

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, MAY 27, 2021 – 10 A.M.
ZOOM MEETING

1. Electronic Meeting Notification (Attachment A)
2. Introductions
3. Public Comment Period
4. Consideration of Consent Agenda Items (*Attachments B-C*)
 - a. Approve minutes of April 29, 2021, TAC meeting (Attachment B)
 - b. Receive staff report of May 13, 2021, Policy Board meeting (Attachment C)
5. Draft FY 2022-2025 Transportation Improvement Program (Attachments D1-D2): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approve release of draft for public comment.**
6. 2021 Regional Infrastructure Investment Plan (Attachments F1-F2): *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action: Recommend Policy Board approval to publish.**
7. FY 2023-2026 Transportation Improvement Program Development Schedule (Attachment G1-G2): Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Approval.**
8. FY 2022-2025 Transportation Improvement Program Amendment Schedule (Attachment H1-H2): Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Approval.**
9. Other Business & Announcements
10. Adjournment

English

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

Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252- 7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.



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

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Saint Cloud Area Planning Organization Electronic Meeting Notification

May 27, 2021

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, May 27, 2021, 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, April 29, 2021 @ 10 a.m.**

A Zoom meeting of the Saint Cloud Area Planning Organization's (APO) Technical Advisory Committee (TAC) was held at 10 a.m. on Thursday, April 29, 2021. Senior Transportation Planner Vicki Johnson presided with the following members participating via Zoom or telephone access:

Michael Kedrowski	Saint Cloud Metro Bus
Steve Voss	MnDOT District 3
Kelvin Howieson	MnDOT District 3
Jeff Lenz	MnDOT District 3
Matt Glaesman	City of Saint Cloud
Todd Schultz	City of Sauk Rapids
Chris Byrd	Benton County
Randy Sabert	City of St. Joseph
Jodi Teich	Stearns County
Jon Halter	City of Sartell
Angie Tomovic	City of Saint Cloud
Anna Pierce	MnDOT
Ben Thoele	Saint Cloud Community Member
Larry Hosch	ATAC Representative
Vicki Johnson	APO, Senior Planner
Brian Gibson	APO, Executive Director
Alex McKenzie	APO, Planning Technician
Fred Sandal	APO, Associate Planner
Amber Blattner	APO, Administrative Assistant

Ms. Johnson reviewed the Electronic Meeting Notification requirements.

Introductions were made.

PUBLIC COMMENT PERIOD

Mr. Thoele wanted to introduce the concept of Stroads and discuss a YouTube video by an author named Not Just Bikes titled The Ugly, Dangerous, and Inefficient Stroads found all over the US and Canada. Ms. Johnson will send out the link to the YouTube video for the TAC members to view.

Consideration of Consent Agenda Items

Ms. Teich made a motion to approve Consent Agenda Items. Mr. Byrd seconded the motion. Motion carried. Roll Call: Kedrowski- YES; Voss - YES; Halter - YES; Byrd - YES; Sabart - YES; Teich - YES; Schultz - YES; Glaesman - YES

2019 Transportation Performance Monitoring Report

Mr. McKenzie reported that this is the third year of doing the Transportation Performance Monitoring Report. This year a story map was created using 2019 data to better connect the information to real life examples. This report is a quantitative overview of the transportation system in the Saint Cloud Area. Ms. Teich asked about the National Bridge Inventory (NBI) system and if these numbers are from MnDOT. Mr. McKenzie explained the NBI rating system and what qualifies good, fair, and poor ratings. Mr. Byrd asked if there are goals set to keep a certain percentage of pavement and bridges out of poor condition. Mr. McKenzie believes the target is set at 60% in good condition and the target is being met for bridges and pavement conditions. Targets are set every four years. Ms. Teich asked if Sartell ConneX is included in the Dial a Ride or if it is considered regular transit. Mr. McKenzie said these numbers do not include ConneX. Mr. Thoele asked if the air quality data correlates with Metro Bus converting to a natural gas bus fleet and if there is a correlation in the data with the advent of diesel modification chips. Mr. McKenzie said the next step is to corollate the data. Mr. Gibson added that this is not something that was looked at and there is a need to better connect the graphs to offer a narrative about what is collectively happening. The diesel chip is not something that has been looked at, but it will be keep in mind for the future. Ms. Piece asked how the downward trend in fixed route ridership, due to the uptick in Dial a Ride, has affected Metro Bus's funding. Mr. Kedrowski said he is not sure on that and they are looking into it. Mr. Lenz asked if there is an idea on when Toward Zero Deaths is hoping to be reached. Mr. McKenzie said overall we want a decline from year to year but do need to discuss more on the exact date. It is discouraged to set the target at zero because it is not a realistic goal. Mr. Gibson added on an annual basis the TAC reviews targets for federal reporting purposes. Mr. Thoele asked how they plan to decrease every year. Mr. McKenzie said the long-range transportation plan is the guiding document used to get a vision for the future. Mr. Gibson said the intent for data information collection is to decide what projects get funding for surface transportation projects. If there is an increase in crashes for a certain area it would influence how funds get allocated. Ms. Teich asked if at any point they will be required to include the goals in the plan and set up things that would push us in that direction. Ms. Pierce said they are looking at the staff recommendations and they are planning to adopt something and figuring out what direction to go in. Ms. Johnson noted any links that have been sent via chat during this meeting will be emailed out. Mr. Byrd asked for clarification if they are approving the report, not the public story map at this time. Ms. Johnson confirmed they are looking for report approval.

Mr. Voss made a motion to approve the Transportation Performance Monitoring Report. Ms. Teich seconded the motion. Motion carried. Roll Call: Kedrowski– YES; Voss – YES; Halter – YES; Byrd – YES; Sabart – YES; Teich – YES; Glaesman – YES

2021-2025 Regional Infrastructure Investment Plan

The Transportation Improvement Plan (TIP) must include regionally significant projects regardless of funding source. The Regional Infrastructure Investment Plan (RIIP) looks at locally funded project decisions being made on a regional basis. This year versus last year is different because the previous 12 months of construction were included to better develop accurate cost projections when looking at the MTP. Mr. Gibson commented that the benefit of this document is project coordination between jurisdictions. Mr. Byrd asked if there is a deadline to have this approved by a certain date because Benton County did not update their CIP. Ms. Teich agrees with Mr. Byrd and would like this approval to be pushed back. Mr. Gibson said that this can be delayed for now and we can check in on it at the next meeting. Ms. Pierce asked if this document is to please the public. Ms. Johnson asked Ms. Teich and Mr. Byrd if they think their 2021 projects will be finalized and if at the next TAC meeting the 2021 plan could be presented. Ms. Teich and Mr. Byrd confirmed their 2021 projects are finalized. The 2022-2025 will be presented in the future.

Other Business and Announcements

Ms. Pierce noted that the statewide multimodal transportation plan is underway and public engagement opportunities will be sent out to everyone to share. Ms. Johnson noted the 2022-2025 TIP will be presented at the next meeting.

Adjournment

The meeting adjourned at 10:58 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Staff Report on May 13, 2021 Policy Board Meeting
DATE: May 14, 2021

The APO Policy Board met on May 13, 2021. The following is a summary of that meeting:

- 1) The Board approved the **2019 Transportation Performance Monitoring Report;**
- 2) The Board approved the APO's **FY2020 Work Program Annual Report;**
- 3) The Board arrived at a consensus as to the top **regional transportation priorities** for 2021:
 - a) Constructing the southern segment of the regional beltway, including a new bridge over the Mississippi River and connecting corridor to US-10 in Sherburne County;
 - b) Constructing the southwest beltway segment between Waite Park and Saint Joseph
 - c) Reconstructing TH-15 in Saint Cloud & Waite Park from 2nd Street South to 12th Street North
 - d) APO staff will work with our lobbyist to submit the southern and southwest beltway segments as one request for Congressionally Directed Spending.

Suggested Action: None, informational.



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: Draft FY 2022-2025 Transportation Improvement Program
DATE: May 18, 2021

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 2022 through 2025.

APO staff have provided a preliminary draft of the FY 2022-2025 TIP to MnDOT staff both at District 3 and at the Office of Transportation System Management along with FHWA and FTA at the beginning of May to review for compliance with Federal regulations. Those comments have been received and incorporated into the draft.

APO staff are now in the final stages of preparing the FY 2022-2025 for final approval and incorporation into the Minnesota State Transportation Improvement Program (STIP). To do this, APO staff will need release the FY 2022-2025 TIP for a 30-day public comment period. Per the TIP development schedule amended by the APO's TAC in February, public comment on the draft TIP will need to begin no later than July 14, 2021.

Prior to being released for public comment, APO staff need to seek approval from the APO's Policy Board. As such, APO staff is requesting members of the TAC review and provide comment on the draft FY 2022-2025 TIP by the TAC's May meeting. If TAC members recommend Policy Board approval to release the draft for the 30-day public comment period, the Policy Board will act at its June 2021 meeting.

Final approval of the document is anticipated in September 2021.

Suggested Action: Recommend Policy Board approval to release the draft document for 30-day public comment period.

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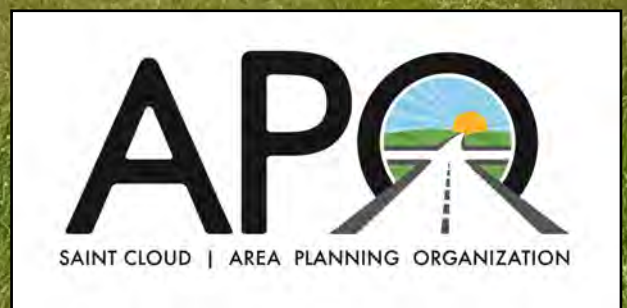
Transportation Improvement Program



FY 2022-2025

Prepared by the Saint Cloud Area
Planning Organization

Sept. 9, 2021



DISCLAIMER

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

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

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



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) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

CIWAANKA VI EE XAQI IJINTA

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Amarka Fulinta 12898 ee ku saabsan Cadaaladda Deegaanka, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taarikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO VI

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO

tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

TITLE II ASSURANCE

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

CIWAANKA II EE XAQI IJINTA

Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriira Dhammaan barnaamijyada iyo nashaadaadka. Qodobka II ee Sharciga Naafada Mareykanka (ADA) wuxuu u baahan yahay dhammaan hay'adaha gobolka iyo kuwa maxalliga ah inay qaadaan tillaabooyinka ku habboon si loo hubiyo in xiriirka lala yeesho codsadayaasha, ka qeybgalayaasha, iyo xubnaha bulshada naafada ah ay u la mid yihiin sida xiriirka lala yeesho kuwa kale. Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takooris ah oo ay sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT, ama US DOT. Cabasho kasta oo noocan oo kale ahi waa inay ahaataa mid qoraal ah oo ay kujirto macluumaad ku saabsan takoorida la soo sheegay sida magaca, cinwaanka, taleefan lambarka cabashada, iyo goobta, taariikhda, iyo faahfaahinta dhibaataada. Hab kale oo lagu xareeyo cabashada, sida wareysiyada shaqsiyeed ama cajalad duuban cabashada, ayaa loo heli doonaa sidii wax looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan ee suurtoogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib

dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO II

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

RESOLUTION # 2021-XX

Approving the 2022-2025 Saint Cloud Area Planning Organization
Transportation Improvement Program

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

T. 320.252.7568 F. 320.252.6557

RESOLUTION # 2021-XX

Approving the 2022-2025 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 2022-2025 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 par 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;

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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 2022-2025 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:

Commissioner Joseph Perske
Saint Cloud APO Chair

Brian Gibson, PTP
Saint Cloud APO Executive Director

IMPROVING THE TRANSPORTATION NETWORK

A Summary of the Saint Cloud Area Planning Organization's Transportation Improvement Program

There are two types of seasons in Minnesota: winter and road construction. And while no one can truly predict the weather, transportation planning agencies like the Saint Cloud Area Planning Organization (APO) can provide some insight into the construction season.

The APO's Transportation Improvement Program (TIP) serves as a detailed plan of all Federal and/or state funded surface transportation projects set to occur over the next four years. Think of this document like a city's capital improvement program, except on a regional scale.

The TIP is broken down into seven sections.

The Introduction lays the groundwork for understanding this federally required document. This section details how projects are selected for Federal funding, the variety of Federal funding sources available, and how the APO will work to ensure members of the public are kept informed about this process.

[Chapter One](#) provides a detailed look at the individual projects anticipated to receive Federal funding between fiscal years 2022 and 2025. These project pages indicate the scope of work, the estimated project costs, and detail where the funding will come from. In addition, this section provides necessary project status updates including any changes that have occurred such as project advancements, project delays, funding increases/decreases, and project deletions.

Once we have established where projects are anticipated to be constructed in the planning area, it is important to understand the possible impact construction will have on the health and physical environment of the community. This is especially true for people in the community that have been historically underrepresented – particularly Black, Indigenous, and People-of-Color (BIPOC) and low-income populations. The [Community Impact Assessment](#) provides a closer look at specific transportation projects to be constructed within the APO's planning area in relation to sections of the planning area with high concentrations of BIPOC and low-income household populations.

To assist agencies and jurisdictions in prioritizing projects for current and future consideration of funding, performance measures and targets have been established within the planning area.

In 2019, the Saint Cloud APO's Policy Board adopted its Metropolitan Transportation Plan (MTP). This long-range plan outlines five goals the APO has set for the regional transportation network through 2045. 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 metropolitan planning area (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.

The Federal government has required the APO develop a set of data-driven performance measures and targets designed to ensure 1) progress is being made toward these goals, and 2) funding is prioritized to projects that would assist the APO in improving the overall safety and function of the transportation network.

Performance measures and targets (as outlined in [Chapter Three](#)) have been established for safety, pavement and bridge condition, system performance, transit asset management, and transit safety. It is the intent that over time, through the programming of various transportation projects focusing on these five categories, that the APO will be able to achieve its long-range transportation goals established in the MTP.

Receiving any of the very limited Federal transportation funding is a way agencies and jurisdictions can complete necessary work in a timely manner. While Federal funding can greatly supplement the available funds, it is important to know whether agencies and jurisdictions have the available local resources to afford these projects. The [Financial Capacity Analysis](#) provides a detailed look at the historical spending that agencies and jurisdictions within the APO's planning area have used to maintain and grow their respective transportation systems. Likely future revenue sources are then estimated followed by an analysis to determine if the jurisdiction or agency can afford the required local match.

The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud metropolitan planning area. To accomplish this mission, the APO relies heavily on ensuring that coordinated planning and programming efforts involve meaningful public input. That input is a factor in the decision-making process behind the development of every plan and program – including the TIP – the APO does.

The APO's Stakeholder Engagement Plan – SEP – is the roadmap for APO staff, advisory committees, and decision-makers on how to engage and reach the community in a way that ensures all community members are given an equal and equitable opportunity to participate in the process.

When it comes to the development and amendment of the APO's TIP, public feedback plays an important role. [Chapter Five](#) details the steps APO staff undertake to ensure the community is provided an opportunity to provide input on the proposed Federal and/or state funded projects within the Saint Cloud region.

Finally, it is important to provide some sort of accountability for projects that were previously given Federal and/or state funding. The Annual Listing of Obligated Projects (ALOP) found in [Chapter Six](#) provides a running list of projects that were allocated funding in years prior to the current TIP four-year cycle and subsequently tracks projects from start to finish.

In conclusion, the APO's Federally required TIP provides a detailed list of regional surface transportation projects to be purchased or constructed within the next four years. The

document outlines the potential impact that these projects will have on the community and the overall transportation network. In addition, the TIP provides accountability that implementing agencies and/or jurisdictions will be able to afford to construct these projects and tracks projects that were previously awarded funding. The TIP accomplishes all of this while ensuring that members of the public are informed and are able to provide feedback on the proposed improvements to the transportation system.

CONTENTS

DISCLAIMER	1
TITLE VI ASSURANCE	2
CIWAANKA VI EE XAQIIJINTA	2
GARANTÍA DEL TÍTULO VI	2
TITLE II ASSURANCE	3
CIWAANKA II EE XAQIIJINTA	3
GARANTÍA DEL TÍTULO II	4
RESOLUTION #2021-XX	5
Approving the 2022-2025 Saint Cloud Area Planning Organization Transportation Improvement Program	5
IMPROVING THE TRANSPORTATION NETWORK	8
CONTENTS	11
GLOSSARY	15
COMMON ACRONYMS	18
INTRODUCTION	20
Saint Cloud Area Planning Organization	20
The Transportation Improvement Program	24
Regionally Significant Projects	24
The TIP and Its Connection to the Metropolitan Transportation Plan	25
Projects identified in the MTP	26
Other projects within the MTP	31
Programming the TIP	32
Funding Sources	34
Bonds (BF)	34
Federal Transit Administration (FTA)	34
Highway Safety Improvement Program (HSIP)	34
Highway Rail Grade Crossing & Rail Safety (RRS)	35
Local Funds (LF)	35
National Highway Performance Program (NHPP)	35
State Funds (SF)	35
Surface Transportation Block Grant Program (STBGP)	35
Transportation Alternatives (TA)	35
Project Selection	36
Surface Transportation Block Grant Program (STBGP) Scoring Process	36

Transportation Alternatives (TA) Scoring Process 37

Fiscal Constraint and Environmental Justice 37

Public Involvement 38

Self-Certification 38

CHAPTER ONE: FY 2022-2025 TIP PROJECTS 39

CHAPTER TWO: Community Impact Assessment..... 84

CHAPTER THREE: PERFORMANCE MEASURES..... 95

 Anticipated Effect 95

 PM1: Safety..... 96

 PM2: Infrastructure 97

 PM3: System Performance 99

 Transit Asset Management (TAM)..... 103

 Public Transportation Agency Safety Plan (PTSAP) 105

 MPO Investment Priorities 106

CHAPTER FOUR: FINANCIAL CAPACITY ANALYSIS..... 108

 General Legislative and Policy Background 108

 FAST Act & CAAA TIP Financial Requirements 108

 Financial Analysis Preparation 108

 Historical Financial Condition 109

 Future Financial Condition..... 109

 Determining Fiscal Constraint..... 109

 Financial Capability Finding 109

 Benton County..... 110

 Overall Historical Financial Condition 110

 Historical Financial Condition within APO’s MPA 111

 Future Financial Condition..... 112

 Future Financial Condition within APO’s MPA..... 112

 Fiscal Constraint within APO’s MPA..... 113

 Sherburne County 115

 Overall Historical Financial Condition 115

 Historical Financial Condition within APO’s MPA 116

 Future Financial Condition..... 117

 Future Financial Condition within APO’s MPA..... 117

 Fiscal Constraint within APO’s MPA..... 118

 Stearns County 120

 Overall Historical Financial Condition 120

Historical Financial Condition within APO's MPA	121
Future Financial Condition.....	122
Future Financial Condition within APO's MPA.....	122
Fiscal Constraint within APO's MPA.....	122
City of Saint Cloud	124
Historical Financial Condition.....	124
Future Financial Condition.....	125
Fiscal Constraint.....	125
City of Saint Joseph.....	127
Historical Financial Condition.....	127
Future Financial Condition.....	128
Fiscal Constraint.....	128
City of Sartell	129
Historical Financial Condition.....	129
Future Financial Condition.....	130
Fiscal Constraint.....	130
City of Sauk Rapids	132
Historical Financial Condition.....	132
Future Financial Condition.....	133
Fiscal Constraint.....	133
City of Waite Park	135
Historical Financial Condition.....	135
Future Financial Condition.....	136
Fiscal Constraint.....	136
Saint Cloud Metro Bus.....	137
Historical Financial Condition.....	137
Future Financial Condition.....	138
Fiscal Constraint.....	138
Minnesota Department of Transportation (MnDOT District 3)	140
Overall Historical Financial Condition	140
Historic Financial Condition within APO MPA.....	141
Overall Future Financial Condition	142
Future Financial Condition within APO MPA	143
Fiscal Constraint within APO MPA	143
CHAPTER FIVE: PUBLIC INVOLVEMENT	146
FY 2022-2025 Saint Cloud APO TIP Public Participation Summary.....	146

CHAPTER SIX: MONITORING PROGRESS 148

APPENDIX A 152

 Saint Cloud Area Planning Organization FY 2022-2025 Project Table 154

APPENDIX B 162

 Method of Calculation for Performance Measures 162

APPENDIX C 165

 TIP Survey Public Comments 165

 July and August 2021 165

APPENDIX D 167

 MnDOT Checklist 167

GLOSSARY

3-C Planning Process: As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between metropolitan planning organizations like the APO, state transportation departments, and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

Administrative Modification: More than a minor error correction, administrative modifications make substantial changes to the content of the TIP, but do not require a coordinated review by Federal Highway and/or Federal Transit Administrations, or a determination of conformity, if applicable, by these entities. No public notifications are required for administrative modifications. Administrative modifications require coordination with the Minnesota Department of Transportation.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires the opportunity for public input and consideration by the APO's Policy Board prior to becoming part of the TIP. Guidance on what changes require an amendment, pursuant to U.S. Code of Federal Regulations (CFR) and the APO's adopted Stakeholder Engagement Plan (SEP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior to the end of 2021 Federal Fiscal Year (Sept. 30, 2021). The annual listing will represent 2021 projects as part of the 2022-2025 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the State of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. The APO's TIP projects fall under the ATIP for MnDOT District 3. All projects listed in the TIP are required to be listed in the ATIP.

Collector: A road or street that provides for traffic movement between local service roads and arterial roadways.

Environmental Justice: Identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of MPO programs, policies, and activities on minority and low-income populations.

FAST Act: Fixing America's Surface Transportation Act was introduced in December 2015 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is a bipartisan, bicameral, five-year legislation to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail.

Federal Functional Classification: Sometimes referred to as "classification," the federal functional classification system defines the current functioning role a road or street has in the metropolitan planning area network. Generally, the two basic functions of a roadway

are: 1) to allow for access to property and 2) to allow travel mobility. The classifications of roadways include arterial, collector, and local which determine the balance of the two roadway functions which range from high mobility/low access (arterials) to high access/low mobility (locals), with collector roadways falling somewhere in between.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: The member units of government which are within the APO's planning area. The member jurisdictions of the APO include the following: 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.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect in July 6, 2012, and expired Sept. 30, 2014.

Minor Arterials: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land is usually a multi-lane divided road with no provision for parking within the roadway.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: This section further identifies the project to be carried out on the previously stated "location" by describing the limits and types of improvements.

Project Limits: The physical limits of the said project listed "from" said location "to" said location.

Project Location: The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Prioritization: This is an exercise in which the APO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The APO then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

Project Year: This is the year in which the project is funded, or in the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year, however, it is typical that the first year TIP projects are bid or let before the next annual TIP is developed.

Regionally Significant Project: Projects that may not be funded with federal transportation funds but involve major improvements to the transportation system in the APO's planning area. 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 MnDOT sponsored projects regardless of funding sources.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2011, and was replaced with MAP-21.

Stakeholder Engagement Plan (SEP): The public participation plan of the Saint Cloud Area Planning Organization. Public participation plans are required by 23 CFR §450.316. In addition, the SEP includes the APO's Title VI and Limited English Proficiency (LEP) plans – both of which are also federally required.

State Transportation Improvement Program (STIP): A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the APO's TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the Saint Cloud APO is Saint Cloud Metropolitan Transit Commission (MTC), more commonly known as Saint Cloud Metro Bus.

Transportation Improvement Program (TIP): A compilation of significant surface transportation improvements scheduled for implementation in the APO's planning area during the next four years.

COMMON ACRONYMS

3-C: Comprehensive, Cooperative and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

ALOP: Annual Listing of Obligated Projects.

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.

DOT: Department of Transportation.

EJ: Environmental Justice.

EPA: Environmental Protection Agency.

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 STREETS: Local Project Not Associated with a Road.

LOS: Level of Service.

LOTTR: Level of Travel Time Reliability.

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

*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.

NBI: National Bridge Inventory.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

NPMRDS: National Performance Management Research Data Set.

O&M: Operations and Maintenance.

PCI: Pavement Condition Index.

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

PM: Performance Measurement.

PM1: FHWA Performance Measure Rule 1 – Safety.

PM2: FHWA Performance Measure Rule 2 – Pavement and Bridge Condition.

PM3: FHWA Performance Measure Rule 3 – System Performance, Freight, and CMAQ.

PTASP: FTA Public Transportation Agency Safety Plan.

*RR: Railroad

RRS: Highway Rail Grade Crossing and Rail Safety.

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

SEP: Stakeholder Engagement Plan.

SF: State Fund.

SGR: State of Good Repair.

SHSP: State Strategic Highway Safety Plan.

SMS: Safety Management Systems.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TAC: APO's Technical Advisory Committee.

TAM: Transit Asset Management.

TDM: Travel Demand Model.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TTTR: Truck Travel Time Reliability.

TSM: Transportation System Management.

UPWP: Unified Planning Work Program.

*US: US Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

UZA: Urbanized Area.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

ⁱ *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.

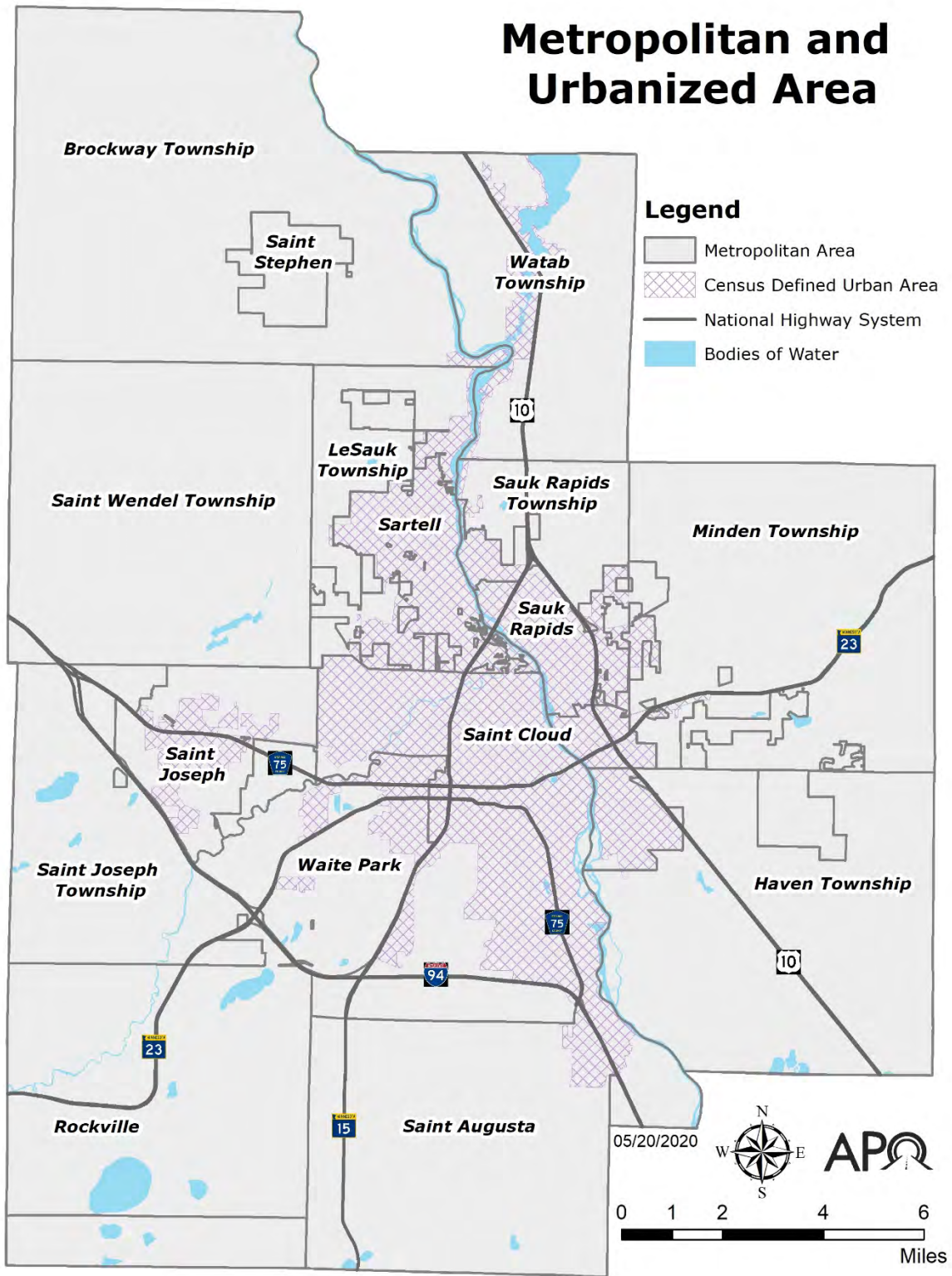


Figure 1: APO Planning Area Map.

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.

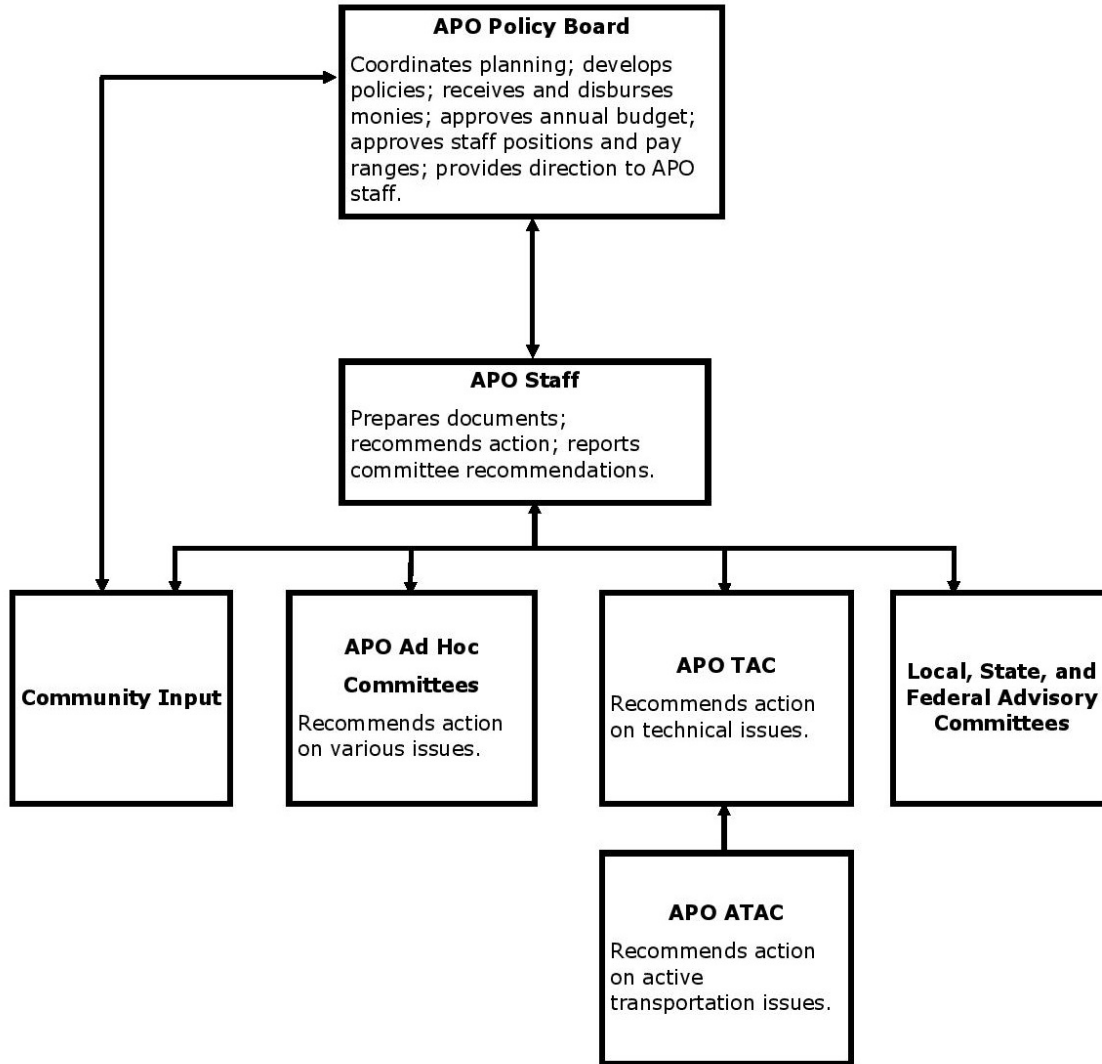


Figure 2: APO Organizational Chart.

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 Policy Board listening to a presentation. 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)."¹

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

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 MnDOT sponsored projects 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) 2022-2025 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.



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
BEN-1	CSAH 1 (Mayhew Lake Road NE) in Sauk Rapids	CSAH 29 (35 th Street NE) to MN 23	Four-Lane Undivided Arterial
BEN-2	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18 th Street NW	Four-Lane Undivided Arterial
BEN-4	CSAH 29 (35 th Street NE) in Sauk Rapids	MN-15 to US-10	Four-Lane Divided Arterial
BEN-5	CSAH 29 in Sauk Rapids	CSAH 1 (Mayhew Lake Road) to 35 th Avenue NE	Two-Lane Divided Arterial
STR-1	CSAH 1 (River Avenue N) in Sartell	MSAS 145 (Ninth Avenue N) to County Road 120	Four-Lane Undivided Arterial
STR-2	CSAH 133 (Second Street S) in Sartell	Theisen Road to CSAH 133 (Sixth Street S/19th Avenue N)	Four-Lane Undivided Arterial
STR-3	CSAH 133 in Saint Joseph	CSAH 75 to 19th Avenue NE	Four-Lane Undivided Arterial
STR-5	County Road 122 (40th Street S) in Saint Cloud	CSAH 74 to CSAH 136 (Oak Grove Road SW)	Four-Lane Undivided Collector
STR-6	CSAH 75 (Second Street S) in Saint Cloud	MN-15 to MSAS 141 (Cooper Avenue S)	Six-Lane Divided Arterial
STR-13	CSAH 1 (Riverside Avenue S) in Sartell	MSAS 118 (Heritage Drive) to CSAH 78	Four-Lane Undivided Arterial
STR-14	County Road 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Four-Lane Divided Arterial
STR-15	CSAH 4 (Eighth Street North) in Saint Cloud	Anderson Avenue to MN-15	Six-Lane Divided Arterial
STC-1	MSAS 156 (40 th Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
STC-2	MSAS 156 (40 th Street S) in Saint Cloud	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Undivided Collector
STC-3	MSAS 114 (Third Street N) in Saint Cloud	31 st Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial
STC-4	MSAS 145 (Ninth Avenue N) in Saint Cloud	MSAS 148 (15 th Street N) to Stearns CSAH 4 (Eighth Street N/Veterans Drive)	Four-Lane Divided Arterial
STC-5	Pinecone Road S in Saint Cloud	Stearns County Road 134 to Stearns CSAH 120	Four-Lane Divided Arterial
STC-6	322 nd Street in Saint Cloud	Stearns CSAH 133 to Stearns CSAH 4	Three-Lane Undivided Collector
STC-7	CSAH 74 (West Saint Germain Street) in Saint Cloud	Stearns County Road 137 (Seventh Street S/22 nd Street S) to 33 rd Street S	Three-Lane Undivided Arterial
STJ-1	Westwood Parkway in Saint Joseph	21 st Avenue NE to 0.68 miles East	Four-Lane Divided Arterial
SAR-1	MSAS 117 (Leander Avenue) in Sartell	Stearns CSAH 120 to MSAS 118 (Heritage Drive)	Three-Lane Undivided Collector
SAR-2	Roberts Road in Sartell	MSAS 103 (Pinecone Road S) to Stearns CSAH 4 (322 nd Street)	Three-Lane Undivided Collector

SAR-3	19 th Avenue N in Sartell	11 th Street N to 27 th Street N	Two-Lane Undivided Local
SAR-4	Scout Drive in Sartell	Scout Drive to Connecticut Avenue S	Two-Lane Undivided Local
SAR-5	Then Avenue in Sartell	Proposed Scout Drive alignment to CSAH 120	Two-Lane Undivided Local
SAR-6	15 th Street N in Sartell	MSAS 103 (Pinecone Road N) to 19 th Avenue N	Four-Lane Undivided Collector
WAT-1	MSAS 103 (10 th 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.

Expansion Projects

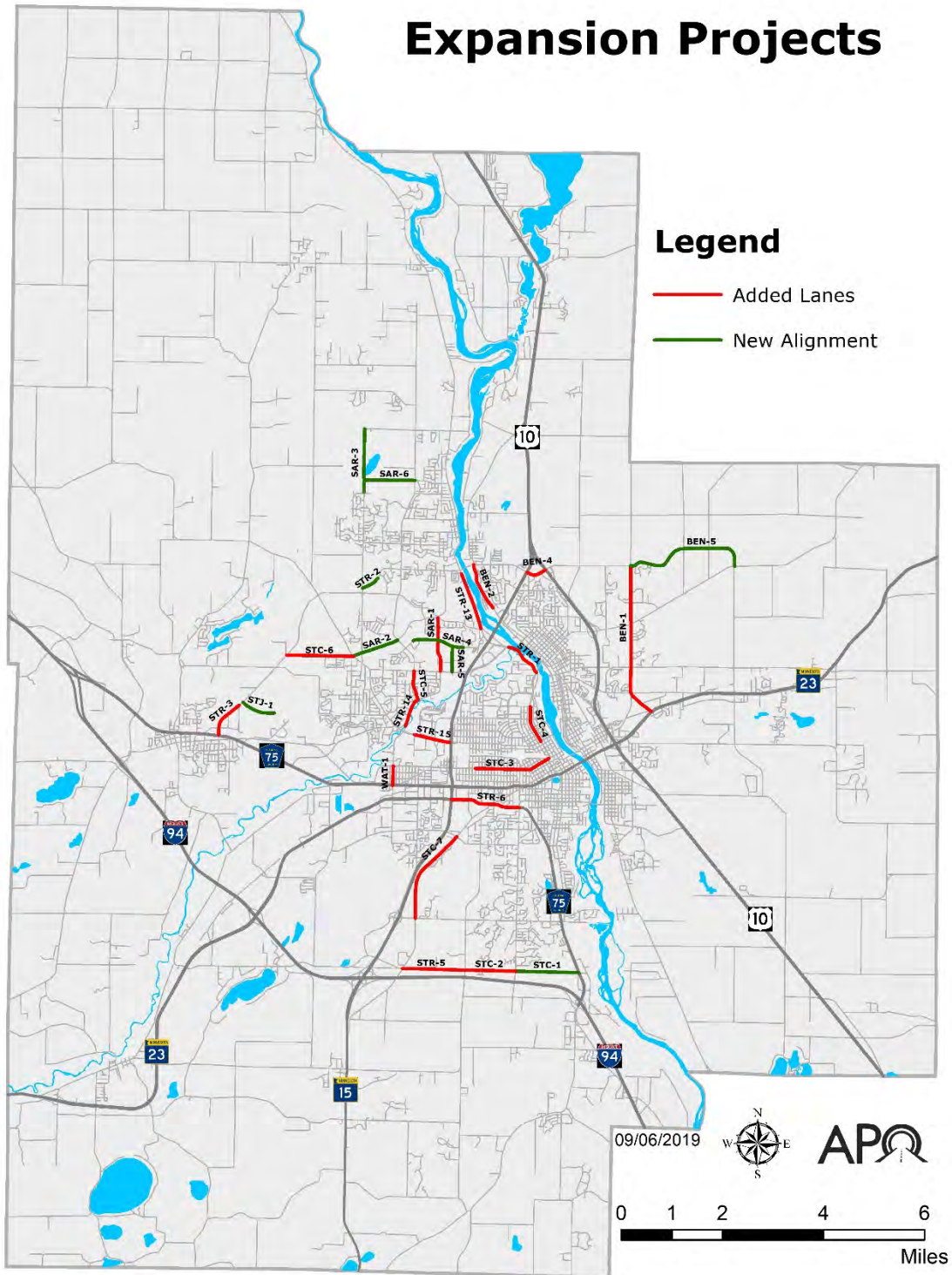


Figure 6: MAPPING 2045 roadway expansion projects.

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

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

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

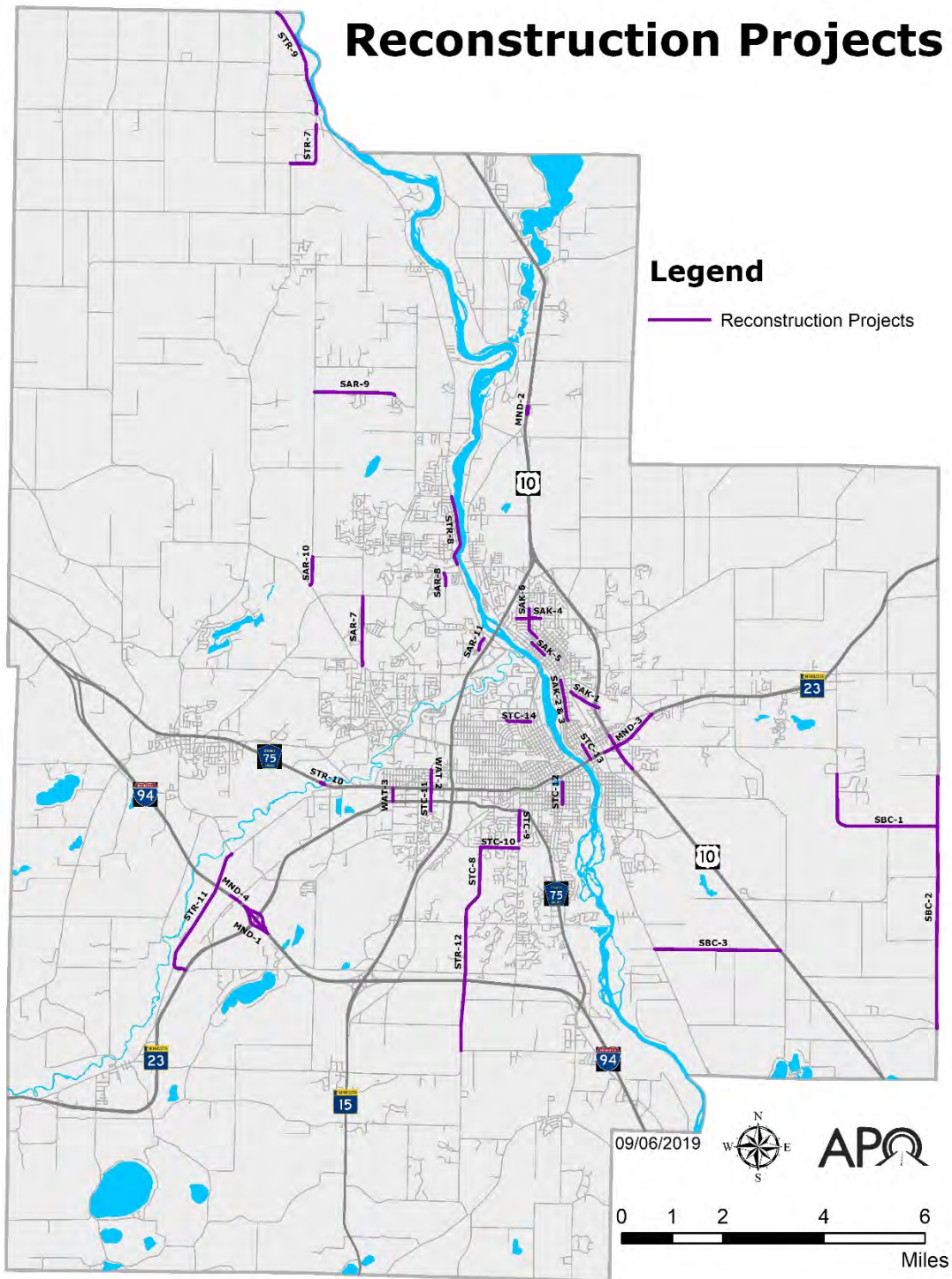


Figure 8: MAPPING 2045 roadway reconstruction projects.

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 October. 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.

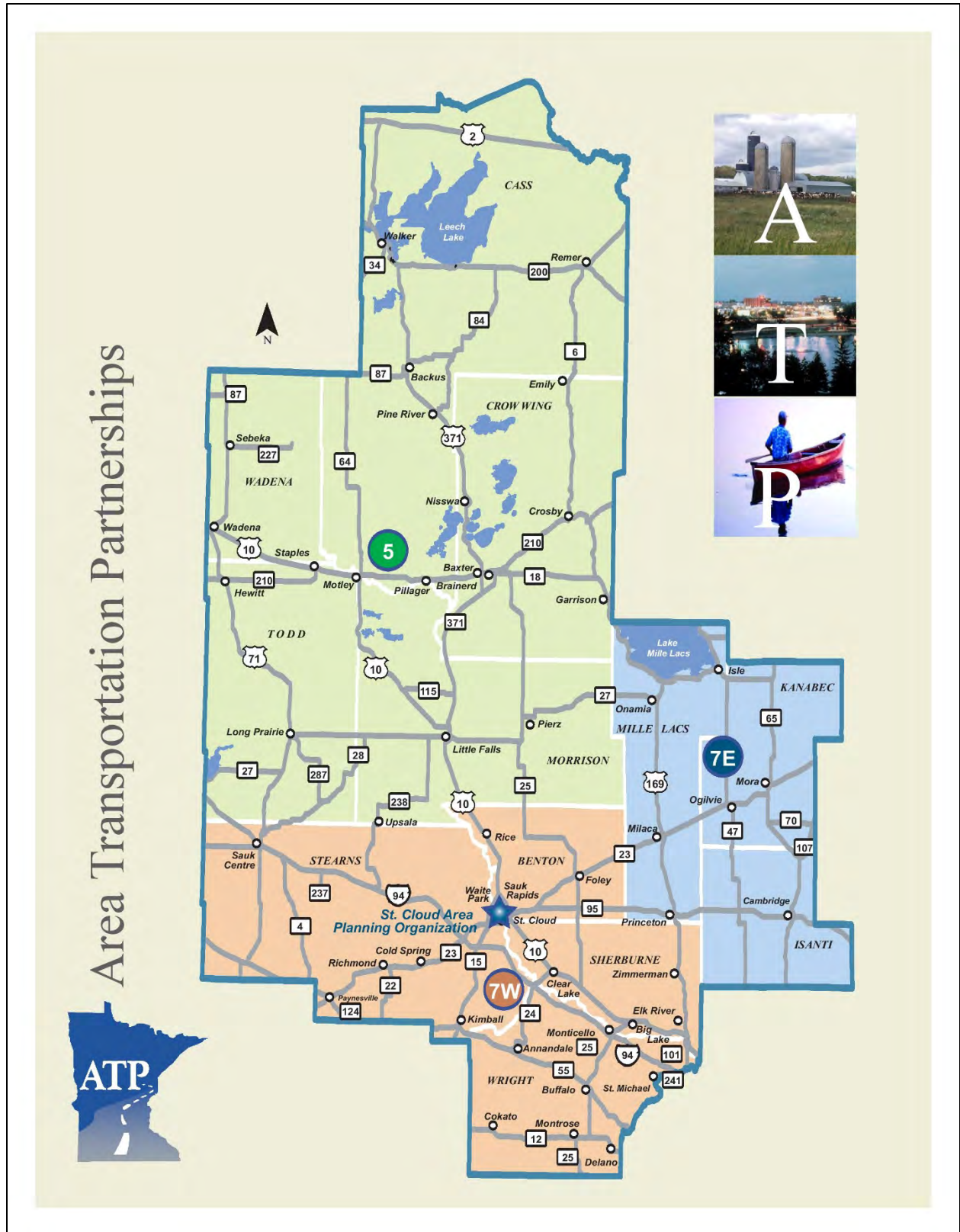


Figure 9: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

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% 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), [East Central Regional Development Commission \(7E\)](http://www.ecrdc.org) (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), 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 review, score, and rank those submitted applications using a technical merit scoring rubric developed in conjunction 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/) 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 staff 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>). 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 2022-2025 TIP.

Public comments obtained via surveys specifically during the initial public outreach 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 on an annual basis. Joint certification action will remain in effect for four years.

CHAPTER ONE: FY 2022-2025 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 2022-2025 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 2022-2025). In these cases, jurisdictions and/or agencies are 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 2022-2025 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 2022-2025 TIP.

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: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22C: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22A: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22B: Sept. 18, 2020: Project is still in the planning stages.



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: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22I: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-22H: Sept. 18, 2020: Project is still in the planning stages.



Photo courtesy of Saint Cloud Metro Bus

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-0048-22K	Bus shelters	\$25,000	FTA: \$20,000 LF: \$5,000
TRS-0048-22TA	Purchase three Class 400 replacement CNG DAR buses	\$717,000	STBGP 5K-200K: \$573,600 LF: \$143,400

Status updates

TRF-0048-22K: Sept. 18, 2020: Project is still in the planning stages.

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). **Sept. 18, 2020:** Project is still in the planning stages.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

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

2022 WACOSA Bus Purchase



Photo courtesy of WACOSA

Estimated project cost: \$93,000
Fiscal year: 2022

Project Description
Purchase one replacement bus.
Project Number: TRF-9503-22
Funding Source: FTA

Programmed Funds Breakdown	Total
FTA	\$74,400
LF	\$18,600

Status updates
Dec. 21, 2020: Project to be added to APO TIP for a vehicle. Funding awarded via grant on Dec. 17, 2020, per MnDOT Office of Transit and Active Transportation.

Project Sponsor: WACOSA
Project Contact: Steve Howard, Executive Director
320-251-0087 showard@wacosa.org

2022 WACOSA Bus Purchase



Photo courtesy of WACOSA

Estimated project cost: \$96,000
 Fiscal year: 2022

Project Description
 Purchase one replacement bus.
Project Number: TRF-9503-23
Funding Source: FTA

Programmed Funds Breakdown	Total
FTA	\$76,800
LF	\$19,200

Status updates
Dec. 21, 2020: Project to be added to APO TIP for a vehicle. Funding awarded via grant on Dec. 17, 2020, per MnDOT Office of Transit and Active Transportation.

Project Sponsor: WACOSA
 Project Contact: Steve Howard, Executive Director
 320-251-0087 showard@wacosa.org

2022 ConnectAbility RTCC



Photo courtesy of ConnectAbility of MN

Estimated project cost: \$41,910

Fiscal year: 2022

Project Description

Mobility management of the Regional Transportation Coordinating Council for Central Minnesota.

Project Number: TRF-9504-22

Funding Source: FTA

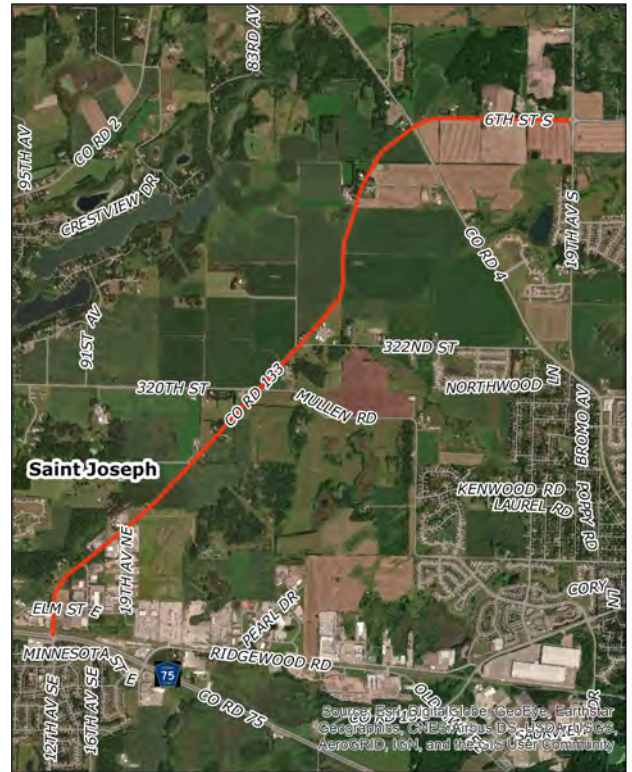
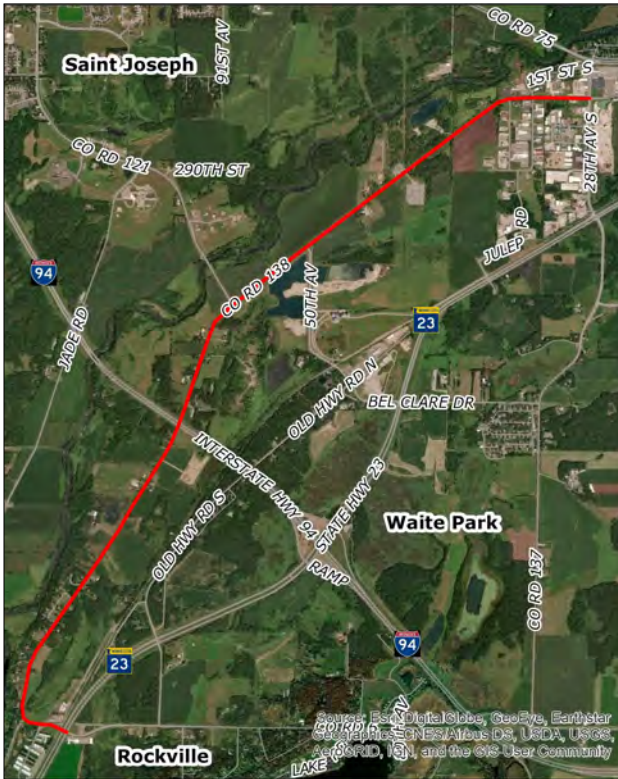
Status updates

Programmed Funds Breakdown	Total
FTA	\$33,528
LF	\$8,382

Project Sponsor: ConnectAbility of MN

Project Contact: Sheri Wegner, Executive Director
 320-253-0765
 sheri.wegner@connectabilitymn.org

2022 Stearns County Chevron Curve Signing



Photos courtesy Saint Cloud APO

Estimated project cost: \$240,000

Construction year: 2022

Project Description

Installation of chevron curve signing along CSAH 133 and CSAH 138.

Project Number: 073-070-023

Funding Source: HSIP

Project Scope: N/A

Status update

Nov. 12, 2019: No plans or project memorandum have been completed yet. These items should be complete by December 2021. Expected letting date around February 2022.

Nov. 17, 2020: Will begin project memorandum in early 2022. Project not expected to be controversial so no public meeting necessary.

Programmed Funds Breakdown	Total
FHWA	\$216,000
LF	\$24,000

Project Sponsor: Stearns County

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

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



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. **Nov. 17, 2020:** Will begin the project memorandum in early 2021. Project not expected to be controversial so no public meeting necessary.

Photos courtesy Saint Cloud APO

Project Sponsor: Stearns County
 Project Contact: Jodi Teich, County Engineer 320-255-6180 jodi.teich@co.stearns.mn.us

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

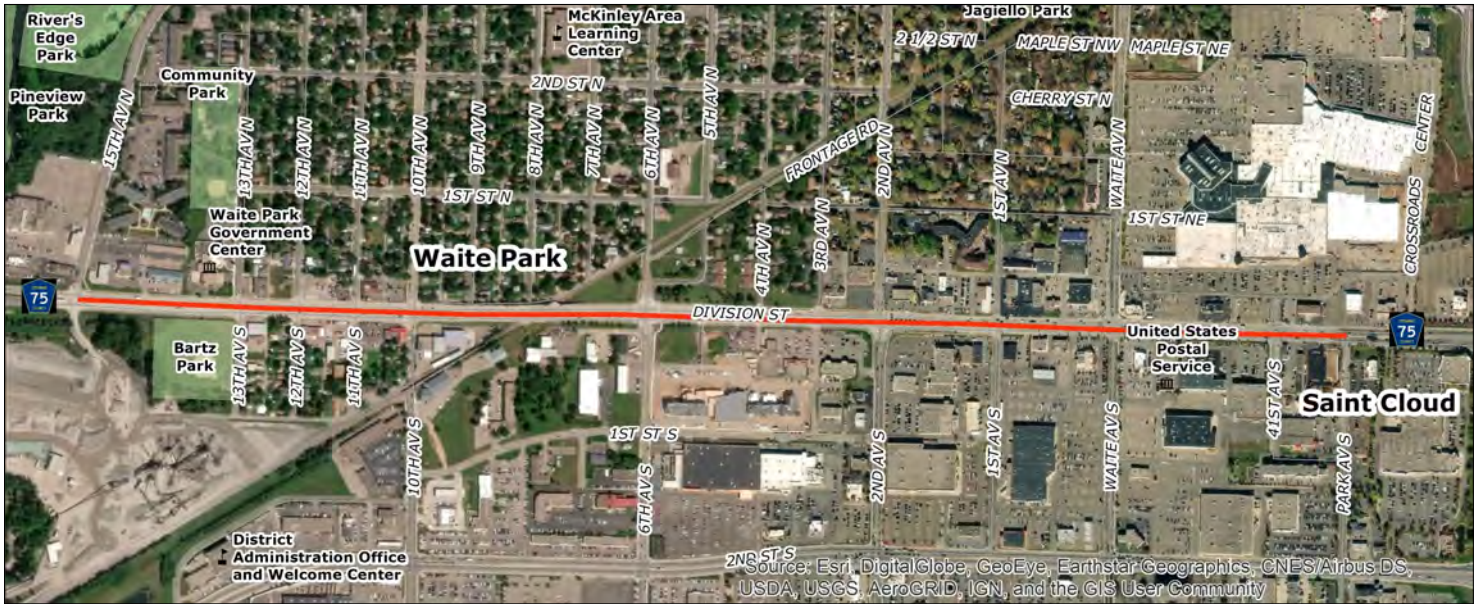


Photo courtesy Saint Cloud APO

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

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

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. **Nov. 17, 2020:** Contract has been awarded. Work will take place in 2021.

Project Sponsor: Stearns County

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

2022 Saint Cloud Beaver Island Trail



Photo courtesy of Saint Cloud APO

Estimated project cost
\$600,000

Construction year: 2022

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.

Project Number: 162-090-007

Funding Source: STBGTA 5K-200K

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$480,000
LF	\$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.

Oct. 21, 2020: Project is going to be pushed back to FY 2022 per Park and Recreation Director Scott Zlotnik. Administrative modification to the TIP will be processed at the beginning of calendar year 2021.

2022 Saint Cloud Cooper Avenue



Photo courtesy of Saint Cloud APO

Estimated project cost \$2,600,000
 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.

Advance Construction
 Payback in FY 2023

Project Numbers:
2022: 162-141-008
2023: 161-141-008AC

Funding Source: STBGP 5K-200K

Project Scope: 0.6 miles

Programmed Funds Breakdown	Total
FHWA (2022 only)	\$1,457,080
Advance Construction Payback (2023 only)	\$612,000
LF (2022 only)	\$530,920

Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2022 with an anticipated completion date of Fall 2022. **Oct. 21, 2020:** Project is programmed to be constructed in 2022. **March 2021:** Per MnDOT, a funding swap has occurred between the City of Saint Cloud, City of Buffalo, and City of Minneapolis. Saint Cloud is swapping state aid from funding for Federal funding. This will allow for \$612,000 in Federal funding to be paid back in FY 2023. Project cost has increased as a result from \$2.5 million to \$2.6 million to account for the additional Federal funding.

Project Sponsor: City of Saint Cloud
 Project Contact: Steven Foss, City Engineer 320-255-7243 steven.foss@ci.stcloud.mn.us

2022 Sartell 19th Avenue

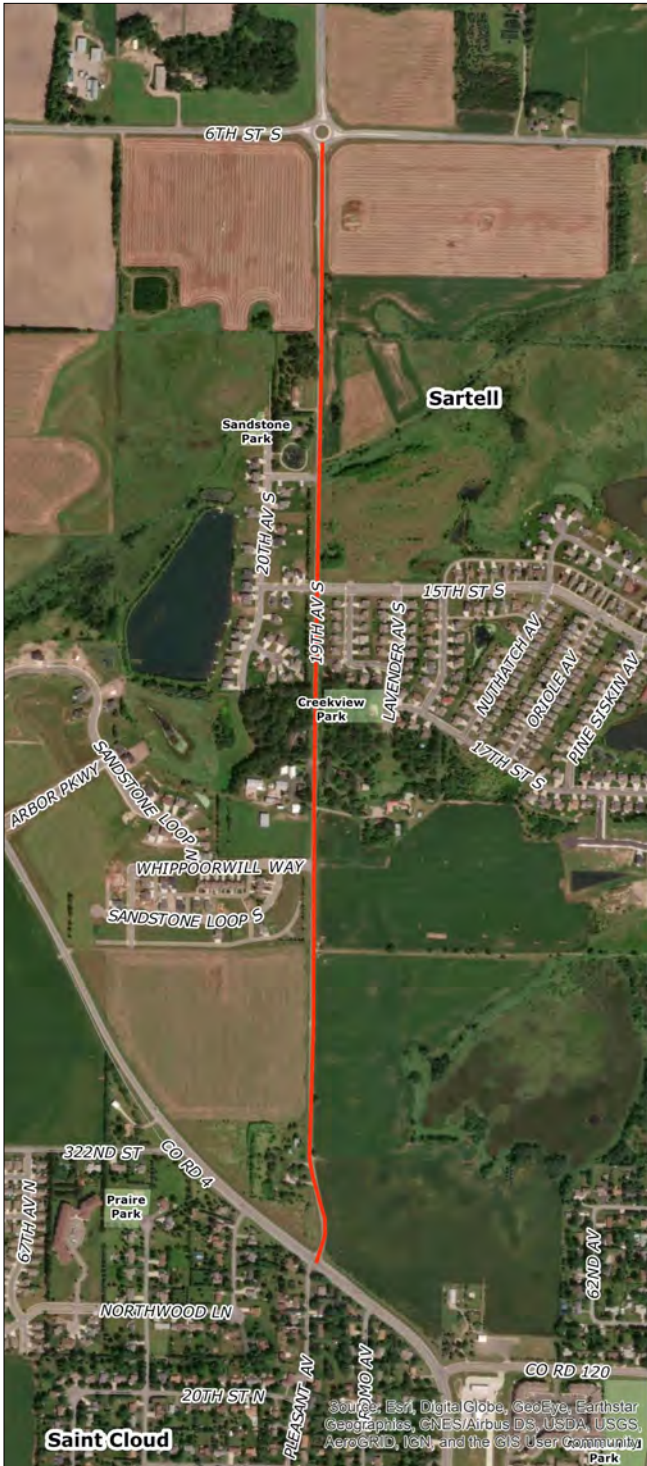


Photo courtesy Saint Cloud APO

Estimated project cost \$7,037,903

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 Numbers:
2022: 220-113-002
2023: 220-113-002AC
Funding Source: STBGP 5K-200K
Project Scope: 1.3 miles

Programmed Funds Breakdown	Total
FHWA (2022 Only)	\$160,100
Advance Construction Payback (2023 Only)	\$1,929,820
LF (2022 Only)	\$4,947,983

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. **Sept. 23, 2020:** Project is on track and we are currently working through the preliminary design, project memorandum, and feasibility study for the project. All three of those efforts should be completed by the end of this year and transitioning into final design this winter/spring. **Dec. 21, 2020:** Project cost has increased by nearly 47% due to significant water main and sanitary sewer work added to the project (from \$4,799,920 to \$7,037,903). Cost increase in local match from \$2,710,000 to \$4,947,983.

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

2022 Sartell Trail and Sidewalk Gaps



Photo courtesy Saint Cloud APO

Estimated project cost \$458,740
Construction year: 2022

Programmed Funds Breakdown	Total
Advance Construction Payback (2025 Only)	\$367,040
LF (2022 Only)	\$91,700

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

Project Description
Completing shared use path gaps on Seventh Street N and 12th Street N and filling in sidewalk gaps along 13th Avenue N and Third Street N.

Advance Construction
Payback in FY 2025.

Project Numbers:
2022: 220-090-003
2023: 220-090-003AC

Funding Source: STBG TAP 5K-200K

Project Scope: N/A

Status updates

2022 MnDOT US 10 Bridge Replacement

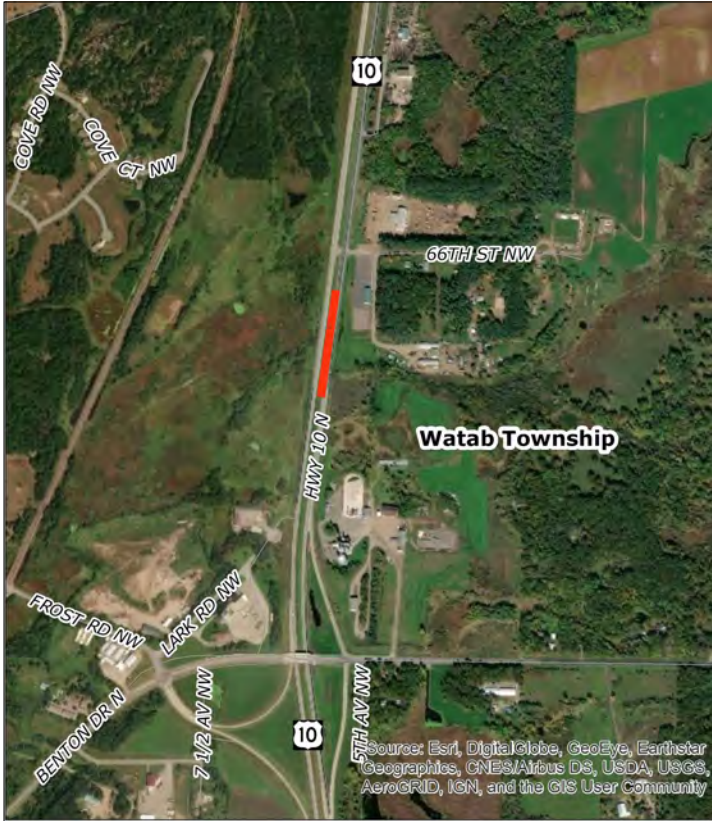


Photo courtesy Saint Cloud APO.

Estimated project cost \$1,400,000
 Construction year: 2022

Project Description
 Replacement of bridge number 3666 over stream with a box culvert 0.5 miles NW of Benton CSAH 33 (First Avenue NE/60th Street NW) on US 10. This also includes the installation of a high tension median cable guardrail from 66th Street to CSAH 33.
Project Number: 0502-115
Funding Source: NHPP
Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$1,120,000
SF	\$280,000

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. **July 23, 2020:** In addition to the conversion of the existing bridge to a box culvert, this project also contains the placement of a high tension media cable guardrail from 66th Street to CSAH 33. **Nov. 18, 2020:** This project is currently on track for a Jan. 28, 2022 letting. The estimate is current. **March 2021:** During the annual TIP update the project cost has dropped from \$1,401,000 to \$1,400,000.

Project Sponsor: MnDOT District 3
 Project Contact: Russell Fellbaum, Development Project Manager 320-223-6536
 russell.fellbaum@state.mn.us

2022 MnDOT MN 301 Retaining Wall



Photo courtesy Saint Cloud APO

Estimated project cost \$1,900,000
Construction year: 2022

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. **Nov. 18, 2020:** Project is currently on track to be let on Feb. 26, 2021. The estimate is current. **Feb. 5, 2021:** Per Historic Roadside Properties Program, project is being pushed back from 2021 to 2022. In addition, the project cost is increasing from \$800,000 to \$900,000. **May 2021:** Per MnDOT District 3 the cost of this project is increasing from \$900,000 to \$1,900,000 due to more extensive work being performed.

Programmed Funds Breakdown	Total
SF	\$1,900,000

Project Sponsor: MnDOT Historic Roadside Properties Program
Project Contact: Andrea Weber, Historic Roadside Properties Program 651-366-4643
andrea.weber@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: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-23A: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-23B: Sept. 18, 2020: Project is still in the planning stages.



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: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-23G: Sept. 18, 2020: Project is still in the planning stages.



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
TRF-0048-23J	Western transit center	\$4,000,000	LF: \$4,000,000

Status updates

TRF-0048-23I: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** This project has changed from Transit Signal Priority (TSP) projects to facility improvements. Project cost and funding breakdown has remained the same.

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). **Sept. 18, 2020:** Project is still in the planning stages. **March 2021:** Per funding awards from MnDOT’s Office of Transit and Active Transportation, this project for the purchase of two 35-foot Class 700 CNG buses for \$1,216,000 has been removed from the TIP.

TRF-0048-23J:



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 ConnectAbility RTCC



Photo courtesy of ConnectAbility of MN

Estimated project cost: \$45,210

Fiscal year: 2023

Project Description

Mobility management of the Regional Transportation Coordinating Council for Central Minnesota.

Project Number: TRF-9504-23

Funding Source: FTA

Status updates

Programmed Funds Breakdown	Total
FTA	\$36,168
LF	\$9,042

Project Sponsor: ConnectAbility of MN

Project Contact: Sheri Wegner, Executive Director
320-253-0765
sheri.wegner@connectabilitymn.org

2023 Sherburne County Rumble Strips and Sign Enhancements

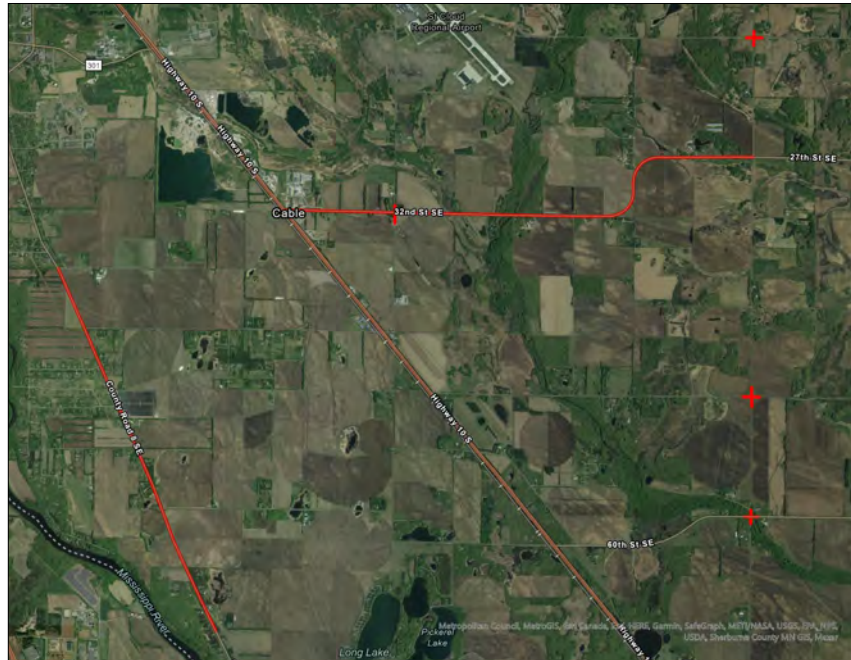


Photo courtesy Saint Cloud APO.

Estimated project cost: \$150,000

Construction year: 2023

Project Description

Installation of rumble strips along CSAH 8 from 37th Street south to the Haven Township border and CSAH 3 from US 10 to CSAH 20. Stop sign enhancements to be placed at the following intersections: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62.

Project Number: 071-070-043

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$135,000
LF	\$15,000

Status updates

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2023 Sherburne County CR 65 & 45th Avenue Realignment



Photo courtesy Saint Cloud APO.

Estimated project cost: \$2,500,000

Construction year: 2023

Project Description
 Consolidation of two 45-degree intersections of US 10 and BNSF railroad to one 90-degree intersection. Realignment of County Road 65 and 45th Avenue.

Advance Construction
 Payback in FY 2025

Project Number:
2023: 7103-65
2024: 7103-65AC

Funding Source: STBGP 5K-200K

Project Scope: 0.1 miles

Programmed Funds Breakdown	Total
Advance Construction Pay-back (2025 Only)	\$2,200,000
LF (2023 Only)	\$300,000

Status updates

Project Sponsor: Sherburne County
 Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.mn.us

2023 Stearns County ROCORI Trail

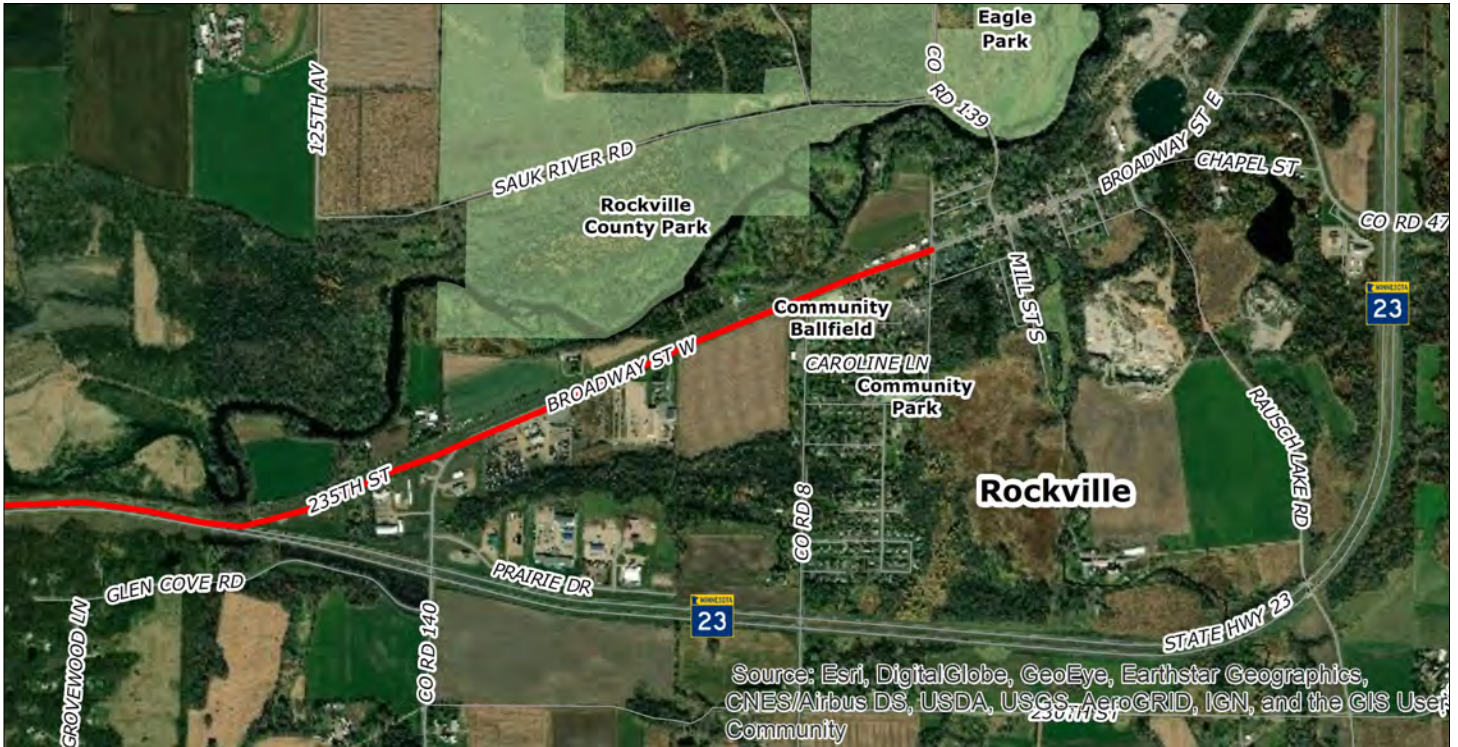


Photo courtesy Saint Cloud APO.

Project Description

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

Advance Construction
Payback in FY 2024

Project Number:
2023: 073-090-011
2024: 073-090-011AC

Funding Source: STBG TAP 5K-200K

Project Scope: 2.3 miles

Estimated project cost: \$1,813,000

Construction year: 2023

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. **Nov. 17, 2020:** The ROCORI Trail Construction Board has contacted MnDOT District 3 to request the project be delayed a year due to local share funding. **Dec. 21, 2020:** Project has been delayed from FY 2021 construction to FY 2023 due to lack of local share.

Programmed Funds Breakdown	Total
FHWA (2023 Only)	\$520,000
Advance Construction Payback (2024 Only)	\$292,270
LF (2023 Only)	\$1,000,730

Project Sponsor: Stearns County

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

2023 Stearns County Beaver Island Trail Extension

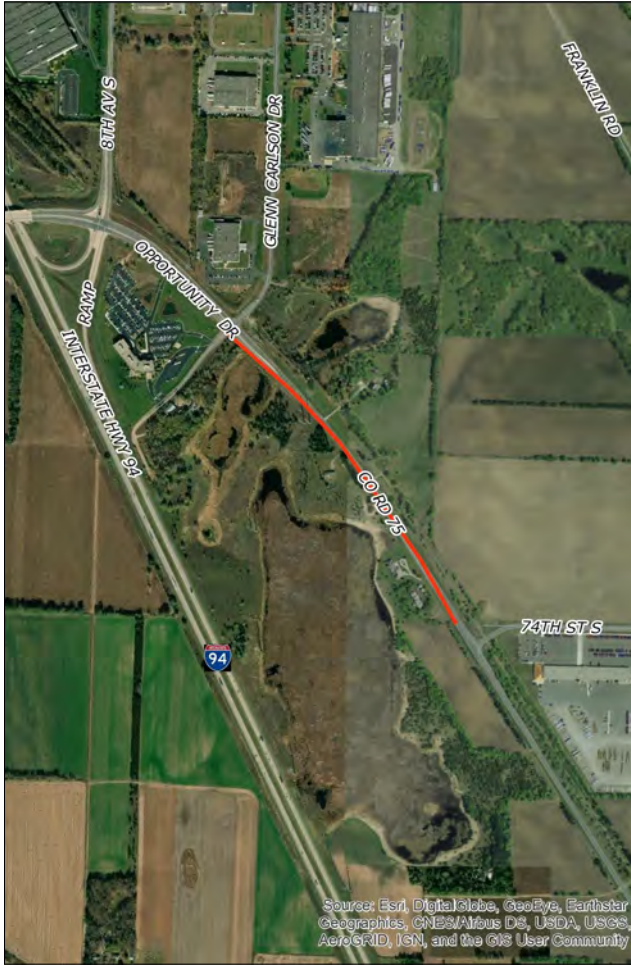


Photo courtesy Saint Cloud APO. Of note, this photo only shows the portion of the trail within the APO's MPA.

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: STBG TAP 5K-200K

Project Scope: 4.7 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

Status updates

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

Nov. 17, 2020: Preliminary design will begin in late 2021, as will project memorandum. Discussions have been ongoing with property owners from whom right of way will be needed.

Project Sponsor: Stearns County

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

2023 Stearns County CSAH 75 from MN 15 to Cooper Avenue



Photo courtesy of Saint Cloud APO

Estimated project cost: \$1,600,000

Construction year: 2023

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. **Nov. 17, 2020:** Project memorandum will be prepared in 2021. **April 2021:** Project has been pushed back from 2022 construction to 2023 construction.

Project Description

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

Advance Construction
Payback in FY 2024.

Project Numbers:
2023:073-675-041
2024: 073-675-041AC

Funding Source: NHPP

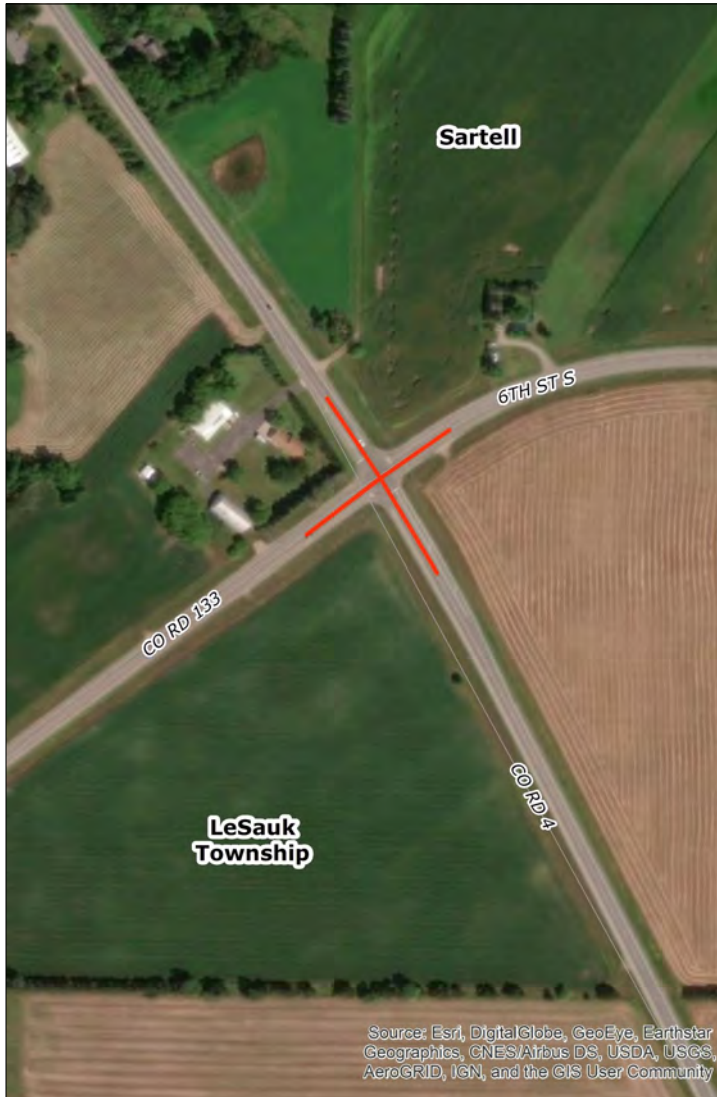
Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA (2023 only)	\$615,055
Advance Construction Payback (2024 only)	\$615,055
LF (2023 only)	\$369,890

Project Sponsor: Stearns County

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

2023 Stearns CSAH 4/CSAH 133 Roundabout



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
Nov. 17, 2020: Project memorandum will be completed in early 2022. Public outreach will begin in late 2021.

Photo courtesy Saint Cloud APO

Project Sponsor: Stearns County
 Project Contact: Jodi Teich, County Engineer 320-255-6180 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. **Sept. 23, 2020:** Plan to begin the preliminary design and project memo in Spring 2021. Project is on track.

Project Sponsor: City of Sartell

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

2023 MnDOT County Road 65 Railroad Signal Improvements

Estimated project cost: \$300,000
 Construction year: 2023

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 Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA	\$222,000
LF	\$78,000

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. **Nov. 18, 2020:** Project is currently on track to be let on June 14, 2022. The estimate is current. **March 2021:** To better coordinate with Sherburne County, this project has been pushed back from FY 2022 to FY 2023. Because of this, a project swap needed to occur within Office of Rail causing the cost of this project to drop from \$307,000 to \$300,000.

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 MnDOT MN 23 and US 10

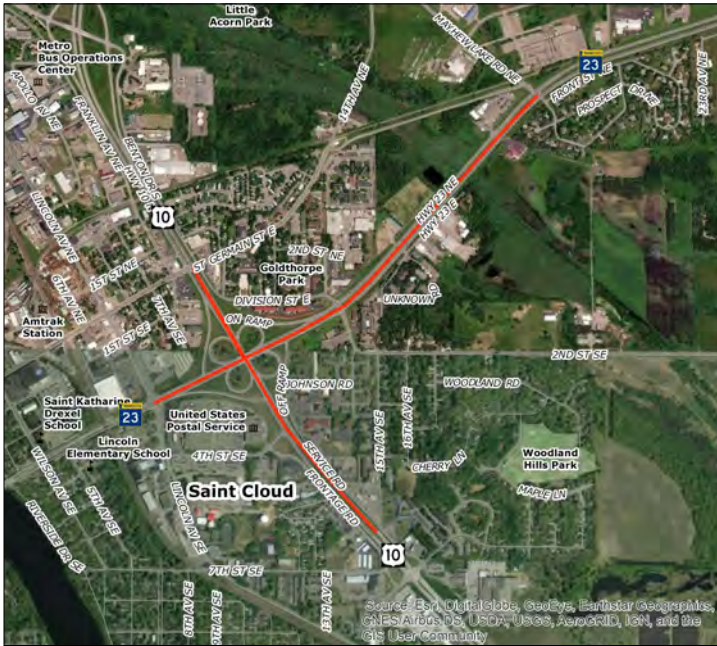


Photo courtesy Saint Cloud APO

Estimated project cost \$38,186,000
Construction year: 2023

Programmed Funds Breakdown	Total
FHWA (2023 Only)	0503-91: \$7,714,800 0503-91S: \$675,000 0503-91GMNR: \$3,016,000 0503-91AC: \$0
Advanced Construction Payback (2024 Only)	0503-91: \$0 0503-91S: \$0 0503-91GMNR: \$0 0503-91AC: \$16,338,000
SF (2023 Only)	0503-91: \$6,013,200 0503-91S: \$75,000 0503-91GMNR: \$754,000 0503-91AC: \$0
LF (2023 Only)	0503-91: \$3,600,000 0503-91S: \$0 0503-91GMNR: \$0 0503-91AC: \$0

Project Sponsor: MnDOT District 3
Project Contact: Claudia Dumont, Development Project Manager 320-223-6530
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. This project also includes the construction of a bridge at Fourth Street spanning US 10.

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: 2.05 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. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current. **April 2021:** During the annual TIP update, this project has added the construction of a bridge spanning US 10 at Fourth Street. In addition, the cost of this project has increased from \$35,580,000 to \$38,186,000.

2023 MnDOT Interstate 94 Bridge Overlay

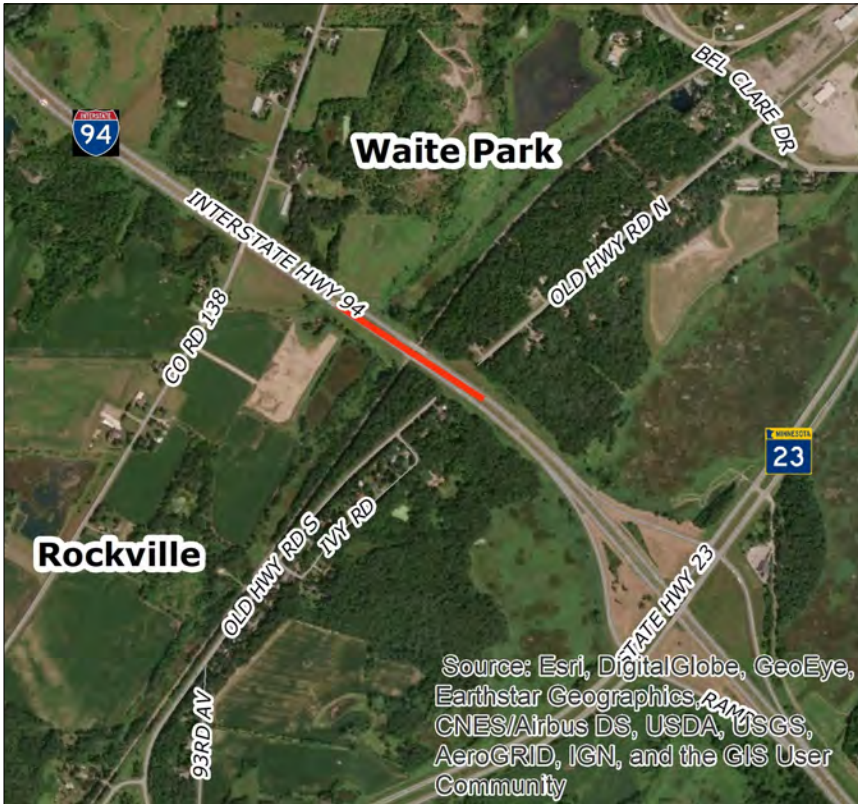


Photo courtesy Saint Cloud APO

Estimated project cost
\$1,600,000

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	\$1,280,000
SF	\$320,000

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. **Nov. 18, 2020:** Project is currently on track to be let on Jan. 28, 2022. The estimate is current. **March 2021:** During the annual TIP update, project cost estimate has decreased from \$1,800,000 to \$1,600,000.

Project Sponsor: MnDOT District 3

Project Contact: Russell Fellbaum, Development Project Manager 320-223-6536
 russell.fellbaum@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. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current.

Project Sponsor: MnDOT District 3
 Project Contact: Kelly Scegura, Construction Project Manager 320-223-6614 kelly.scegura@state.mn.us

2023 MnDOT US 10 Guardrails



Estimated project cost \$1,900,000
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: 9.18 miles



Photos courtesy Saint Cloud APO and MnDOT.

Programmed Funds Breakdown	Total
FHWA	\$1,710,000
SF	\$190,000

Status updates
July 23, 2020: The estimated project cost has increased from \$1,634,250 to \$1,900,000. This includes the increase of FHWA funds from \$1,470,825 to \$1,710,000 and state funds from \$163,425 to \$190,000. **Nov. 18, 2020:** Project is currently on track to be let on Jan. 27, 2023. The estimate is current.

Project Sponsor: MnDOT District 3
Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 kenneth.hansen@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: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-24I: Sept. 18, 2020: Project is still in the planning stages.

TRF-0048-24J: Sept. 18, 2020: Project is still in the planning stages.



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
TRS-0048-24A	Purchase four Class 700 replacement CNG buses	\$2,316,000	STBGP 5K-200K: \$1,852,800 LF: \$463,200
TRF-0048-24D	Long Range Transportation Plan	\$350,000	FTA: \$280,000 LF: \$70,000

Status updates

TRS-0048-24A: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24A to TRS-0048-24A. In addition, per MnDOT’s Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has increased from two to four. This has increased the cost of this project from \$1,216,000 to \$2,316,000.

TRF-0048-24C: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** MnDOT’s OTAT has successfully received state bonding money on behalf of Metro Bus for the acquisition of a western transit hub. This project for facility improvements and acquisitions for \$5,975,000 (with primary funding from FTA) has been deleted from the TIP.

TRF-0048-24D: Sept. 18, 2020: Project is still in the planning stages.



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
TRS-0048-24F	Purchase two Class 400 replacement CNG buses	\$506,000	STBGP 5K-200K: \$404,800 LF: \$101,200
TRF-0048-24G	Purchase maintenance tools & equipment	\$65,000	FTA: \$52,000 LF: \$13,000

Status updates

TRF-0048-24E: Sept. 18, 2020: Project is still in the planning stages.

TRS-0048-24F: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24F to TRS-0048-24F. In addition, per MnDOT's Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has decreased from eight to two. This has decreased the cost of this project from \$1,920,000 to \$506,000.

TRF-0048-24G: Sept. 18, 2020: Project is still in the planning stages.



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: 3.07 miles

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

Status updates

Sept. 17, 2020: Project is under development. Anticipated starting date is May 1, 2024.

Project Sponsor: Benton County

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

2024 Sherburne County Rural Intersection Lighting



Photo courtesy Saint Cloud APO

Estimated project cost:
\$368,000

Construction year: 2024

Project Description

Installation of rural intersection lighting at the following locations: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62.

Project Number: 071-070-042

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$331,200
LF	\$36,800

Status updates

Project Sponsor: Sherburne County

Project Contact: Andrew Witter, County Engineer 763-765-3302 andrew.witter@co.sherburne.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 15th 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: 0.46 miles

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

Status updates

Nov. 17, 2020: Public input process will begin in 2022. Project terminus is being modified from 19th to 15th Avenue. This TIP change is anticipated to be initiated in early 2021. **Dec. 21, 2020:** TIP amendment process has begun to make this change.

Project Sponsor: Stearns County

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

2024 Saint Cloud County Road 136



Photo courtesy Saint Cloud APO

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.

Project Number: 162-591-005AC
Funding Source: STBG TAP 5K-200K
Project Scope: 1.6 miles

Programmed Funds Breakdown	Total
Advance Construction	\$424,000
Payback	

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. **Oct. 21, 2020:** Project is currently being designed. Anticipate a late May 2021 start date. Project to be completed in fall 2021. **Dec. 21, 2020:** Due to available funding from State Aid, an additional \$127,000 in Federal funding has been added to the reconstruction project (162-175-001) therefore decreasing the local match from \$1,027,518 to \$900,518 and increasing the Federal contribution from \$842,482 to \$969,482. **Feb. 22, 2021:** Project cost estimate has increased the combined project cost from \$2.4 million to \$3,737,360. Local funding has increased for the roadway portion of the project (from \$900,518 to \$2,231,335) and the active transportation portion (from \$106,000 to \$112,543).

Project Sponsor: City of Saint Cloud
 Project Contact: Steven Foss, City Engineer
 320-255-7243
 steven.foss@ci.stcloud.mn.us

2024 Sauk Rapids Second Avenue S



Photo courtesy Saint Cloud APO

Estimated project cost: \$1,744,000

Construction year: 2024

Project Description
 Reconstruction of Second Avenue S from Benton Drive to 10th Street S. This project will also include sidewalk, ADA upgrades, lighting, drainage, and watermain improvements.

Advance Construction
 Payback in 2025.

Project Numbers:
2024: 191-104-006
2025: 191-104-006AC

Funding Source: STBGP 5K-200K

Project Scope: 0.4 miles

Programmed Funds Breakdown	Total
Advance Construction Payback (2025 Only)	\$1,135,120
LF (2024 Only)	\$608,880

Status updates

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

2025 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25A	Operating assistance	\$9,700,000	FTA: \$1,500,000 LF: \$8,200,000
TRF-0048-25B	Paratransit operating	\$4,800,000	LF: \$4,800,000
TRF-0048-	Northstar commuter operating	\$1,450,000	LF: \$1,450,000

Status updates

TRF-0048-25A:

TRF-0048-25B:

TRF-0048-25C:



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

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

2025 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25D	Purchase maintenance tools & equipment	\$15,000	FTA: \$12,000 LF: \$3,000
TRF-0048-25E	Purchase three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000
TRF-0048-25F	Purchase office equipment, IT, & communication projects	\$535,000	FTA: \$428,000 LF: \$107,000

Status updates

TRF-0048-25D:

TRF-0048-25E:

TRF-0048-25F:



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

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

2025 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25G	Facility improvements	\$1,500,000	FTA: \$1,200,000 LF: \$300,000
TRS-0048-25A	Purchase six Class 400 replacement CNG buses	\$1,566,000	STBGP 5K-200K: \$1,252,800 LF: \$313,200

Status updates

TRF-0048-25G:

TRS-0048-25A:



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus
 Project Contact: Paula Mastey, CFO 320-529-4490 pmastey@stcloudmtc.com

2025 MnDOT MN 15 Bridge Overlay at CSAH 137



Photo courtesy Saint Cloud APO

Estimated project cost \$760,000

Construction year: 2025

Project Description

Overlay MN 15 bridge number 73019 at CSAH 137.

Project Number: 7303-52

Funding Source: STBGP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

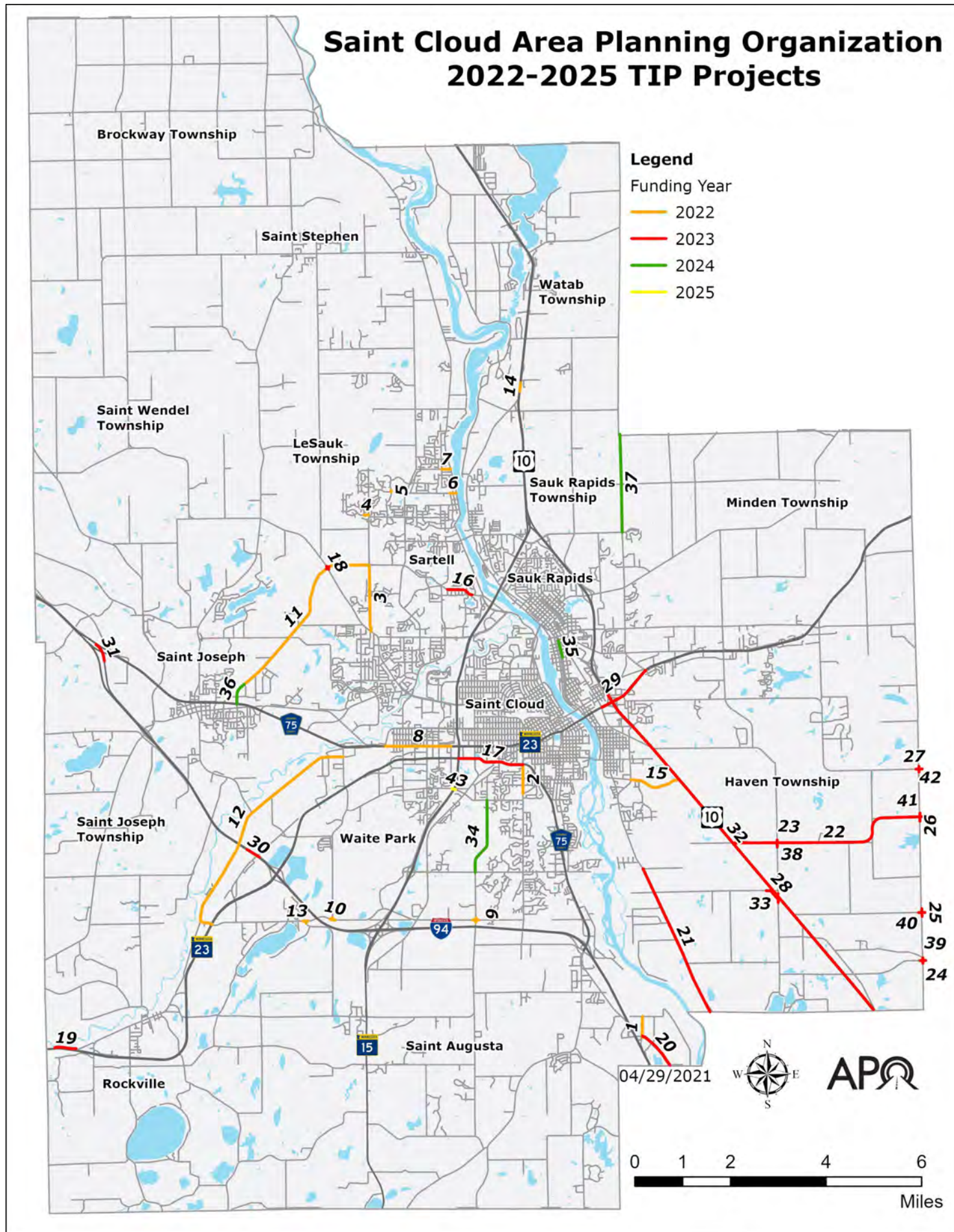
Total

FHWA	\$608,000
SF	\$152,000

Status updates

Project Sponsor: MnDOT District 3

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



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3	2022	City of Sartell	19th Avenue	Bituminous replacement
4, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8	2022	Stearns County	CSAH 75	Concrete pavement rehabilitation
9, 10, and 13	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11 and 12	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15	2022	MnDOT	MN 301	Retaining wall preservation
16	2023	City of Sartell	Heritage Drive	New trail
17	2023	Stearns County	CSAH 75	Mill and overlay
18	2023	Stearns County	CSAH 4	Roundabout
19	2023	Stearns County	ROCORI Trail	New trail
20	2023	Stearns County	Beaver Island Trail	New trail
21, 22, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29	2023	MnDOT	MN 23	Bridge new
30	2023	MnDOT	I-94	Bridge deck overlay, bridge new
31	2023	MnDOT	I-94	Bridge deck overlay
32	2023	MnDOT	US 10	Guard rail
33	2023	MnDOT	CR 65	Railroad crossing improvements
34	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Traffic control devices
43	2025	MnDOT	MN 15	Bridge deck overlay

Figure 10: Map of the APO's FY 2022-2025 TIP project locations.

CHAPTER TWO: COMMUNITY IMPACT ASSESSMENT

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.

Historically underrepresented communities, including those protected under Federal legislation like EO 12898, Title VI, Americans with Disabilities Act (ADA), Title II of the ADA, Older Americans Act, and EO 13116 for limited English proficient populations must be considered in the APO planning process at the plan development program, and project level.

The Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on historically underrepresented communities – especially minority (Black, Indigenous and People-of-Color – BIPOC) and low-income populations. A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods.

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 BIPOC 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.

Figures 11 and 13 on the following pages indicate the locations of large concentrations of BIPOC populations and low-income households within the MPA, respectively. BIPOC 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 regardless of race.

Figures 12 and 14 identify the location of the FY 2022-2025 TIP projects (sans transit) in comparison to both BIPOC populations and low-income households within the MPA.

In addition to considering concentrations of BIPOC and low-income populations, the Saint Cloud APO has elected to consider other populations that could be adversely impacted by transportation. 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 identifies block groups within the MPA with concentrations of multiple historically underrepresented communities: BIPOC, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people age 65 and older, and people age 18 and younger. Figure 16 identifies the location of the FY 2022-2025 TIP projects (sans transit) in comparison to these communities.

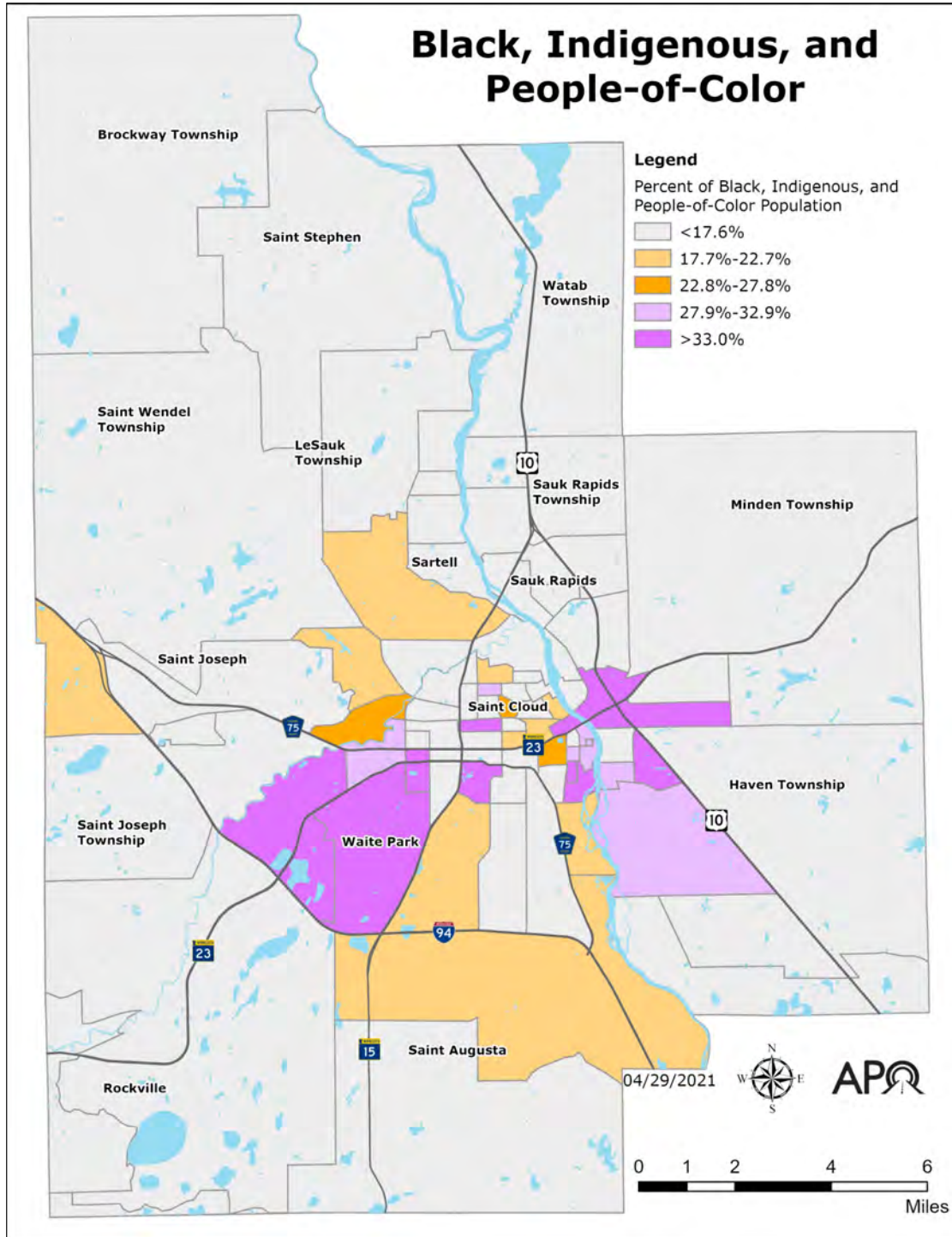
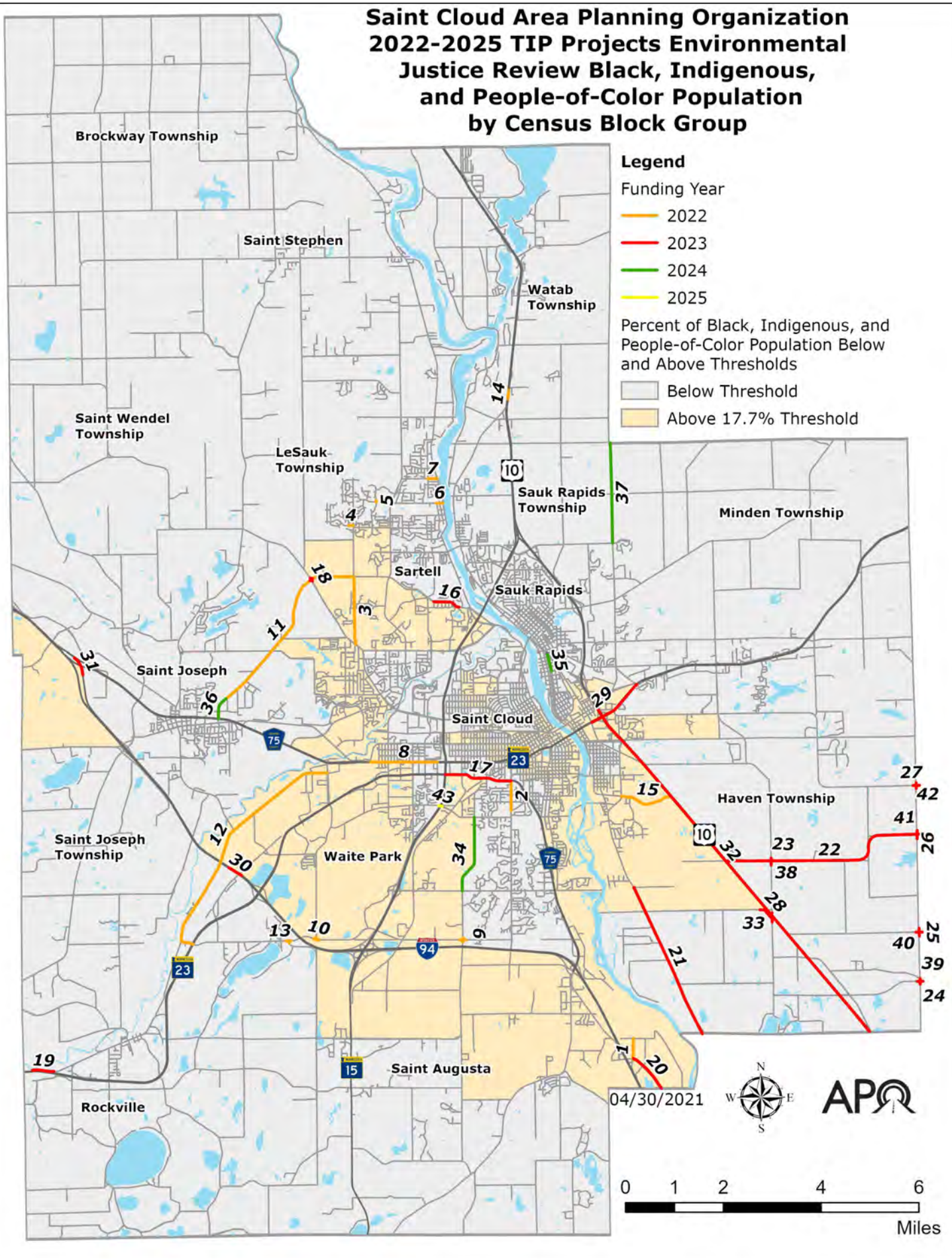


Figure 11: Percent of APO member jurisdiction's Black, Indigenous, and People-of-Color (BIPOC) population by Census block group. According to the U.S. Census Bureau's 2015-2019 American Community Survey Five Year Estimates, a total of 24,283 residents (out of 137,093) have been identified as being BIPOC. This corresponds to a regional average of 17.7% (threshold) of the APO's planning area population. The shaded Census block groups indicate areas that have a BIPOC population greater than the regional average. Data courtesy of U.S. Census Bureau's 2015-2019 ACS Five Year Estimates.

Saint Cloud Area Planning Organization 2022-2025 TIP Projects Environmental Justice Review Black, Indigenous, and People-of-Color Population by Census Block Group



Project ID	Fiscal Year	Sponsor	Route	Work Type
1*	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3*	2022	City of Sartell	19th Avenue	Bituminous replacement
4*, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8*	2022	Stearns County	CSAH 75	Concrete pavement
9*, 10*, and 13	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11* and 12*	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15*	2022	MnDOT	MN 301	Retaining wall preservation
16*	2023	City of Sartell	Heritage Drive	New trail
17*	2023	Stearns County	CSAH 75	Mill and overlay
18*	2023	Stearns County	CSAH 4	Roundabout
19	2023	Stearns County	ROCORI Trail	New trail
20*	2023	Stearns County	Beaver Island Trail	New trail
21*, 22*, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28*	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29*	2023	MnDOT	MN 23	Bridge new
30*	2023	MnDOT	I-94	Bridge deck overlay, bridge
31*	2023	MnDOT	I-94	Bridge deck overlay
32*	2023	MnDOT	US 10	Guard rail
33*	2023	MnDOT	CR 65	Railroad crossing
34*	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Traffic control devices
43*	2025	MnDOT	MN 15	Bridge deck overlay

Figure 12: Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with a high concentration of BIPOC populations. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of BIPOC populations.

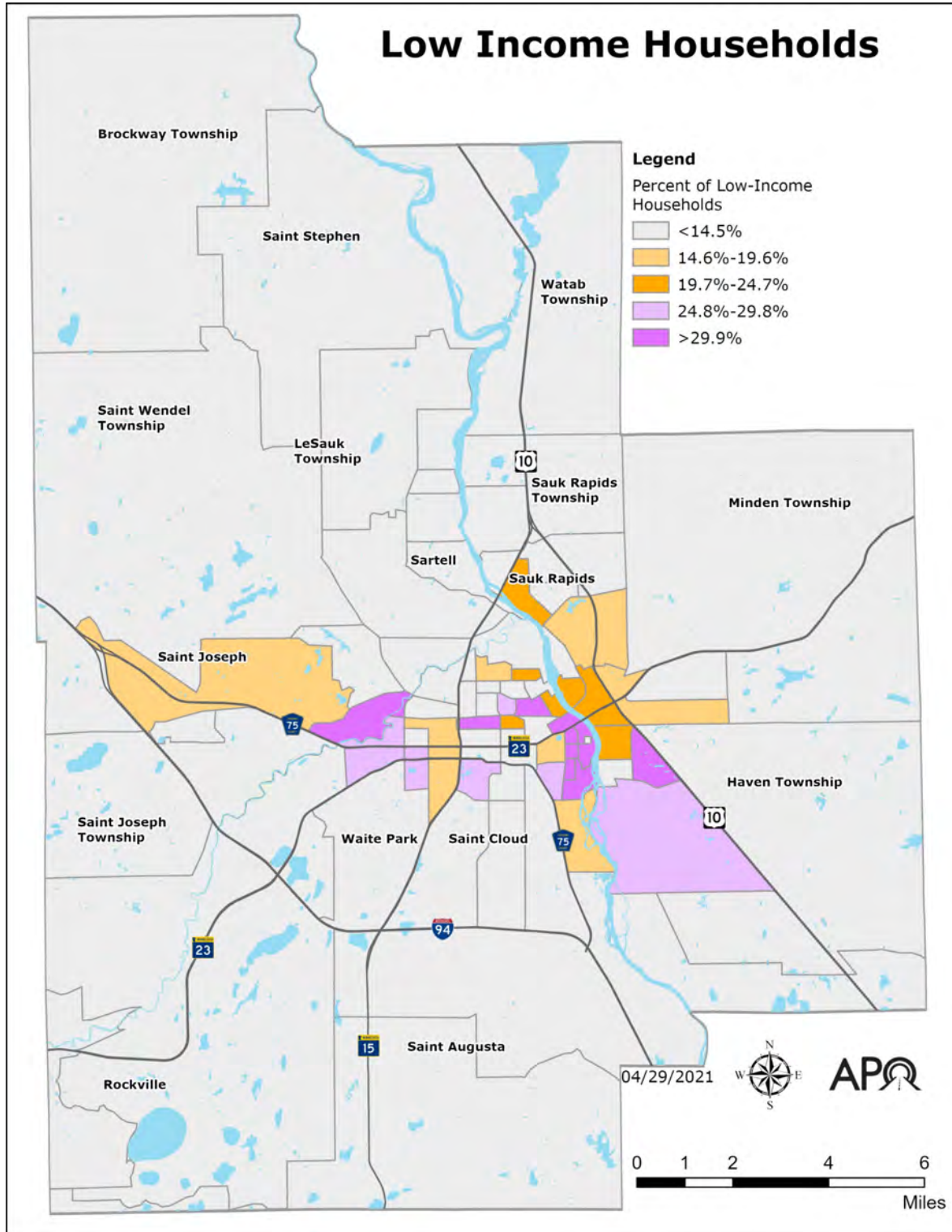
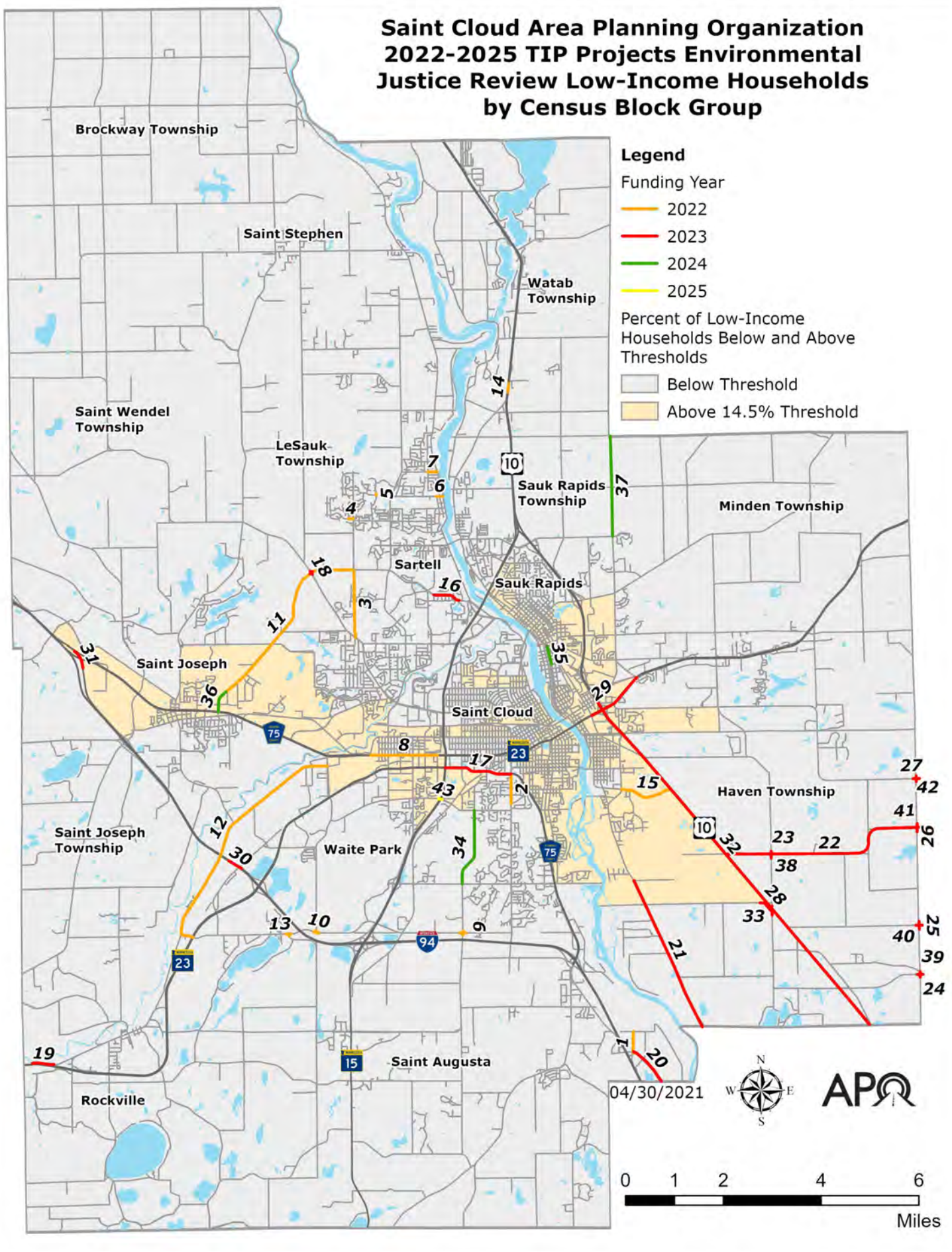


Figure 13: Percent of APO member jurisdiction's household population living in poverty by Census block group. According to the U.S. Census Bureau's 2015-2019 American Community Survey Five Year Estimates, a total of 7,675 households (out of 53,040) have been identified as low-income. This corresponds to a regional average of 14.5% (threshold) of the APO's planning area population. The shaded Census block groups indicate areas that have a low-income household population greater than the regional average. Data courtesy of U.S. Census Bureau's 2015-2019 ACS Five Year Estimates.

Saint Cloud Area Planning Organization 2022-2025 TIP Projects Environmental Justice Review Low-Income Households by Census Block Group



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3	2022	City of Sartell	19th Avenue	Bituminous replacement
4, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8*	2022	Stearns County	CSAH 75	Concrete pavement rehabilitation
9, 10, and 13	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11* and 12*	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15*	2022	MnDOT	MN 301	Retaining wall preservation
16	2023	City of Sartell	Heritage Drive	New trail
17*	2023	Stearns County	CSAH 75	Mill and overlay
18	2023	Stearns County	CSAH 4	Roundabout
19	2023	Stearns County	ROCORI Trail	New trail
20	2023	Stearns County	Beaver Island Trail	New trail
21*, 22*, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28*	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29*	2023	MnDOT	MN 23	Bridge new
30	2023	MnDOT	I-94	Bridge deck overlay, bridge new
31*	2023	MnDOT	I-94	Bridge deck overlay
32*	2023	MnDOT	US 10	Guard rail
33*	2023	MnDOT	CR 65	Railroad crossing improvements
34*	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35*	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36*	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Traffic control devices
43*	2025	MnDOT	MN 15	Bridge deck overlay

Figure 14: Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with a high concentration of low-income households. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of low-income households.

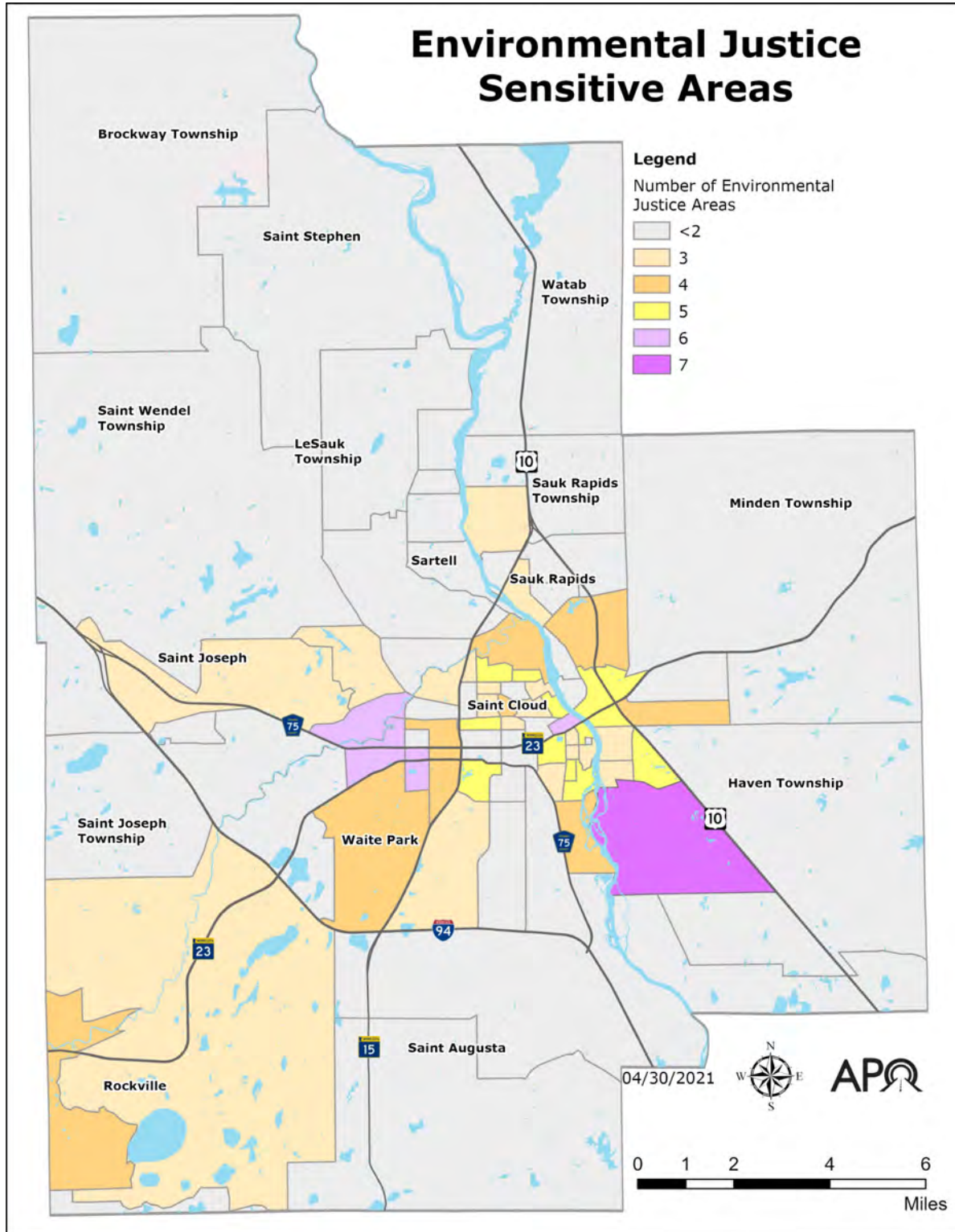
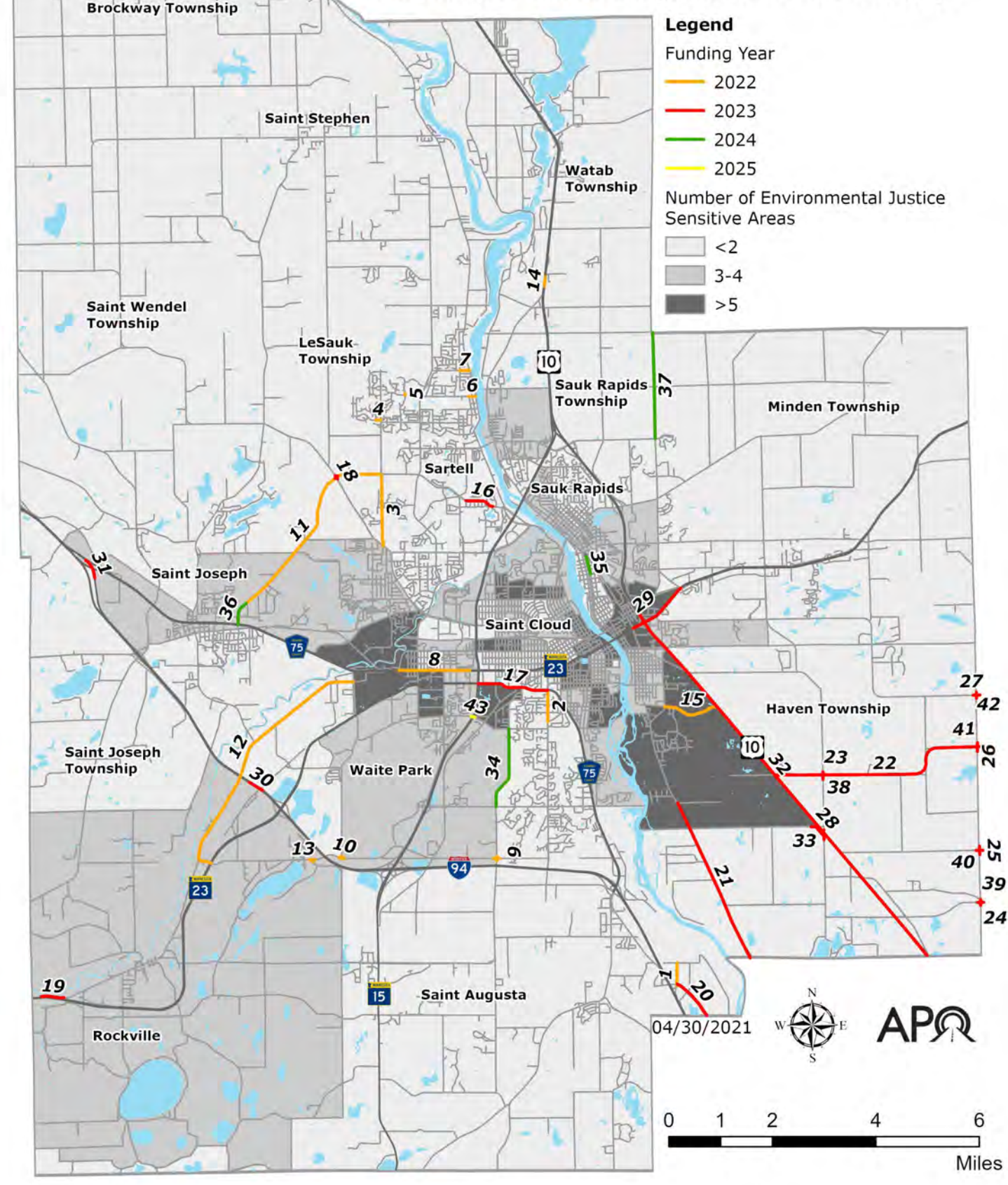


Figure 15: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau's 2015-2019 ACS Five Year Estimates. Data reflecting people with disabilities is courtesy of U.S. Census Bureau's 2015-2019 ACS Five Year Estimates due to technical issues in mapping the most recent data.

Saint Cloud Area Planning Organization 2022-2025 TIP Projects Environmental Justice Review EJ Sensitive Areas by Census Block Group



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3	2022	City of Sartell	19th Avenue	Bituminous replacement
4, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
8*	2022	Stearns County	CSAH 75	Concrete pavement rehabilitation
9*, 10*, and 13*	2022	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
11* and 12*	2022	Stearns County	CSAH 133 CSAH 138	Signing
14	2022	MnDOT	US 10	Box culvert
15*	2022	MnDOT	MN 301	Retaining wall preservation
16	2023	City of Sartell	Heritage Drive	New trail
17*	2023	Stearns County	CSAH 75	Mill and overlay
18	2023	Stearns County	CSAH 4	Roundabout
19*	2023	Stearns County	ROCORI Trail	New trail
20	2023	Stearns County	Beaver Island Trail	New trail
21*, 22*, 23, 24, 25, 26, and 27	2023	Sherburne County	CSAH 8 from 37th Street south to the Haven Township border CSAH 3 from US 10 to CSAH 20 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Signing
28*	2023	Sherburne County	CR 65 and 45th Avenue	New pavement bituminous
29*	2023	MnDOT	MN 23	Bridge new
30*	2023	MnDOT	I-94	Bridge deck overlay, bridge new
31*	2023	MnDOT	I-94	Bridge deck overlay
32*	2023	MnDOT	US 10	Guard rail
33*	2023	MnDOT	CR 65	Railroad crossing improvements
34*	2024	City of Saint Cloud	CR 136	Bituminous reclamation
35*	2024	City of Sauk Rapids	Second Avenue S	New pavement bituminous
36*	2024	Stearns County	CSAH 133	New pavement bituminous
37	2024	Benton County	CSAH 1	Bituminous reclamation
38, 39, 40, 41, and 42	2024	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Traffic control devices
43*	2025	MnDOT	MN 15	Bridge deck overlay

Figure 16: Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with high concentrations of EJ and Title VI populations. Asterisks and bold font denotes project that intersects, at least in part, with a block group with a high concentration of EJ and/or 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 BIPOC individuals or a block group with a high percentage of low-income households.

A total of 22 projects intersect, at least in part, with block groups with high BIPOC percentage. A total of 16 projects intersect with block groups with a high low-income household percentage. 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
BIPOC Population	24,283	17.7%	\$61,616,664	85%
Non-BIPOC Population	112,810	82.3%	10,670,888	15%
Total	137,093	100%	\$72,287,552	100%

Figure 17: BIPOC 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, 2015-2019 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

	Households	Household Percentage	TIP Investment	Percentage of TIP Investment
Households with low-income	7,675	14.5%	\$52,302,944	72%
Non-low-income households	45,365	85.5%	\$19,984,608	28%
Total	53,040	100%	\$72,287,552	100%

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, 2015-2019 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 or directly abutting Census block groups identified as having populations above the respective thresholds for BIPOC 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.

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BI POC Area	Low-Income Household Area
1	LOCAL STREETS	162-090-007	2022	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	YES	NO
2	LOCAL STREETS	162-141-008	2022	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK IN 2023)	\$2,600,000	\$530,920	NO	NO
3	LOCAL STREETS	220-113-002	2022	SARTELL	**AC** SARTPELL 19 TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	\$7,037,903	\$4,947,983	YES	NO
4, 5, 6, 7	LOCAL STREETS	220-090-003	2022	SARTELL	**AC** CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)	\$458,740	\$91,700	YES	NO
8	HIGHWAY CSAH 75	073-675-040AC	2022	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM 15 TH 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
9, 10, 13	LOCAL STREETS	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	\$96,000	\$9,600	YES	NO
11, 12	LOCAL STREETS	073-073-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS	\$240,000	\$24,000	YES	YES
14	HIGHWAY US 10	0502-115	2022	MNDOT	**SPP** US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.5 MI NW OF BENTON CSAH 33. PLACE HIGH TENSION MEDIAN CABLE GUARDRAIL FROM 66 TH STREET TO CSAH 33.	\$1,400,000	\$280,000	NO	NO
15	HIGHWAY MN 301	7109-08	2022	MNDOT	**PRS** MN 301, REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.	\$1,900,000	\$1,900,000	YES	YES
16	LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE CONNECTIVITY AND ENHANCEMENTS	\$459,121	\$91,824	YES	NO
17	LOCAL STREETS	073-675-041	2023	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2024)	\$1,600,000	\$369,890	YES	YES
18	HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.	\$888,900	\$88,900	YES	NO
19	LOCAL STREETS	073-090-011	2023	STEARNS COUNTY	**AC** CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2024)	\$1,813,000	\$1,000,730	NO	NO
20	LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION	\$1,740,000	\$1,340,000	YES	NO
21, 22, 23, 24, 25, 26, 27	LOCAL STREETS	071-070-043	2023	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS	\$150,000	\$15,000	YES	YES
28	HIGHWAY US 10	7103-65	2023	SHERBURNE COUNTY	**AC** SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED SP 071-596-008)	\$2,500,000	\$300,000	YES	YES

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BI POC Area	Low-Income Household Area
29	HIGHWAY MN 23	0503-91; 0503-91S; 0503-91GMNR	2023	MNDOT	**PRS**AC**ELLA**SPP**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15 TH AVE SE; REPLACE BRIDGES OVER US 10, BR #9021 WITH BR #05019 AND BR #9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4 TH ST BRIDGE OVER US 10. (PAYBACK IN 2024)	\$38,186,000	\$10,442,200	YES	YES
30	HIGHWAY I 94	7380-259	2023	MNDOT	**FLEX**SPP**: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE	\$1,600,000	\$320,000	YES	NO
31	HIGHWAY I 94	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
32	HIGHWAY US 10	7103-63	2023	MNDOT	**SEC164**: US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM ST CLOUD TO CLEARLAKE (HSIP)	\$1,900,000	\$190,000	YES	YES
33	LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42 ND ST, HAVEN TWP, SHERBURNE COUNTY	\$300,000	\$78,000	YES	YES
34	HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTIMODAL CORRIDOR (ASSOCIATED WITH 162-591-005) (PAYBACK 1 OF 1)	\$0	\$0	YES	YES
35	LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC** RECONSTRUCT 2 ND AVE S FROM BENTON DR TO 10 TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025)	\$1,744,000	\$608,880	NO	YES
36	HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15 TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,822,944	\$364,589	NO	YES
37	HIGHWAY CSAH 1	005-601-012	2024	BENTON COUNTY	BENTON CSAH 1, FROM CSAH 29 TO 0.25 MI S OF CR 78 IN SAUK RAPIDS, RECLAIM	\$922,944	\$184,589	NO	NO
38, 39, 40, 41, 42	LOCAL STREETS	071-070-042	2024	SHERBURNE COUNTY	INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS	\$368,000	\$36,800	NO	NO
43	HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137,-OVERLAY	\$760,000	\$152,000	YES	YES
TOTAL						\$71,287,552	\$22,727,605	Yes: 22 No: 7	Yes: 16 No: 13

*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 2022-2025 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of BIPOC 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.

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. There are funding implications that are associated with the accomplishment or progress toward each target to incentivize planning efforts be tied to performance targets and goals. 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.

Anticipated Effect

The performance measures focus on several major areas:

- PM1: Transportation Safety.
- PM2: Infrastructure (pavement and bridge condition).
- PM3: System Performance (system reliability).
- TAM: Transit Asset Management.
- PTSAP: Public Transportation Agency Safety Plans.

TAM and PTSAP targets emphasize improvement of the regional transit system (Saint Cloud Metro Bus), and the APO must program projects accordingly. The APO maintains current and compliant resolutions for PM1, PM2, PM3, TAM, and PTSAP.

Within these five categories, specific performance measures and targets are identified. Methods of calculation for PMs 1-3 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](#).

Federal regulations require the APO to either 1) support all or some of MnDOT's performance targets for each performance measure, or 2) set all or some of 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 different 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.

The following sections contain the list of Federally-required performance measures and APO adopted targets which have been incorporated into the FY 2022-2025 TIP. An analysis of how those performance measures/targets are being tracked and/or implemented as part of the APO's FY 2022-2025 TIP.

PM1: Safety

The safety performance measure (PM1) incorporates the following five key targets:

1. Number of Fatalities.
2. Rate of Fatalities per 100 million vehicle miles traveled (VMT).
3. Number of Serious Injuries.
4. Rate of Serious Injuries per 100 million VMT.
5. Number of Non-Motorized Fatalities and Serious Injuries.

Each of these individual targets is based upon a five-year rolling average. Thus, 2020 targets were based on the totals for 2015, 2016, 2017, 2018, and 2019 then divided by five. Subsequently, 2021 targets are based on the total of 2016, 2017, 2018, 2019, and 2020 then divided by five. Hence with each year, the average can change based on new data.

The APO receives its VMT data from MnDOT.

Figure 20 outlines the specific safety performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM1 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
Number of Fatalities	352.4	9.0	8.6
Rate of Fatalities (per 100 million vehicle miles traveled)	0.582	0.731	0.730
Number of Serious Injuries	1,579.8	24.8	23.0
Rate of Serious Injuries (per 100	2.606	2.006	1.946

PM1 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
million vehicle miles traveled)			
Number of Non-Motorized Fatalities and Serious Injuries	281.2	8.6	8.2

Figure 20: A list of incorporated PM1 performance measures in the APO's FY 2022-2025 TIP and performance targets for those performance measures.

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

For example, MnDOT has adopted a yearly target of 352.4 fatalities in 2021, while the APO selected a yearly target of 8.6 fatalities for 2021. The APO's regional 2019 baseline measurement for fatalities was 9.0. 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 2022-2025 TIP that will help achieve the APO's roadway targets include the following: the installation of rumble strips and intersection sign enhancements along various Sherburne County roadways and intersections (project number 071-070-043); construction of Phase 3 of the ROCORI Trail along railroad corridor from Cold Spring to Rockville (project number 073-090-011); construction of a roundabout at the intersection of Stearns CSAH 4 and Stearns CSAH 133 (073-070-025); 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 individual 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.

PM2: Infrastructure

The infrastructure performance measure (PM2) incorporates the following two key target categories:

1. Interstate System and Non-Interstate NHS Pavement Conditions.
2. Non-Interstate NHS Pavement Conditions.

For the pavement condition targets, each pavement segment is assessed annually by its jurisdiction. Pavement condition targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

- Excellent: 86-100.

- Good: 71-85.
- Fair: 56-70.
- Poor: 0-55.

For the bridge condition targets, each bridge on the National Highway System (NHS) is assessed annually and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection rating of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

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

Figure 21 outlines the specific infrastructure performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM2 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
Percentage of pavements of the Interstate System in Good condition	55%	96.3%	85%
Percentage of pavements of the Interstate System in Poor condition	2%	0%	1%
Percentage of pavements of the non-Interstate NHS in Good condition	50%	72.9%	60%
Percentage of pavements of the non-Interstate NHS in Poor condition	4%	0%	1%
Percent of NHS bridges classified as in Good condition	50%	65.4%	60%
Percentage of NHS bridges classified as in Poor condition	4%	0%	1%

Figure 21: A list of incorporated PM2 performance measures in the APO's FY 2022-2025 TIP and performance targets for those performance measures.

Like PM1, the APO has opted to set stricter performance targets for infrastructure 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.

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

The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. Roadway management and preservation projects within the FY 2022-2025 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).

PM3: System Performance

The system performance measure (PM3) incorporates the following three key targets:

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. Truck Travel Time Reliability Index.

Each of these individual targets are established every four years, but State DOTs are required to report on each target biennially. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA provides access to the National Performance Management Research Data Set (NPMRDS) to calculate the travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every five minutes when data is available on the NHS.

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (80th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning weekday (6-10 a.m.).
- Midday weekday (10 a.m. – 4 p.m.).
- Afternoon weekday (4-8 p.m.).
- Weekends (6 a.m. – 8 p.m.).

Reliable segments of roadway are considered to have a ratio of 1.5 or less, whereas segments of roadway with a ratio above 1.5 are considered unreliable. In other words, if a one-mile stretch of roadway with a 60 mph average speed has a time travel reliability rating of 1.5 it would take the average vehicle 1 minute 30 seconds to travel that roadway when normally it would take 1 minute.

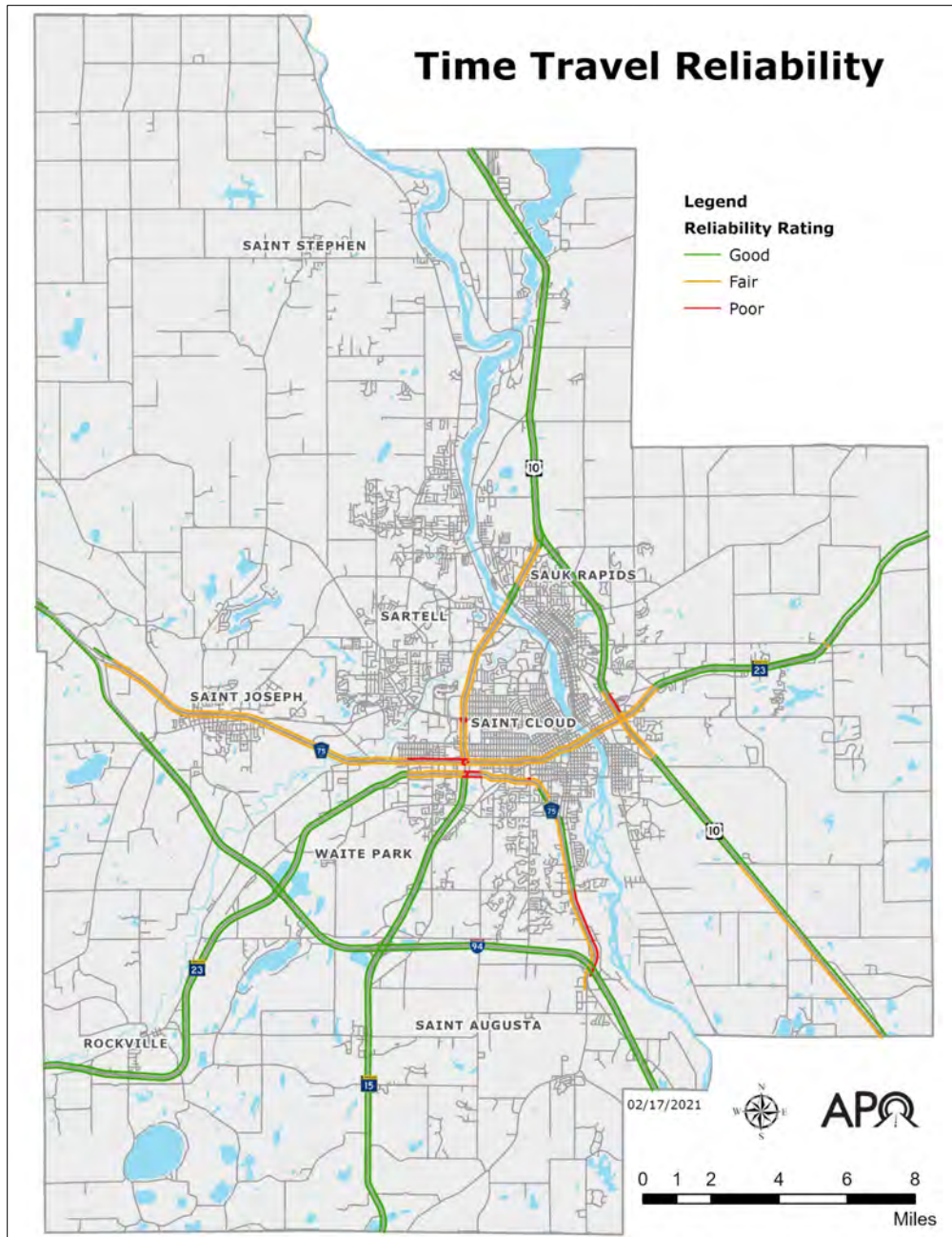


Figure 22: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO's planning area.

MnDOT provides data to the APO regarding non-Interstate NHS reliability data.

For the freight reliability targets, FHWA also requires the use of NPMRDS data to calculate the truck travel time reliability index for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides truck travel times on the Interstate system in 15-minute increments.

Using the NPMRDS, the Level of Travel Time Reliability (LOTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (95th percentile of travel times)
to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

- Morning weekday (6-10 a.m.).
- Midday weekday (10 a.m. – 4 p.m.).
- Afternoon weekday (4-8 p.m.).
- Weekends (6 a.m. – 8 p.m.).
- Overnights (8 p.m. – 6 a.m. all days).



Figure 23: Traffic traveling westbound on Interstate 94. Photo courtesy of Saint Cloud APO.

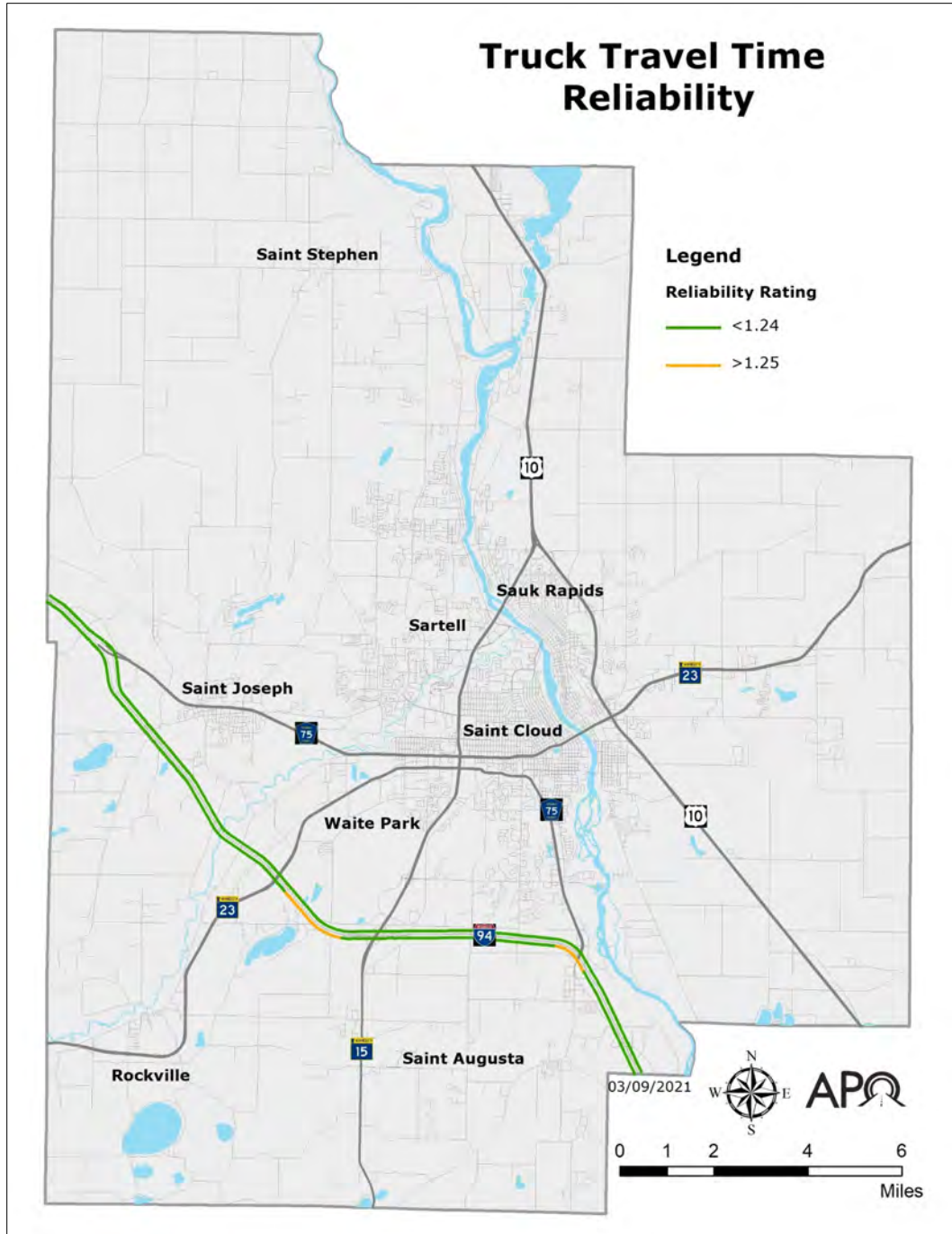


Figure 24: A map of the truck travel time reliability of Interstate 94 within the APO's planning area.

It is important to note that the lower the Reliability Index, the more reliable a roadway segment is.

Figure 25 outlines the specific system performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM3 Performance Measure	MnDOT's 2021 Targets	APO Baseline Measurement	APO's 2021 Target
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%	96.5%	90%
Truck Travel Time Reliability (TTTR) Index (minutes)	1.5	1.15	1.24

Figure 25: A list of the incorporated PM3 performance measures in the APO's FY 2022-2025 TIP and performance targets for those performance measures.

Percent of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100% and 96.5%, 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.

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 1.15 in the APO region. 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.

Transit Asset Management (TAM)

In addition to TPM requirements which focus specifically on the roadway network, a separate set of performance measures is required to be developed and maintained by transit agencies receiving Federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must also establish performance measures which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the

Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

1. Equipment: Non-revenue support-service and maintenance vehicles.
2. Rolling Stock: Revenue vehicles by mode.
3. Infrastructure: Only rail-fixed guideway, track, signals and systems.
4. Facilities: Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities. Facilities are measured on the Transit Economic Requirements Model (TERM) scale which assigns a numerical rating (1-5) based on conditions.

TAM plan requirements fall into two categories:

- Tier I: Operates rail **OR ≥ 101 vehicles across all fixed route modes OR ≥ 101** vehicles in one non-fixed route mode.
- Tier II: Subrecipient of 5311 funds **OR American Indian Tribe OR ≤ 100 vehicles** across all fixed route modes **OR ≤ 100 vehicles in one non-fixed route mode.**

Within the APO's planning area, Saint Cloud Metro Bus is required to develop a TAM plan falling under the Tier II requirements. Figure 26 outlines the MnDOT SGR targets for each measurement, the Metro Bus's baseline measurement, and the Metro Bus adopted targets.

Figure 27 outlines the TERM scale rating and ULB targets for Metro Bus facilities.

Transit Asset Management SGR	MnDOT's 2021 Targets	Metro Bus Baseline Measurement	Metro Bus 2021 Past ULB
Equipment (non-revenue service vehicles)	10%	50%	10.89%
Rolling Stock (revenue vehicles)	10%	27.2%	0%
Infrastructure (rail, fixed guideway, track signals, and systems)	10%	0%	0%

Figure 26: A list of the incorporated SGR performance measures in the APO's FY 2022-2025 TIP and the ULB for those performance measures.

Transit Asset Management TERM scale	Metro Bus Base Line Measurement	Metro Bus Percent of Assets Rated Below 3
Mobility Training Center	5	0%
Transit Center	4	3%
Operations	3	5%
Cold Storage	1	25%

Figure 27: A list of the incorporated TAM TERM scale performance measures in the APO's FY 2022-2025 TIP and performance targets for those TERM scale performance measures.

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 2022-2025 TIP that will help achieve these targets include: the purchase of three less than 30-foot replacement CNG Dial-a-Ride buses (project number TRS-0048-22TA); facility improvements (project number TRF-0048-231); and the purchase of three replacement operations vehicles (project number TRF-0048-25E).

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.

Public Transportation Agency Safety Plan (PTSAP)

Accompanying TAM plans, FTA has required certain public transportation system operators that receive Federal funds under FTA's Urbanized Area Formula Grants – such as Saint Cloud Metro Bus – to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The SMS components of the PTSAP must include the following:

- Safety Management Policy.
 - Safety objectives.
 - Confidential employee reporting program.
 - Organizational accountabilities and safety responsibilities.
 - Designation of a Chief Safety Officer.
- Safety Risk Management.
 - Process for hazard identification.
 - Risk assessment.
 - Mitigation development.
- Safety Assurance.
 - All operators develop processes for safety performance monitoring and measurement.
 - Rail and large bus operators also develop processes for management of change and continuous improvement.
- Safety Promotion.
 - Comprehensive safety training program.
 - Safety communication.

PTASP regulation requires public transportation providers and state DOTs to also establish safety performance targets to address the safety performance measures identified in the [National Public Transportation Safety Plan](https://bit.ly/2O8LUAt) (https://bit.ly/2O8LUAt). Guidance from the development of this plan will assist transit agencies in properly identifying and addressing safety concerns or hazardous conditions while evaluating processes to mitigate those risks with the least amount of impact on employees, passengers, and equipment.

The following are a list of transit safety performance measures as established under the National Public Transportation Safety Plan:

1. Fatalities: Death confirmed within 30 days excluding trespassing and suicide-related fatalities.
2. Fatalities per 65,000 Vehicle Revenue Miles (VRM): Total number of fatalities per total VRM by mode.
3. Injuries: Harm to a person requiring immediate medical attention away from the scene excluding injuries resulting from assaults and other crimes.

4. Safety Events: All events reported on the Safety & Security (S&S-40) form for the National Transit Database (NTD) such as major safety events excluding major security events.
5. Safety Events per 65,000 VRM: Total number of safety events per total VRM by mode.
6. System Reliability (VRM/Failures): Mean distance between major mechanical failures as defined by NTD – a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

Performance targets are developed for each mode of transit service provided.

The public transportation provider is required to update the PTSAP on an annual basis, but MPOs are not required to adopt PTSAP targets on an annual basis. Only when a new PTSAP is adopted (at least once every four years) does the MPO have to adopt PTSAP targets.

Figure 28 outlines the safety measures by mode of service for Saint Cloud Metro Bus.

Mode of Transit Service	Total Fatalities	Fatalities per 65,000 VRM	Total Injuries	Injuries per 65,000 VRM	Total Safety Events	Safety Events per 65,000 VRM	System Reliability (65,000 VRM/failure)
Fixed Route Bus	0	0	2	0.2	2	0.25	<3
Paratransit Bus	0	0	2	0.1	3	0.15	<3
Commuter Bus	0	0	0	0.1	0	0.1	<3

Figure 28: A list of the incorporated PTSAP safety targets in the APO's FY 2022-2025 TIP.

Staff at Saint Cloud Metro Bus and the APO worked together to establish these safety targets.

Examples of programmed projects in the FY 2022-2025 TIP that will help achieve these targets include: the purchase of four replacement fixed route buses (TRS-0048-24A), the purchase of two less than 30-foot replacement CNG Dial-a-Ride buses (TRS-0048-24F), and the purchase of six less than 30-foot replacement CNG Dial-a-Ride buses (TRS-0048-25A).

These TIP projects are anticipated to positively impact target achievement by replacing fixed route, Dial-a-Ride, and commuter buses past their state of good repair with new buses thus increasing system reliability.

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:

- A pavement condition database update has been proposed which will assess the pavement conditions. Cost projections for system preservation maintenance has also been included.
- A 2021 study pertaining to the development of an interjurisdictional beltline arterial corridor particularly the southwest segment connecting the existing 33rd Street S interchange at MN 15 with CSAH 75 somewhere between the cities of Waite Park and Saint Joseph.
- A 2021 planning study of possible alignments for a potential Mississippi River bridge crossing connecting 33rd Street S and Roosevelt Road (CSAH 75) to US 10.

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 2.9 percentage points.

NHS Bridge Condition	2019	2025	Percentage Point Change
Good	66.0%	68.9%	2.9
Fair	34.0%	31.1%	-2.9
Poor	0.0%	0.0%	0

Figure 29: A comparison of bridge conditions before and after the completion of bridge replacement projects programmed into the APO's FY 2022-2025 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.

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 2022-2025 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 2022-2025 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.

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 2022-2025 TIP.

Benton County

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – Benton County has allocated on average 67% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 33% of overall local transportation related dollars to be expended on new transportation related projects.

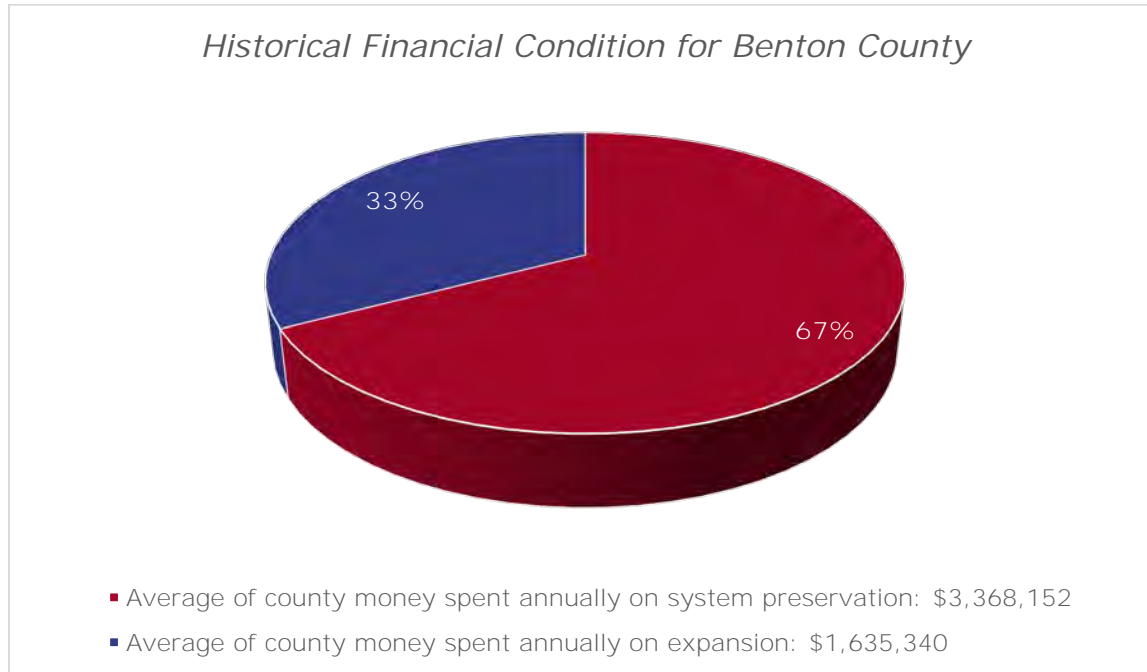


Figure 30: Local investment on system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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	\$0	\$941,068
2020	\$6,301,797	\$0	\$6,301,797
Total	\$33,681,517	\$16,353,395	\$50,034,912
Average	\$3,368,152	\$1,635,340	\$5,003,491
Percentage of Total County Expense	67%	33%	100%

Figure 31: Local investment on system preservation and expansion within Benton County from 2011-2020. 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. 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.

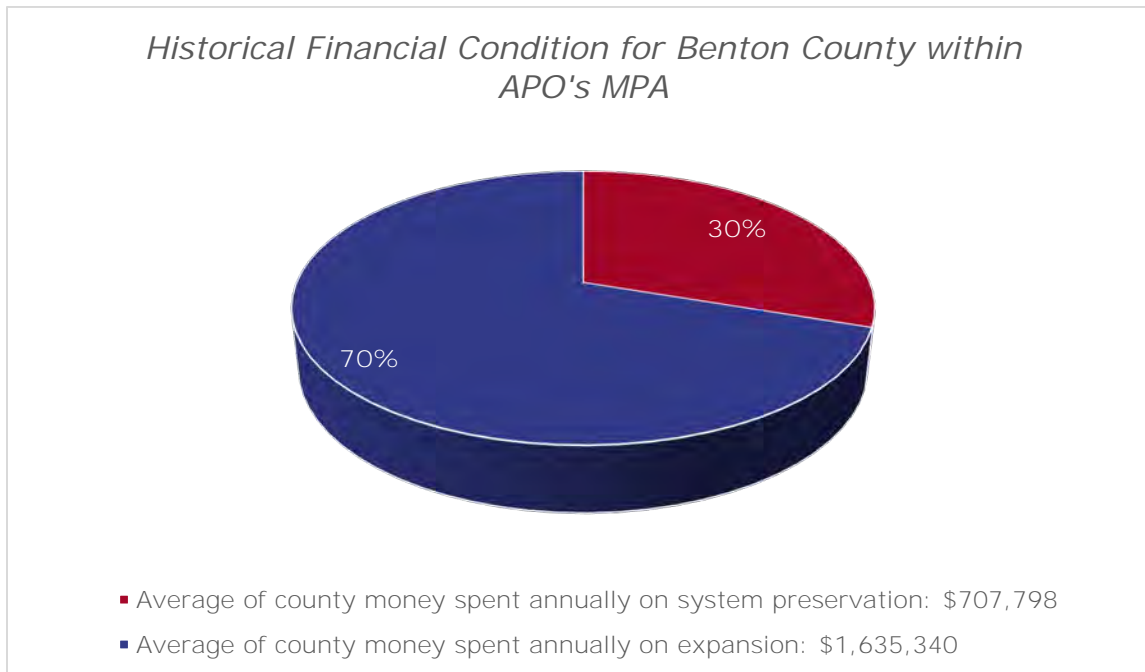


Figure 32: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$393,958	\$136,292	\$530,250
2012	\$454,379	\$17,296	\$471,675
2013	\$302,675	\$1,550,646	\$1,853,321
2014	\$530,656	\$6,133,846	\$6,664,502
2015	\$376,416	\$952,114	\$1,328,530
2016	\$111,694	\$3,878,344	\$3,990,038
2017	\$239,113	\$942,160	\$1,181,273
2018	\$3,799,942	\$2,742,697	\$6,542,639
2019	\$112,928	\$0	\$112,928
2020	\$756,216	\$0	\$756,216
Total	\$7,077,977	\$16,353,395	\$23,431,372
Average	\$707,798	\$1,635,340	\$2,343,137
Percentage of Total County Expense	30%	70%	100%

Figure 33: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA from 2011-2020. 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 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$4,516,667	\$4,516,667	\$0	\$0	\$9,033,334
State-Aid Funds	\$2,345,800	\$2,869,042	\$2,885,334	\$2,352,007	\$10,452,183
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$4,986,667	\$4,986,667	\$3,884,789	\$3,165,400	\$17,023,523
Total Projected County Funds	\$11,849,134	\$12,372,376	\$6,770,123	\$5,517,407	\$36,509,040

Figure 34: 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 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$542,000	\$542,000	\$0	\$0	\$1,084,000
State-Aid Funds	\$281,496	\$344,285	\$346,240	\$282,241	\$1,254,262
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$598,400	\$598,400	\$466,175	\$1,266,160	\$2,929,135
Total Projected County Funds	\$1,421,896	\$1,484,685	\$812,415	\$1,548,401	\$5,267,397

Figure 35: 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 36 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, \$1,580,219 is available for system preservation projects during fiscal years 2022-2025. The remaining \$3,687,178 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (30% of Total)	Historical Expansion Investment (70% of Total)
2022	\$1,421,896	\$426,569	\$995,327
2023	\$1,484,685	\$445,406	\$1,039,280
2024	\$812,415	\$243,725	\$568,691
2025	\$1,548,401	\$464,520	\$1,083,881
Total	\$5,267,397	\$1,580,219	\$3,687,178

Figure 36: A total of available revenue for the portion of Benton County within the APO's MPA by year from 2022 through 2025. Data courtesy of Benton County Highway Department.

During this time frame, Benton County has one 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 \$26,146 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.

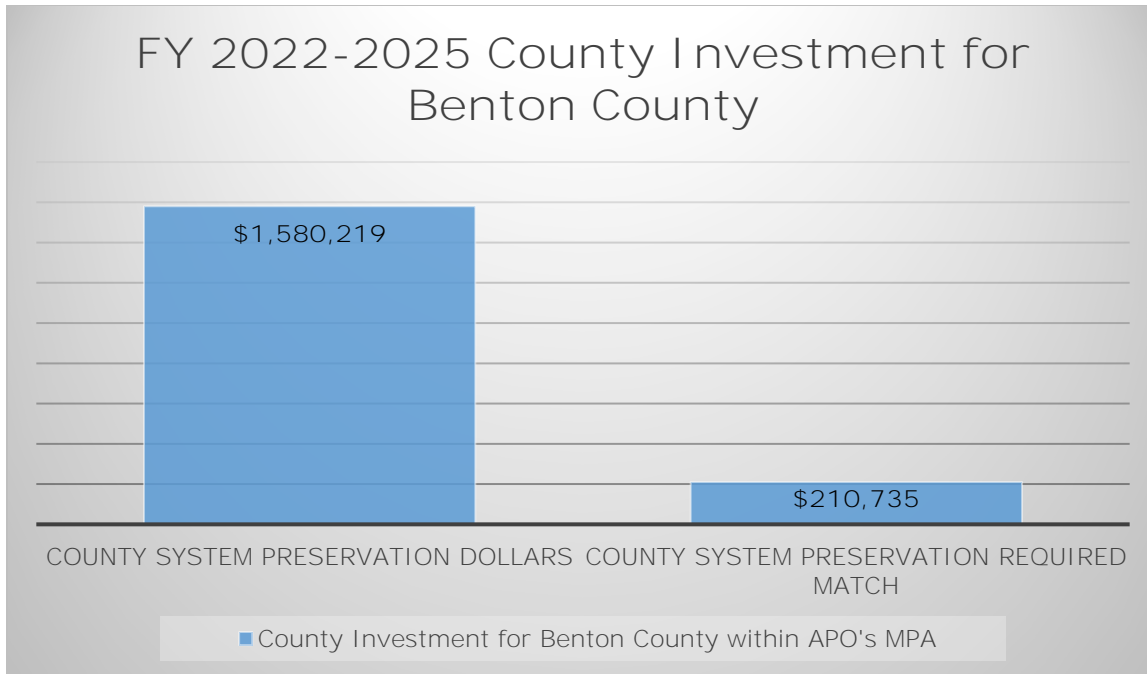


Figure 37: Total fiscal constraint for Benton County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Benton County Highway Department.

Sherburne County

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – 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.

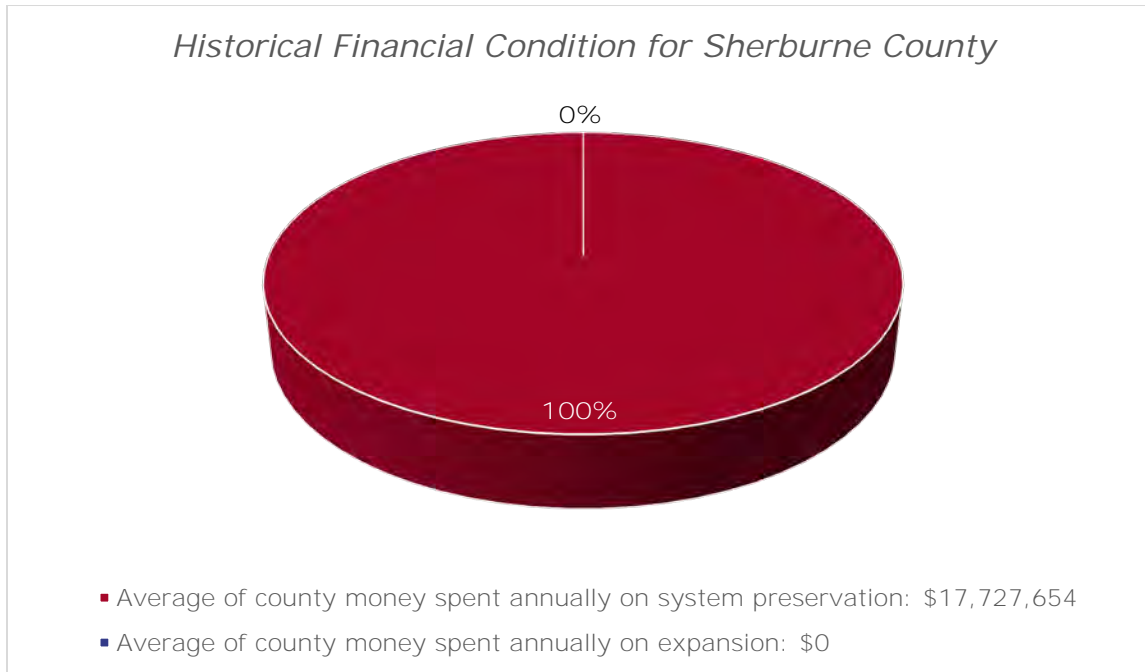


Figure 38: Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2011	\$14,875,533	\$0	\$14,875,533
2012	\$16,951,863	\$0	\$16,951,863
2013	\$15,330,074	\$0	\$15,330,074
2014	\$20,358,007	\$0	\$20,358,007
2015	\$18,414,656	\$0	\$18,414,656
2016	\$11,745,584	\$0	\$11,745,584
2017	\$17,229,707	\$0	\$17,229,707
2018	\$17,964,370	\$0	\$17,964,370
2019	\$25,598,083	\$0	\$25,598,083
2020	\$18,808,660	\$0	\$18,808,660
Total	\$177,276,536	\$0	\$177,276,536
Average	\$17,727,654	\$0	\$17,727,654
Percentage of Total County Expense	100%	0%	100%

Figure 39: Local investment on system preservation and expansion within Sherburne County from 2011-2020. 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. 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.

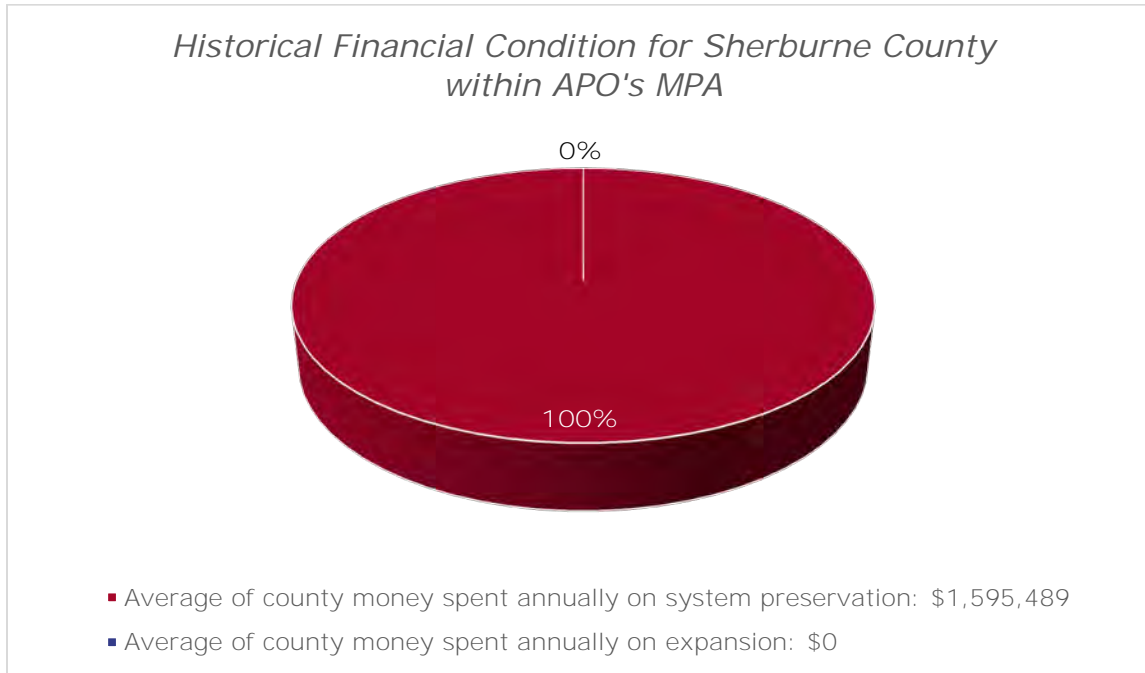


Figure 40: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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
2020	\$1,692,779	\$0	\$1,692,779
Total	\$15,954,888	\$0	\$15,954,888
Average	\$1,595,489	\$0	\$1,595,489
Percentage of Total County Expense	100%	0%	100%

Figure 41: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2011-2020. 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 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$6,256,000	\$4,070,000	\$3,654,000	\$7,269,000	\$21,249,000
State-Aid Funds	\$4,720,000	\$1,000,000	\$5,057,000	\$0	\$10,777,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$7,895,000	\$10,137,000	\$6,456,000	\$4,664,000	\$29,152,000
Total Projected County Funds	\$18,871,000	\$15,207,000	\$15,167,000	\$11,933,000	\$61,178,000

Figure 42: 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 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$563,040	\$585,000	\$567,180	\$654,210	\$2,369,430
State-Aid Funds	\$424,800	\$540,947	\$366,030	\$0	\$1,331,777
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$710,550	\$661,302	\$909,443	\$419,760	\$2,701,055
Total Projected County Funds	\$1,698,390	\$1,787,249	\$1,842,653	\$1,073,970	\$6,402,262

Figure 43: 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 44 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, \$6,402,262 is available for system preservation projects during fiscal years 2022-2025. 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)
2022	\$1,698,390	\$1,698,390	\$0
2023	\$1,787,249	\$1,787,249	\$0
2024	\$1,842,653	\$1,842,653	\$0
2025	\$1,073,970	\$1,073,970	\$0
Total	\$6,402,262	\$6,402,262	\$0

Figure 44: A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2022 through 2025. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County has three system preservation projects within the APO's MPA programmed into the TIP requiring a county match of \$351,800 in year of expenditure dollars.

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

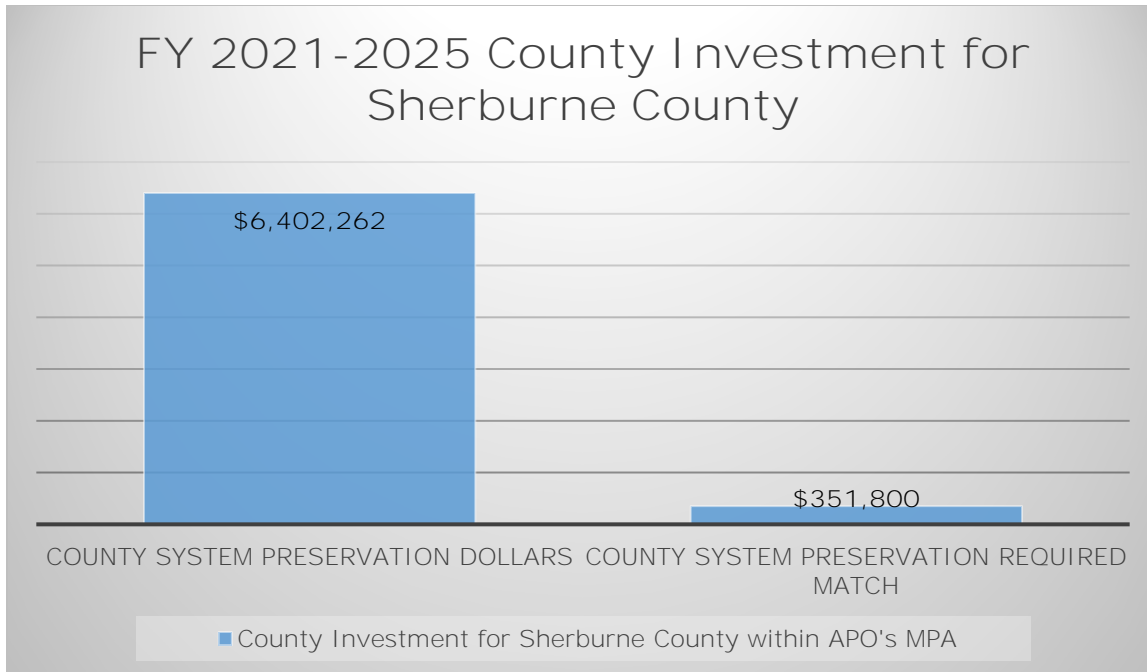


Figure 45: Total fiscal constraint for Sherburne County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Sherburne County Highway Department.

Stearns County

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – Stearns County has allocated on average 92% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 8% of overall local transportation related dollars to be expended on new transportation related projects.

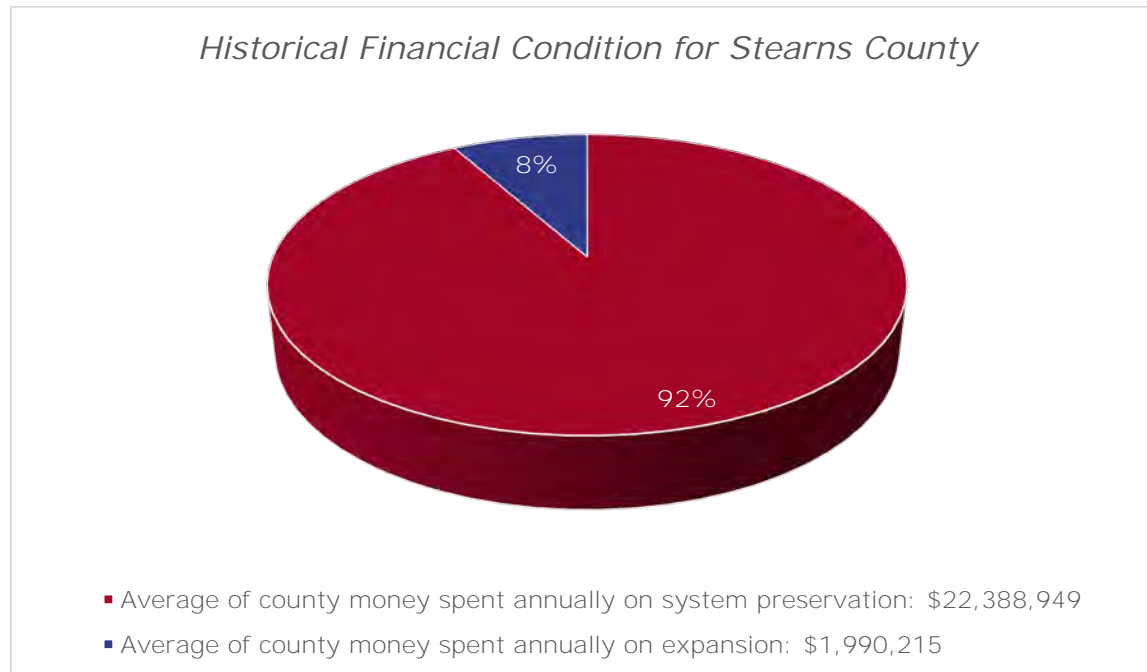


Figure 46: Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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
2020	\$26,667,632	\$0	\$26,667,632
Total	\$223,889,491	\$19,902,149	\$243,791,640
Average	\$22,388,949	\$1,990,215	\$24,379,164
Percentage of Total County Expense	92%	8%	100%

Figure 47: Local investment on system preservation and expansion within Stearns County from 2011-2020. 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. 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.

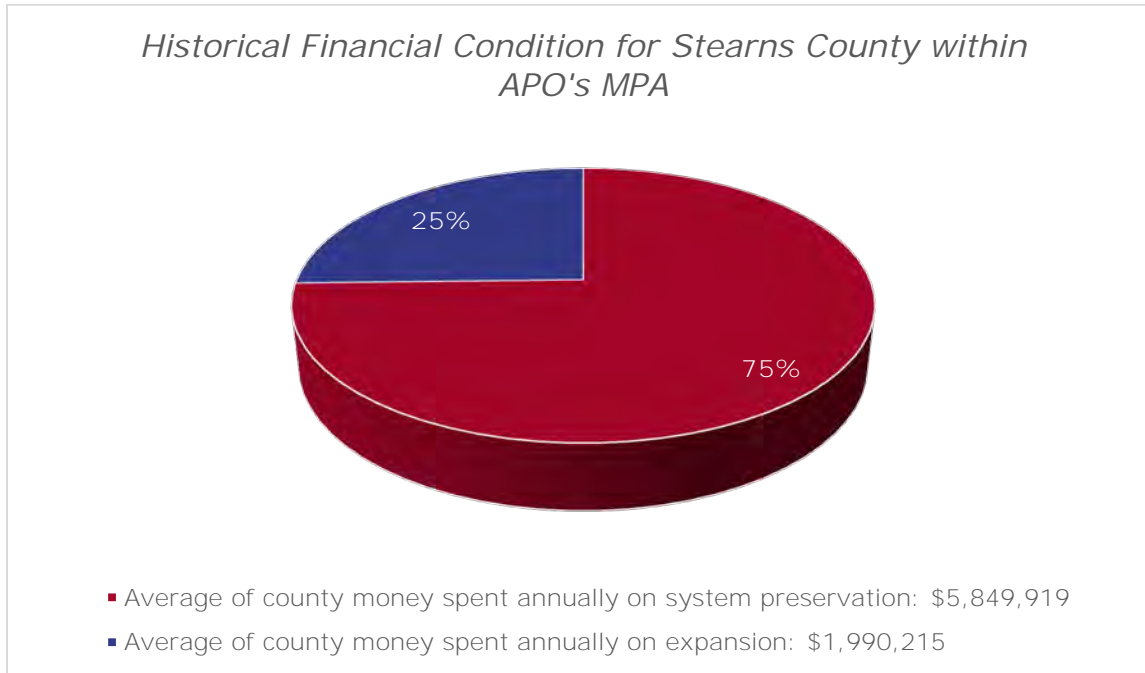


Figure 48: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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
2020	\$10,213,186	\$0	\$10,213,186
Total	\$58,490,919	\$19,902,149	\$78,393,068
Average	\$5,849,092	\$1,990,215	\$7,839,307
Percentage of Total County Expense	75%	25%	100%

Figure 49: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA from 2011-2020. 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 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$6,800,000	\$6,800,000	\$7,300,000	\$7,621,000	\$28,521,000
State-Aid Funds	\$13,675,000	\$13,675,000	\$14,500,000	\$14,500,000	\$56,350,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$7,400,000	\$7,400,000	\$7,400,000	\$7,897,000	\$30,097,000
Total Projected County Funds	\$27,875,000	\$27,875,000	\$29,200,000	\$30,018,000	\$114,968,000

Figure 50: 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 2022 County Funds	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Total 2022-2025 Projected County Funds
General Tax Levy	\$1,224,000	\$1,224,000	\$1,314,000	\$1,371,780	\$5,133,780
State-Aid Funds	\$2,461,500	\$2,461,500	\$2,610,000	\$2,610,000	\$10,143,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$1,332,000	\$1,332,000	\$1,332,000	\$1,421,460	\$5,417,460
Total Projected County Funds	\$5,017,500	\$5,017,500	\$5,256,000	\$5,403,240	\$20,694,240

Figure 51: 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 52 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, \$15,520,680 is available for system preservation projects during fiscal years 2022-2025. The remaining \$5,173,560 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (75% of Total)	Historical Expansion Investment (25% of Total)
2022	\$5,017,500	\$3,763,125	\$1,254,375
2023	\$5,017,500	\$3,763,125	\$1,254,375
2024	\$5,256,000	\$3,942,000	\$1,314,000
2025	\$5,403,240	\$4,052,430	\$1,350,810
Total	\$20,694,240	\$15,520,680	\$5,173,560

Figure 52: A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2022 through 2025. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has five 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.

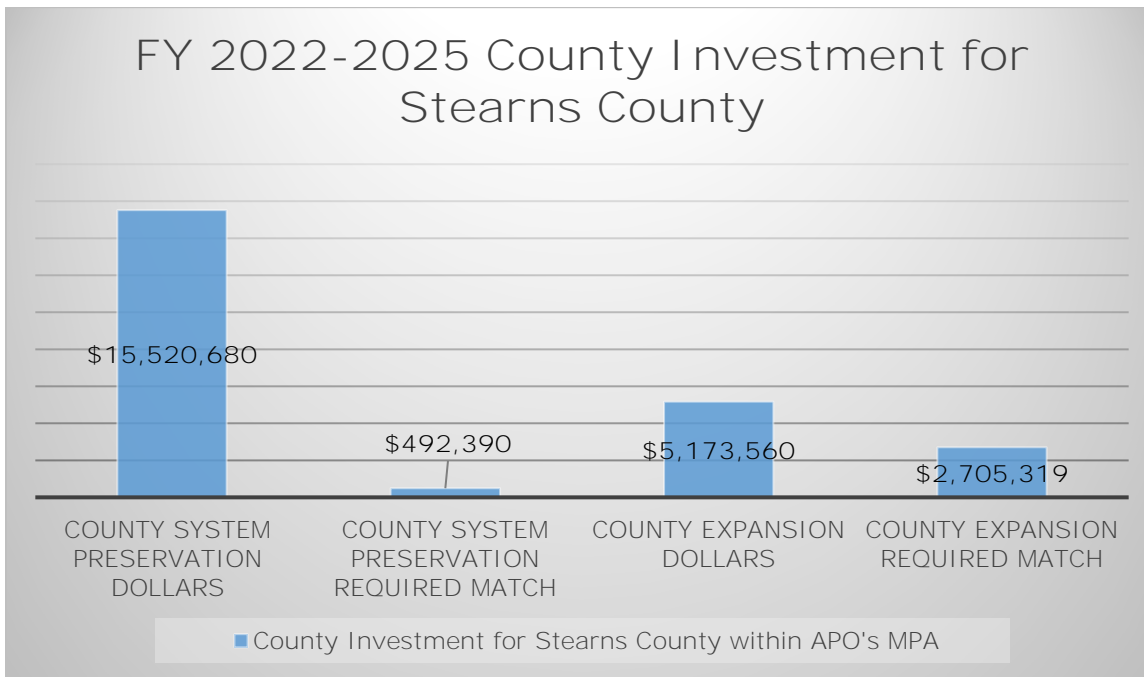


Figure 53: Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Stearns County Highway Department.

City of Saint Cloud

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – the City of Saint Cloud has allocated on average 81% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 19% of overall local transportation related dollars to be expended on new transportation related projects.

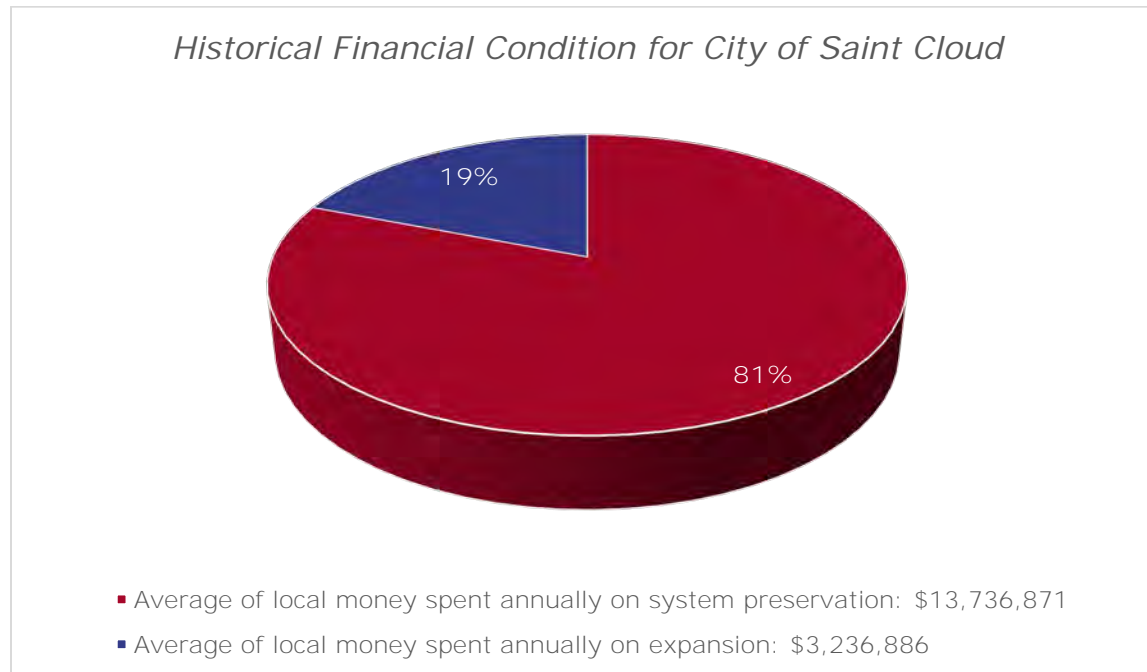


Figure 54: Local investment on system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

Year	System Preservation	Expansion	Total Local Investment
2011	\$8,484,350	\$2,610,000	\$11,094,350
2012	\$20,317,905	\$2,475,000	\$22,792,905
2013	\$17,206,909	\$3,278,700	\$20,485,609
2014	\$25,495,287	\$3,600,000	\$29,095,287
2015	\$12,688,129	\$1,656,000	\$14,344,129
2016	\$10,297,070	\$2,025,000	\$12,322,070
2017	\$10,657,080	\$1,440,000	\$12,097,080
2018	\$11,415,690	\$4,770,000	\$16,185,690
2019	\$13,123,620	\$5,924,160	\$19,047,780
2020	\$7,682,670	\$4,590,000	\$12,272,670
Total	\$137,368,710	\$32,368,860	\$169,737,570
Average	\$13,736,871	\$3,236,886	\$16,973,757
Percentage of Total Local Expense	81%	19%	100%

Figure 55: Local investment on system preservation and expansion in the City of Saint Cloud from 2011-2020. 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 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$0	\$0	\$0	\$0	\$0
State-Aid Funds	\$2,600,000	\$1,500,000	\$3,500,000	\$1,500,000	\$9,100,000
Assessments	\$900,000	\$1,050,000	\$2,400,000	\$1,360,000	\$5,710,000
Bonding	\$3,500,000	\$4,035,000	\$2,900,000	\$4,640,000	\$15,075,000
Other Local	\$9,050,000	\$10,781,400	\$14,880,250	\$18,779,150	\$53,490,800
Total Projected Local Funds	\$16,050,000	\$17,366,400	\$23,680,250	\$26,279,150	\$83,375,800

Figure 56: 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 57 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, \$67,534,398 is available for system preservation projects during fiscal years 2022-2025. The remaining \$15,841,402 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (81% of Total)	Historic Expansion Investment (19% of Total)
2022	\$16,050,000	\$13,000,500	\$3,049,500
2023	\$17,366,400	\$14,066,784	\$3,299,616
2024	\$23,680,250	\$19,181,003	\$4,499,248
2025	\$26,279,150	\$21,286,112	\$4,993,039
Total	\$83,375,800	\$67,534,398	\$15,841,402

Figure 57: A total of available revenue for the City of Saint Cloud by year from 2022 through 2025. 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 \$530,920 in year of expenditure dollars. In addition, the city is contributing \$3,580,371 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 one expansion project programmed into the TIP as well, requiring a local match of \$120,000.

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

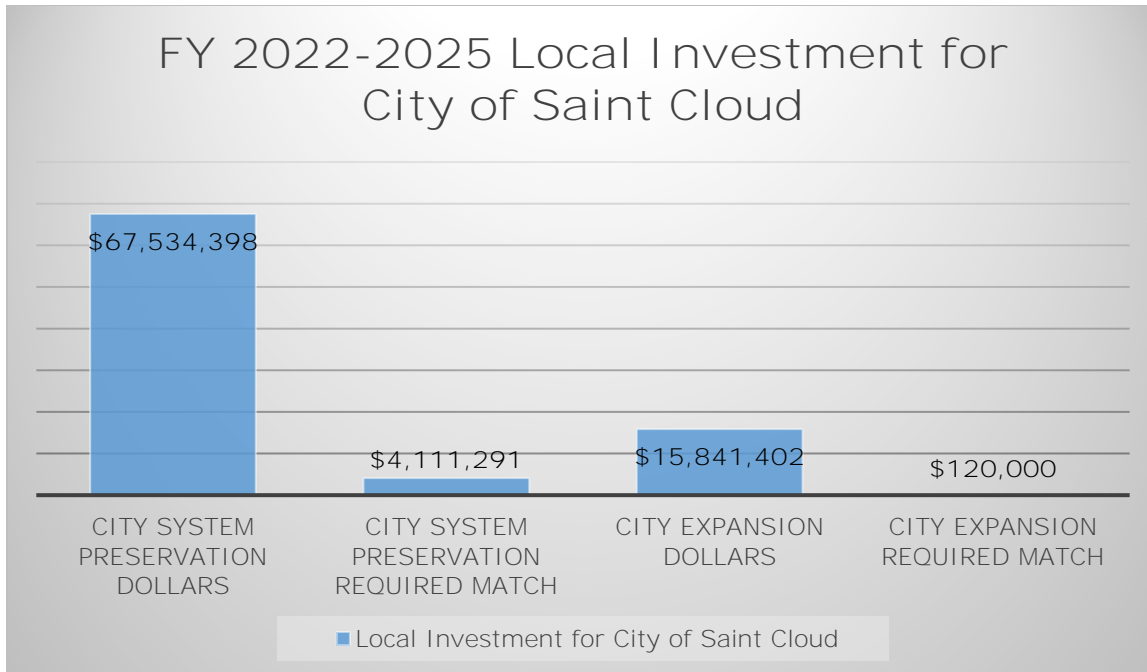


Figure 58: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2022-2025. Data courtesy of City of Saint Cloud.

City of Saint Joseph

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – the City of Saint Joseph has allocated on average 72% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 28% of overall local transportation related dollars to be expended on new transportation related projects.

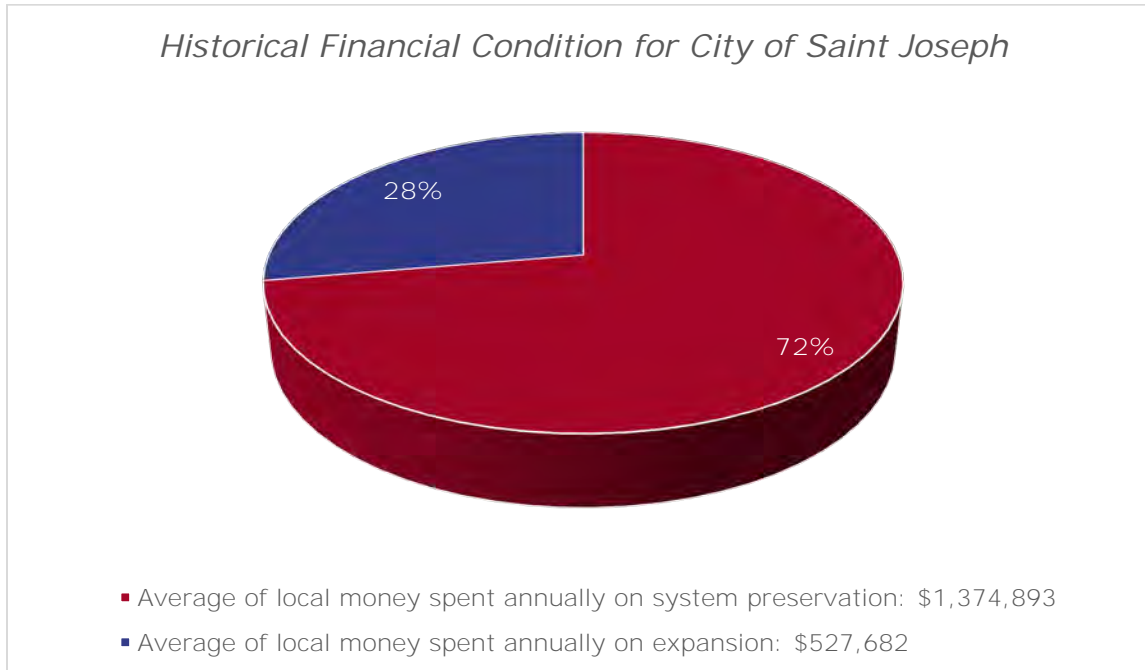


Figure 59: Local investment on system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

Year	System Preservation	Expansion	Total Local Investment
2011	\$607,102	\$0	\$607,102
2012	\$375,254	\$0	\$375,254
2013	\$776,613	\$0	\$776,613
2014	\$1,908,827	\$0	\$1,908,827
2015	\$1,200,636	\$0	\$1,200,636
2016	\$604,680	\$916,594	\$1,521,274
2017	\$700,822	\$1,033,923	\$1,734,745
2018	\$716,615	\$0	\$716,615
2019	\$4,040,433	\$2,389,830	\$6,430,263
2020	\$2,817,948	\$936,476	\$3,754,424
Total	\$13,748,930	\$5,276,823	\$19,025,753
Average	\$1,374,893	\$527,682	\$1,902,575
Percentage of Total Local Expense	72%	28%	100%

Figure 60: Local investment on system preservation and expansion in the City of Saint Joseph from 2011-2020. 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 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$182,750	\$284,075	\$210,250	\$274,250	\$951,325
State-Aid Funds	\$300,000	\$0	\$0	\$0	\$300,000
Assessments	\$336,170	\$3,342,060	\$971,895	\$1,765,415	\$6,415,540
Bonding	\$224,115	\$1,778,035	\$2,808,930	\$1,426,940	\$6,238,020
Other Local	\$30,000	\$32,000	\$34,000	\$36,000	\$132,000
Total Projected Local Funds	\$1,073,035	\$5,436,170	\$4,025,075	\$3,502,605	\$14,036,885

Figure 61: 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 62 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, \$10,106,557 is available for system preservation projects during fiscal years 2022-2025. The remaining \$3,930,328 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (72% of Total)	Historical Expansion Investment (28% of Total)
2022	\$1,073,035	\$772,585	\$300,450
2023	\$5,436,170	\$3,914,042	\$1,522,128
2024	\$4,025,075	\$2,898,054	\$1,127,021
2025	\$3,502,605	\$2,521,876	\$980,729
Total	\$14,036,885	\$10,106,557	\$3,930,328

Figure 62: A total of available revenue for the City of Saint Joseph by year from 2022 through 2025. 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 – 2011 through 2020 – the City of Sartell has allocated on average 57% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 43% of overall local transportation related dollars to be expended on new transportation related projects.

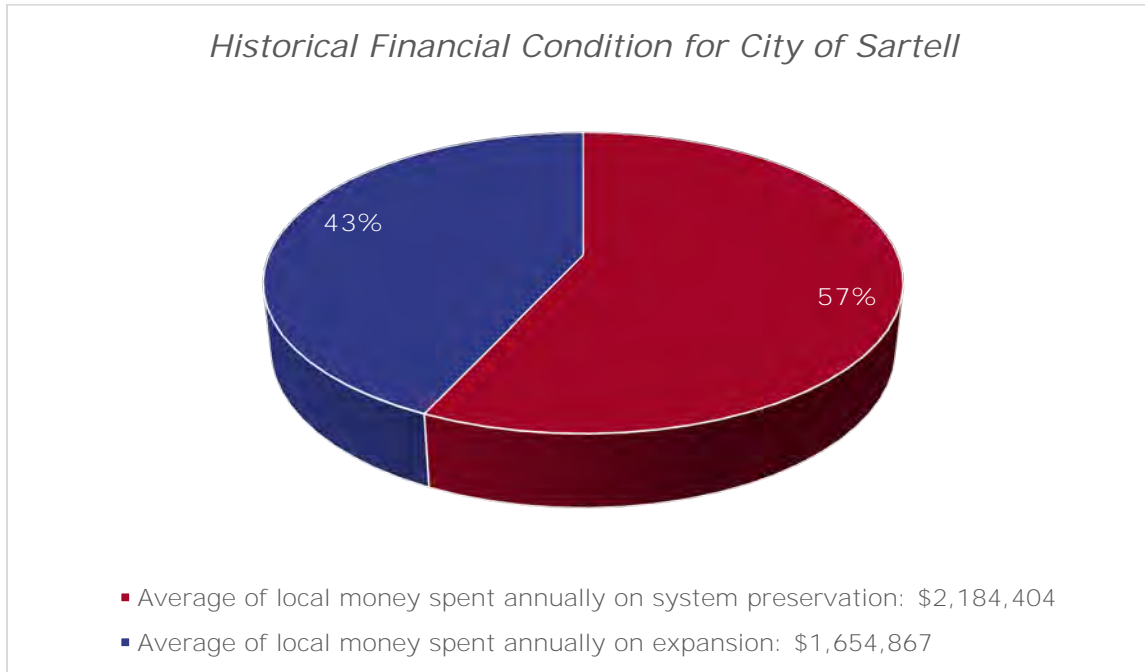


Figure 63: Local investment on system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

Year	System Preservation	Expansion	Total Local Investment
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
2020	\$2,381,825	\$2,189,695	\$4,571,520
Total	\$21,844,035	\$16,548,671	\$38,392,706
Average	\$2,184,404	\$1,654,867	\$3,839,271
Percentage of Total Local Expense	57%	43%	100%

Figure 64: Local investment on system preservation and expansion in the City of Sartell from 2011-2020. 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 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$200,000	\$400,000	\$500,000	\$600,000	\$1,700,000
State-Aid Funds	\$0	\$0	\$1,000,000	\$1,000,000	\$2,000,000
Assessments	\$230,000	\$225,000	\$220,000	\$215,000	\$890,000
Bonding	\$10,000,000	\$0	\$0	\$10,000,000	\$20,000,000
Other Local	\$2,033,250	\$2,089,889	\$2,148,890	\$2,210,351	\$8,482,380
Total Projected Local Funds	\$12,463,250	\$2,714,889	\$3,868,890	\$14,025,351	\$33,072,380

Figure 65: 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 66 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sartell. In total, \$18,851,257 is available for system preservation projects during fiscal years 2022-2025. The remaining \$14,221,123 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (57% of Total)	Historical Expansion Investment (43% of Total)
2022	\$12,463,250	\$7,104,053	\$5,359,198
2023	\$2,714,889	\$1,547,487	\$1,167,402
2024	\$3,868,890	\$2,205,267	\$1,663,623
2025	\$14,025,351	\$7,994,450	\$6,030,901
Total	\$33,072,380	\$18,851,257	\$14,221,123

Figure 66: A total of available revenue for the City of Sartell by year from 2022 through 2025. 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 \$4,947,983 in year of expenditure dollars. The city also has two expansion projects programmed requiring a local match of \$183,524. Overall, the City of Sartell has enough funding to finance this project and thereby maintains fiscal constraint.

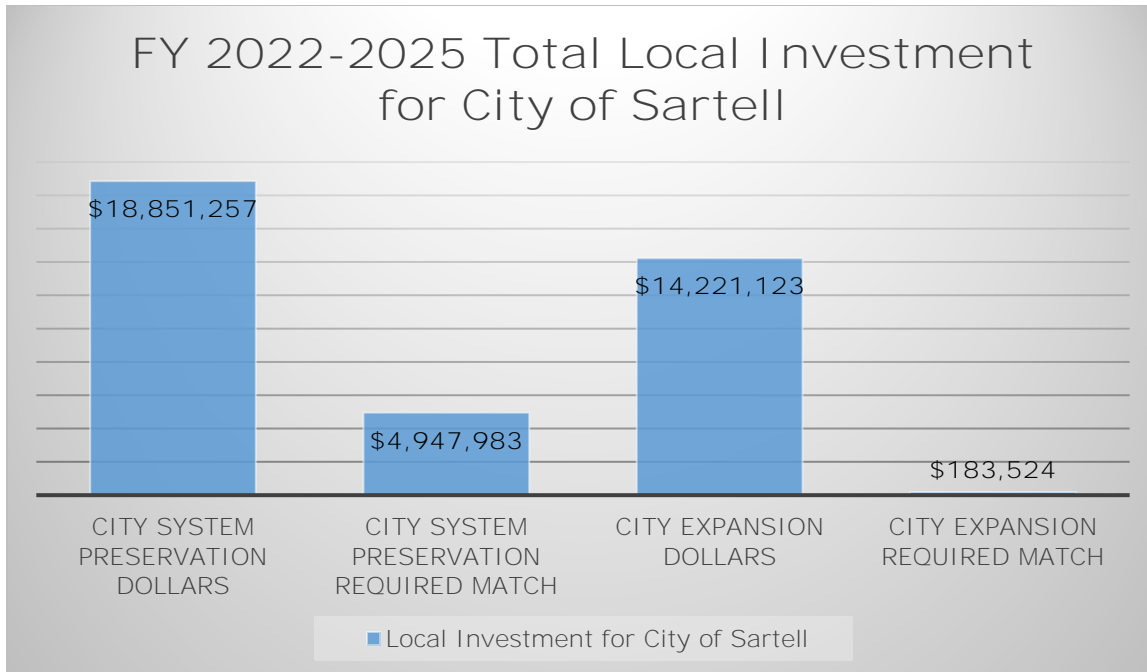


Figure 67: Total fiscal constraint for the City of Sartell for TIP cycle FY 2022-2025. Data courtesy of City of Sartell.

City of Sauk Rapids

Historical Financial Condition

Over a 10-year period – 2011 through 2020 – the City of Sauk Rapids has allocated on average 82% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 18% of overall local transportation related dollars to be expended on new transportation related projects.

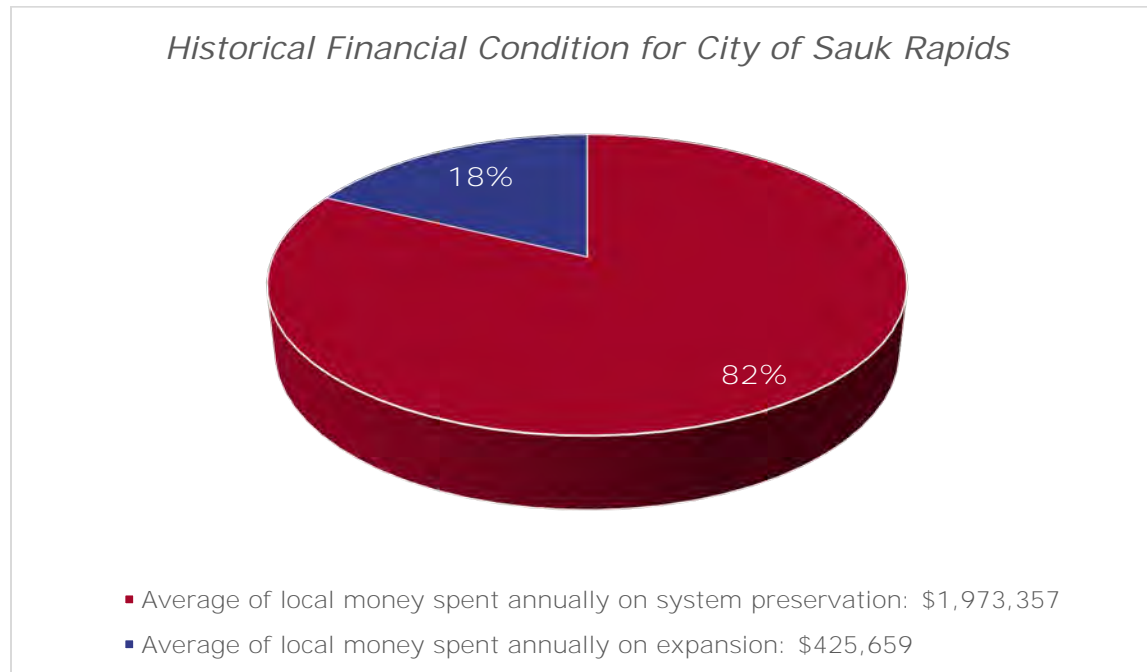


Figure 68: Local investment on system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

Year	System Preservation	Expansion	Total Local Investment
2011	\$1,734,485	\$186,019	\$1,920,504
2012	\$1,801,156	\$161,063	\$1,962,219
2013	\$958,748	\$0	\$958,748
2014	\$934,802	\$2,957,841	\$3,892,643
2015	\$3,096,470	\$165,017	\$3,261,487
2016	\$1,372,767	\$781,827	\$2,154,594
2017	\$2,685,161	\$4,826	\$2,689,987
2018	\$838,208	\$0	\$838,208
2019	\$2,184,983	\$0	\$2,184,983
2020	\$4,126,788	\$0	\$4,126,788
Total	\$19,733,568	\$4,256,593	\$23,990,161
Average	\$1,973,357	\$425,659	\$2,399,016
Percentage of Total Local Expense	82%	18%	100%

Figure 69: Local investment on system preservation and expansion in the City of Sauk Rapids from 2011-2020. 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 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$1,000,000	\$1,020,000	\$1,130,000	\$1,150,000	\$4,300,000
State-Aid Funds	\$1,569,000	\$0	\$768,000	\$0	\$2,337,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other Local	\$1,754,200	\$3,032,500	\$972,780	\$1,347,600	\$7,107,080
Total Projected Local Funds	\$4,323,200	\$4,052,500	\$2,870,780	\$2,497,600	\$13,744,080

Figure 70: 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 71 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, \$11,270,146 is available for system preservation projects during fiscal years 2022-2025. The remaining \$2,473,934 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (82% of Total)	Historical Expansion Investment (18% of Total)
2022	\$4,323,200	\$3,545,024	\$778,176
2023	\$4,052,500	\$3,323,050	\$729,450
2024	\$2,870,780	\$2,354,040	\$516,740
2025	\$2,497,600	\$2,048,032	\$449,568
Total	\$13,744,080	\$11,270,146	\$2,473,934

Figure 71: A total of available revenue for the City of Sauk Rapids by year from 2022 through 2025. Data courtesy of City of Sauk Rapids.

During this time frame, the City of Sauk Rapids has one system preservation project programmed into the TIP requiring a local match of \$608,880 in year of expenditure dollars. Overall, the City of Sauk Rapids has enough funding to finance this project and therefore maintains fiscal constraint.

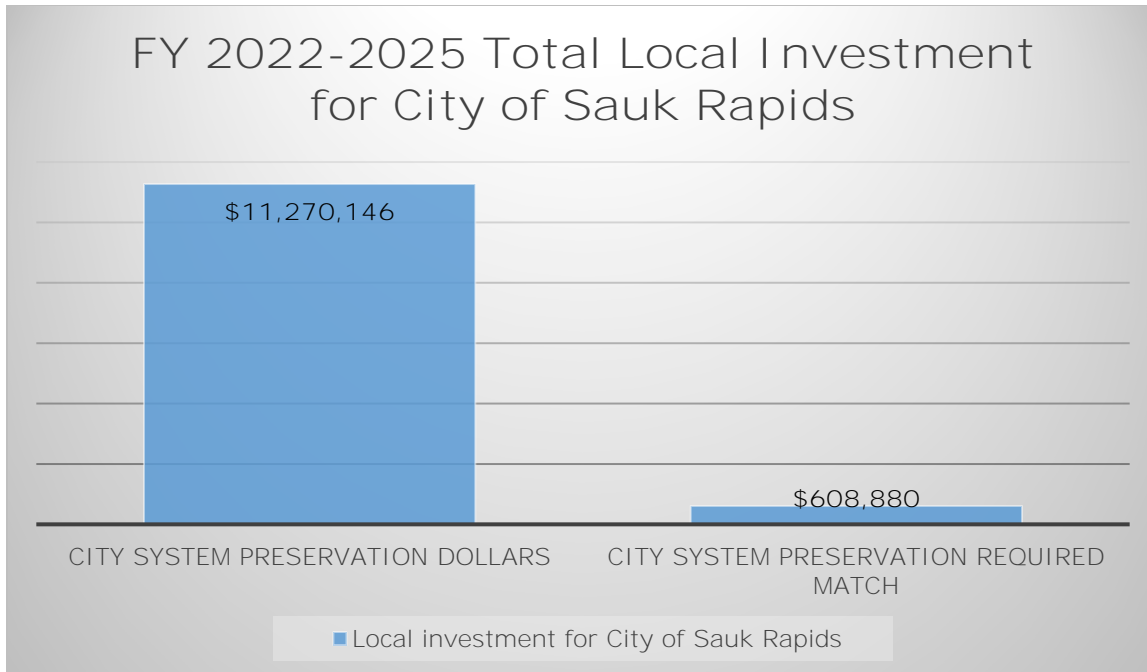


Figure 72: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2022-2025. Data courtesy of City of Sauk Rapids.

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 Schluenz, 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 the city has not completed any capacity expanding projects.

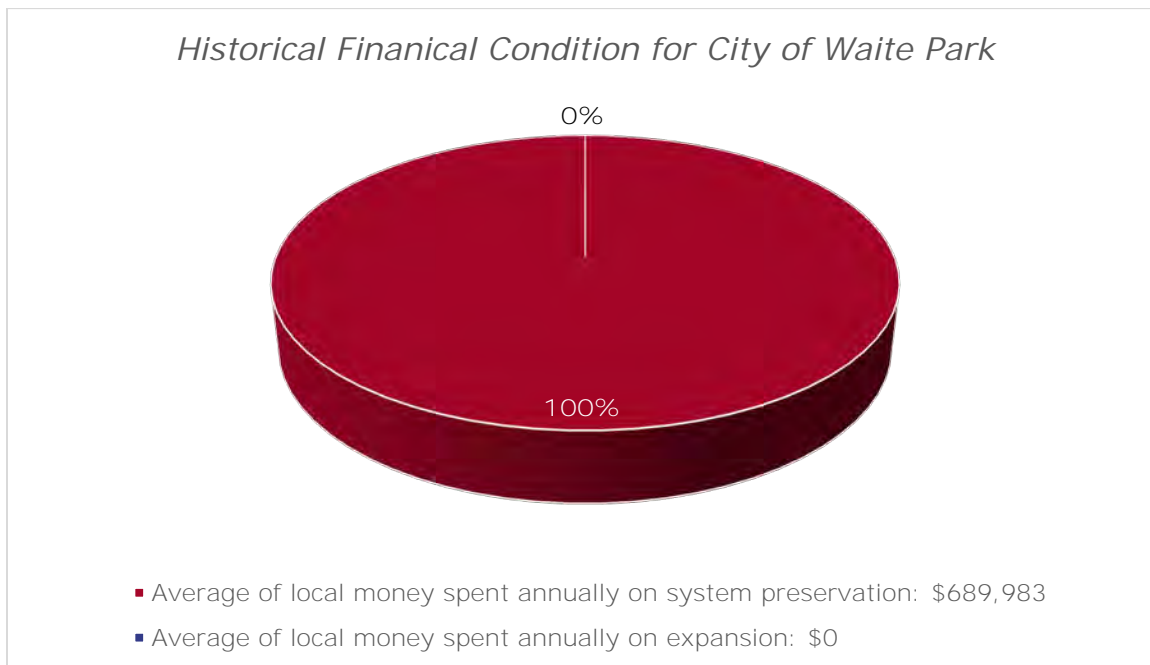


Figure 73: Local investment on system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

Year	System Preservation	Expansion	Total Local Investment
2018	\$813,000	\$0	\$813,000
2019	\$0	\$0	\$0
2020	\$1,256,950	\$0	\$1,256,950
Total	\$2,069,950	\$0	\$2,069,950
Average	\$689,983	\$0	\$689,983
Percentage of Total Local Expense	100%	0%	100%

Figure 74: Local investment on system preservation and expansion in the City of Waite Park from 2018-2020. 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 2022 Local Funds	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Total 2022-2025 Projected Local Funds
General Tax Levy	\$900,000	\$1,000,000	\$1,000,000	\$1,100,000	\$4,000,000
State-Aid Funds	\$380,000	\$380,000	\$380,000	\$380,000	\$1,520,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other Local	\$600,000	\$700,000	\$700,000	\$800,000	\$2,800,000
Total Projected Local Funds	\$1,880,000	\$2,080,000	\$2,080,000	\$2,280,000	\$8,320,000

Figure 75: 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 76 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, \$8,320,000 is available for system preservation projects during fiscal years 2022-2025.

Year	Total Projected Local Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2022	\$1,880,000	\$1,880,000	\$0
2023	\$2,080,000	\$2,080,000	\$0
2024	\$2,080,000	\$2,080,000	\$0
2025	\$2,280,000	\$2,280,000	\$0
Total	\$8,320,000	\$8,320,000	\$0

Figure 76: A total of available revenue for the City of Waite Park by year from 2022 through 2025. 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 – 2011 through 2020 – Saint Cloud Metro Bus has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.

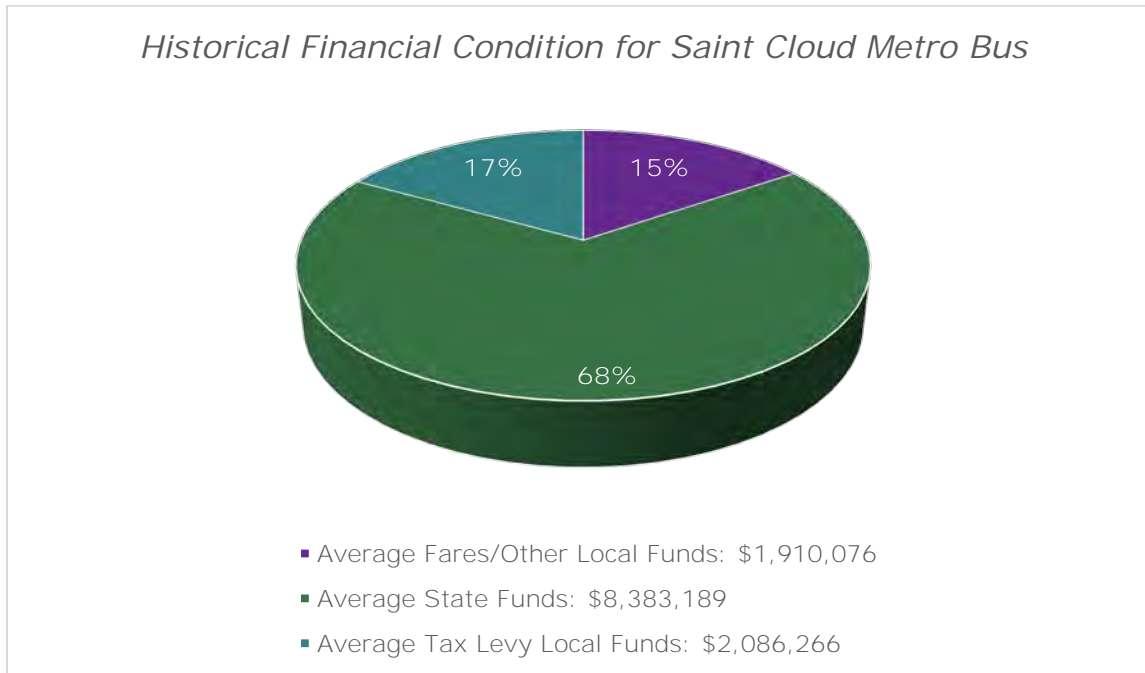


Figure 77: Historic split of local and state revenues for Saint Cloud Metro Bus from 2011 through 2020. Data courtesy of Saint Cloud Metro Bus.

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
2011	\$1,814,684	\$1,895,624	\$1,499,701	\$5,210,009
2012	\$1,863,927	\$2,409,037	\$1,069,528	\$5,342,493
2013	\$1,937,840	\$1,739,493	\$1,056,722	\$4,734,055
2014	\$2,176,080	\$13,275,907	\$1,068,621	\$16,520,607
2015	\$2,092,306	\$7,174,978	\$2,467,058	\$11,734,341
2016	\$2,160,173	\$8,565,188	\$2,467,387	\$13,192,748
2017	\$1,832,920	\$12,347,804	\$2,478,528	\$16,659,252
2018	\$2,148,575	\$14,453,125	\$2,472,245	\$19,073,945
2019	\$1,823,626	\$12,736,626	\$3,140,470	\$17,700,722
2020	\$1,250,628	\$9,226,520	\$3,143,620	\$13,620,768
Total	\$19,100,760	\$83,831,888	\$20,862,660	\$123,795,308
Average	\$1,910,076	\$8,383,189	\$2,086,266	\$12,379,531
Percentage of Total Local Funds	15%	68%	17%	100%

Figure 78: Historic split of local and state revenues for Saint Cloud Metro Bus from 2011 through 2020. Data courtesy of Saint Cloud Metro Bus.

Future Financial Condition

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

Transit Funding Source	Projected 2022 Funds	Projected 2023 Funds	Projected 2024 Funds	Projected 2025 Funds	Total 2022-2025 Projected Funds
Local Tax Levy	\$3,136,403	\$3,183,449	\$3,231,201	\$3,279,669	\$12,830,722
Fares/Other Local	\$1,620,871	\$1,624,173	\$1,627,510	\$1,630,765	\$6,503,319
State Funds	\$12,928,616	\$15,757,734	\$15,360,106	\$15,750,000	\$59,796,456
Total Projected Local Funds	\$17,685,890	\$20,565,356	\$20,218,817	\$20,660,434	\$79,130,497

Figure 79: Projected local transit funding sources for Saint Cloud Metro Bus for FY 2022-2025. Data courtesy of Saint Cloud Metro Bus.

Fiscal Constraint

Figure 80 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 – \$79,130,497 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of \$57,270,000. The remaining dollars – a total of \$21,860,497 – can be allocated toward new capital improvement projects.

Due to Federal requirements, a minimum 20% 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 (OTAT) 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 2022-2025. Metro Bus has four vehicle replacement projects programmed in the FY 2022-2025 TIP. With this new guidance, MnDOT is contributing half of the necessary \$1,021,000 in year-of-expenditure dollars needed as match to the Federal grant – the equivalent of \$510,500. 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/37kEfI3) (<https://bit.ly/37kEfI3>).

In addition, MnDOT’s OTAT had successfully secured \$2 million in state bond funding for Saint Cloud Metro Bus for the purchase/acquisition of a western transit center in fiscal year 2023 (project TRF-0048-23J). The state is also looking to contribute \$1.2 million in funding to this project as well, requiring Saint Cloud Metro Bus to provide \$800,000 in local match funding.

During fiscal years 2022-2025, Saint Cloud Metro Bus has 19 capital projects programmed into the TIP requiring a local match of \$1,907,900 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
2022	\$17,685,890	\$14,320,000	\$3,365,890
2023	\$20,565,356	\$14,200,000	\$6,365,356
2024	\$20,218,817	\$14,300,000	\$5,918,817
2025	\$20,660,434	\$14,450,000	\$6,210,434
Total	\$79,130,497	\$57,270,000	\$21,860,497

Figure 80: A total of available revenue for Saint Cloud Metro Bus by year from 2022 through 2025. Data courtesy of Saint Cloud Metro Bus.

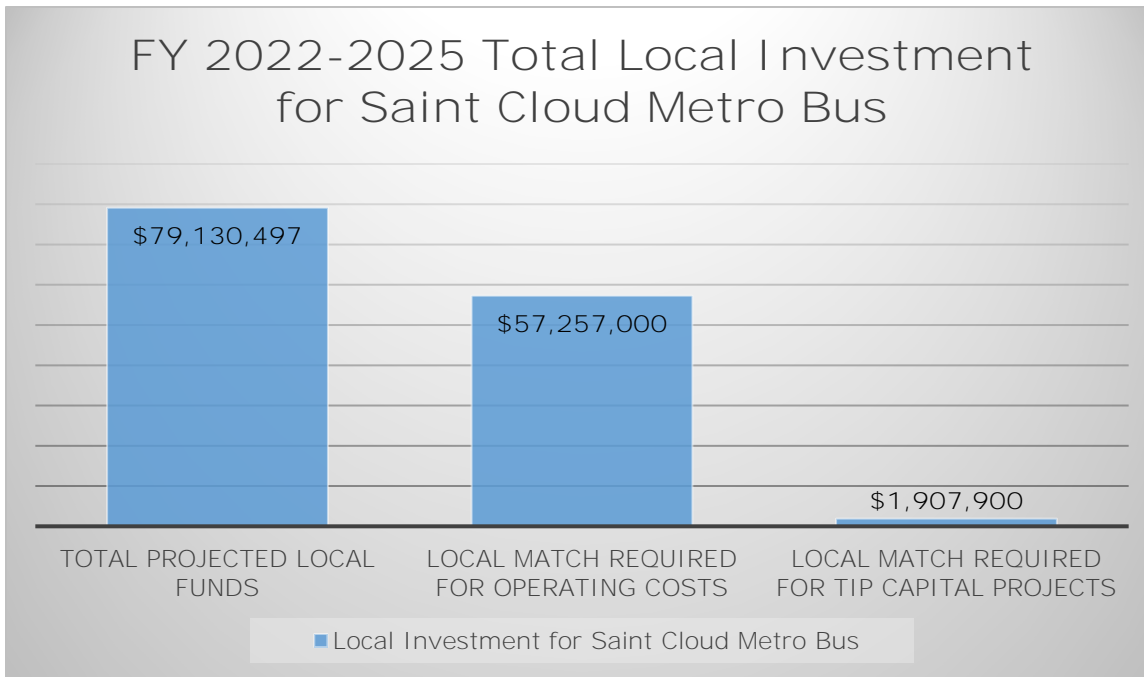


Figure 81: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2022-2025. Data courtesy of Saint Cloud Metro Bus.

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% of MnDOT District 3.

Overall Historical Financial Condition

Over a 10-year period – 2011 through 2020 – MnDOT District 3 has allocated on average 84% of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 16% of overall state transportation related dollars to be expended on new transportation related projects.

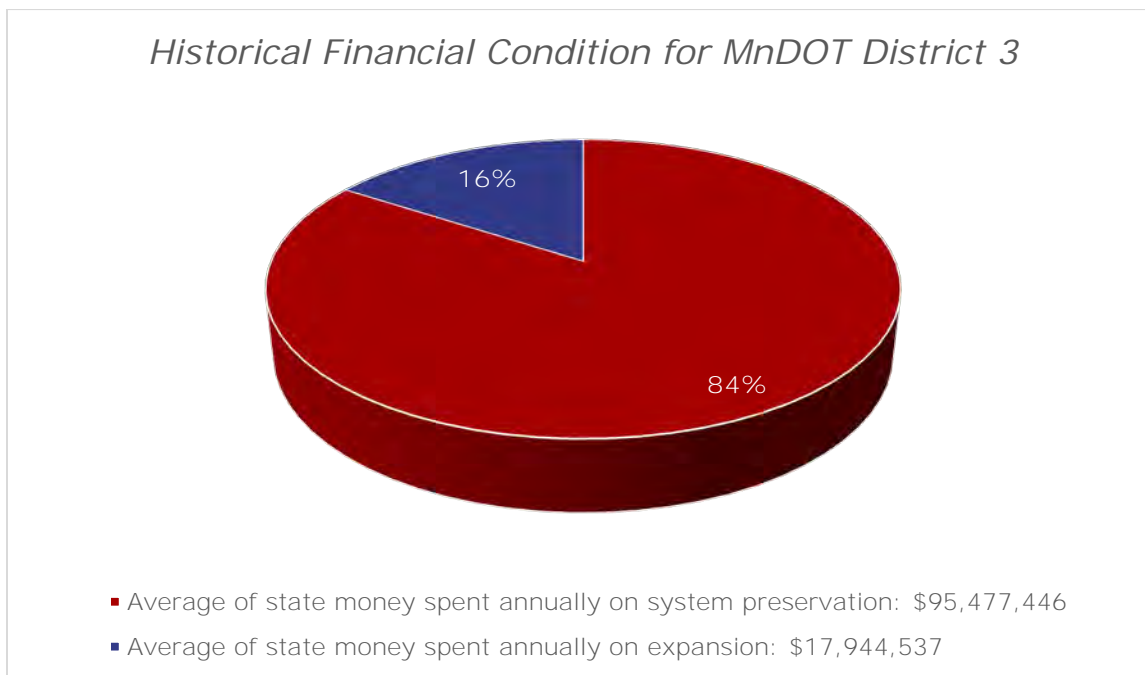


Figure 82: State investment on system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
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
2020	\$72,188,661	\$33,799,691	\$105,988,352
Total	\$954,774,463	\$179,445,369	\$1,134,219,832
Average	\$95,477,446	\$17,944,537	\$113,421,983
Percent of Total State Expense	84%	16%	100%

Figure 83: State investment on system preservation and expansion within entire MnDOT District 3 from 2011 through 2020. Data courtesy of MnDOT District 3.

Historic Financial Condition within APO MPA

Approximately 7.7% of the roadway network under the jurisdiction of MnDOT District 3 falls within the APO planning area. To approximate the budget expended within the APO boundary, MnDOT District 3 takes a flat 7.7% 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 – 2011 through 2020 – MnDOT District 3 has allocated on average 87% of overall state transportation related dollars to system preservation of the current transportation system within the APO’s MPA. This has left approximately 13% of overall state transportation related dollars to be expended on new transportation related projects.

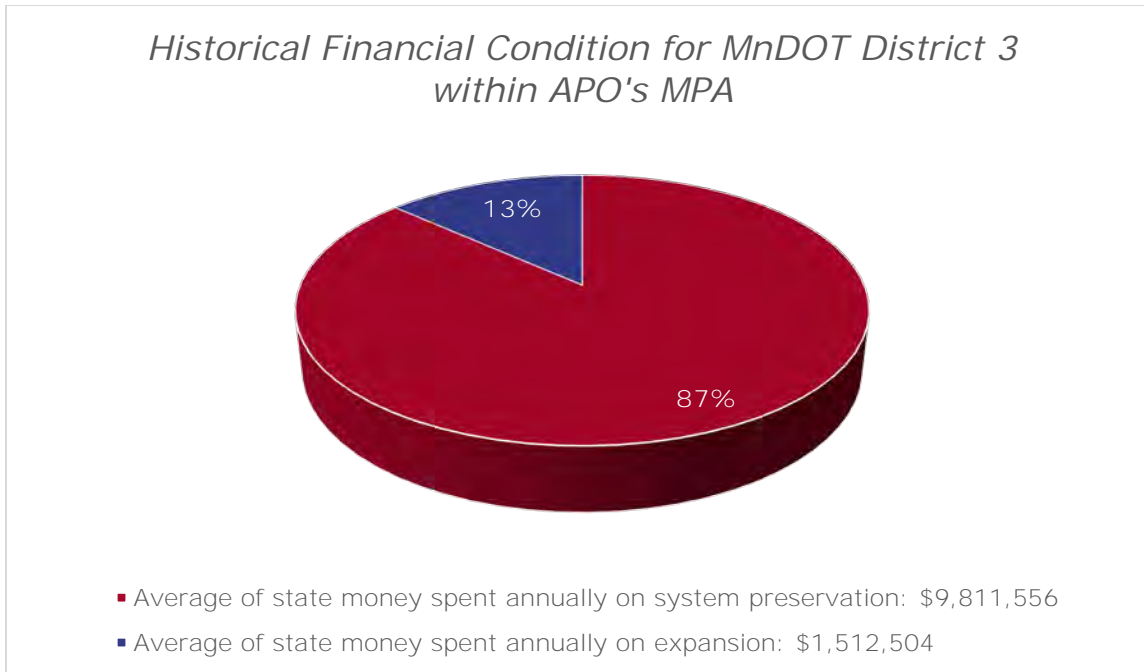


Figure 84: State investment on system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
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
2020	\$5,950,014	\$0	\$5,950,014
Total	\$98,115,562	\$15,125,037	\$113,240,599
Average	\$9,811,556	\$1,512,504	\$11,324,060
Percent of Total State Expense	87%	13%	100%

Figure 85: State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2011 through 2020. 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 Rebuilding American

Infrastructure with Sustainability and Equity (RAISE) discretionary grants are 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 2022 State Funds	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Total 2022-2025 Projected State Funds
State Non-Project Specific Maintenance	\$28,428,000	\$29,281,000	\$29,281,000	\$30,159,000	\$117,149,000
State Project Specific Funds	\$126,388,055	\$45,692,000	\$47,881,000	\$88,120,000	\$305,081,055
Districtwide Set Asides	\$27,149,000	\$26,683,556	\$25,080,000	\$27,037,778	\$105,950,334
Bonding	\$127,161,800	\$420,950	\$0	\$0	\$127,582,750
Total State Funds Projected	\$306,126,855	\$102,077,506	\$102,242,000	\$145,316,778	\$655,763,139

Figure 86: 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% – and bonding.

State Transportation Funding Source	Projected 2022 State Funds	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Total 2022-2025 Projected State Funds
State Non-Project Specific Maintenance	\$2,188,956	\$2,254,637	\$2,254,637	\$2,322,243	\$9,020,473
State Project Specific Funds	\$1,450,000	\$18,492,000	\$16,338,000	\$760,000	\$37,040,000
APO Share of District Set Asides	\$2,090,473	\$2,054,634	\$1,931,160	\$2,081,909	\$8,158,176
Bonding	\$0	\$0	\$0	\$0	\$0
Total State Funds Projected	\$5,729,429	\$22,801,271	\$20,523,797	\$5,164,152	\$54,218,649

Figure 87: 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 88 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, \$42,677,412 is available for system preservation projects during fiscal years 2022-2025. The remaining \$7,048,424 is available for expansion.

Year	Total State Funds Projected	Historical System Preservation Investment (87% of Total)	Historical Expansion Investment (13% of Total)
2022	\$5,729,429	\$4,984,603	\$744,826
2023	\$22,801,271	\$19,837,106	\$2,964,165
2024	\$20,523,797	\$17,855,703	\$2,668,094
2025	\$5,164,152	\$4,492,812	\$671,340
Total	\$54,218,649	\$42,677,412	\$7,048,424

Figure 88: A total of available revenue for MnDOT District 3 within the APO's MPA by year from 2022 through 2025. Data courtesy of MnDOT District 3.

During this time frame, MnDOT has 10 system preservation projects programmed into the TIP requiring a match of \$10,002,200 in year of expenditure dollars.

MnDOT District 3 is also the recipient of four FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of subrecipients WACOSA and ConnectAbility of Minnesota, Inc..

In fiscal year 2022 WACOSA has been awarded two separate grants to purchase vehicles. Of note, this is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA. The first, for \$93,000, requires a local match of \$18,600. The second, for \$96,000, requires a local match of \$19,200. This funding provided by the state is separate from that allocated to MnDOT District 3. MnDOT – as a whole – must prove fiscal constraint as part of the 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 \(https://bit.ly/37kEfl3\)](https://bit.ly/37kEfl3).

ConnectAbility of Minnesota, Inc., is a local non-profit organization within Central Minnesota. The organization has been awarded mobility management funding for the Regional Transportation Coordinating Council (RTCC). The MnDOT-established RTCC program is designed to gather groups of stakeholders together to improve mobility for the "transportation disadvantaged" – older adults, individuals with disabilities, individuals with low-incomes, and/or military veterans.

In fiscal years 2022 and 2023 ConnectAbility has been awarded two mobility management grants funded through FTA's 5310 program. The 2022 project for \$41,910 requires a local match of \$8,382. The 2023 project for \$45,210 requires a local match of \$9,042. Similar to WACOSA, the funding for ConnectAbility is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA.

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

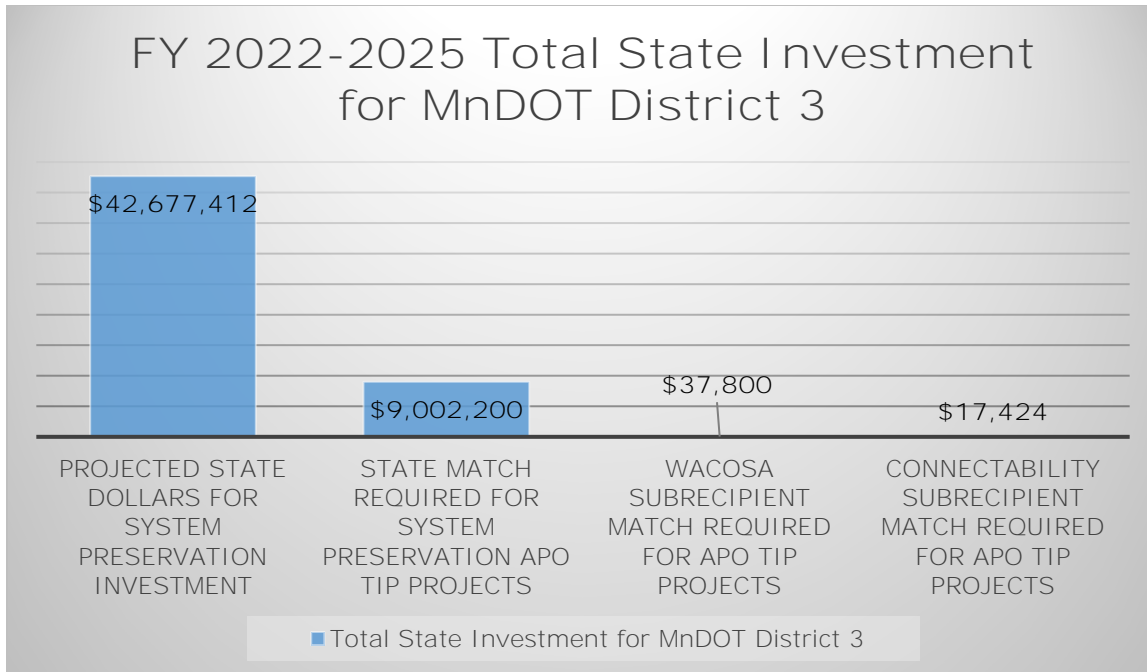


Figure 89: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2022-2025. Data courtesy of MnDOT District 3.

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 2022-2025 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2022-2025 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2022-2025 TIP was distributed via email to members of the APO's TAC and Policy Board in May and June 2021, 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 2022-2025 TIP on July 14, 2021, 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). In addition, several surveys were created via SurveyMonkey to solicit feedback on the proposed Federally-funded projects that were included in the FY 2022-2025 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.

In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 2022-2025 TIP was open to public review for a period of 30 calendar days starting on July 14, 2021.

Notification of this public comment period was published in the St. Cloud Times, the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), and on the [APO's Facebook page](https://www.facebook.com/stcloudapo) (www.facebook.com/stcloudapo/). Copies of the 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

Figure XX: 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 the 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, FY 2020-2023, and FY 2021-2024), have been updated with this TIP (FY 2022-2025). The projects programmed in FY 2018, FY 2019, FY 2020, and FY 2021 however, are presently being constructed and have dropped out of this updated TIP. They are listed below in the following table.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of Spring 2021
TRANSIT	TRF-0048-18TA	2018	METRO BUS	SECT 5339: ST. CLOUD MTC: CANOPY FOR CNG FUELING STATION	\$200,000	March 3, 2021: Project is complete.
TRANSIT	TRF-0048-18E	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL BUS SHELTER AMENITIES	\$25,000	March 3, 2021: Project was delayed. Will be completed in 2021.
TRANSIT	TRS-0048-18TA	2018	METRO BUS	ST. CLOUD MTC; PURCHASE MOBILE FARE COLLECTION EQUIPMENT	\$150,000	March 3, 2021: Project is progressing; anticipated to be complete by summer 2021.
PED/BIKE	233-090-001	2018	ST JOSEPH	CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4 TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	\$951,401	March 23, 2021: Received final clearance from MnDOT Office of Civil Rights to process final payment to contractor.
TRANSIT	TRS-0048-19T	2019	METRO BUS	ST. CLOUD MTC; PURCHASE 9 (CLASS 400) <30 FT. REPLACEMENT CNG DAR BUSES	\$1,890,000	March 3, 2021: Bus contracts are still delayed. Hope to have the buses in operation by the end of 2021.
TRANSIT	TRF-0048-19H	2019	METRO BUS	ST. CLOUD MTC; CNG CANOPY, PHASE II	\$175,000	March 3, 2021: Project is complete.
TRANSIT	TRF-0048-19D	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL MAINTENANCE TOOLS & EQUIPMENT	\$15,000	March 3, 2021: Project is complete.
TRANSIT	TRF-0048-19E	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES	\$25,000	March 3, 2021: Project was delayed. Will be completed in 2021.
TRANSIT	TRF-0048-19M	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$700,000	March 3, 2021: Project is progressing; anticipated to be complete by summer 2021.
TRANSIT	TRF-0048-19G	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$250,000	March 3, 2021: Improvements were delayed. Projects should be complete by the end of 2021.
TRANSIT	TRF-9503-19	2019	WACOSA	PURCAHSE ONE (1) REPLACEMENT <30 BUS (CLASS 400) BUS	\$81,000	Feb. 26, 2021: Vehicle accepted into service on July 10, 2020. Project is complete.
CSAH 3	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	March 25, 2021: Final payment received Dec. 30, 2020. Project is completed.
PED/BIKE	162-090-008	2019	ST CLOUD	CONSTRUCT TRAIL ALONG 33 RD STREET FROM STEARNS CR 74 TO STEARNS CR 136 IN ST. CLOUD	\$590,000	March 26, 2021: Project is completed.
PED/BIKE	220-591-005	2019	SARTELL	CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 2 ND AVE N, 5 TH AVE N, AND 2-1/2 STREET IN SARTELL	\$1,928,342	March 8, 2021: Project is substantially complete. Wearing Course and punch list items to be completed this spring and early summer.
RR	73-00137	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	\$194,984	April 1, 2021: Waiting on the final bill.
RR	73-00138	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2 ND AVE N, WAITE PARK, STEARNS COUNTY	\$212,992	April 1, 2021: Waiting on the final bill.
TRANSIT	TRF-0048-20	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,400,000	March 3, 2021: FY 2020 Operations complete.
TRANSIT	TRF-0048-20E	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,200,000	March 3, 2021: FY 2020 Preventative maintenance complete.
TRANSIT	TRF-0048-20F	2020	METRO BUS	ST. CLOUD MTC – PARATRANSIT OPERATING	\$4,500,000	March 3, 2021: FY 2020 Operations complete.
TRANSIT	TRF-0048-20G	2020	METRO BUS	ST. CLOUD MTC – NORTHSTAR COMMUTER OPERATING	\$1,300,000	March 3, 2021: FY 2020 Operations complete.
TRANSIT	TRF-0048-20B	2020	METRO BUS	ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	\$35,000	March 3, 2021: Grant has been approved. Estimated complete 2022.
TRANSIT	TRF-0048-20C	2020	METRO BUS	ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	\$15,000	March 3, 2021: Grant has been approved. Estimated completion 2021.
TRANSIT	TRS-0048-20T	2020	METRO BUS	ST. CLOUD MTC; REPLACE FIVE (5) 35 FT. CLASS 400 REPLACEMENT BUSES (CNG)	\$1,125,000	March 3, 2021: Grant has been approved. Waiting on state contract to be finalized with vendors.
TRANSIT	TRS-0048-20TA	2020	METRO BUS	ST. CLOUD MTC; PURCHASE (1) STD 40 FT. REPLACEMENT CNG FIXED ROUTE BUS	\$573,000	March 3, 2021: Grant has been approved. Waiting on Consortium contract.
TRANSIT	TRF-0048-20J	2020	METRO BUS	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$1,000,000	March 3, 2021: Project is progressing; anticipated to be complete by summer 2021.
TRANSIT	TRF-0048-20I	2020	METRO BUS	SECT 5307: FACILITY IMPROVEMENTS	\$21,500	March 3, 2021: Grant has been approved. Estimated completion 2022.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of Spring 2021
TRANSIT	TRF-9503-20	2020	WACOSA	PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$87,000	March 3, 2021: Grant agreement has not been executed due to waiting on approved State Vehicle Procurement Bid.
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	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
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 STRIP (TIED TO SP 005-608-009) (PAYBACK IN 2021)	\$5,250	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
CSAH 75	073-675-040	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM 15 TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)	\$1,715,056	March 29, 2021: Work will begin in May 2021.
Local Streets	073-733-005	2020	STEARNS COUNTY	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF STEARNS CSAH 133 (2 ND STREET S IN SARTELL) BETWEEN THEISEN ROAD AND 19 TH AVENUE N	\$85,000	March 29, 2021: Request for Proposal was delayed. RFP will go out in April 2021.
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	April 5, 2021: Construction was substantially complete/open to traffic on 09/29/2020; final completion/closeout is planned for June 2021 after the vegetation maintenance period expires.
LOCAL STREETS	091-070-027	2020	ST. CLOUD APO	**MN 162** EXPLORE OPTIONS FOR ALIGNMENT OF SAINT CLOUD 33 RD STREET SOUTH MISSISSIPPI RIVER BRIDGE AND CORRIDOR CONNECTING STEARNS CSAH 75 (ROOSEVELT ROAD) WITH US 10	\$167,000	Feb. 26, 2021: Contract with consultant was fully executed on Oct. 9, 2020. As of Feb. 26, 2021, the consultant has gathered or confirmed a wide range of data and has interviewed several stakeholder property owners. This has resulted in a draft background/existing conditions report. The consultant is also preparing for the initial general public input period.
I 94	7380-237	2020	MNDOT	I-94 AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	\$2,200,000	April 1, 2021: Contract was closed out in January 2021. Project is completed.
RR	73-00139	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54 TH AVE N, WAITE PARK, STEARNS COUNTY	\$240,000	April 1, 2021: Project has not been completed. No bills have been processed yet.
TRANSIT	TRF-9503-21	2021	WACOSA	SECTION 5310: WACOSA, PURCHASE ONE (1) REPLACEMENT <30 (CLASS 400) BUS	\$89,610	March 3, 2021: Grant agreement has not been executed due to waiting on approved State Vehicle Procurement Bid.
MN 23	0503-90	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD	\$3,261,524	April 1, 2021: Punch list items need to be completed. Contract closeout process has not started.
MN 23	0503-90S	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	\$50,000	April 1, 2021: Punch list items need to be completed. Contract closeout process has not started.
TRANSIT	TRF-0048-21	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,400,000	March 3, 2021: FY 2021 Operations are in progress.
TRANSIT	TRF-0048-21E	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,200,000	March 3, 2021: FY 2021 Preventative Maintenance is in progress.
TRANSIT	TRF-0048-21J	2021	SAINT CLOUD	ST. CLOUD MTC – PARATRANSIT OPERATING	\$4,500,000	March 3, 2021: FY 2021 Operations are in progress.
TRANSIT	TRF-0048-21K	2021	SAINT CLOUD	ST. CLOUD MTC – NORTHSTAR COMMUTER OPERATING	\$1,300,000	March 3, 2021: FY 2021 Operations are in progress.
TRANSIT	TRF-0048-21B	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT OPERATIONS VEHICLES	\$120,000	March 3, 2021: Vehicles have been ordered; anticipated to be in service by spring 2021.
TRANSIT	TRF-0048-21C	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	\$68,500	March 3, 2021: Grant application has been submitted; estimated completion in 2023.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of Spring 2021
TRANSIT	TRF-0048-21F	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS AND EQUIPMENT	\$135,000	March 3, 2021: Grant application has been submitted; estimated completion in 2023.
TRANSIT	TRF-0048-21L	2021	SAINT CLOUD	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS	\$1,250,000	March 3, 2021: Grant application has been submitted; estimated completion in 2024.
TRANSIT	TRF-0048-21M	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; WEBSITE UPDATE	\$25,000	March 3, 2021: Grant application has been submitted; estimated completion in 2023.
TRANSIT	TRS-0048-21TD	2021	SAINT CLOUD	ST. CLOUD MTC; PURCHASE (2) 40 FT. CLASS 700 REPLACEMENT CNG BUSES	\$1,180,000	March 3, 2021: Grant application has been submitted; estimated completion in 2023.
TRANSIT	TRF-9504-21	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/21 – 6/30/22	\$122,500	Feb. 26, 2021: No action has taken place on this project. Funding cycle begins on July 1, 2021.
TRANSIT	TRF-9504-22	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 – 6/30/23	\$126,617	Feb. 26, 2021: No action has taken place on this project. Funding cycle begins on July 1, 2022.
CSAH 8	005-070-007AC	2021	BENTON COUNTY	**AC**: 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)	\$5,250	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
CSAH 8	005-608-009AC	2021	BENTON COUNTY	**AC**: 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 1 OF 1)	\$650,000	March 25, 2021: Waiting for final paperwork. Final payment not submitted.
HIGHWAY CR 136	162-175-001	2021	SAINT CLOUD	ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)	\$3,200,817	March 26, 2021: Project has been designed and is being reviewed by MnDOT. Construction scheduled for summer of 2021.
HIGHWAY CR 136	162-591-005	2021	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR, PAYBACK IN 2024. (ASSOCIATED WITH 162-175-001)	\$536,543	March 26, 2021: Project has been designed and is being reviewed by MnDOT. Construction scheduled for summer of 2021.
HIGHWAY CSAH 75	073-675-039AC2	2021	STEARNS COUNTY	CSAH 75, FROM 0.1 MILES S OF 33 RD ST S TO 0.1 MILES N OF 33 RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS	\$148,939	March 29, 2021: Project is completed.
HIGHWAY CSAH 75	073-675-037AC3	2021	STEARNS COUNTY	STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING	\$751,047	March 29, 2021: Project is completed.
HIGHWAY US 10	0502-116	2021	MNDOT	US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM CR 40 (N OF RICE) TO 66 TH ST (N OF SAUK RAPIDS) (HSIP)	\$1,379,584	April 1, 2021: Project has been let but not awarded.
HIGHWAY US 10	7103-64	2021	MNDOT	ST CLOUD HISTORICAL MARKER SITE – REINSTALL INTERPRETIVE PANELS WITH NEW CONCRETE FOOTINGS AND PAD, MINOR STONE REPAIRS TO HISTORICAL MARKER TO STABILIZE LOOSE STONES AND REPOINT MORTAR CRACKS	\$50,000	April 1, 2021: Project has not been let yet.
PED/BI KE	191-090-002	2021	SAUK RAPIDS	CONSTRUCT NEW TRAIL ALONG MAYHEW LAKE ROAD FROM BENTON CSAH 3 TO OSAUKA RD IN CITY OF SAUK RAPIDS	\$393,000	April 5, 2021: The project is out for bids. Construction is planned for summer of 2021.

Figure XX: Annual listing of obligated projects for the Saint Cloud APO.

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
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	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 2022-2025 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	
									\$150,036,208	\$29,154,642			\$24,719,841			\$23,489,305	\$9,490,496	\$9,924,200			\$0	\$76,747,029	\$148,805,672	
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-0048-22	2022	SAINT CLOUD	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	SAINT CLOUD	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	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,600,000													4,600,000	4,600,000	
TRANSIT	TRF-0048-22B	2022	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000	
TRANSIT	TRF-0048-22D	2022	SAINT CLOUD	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	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000	
TRANSIT	TRF-0048-22H	2022	SAINT CLOUD	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	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; BUS SHELTERS		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000	
TRANSIT	TRS-0048-22TA	2022	SAINT CLOUD	ST. CLOUD MTC; PURCHASE THREE (3) CLASS 400LF CNG DAR REPLACEMENT BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	717,000		573,600	573,600										143,400	717,000	
TRANSIT	TRF-9503-22	2022	SAINT CLOUD	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		NB	TRANSIT VEHICLE PURCHASE	FTA	93,000								74,400					18,600	93,000	
TRANSIT	TRF-9503-23	2022	SAINT CLOUD	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		NB	TRANSIT VEHICLE PURCHASE	FTA	96,000								76,800					19,200	96,000	
TRANSIT	TRF-9504-22	2022	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 -- 6/30/23		NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	41,910								33,528					8,382	41,910	
LOCAL STREETS	073-070-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS	0	SH	SIGNING	HSIP	240,000	216,000		216,000										24,000	240,000	
LOCAL STREETS	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	0	SH	LIGHTING	HSIP	96,000	86,400		86,400										9,600	96,000	
HIGHWAY CSAH 75	073-675-040AC	2022	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK 1 OF 1)	1.39	RD	CONCRETE PAVEMENT REHAB	NHPP	806,536				806,536		806,536									

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	
									\$150,036,208	\$29,154,642			\$24,719,841			\$23,489,305	\$9,490,496	\$9,924,200			\$0	\$76,747,029	\$148,805,672	
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	2022	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	0	EN	NEW TRAIL	STBG TAP 5K-200K	600,000	480,000		480,000										120,000	600,000	
LOCAL STREETS	162-141-008	2022	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK IN 2023)	0.6	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	1,988,000	1,457,080		1,457,080				612,000							530,920	2,600,000
LOCAL STREETS	220-113-002	2022	SARTELL	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	1.3	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	5,108,083	160,100		160,100				1,929,820							4,947,983	7,037,903
LOCAL STREETS	220-090-003	2022	SARTELL	**AC**CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)		AM	NEW TRAIL	STBG TAP 5K-200K	91,700							367,040							91,700	458,740
HIGHWAY US 10	0502-115	2022	MNDOT	**SPP** US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.5 MI NW OF BENTON CSAH 33. PLACE HIGH TENSION MEDIAN CABLE GUARDRAIL FROM 66TH STREET TO CSAH 33.	0	BR	BOX CULVERT	NHPP	1,400,000	1,120,000		1,120,000						280,000			280,000			1,400,000
HIGHWAY MN 301	7109-08	2022	MNDOT	**PRS** MN 301, REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.		RD	APP	SF	1,900,000									1,000,000	900,000	1,900,000				1,900,000
TRANSIT	TRF-0048-23H	2023	SAINT CLOUD	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	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,700,000													4,700,000	4,700,000	
TRANSIT	TRF-0048-23B	2023	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER		TR	TRANSIT OPERATIONS	LF	1,400,000													1,400,000	1,400,000	

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	
								\$150,036,208	\$29,154,642			\$24,719,841			\$23,489,305	\$9,490,496	\$9,924,200			\$0	\$76,747,029	\$148,805,672	
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-0048-23D	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	115,000								92,000					23,000	115,000
TRANSIT	TRF-0048-23G	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
TRANSIT	TRF-0048-23I	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	30,000								24,000					6,000	30,000
TRANSIT	TRF-0048-23J	2023	SAINT CLOUD	ST. CLOUD MTC; WESTERN TRANSIT CENTER		TR	TRANSIT GRANT CAP IMPROVEMENT (NON-VEHICLE) (S)	LF	4,000,000													4,000,000	4,000,000
TRANSIT	TRF-9504-23	2023	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 -- 6/30/23		NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) (S)	FTA	45,210								36,168					9,042	45,210
LOCAL STREETS	071-070-043	2023	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS		SH	SIGNING (S)	HSIP	150,000	135,000		135,000										15,000	150,000
HIGHWAY US 10	7103-65	2023	SHERBURNE COUNTY	**AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED SP 071-596-008)	0.1	LP	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	300,000							2,200,000						300,000	2,500,000
LOCAL STREETS	073-090-011	2023	STEARNS COUNTY	**AC** CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2024)	2.3	EN	NEW TRAIL	STBGTAP 5K-200K	1,520,730	520,000		520,000				292,270						1,000,730	1,813,000
LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION	4.7	RT	NEW TRAIL	STBGTAP 5K-200K	1,740,000	400,000		400,000										1,340,000	1,740,000
HIGHWAY CSAH 75	073-675-041	2023	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2024)		RS	MILL AND OVERLAY	NHPP	984,945	615,055		615,055				615,055						369,890	1,600,000
HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STERANS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.		SH	ROUNDAABOUT	HSIP	888,900	800,000		800,000										88,900	888,900
LOCAL STREETS	162-141-008AC	2023	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75.		RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	612,000				612,000		612,000								

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
									\$150,036,208	\$29,154,642			\$24,719,841			\$23,489,305	\$9,490,496	\$9,924,200			\$0	\$76,747,029	\$148,805,672
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
				RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK 1 OF 1)																			
LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE CONNECTIVITY AND ENHANCEMENTS	0	RT	NEW TRAIL	STBG TAP 5K-200K	459,121	367,297		367,297										91,824	459,121
LOCAL STREETS	220-113-002AC	2023	SARTELL	**AC**: SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1)	1.3	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	1,929,820				1,929,820		1,929,820								
LOCAL STREETS	71-00129	2023	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	300,000		222,000	222,000										78,000	300,000
HIGHWAY MN 23	0503-91	2023	MNDOT	**PRS**AC**ELLA**SPP**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024)	2.05	MC	BRIDGE NEW	NHPP	17,328,000	7,714,800		7,714,800				16,338,000		6,013,200		6,013,200		3,600,000	33,666,000
HIGHWAY MN 23	0503-91S	2023	MNDOT	**PRS**AC**ELLA**SPP**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR#05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024)	2.05	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
									\$150,036,208	\$29,154,642			\$24,719,841			\$23,489,305	\$9,490,496	\$9,924,200			\$0	\$76,747,029	\$148,805,672
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
HIGHWAY MN 23	0503-91GMNR	2023	MNDOT	**PRS**AC**ELLA**SPP**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024)	2.05	MC	BRIDGE NEW	STBGP 5K-200K	3,770,000	3,016,000		3,016,000						754,000		754,000			3,770,000
HIGHWAY I 94	7380-259	2023	MNDOT	**FLEX**SPP**: OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE	0	BI	BRIDGE DECK OVERLAY, BRIDGE NEW	NHPP	1,600,000	1,280,000		1,280,000						320,000		320,000			1,600,000
HIGHWAY I 94	7380-264	2023	MNDOT	I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH		BI	BRIDGE DECK OVERLAY	NHPP	1,200,000	960,000		960,000						240,000		240,000			1,200,000
HIGHWAY US 10	7103-63	2023	MNDOT	**SEC164**: US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM ST CLOUD TO CLEARLAKE. (HSIP)	9.18	SH	GUARD RAIL	HSIP	1,900,000		1,710,000	1,710,000						190,000		190,000			1,900,000
TRANSIT	TRF-0048-24H	2024	SAINT CLOUD	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	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,750,000													4,750,000	4,750,000
TRANSIT	TRF-0048-24J	2024	SAINT CLOUD	ST CLOUD MTC -- NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,450,000													1,450,000	1,450,000
TRANSIT	TRS-0048-24A	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE FOUR (4) CLASS 700 REPLACEMENT CNG BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,316,000		1,852,800	1,852,800										463,200	2,316,000
TRANSIT	TRF-0048-24D	2024	SAINT CLOUD	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	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	114,000								91,200					22,800	114,000
TRANSIT	TRS-0048-24F	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE TWO (2) CLASS 400LF CNG REPLACEMENT BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	506,000		404,800	404,800										101,200	506,000

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	
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	SAINT CLOUD	SECT 5307: ST. CLOUD MTC: MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	65,000								52,000					13,000	65,000	
HIGHWAY CSAH 1	005-601-012	2024	BENTON COUNTY	BENTON CSAH 1, FROM CSAH 29 TO 0.25 MI S OF CR 78 IN SAUK RAPIDS, RECLAIM	3.07	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	922,944	738,355		738,355										184,589	922,944	
LOCAL STREETS	071-070-042	2024	SHERBURNE COUNTY	INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS		SH	TRAFFIC CONTROL DEVICES/SAFETY	HSIP	368,000	331,200		331,200										36,800	368,000	
LOCAL STREETS	073-090-011AC	2024	STEARNS COUNTY	**AC** CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 1 OF 1)	2.3	EN	NEW TRAIL	STBGTAP 5K-200K	292,270				292,270		292,270									
HIGHWAY CSAH 75	073-675-041AC	2024	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK 1 OF 1)	1	RS	MILL AND OVERLAY	NHPP	615,055				615,055		615,055									
HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	0.46	MC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	1,822,944	1,458,355		1,458,355											364,589	1,822,944
HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC** ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005) (PAYBACK 1 OF 1)	1.6	RC	BITUMINOUS RECLAMATION	STBGTAP 5K-200K	424,000				424,000		424,000									
LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC** RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025)	0.4	RC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	608,880							1,135,120						608,880	1,744,000	

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	
									\$150,036,208	\$29,154,642			\$24,719,841			\$23,489,305	\$9,490,496	\$9,924,200			\$0	\$76,747,029	\$148,805,672	
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	
HIGHWAY MN 23	0503-91AC	2024	MNDOT	*PRS**AC**ELLA**SPP**; MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10 (PAYBACK 1 OF 1)	2.05	MC	BRIDGE NEW	NHPP	16,338,000				16,338,000		16,338,000									
TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,700,000								1,500,000					8,200,000	9,700,000	
TRANSIT	TRF-0048-25B	2025	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,800,000													4,800,000	4,800,000	
TRANSIT	TRF-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,450,000													1,450,000	1,450,000	
TRANSIT	TRF-0048-25D	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000	
TRANSIT	TRF-0048-25E	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; (3) REPLACEMENT OPERATIONS VEHICLES		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000								96,000					24,000	120,000	
TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	535,000								428,000					107,000	535,000	
TRANSIT	TRF-0048-25G	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,500,000								1,200,000					300,000	1,500,000	
TRANSIT	TRS-0048-25A	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE SIX (6) CLASS 400LF CNG REPLACEMENT BUSES		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,566,000		1,252,800	1,252,800										313,200	1,566,000	
LOCAL STREETS	220-090-003AC	2025	SARTELL	**AC**CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK 1 OF 1)		AM	NEW TRAIL	STBGTAP 5K-200K	367,040				367,040		367,040									
LOCAL STREETS	191-104-006AC	2025	SAUK RAPIDS	**AC** RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0.4	RC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	1,135,120				1,135,120		1,135,120									

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	
									\$150,036,208	\$29,154,642			\$24,719,841			\$23,489,305	\$9,490,496	\$9,924,200			\$0	\$76,747,029	\$148,805,672	
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	7103-65AC	2025	SHERBURNE COUNTY	**AC** SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK 1 OF 1) (ASSOCIATED SP 071-596-008)	0.1	LP	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	2,200,000				2,200,000		2,200,000									
HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, -OVERLAY		BI	BRIDGE DECK OVERLAY	STBGP 5K-200K	760,000	608,000		608,000						152,000		152,000			760,000	

APPENDIX B

Method of Calculation for Performance Measures

ROADWAY SAFETY PERFORMANCE MEASURES	METHOD OF CALCULATION
Number of Fatalities	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.
Rate of Fatalities	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.
Number of Serious Injuries	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.
Rate of Serious Injuries	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.
Number of Non-Motorized Fatalities and Serious Injuries	Addition of the number of non-motorized fatalities to the number of non-motorized serious injuries for each of the most recent 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
Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local

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

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.

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

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.

ROADWAY METROPOLITAN VITALITY AND ECONOMIC DEVELOPMENT PERFORMANCE MEASURES	METHODS OF CALCULATION
Truck Travel Time Reliability Index	Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five (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
Interstate System Pavement Conditions	Interstate pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the international roughness index, cracking percent, rutting, and faulting as measurements. 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.
Non-Interstate NHS Pavement Conditions	Non-Interstate NHS pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the IRI, cracking percent, rutting, and faulting as measurements.
Pavement Maintenance	Measure of the number of years since last preservation treatment on a segment of roadway within the Federal-aid system.
Bridge Conditions	Percent of bridges by deck area classified in good, fair and poor condition using the NBI ratings for, deck, superstructure, substructure, and culvert.

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>).

July and August 2021

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 July 14, 2021 and concluding on Aug. 13, 2021.

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

- Benton County.
- Sherburne 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 2022-2025 TIP. While advance construction payback projects are reflected in the 2022-2025 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 July 14, 2021, through Aug. 13, 2021, a total of XX people took part in at least one of the APO's nine 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.

APPENDIX D

MnDOT Checklist

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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: 2021 Regional Infrastructure Investment Plan (RIIP)
DATE: May 18, 2021

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

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

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

Federal regulations go on to state:

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

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

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

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

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

many of the jurisdictional CIPs.

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

In addition, the RIIP will also serve as a means to track construction projects that have been completed within the past 12 months.

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

Per the discussion at the April 2021 TAC meeting, TAC representatives proposed a revision to the proposed 2021-2025 RIIP. Due to the ongoing COVID-19 pandemic, several jurisdictions indicated they were not able to update their CIPs. Because of this, the TAC recommended eliminating years 2022-2025 from the RIIP and only focusing on the current construction year.

APO staff have since revised the draft RIIP from at 2021-2025 document to only include the current construction year.

Suggested Action: Recommend Policy Board approval to publish.

Regional Infrastructure Investment Plan FY 2021

Prepared by the Saint Cloud Area Planning Organization
June 10, 2021





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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CIWAANKA VI EE XAQI IJINTA

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Amarka Fulinta 12898 ee ku saabsan Cadaaladda Deegaanka, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taariikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO VI

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona



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

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



looga badali karo macquul ahaan dadka naafada ah markii la codsado. Ashtakooyinka waa in ay soo gudbiyaan cabashada iyo / ama wakiilkiisa / wakiilkiisa sida ugu dhakhsaha badan ee suurtoogalka ah laakiin aan ka dambayn lixdan (60) maalmood taariikhi ah ka dib dhacdada la xiriirta midab kala sooca waana in lagu fayl gareeyaa Agaasimaha Fulinta APO. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida, fadlan eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

GARANTÍA DEL TÍTULO II

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



COMMON ACRONYMS

3-C: Comprehensive, Cooperative, and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

BARC: Bridge and Road Construction.

¹*BB: Transit.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CIP: Capital Improvement Program.

CHIP: Capital Highway Investment Plan.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride (Paratransit).

EJ: Environmental Justice.

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

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

*I: Interstate.

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

*LOCAL: Local Project Not Associated with a Road.

LOS: Level of Service.

*MN: Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

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

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



*RR: Railroad.

RSS: Highway Rail Grade Crossing and Rail Safety.

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

SF: State Fund.

SGR: State of Good Repair.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

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

TIP: Transportation Improvement Program.

TSM: Transportation System Management.

*US: Designated Trunk Highway.

USC: United States Code.

US DOT: United States Department of Transportation.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.



GLOSSARY

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

Milling: Grinding off the top layer of pavement.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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



INTRODUCTION

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

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

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

Saint Cloud Area Planning Organization

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

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

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



Metropolitan and Urbanized Area

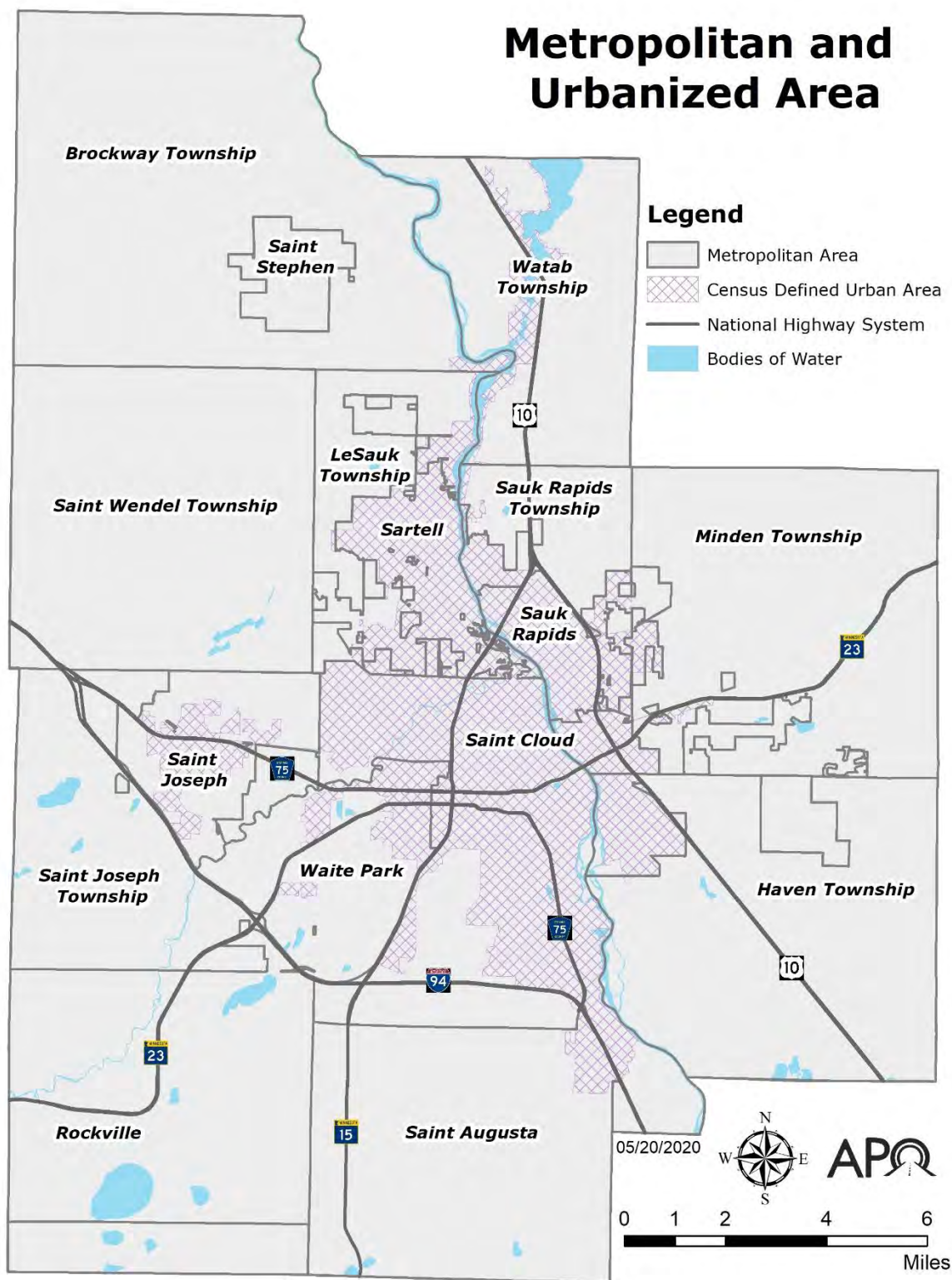


Figure 1: APO Planning Area.



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

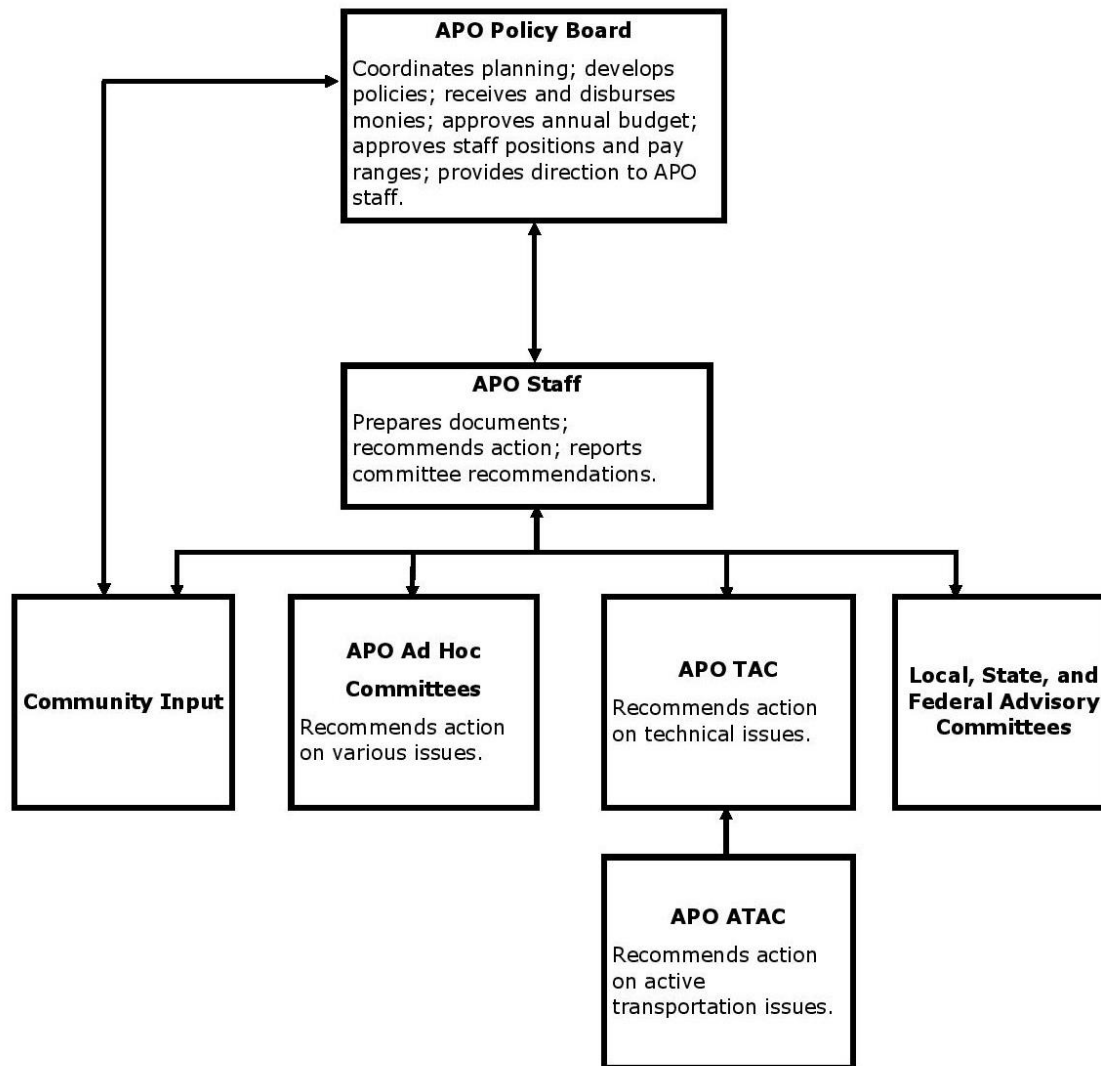


Figure 2: APO Organizational Chart.

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

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



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

The APO strives to be:

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

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

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

The RIIP and Its Connection to the TIP

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

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

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

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

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



Federal regulations go on to state:

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

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

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

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

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



FY 2021 RIIP PROJECTS

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

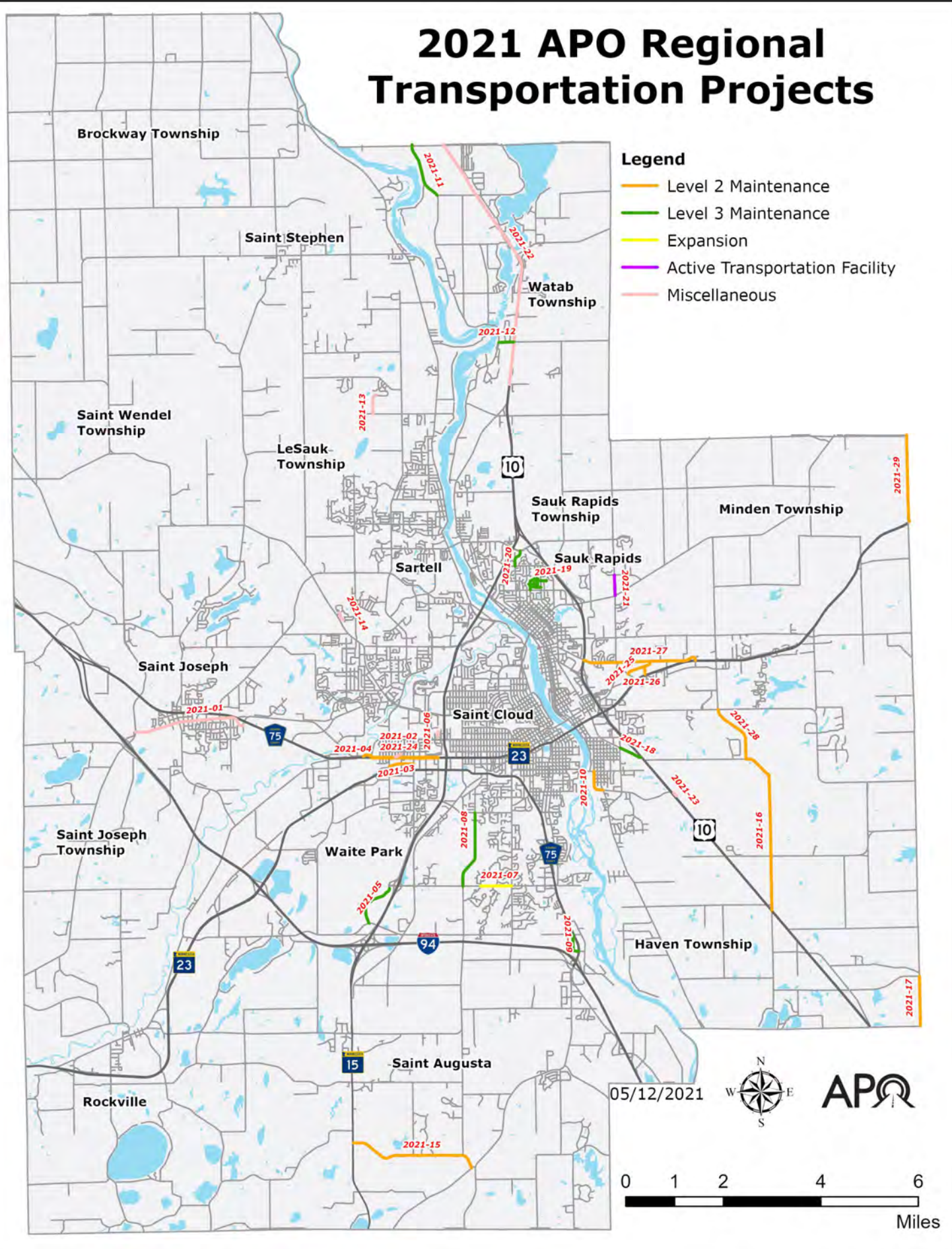
Projects mapped within the RIIP are classified into six **"simplified work type" categories.** Those categories and the definitions assigned to them are listed below. Definitions of specific roadway improvement terms can be found in the glossary near the beginning of this document.

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

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

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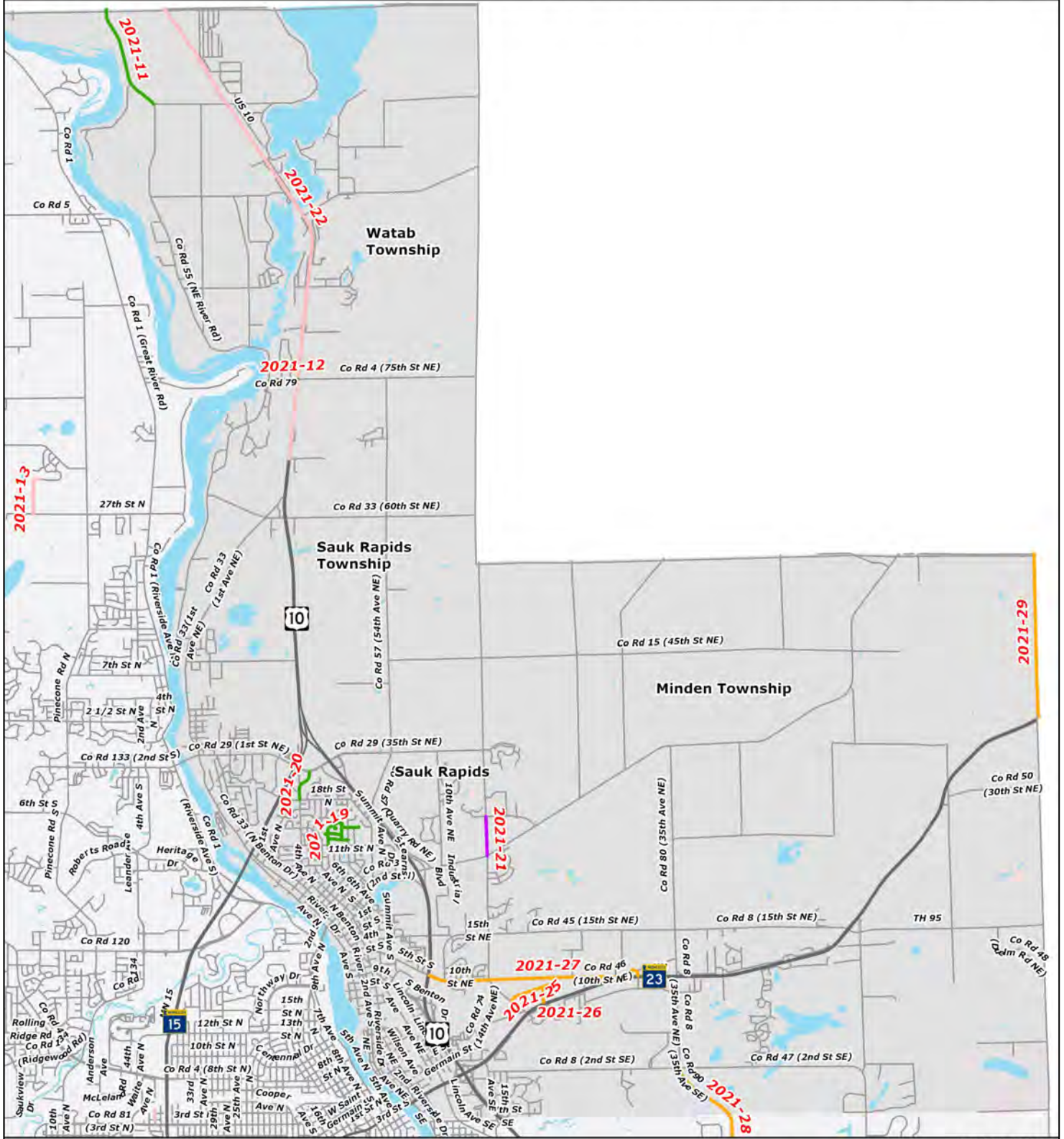
2021 APO Regional Transportation Projects



2021 APO Regional Transportation Projects

Project ID	Sponsor	Route	Work Type
2021-01	Saint Joseph	Minnesota Street	Miscellaneous
2021-02	Waite Park	Sixth Alley	Miscellaneous
2021-03	Waite Park	First Street S	Level 2 Maintenance
2021-04	Waite Park	Frontage Road	Level 2 Maintenance
2021-05	Waite Park	Granite View South	Level 3 Maintenance
2021-06	Waite Park	Third Avenue NE Drainage Ditch	Miscellaneous
2021-07	Saint Cloud	33rd Street S	Expansion
2021-08	Saint Cloud	CR 136	Level 3 Maintenance
2021-09	Saint Cloud	Hadrian Road	Level 3 Maintenance
2021-10	Saint Cloud	Kilian Boulevard	Level 2 Maintenance
2021-11	Benton County	County Road 55	Level 3 Maintenance
2021-12	Benton County	County Road 79	Level 3 Maintenance
2021-13	Sartell	Eagle Ridge 4	Miscellaneous
2021-14	Sartell	Arbor Trails Phase 3B	Miscellaneous
2021-15	Stearns County	CR 141	Level 2 Maintenance
2021-16	Sherburne County	CSAH 7	Level 2 Maintenance
2021-17	Sherburne County	CSAH 20	Level 2 Maintenance
2021-18	Sherburne County	CR 63	Level 3 Maintenance
2021-19	Sauk Rapids	Pleasantwood Addition	Level 3 Maintenance
2021-20	Sauk Rapids	Fourth Avenue N	Level 3 Maintenance
2021-21	Sauk Rapids	CSAH 1 Trail	Active Transportation Facility
2021-22	MnDOT	US 10	Miscellaneous
2021-23	MnDOT	US 10	Miscellaneous
2021-24	Stearns County	CSAH 75	Level 2 Maintenance
2021-25	Benton County	County Road 88	Level 2 Maintenance
2021-26	Benton County	County Road 89	Level 2 Maintenance
2021-27	Benton County	County Road 46	Level 2 Maintenance
2021-28	Benton County	County Road 46/40th Avenue SE	Level 2 Maintenance
2021-29	Benton County	CSAH 25	Level 2 Maintenance

2021 Transportation Projects in Benton County



05/11/2021

Legend

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

0 0.5 1 2 3 Miles

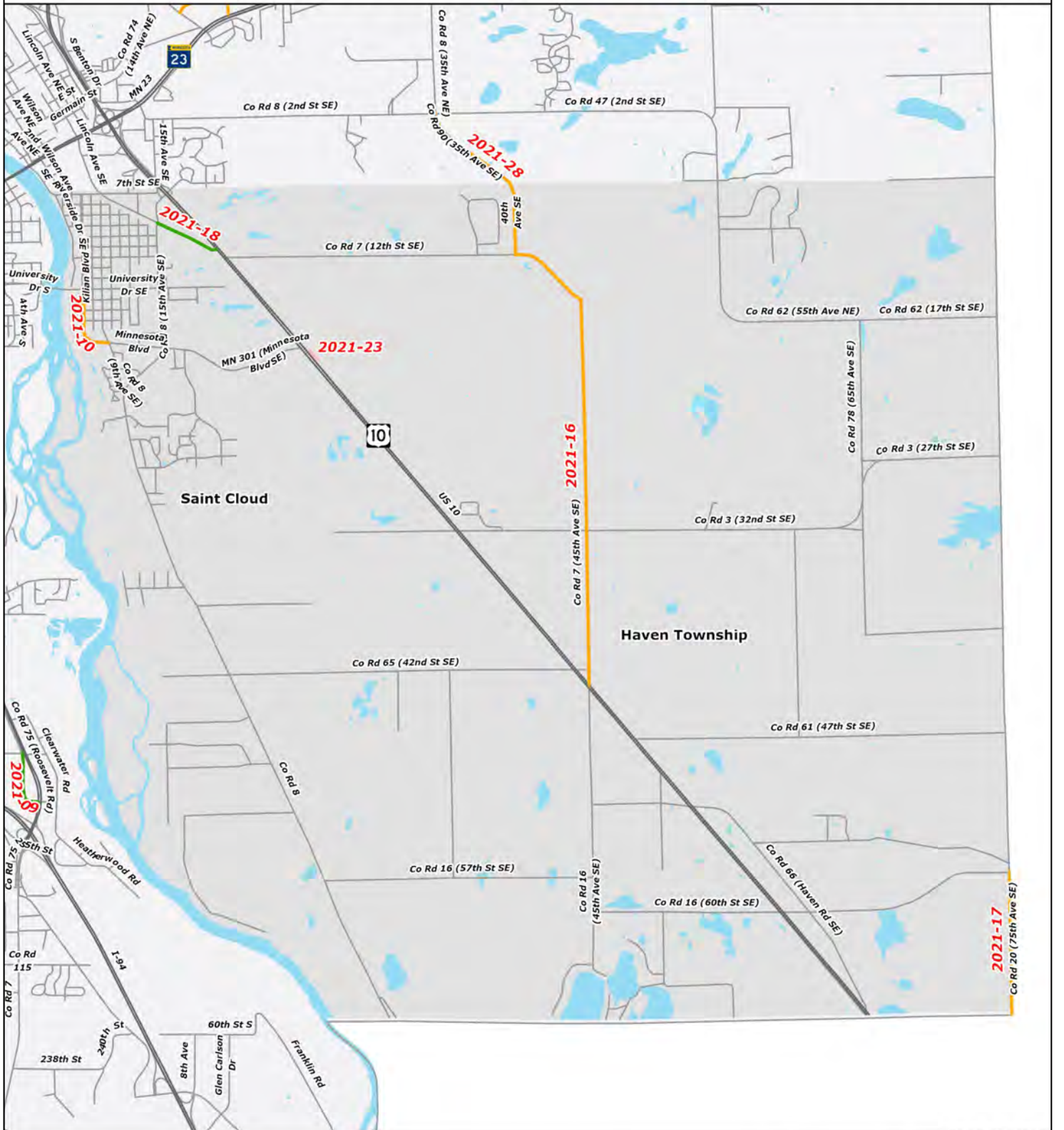
APQ

Benton County 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
7	\$2,326,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-11	County Road 55	Widening and bituminous reclaim of County Road 55 from 105th Street NW to CSAH 2 (outside of the APO's planning area)	N/A	\$1,600,000
2021-12	County Road 79	Bituminous reclaim and paving of County Road 79 from County Road 55 to US 10	0.25	\$98,000
2021-25	County Road 88	Bituminous overlay and shouldering on County Road 88 from CSAH 1 to County Road 46	0.55	\$92,000
2021-26	County Road 89	Bituminous overlay and shouldering on County Road 89 from County Road 88 to dead end	0.15	\$26,000
2021-27	County Road 46	Bituminous mill, overlay and ADA ramp improvements on County Road 46 from US 10 to MN 23	2.3	\$510,000
2021-28	County Road 46/40th Avenue SE	Bituminous mill and overlay on County Road 46/40th Avenue SE from 12th Street SE to CSAH 8	1.26	N/A
2021-29	CSAH 25	Overlay of CSAH 25 from MN 25 to CSAH 4	2.75	N/A

2021 Transportation Projects in Sherburne County



05/12/2021

Legend

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



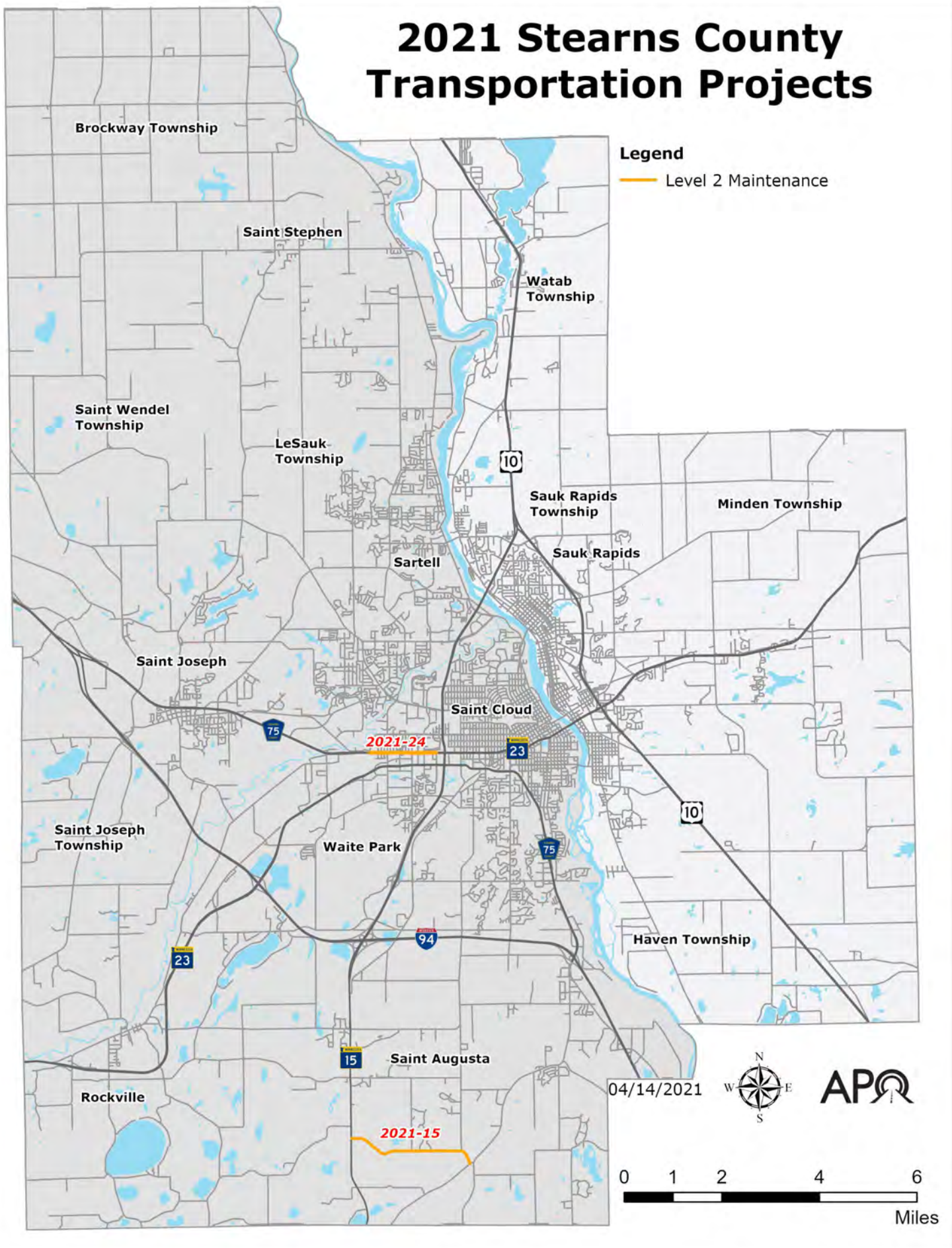
Miles

Sherburne County 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	\$2,203,146

Project ID	Route	Description	Miles	Estimated Project Cost
2021-16	CSAH 7	Mill and overlay of CSAH 7 from US 10 to 40th Avenue	N/A	\$1,173,480
2021-17	CSAH 20	Mill, overlay, and widening of CSAH 20 from southern Haven Township Line to CSAH 16	2.2	\$432,666
2021-18	County Road 63	Reconstruction of County Road 63 from CSAH 8 to Park and Ride	0.41	\$597,000

2021 Stearns County Transportation Projects



Stearns County 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$2,390,056

Project ID	Route	Description	Miles	Estimated Project Cost
2021-15	County Road 141	Resurface County Road 141 from MN 15 to County Road 142	2.7	\$675,000
2021-24	CSAH 75	Rehabilitate concrete pavement on CSAH 75 from 15th Avenue in Waite Park to Park Avenue in Saint Cloud	1.4	\$1,715,056

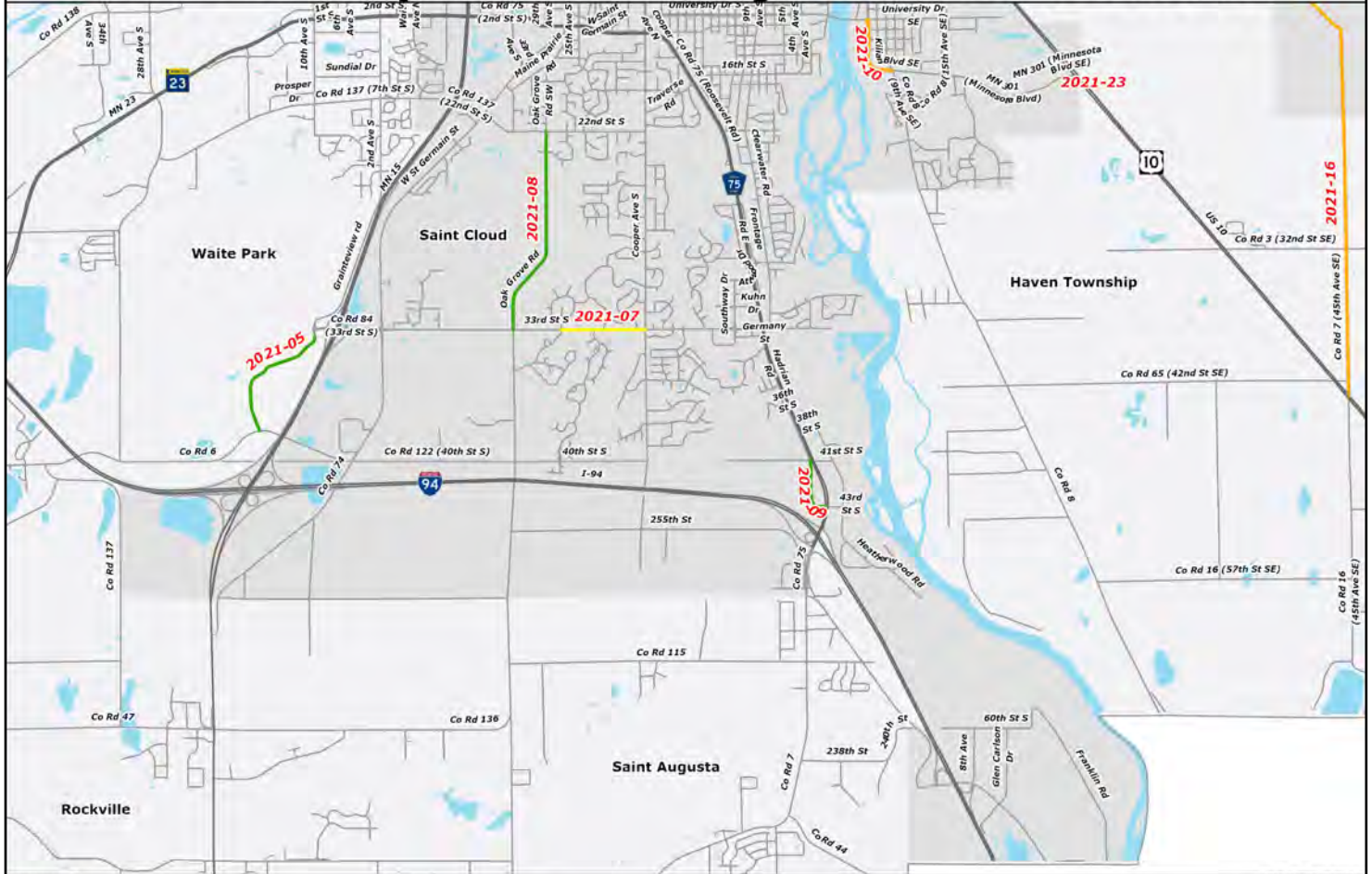
City of Saint Cloud 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	\$11,463,343

Miscellaneous Saint Cloud 2021 Projects

Project ID	Route	Description	Miles	Estimated Project Cost
N/A	N/A	2021 street bituminous resurfacing improvements at undetermined locations (PROJECT NOT MAPPED)	N/A	\$1,250,000




2021 Transportation Projects in Saint Cloud



Legend

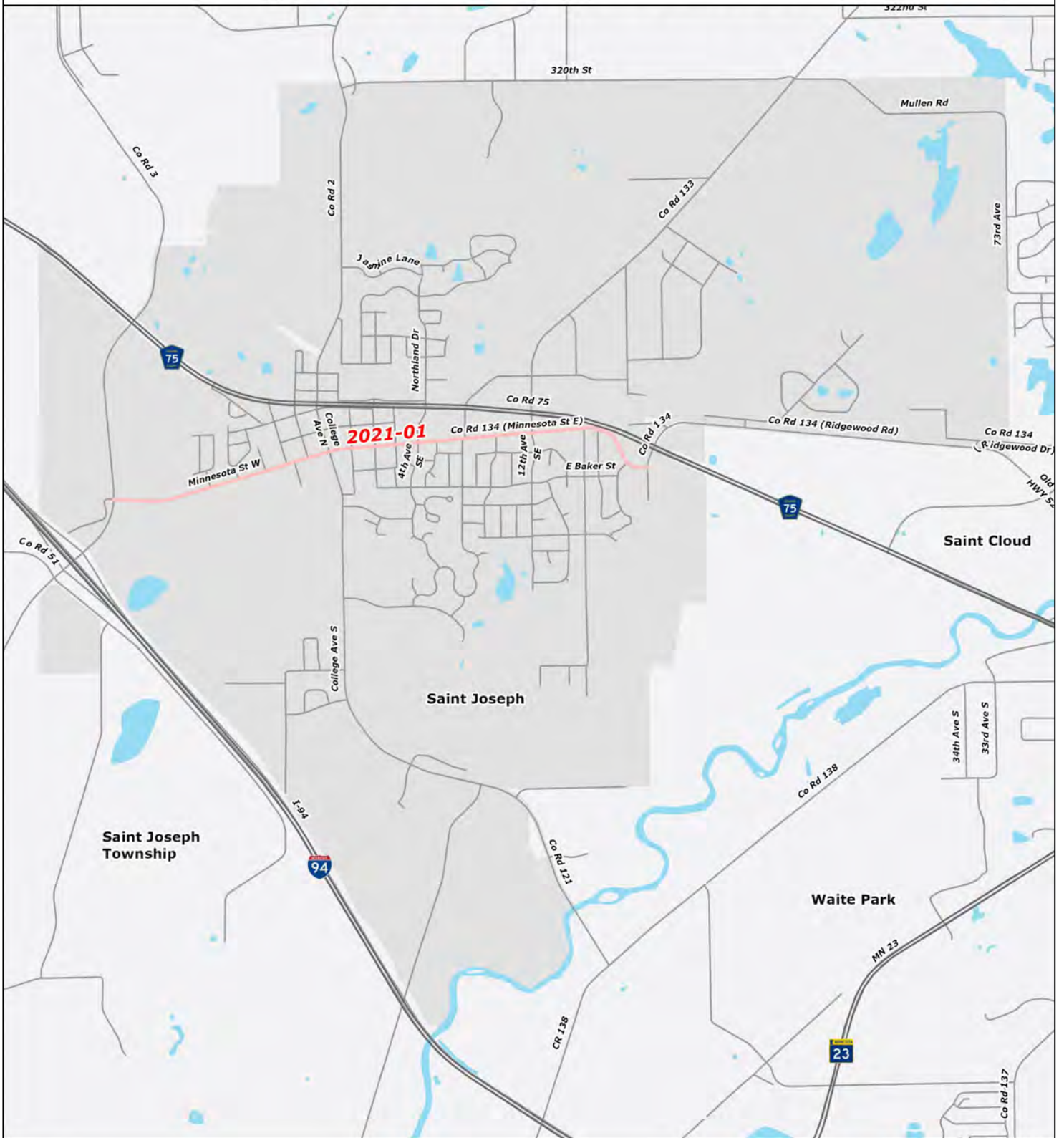
- Level 3 Maintenance
- Active Transportation Facility
- Expansion
- Miscellaneous

04/16/2021

Project ID	Route	Description	Miles	Estimated Project Cost
2021-07	33rd Street S	Reconstruct 33rd Street from 26th Avenue S to Cooper Avenue S to a four-lane divided roadway with sidewalk on the southside and a bituminous trail on the north side	N/A	\$2,900,000
2021-08	County Road 136	Reconstruct County Road 136 from 22nd Street S to south of Oak Hill Elementary School to an urban style roadway. Reconstruct County Road 136 from south of Oak Hill Elementary School to 33rd Street S to rural section with the addition of bike lanes.	1.6	\$4,447,543
2021-09	Hadrian Road	Reconstruct Hadrian Road from 40th Street S to CSAH 75	N/A	\$2,065,000
2021-10	Kilian Boulevard	Mill and bituminous replacement on Kilian Boulevard from University Drive to Ninth Avenue SE	N/A	\$800,800

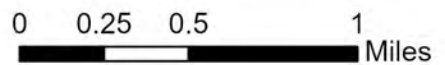
2021 Transportation Projects in Saint Joseph



04/14/2021

Legend

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

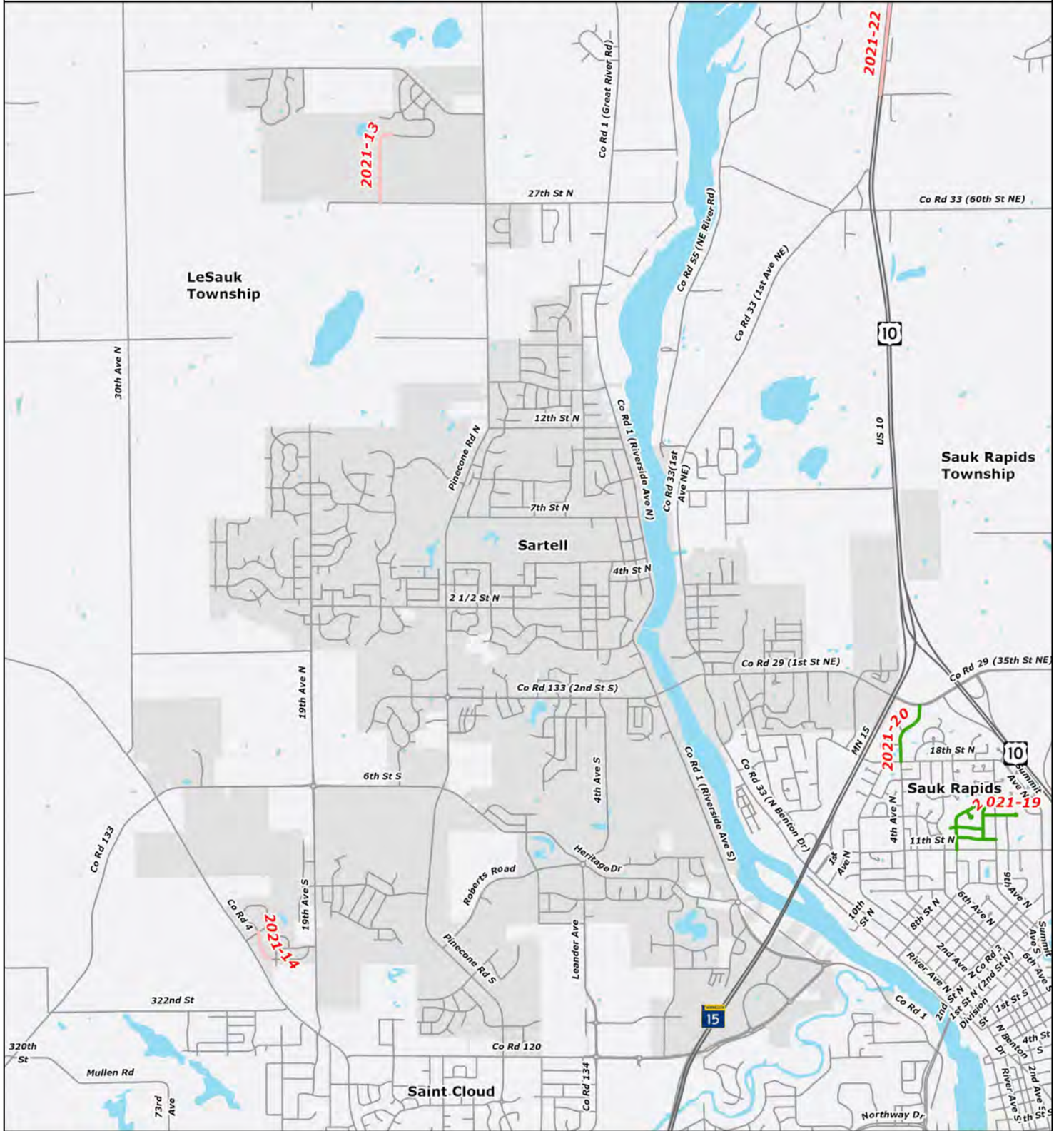


City of Saint Joseph 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$2,730,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-01	Minnesota Street	Landscaping work along Minnesota Street	N/A	\$353,000
N/A	N/A	2021 street overlays on undetermined roadways (PROJECT NOT MAPPED)	N/A	\$2,377,000

2021 Transportation Projects in Sartell



Legend

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



04/19/2021

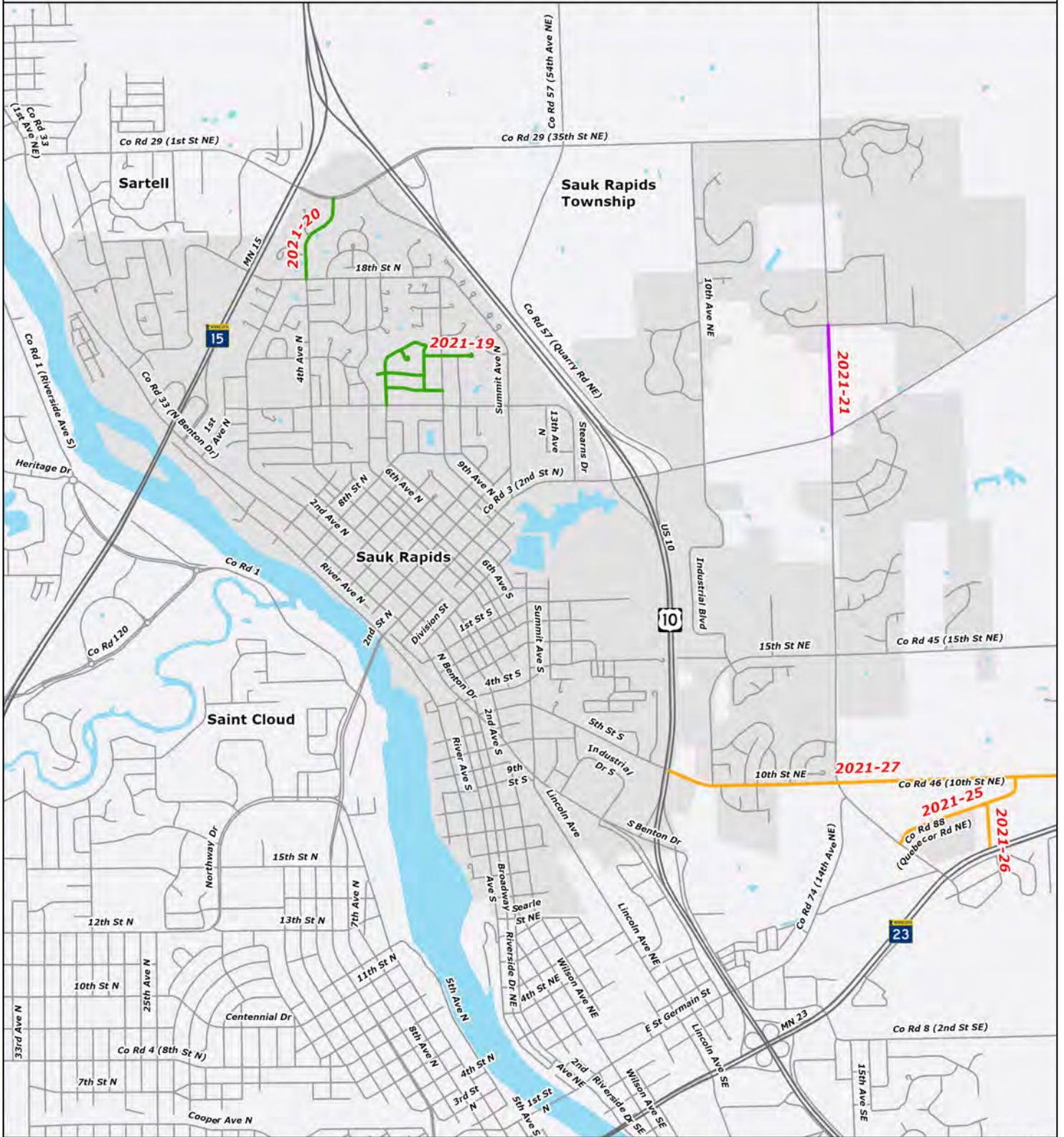


City of Sartell 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$1,974,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-13	Eagle Ridge 4	Private developer project around 12th Avenue N as part of the Eagle Ridge 4 Development	N/A	\$1,100,000
2021-14	Arbor Trails Phase 3B	Private developer project around Sandstone Loop S as part of the Arbor Trails Phase 3B Development	N/A	\$874,000

2021 Transportation Projects in Sauk Rapids



Legend

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



05/12/2021

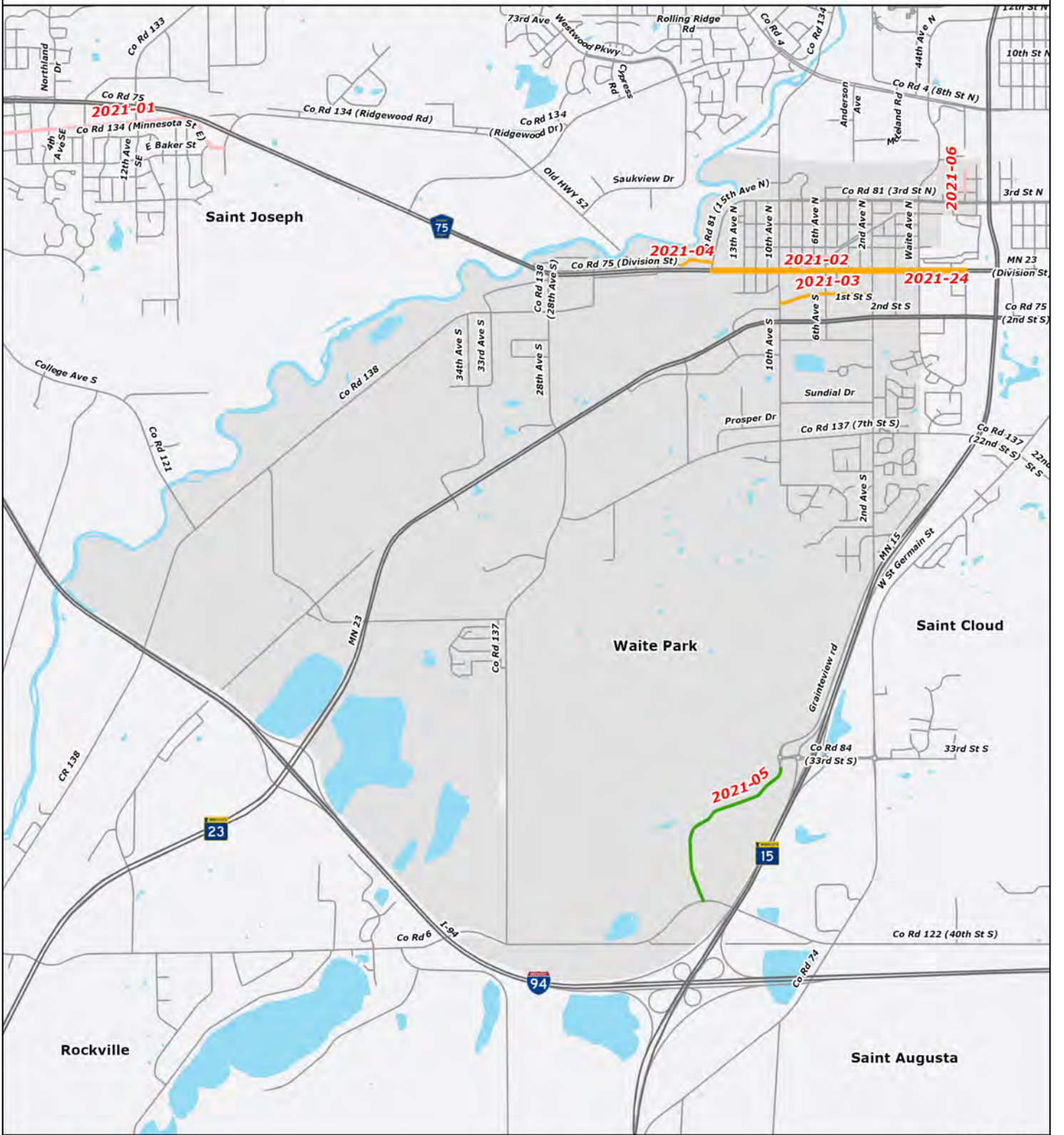


City of Sauk Rapids 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
3	\$3,933,428

Project ID	Route	Description	Miles	Estimated Project Cost
2021-19	Pleasantwood Addition	Reconstruction of portions of Seventh Avenue N, Eighth Avenue N, 11-1/2 Street N, 12th Street N, 13th Street N, and Oak Court	N/A	\$2,966,428
2021-20	Fourth Avenue N	Full depth reclamation and bituminous overlay on Fourth Avenue N from 18th Street N to CSAH 29	N/A	\$367,000
2021-21	CSAH 1 Trail	Construct a new trail along Mayhew Lake Road from Benton CSAH 3 to Osauka Road	N/A	\$600,000

2021 Transportation Projects in Waite Park



Legend

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



04/14/2021

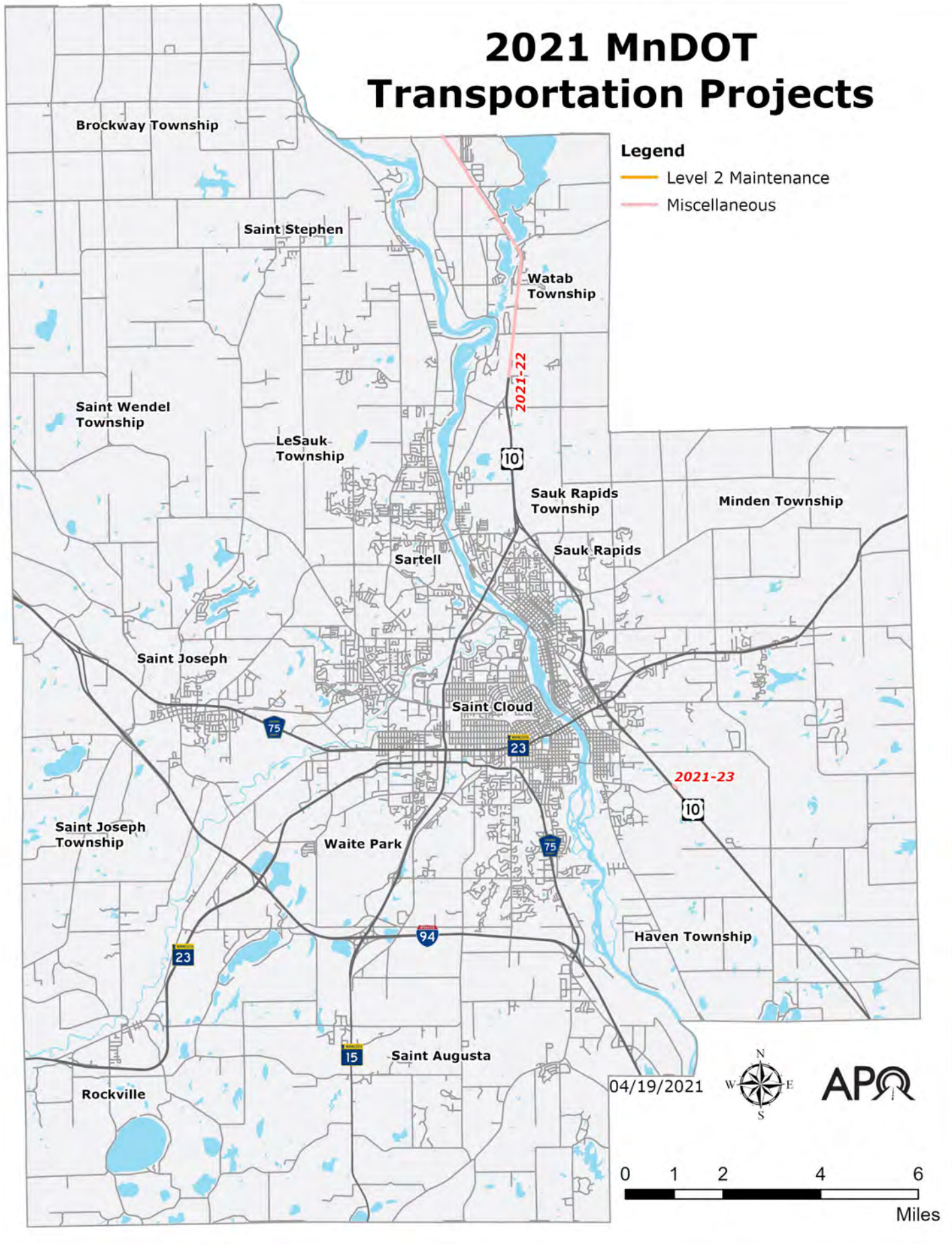


City of Waite Park 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
5	\$1,230,000

Project ID	Route	Description	Miles	Estimated Project Cost
2021-02	Sixth Alley	Vacating alley right of way and abandoning	N/A	\$30,000
2021-03	First Street S	Street preservation on First Street S south of 10th Avenue to Second Street S	N/A	\$220,000
2021-04	Frontage Road	Street preservation on Frontage Road N from 15th Avenue N to 900' west of 15th Avenue N	N/A	\$130,000
2021-05	Granite View South	Full depth reclamation and culvert replacement on Granite View South from south of 33rd Street S to County Road 6	N/A	\$750,000
2021-06	Third Avenue NE Drainage Ditch	Improving drainage along Third Avenue NE from the railroad tracks to 3-1/2 Street N including the placement of three culverts and a proposed drainage ditch	N/A	\$100,000

2021 MnDOT Transportation Projects



MnDOT 2021 Projects

Total Number of Projects	Budgeted Estimated Project Cost
2	\$1,429,584

Project ID	Route	Description	Miles	Estimated Project Cost
2021-22	US 10	US 10 install median cable barrier guardrail from County Road 40 (north of Rice) to 66th Street (north of Sauk Rapids)	8	\$1,379,584
2021-23	US 10	Saint Cloud historical marker site — reinstall interpretive panels with new concrete footings and pad, minor stone repairs to historical marker to stabilize loose stones and repoint mortar cracks	N/A	\$50,000



FY 2020 CONSTRUCTION PROJECTS

In addition to providing a comprehensive look at future transportation projects anticipated to be constructed within the Saint Cloud MPA, the RIIP also serves as means to track construction projects that have been completed within the past 12 months.

This one-year look is designed to serve two purposes.

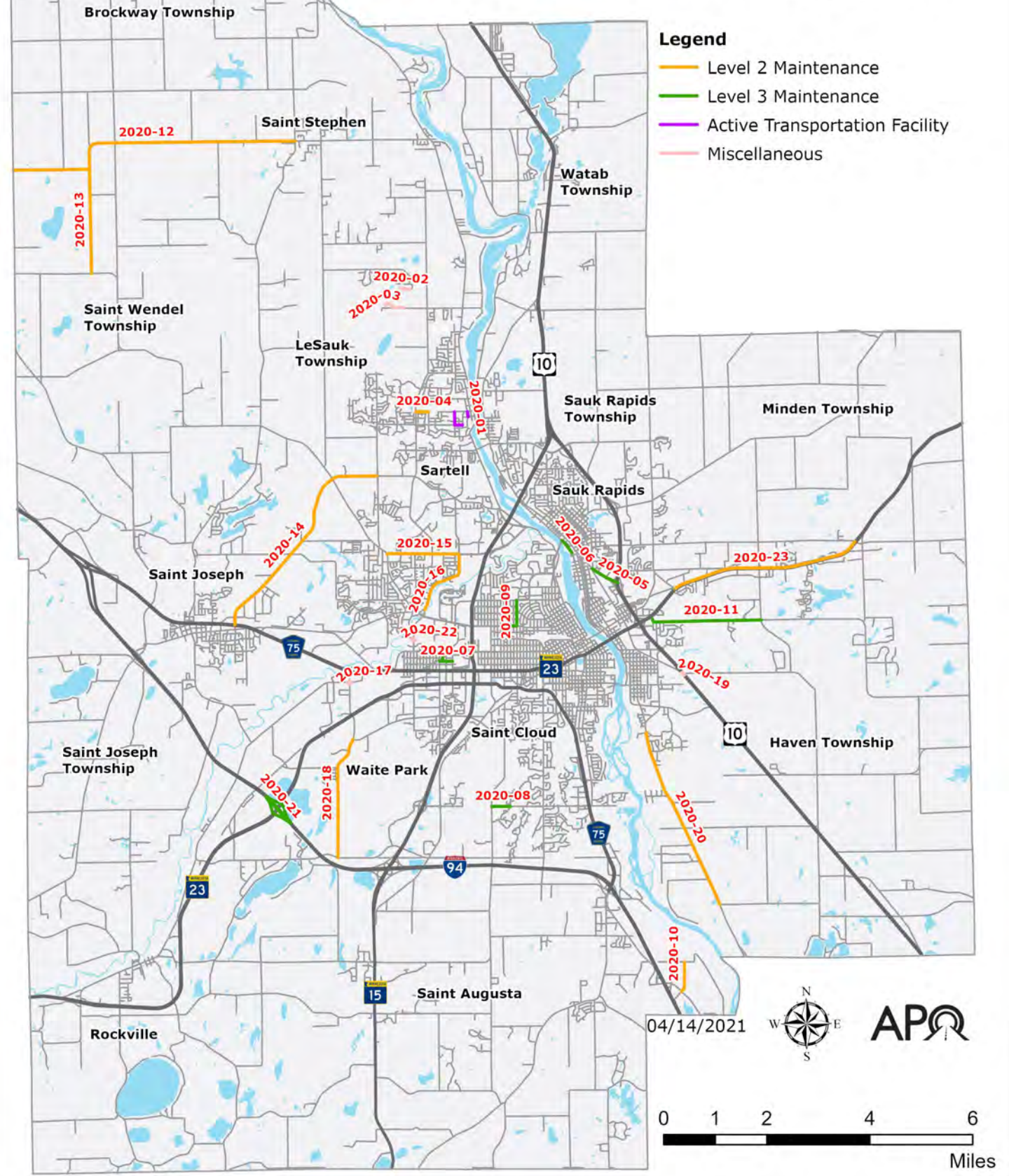
Given the fluid nature of jurisdictional CIPs, first, it is important to understand if projects scheduled for construction in the previous year were completed or delayed and/or if outer year projects were advanced. CIPs serve as infrastructure planning documents for many jurisdictions and are subject to change based upon unexpected occurrences across the system, budgetary surpluses/deficits, and other issues.

Furthermore, understanding the estimated-to-actual costs for projects constructed serves to provide APO and jurisdictional staff with a better understanding of the costs to complete various improvements to the transportation system. This becomes important in future planning and programming endeavors including future CIP development at the local level and the long-range transportation plan (Metropolitan Transportation Plan or MTP) at a regional (APO planning) level.

The following is a list of projects constructed in 2020 within the MPA. Similar to those projects listed for construction in 2021, these projects are again identified with a Project ID **number and are classified into six “simplified work type” categories**. A more detailed work type description along with the estimated final project cost for each project are included in the accompanying tables.

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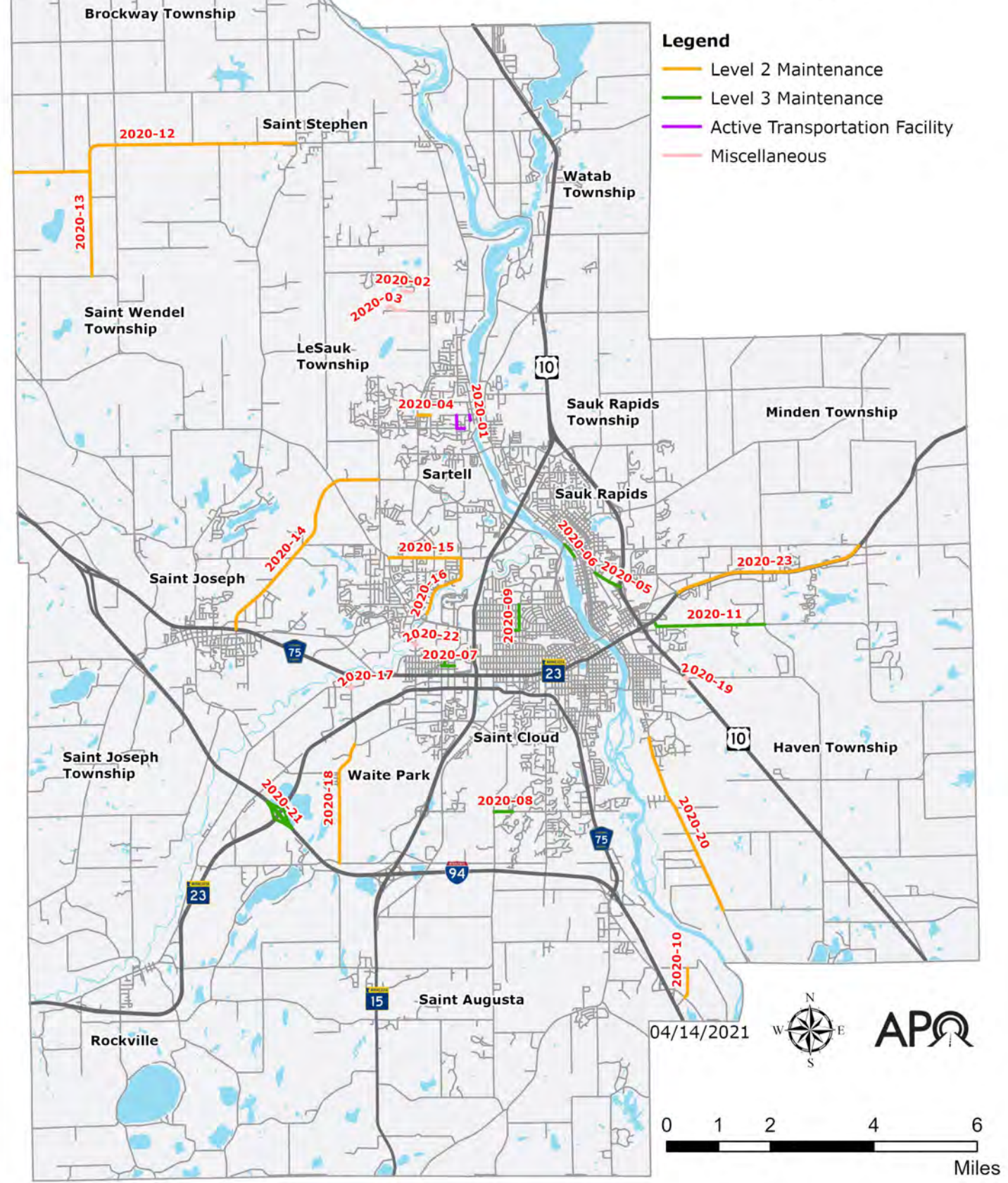
2020 APO Regional Transportation Projects



2020 APO Regional Transportation Projects

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
2020-01	Sartell	Construct SRTS infrastructure improvements along Second Avenue N, Fifth Avenue N, and 2-1/2 Street in Sartell	\$1,928,342	\$1,790,000
2020-02	Sartell	Eagle Ridge 3 private developer project	\$358,800	\$315,000
2020-03	Sartell	Gates at Blackberry private developer project with extension of 27th Street N	\$1,644,500	\$1,450,000
2020-04	Sartell	Overlay Fifth Avenue N from Pinecone Road to Ninth Avenue N	\$245,300	\$210,000
2020-05	Sauk Rapids	Reconstruction of Sauk Rapids MSAS 109 (Benton Drive) from Summit Avenue S to US 10	\$2,528,678	\$1,950,000 (Construction only, no soft costs)
2020-06	Sauk Rapids	Reconstruction of River Avenue from approximately 250' north of Fourth Street N to the Second Street N bridge	N/A	No final estimated project costs available — construction into 2021
2020-07	Waite Park	Street and utility reconstruction of Second Street N and West Avenue	N/A	\$1,300,000
2020-08	Saint Cloud	Reconstruct 33rd Street S from CR 136 to 26th Avenue N to a four-lane divided roadway with sidewalk on the south side and a bituminous trail on the north	\$5,100,000	\$5,100,000
2020-09	Saint Cloud	Reconstruct streets and utilities on 25th Avenue N from Eighth to 12th Street N and Upper Pan Sanitary Sewer rerouting improvements	\$5,904,100	\$5,904,100
2020-10	Saint Cloud	Bituminous resurfacing improvements on Glenn Carlson Drive from CSAH 75 to 60th Street S	N/A	\$250,000
2020-11	Benton County	Full depth reclamation on CSAH 8 from 0.6 miles east of MN 23 to Benton CR 47	\$655,250	\$659,265.54
2020-12	Stearns County	Resurface CSAH 5 from CSAH 3 to CSAH 2	\$1,500,000	\$1,169,172
2020-13	Stearns County	Resurface CR 132 from CSAH 4 to CSAH 5	\$425,000	\$398,195
2020-14	Stearns County	Resurface CSAH 133 from CSAH 75 to 19th Avenue in Sartell	\$1,300,000	\$1,756,942
2020-15	Stearns County	Resurface CSAH 120 from CSAH 4 to CR 134	\$1,000,000	\$901,803
2020-16	Stearns County	Resurface CR 134 from Sauk River to CSAH 120	\$600,000	\$976,361
2020-17	Stearns County	Construct a roundabout at the intersection of CSAH 138 and 28th Avenue in Waite Park	\$1,200,000	\$1,146,308
2020-18	Stearns County	Resurface CSAH 137 from 28th Avenue to CSAH 6	\$625,000	\$542,180

2020 APO Regional Transportation Projects



2020 APO Regional Transportation Projects (Continued)

Project ID	Sponsor	Project Description	Budgeted Estimated Project Cost	Final Estimated Project Cost
2020-19	Sherburne County	Intersection improvements at CSAH 7 and US 10	N/A	\$336,076.25
2020-20	Sherburne County	Mill and overlay on CSAH 8 from CSAH 16 to 24th Street	N/A	\$1,651,557.68
2020-21	MnDOT	Interchange safety revisions at the MN 23/I-94 interchange south of Waite Park	\$2,200,000	\$2,022,141.35
2020-22	MnDOT	NLR RR, install gates at CSAH 138, 54th Avenue N in Waite Park	\$240,000	No final estimated project costs available — work still ongoing
2020-23	MnDOT	Resurface MN 23 from Benton CR 1 to MN 95; construct a reduced conflict intersection at Benton CR 8 east of Saint Cloud	\$3,527,000	Final project costs not available.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Planner
RE: FY 2023-2026 Transportation Improvement Program Development Schedule
DATE: May 5, 2021

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.

To assist agencies and jurisdictions within the APO's MPA in the process of developing the fiscal year (FY) 2023-2026 TIP, APO staff have developed a draft of the TIP Development Schedule for the FY 2023-2026 cycle.

This schedule is based upon the Minnesota Department of Transportation (MnDOT) District 3 Area Transportation Improvement Program (ATIP) Development Schedule developed by MnDOT District 3 staff. The ATIP Development Schedule was developed to coincide with the development of the State Transportation Improvement Program (STIP).

The ATIP Development Schedule was approved by the Central Minnesota Area Transportation Partnership (ATP) at its April 8 meeting.

Suggested Action: Approval.



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

T. 320.252.7568 F. 320.252.6557

Transportation Improvement Program Schedule 2021-2022

For the Development of the 2023-2026 TIP

DATE	ACTION
October 2021 – January 2022	MnDOT Office of Traffic, Safety, and Technology conducts statewide solicitation for Federal Highway Safety Improvement Program (HSIP) safety candidate projects.
October 2021	APO begins solicitation for locally sponsored Surface Transportation Block Grant Program (STBGP) projects.
October 2021 – January 2022	MnDOT District 3 begins solicitation for Local Partnership Program (LPP) projects.
Oct. 1, 2021	Transportation Alternatives (TA) solicitation opens.
Oct. 12, 2021	TA workshop held in Saint Cloud during the Letter of Intent solicitation phase. A workshop will also be held in Baxter following the ATP meeting on Oct. 7.
Oct. 29, 2021	DEADLINE for TA Letter of Intent submittals.
November 2021	MnDOT's Office of Transit and Active Transportation (OTAT) develops preliminary list of transit capital projects.
Nov. 15, 2021	Commence full application phase for TA solicitation.
January 2022	Transit committee conducts a review of transit vehicle capital candidates.
Jan. 3, 2022	DEADLINE for STBGP* project application submittals. Preliminary deadline for TA project application submittals.
Jan. 13, 2022	Preliminary review of project application submittals by Central Minnesota Area Transportation Partnership.
Jan. 18 – 28, 2022	Active Transportation Advisory Committee meets to recommend TA projects prioritization for TAC.
Jan. 31, 2022	MnDOT OTAT finalizes list of transit capital projects.
Feb. 3, 2022	APO TAC reviews, ranks, and develops a list of regional transportation priorities based off locally sponsored STBGP and TA projects submitted to be recommended for Policy Board approval.

DATE	ACTION
Feb. 10, 2021	APO Policy Board will approve draft APO prioritized project list for the locally sponsored STBGP and TA projects to be incorporated by the Central Minnesota ATP.
Feb. 22 – Feb. 25, 2022	Solicitation begins for financials/fiscal plans and Annual Listing of Obligated Projects for APO agencies and jurisdictions.
March 2022	MnDOT District 3 completes draft four-year construction program.
Feb. 28, 2022	APO staff begin coordination with Metro Bus on 2026 transit project development
March 8, 2022	ATP's TA Committee evaluates, scores, and ranks TA projects at a meeting in Saint Cloud.
March 16, 2022	Area Transportation Improvement Program (ATIP) Development Committee meets in Baxter to merge regional priorities and develop the draft ATIP.
March 28, 2022	DEADLINE for financial/fiscal constraint/ALOP information for APO agencies and jurisdictions.
April 1, 2022	APO staff will submit a draft TIP project list to MnDOT District 3 to be included in the draft ATIP.
April 7, 2022	Central Minnesota ATP reviews, modifies, and approves the draft ATIP at a meeting in Baxter.
April 15, 2022	MnDOT District 3 submits the ATP's approved draft ATIP to MnDOT Office of Transportation System Management (OTSM).
May 2, 2022	APO submits draft TIP to MnDOT, Federal Highway Administration, and Federal Transit Administration for comment and review.
May 2022	OTSM develops the draft State Transportation Improvement Program (STIP).
May-June 2022	Public review and comment of the draft STIP.
May 26, 2022	APO staff presents draft TIP to TAC for recommended approval to begin 30-day public comment period.
June 9, 2022	APO staff presents draft TIP to Policy Board for approval to begin 30-day public comment period.
June 16, 2021	Central Minnesota ATP reviews and comments on the draft STIP.
July 2021	MnDOT District 3 submits comments regarding draft STIP to OTSM.
July 13, 2022	APO staff submit draft TIP to 30-day public comment period.
Aug. 25, 2022	APO TAC reviews final draft of the TIP.

DATE	ACTION
Sept. 8, 2022	APO Policy Board approves final draft of the TIP.
Sept. 9, 2022	APO submits TIP documents to MnDOT for inclusion into the ATIP and STIP.
August-September 2022	MnDOT approves draft STIP and submits to FHWA/FTA.
September-October 2022	FHWA/FTA make findings and accepts for funding.
November-December 2022	FHWA/FTA approve the STIP

**** All STBGP applications are due to the APO (c/o Vicki Johnson) by no later than 3 p.m. on Monday, Jan. 3, 2022. Late applications will not be accepted.**

This schedule is developed from the 2020-2021 TIP development schedule and the Central Minnesota ATP 2023-2026 STIP development timeline. Dates and deadlines are subject to change. APO staff will do its best to notify all agencies and jurisdictions of changes and will send out an updated schedule as soon as changes have been verified by MnDOT.

Please contact Vicki Johnson at 320-252-7568 ext. 203 or ikeyoqu@stcloudapo.org if you have any questions, comments, or concerns on this schedule once adopted.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Planner
RE: FY 2022-2025 Transportation Improvement Program Amendment Schedule
DATE: May 5, 2021

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.

Throughout the course of the fiscal year, various changes to projects programmed into the document arise. These changes fall within three different categories: Technical Corrections, Administrative Modifications, and Amendments. The most significant of these changes are amendments.

To be considered a TIP amendment, according to the APO's Stakeholder Engagement Plan (SEP), one of the following criteria must be met:

- Add a new project.
- Revise a project scope such as changing the major work from bridge rehabilitation to replacement, resurface to reconstruct, removing or adding additional work/bridge/lane/intersection/route; removing or adding a phase of work such as preliminary engineering/right-of-way construction.
- The change impacts financial constraint, including total cost increases or decreases meeting the Formal STIP Amendment thresholds. Of note, an increase or decrease of 20% or greater for FTA funded projects triggers a TIP/STIP amendment.

STIP (and TIP) Total Project Estimate Cost	FHWA STIP (and TIP) Amendment Required If Increase/Decrease More Than:
<\$1,000,000	No STIP/TIP Amendment is required when the STIP/TIP total project estimate cost is less than \$1 million AND the proposed total estimate cost remains less than \$1 million.
\$1,000,001 to \$3,000,000	50%
\$3,000,001 to \$10,000,000	35%
\$10,000,001 to \$50,000,000	20%

STIP (and TIP) Total Project Estimate Cost	FHWA STIP (and TIP) Amendment Required If Increase/Decrease More Than:
\$50,000,001 to \$100,000,000	15%
>\$100,000,000	10%

- Change a project limit/termini/length greater than 0.3 miles in any direction.
- Impact air quality conformity.

If one of the above factors is met, the TIP must undergo the amendment process outlined in the SEP. This process includes a 30-day public comment period in addition to seeking a recommendation from the APO's TAC for Policy Board approval.

To streamline the process of amendments to the TIP and more efficiently deliver needed changes to the TIP and subsequently the Area Transportation Improvement Program (ATIP) and STIP in a timely manner, APO staff have developed a TIP amendment schedule.

Since the amendment process is a lengthy one, including a 30-day period of public comment, APO staff feel that by processing several amendments at one time it would more effectively utilize resources and process changes to the document.

Attachment H2 outlines the proposed schedule.

Any amendment received after 5 p.m. on the date of the deadline will NOT be considered for that amendment cycle. Instead, it would be processed as part of the subsequent amendment cycle. Exceptions will be limited and will need to be justified in writing to the APO's Executive Director.

The APO will work to align the schedule with the STIP amendment schedule to the best of its abilities with the understanding that the APO meeting schedules have been set.

The current draft of the APO's FY 2022-2025 TIP Amendment Schedule coincides with tentatively scheduled APO TAC and board meetings for 2022.

Suggested Action: Approval.



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

T. 320.252.7568 F. 320.252.6557

FY 2022-2025 Transportation Improvement Program Amendment Schedule

Amendment Deadline	30-Day Public Comment	TAC Review	Policy Board Approval	Submission to MnDOT	Submittal to FHWA/FTA
Monday, Dec. 27, 2021 *first changes to the 2022-2025 TIP	Dec. 29, 2021 – Jan. 28, 2022	Feb. 3, 2022	Feb. 10, 2022	Feb. 11, 2022	N/A
Friday, Jan. 14, 2022	Jan. 19 – Feb. 18, 2022	Feb. 24, 2022	March 10, 2022	March 11, 2022	N/A
Friday, Feb. 18, 2022	Feb. 23 – March 25, 2022	March 31, 2022	April 14, 2022	April 15, 2022	N/A
Monday, March 21, 2022	March 23 – April 22, 2022	April 28, 2022	May 12, 2022	May 13, 2022	N/A

Tentative APO Meeting Schedule for 2022

Month	TAC	Policy Board
January	N/A	Jan. 13, 2022
February	Feb. 3, 2022 (SPECIAL MEETING) Feb. 24, 2022	Feb. 10, 2022
March	March 31, 2022	March 10, 2022
April	April 28, 2022	April 14, 2022
May	May 26, 2022	May 12, 2022
June	June 30, 2022	June 9, 2022
July	July 28, 2022	July 14, 2022
August	Aug. 25, 2022	Aug. 11, 2022
September	Sept. 29, 2022	Sept. 8, 2022
October	Oct. 27, 2022	Oct. 13, 2022
November	Nov. 24, 2022 (THANKSGIVING DAY)	Nov. 10, 2022
December	Dec. 29, 2022	Dec. 8, 2022

**Of note, APO staff is proposing to cancel the January TAC meeting due to traditional conflict with city engineers conference. Two meetings will be held in February. APO's TAC typically does not meet in November and December.*