

# Transportation Improvement Program



**FY 2022-2025**

Prepared by the Saint Cloud Area  
Planning Organization

Sept. 9, 2021



SAINT CLOUD | AREA PLANNING ORGANIZATION

## DISCLAIMER

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

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

## RESOLUTION # 2021-11

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

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**RESOLUTION #2021-11**

**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;

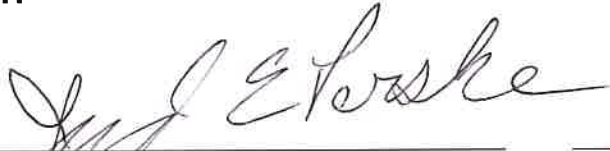
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

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.

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## 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 21<sup>st</sup> 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, 2012, 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 21<sup>st</sup> 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.

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



## INTRODUCTION

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

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

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

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

### Saint Cloud Area Planning Organization

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

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

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

# Metropolitan and Urbanized Area

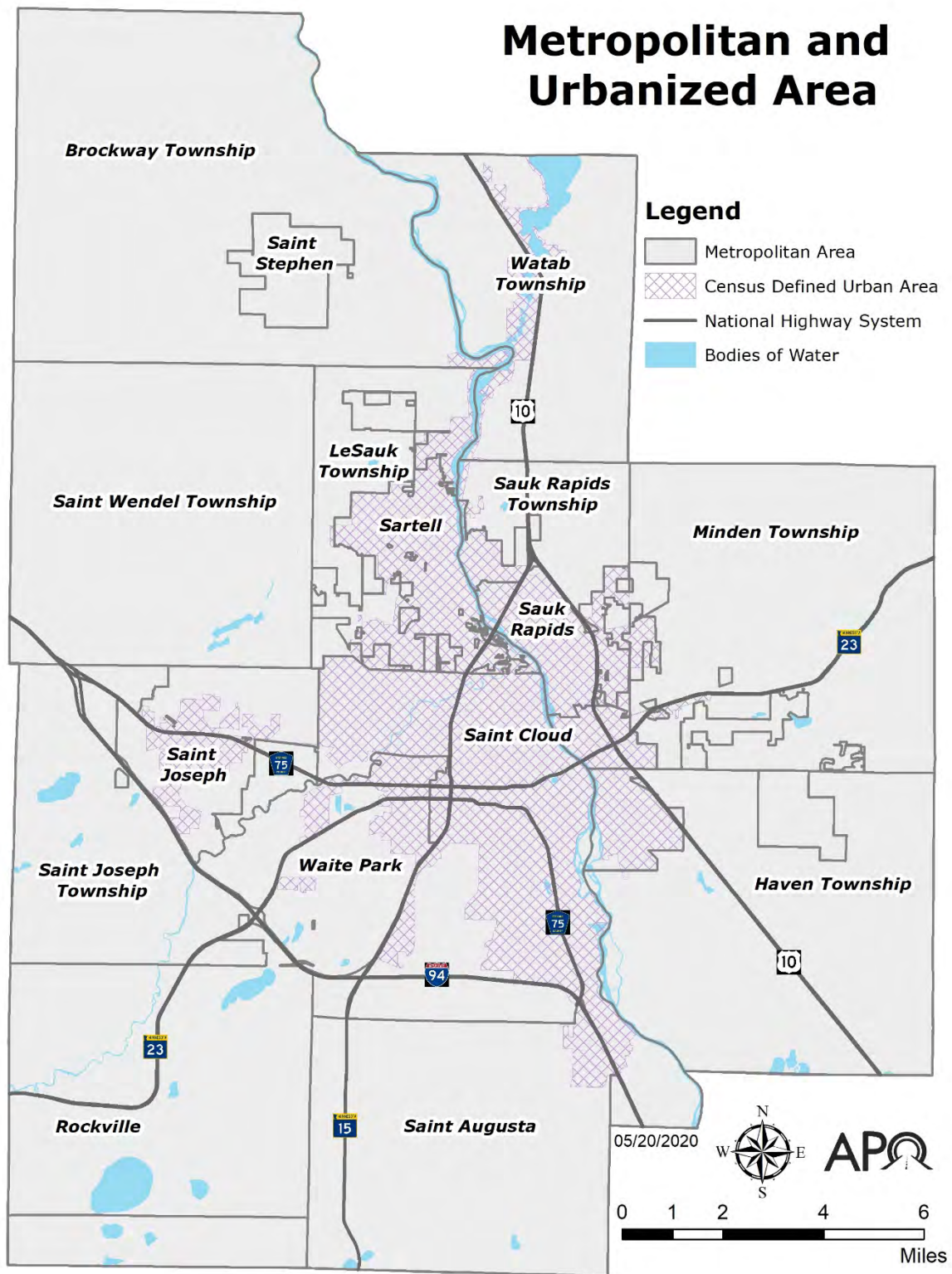
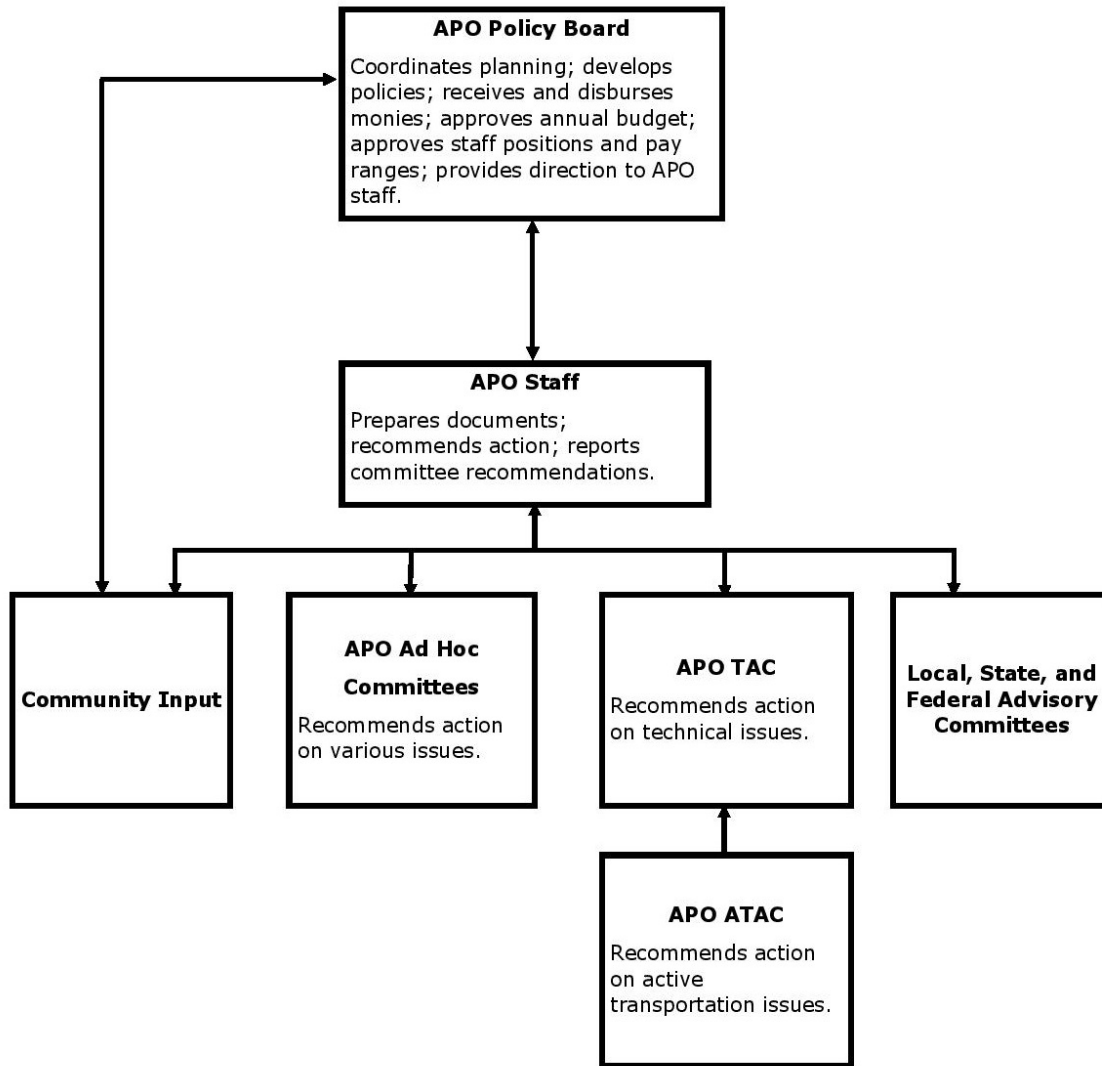


Figure 1: APO Planning Area Map.

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)."<sup>1</sup>

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<sup>1</sup> 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/39VNHf) (https://bit.ly/39VNHf) – 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

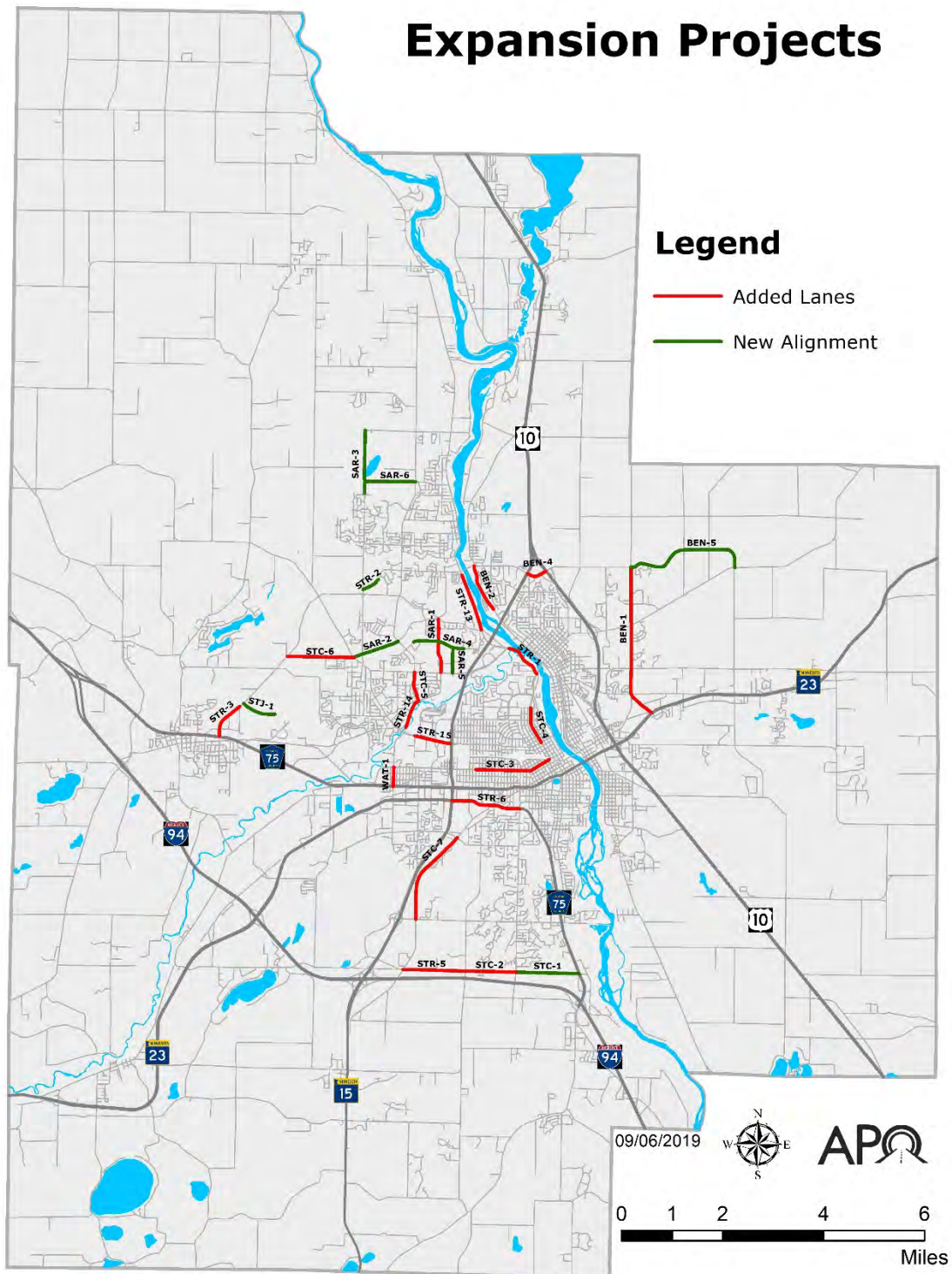
The APO's MTP has identified 27 expansion projects for the metropolitan planning area to tentatively be completed by 2045. Those projects are listed in Figures 5 and 6.

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 <sup>th</sup> 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 <sup>th</sup> Street NW	Four-Lane Undivided Arterial
BEN-4	CSAH 29 (35 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
STC-2	MSAS 156 (40 <sup>th</sup> Street S) in Saint Cloud	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Undivided Collector
STC-3	MSAS 114 (Third Street N) in Saint Cloud	31 <sup>st</sup> 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 <sup>th</sup> 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 <sup>nd</sup> 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 <sup>nd</sup> Street S) to 33 <sup>rd</sup> Street S	Three-Lane Undivided Arterial
STJ-1	Westwood Parkway in Saint Joseph	21 <sup>st</sup> 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 <sup>nd</sup> Street)	Three-Lane Undivided Collector

SAR-3	19 <sup>th</sup> Avenue N in Sartell	11 <sup>th</sup> Street N to 27 <sup>th</sup> Street N	Two-Lane Undivided Local
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 <sup>th</sup> Street N in Sartell	MSAS 103 (Pinecone Road N) to 19 <sup>th</sup> Avenue N	Four-Lane Undivided Collector
WAT-1	MSAS 103 (10 <sup>th</sup> Avenue N) in Waite Park	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial

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

# 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 <sup>st</sup> Street to CSAH 1	Two-Lane Arterial Reconstruction
STR-8	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12 <sup>th</sup> 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 <sup>rd</sup> Street S	Major Collector Reconstruction
STC-8	MSAS 175 (County Road 136/Oak Grove Road SW) in Saint Cloud	MSAS 153 (22 <sup>nd</sup> Street S) to MSAS 151 (33 <sup>rd</sup> Street S)	Two-Lane Collector Reconstruction
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 <sup>nd</sup> Street S) in Saint Cloud	MSAS 175 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue S)	Two-Lane Minor Arterial Reconstruction
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 <sup>th</sup> Street N) in Saint Cloud	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction
SAR-7	19 <sup>th</sup> 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 <sup>th</sup> Street N in Sartell	75th Avenue (Townline Road) to 12 <sup>th</sup> 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 <sup>th</sup> Street S	Two-Lane Collector Reconstruction
SAK-3	MSAS 104 (Second Avenue S) in Sauk Rapids	10 <sup>th</sup> Street S to Searle Street	Two-Lane Collector Reconstruction
SAK-4	MSAS 101 (11 <sup>th</sup> Street N) in Sauk Rapids	MSAS 104 (Second Avenue N) to MSAS 101 (Sixth Avenue N)	Two-Lane Collector Reconstruction
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 <sup>th</sup> 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 <sup>th</sup> 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 <sup>th</sup> Street SE) in Haven Township	Tee-To-Green Street to CSAH 20 (75 <sup>th</sup> Avenue SE)	Two-Lane Collector Reconstruction
SBC-2	CSAH 20 (75 <sup>th</sup> Avenue SE) in Haven Township	Seventh Street SE to CSAH 16 (57 <sup>th</sup> Street SE)	Two-Lane Collector Reconstruction
SBC-3	CR 65 (42 <sup>nd</sup> 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 <sup>th</sup> 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.



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.

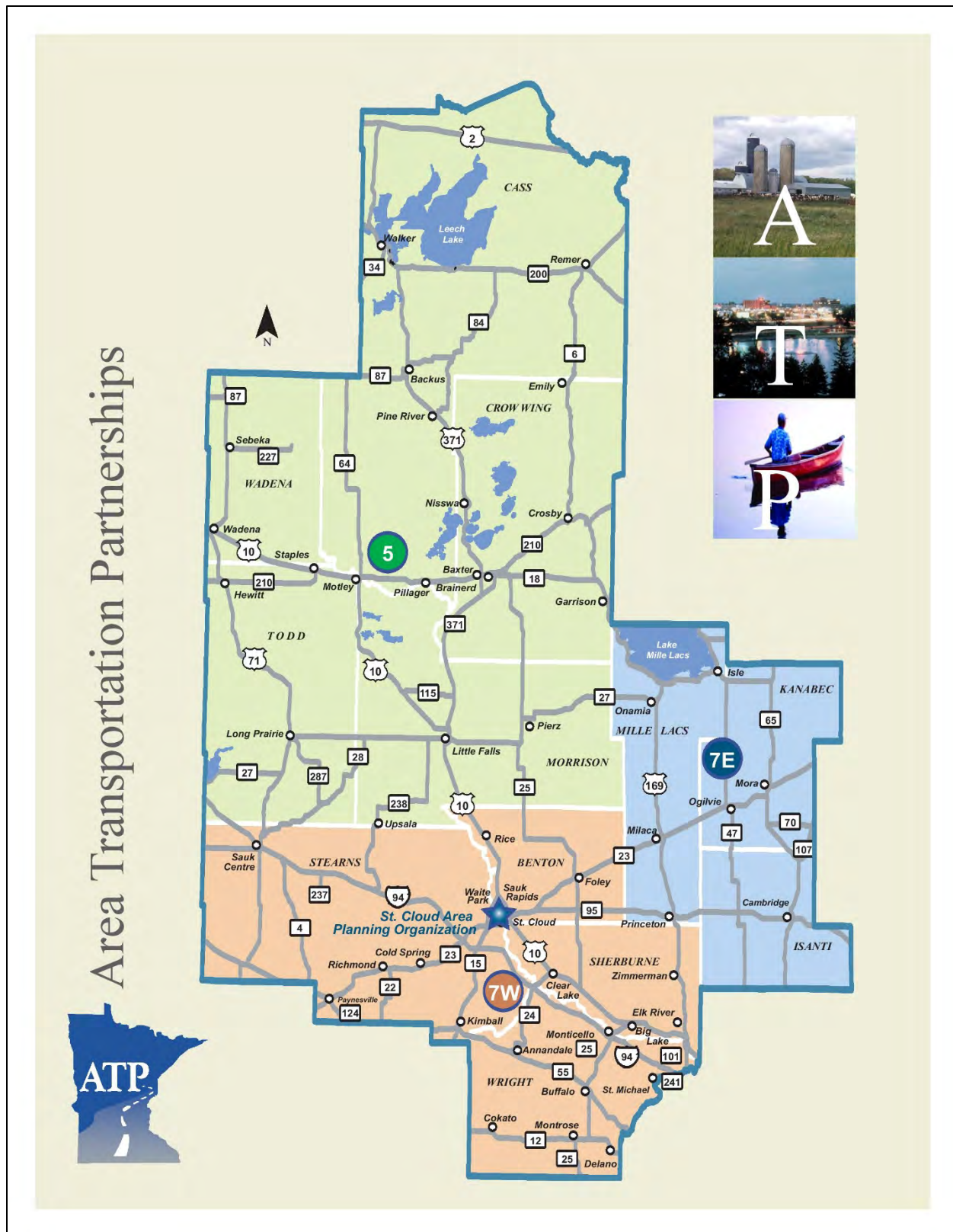


Figure 9: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.



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

<b>Estimated project cost: \$93,000</b>
Fiscal year: 2022

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

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

<b>Status updates</b>
<b>Dec. 21, 2020:</b> 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

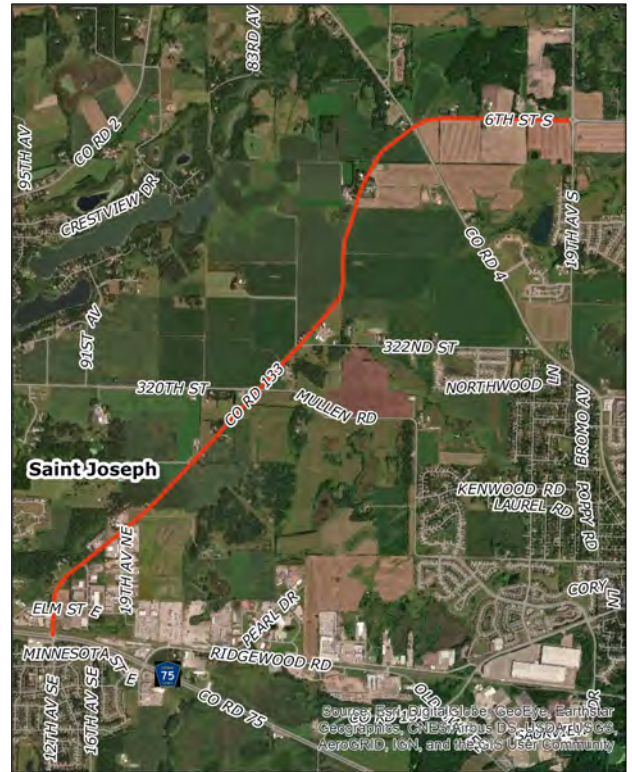
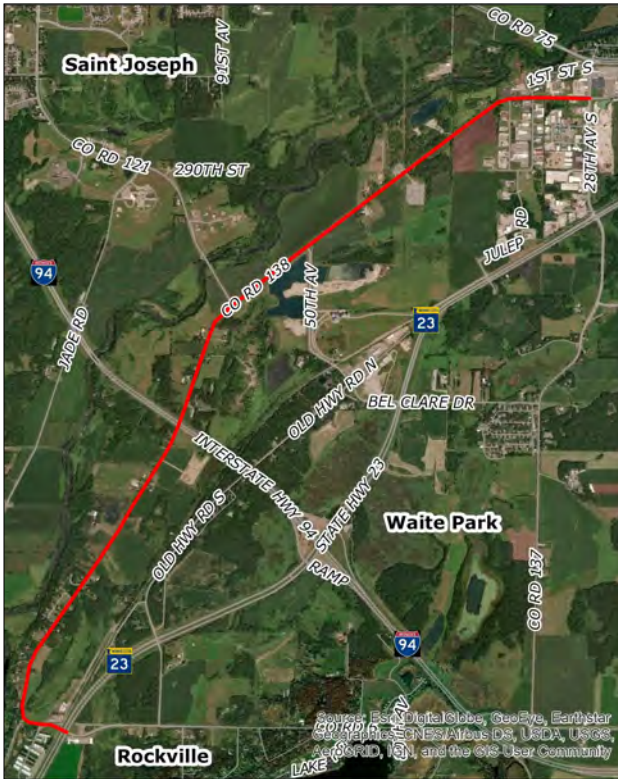
**Status updates**

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](mailto:jodi.teich@co.stearns.mn.us)



# 2022 Stearns County Rural Intersection Lighting

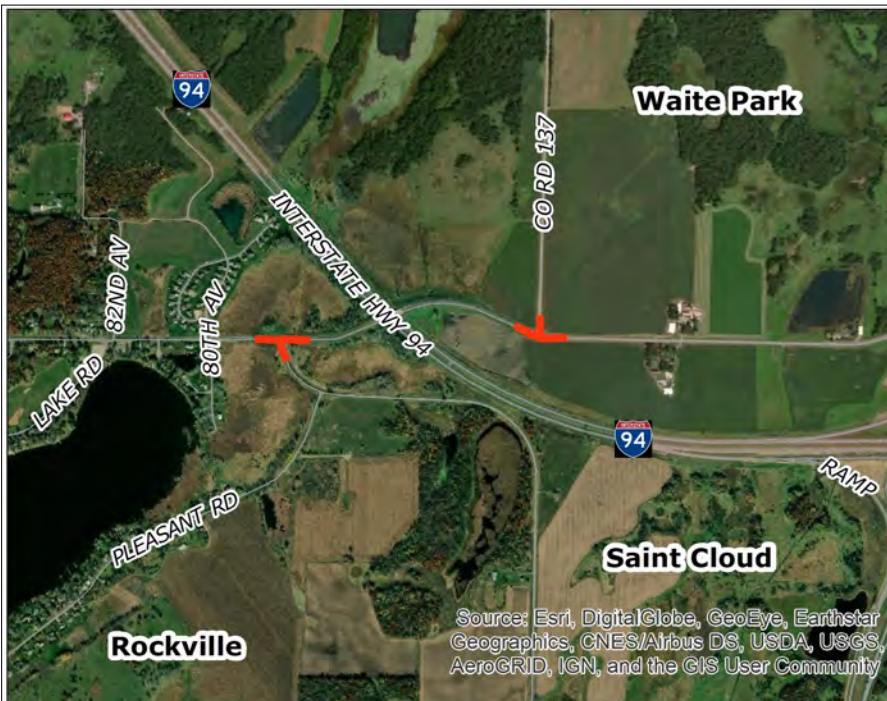


**Estimated project cost:**  
**\$96,000**

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

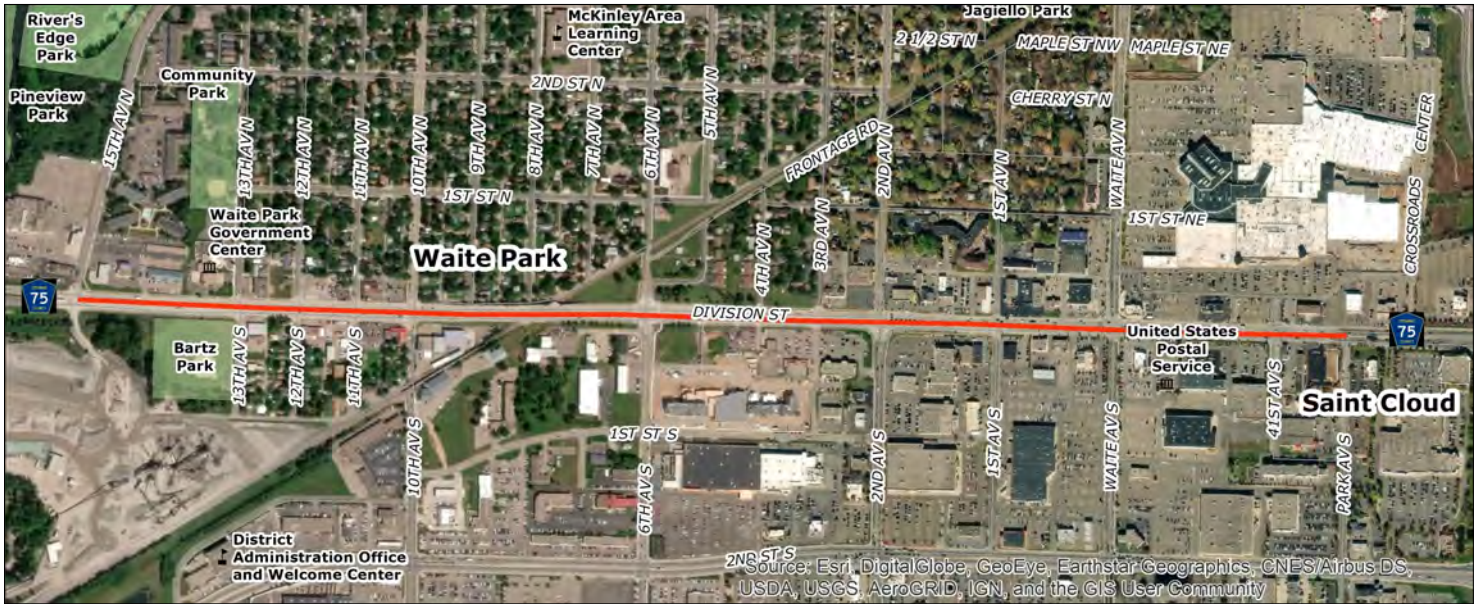


Photo courtesy Saint Cloud APO

### 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:** 1.39 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](mailto: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:** STBG TAP 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](mailto: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](mailto:steven.foss@ci.stcloud.mn.us)



# 2022 Sartell 19th Avenue

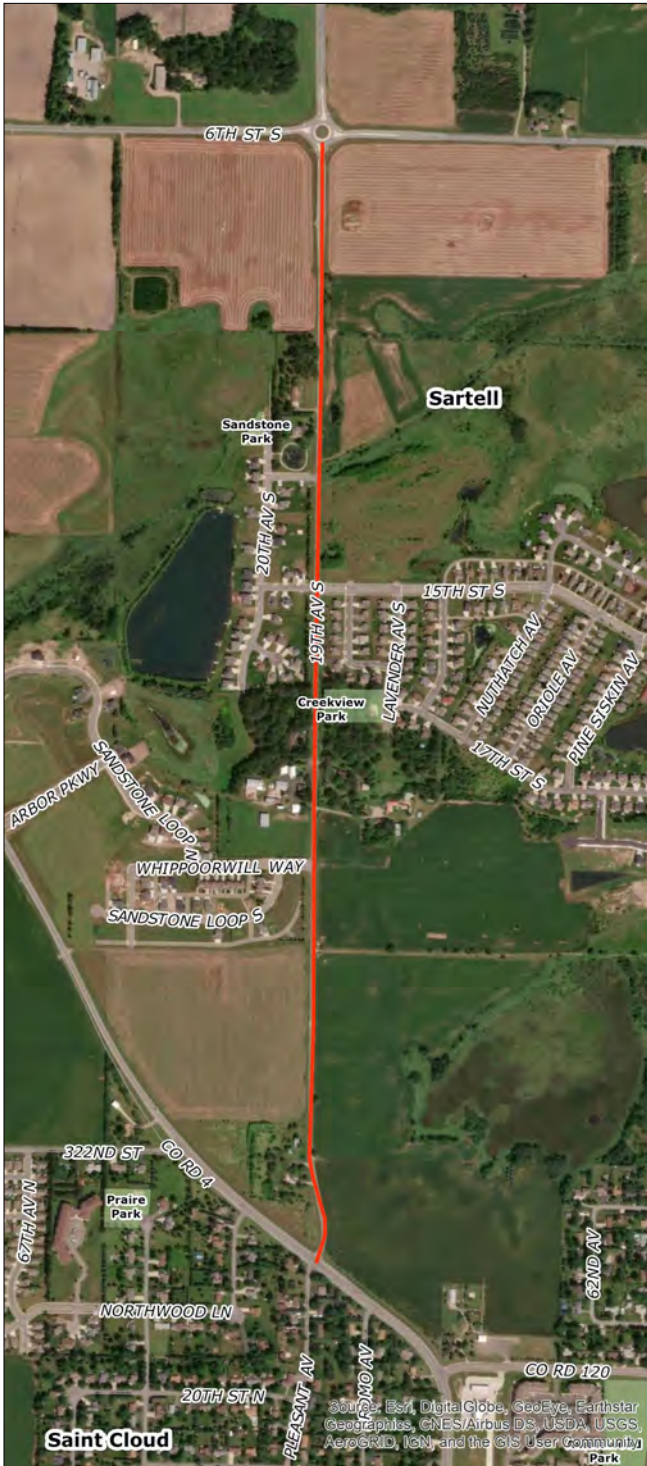


Photo courtesy Saint Cloud APO

**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

**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:** STBGAP 5K-200K

**Project Scope:** N/A

**Status updates**

**Estimated project cost \$458,740**

Construction year: 2022

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

Project Sponsor: City of Sartell

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



# 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:** 0.64 miles

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:** Project cost has increased from \$900,000 to \$1,900,000 due to additional work being completed on this project.

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



# 2022 MnDOT Historical Marker



Photos courtesy Saint Cloud APO.

<b>Estimated project cost \$50,000</b>
Construction year: 2022

<b>Project Description</b>
Stone masonry repair and interpretive signage reinstallation on historical landmark along US 10 across from the St. Cloud Reformatory.
<b>Project Number:</b> 7103-64
<b>Funding Source:</b> SF
<b>Project Scope:</b> N/A

Programmed Funds Breakdown	Total
SF	\$50,000

<p><b><u>Status updates</u></b></p> <p><b>Dec. 28, 2020:</b> Project to be added to the TIP per MnDOT Office of Historical Roadside Properties Program. <b>June 2021:</b> Per MnDOT District 3 and Historic Roadside Property Program this project is being pushed back from 2021 to 2022 construction. An administrative modification to the FY 2021-2024 TIP will be processed in September 2021.</p>
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<p>Project Sponsor: MnDOT Historical Roadside Properties Program</p> <p>Project Contact: Andrea Weber, Historic Roadside Property Program Manager 651-403-3746 andrea.weber@state.mn.us</p>
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# 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	Facility improvements	\$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

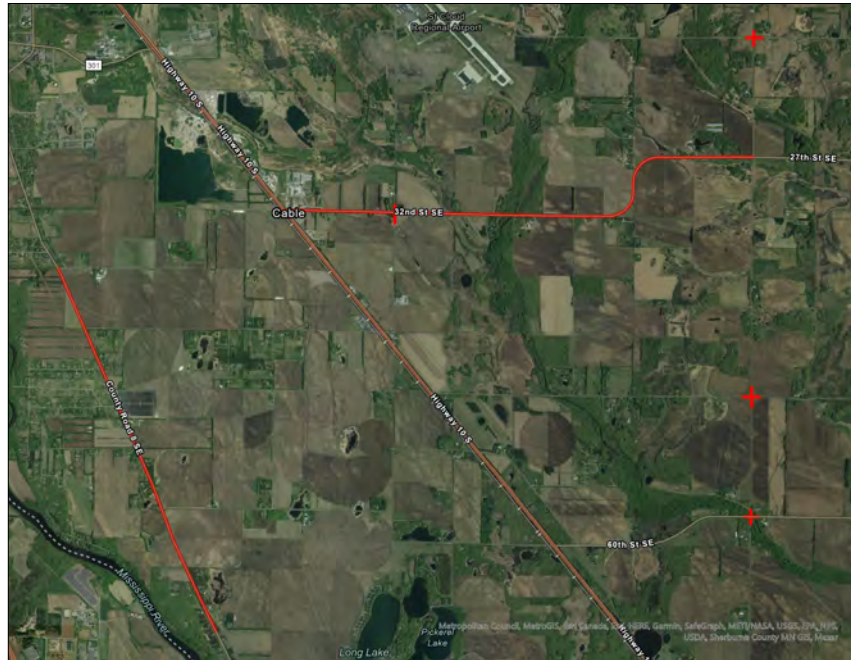


Photo courtesy Saint Cloud APO.

**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](mailto: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 Numbers:

**2023:** 071-596-008

**2025:** 071-596-008AC and 7103-65

**Funding Source:** STBGP<5K

**Project Scope:** 0.1 miles

### Programmed Funds Breakdown

### Total

Advance Construction Payback <b>(2025 Only)</b>	<b>071-596-008AC:</b> \$1,000,000 <b>7103-65:</b> \$1,200,000
LF <b>(2023 Only)</b>	<b>071-596-008:</b> \$300,000

### Status updates

Project Sponsor: Sherburne County

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



# 2023 Stearns County ROCORI Trail

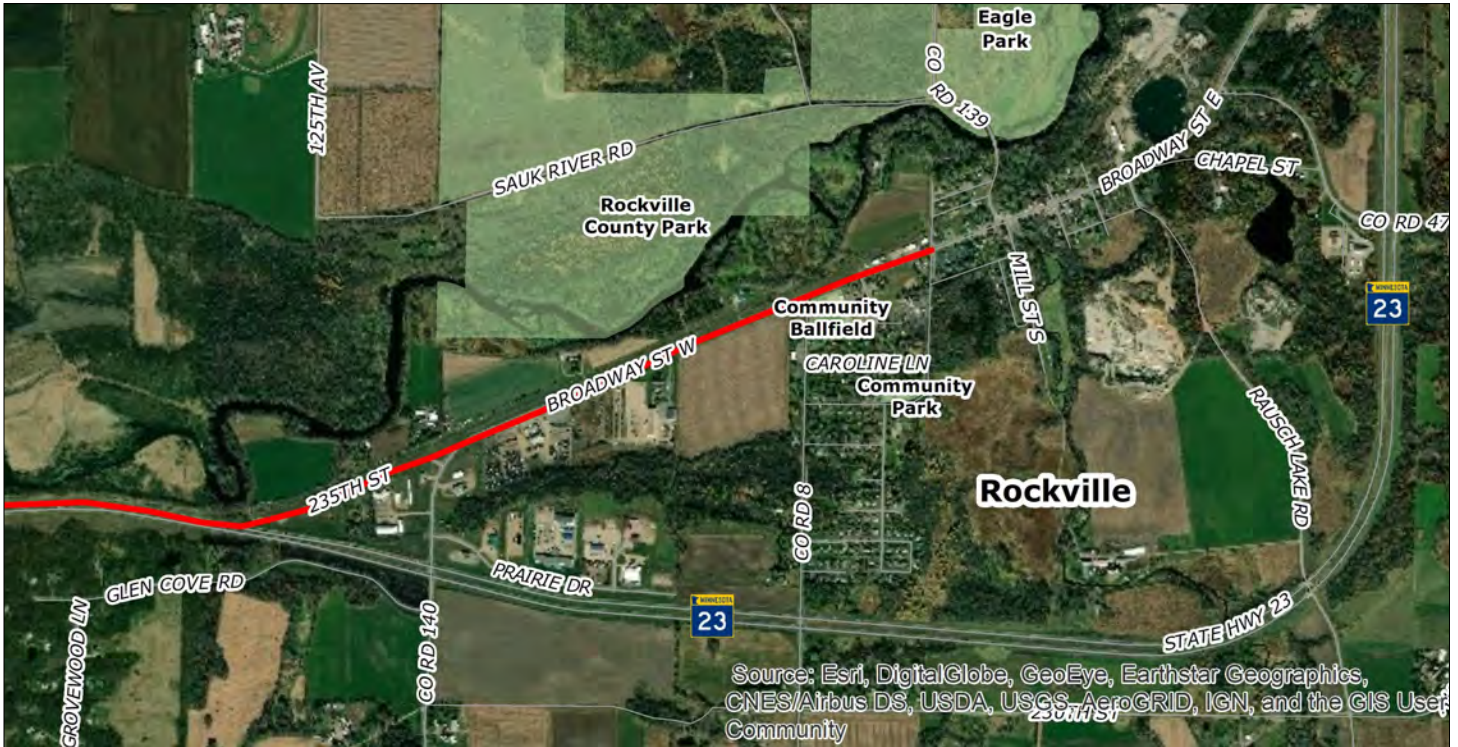


Photo courtesy Saint Cloud APO.

### 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 Numbers:

**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 <b>(2023 Only)</b>	\$520,000
Advance Construction Payback <b>(2024 Only)</b>	\$292,270
LF <b>(2023 Only)</b>	\$1,000,730

Project Sponsor: Stearns County

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

# 2023 Stearns County Beaver Island Trail Extension

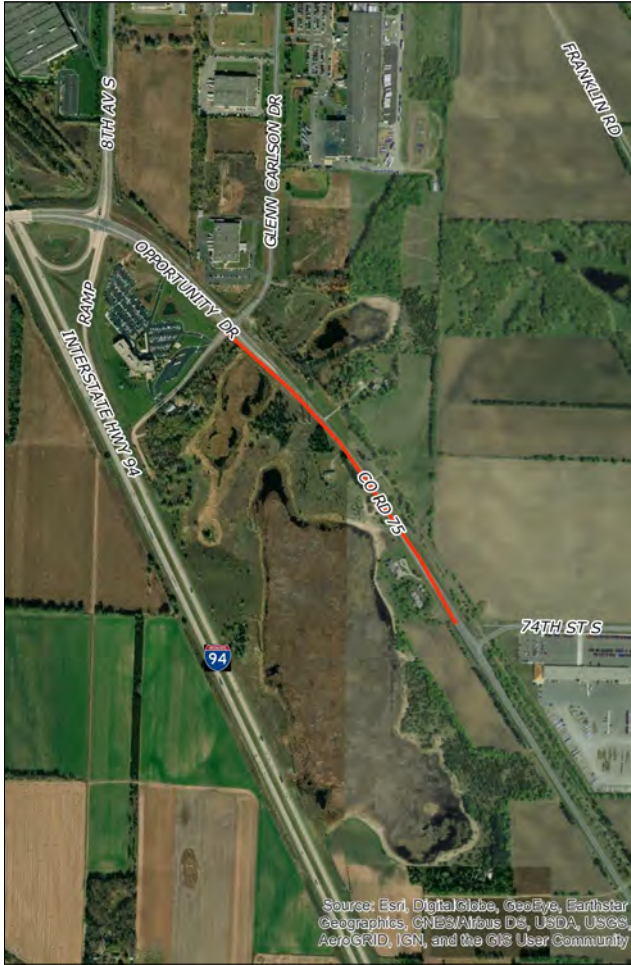


Photo courtesy Saint Cloud APO. Of note, this photo only shows the portion of the trail within the APO's MPA.

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

Construction year: 2023

**Project Description**

Extending the Beaver Island Trail from the Saint Cloud city limits to Stearns County Road 143 just west of Clearwater.

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

**Funding Source:** STBGTAP 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](mailto: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

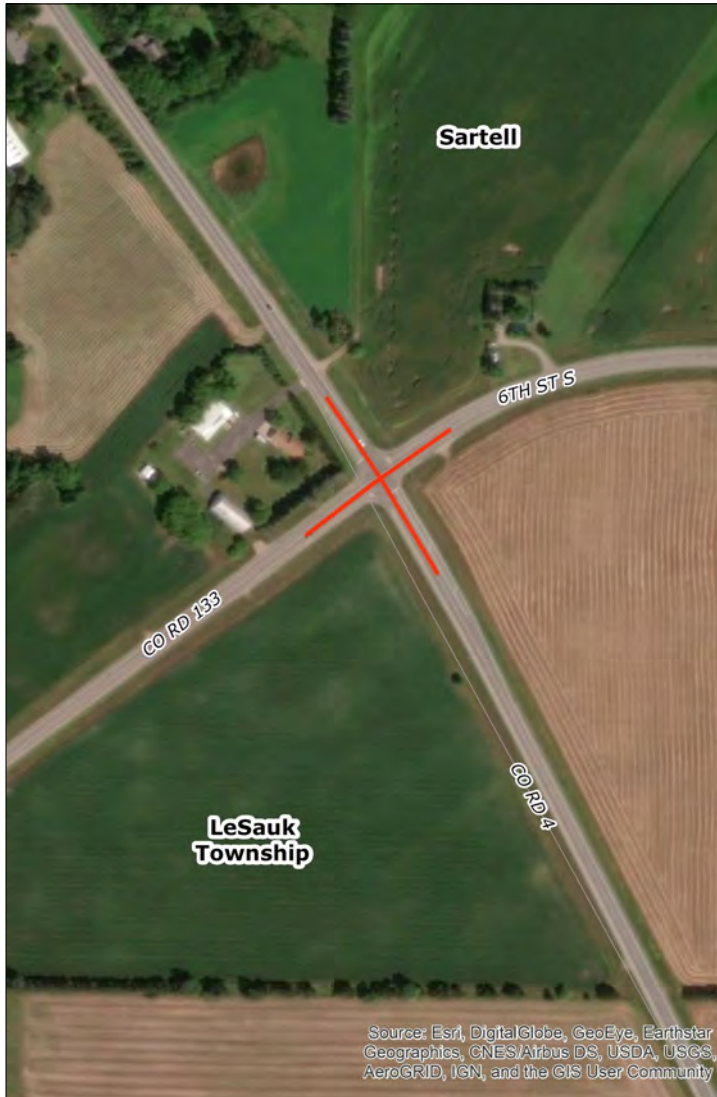
Programmed Funds Breakdown	Total
FHWA (2023 only)	\$615,055
Advance Construction Payback (2024 only)	\$615,055
LF (2023 only)	\$369,890

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

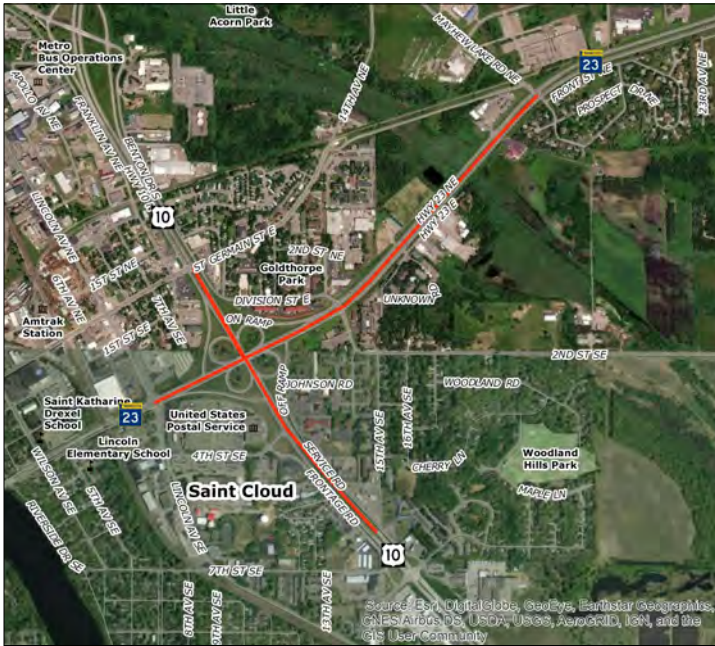


Photo courtesy Saint Cloud APO

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

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

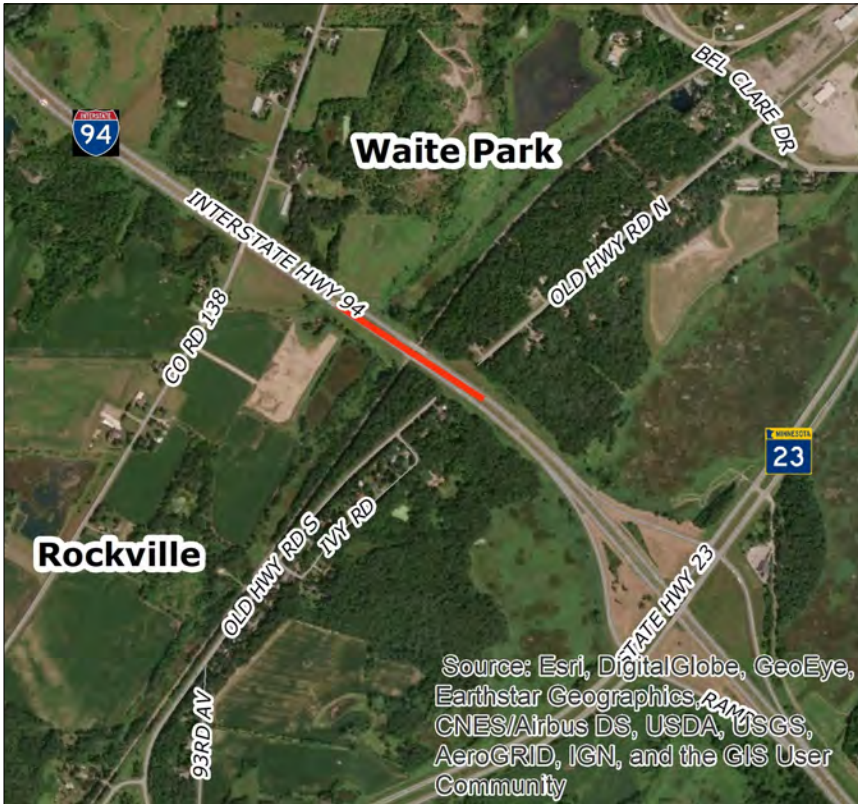


Photo courtesy Saint Cloud APO

**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:** N/A

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 from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in 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](mailto: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 35-foot 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](mailto:andrew.witter@co.sherburne.mn.us)

# 2024 Stearns County CSAH 133



**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

Photo courtesy Saint Cloud APO

### 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](mailto: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 Payback	\$99,000

**Status updates**

**Nov. 7, 2019:** Estimated construction start date would be Spring 2021 with an anticipated completion by Fall 2021. **April 09, 2020:** The City was awarded \$424,000 in Transportation Alternatives funding from the Central Minnesota Area Transportation Partnership (ATP) for fiscal year 2024 to add 6' wide sidewalks and 6' wide bike lanes, curb and gutter from 22nd Street S to Oak Hill Elementary and adding 10' widened shoulders from Oak Hill Elementary to 33rd Street S. The city has elected to construct this portion of the project in 2021 with the existing reconstruction project. As a result, the total project cost has increased from \$1,400,000 to \$2,400,000. Due to expansion in project scope, the local match has increased from \$557,518 to \$1,027,518 for project 162-175-001 ONLY. **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). **June 2021:** Per MnDOT, a funding swap is occurring between the City of Saint Cloud and Becker County. Saint Cloud is receiving \$325,000 out of the \$424,000 in TA funding in 2021 (Becker County's funding). This will decrease the amount of Federal reimbursement in FY 2024 to \$99,000 for this project.

**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 <b>(2025 Only)</b>	\$1,135,120
LF <b>(2024 Only)</b>	\$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

## 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



Maxar, Microsoft, Esri, Community Maps Contributors, Building Footprint USA, Esri Canada, Esri, HERE, Garmin, SafeGraph, INCREMENT P, METI/NASA, USGS, EPA, NPS, US Census Bureau, USDA

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

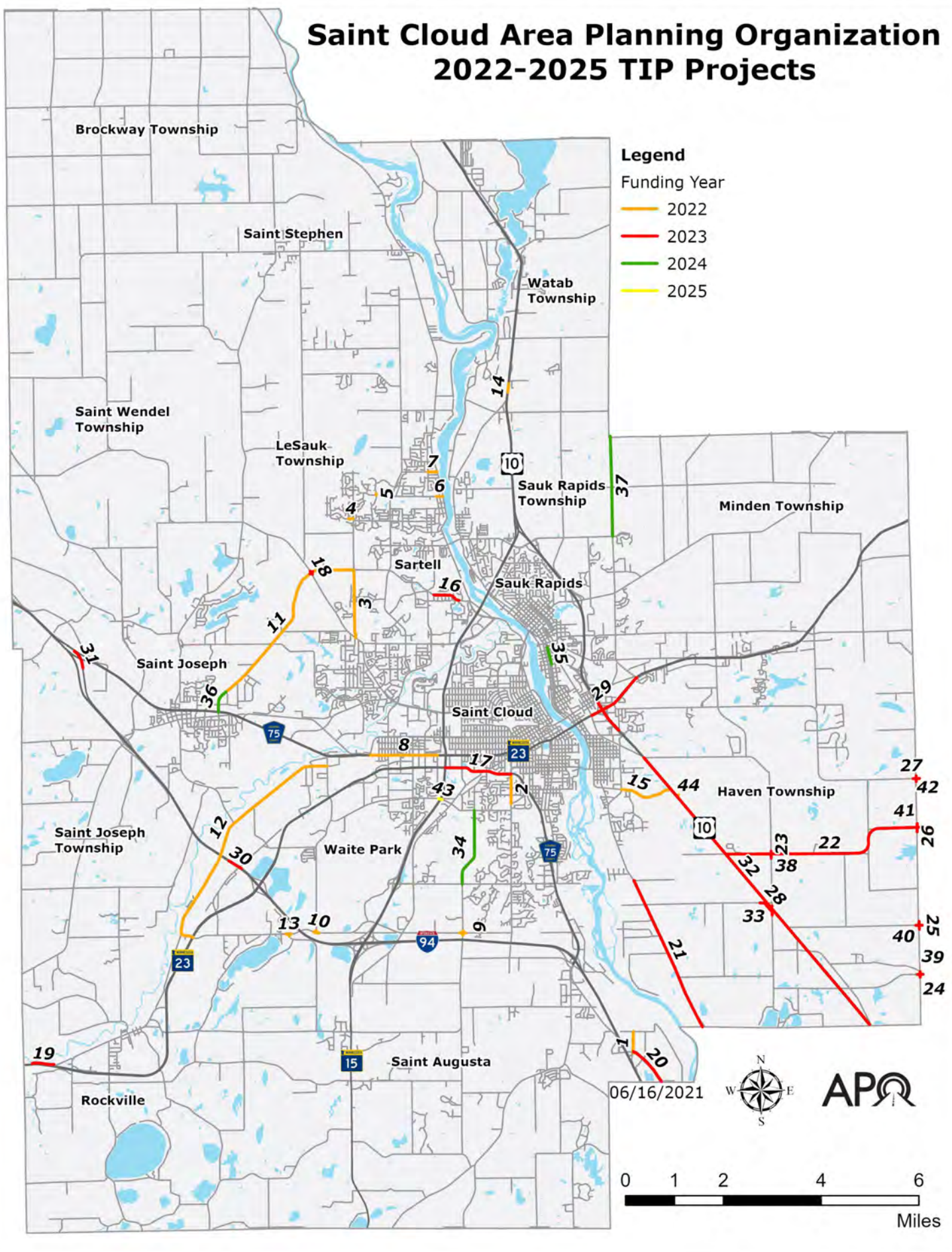
**Status updates**

Project Sponsor: MnDOT District 3

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



## Saint Cloud Area Planning Organization 2022-2025 TIP Projects



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	Lighting
43	2025	MnDOT	MN 15	Bridge deck overlay
44	2022	MnDOT	US 10	Historical preservation

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.

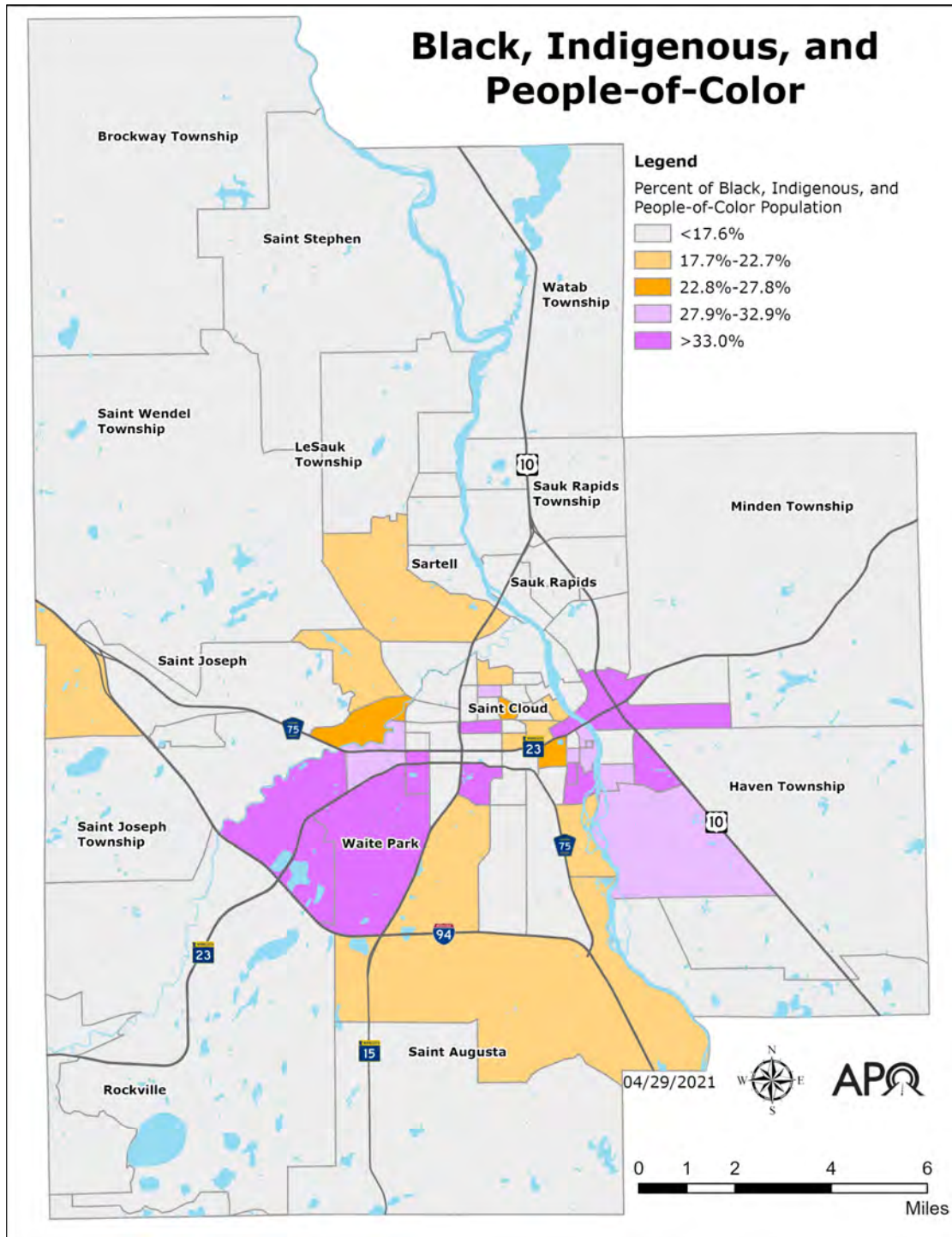
Figures 12 and 14 identify the location of the FY 2022-2025 TIP projects (sans transit) in comparison to both BIPOC populations and low-income households within the MPA.

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>).

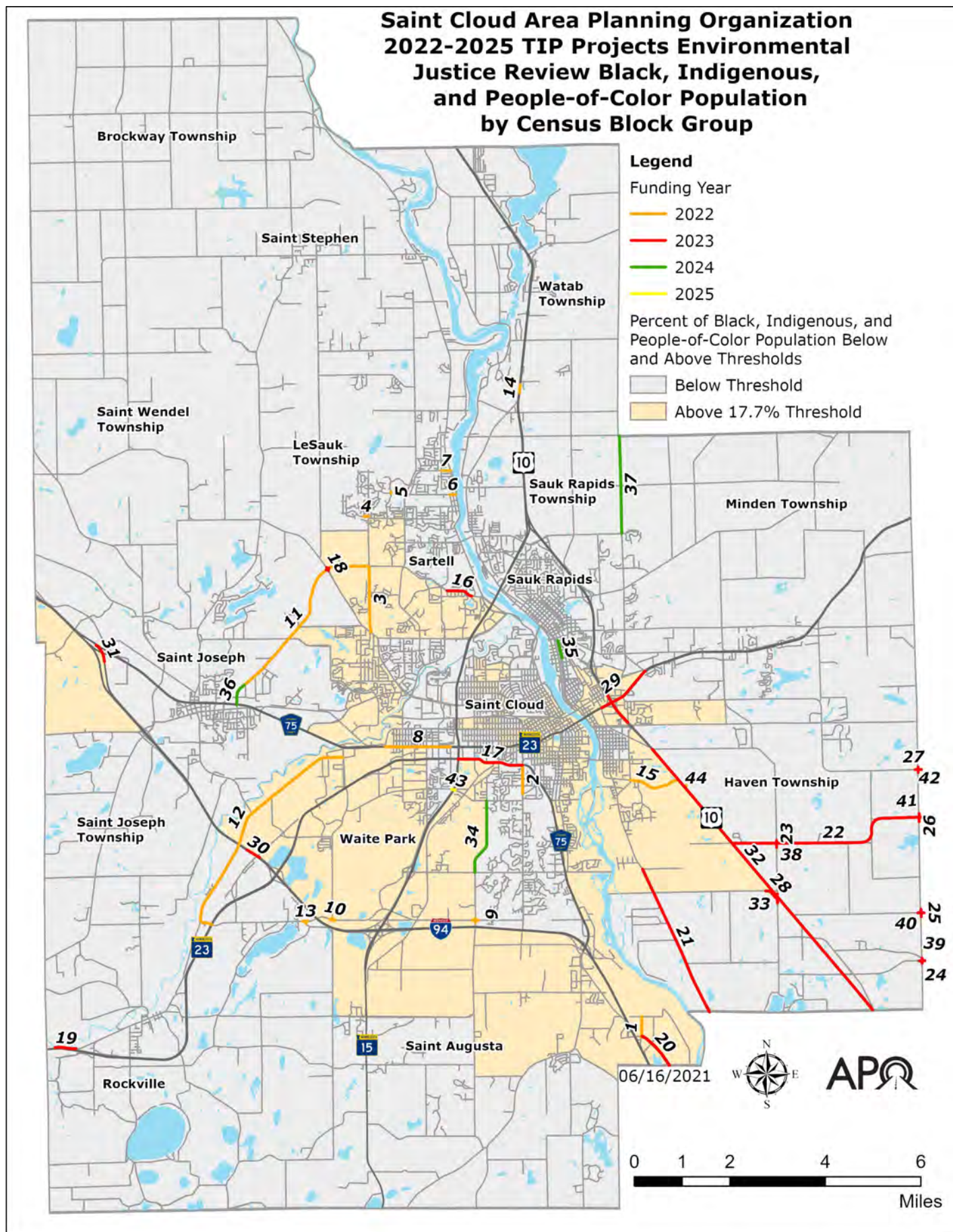
Figure 15 identifies block groups within the MPA with concentrations of multiple historically underrepresented communities: BIPOC, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people age 65 and older, and people age 18 and younger. 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.

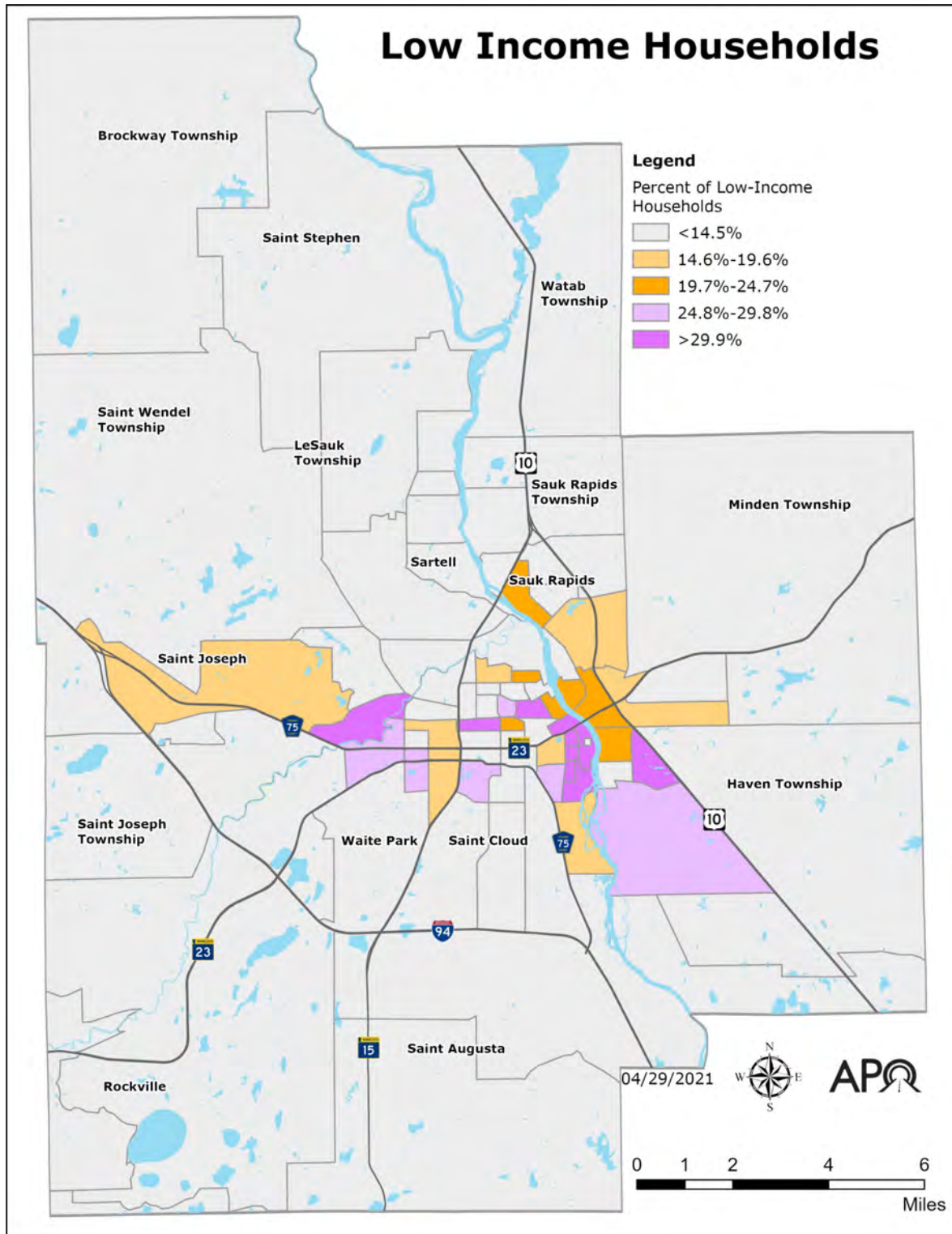




**Figure 12:** Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with a high concentration of BIPOC populations. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of BIPOC populations.

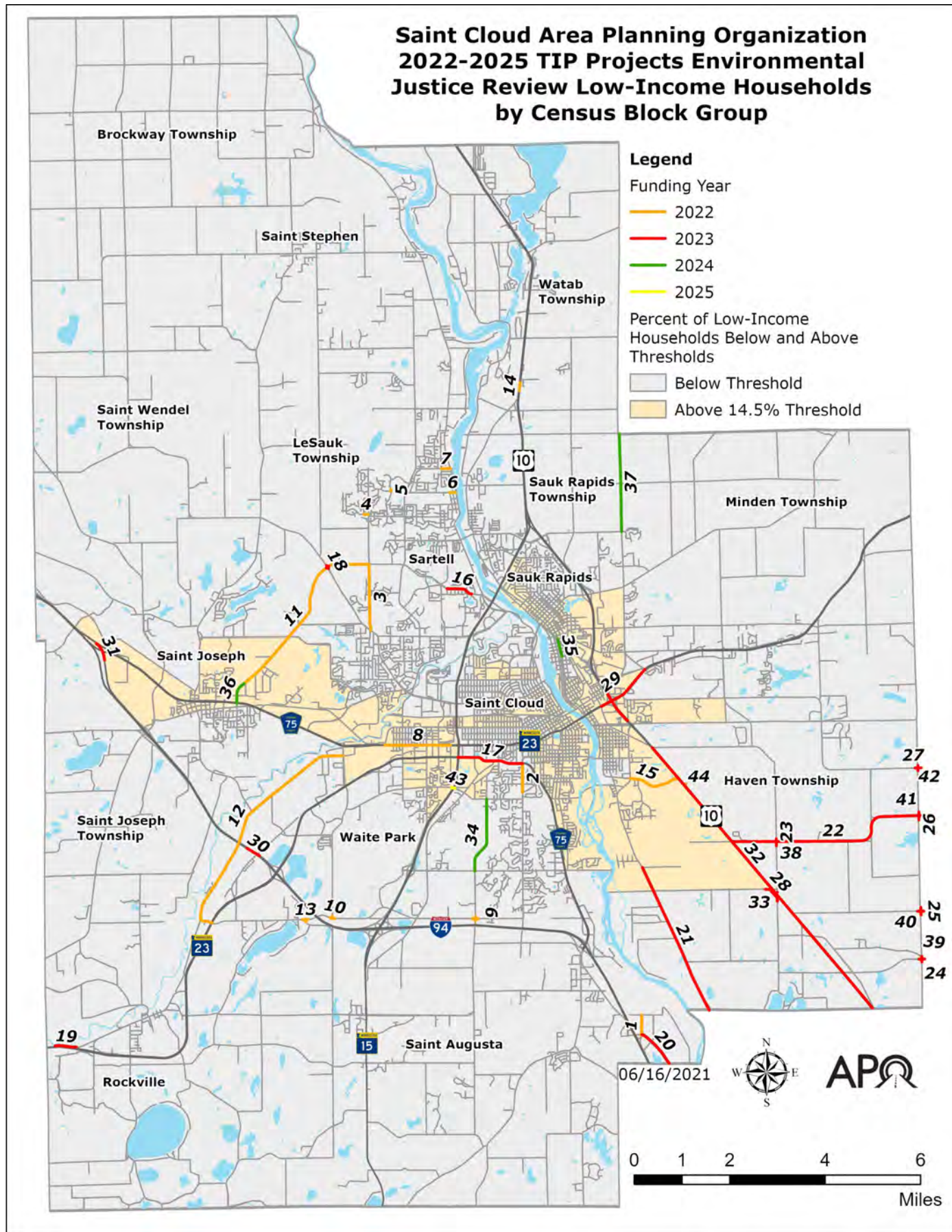
Project ID	Fiscal Year	Sponsor	Route	Work Type
1*	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3*	2022	City of Sartell	19th Avenue	Bituminous replacement
4*, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street 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	Lighting
43*	2025	MnDOT	MN 15	Bridge deck overlay
44*	2022	MnDOT	US 10	Historical preservation





**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.

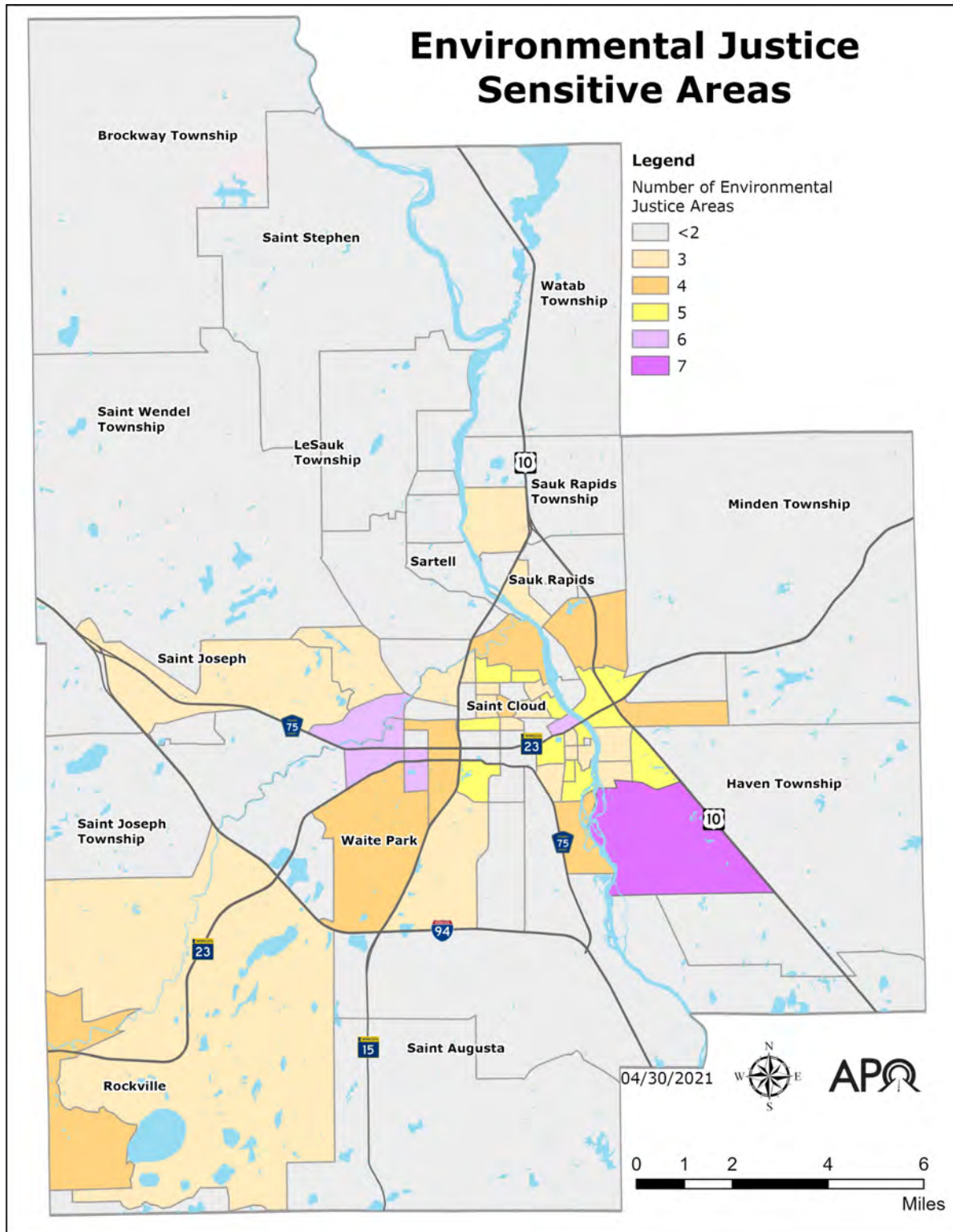




**Figure 14:** Map of the APO's FY 2022-2025 TIP project locations and the proximity to areas with a high concentration of low-income households. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of low-income households.

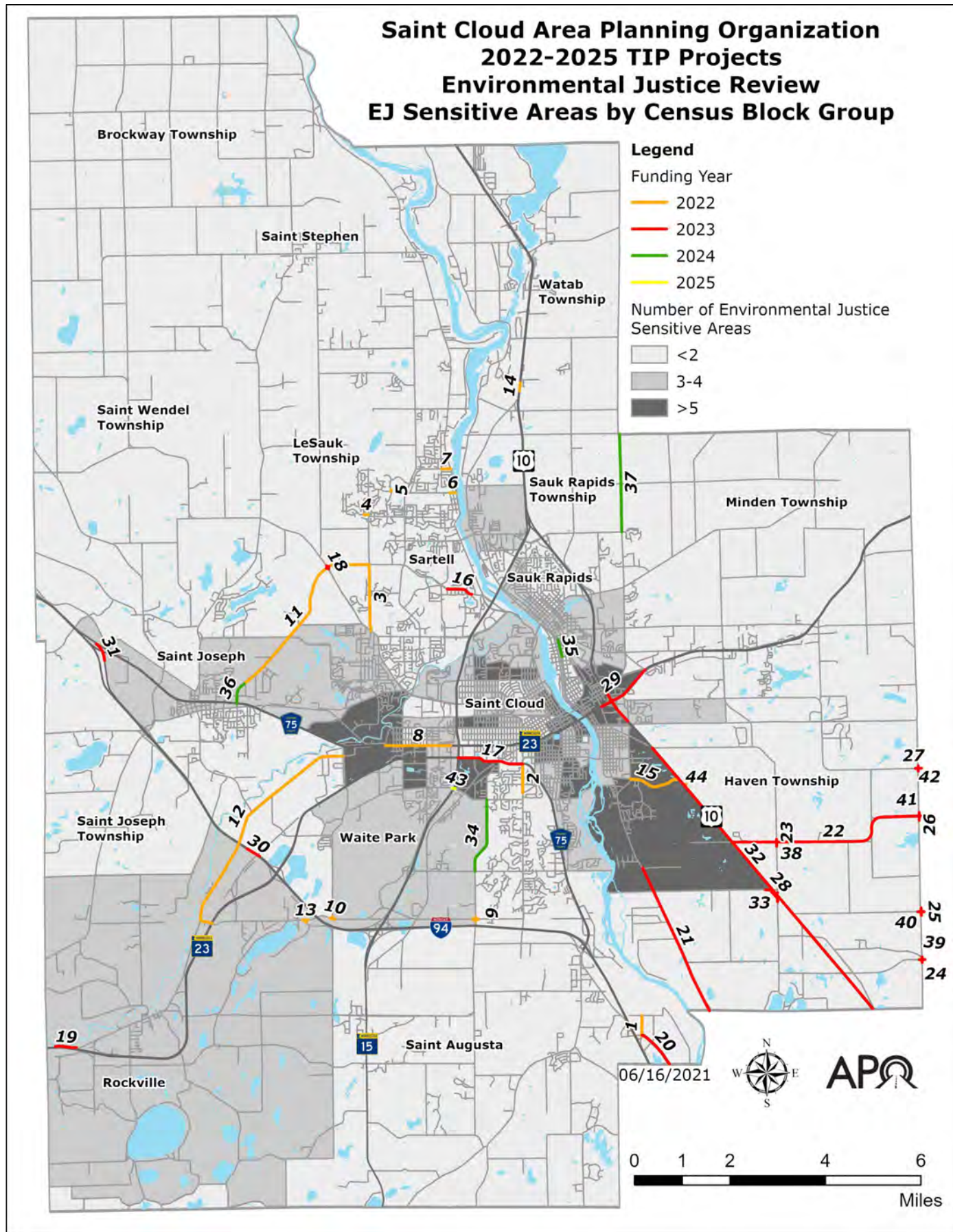
Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	City of Saint Cloud	Beaver Island Trail	New trail
2	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Bituminous replacement
3	2022	City of Sartell	19th Avenue	Bituminous replacement
4, 5, 6, and 7	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	New trail
<b>8*</b>	<b>2022</b>	<b>Stearns County</b>	<b>CSAH 75</b>	<b>Concrete pavement rehabilitation</b>
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
<b>11* and 12*</b>	<b>2022</b>	<b>Stearns County</b>	<b>CSAH 133</b> <b>CSAH 138</b>	<b>Signing</b>
14	2022	MnDOT	US 10	Box culvert
<b>15*</b>	<b>2022</b>	<b>MnDOT</b>	<b>MN 301</b>	<b>Retaining wall preservation</b>
16	2023	City of Sartell	Heritage Drive	New trail
<b>17*</b>	<b>2023</b>	<b>Stearns County</b>	<b>CSAH 75</b>	<b>Mill and overlay</b>
18	2023	Stearns County	CSAH 4	Roundabout
19	2023	Stearns County	ROCORI Trail	New trail
20	2023	Stearns County	Beaver Island Trail	New trail
<b>21*, 22*, 23, 24, 25, 26, and 27</b>	<b>2023</b>	<b>Sherburne County</b>	<b>CSAH 8 from 37th Street south to the Haven Township border</b> <b>CSAH 3 from US 10 to CSAH 20</b> <b>CSAH 3 and CSAH 7</b> <b>CSAH 20 and CSAH 16</b> <b>CSAH 20 and CR 61</b> <b>CSAH 20 and CSAH 3</b> <b>CSAH 20 and CR 62</b>	<b>Signing</b>
<b>28*</b>	<b>2023</b>	<b>Sherburne County</b>	<b>CR 65 and 45th Avenue</b>	<b>New pavement bituminous</b>
<b>29*</b>	<b>2023</b>	<b>MnDOT</b>	<b>MN 23</b>	<b>Bridge new</b>
30	2023	MnDOT	I-94	Bridge deck overlay, bridge new
<b>31*</b>	<b>2023</b>	<b>MnDOT</b>	<b>I-94</b>	<b>Bridge deck overlay</b>
<b>32*</b>	<b>2023</b>	<b>MnDOT</b>	<b>US 10</b>	<b>Guard rail</b>
<b>33*</b>	<b>2023</b>	<b>MnDOT</b>	<b>CR 65</b>	<b>Railroad crossing improvements</b>
<b>34*</b>	<b>2024</b>	<b>City of Saint Cloud</b>	<b>CR 136</b>	<b>Bituminous reclamation</b>
<b>35*</b>	<b>2024</b>	<b>City of Sauk Rapids</b>	<b>Second Avenue S</b>	<b>New pavement bituminous</b>
<b>36*</b>	<b>2024</b>	<b>Stearns County</b>	<b>CSAH 133</b>	<b>New pavement bituminous</b>
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	Lighting
<b>43*</b>	<b>2025</b>	<b>MnDOT</b>	<b>MN 15</b>	<b>Bridge deck overlay</b>
<b>44*</b>	<b>2022</b>	<b>MnDOT</b>	<b>US 10</b>	<b>Historical preservation</b>





**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.





**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.

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
<b>8*</b>	<b>2022</b>	<b>Stearns County</b>	<b>CSAH 75</b>	<b>Concrete pavement rehabilitation</b>
<b>9*, 10*, and 13*</b>	<b>2022</b>	<b>Stearns County</b>	<b>CSAH 136 (Oak Grove Road SW) and CR 122 (40th Street S)</b> <b>CSAH 6 and CSAH 137</b> <b>CSAH 6 and CR 137</b>	<b>Lighting</b>
<b>11* and 12*</b>	<b>2022</b>	<b>Stearns County</b>	<b>CSAH 133</b> <b>CSAH 138</b>	<b>Signing</b>
14	2022	MnDOT	US 10	Box culvert
<b>15*</b>	<b>2022</b>	<b>MnDOT</b>	<b>MN 301</b>	<b>Retaining wall preservation</b>
16	2023	City of Sartell	Heritage Drive	New trail
<b>17*</b>	<b>2023</b>	<b>Stearns County</b>	<b>CSAH 75</b>	<b>Mill and overlay</b>
18	2023	Stearns County	CSAH 4	Roundabout
<b>19*</b>	<b>2023</b>	<b>Stearns County</b>	<b>ROCORI Trail</b>	<b>New trail</b>
20	2023	Stearns County	Beaver Island Trail	New trail
<b>21*, 22*, 23, 24, 25, 26, and 27</b>	<b>2023</b>	<b>Sherburne County</b>	<b>CSAH 8 from 37th Street south to the Haven Township border</b> <b>CSAH 3 from US 10 to CSAH 20</b> <b>CSAH 3 and CSAH 7</b> <b>CSAH 20 and CSAH 16</b> <b>CSAH 20 and CR 61</b> <b>CSAH 20 and CSAH 3</b> <b>CSAH 20 and CR 62</b>	<b>Signing</b>
<b>28*</b>	<b>2023</b>	<b>Sherburne County</b>	<b>CR 65 and 45th Avenue</b>	<b>New pavement bituminous</b>
<b>29*</b>	<b>2023</b>	<b>MnDOT</b>	<b>MN 23</b>	<b>Bridge new</b>
<b>30*</b>	<b>2023</b>	<b>MnDOT</b>	<b>I-94</b>	<b>Bridge deck overlay, bridge new</b>
<b>31*</b>	<b>2023</b>	<b>MnDOT</b>	<b>I-94</b>	<b>Bridge deck overlay</b>
<b>32*</b>	<b>2023</b>	<b>MnDOT</b>	<b>US 10</b>	<b>Guard rail</b>
<b>33*</b>	<b>2023</b>	<b>MnDOT</b>	<b>CR 65</b>	<b>Railroad crossing improvements</b>
<b>34*</b>	<b>2024</b>	<b>City of Saint Cloud</b>	<b>CR 136</b>	<b>Bituminous reclamation</b>
<b>35*</b>	<b>2024</b>	<b>City of Sauk Rapids</b>	<b>Second Avenue S</b>	<b>New pavement bituminous</b>
<b>36*</b>	<b>2024</b>	<b>Stearns County</b>	<b>CSAH 133</b>	<b>New pavement bituminous</b>
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	Lighting
<b>43*</b>	<b>2025</b>	<b>MnDOT</b>	<b>MN 15</b>	<b>Bridge deck overlay</b>
<b>44*</b>	<b>2022</b>	<b>MnDOT</b>	<b>US 10</b>	<b>Historical preservation</b>

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 24 projects intersect, at least in part, with block groups with high BIPOC percentage. A total of 18 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%	\$61,666,664	85%
Non-BIPOC Population	112,810	82.3%	10,670,888	15%
Total	137,093	100%	\$72,337,552	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%	\$52,352,944	72%
Non-low-income households	45,365	85.5%	\$19,984,608	28%
Total	53,040	100%	\$72,337,552	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 <sup>TH</sup> 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 <sup>TH</sup> AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST, REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK 1 OF 1)	\$0	\$0	YES	YES
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	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 <sup>TH</sup> STREET TO CSAH 33.	\$1,400,000	\$280,000	NO	NO
15	HIGHWAY MN 301	7109-08	2022	MNDOT	**PRS** MN 301, RECLAIM & 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 PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERITAGE DR.	\$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 FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER.	\$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	071-596-008; 7103-65	2023	SHERBURNE COUNTY	**AC** SHERBURNE CR 65 & 45 <sup>TH</sup> AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED SP 7103-65)	\$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**ELLE**: 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 <sup>TH</sup> 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 <sup>TH</sup> 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**: 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 SHERBURNE CSAH 7 IN ST CLOUD TO 0.42 MI E OF SHERBURNE CSAH 20 IN CLEAR LAKE (HSIP PROJECT)	\$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 <sup>ND</sup> 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 <sup>ND</sup> ST S TO 33 <sup>RD</sup> 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 <sup>ND</sup> AVE S FROM BENTON DR TO 10 <sup>TH</sup> 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 <sup>TH</sup> 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
44	HIGHWAY US 10	7103-64	2022	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	\$50,000	YES	YES
TOTAL						\$72,337,552	\$23,777,605	<b>Yes: 24 No: 7</b>	<b>Yes: 18 No: 13</b>

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

**Figure 19:** A list of FY 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 21<sup>st</sup> 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 (80<sup>th</sup> percentile of travel times)

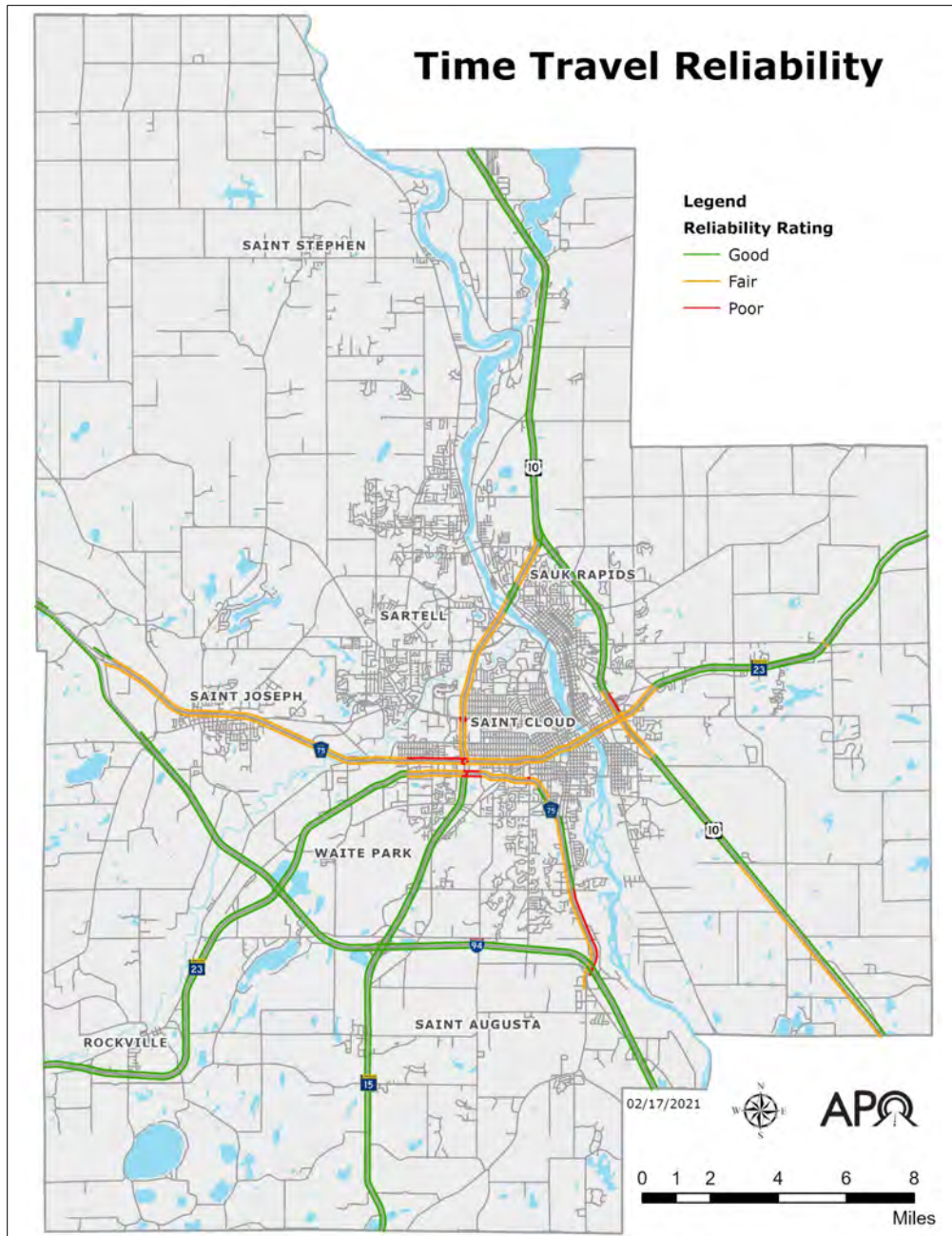
to

Normal Travel Times (50<sup>th</sup> 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 (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (95<sup>th</sup> percentile of travel times)  
to

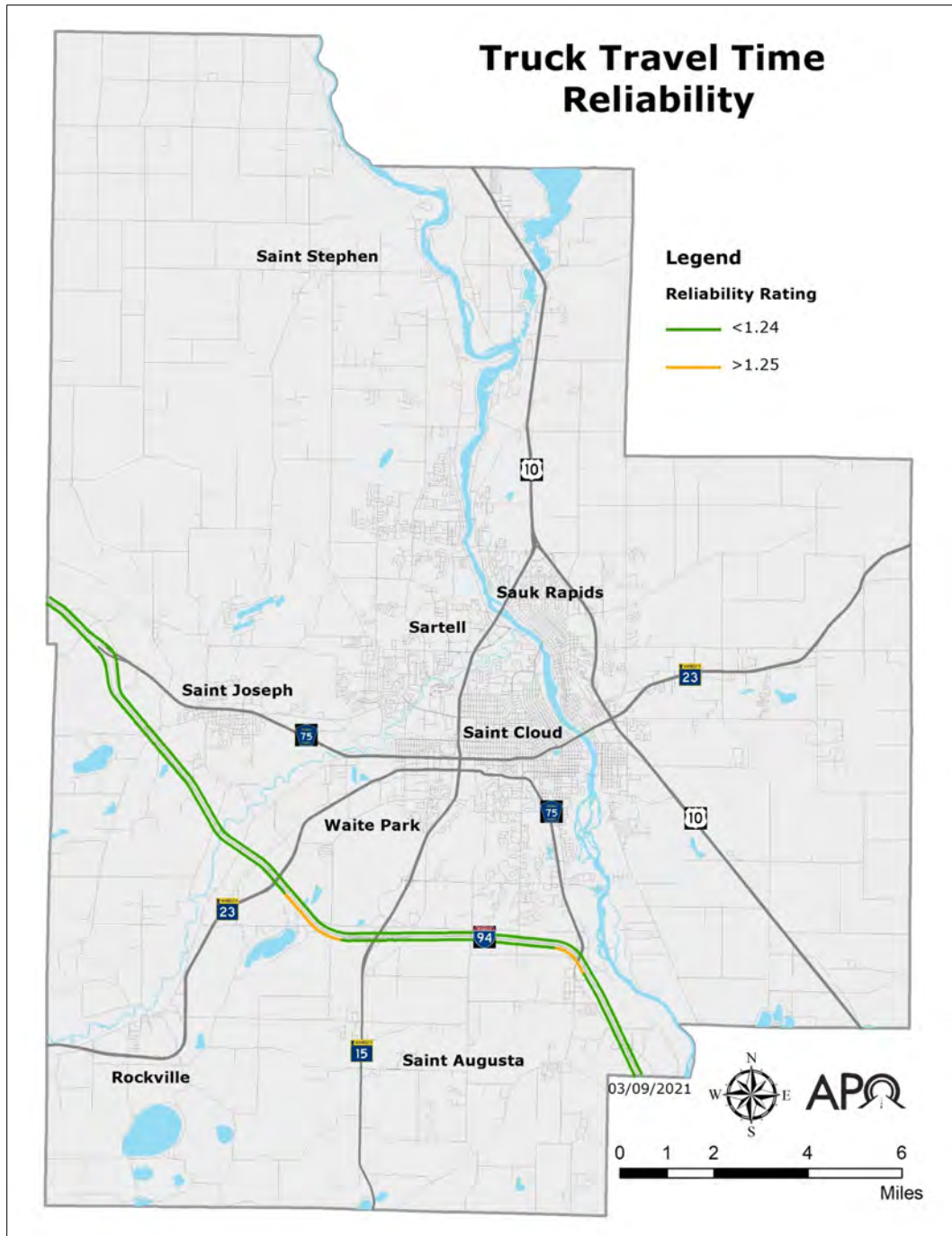
Normal Travel Times (50<sup>th</sup> percentile of travel times)

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 Class 400 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 Class 400 CNG Dial-a-Ride buses (TRS-0048-24F), and the purchase of six Class 400 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 33<sup>rd</sup> 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 33<sup>rd</sup> 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 District 3 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.

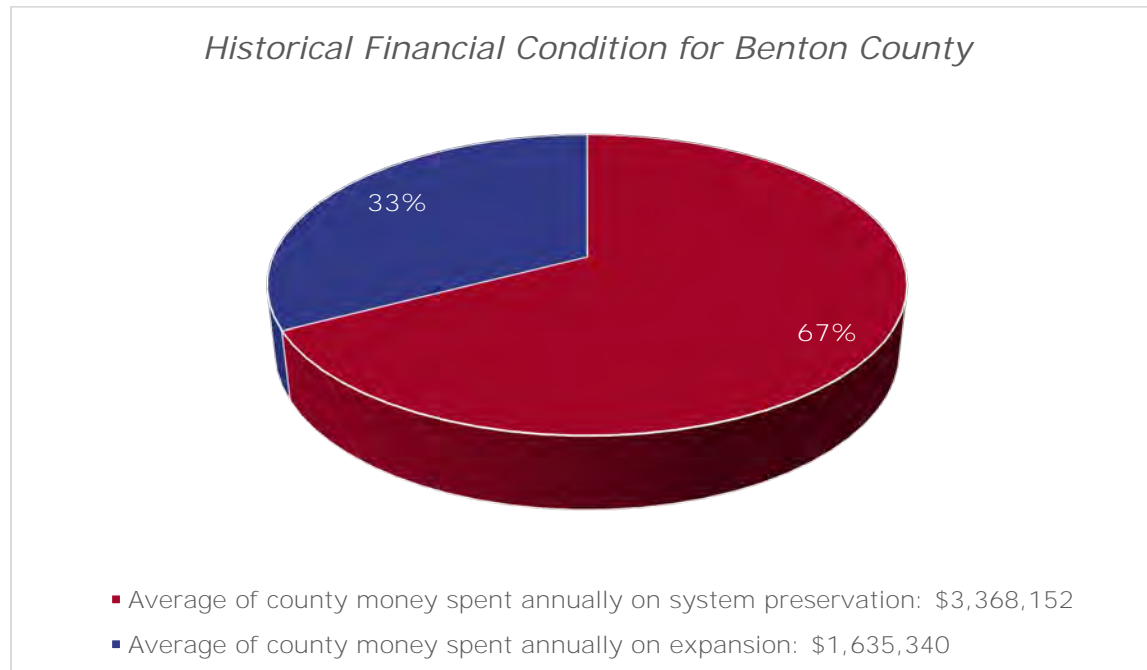
### Financial Capability Finding

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%

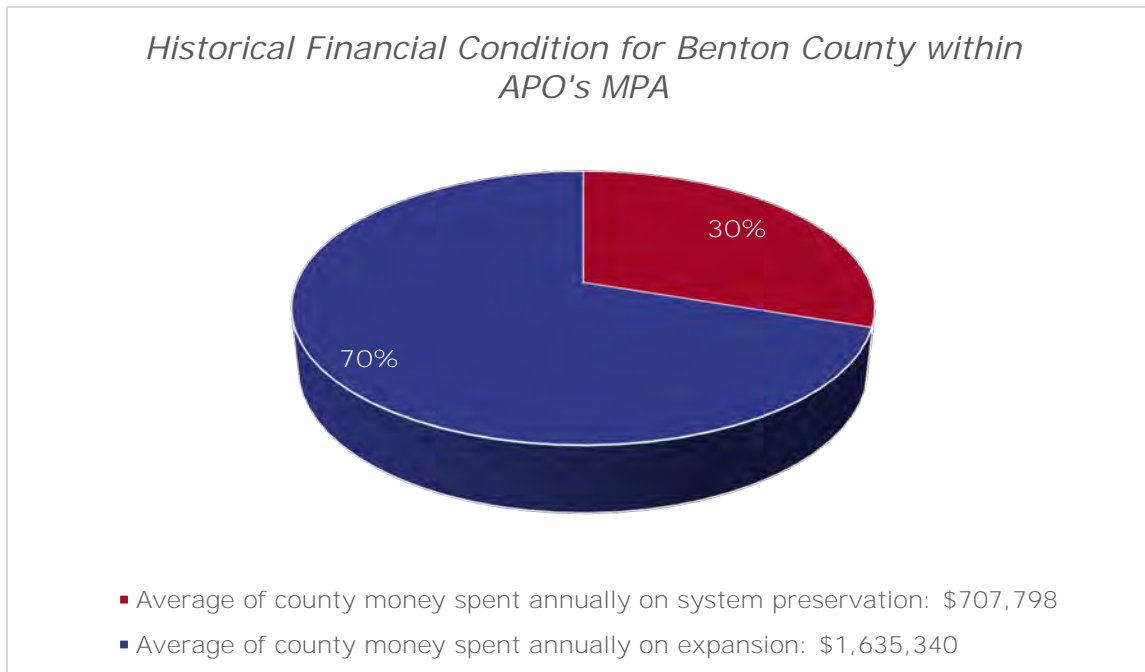
**Figure 31:** Local investment on system preservation and expansion within Benton County from 2011-2020. Data courtesy of Benton County Highway Department.



### 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
<b>Total Projected County Funds</b>	<b>\$1,421,896</b>	<b>\$1,484,685</b>	<b>\$812,415</b>	<b>\$1,548,401</b>	<b>\$5,267,397</b>

**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

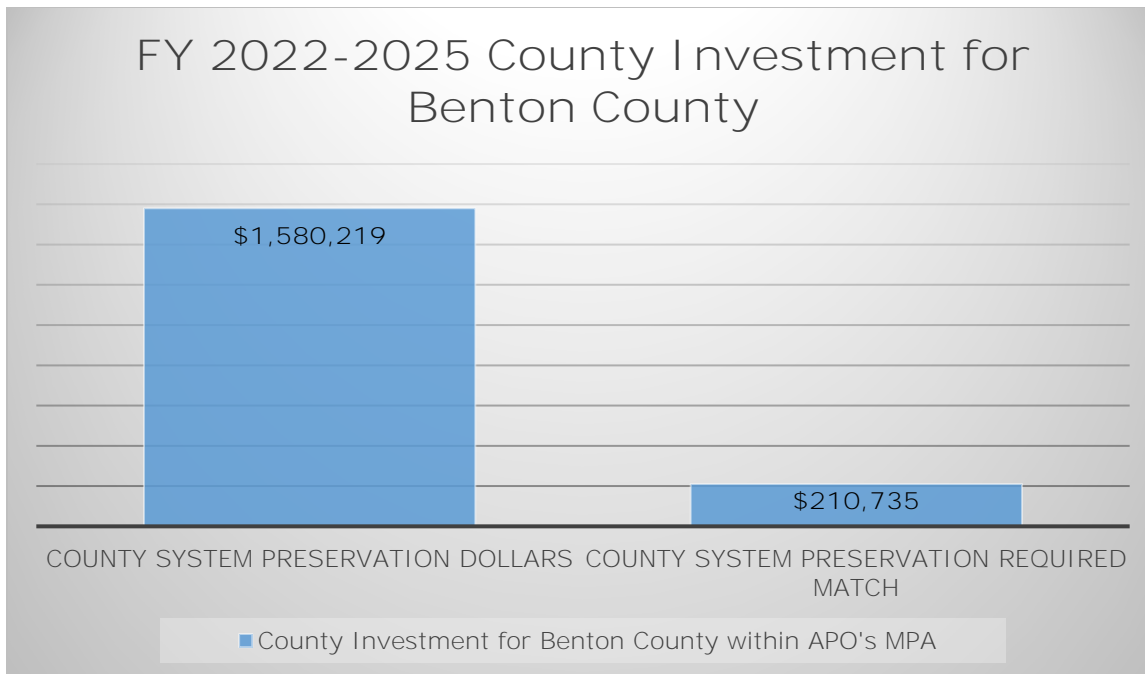
Figure 36 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Benton County within the APO's MPA. In total, \$1,580,219 is available for system preservation projects during fiscal years 2022-2025. The 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
<b>Total</b>	<b>\$5,267,397</b>	<b>\$1,580,219</b>	<b>\$3,687,178</b>

**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.

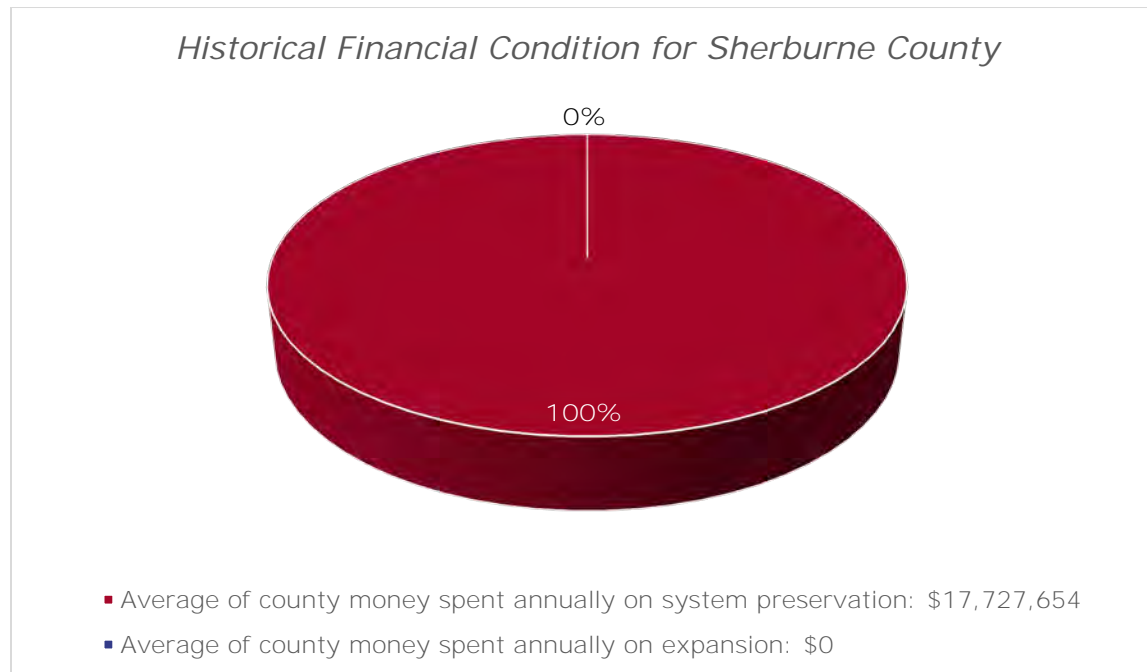


## Sherburne County

### 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.



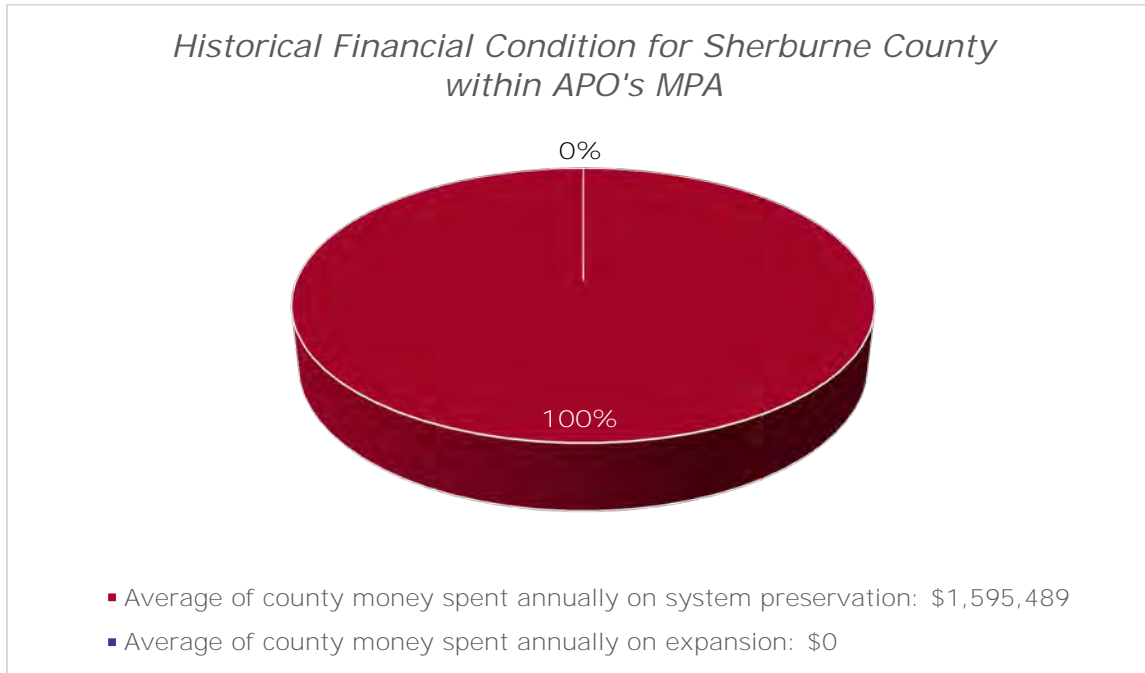
**Figure 38:** Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

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
<b>Total Projected County Funds</b>	<b>\$1,698,390</b>	<b>\$1,787,249</b>	<b>\$1,842,653</b>	<b>\$1,073,970</b>	<b>\$6,402,262</b>

**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.

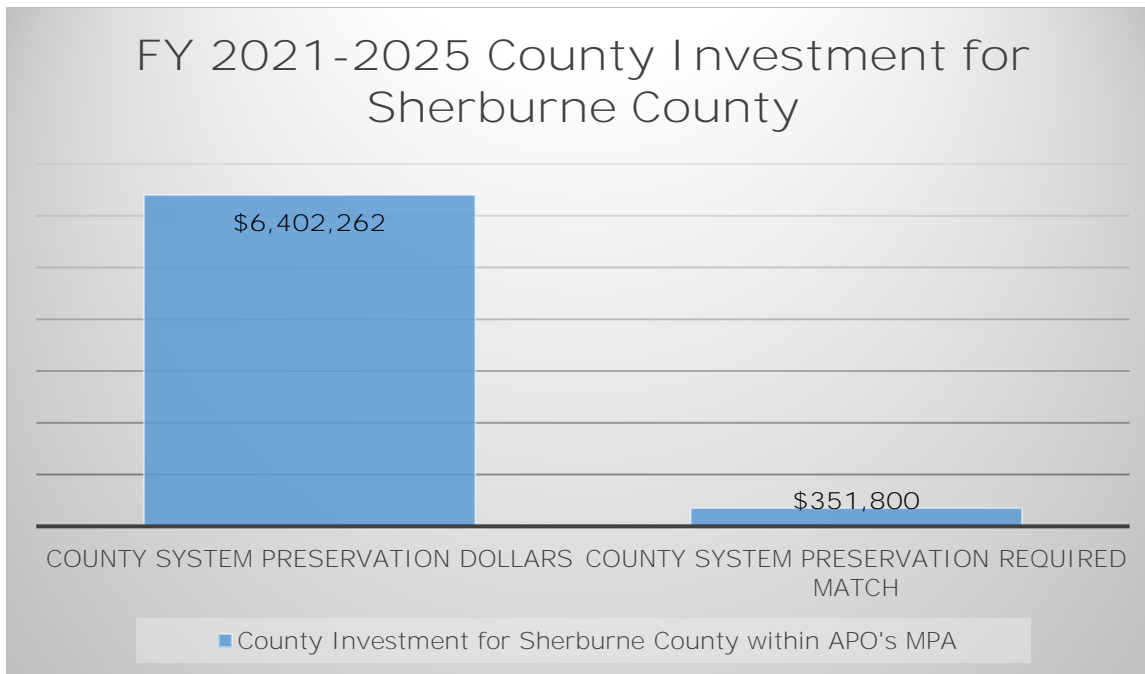
Year	Total Projected County Funds	Historical System Preservation Investment (100% of total)	Historical Expansion Investment (0% of Total)
2022	\$1,698,390	\$1,698,390	\$0
2023	\$1,787,249	\$1,787,249	\$0
2024	\$1,842,653	\$1,842,653	\$0
2025	\$1,073,970	\$1,073,970	\$0
<b>Total</b>	<b>\$6,402,262</b>	<b>\$6,402,262</b>	<b>\$0</b>

**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.



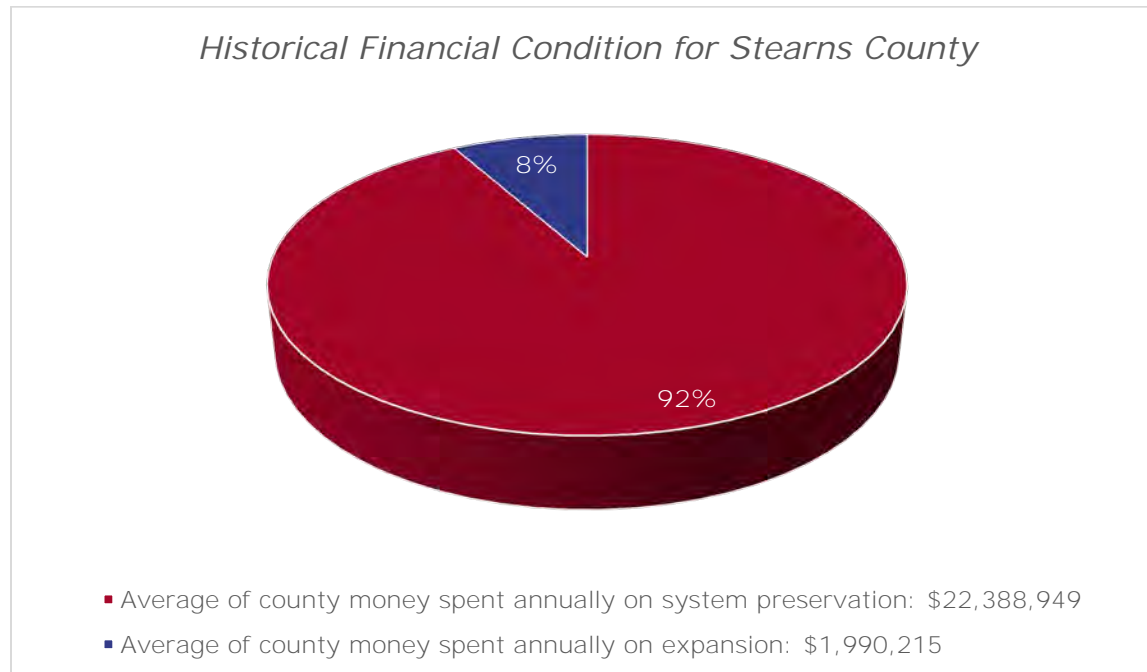


**Figure 45:** Total fiscal constraint for Sherburne County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Sherburne County Highway Department.

## 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.



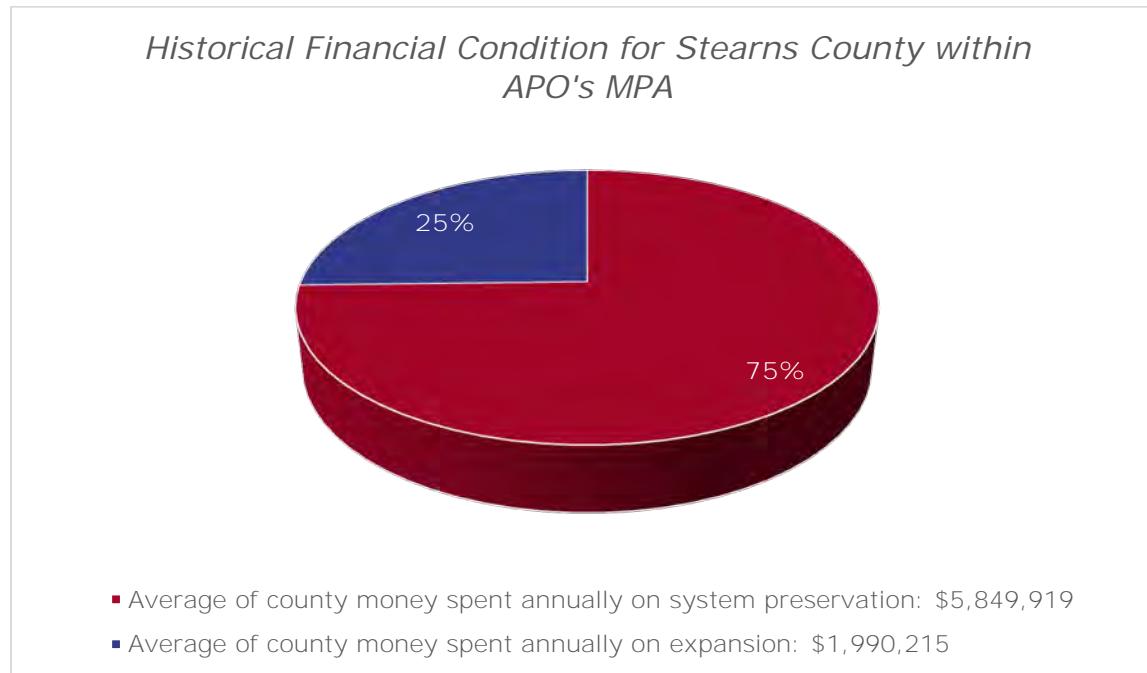
**Figure 46:** Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

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

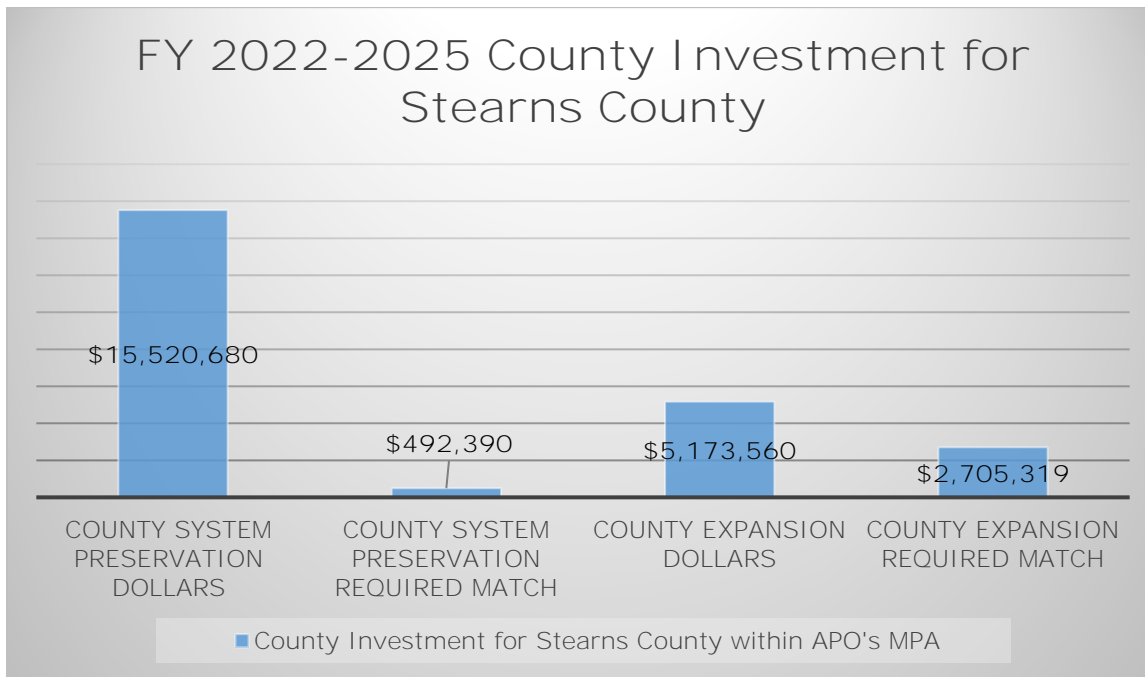
Figure 52 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Stearns County within the APO's MPA. In total, \$15,520,680 is available for system preservation projects during fiscal years 2022-2025. The 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.

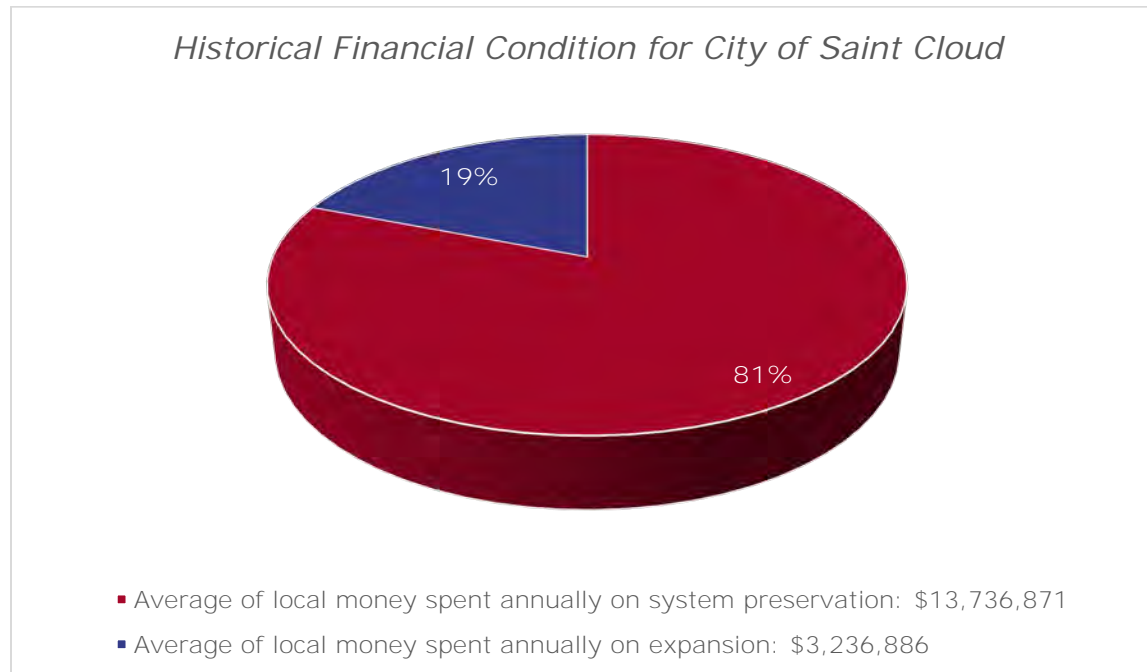


**Figure 53:** Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2022-2025. Data courtesy of Stearns County Highway Department.

## 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
<b>Total Projected Local Funds</b>	<b>\$16,050,000</b>	<b>\$17,366,400</b>	<b>\$23,680,250</b>	<b>\$26,279,150</b>	<b>\$83,375,800</b>

**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.

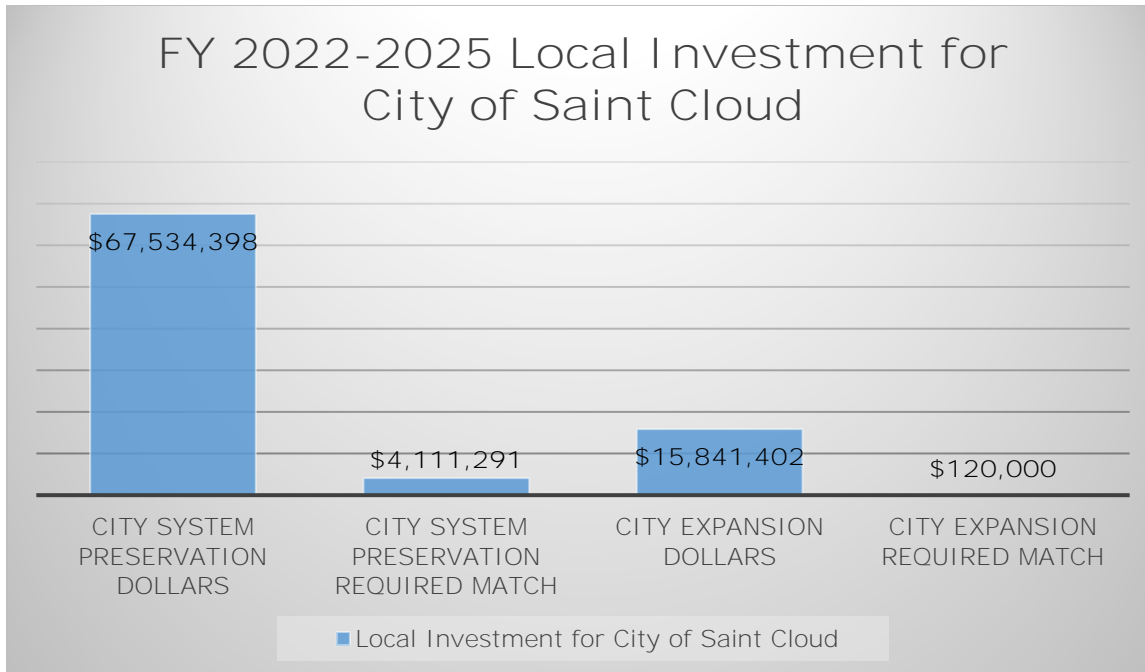
Year	Total Projected Local Funds	Historical System Preservation Investment (81% of Total)	Historic Expansion Investment (19% of Total)
2022	\$16,050,000	\$13,000,500	\$3,049,500
2023	\$17,366,400	\$14,066,784	\$3,299,616
2024	\$23,680,250	\$19,181,003	\$4,499,248
2025	\$26,279,150	\$21,286,112	\$4,993,039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

**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.



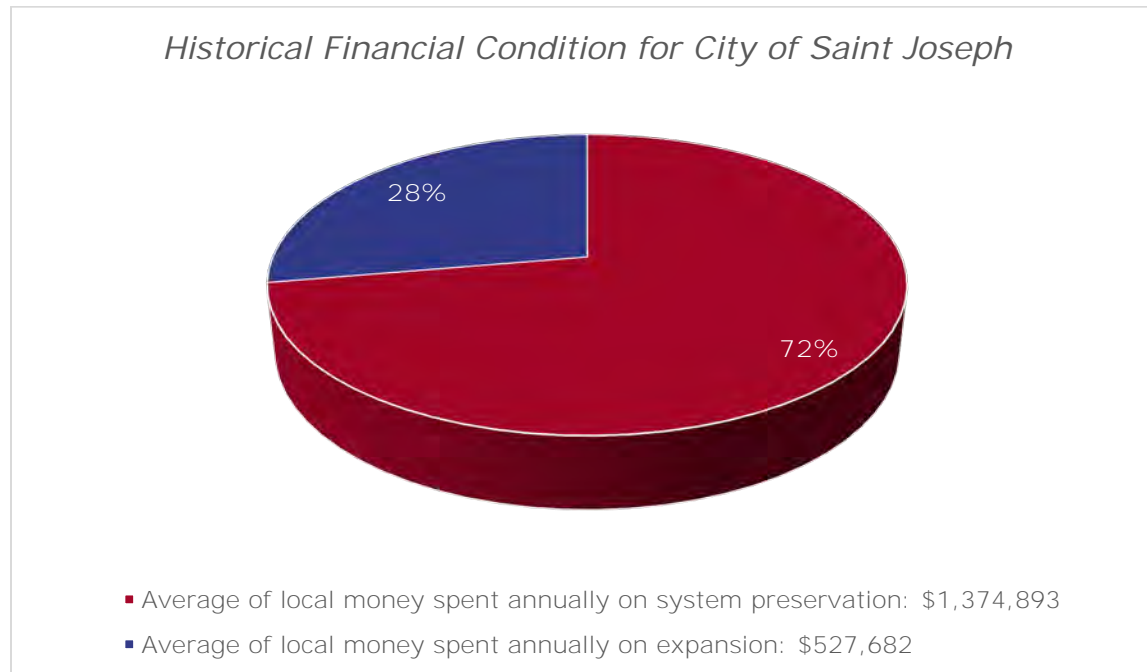
**Figure 58:** Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2022-2025. Data courtesy of City of Saint Cloud.



## 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
<b>Total Projected Local Funds</b>	<b>\$1,073,035</b>	<b>\$5,436,170</b>	<b>\$4,025,075</b>	<b>\$3,502,605</b>	<b>\$14,036,885</b>

**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
<b>Total</b>	<b>\$14,036,885</b>	<b>\$10,106,557</b>	<b>\$3,930,328</b>

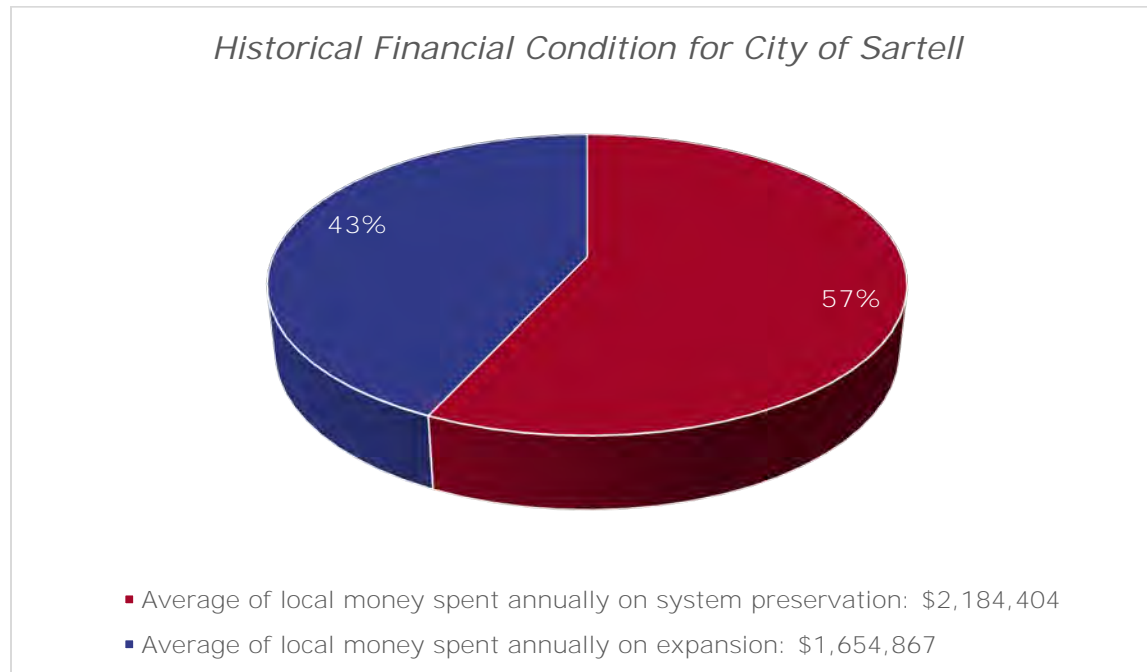
**Figure 62:** A total of available revenue for the City of Saint Joseph by year from 2022 through 2025. Data courtesy of City of Saint Joseph.

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
<b>Total Projected Local Funds</b>	<b>\$12,463,250</b>	<b>\$2,714,889</b>	<b>\$3,868,890</b>	<b>\$14,025,351</b>	<b>\$33,072,380</b>

**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

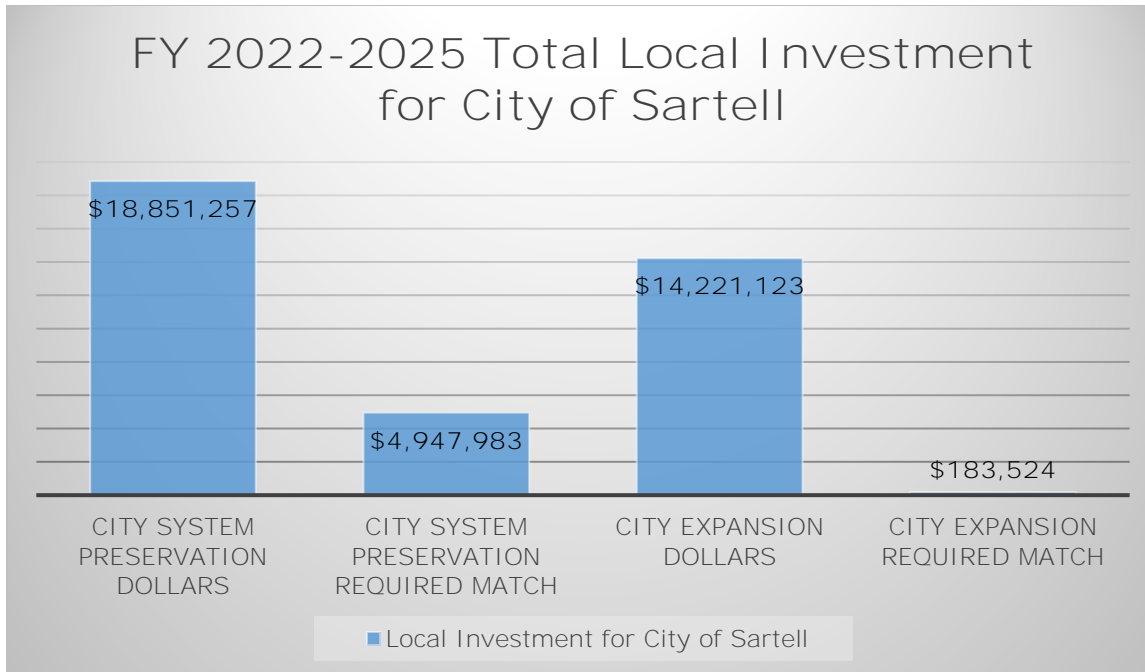
Figure 66 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sartell. In total, \$18,851,257 is available for system preservation projects during fiscal years 2022-2025. The remaining \$14,221,123 is available 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
<b>Total</b>	<b>\$33,072,380</b>	<b>\$18,851,257</b>	<b>\$14,221,123</b>

**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.



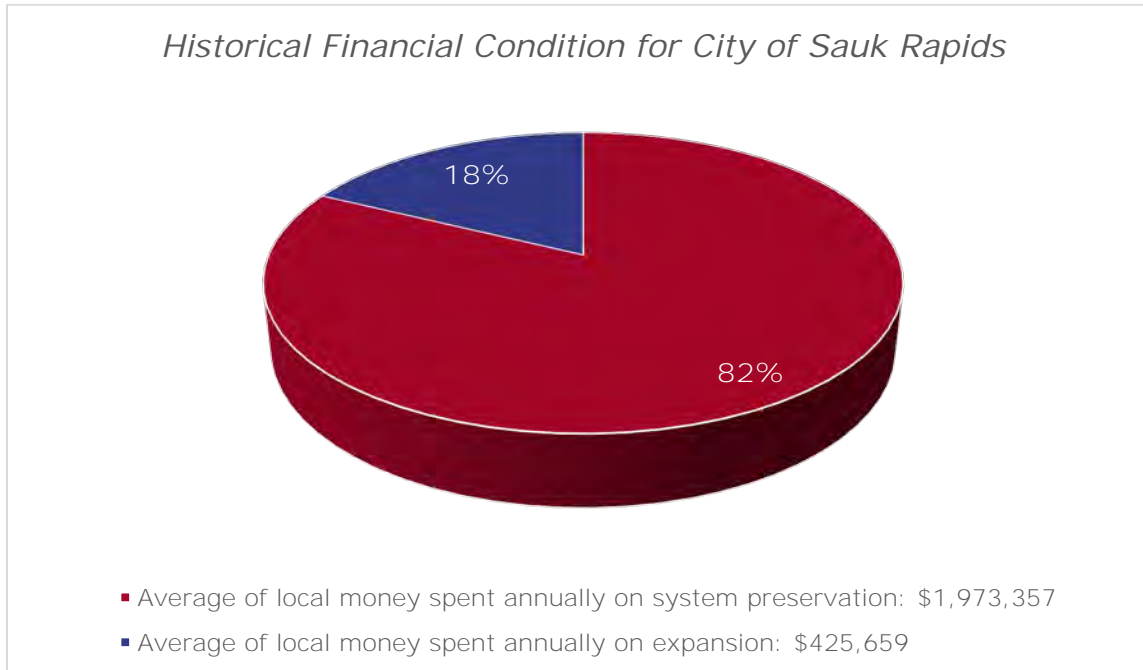


**Figure 67:** Total fiscal constraint for the City of Sartell for TIP cycle FY 2022-2025. Data courtesy of City of Sartell.

## 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
<b>Total Projected Local Funds</b>	<b>\$4,323,200</b>	<b>\$4,052,500</b>	<b>\$2,870,780</b>	<b>\$2,497,600</b>	<b>\$13,744,080</b>

**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.

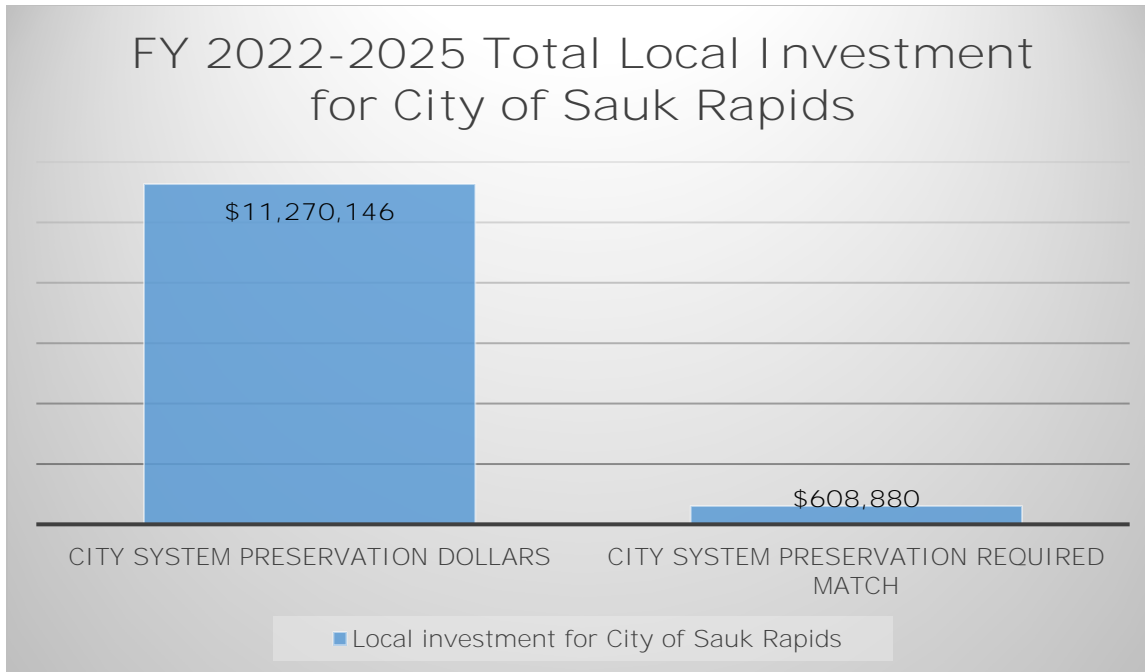
### Fiscal Constraint

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
<b>Total</b>	<b>\$13,744,080</b>	<b>\$11,270,146</b>	<b>\$2,473,934</b>

**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.



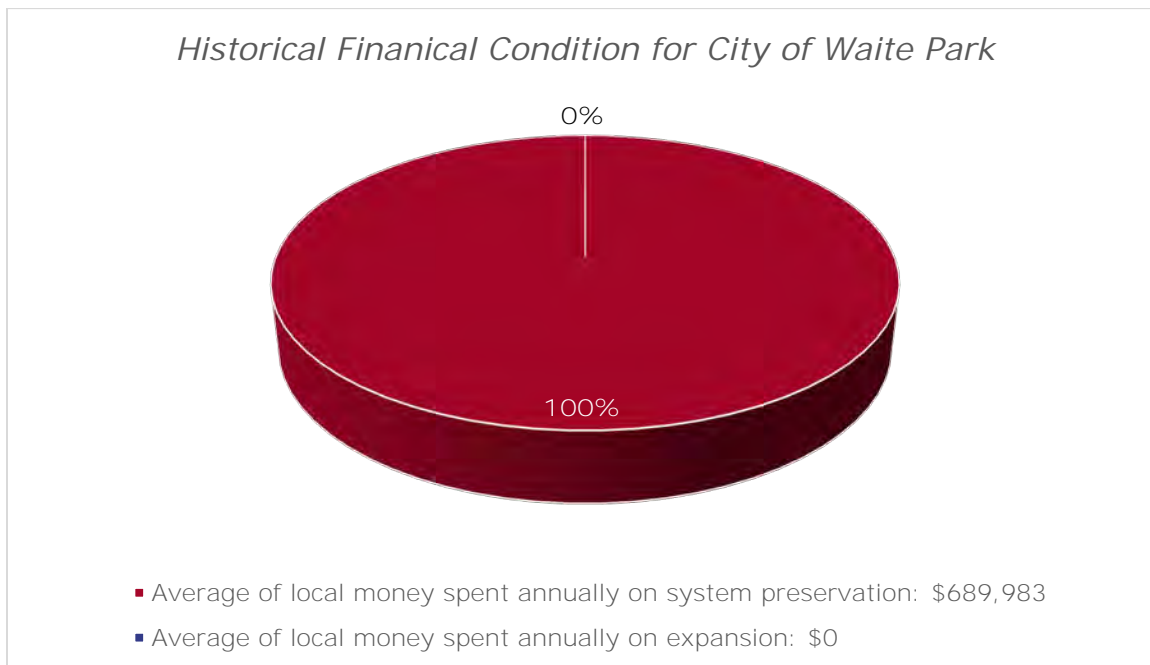
## City of Waite Park

### 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

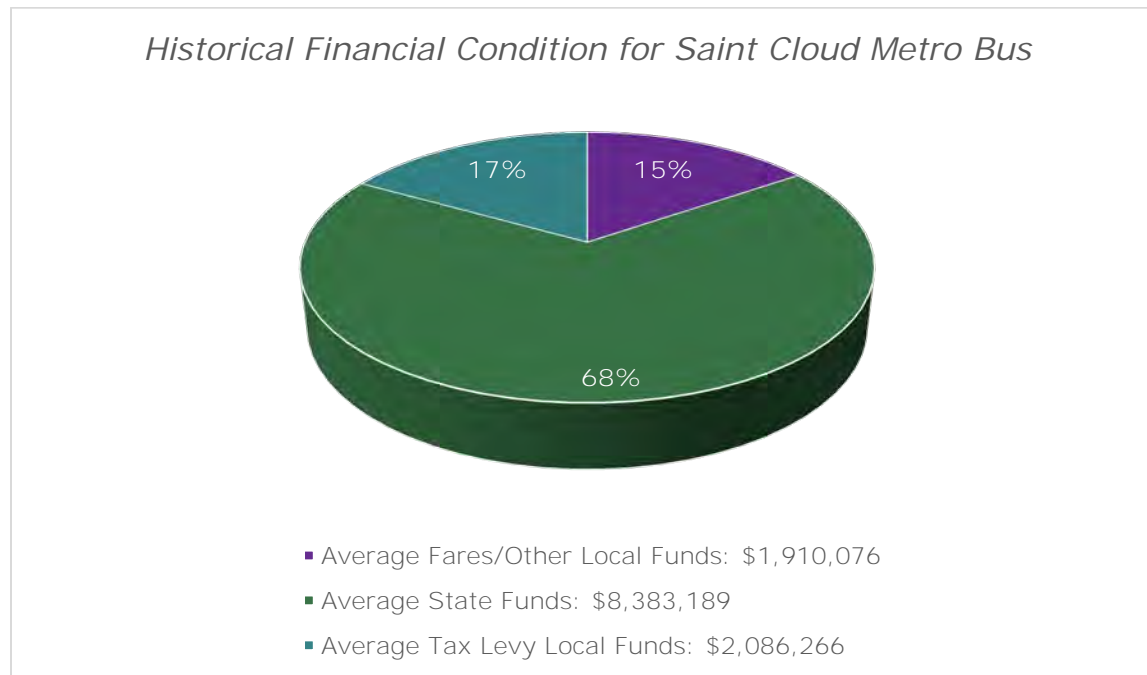
**Figure 76:** A total of available revenue for the City of Waite Park by year from 2022 through 2025. Data courtesy of City of Waite Park.

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>).

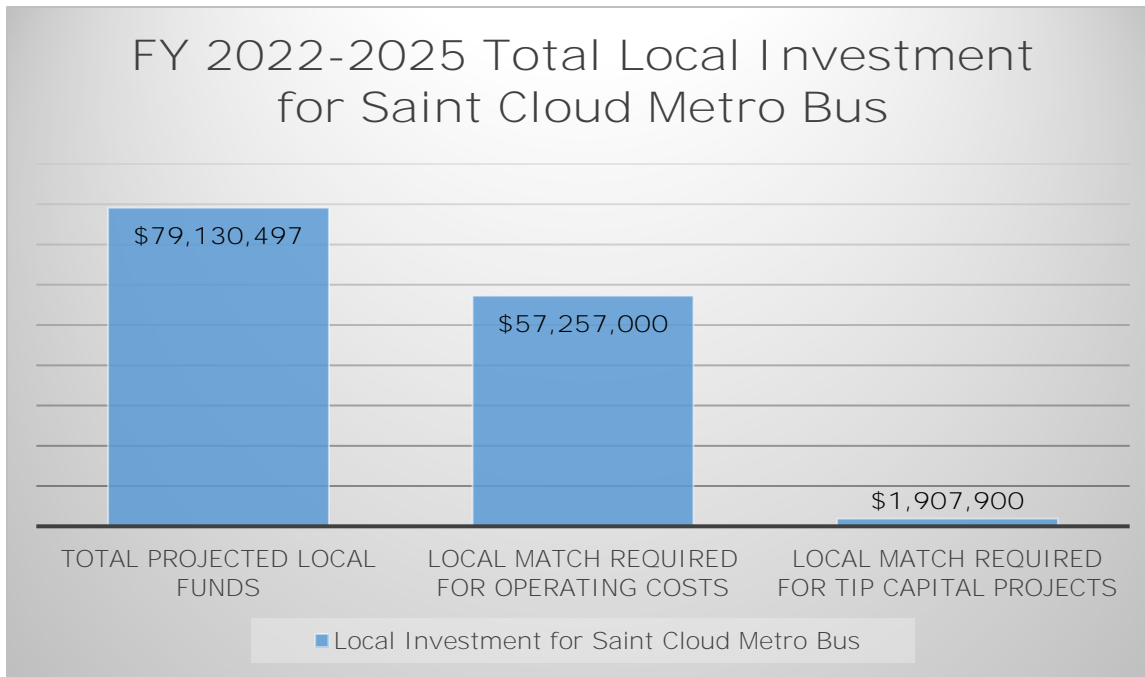
In addition, MnDOT’s OTAT had successfully secured \$2 million in state bond funding for Saint Cloud Metro Bus for the purchase/acquisition of a western transit center in fiscal year 2023 (project TRF-0048-23J). The state is also looking to contribute \$1.2 million in funding to this project as well,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

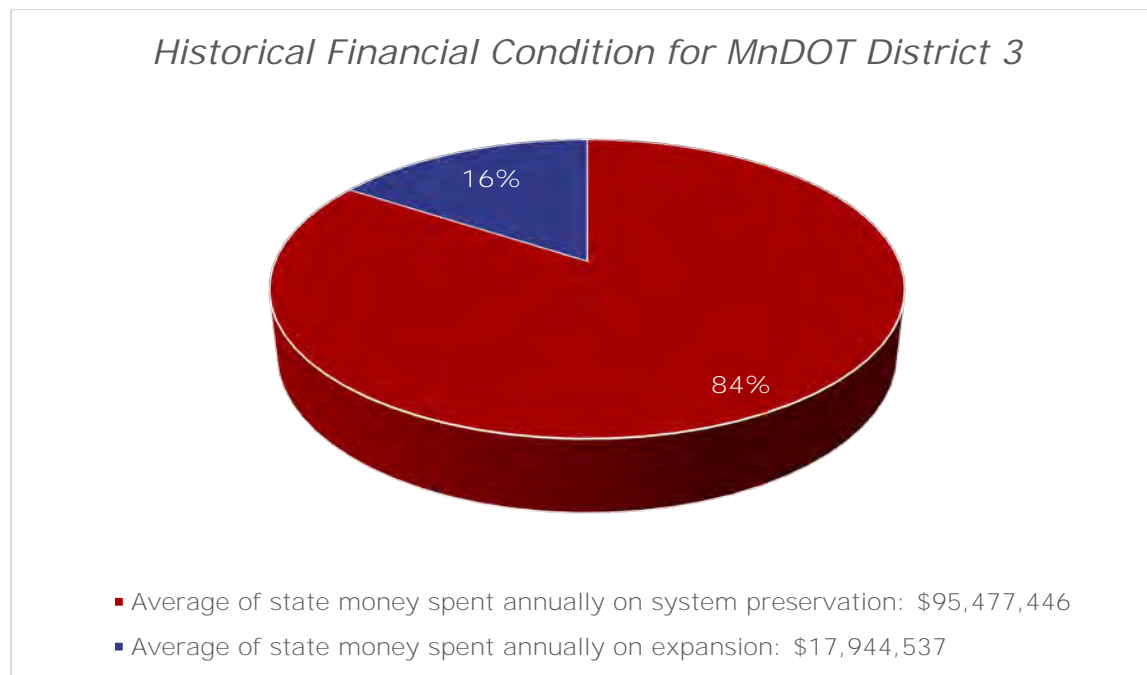
## Minnesota Department of Transportation (MnDOT District 3)

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.

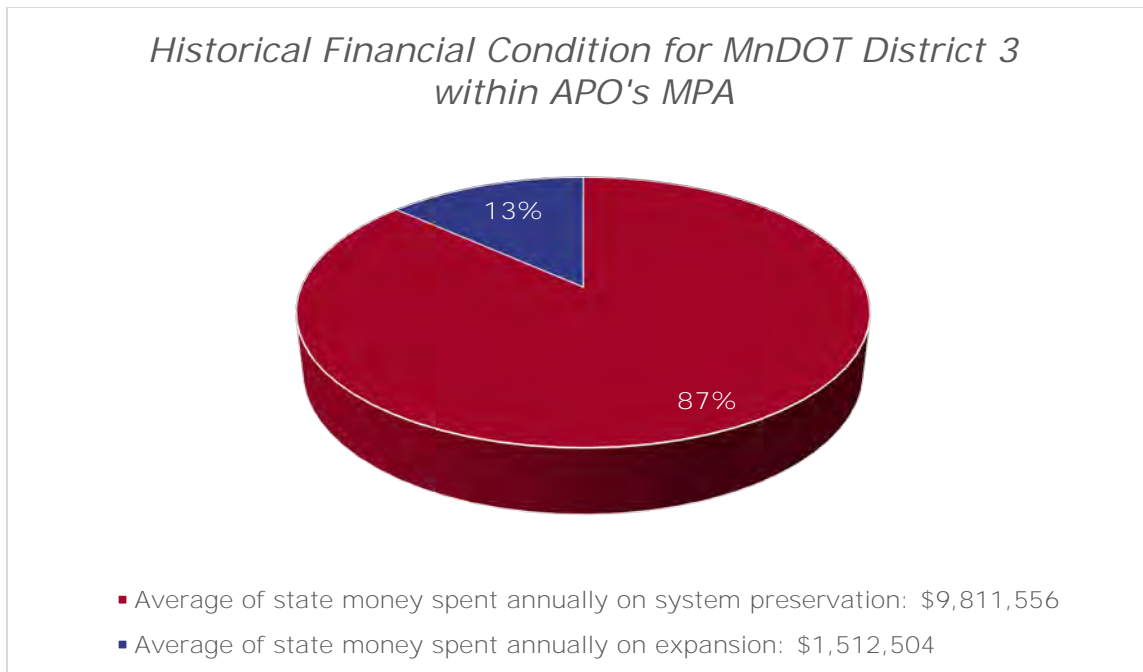
Year	System Preservation	Expansion	Total State Investment
2011	\$87,570,556	\$0	\$87,570,556
2012	\$106,448,774	\$30,959,481	\$137,408,255
2013	\$95,408,924	\$4,827,778	\$100,236,702
2014	\$84,586,402	\$0	\$84,586,402
2015	\$104,075,557	\$0	\$104,075,557
2016	\$114,865,331	\$49,858,419	\$164,723,750
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
<b>Total State Funds Projected</b>	<b>\$306,126,855</b>	<b>\$102,077,506</b>	<b>\$102,242,000</b>	<b>\$145,316,778</b>	<b>\$655,763,139</b>

**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
<b>Total State Funds Projected</b>	<b>\$5,729,429</b>	<b>\$22,801,271</b>	<b>\$20,523,797</b>	<b>\$5,164,152</b>	<b>\$54,218,649</b>

**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 11 system preservation projects programmed into the TIP requiring a match of \$10,052,200 in year of expenditure dollars.

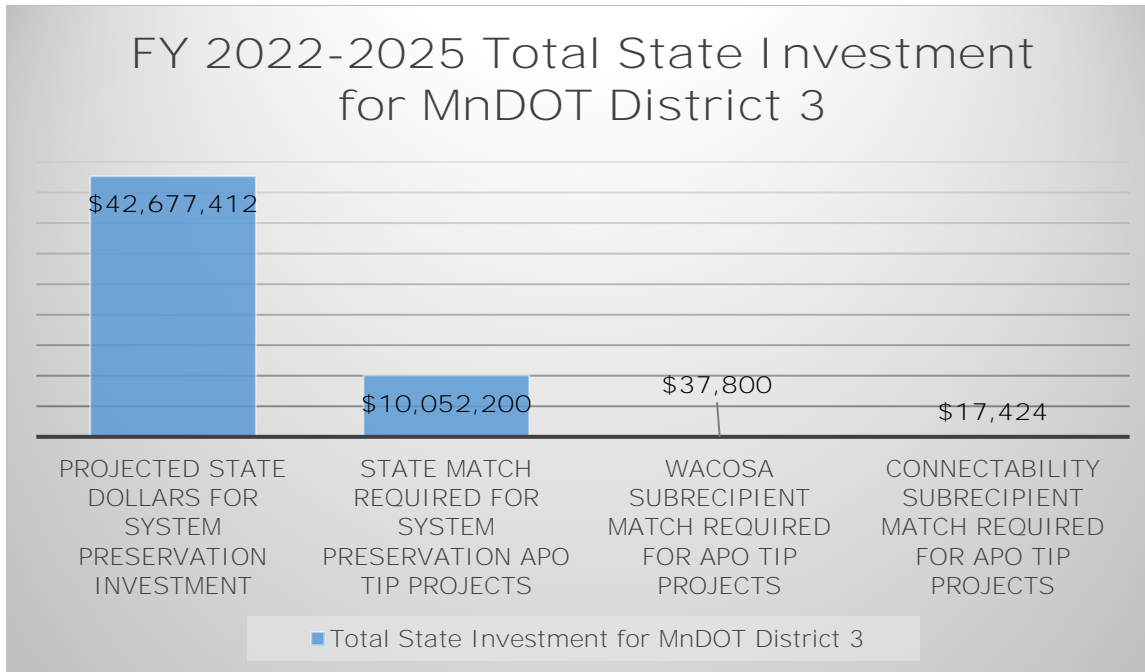
MnDOT District 3 is also the recipient of four FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of subrecipients WACOSA and ConnectAbility of Minnesota, Inc.

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 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.

APO staff hosted two TIP open houses. An in-person open house was held at the APO's Office (1040 County Road 4, Saint Cloud) from 1-3 p.m. on Tuesday, July 27. Two people attended this open house. No public comments were received during this event. A second – virtual – open house was hosted on Thursday, July 29 via Facebook Live. This open house began around 12:40 p.m.

An estimated 38 people were reached with this video. About 37 people watched a minimum of three seconds with an average video watch time of 28 seconds. Five people reacted to the video (liked), and no one shared this post.

Video Details
✕



**St Cloud Area Planning Organization: Transportation Improvement Program...**

Senior Transportation Planner Vicki Johnson is live discussing the draft FY 2022-2025 TIP. Leave your questions and comments below!

11:45 · Was Live: 07/29/2021 · Owned · Appears Once · View Permalink · Copy Video ID

**Total Video Performance** Showing All

- 👁️ Peak Live Viewers 2
- 🕒 Minutes Viewed 30
- 📺 1-Minute Video Views 3
- 📺 10-Second Video Views 15
- 📺 3-Second Video Views 37
- 🕒 Average Video Watch Time 0:28
- 📊 Audience Retention ➔
- 👤 Audience and Engagement ➔

**Figure 90:** A screen shot of the APO's 2022-2025 Transportation Improvement Program Facebook Live virtual open house.



# Times MEDIA

St. Cloud Times | sctimes.com

PART OF THE USA TODAY NETWORK

## AFFIDAVIT OF PUBLICATION

[FORM Rev. 7/16]

# of Affidavits 1

ST CLOUD AREA PLANNING ORGNZTN  
1040 COUNTY ROAD 4

SAINT CLOUD, MN, 56303

Account Number STC-00061958 Ad Number 0004820151 This is not an invoice  
RE: NOTIFICATION OF PUBLIC INPUT OPPORTUNITY: SAINT CLOUD AREA PLANNING ORGANIZATION (APO)

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

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

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

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

07/14/2021

Etc.

P.O #

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

1.70 daily / \$2.25 Sunday per agate line

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

FURTHER YOUR AFFIANT SAITH NOT.

Linda Tuttt  
LEGAL CLERK

Subscribed and sworn to before me

on this 14 th day of July, 2021

Shelly Hora  
State of Wisconsin, County of Brown Notary Public

8-25-23  
Notary Expires

SHELLY HORA  
Notary Public  
State of Wisconsin

Figure 91: First page of the Affidavit of Publication for the legal notice of the TIP public comment period published in the St. Cloud Times.

NOTES ON REVISED AFFIDAVIT FORM

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

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

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

**NOTIFICATION OF PUBLIC  
INPUT OPPORTUNITY; SAINT  
CLOUD AREA PLANNING  
ORGANIZATION (APO) FY  
2022-2025 TRANSPORTATION  
IMPROVEMENT PROGRAM  
(TIP)**

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

The APO, in coordination with the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Minnesota Department of Transportation (MnDOT), Saint Cloud Metropolitan Transit Commission (Metro Bus), and local jurisdictions, has prepared the FY 2022-2025 TIP. The TIP document is being updated to reflect new projects and changes to previously programmed projects.

The draft TIP will be available for review from Wednesday, July 14, 2021, to Friday, Aug. 13, 2021, at the following locations: APO Office: 1040 County Road 4, St. Cloud and the APO website ([www.stcloudapo.org](http://www.stcloudapo.org)). Physical copies of the FY 2022-2025 draft TIP are also available via mail. Please submit your request in writing to Saint Cloud APO, Attention Vicki Johnson at the above mailing address.

APO staff will be hosting an in-person public engagement opportunity from 1-3 p.m. on Tuesday, July 27 at the APO office. In addition, staff will host a virtual public engagement opportunity via the APO's Facebook account (<https://www.facebook.com/stcloudapo>) will be held on Thursday, July 29 starting at 12:30 p.m.

The public is encouraged to provide feedback on the draft FY 2022-2025 TIP between July 14, 2021, and Aug. 13, 2021. Comments can be submitted to Vicki Johnson via phone (320-252-7568 ext. 203), email ([ikeegu@stcloudapo.org](mailto:ikeegu@stcloudapo.org)), or by mail.

**Figure 92:** Second page of the Affidavit of Publication for the legal notice of the TIP public comment period published in the St. Cloud Times.



In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 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 both the in-person and virtual open houses. All comments obtained from the online surveys developed via SurveyMonkey can be found in Appendix C of this document.

Date Received	Source	Comment	Disposition
July 14, 2021	Email	Question on page 29. Does SAR-9 and SAR-10 mean all of townline road from County Road 4 to County Road 5? Most people consider all of this the townline road.	<p>SAR-9 starts at Townline Road and goes to 12<sup>th</sup> Avenue N. That roadway is 35<sup>th</sup> Street N.</p> <p>SAR-10 is what is considered Townline Road. The project being proposed in this case is strictly the portion within the City of Sartell's current (as of 2019) jurisdictional boundaries. It is important to note that this project (along with SAR-9) is part of our long-range transportation plan. This means that we hope to do these (and the other projects listed on pages 26-31) between now and 2045. These projects are currently NOT funded within the fiscal years 2022-2025 Transportation Improvement Program.</p> <p>Townline Road is tricky because it falls within several jurisdictions (Sartell, LeSauk Township, Stearns County, Saint Wendel Township, and Brockway Township) and in order to reconstruct the entirety of that roadway all at once, each of the governing entities would have to finance their share of the project. And with townships, in particular, this can be a real financial undertaking. The other obstacle from the APO's perspective with Townline Road is securing Federal funding for this project would be very difficult. Our typical funding sources (aside from specific Federal grant programs that are competitive on a national level) only apply to roadways that are a major collector or above. As of right now, that roadway is classified as a minor collector (it gets more traffic than a local residential street, but not enough to warrant a higher designation). In 2019, Stearns County applied, but was unsuccessful in the nationally competitive grant application.</p> <p>But it is a well-known problem within the region that we (and others) are working on.</p> <p>If you have further questions about Townline Road, I can certainly do my best to track down those individuals with more specific knowledge and get back to you.</p> <p>Thanks for the email and great question!</p>
July 20, 2021	Email	<p>I want to applaud you on the well written introduction to the TIP on p. 8-10. This is perfect, approachable and definitely public friendly!</p> <p>Only one concern I saw was the type on p.17 under SAFETEA-LU, which is missing the last year number "July 5, 201".</p> <p>We are reviewing the project list tables for consistency this week and we'll have content to you by next Wednesday if we have any questions/comments regarding those.</p>	<p>Thanks for the review.</p> <p>I'm really happy you liked the intro!</p> <p>I've corrected the date on page 17.</p> <p>I look forward to your review of the project tables. Just as a reminder, the project pages in Chapter 1 will differ in terms of project description language mainly because we wanted these pages to be more public-friendly than what is commonly found in the tables.</p>
July 31, 2021	Facebook	What happened to the public input for repurposing Tech high school? Did you shred it?	<p>[INSERT NAME], the APO is a regional body focused on transportation. You'll need to speak with someone at the city regarding Tech HS. Let me know if you need contact information for city staff.</p> <p>Response on July 31: Oops! Sorry! My cynicism runs deep.</p>
July 31, 2021	Facebook	23 from highway 10 to west should be a one way, and 2 <sup>nd</sup> st going east from highway 23 to university drive should be a one way going east all the way to highway 10	APO staff has forwarded this comment on to the MnDOT District 3 Planning Director.

Figure 93: 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 <sup>TH</sup> 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 <sup>RD</sup> 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 <sup>ND</sup> AVE N, 5 <sup>TH</sup> 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 <sup>ND</sup> 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 <sup>TH</sup> AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)	\$1,715,056	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 <sup>ND</sup> STREET S IN SARTELL) BETWEEN THEISEN ROAD AND 19 <sup>TH</sup> 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 <sup>RD</sup> 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 <sup>TH</sup> 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 <sup>ND</sup> ST S TO 33 <sup>RD</sup> 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 <sup>ND</sup> ST S TO 33 <sup>RD</sup> 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 <sup>RD</sup> ST S TO 0.1 MILES N OF 33 <sup>RD</sup> 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 <sup>TH</sup> ST (N OF SAUK RAPIDS) (HSIP)	\$1,379,584	April 1, 2021: Project has been let but not awarded.
PED/BIKE	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 94: 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 2022-2025 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
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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) (S)	FTA	41,910								33,528					8,382	41,910
LOCAL STREETS	073-070-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG	0	SH	SIGNING	HSIP	240,000	216,000		216,000										24,000	240,000

Saint Cloud Area Planning Organization FY 2022-2025 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
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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
				VARIOUS STEARNS CO ROADS																			
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**: STERANS 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								
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	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)	0	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)	0	AM	NEW TRAIL	STBG TAP 5K-200K	91,700							367,040						91,700	458,740

Saint Cloud Area Planning Organization FY 2022-2025 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	
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672	
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 US 10	0502-115	2022	MNDOT	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.	0.64	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, RECLAIM & 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	RD	APP	SF	1,900,000									1,000,000	900,000	1,900,000			1,900,000	
HIGHWAY US 10	7103-64	2022	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	0	EN	HISTORICAL PRESERVATION	SF	50,000											50,000		50,000		50,000
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 2022-2025 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
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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 CAPITAL 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 7/1/23 -- 6/30/24		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
LOCAL STREETS	071-596-008	2023	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH 7103-65)	0.1	MC	NEW PAVEMENT BITUMINOUS	STBGP<5K	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)	0	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 FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER.	0	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	1	RS	MILL AND OVERLAY	NHPP	984,945	615,055		615,055				615,055						369,890	1,600,000

Saint Cloud Area Planning Organization FY 2022-2025 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
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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
				MILL & OVERLAY (PAYBACK IN 2024)																			
HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STERANS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.	0	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, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK 1 OF 1)	0	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	612,000				612,000		612,000								
LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERITAGE DR.	0	RT	NEW TRAIL	STBGTAP 5K-200K	459,121	367,297		367,297										91,824	459,121
LOCAL STREETS	220-113-002AC	2023	SARTELL	**AC** SARTCELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1)	0	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	**PR**AC**ELLE** 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	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



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									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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
				BRIDGE OVER US 10. (PAYBACK IN 2024)																			
HIGHWAY MN 23	0503-91S	2023	MNDOT	**PRS**AC**ELLE**: 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
HIGHWAY MN 23	0503-91GMNR	2023	MNDOT	**PRS**AC**ELLE**: 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**: I-94, 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

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									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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 I 94	7380-264	2023	MNDOT	I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH	0	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 SHERBURNE CSAH 7 IN ST CLOUD TO 0.42 MI E OF SHERBURNE CSAH 20 IN CLEAR LAKE (HSIP PROJECT)	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; (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
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	0	SH	LIGHTING	HSIP	368,000	331,200		331,200										36,800	368,000

Saint Cloud Area Planning Organization FY 2022-2025 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
									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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
				VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS																			
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)	0	EN	NEW TRAIL	STBG TAP 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)	0	RC	BITUMINOUS RECLAMATION	STBG TAP 5K-200K	99,000				99,000		99,000								
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 (AC PROJECT, PAYBACK IN 2025)	0.4	RC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	608,880							1,135,120						608,880	1,744,000

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									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672	
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**ELLE**: 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)		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,566,000		1,252,800	1,252,800										313,200	1,566,000	

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									\$149,761,208	\$29,154,642			\$24,394,841			\$23,489,305	\$9,490,496	\$9,974,200			\$0	\$76,747,029	\$148,855,672
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
				CLASS 400LF CNG REPLACEMENT BUSES																			
LOCAL STREETS	071-596-008AC	2025	SHERBURNE COUNTY	**AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK 1 OF 1)	0.1	MC	NEW PAVEMENT BITUMINOUS	STBGP<5K	1,000,000				1,000,000		1,000,000								
HIGHWAY US 10	7103-65	2025	SHERBURNE COUNTY	**AC** SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK 1 OF 1) (ASSOCIATED WITH 071-596-008)	0	LP	NEW PAVEMENT BITUMINOUS	STBGP<5K	1,200,000				1,200,000		1,200,000								
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)	0	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								
HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, -OVERLAY	0	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 11 surveys via the online survey development platform SurveyMonkey. Those 11 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).
- WACOSA.
- ConnectAbility of Minnesota, Inc.

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.

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

In addition, APO staff added a question pertaining to the visioning process for the 2050 Metropolitan Transportation Plan (MTP). This open-ended question asked survey participants to share their transportation story – what is currently working and what needs to be improved within the next 20 years. Comments received for this question are NOT include in this appendix. Instead, those comments will be recorded and disposed of as part of the Looking Ahead 2050 Visioning process.

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 27 people took part in at least one of the APO's 11 surveys.

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

### ***Benton County***

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

Benton County had one project programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #37: Benton County is proposing to do a full depth reclamation on Benton CSAH 1/Mayhew Lake Road from CSAH 29/35<sup>th</sup> Street NE to 0.25 miles south of CR 78/15<sup>th</sup> Avenue NE in Sauk Rapids/Sauk Rapids Township. The estimated project cost is \$922,944 with \$738,355 coming from Federal funding and \$184,589 coming from local funding.

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



Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
37	0	0	0	0	1	1

**Appendix C1:** Table indicating the responses to survey question 1 of the Benton County 2022-2025 TIP survey.

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

Comment	Disposition
Additional bus frequency	Saint Cloud APO staff understand the importance of regular and reliable transportation, including transit. Staff have forwarded this concern to Saint Cloud Metro Bus's Planning Manager and Chief Operating Officer.

**Appendix C2:** Table indicating the responses to survey question 2 of the Benton County 2022-2025 TIP survey and APO staff disposition of those comments.

Out of the two people who participated in the Benton County 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Adding more sidewalks/trails.
2. Improving transit.
3. Maintaining roadways.
4. Supporting the economy/Protecting the environment (tied)
5. Increasing safety.
6. Building the urban beltline around the Saint Cloud metro.
7. Connecting our region to the Twin Cities Metro.
8. Building new roadways/Preparing for driverless cars (tied).

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

### **Sherburne County**

No one participated in the Sherburne County TIP survey.

Sherburne County had three projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #21, #22, #23, #24, #25, #26, and #27: Sherburne County is proposing to install mumble strips along CSAH 8 from 37<sup>th</sup> Street south to the Haven Township border and along CSAH 3 from US 10 to CSAH 20. In addition, the county is looking to install stop sign enhancements 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. The estimated project cost is \$150,000 with \$135,000 coming from Federal funding and \$15,000 coming from local funding sources.
- #28: Sherburne County is proposing to consolidate two 45-degree intersections of US 10/BNSF railroad (at County Road 65/42<sup>nd</sup> Street SE and 45<sup>th</sup> Avenue SE) into one 90-degree intersection. This consolidation would also include the realignment of the two roadways for improved access to this new intersection. The estimated project cost is \$2,500,000 with \$2,200,000 coming from Federal funding and \$300,000 coming from local funding sources.

- #38, #39, #40, #41, and #42: Sherburne County is proposing to install rural intersection lighting at five 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. The estimated project cost is \$368,000 with \$331,200 coming from Federal funding and \$36,800 coming from local funding sources.

No one responded to the question regarding the importance of these projects.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for Sherburne County to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

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

### ***Stearns County***

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

Stearns County had seven projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #19: Stearns County is proposing to construct a new section of the ROCORI Trail along the railroad corridor from Cold Spring to Rockville. The estimated project cost is \$1,813,000 with \$812,270 coming from Federal funding and \$1,000,730 coming from local funding.
- #11 and #12: Stearns County is proposing to install chevron curve signing along CSAH 133 and CSAH 138. The estimated project cost is \$240,000 with \$216,000 coming from Federal funding and \$24,000 coming from local funding.
- #9, #10, and #13: Stearns County is proposing to install rural intersection lighting at three intersections: CR 136/Oak Grove Road SW and CR 122/40<sup>th</sup> Street S; CSAH 6/260<sup>th</sup> Street/40<sup>th</sup> Street S and CSAH 137; and CSAH 6/CR 122/260<sup>th</sup> Street and CR 137. The estimated project cost is \$96,000 with \$86,400 coming from Federal funding and \$9,600 coming from local funding.
- #17: Stearns County is proposing to do a mill and overlay surface treatment on CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud. The estimated project cost is \$1,600,000 with \$1,230,110 coming from Federal funding and \$369,890 coming from local funding.
- #20: Stearns County is proposing to construct an extension to the Beaver Island Trail from the border of the City of Saint Cloud to Stearns County Road 143 just west of Clearwater. The estimated project cost is \$1,740,000 with \$400,000 coming from Federal funding and \$1,340,000 coming from local funding.
- #18: Stearns County is proposing a roundabout to be constructed at the intersection of CSAH 4 and CSAH 133 at Five Points. The estimated project cost is \$888,900 with \$800,000 coming from Federal funding and \$88,900 coming from local funding.
- #36: Stearns County is proposing to expand CSAH 133 (from two lanes to four lanes) from CSAH 75 to 15<sup>th</sup> Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of a dual left turn lane on eastbound CSAH 75 to northbound CSAH 133. The estimated project cost is \$1,822,944 with \$1,458,355 coming from Federal funding and \$364,589 coming from local funding.

Seven people responded to the question regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
19	1	1	1	1	2	1
11 and 12	1	2	2	2	0	0
9, 10, and 13	3	2	1	1	0	0
17	1	4	2	0	0	0
20	1	0	2	1	3	0
18	4	1	1	1	0	0
36	1	3	1	1	0	1

**Appendix C3:** Table indicating the responses to survey question 1 of the Stearns County 2022-2025 TIP survey.

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

Comment	Disposition
Roundabout at CSAH 75/CSAH 2 and also CSAH 75/CR 133	Saint Cloud APO staff have passed along this comment to the Stearns County engineer for their consideration.
County Road 1 Milan [sic] overlay from Benton County Road 2 to Morrison County Line	Saint Cloud APO staff have passed along this comment to the Stearns County engineer for their consideration.

**Appendix C4:** Table indicating the responses to survey question 2 of the Stearns County 2022-2025 TIP survey and APO staff disposition of those comments.

Out of the seven people who participated in the Stearns County 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Maintaining roadways.
2. Increasing safety.
3. Supporting the economy.
4. Adding more sidewalks/trails.
5. Protecting the environment.
6. Improving transit.
7. Building and urban beltline around the Saint Cloud Metro.
8. Building new roadways.
9. Connecting our region to the Twin Cities Metro.
10. Preparing for driverless cars.

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

### **City of Saint Cloud**

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

The City of Saint Cloud had two projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #1: The City of Saint Cloud is proposing to construct a Beaver Island Trail connection from the existing trail at the Saint Cloud Waste Water Treatment facility to the

southern border of the city. The estimated project cost is \$600,000 with \$480,000 coming from Federal funding and \$120,000 coming from local funding.

- #2: The City of Saint Cloud is proposing to reconstruct Cooper Avenue from Traverse Road to CSAH 75/Roosevelt Road. This project will also include the addition of bike lanes and sidewalks. The estimated project cost is \$2,600,000 with \$2,069,080 coming from Federal funding and \$530,920 coming from local funding.

Six people responded to the question regarding the importance of these projects. One person completed this section for the City of Saint Cloud under the Full 2022-2025 TIP survey (only completed for Project 2).

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
1	1	1	2	0	1	1
2	1	4	2	0	0	0

**Appendix C5:** Table indicating the responses to survey question 1 of the City of Saint Cloud 2022-2025 TIP survey.

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

Comment	Disposition
Roundabouts on Division.	APO staff have forwarded this comment on to both the City of Saint Cloud's engineer and the Minnesota Department of Transportation's District 3 planning director for their consideration.
How about fixing the crumbling road before you go and make new ones.	APO staff understand the importance of maintaining existing infrastructure. As stated in the financial analysis chapter of the draft, it is important that any expansion project (adding new capacity or new roadways) must not jeopardize the operations and maintenance of the rest of the transportation network. Within the draft 2022-2025 TIP, the City of Saint Cloud currently does not have any expansion project programmed. APO staff will pass along this concern to the City of Saint Cloud's engineer as well.
I would love to see the North Star Link come to St. Cloud!	The Federal funding available to the APO does not cover commuter rail service. However, under Goal 2, Strategy 2, Objective 3 of the APO's long-range planning document the Metropolitan Transportation Plan (MTP): "The APO will preserve and enhance long-distance commuter connections to the Twin Cities, including, but not limited to, the extension of the Northstar Commuter Rail to the Saint Cloud metro." Expanding the Northstar Commuter Rail has been and will continue

Comment	Disposition
	to be a priority of the Saint Cloud APO's Policy Board.
Repave and widen 40 <sup>th</sup> Street, add sidewalk, install roundabout at 40 <sup>th</sup> and CR 136.	APO staff have forwarded this comment on to the City of Saint Cloud engineer.

**Appendix C6:** Table indicating the responses to survey question 2 of the City of Saint Cloud 2022-2025 TIP survey and the City of Saint Cloud portion of the 2022-2025 TIP survey. This table also includes APO staff disposition of those comments.

Out of the six people who participated in the City of Saint Cloud 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Increasing safety.
2. Protecting the environment.
3. Maintaining roadways.
4. Improving transit.
5. Adding more sidewalks/trails.
6. Supporting the economy.
7. Building an urban beltline around the Saint Cloud Metro.
8. Connecting our region to the Twin Cities Metro.
9. Building new roadways.
10. Preparing for driverless cars.

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

Comment	Disposition
Increase the speed limit on Clearwater Road to 40	APO staff have forwarded this comment to the City of Saint Cloud's engineer for their consideration.
Need more focus on making the city more walkable and bicycle friendly so people can use for transportation not just recreation.	APO staff understand the importance of providing safe multimodal options for all users. In 2017/2018 the City of Saint Cloud received a bronze designation from the League of American Bicyclists as being a Bicycle Friendly Community. The city has committed to not only maintaining that designation but expanding upon it in ways to provide safe accommodations for bicycling. To assist with this effort, the APO is in the process of finalizing a regional active transportation plan which will include recommendations for improving walking and bicycling options not only throughout the City of Saint Cloud, but also throughout the entire Saint Cloud metro. APO staff have forwarded this comment to the City of Saint Cloud's engineer as well for their consideration.

**Appendix C7:** Table indicating the responses to survey question 4 of the City of Saint Cloud TIP survey. This table also includes APO staff disposition of those comments.



### City of Sartell

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

The City of Sartell had three projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #3: The City of Sartell is proposing to reconstruct 19<sup>th</sup> Avenue from CSAH 4 to CSAH 133/Sixth Street S. The estimated project cost is \$7,037,903 with \$2,089,920 coming from Federal funding and \$4,947,983 coming from local funding.
- #4, #5, #6, and #7: The City of Sartell is proposing to fill in gaps in its shared use path network along Seventh Street N from Second Avenue N to Riverside Avenue N/CSAH 1 and along 12<sup>th</sup> Street N from Fourth Avenue N to Riverside Avenue N/CSAH 1. The City is also looking to complete sidewalk gaps on 13<sup>th</sup> Avenue N connecting the existing facility to Grizzly Lane and on Third Street N connecting the existing facility to 19<sup>th</sup> Avenue N. The estimated project cost is \$458,740 with \$367,040 coming from Federal funding and \$91,700 coming from local funding sources.
- #16: The City of Sartell is proposing to extend the current shared use path along Heritage Drive from Huntington Drive South to Amber Avenue South. This project will also include the installation of two marked crosswalks along Heritage Drive. The estimated project cost is \$459,121 with \$367,297 coming from Federal funding and \$91,824 coming from local funding.

Seven people responded to at least one part of the question regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
3	6	0	0	0	0	0
4, 5, 6, and 7	3	1	2	0	0	0
16	2	3	2	0	0	0

**Appendix C8:** Table indicating the responses to survey question 1 of the City of Sartell 2022-2025 TIP survey.

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

Comment	Disposition
Bike path the entire length of the river road. Similar to the Paul Bunyan Trail up north.	In 2022, the City of Sartell and Stearns County are reconstructing CSAH 1/Riverside Avenue N from Sartell Street to 12 <sup>th</sup> Street N. This project will include the installation of a shared use path along this stretch. While this is not the entire length of Riverside Avenue, this improvement will add an off-road facility to complement the existing on-road facility. APO staff will forward this comment on to the City of Sartell engineer and the Stearns County engineer for their consideration.

Comment	Disposition
Widen 19 <sup>th</sup> Ave N and extend to Blackberry area	The APO has identified 19 <sup>th</sup> Avenue N as an expansion project – to develop a two-lane undivided local roadway from 11 <sup>th</sup> Street N to 27 <sup>th</sup> Street N – as part of the long-range Metropolitan Transportation Plan (MTP). However, this does not include widening the existing roadway. APO staff have forwarded this comment on to the City of Sartell engineer.
Install roundabouts at 7 <sup>th</sup> St and Pinecone Road; 7 <sup>th</sup> and Riverside Drive; Pinecone Road and 15 <sup>th</sup> St S; and 2 <sup>nd</sup> St S and 4 <sup>th</sup> Ave S. Add sidewalk on west side of Pinecone Road from Cty 120 to north end of city	APO staff have forwarded this comment on to the City of Sartell engineer.
Make a Shared Use Path on 35 <sup>th</sup> St N from the existing path to the Blackberry Ridge Neighborhood.	APO staff have forwarded this comment on to the City of Sartell engineer.
Leander Ave.	The APO has identified Leander Avenue as an expansion project – to widen to three lanes – as part of the long-range Metropolitan Transportation Plan (MTP) adopted in October 2019. Given the brevity of this comment, APO staff are unsure if the commenter is advocating for expansion or strictly preservation of this roadway corridor. APO staff have also forwarded this comment on to the City of Sartell engineer.

**Appendix C9:** Table indicating the responses to survey question 2 of the City of Sartell 2022-2025 TIP survey and APO staff disposition of those comments.

Out of the seven people who participated in the City of Sartell 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Maintaining roadways.
2. Increasing safety.
3. Adding more sidewalks/trails.
4. Improving transit.
5. Supporting the economy.
6. Building new roadways.
7. Protecting the environment.
8. Building an urban beltline around the Saint Cloud Metro.
9. Connecting our region to the Twin Cities Metro.
10. Preparing for driverless cars.

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

### **City of Sauk Rapids**

No one participated in the City of Sauk Rapids TIP survey.

The City of Sauk Rapids had one project programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #35: The City of Sauk Rapids is proposing to reconstruct Second Avenue S from Benton Drive to 10<sup>th</sup> Street S. This project will also include sidewalk, Americans with Disabilities Act (ADA) improvements, lighting, drainage, and water main work. The estimated project cost is \$1,744,000 with \$1,135,120 coming from Federal funding and \$608,880 coming from local funding.

No one responded to the question regarding the importance of this project.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for the City of Sauk Rapids to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

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

**Saint Cloud Metro Bus**

A total of three people participated in the Saint Cloud Metro Bus TIP survey.

The Saint Cloud Metro Bus survey was divided into two parts – Operation Costs and Capital Improvements.

Under Operations Costs, participants were asked their opinion regarding the importance of operating assistance for fiscal years 2022 through 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Operating Assistance	2	0	0	0	1	0

**Appendix C10:** Table indicating the responses to survey question 1 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of preventive maintenance for fiscal year 2022.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Preventive Maintenance	0	2	0	0	1	0

**Appendix C11:** Table indicating the responses to survey question 2 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of paratransit operations for fiscal years 2022 through 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Paratransit Operations	1	1	0	0	1	0

**Appendix C12:** Table indicating the responses to survey question 3 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of Northstar commuter operations for fiscal years 2022 through 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Northstar Commuter Operations	0	0	1	1	1	0

**Appendix C13:** Table indicating the responses to survey question 4 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of five projects proposed to receive Federal funding assistance during fiscal year 2022.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Office Equipment	0	0	1	0	2	0
Facility Improvements	0	1	1	0	1	0
Maintenance Equipment	0	1	1	0	1	0
Bus Shelters	1	1	0	0	1	0
Bus Replacement (Dial-a-Ride)	1	1	0	0	1	0

**Appendix C14:** Table indicating the responses to survey question 5 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of four projects proposed to receive Federal funding assistance during fiscal year 2023.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Office Equipment	0	1	0	0	2	0
Maintenance Equipment	1	0	0	1	1	0
Facility Improvement	0	2	0	0	1	0
Western Transit Center	0	2	0	0	1	0

**Appendix C15:** Table indicating the responses to survey question 6 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of five projects proposed to receive Federal funding assistance during fiscal year 2024.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Bus Replacement (Fixed Route)	2	0	0	0	1	0
Long Range Transportation Plan	2	0	0	0	1	0
Office Equipment	0	1	0	0	2	0
Bus Replacement (Dial-a-Ride)	1	1	0	0	1	0
Maintenance Equipment	0	2	0	0	1	0

**Appendix C16:** Table indicating the responses to survey question 7 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of five projects proposed to receive Federal funding assistance during fiscal year 2025.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance Equipment	0	2	0	0	1	0
Operations Vehicles	0	1	1	0	1	0
Office Equipment	0	1	0	0	2	0
Facility Improvements	0	1	1	0	1	0
Bus Replacement (Dial-a-Ride)	0	2	0	0	1	0

**Appendix C17:** Table indicating the responses to survey question 8 of the Saint Cloud Metro Bus 2022-2025 TIP survey.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for Saint Cloud Metro Bus to add one project to be considered for future Federal transportation funding opportunities, what project would you add?



Out of the three people who participated in the Saint Cloud Metro Bus 2022-2025 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Adding more sidewalks/trails.
2. Improving transit/Supporting the economy/Building an urban beltline around the Saint Cloud Metro (tie).
3. Increasing safety.
4. Maintaining roadways.
5. Connecting our region to the Twin Cities Metro.
6. Building new roadways.
7. Protecting the environment.
8. Preparing for driverless cars.

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

### ***Minnesota Department of Transportation***

One person participated in the Minnesota Department of Transportation (MnDOT) TIP survey.

MnDOT had nine projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- #15: MnDOT is proposing to restore the failing retaining walls along MN 301 adjacent to the Minnesota Department of Corrections building in Saint Cloud. The estimated project cost is \$1,900,000 coming from state funding.
- #14: MnDOT is proposing to replace bridge number 3666 on US 10 with a box culvert 0.5 miles NW of Benton CSAH 33/First Avenue NE/60<sup>th</sup> Street NW. This project will also include the installation of a high tension median cable guardrail from 66<sup>th</sup> Street to Benton CSAH 33. The estimated project cost is \$1,400,000 with \$1,120,000 coming from Federal funding and \$280,000 coming from state funding.
- #33: MnDOT is proposing to remove an at-grade BNSF rail crossing along US 10 at 45<sup>th</sup> Avenue. The project will realign the CR 65/42<sup>nd</sup> Street existing crossing. The estimated project cost is \$300,000 with \$222,000 coming from Federal funding and \$78,700 coming from state/local funding.
- #29: MnDOT is proposing to reconstruct the interchange of MN 23 and US 10. This project will include work on MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1/Mayhew Lake Road) and US 10 (from 0.2 miles west of East Saint Germain Street to 0.1 miles north of 15<sup>th</sup> Avenue SE). The proposed project will also replace the existing bridges (9021 and 9022) and will include multimodal improvements and the construction of a bridge over US 10 at Fourth Street. The estimated project cost is \$38,186,000 with \$27,743,800 coming from Federal funding, \$6,842,200 coming from state funding, and \$3,600,000 coming from local funding sources.
- #30: MnDOT is proposing to do an overly surface treatment on two bridges on Interstate 94 that span the BNSF railroad (bridges 73875 and 73876) 0.6 miles west of the MN 23/I-94 interchange. The estimated project cost is \$1,600,000 with \$1,280,000 coming from Federal funding and \$320,000 coming from state funding.
- #31: MnDOT is proposing to do an overlay surface treatment on the I-94 flyover bridge at CSAH 75 northwest of Saint Joseph (bridge number 73868). The estimated project cost is \$1,200,000 with \$960,000 coming from Federal funding and \$240,000 coming from state funding.

- #32: MnDOT is proposing to install median cable barrier guardrails on US 10 from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in Clear Lake. The estimated project cost is \$1,900,000 with \$1,710,000 coming from Federal funding and \$190,000 coming from state funding.
- #43: MnDOT is proposing to do an overlay surface treatment on the bridge spanning MN 15 at Stearns CSAH 137 (bridge number 73019). The estimated project cost is \$760,000 with \$608,000 coming from Federal funding and \$152,000 coming from state funding.
- #44: MnDOT is proposing to reinstall the interpretive panels and do minor repairs to a historical marker along US 10. The estimated project cost is \$50,000 coming from state funding.

One person responded to the question regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
15	0	0	0	0	0	1
14	0	0	0	0	0	1
33	0	0	0	0	0	1
29	1	0	0	0	0	0
30	0	0	0	0	0	1
31	0	0	0	0	0	1
32	0	0	0	0	0	1
43	0	0	0	0	0	1
44	1	0	0	0	0	0

**Appendix C18:** Table indicating the responses to survey question 1 of MnDOT's 2022-2025 TIP survey.

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

Comment	Disposition
Make MN 15 a limited access freeway from Hwy 10 to I 94.	In 2020, the APO along with its partners (MnDOT, Stearns County, City of Waite Park, and City of Saint Cloud) conducted a safety and operations study of MN 15 from Second Street S to 12 <sup>th</sup> Street N. Various recommendations – including two freeway alternatives – were explored. Depending on the freeway option costs to do this would range between \$93.3 million to \$105.8 million to construct. These, obviously, would be long-term projects and not something that could reasonably be considered to be implemented in the short term without specialized Federal funding opportunities. The APO is committed to improving the efficiency of the MN 15 corridor. APO staff have also forwarded this comment on the MnDOT District 3 Planning Manager.

**Appendix C19:** Table indicating the responses to survey question 2 of the MnDOT 2022-2025 TIP survey and APO staff disposition of those comments.

The one person who participated in the MnDOT 2022-2025 TIP survey, provided the following ranking of the important transportation issues:

1. Adding more sidewalks/trails.
2. Increasing safety.
3. Supporting the economy.
4. Protecting the environment.
5. Maintaining roadways.
6. Improving transit.
7. Building new roadways.
8. Preparing for driverless cars.
9. Connecting our region to the Twin Cities Metro.
10. Building an urban beltline around the Saint Cloud Metro.

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

### **WACOSA**

No one participated in the WACOSA TIP survey.

WACOSA had two projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- WACOSA is proposing to purchase one replacement Class 400 bus during calendar year 2022. The estimated project cost is \$93,000 with \$74,400 coming from Federal funding and \$18,600 coming from local funding sources.
- WACOSA is proposing to purchase one replacement Class 400 bus during calendar year 2023. The estimated project cost is \$96,000 with \$76,800 coming from Federal funding and \$19,200 coming from local funding sources.

No one responded to the question regarding the importance of these projects.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for WACOSA to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

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

### **ConnectAbility of MN, Inc.**

No one participated in the ConnectAbility of MN, Inc. TIP survey.

ConnectAbility of MN, Inc. had two projects programmed to receive Federal funding during the time period of fiscal years 2022 through 2025.

- A: ConnectAbility of MN is requesting to receive a mobility management grant in fiscal year 2022 to assist in the continued effort of the Central Minnesota Regional Transportation Coordinating Council (RTCC). An RTCC 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. The estimated project cost is \$41,910 with \$33,528 coming from Federal funding and \$8,382 coming from local funding sources.

- B: ConnectAbility of MN is requesting to receive a mobility management grant in fiscal year 2023 to assist in the continued effort of the Central Minnesota RTCC. The estimated project cost is \$45,210 with \$36,168 coming from Federal funding and \$9,042 coming from local funding sources.

No one responded to the question regarding the importance of these projects.

No comments were provided to the open-ended question asking residents: If there was sufficient funding for ConnectAbility of MN, Inc. to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

No rankings of important transportation issues were identified.

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

***Full 2022-2025 TIP***

One person took the full 2022-2025 TIP survey which combined all of the project specific questions for the following agencies/jurisdictions: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Sartell, City of Sauk Rapids, Saint Cloud Metro Bus, MnDOT, WACOSA, and ConnectAbility of MN, Inc.

Project comments specific to an agency/jurisdiction have been reflected under the appropriate section.

The one person who participated in the full 2022-2025 TIP survey did not provide any rankings of the important transportation issues. They also did not provide any additional thoughts or comments about the draft TIP.

## APPENDIX D

### MnDOT Checklist

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## Minnesota MPO TIP Checklist

MPO: Saint Cloud Area Planning Organization

Contact name: Vicki Johnson

TIP time period: FY 2022-2025

The table below identifies information that should be covered in your TIP as required by 23 CFR 450. Complete the requested information as applicable.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	<p>Introduction: Public Involvement pg. 38.</p> <p>Chapter Five: Public Involvement pgs. 147-152.</p> <p>Appendix C: TIP Survey Public Comments pgs. 172-187.</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	<p>Introduction pg. 20</p> <p>Introduction: Saint Cloud Area Planning Organization pgs. 20-22.</p> <p>Introduction: The Transportation Improvement Program pg. 24.</p> <p>Chapter Five: Public Involvement pgs. 147-152.</p> <p>Appendix C: TIP Survey Public Comments pgs. 172-187.</p>
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / <b>NA</b>	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Introduction pg. 20.  Introduction: Saint Cloud Area Planning Organization pg. 20.  Introduction: The Transportation Improvement Program pg. 24.
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	Introduction pg. 20.  Introduction: The Transportation Improvement Program pg. 24.
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	Resolution #2021-11 pgs. 6-7.
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	Introduction: Public Involvement pg. 38.  Chapter Five: Public Involvement pgs. 147-152.  Appendix C: TIP Survey Public Comments pgs. 172-187.
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / <b>NA</b>	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	Introduction: Programming the TIP pg. 32 (Reference to the APO's Transportation Performance Monitoring Report).  Chapter Three: Performance Measures pgs. 96-108.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32.  Chapter Three: Performance Measures pgs. 96-108 with specific references found on pgs. 98, 100, 106, 107-108.
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	Introduction: The Transportation Improvement Program pg. 24.  Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.  Appendix A pgs. 157-168.
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	Introduction: Regionally Significant



Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Projects pgs. 24-25 (includes link to APO's Regional Infrastructure Investment Plan).</p> <p>Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.</p> <p>Appendix A pgs. 157-168.</p>
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	<p>Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.</p> <p>Appendix A pgs. 157-168.</p>
450.326(g)(2)	Individual project information	TIP includes estimated <b>total</b> cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	<p>Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.</p> <p>Appendix A pgs. 157-168.</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.  Appendix A pgs. 157-168.
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / <b>NA</b>	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / <b>NA</b>	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.  Appendix A pgs. 157-168.
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.  Appendix A pgs. 157-168.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / <b>NA</b>	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	<b>Yes</b> / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32.  Introduction: Programming the TIP pgs. 32-34.
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	<b>Yes</b> / No	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38.  Chapter Four: Financial Capacity Analysis pgs. 109-146.
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	<b>Yes</b> / No	Chapter Four: Financial Capacity Analysis pgs. 109-146.
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	<b>Yes</b> / No	Chapter Four: Financial Capacity

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38.  Chapter One: FY 2022-2025 TIP Projects pgs. 39-84.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).  Appendix A pgs. 157-168.
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146.
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).



Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / <b>NA</b>	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38.  Chapter Four: Financial Capacity Analysis pgs. 109-146 (specifically found on pgs. 114-115; 119-120; 123-124; 126-127; 129; 131-132; 134-135; 137; 139-140; 144-146).

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / <b>NA</b>	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		<p>Introduction: The Transportation Improvement Program pg. 24.</p> <p>Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32.</p>
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	<b>Yes</b> / No	<p>Introduction: The Transportation Improvement Program pg. 24.</p> <p>Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 25-32.</p> <p>Introduction: Programming the TIP pgs. 32-34.</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Introduction: Project Selection pgs. 36-37.  Chapter Six: Monitoring Progress pgs. 153-156.
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	Chapter Six: Monitoring Progress pgs. 153-156.
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	Chapter Six: Monitoring Progress pgs. 153-156.
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324	Yes / No	Resolution #2021-11 pgs. 6-7.  Introduction: Self Certification pg. 38.

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.		

MPO comments: N/A