit them for approval to the membership at the following meeting; serving as custodian of the TAC's records; and keeping the official membership roll.

## **5. MEETINGS**

### **5.1 Regular Meetings**

Meetings of the TAC shall be held monthly based upon a schedule adopted by the TAC annually. The TAC Chair shall determine the meeting location and time. The TAC Chair or Vice Chair may cancel a regularly scheduled meeting. Notices of regular meetings shall be emailed to the membership at least 10 days in advance of the meeting.

### **5.2 Special Meetings**

The TAC Chair or Vice-Chair, when they deem necessary, may call a Special Meeting of the TAC. At least one representative from each member unit must be contacted personally a minimum of three business days ~~10 days~~ in advance of the meeting for such Special Meeting to be valid.

5.2.1 A written petition signed by one-third of the member units and presented to the TAC Chair and/or Vice Chair a minimum of three ~~10~~ business days prior to the requested date for a Special Meeting shall constitute a call for such meeting.

5.2.2 The call for any Special Meeting shall designate the date, time, place, the business to be transacted, and who called the meeting. As such Special Meetings, no business shall be considered other than as designated in the call.

5.2.3 The agenda for said meeting may be delivered via email to each representative of the TAC ~~at least three days prior to the date of such Special Meetings~~ as far in advance of the Special Meeting as practicable.

## **5.3 Emergency Meetings**

### **5.3.4 Conduct of Meetings**

5.3.4.1 All agendas of the TAC will be posted to the APO's website 10 days in advance of Regular or Special Meetings of the TAC.

5.3.4.2 All meetings of the TAC will be conducted in-person unless the threshold to conduct meetings through the use of Internet means has been met as outlined in Section 5.6.

5.3.4.3 Pursuant to the Americans with Disabilities Act and the policies of the APO's Stakeholder Engagement Plan, meeting locations shall be accessible to all people of all abilities.

5.3.4.4 All meetings of the TAC will be open to the public.

5.3.4.5 All Regular and Special Meetings of the TAC will have a designated time for the public to address the TAC membership.

### **5.45 Quorum**

In order for business to be transacted, there must be a recognized quorum of voting representatives. Quorum for the TAC will be no less than one-third of voting members.

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5.45.1 A quorum is not lost when a member or members abstain from voting.

5.45.2 If a quorum is not reached within 15 minutes of the scheduled meeting time, those members present may, by unanimous agreement, select to continue the meeting as an informational meeting to discuss items on the agenda that do not require approval or action by the TAC voting membership.

### **5.56 Video and Teleconference Meeting**

5.56.1 Meetings of the TAC may be conducted through use of Internet meeting services designated by the Chair (a) when the Chair or Vice-Chair has obtained written consent for this from a majority of the TAC membership; (b) in the case of special meetings, when so directed by those calling the special meeting; or (c) when it is prohibitive to conduct a meeting in-person due, but not limited, to local, State, or Federal declaration of emergency.

5.56.2 In the event that an in-person meeting of the TAC is not practical or prudent because of a health pandemic or an emergency declared under Minnesota Statute Chapter 12, the TAC may conduct its business in an electronic format as outlined in Minnesota Statute 13D.021.

5.56.3 Internet meetings of the TAC shall be subject to all rules adopted by the APO's Policy Board for the conduct of the TAC. Any such rules adopted by the APO Policy Board for the conduct of the TAC shall supersede any conflicting rules in the parliamentary authority, but may not otherwise conflict with or alter any rule or decision of the TAC.

5.56.4 If communication is lost by a voting representative and cannot be restored in a timely fashion, the voting representative participating through electronic means will be considered to have left the meeting. In that event, the Secretary will ascertain whether quorum continues.

### **5.67 Agenda**

The TAC Chair shall draft all meeting agendas.

5.67.1 Regular Meeting agendas may be amended at the meeting pursuant to Robert's Rules for amending agendas. Special Meeting ~~and Emergency Meeting~~ agendas are restricted to the business designated in the meeting notice.

### **5.78 Voting**

Voting privileges are bestowed upon representatives of voting members as identified in Sections 3.

## **6. SUB-COMMITTEES**

### **6.1 Permanent Sub-Committees**

6.1.1 The APO Policy Board may, by a two-thirds vote of voting representatives present at a duly called meeting noticed for such purpose, approve the formation or dissolution of permanent advisory sub-committees of the TAC.

6.1.2 The following committees have been formally approved by the Policy Board to serve as a sub-committee of the TAC:

- a. Active Transportation Advisory Committee (ATAC), as established by the APO's Policy Board, shall serve as a permanent citizen advisory committee to the TAC for the purpose of identifying and addressing the needs of active transportation modes such as bicycling and walking.

### **6.2 Temporary Working Groups**



A temporary working group of the TAC may be appointed by the TAC Chair on the recommendation of TAC membership. Temporary working groups shall be created for a specific task or function delegated by a majority vote of voting representatives present at a duly called meeting.

**7. PARLIAMENTARY AUTHORITY**

Roberts Rules of Order (current addition) shall govern the conduct of meetings where not otherwise specifically provided by these bylaws.

**8. AMENDMENT OF BYLAWS**

**8.1 Amendments**

8.1.1 The Bylaws of the TAC must be approved by a two-thirds vote of the APO's Policy Board present at a duly called meeting noticed for such purpose.

8.1.2 All amendments shall be recorded by date with clearly identified changes and permanently appended to these Bylaws in an appendix.

These Bylaws for the Technical Advisory Committee were adopted by the Saint Cloud Area Planning Organization Policy Board on Aug. 13, 2020.



**Bylaws for the  
Saint Cloud Area Planning Organization  
Technical Advisory Committee**

**1. NAME**

The name of the Committee will be the Technical Advisory Committee (TAC).

**2. ORGANIZATION**

The purpose of the TAC is to research, analyze, and report on all issues of a technical nature as well as to provide assistance and to make recommendations to the Saint Cloud Area Planning Organization's (APO's) Policy Board in carrying out the goals and objectives of the APO. The TAC will also provide guidance to APO staff and consultants in conducting the work specified in the Unified Planning Work Program (UPWP). Additional and specific responsibilities may be defined, as needed, by the APO Policy Board.

**3. MEMBERSHIP & VOTING**

**3.1 Members**

3.1.1 At a minimum, TAC membership shall include:

- a. Any political subdivision of the State of Minnesota whose jurisdiction overlaps – in whole or in part – with the approved geographic metropolitan planning area (MPA) of the APO AND whose governing body has approved the APO's Joint Powers Agreement (JPA); and
- b. The Minnesota Department of Transportation; and
- c. The Saint Cloud Metropolitan Transit Commission or successor agency thereof.

3.1.2 At its sole discretion, the APO Policy Board may approve additional individuals, organizations, agencies, advocacy groups, non-profits, or other entities to be members of the TAC. Such members may be either voting members or non-voting members.

**3.2 Primary Voting Representatives**

3.2.1 Each TAC member identified in section 3.1.1 (above) shall appoint one Primary Voting Representative to serve on the TAC with the exception of the City of Saint Cloud, which is allowed to appoint two Primary Voting Representatives.

3.2.2 Entities approved for TAC membership under subsection 3.1.2 (above) shall also appoint a Primary Representative to serve on the TAC. If the Policy Board approved the entity as a voting member of the TAC, then the representative of that entity shall be a Primary Voting Representative. Otherwise, they shall be a non-voting Primary Representative.

3.2.3 All voting and non-voting Primary Representatives shall serve until replaced by the member's appointing body or until the member withdraws their APO membership.

3.2.4 Primary Representatives may be changed at any time by the member, however, the appointment of a new Primary Voting Representative must be communicated in writing or via email to the TAC Chair at least 24 hours prior to the next scheduled meeting of the APO's TAC. Failure to provide sufficient notice may result in the member's Primary Voting Representative not to be recognized as the duly appointed voting representative for that member.

3.2.5 All Primary Voting Representatives are allowed one vote.

**3.3 Alternate Voting Representatives**



3.3.1 Voting members may also appoint Alternate Voting Representatives. These representatives shall be recognized as the member's official voting representative only if the member's Primary Voting Representative is absent from a meeting.

3.3.2 If a member's Primary Voting Representative and Alternate Voting Representative both attend the same meeting at the same time, only the Primary Voting Representative's vote shall count and the presence of the Alternate Voting Representative shall not be considered for purposes of determining quorum.

3.3.3 Alternate Voting Representatives may be changed at any time by the member unit, but the appointment of an Alternate Voting Representative must be communicated in writing or via email to the TAC Chair at least 24 hours prior to the next scheduled meeting of the APO TAC. Failure to provide sufficient notice may result in the member's Alternate Voting Representative not being recognized as the duly appointed representative for that member.

#### **3.4 Ex-Officio Members & Representatives**

3.4.1 Ex-officio representatives are individuals who are members of the TAC by virtue of holding another position or office. The following are ex-officio members of the TAC:

- a. APO Policy Board members.
- b. Air Quality Specialist for U.S. Environmental Protection Agency (EPA): Regional Office.
- c. Community Planner for Federal Highway Administration (FHWA): Minnesota ~~District~~ Division Office.
- d. Transportation Program Specialist for Federal Transit Administration (FTA): Region 5 Office.
- e. Minnesota Pollution Control Agency Principal State Planner.
- f. MnDOT District 3 State Aid Engineer.
- g. MnDOT Office of Transit and Active Transportation (OTAT) Transit Mobility Coordinator.
- h. MnDOT Office of Transportation System Management Metropolitan Planning Organization (MPO) Planning Program Coordinator
- i. Saint Cloud APO Active Transportation Advisory Committee (ATAC) Representative.

3.4.2 Ex-officio members and representatives are non-voting members and representatives.

3.4.3 Ex-officio members do not count toward determining the presence of a quorum.

## **4. OFFICERS**

### **4.1 TAC Chair**

The APO Senior Transportation Planner will serve as the TAC Chair.

#### **4.1.1 Duties of the TAC Chair**

Duties of the TAC Chair include: Drafting of an agenda of business to be transacted at any Regular or Special Meeting of the TAC; presiding at TAC meetings to assure a comprehensive, cooperative, and continuing (3-C) process; calling special meetings as the TAC Chair deems necessary or upon request by a one-third vote of TAC members; and facilitating and/or coordinating special committees created by the TAC membership.

### **4.2 TAC Vice Chair**

The APO Executive Director shall serve as the TAC Vice Chair.

#### **4.2.1 Duties of the TAC Vice Chair**

Perform the duties of the Chair in the absence of the Chair.

### **4.3 Absence of TAC Chair and Vice Chair**



In the absence of the TAC Chair and Vice Chair, the most senior-level APO staffer will preside at the Regular or Special Meeting of the TAC as temporary chair until such a time that (a) the Chair or Vice Chair arrive; or (b) the meeting has adjourned.

#### **4.4 TAC Secretary**

The APO Administrative Assistant will serve as the TAC Secretary.

##### **4.4.1 Duties of the TAC Secretary**

*Duties of the TAC Secretary include:* Taking minutes at all meetings and submit them for approval to the membership at the following meeting; serving as custodian of the TAC's records; and keeping the official membership roll.

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Meetings of the TAC shall be held monthly based upon a schedule adopted by the TAC annually. The TAC Chair shall determine the meeting location and time. The TAC Chair or Vice Chair may cancel a regularly scheduled meeting. Notices of regular meetings shall be emailed to the membership at least 10 days in advance of the meeting.

### **5.2 Special Meetings**

The TAC Chair or Vice-Chair, when they deem necessary, may call a Special Meeting of the TAC. At least one representative from each member unit must be contacted personally 10 days in advance of the meeting for such Special Meeting to be valid.

5.2.1 A written petition signed by one-third of the member units and presented to the TAC Chair and/or Vice Chair 10 business days prior to the requested date for a Special Meeting shall constitute a call for such meeting.

5.2.2 The call for any Special Meeting shall designate the date, time, place, the business to be transacted, and who called the meeting. As such Special Meetings, no business shall be considered other than as designated in the call.

5.2.3 The agenda for said meeting may be delivered via email to each representative of the TAC at least three days prior to the date of such Special Meeting.

### **5.3 Emergency Meetings**

The TAC Chair or Vice-Chair, when they deem necessary, may call an Emergency Meeting of the TAC. APO staff shall make a good faith effort to notify at least one representative from each member unit of the TAC as far in advance of the Emergency Meeting as practicable.

5.3.1 The call for any Emergency Meeting shall designate the date, time, place, and the business to be transacted. As such Emergency Meetings, no business shall be considered other than as designated in the call.

5.3.2 The agenda for said meeting may be delivered via email to each representative of the TAC as far in advance of the Emergency Meeting as practicable.

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### **5.4 Conduct of Meetings**

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5.4.2 All meetings of the TAC will be conducted in-person unless the threshold to conduct meetings through the use of Internet means has been met as outlined in Section 5.6.





5.4.3 Pursuant to the Americans with Disabilities Act and the policies of the APO's Stakeholder Engagement Plan, meeting locations shall be accessible to all people of all abilities.

5.4.4 All meetings of the TAC will be open to the public.

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### **5.5 Quorum**

In order for business to be transacted, there must be a recognized quorum of voting representatives. Quorum for the TAC will be no less than one-third of voting members.

5.5.1 A quorum is not lost when a member or members abstain from voting.

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### **5.6 Video and Teleconference Meeting**

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5.6.4 If communication is lost by a voting representative and cannot be restored in a timely fashion, the voting representative participating through electronic means will be considered to have left the meeting. In that event, the Secretary will ascertain whether quorum continues.

### **5.7 Agenda**

The TAC Chair shall draft all meeting agendas.

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### **5.8 Voting**

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## **6. SUB-COMMITTEES**

### **6.1 Permanent Sub-Committees**



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### **8. AMENDMENT OF BYLAWS**

#### **8.1 Amendments**

8.1.1 The Bylaws of the TAC must be approved by a two-thirds vote of the APO's Policy Board present at a duly called meeting noticed for such purpose.

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