Transportation Improvement Program

FY 2020-2023

Prepared by the Saint Cloud Area Planning Organization
Updated May 14, 2020

SAINT CLOUD | AREA PLANNING ORGANIZATION

DISCLAIMER

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

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

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 (www.stcloudapo.org), or you can view a copy at our office at 1040 County Road 4, Saint Cloud, MN 56303.

RESOLUTION #2019-12

Approving the 2020-2023 Saint Cloud Area Planning Organization Transportation Improvement Program

Saint Cloud
Area Planning Organization

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RESOLUTION #2019-12

Approving the 2020-2023 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, projects must be included in the 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 2020-2023 TIP is an implementation of the Saint Cloud Area Planning Organization's Transportation Plan Blueprint-2040, the Saint Cloud Area Planning Organization's MTP and is fiscally constrained; and

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination 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 thirty (30) day public comment period on the draft FY 2020-2023 TIP 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:

X _____ X _____

Jeff Westerlund
Saint Cloud APO Chair

Brian Gibson
Saint Cloud APO Executive Director

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COMMON ACRONYMS

3-C: Comprehensive, Cooperative and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

ATP-3: Central Minnesota Area Transportation Partnership.

BARC: Bridge and Road Construction.

*[i]**BB:** Transit (Buses).

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

EJ: Environmental Justice.

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

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

***I:** Interstate Highway.

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

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

LOS: Level of Service.

***MN:** Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

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

***RR:** Railroad

RSS: Highway Rail Grade Crossing and Rail Safety.

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

SF: State Fund.

SGR: State of Good Repair.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TAC: Saint Cloud APO's Technical Advisory Committee.

TIP: Transportation Improvement Program.

TSM: Transportation System Management.

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

USC: United States Code.

US DOT: United States Department of Transportation.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

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[i] ***These acronyms are specifically used in the TIP Project Table. See Appendix A for more information.***

INTRODUCTION

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

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

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

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

Saint Cloud Area Planning Organization

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

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

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

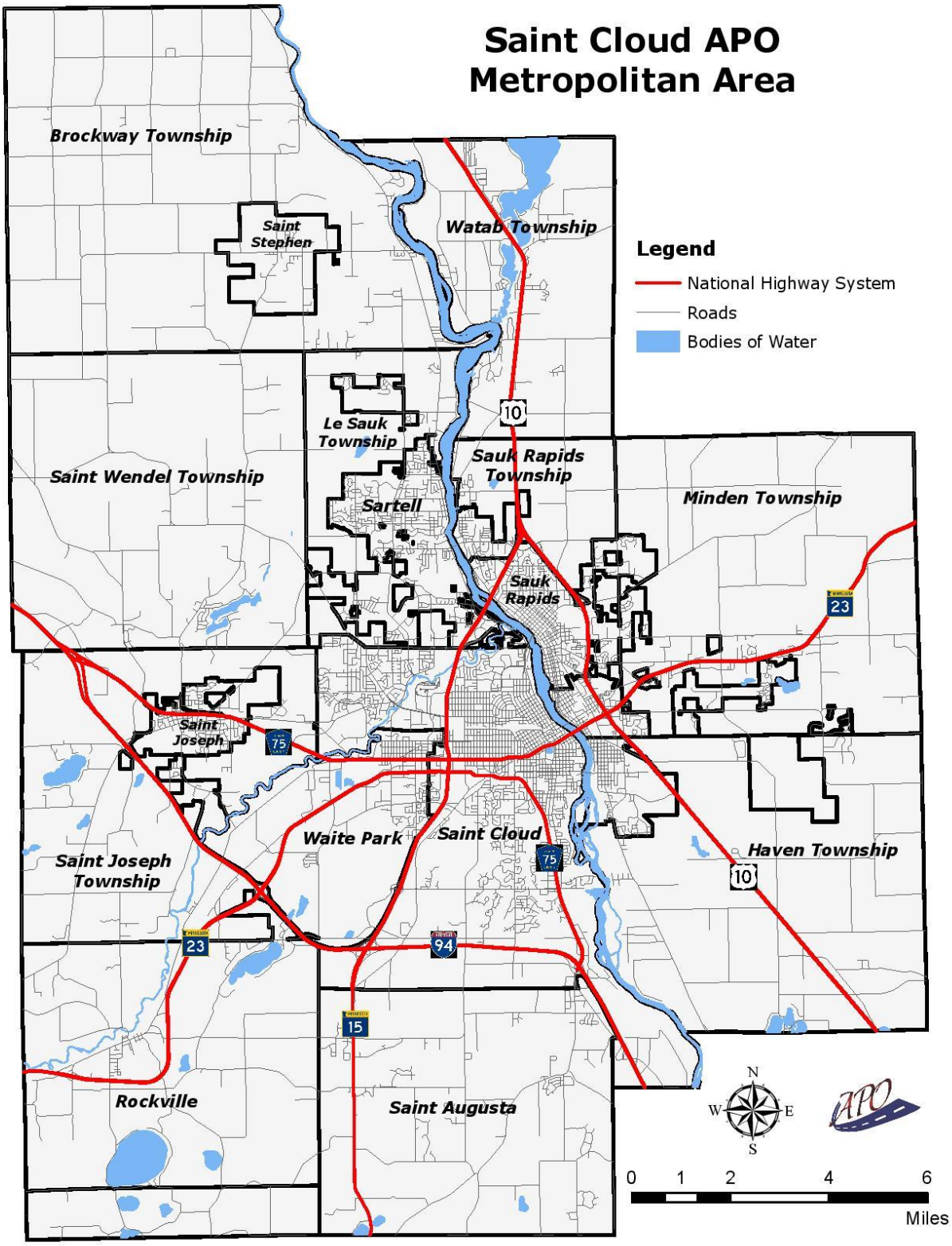


Figure 1: *APO Planning Area Map.*

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

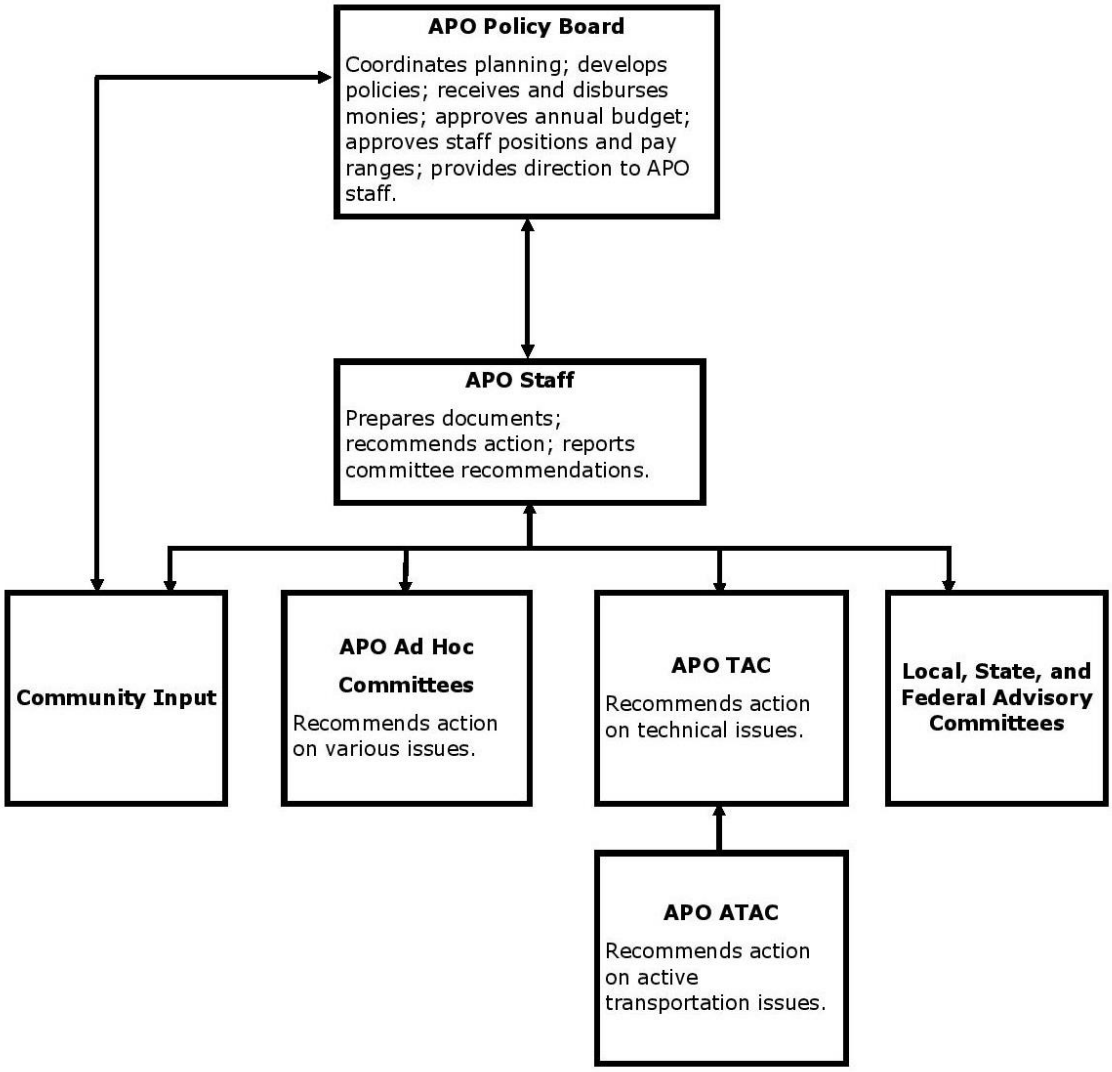


Figure 2: *APO Organizational Chart.*

The APO Policy Board is made up of elected officials and a senior-level management position from Saint Cloud MTC. 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 APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud MPA. This mission is accomplished through professional planning initiatives, the provision of objective information, and building collaborative partnerships that foster consensus.

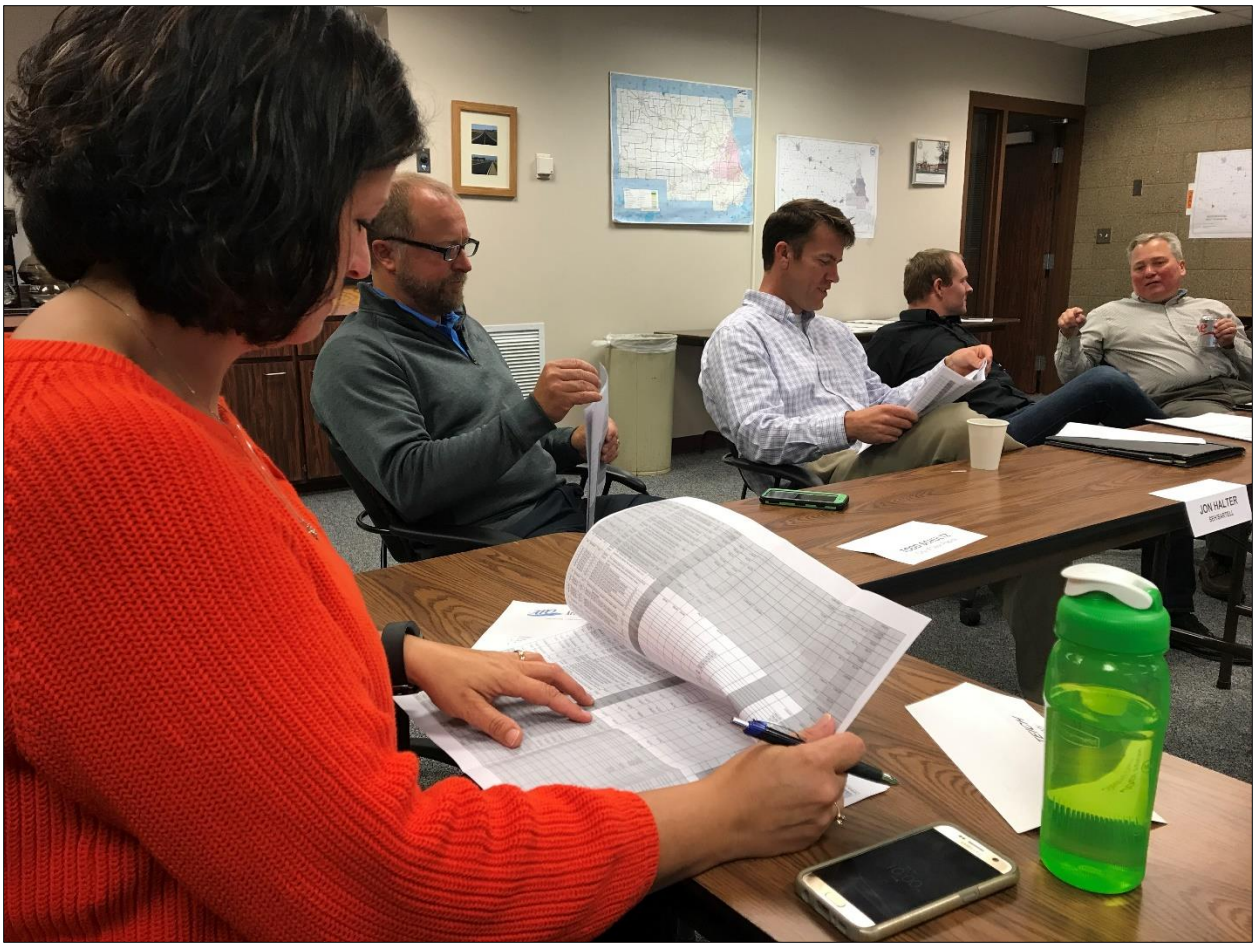


Figure 3: *Members of the Saint Cloud APO's TAC. Photo courtesy of Saint Cloud APO.*

The APO strives to be:

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

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

- Maintaining a certified "3-C" transportation planning process: comprehensive, cooperative, and continuing.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective stakeholder engagement process which ensures meaningful public input is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.

- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

The Transportation Improvement Program

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

The projects included in each year's TIP are ultimately derived from the APO's Metropolitan Transportation Plan (MTP) 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 TIP document includes projects from the Minnesota Department of Transportation (MnDOT) District 3 (D3) in the APO's planning area, Saint Cloud MTC, 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 unless they are regionally significant.

All regionally significant projects – those requiring action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), regardless of funding source – are also included in the TIP. Within the APO, a project is considered of regional significance if it is funded, in part, through the use of Federal dollars from either FHWA or FTA or if it is a MnDOT sponsored project regardless of funding source.

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 D3 Area Transportation Improvement Program (ATIP) and subsequent Minnesota Statewide Transportation Improvement Program (STIP) (https://bit.ly/2Sstfvj).

The TIP and Its Connection to the Metropolitan Transportation Plan

As previously stated, projects reflected in the fiscal year (FY) 2020-2023 TIP originate from the Saint Cloud APO's Metropolitan Transportation Plan (MTP) (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 (35th Street NE) to MN 23	Four-Lane Undivided Arterial
BEN-2	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18th Street NW	Four-Lane Undivided Arterial
BEN-4	CSAH 29 (35th 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 35th 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 (40th Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
STC-2	MSAS 156 (40th 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	31st Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial
STC-4	MSAS 145 (Ninth Avenue N) in Saint Cloud	MSAS 148 (15th 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	322nd 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/22nd Street S) to 33rd Street S	Three-Lane Undivided Arterial
STJ-1	Westwood Parkway in Saint Joseph	21st 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 (322nd Street)	Three-Lane Undivided Collector
SAR-3	19th Avenue N in Sartell	11th Street N to 27th 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	15th Street N in Sartell	MSAS 103 (Pinecone Road N) to 19th Avenue N	Four-Lane Undivided Collector
WAT-1	MSAS 103 (10th Avenue N) in Waite Park	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial

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

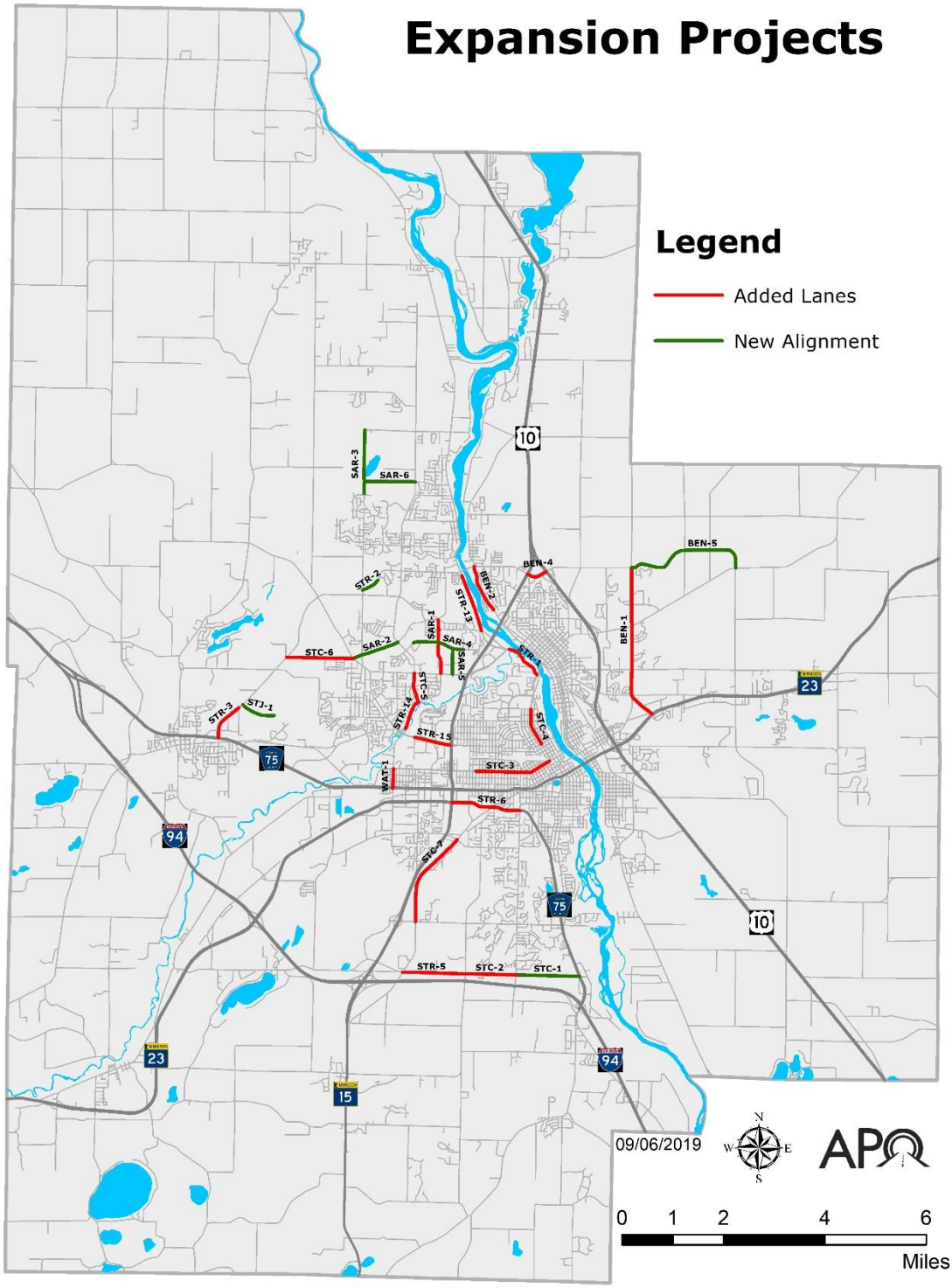


Figure 6: *MAPPING 2045 roadway expansion projects.*

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

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
STR-7	CSAH 2 (Central Avenue N) in Brockway Township	421st Street to CSAH 1	Two-Lane Arterial Reconstruction
STR-8	CSAH 1 (Riverside Avenue N) in Sartell	Sartell Street W to MSAS 104 (12th 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 33rd Street S	Major Collector Reconstruction
STC-8	MSAS 175 (County Road 136/Oak Grove Road SW) in Saint Cloud	MSAS 153 (22nd Street S) to MSAS 151 (33rd 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 (22nd 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 (13th Street N) in Saint Cloud	MSAS 135 (Northway Drive) to MSAS 145 (Ninth Avenue N)	Two-Lane Collector Reconstruction
SAR-7	19th 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	35th Street N in Sartell	75th Avenue (Townline Road) to 12th 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 10th Street S	Two-Lane Collector Reconstruction
SAK-3	MSAS 104 (Second Avenue S) in Sauk Rapids	10th Street S to Searle Street	Two-Lane Collector Reconstruction
SAK-4	MSAS 101 (11th 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 13th 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 (10th Avenue S) in Waite Park	Stearns CSAH 75 (Division Street) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
SBC-1	CR 62 (17th Street SE) in Haven Township	Tee-To-Green Street to CSAH 20 (75th Avenue SE)	Two-Lane Collector Reconstruction
SBC-2	CSAH 20 (75th Avenue SE) in Haven Township	Seventh Street SE to CSAH 16 (57th Street SE)	Two-Lane Collector Reconstruction
SBC-3	CR 65 (42nd 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 15th Avenue SE)	Interchange Reconstruction
MND-4	I-94 in Saint Joseph Township	Bridge Numbers 73875 and 73876	Bridge Replacement

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

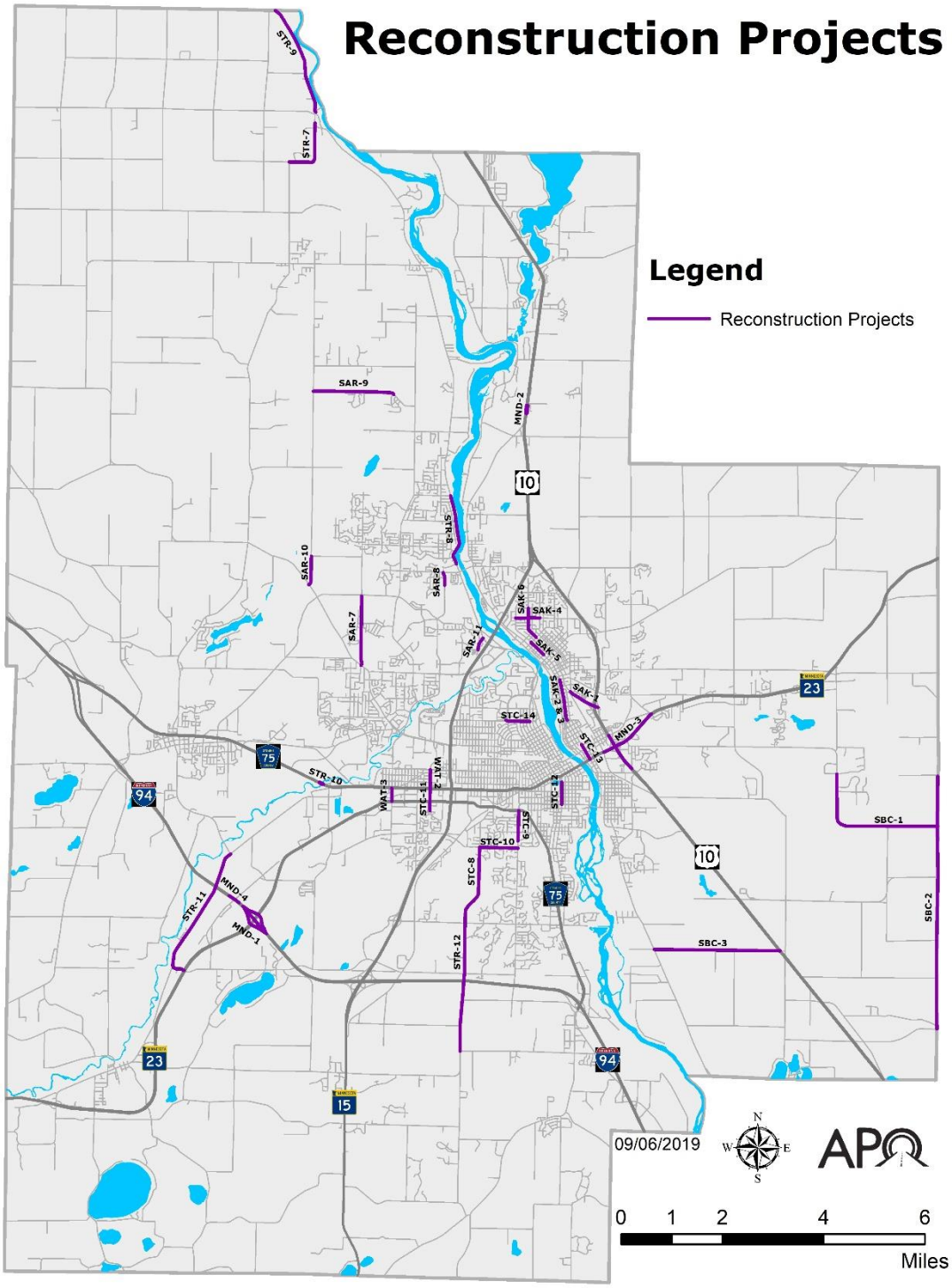


Figure 8: *MAPPING 2045 roadway reconstruction projects.*

Other projects within the MTP

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

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

Those goals include:

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

Programming the TIP

MnDOT has established eight Area Transportation Partnerships (ATPs) (https://bit.ly/2VRxBxC) 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 D3 is represented by ATP-3 (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 TIP must be consistent with the STIP.

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

1. APO Transportation System Performance report.
2. APO Metropolitan Transportation Plan.
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.

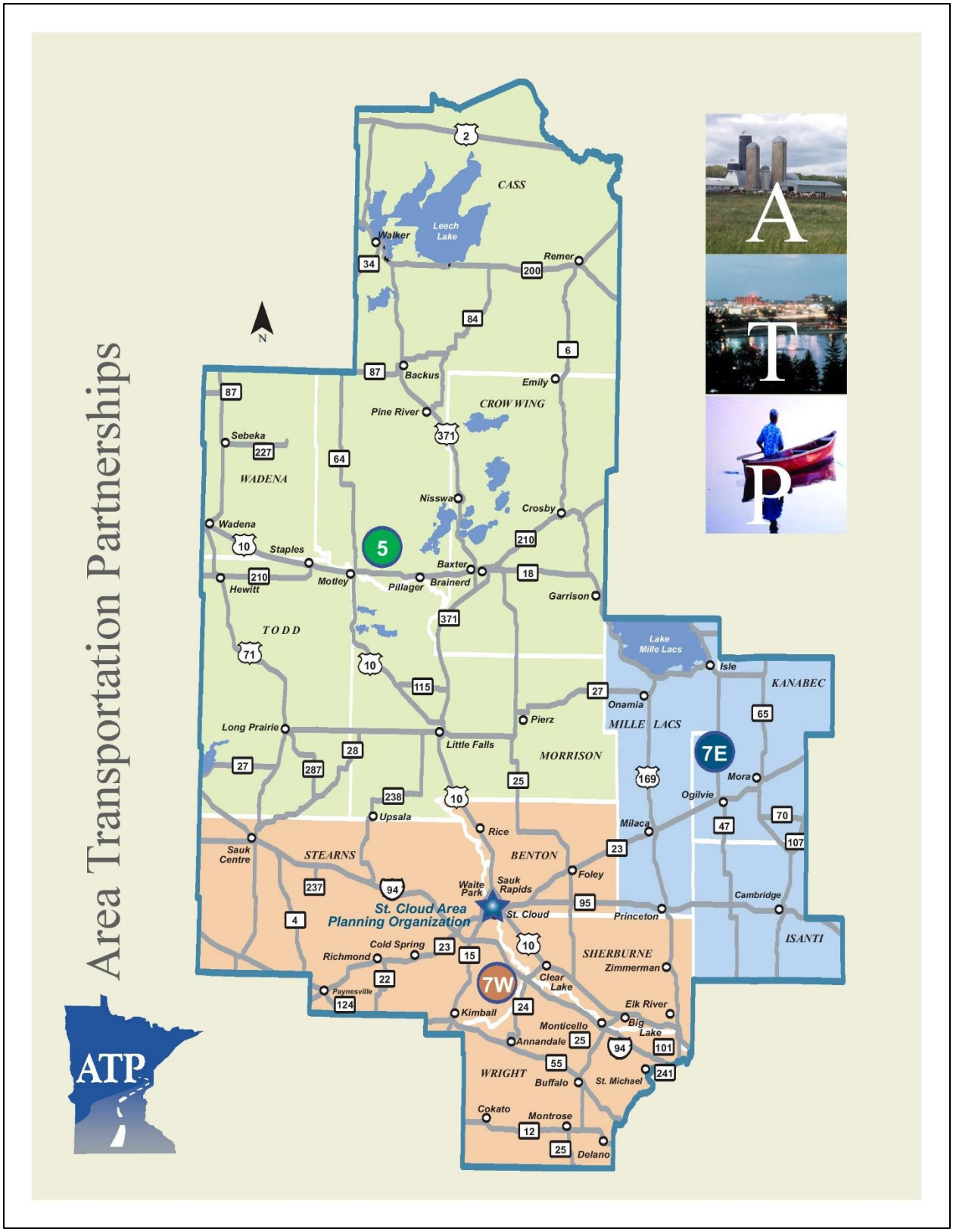


Figure 9: *Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.*

In addition, the current Federal transportation bill, Fixing America's Surface Transportation (FAST) Act (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. Publically owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90 percent (for

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

Highway Rail Grade Crossing & Rail Safety (RRS)

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

Local Funds (LF)

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

National Highway Performance Program (NHPP)

The NHPP provides support for the construction and performance of the 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 percent 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 percent of TA funds applied to projects. States may also transfer up to 50 percent of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs are in charge of 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 D3 level.

Surface Transportation Block Grant Program (STBGP) Scoring Process

Surface Transportation Block Grant Program 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 MnDOT D3, STBGP funding is further divided among specific regions within the district – Region 5 Development Commission (www.regionfive.org), East Central Regional Development Commission (7E) (www.ecrdc.org), Region 7W Transportation Policy Board (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 D3. APO staff the review, score, and rank those submitted applications using a technical merit scoring rubric.

Staff scores and rankings are brought before the APO's 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.

APO staffers forward the fiscally constrained and ranked list of projects to MnDOT D3 for consideration by the ATP-3 ATIP subcommittee.

The subcommittee will compile all the scoring and rankings by the various sub-regions of MnDOT D3/ATP-3 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 MnDOT D3 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 (www.dot.state.mn.us/ta/) first must submit a letter of intent to the MnDOT D3 Office. The full application is only distributed to applicants that have successfully completed the letter of intent process and said letter has been reviewed by APO staffers to ensure the ability of the applicant to meet the requirements necessary to be competitive in the grant application.

Once the completed application has been submitted to the D3 Office by the jurisdiction, D3 Office planners compiles all of 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 of the projects based upon this rubric. In addition, the APO is allowed to 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 D3 convenes a TA subcommittee to review all the scores submitted by the regional planning representatives. This TA subcommittee is responsible for recommending projects – across MnDOT D3 – 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 MTC, and local jurisdictions who provided the APO with historic transportation expenditures and forecasted transportation revenue.

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

A detailed look at fiscal constraint can be found in Chapter 4.

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

A further look at TIP programmed projects in comparison to EJ areas can be found in Chapter 2.

Public Involvement

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

The TIP public participation process is consistent with the APO's Stakeholder Engagement Plan (https://bit.ly/2s5p2WN), updated in January 2019. 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 2020-2023 TIP.

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 MTC. This finding shall be based on the self-certification statement submitted by MnDOT and the APO. Joint certification action will remain in effect for three years unless a new certification determination is made sooner.

CHAPTER ONE: FY 2020-2023 TIP PROJECTS

The following section lists all of the transportation projects scheduled for Federal and/or state funding in the Saint Cloud MPA. See Appendix A for the APO's FY 2020-2023 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 – or multiple projects with the same scope of construction work are combined and listed under the first year of appearance within the FY 2020-2023 TIP.

2020 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-20	Operating Assistance	$9,400,000	FTA: $1,340,000 LF: $8,060,000
TRF-0048-20E	Preventative Maintenance	$1,200,000	FTA: $960,000 LF: $240,000
TRF-0048-20F	Paratransit Operating	$4,500,000	LF: $4,500,000
TRF-0048-20G	Northstar Commuter Operating	$1,300,000	LF: $1,300,000

Photo courtesy of Saint Cloud MTC

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRF-0048-20: Oct. 21, 2019: Project is in progress per Paula Mastey.

TRF-0048-20E: Oct. 21, 2019: Project is in progress per Paula Mastey.

TRF-0048-20F: Oct. 21, 2019: Project is in progress per Paula Mastey.

TRF-0048-20G: Oct. 21, 2019: Project is in progress per Paula Mastey.

2020 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-20B	Purchase Office Equipment, IT & Communications	$35,000	FTA: $28,000 LF: $7,000
TRF-0048-20C	Purchase Maintenance Tools & Equipment	$15,000	FTA: $12,000 LF: $3,000
TRS-0048-20T	Purchase (5) 35-foot Class 400 Replacement CNG Buses	$1,125,000	STBGP 5K-200K: $900,000 SF: $112,500 LF: $112,500
TRS-0048-20TA	Purchase (1) Standard 40-foot Replacement CNG Fixed Route Bus	$573,000	STBGP 5K-200K: $458,400 SF: $57,300 LF: $57,300

Status updates:

TRF-0048-20B: Oct. 21, 2019: Beginning of Metro Bus fiscal year. No progress has been made per Paula Mastey. Dec. 30, 2019: Project number changed from TRS-0048-20TD to TRF-0048-20B per Office of Transit and Active Transportation. Funding source changed from STBGP to FTA.

TRF-0048-20C: Oct. 21, 2019: Beginning of Metro Bus fiscal year. No progress has been made per Paula Mastey. Dec. 30, 2019: Project number changed from TRS-0048-20TE to TRF-0048-20C per Office of Transit and Active Transportation. Funding source changed from STBGP to FTA.

TRS-0048-20T: Oct. 21, 2019: Beginning of Metro Bus fiscal year. No progress has been made per Paula Mastey. Dec. 30, 2019: Project description changed from "less than 30-foot" to "35-foot Class 400". Project cost also decreased from $1,150,000 to $1,125,000 per Office of Transit and Active Transportation with half of the anticipated local match being covered with state funds.

TRS-0048-20TA: Oct. 21, 2019: Beginning of Metro Bus fiscal year. No progress has been made per Paula Mastey. Dec. 30, 2019: Number of buses anticipated to be purchased dropped from three to one. Bus will be a standard 40-foot replacement fixed route bus. Cost dropped from $1,800,000 to $573,000 per Office of Transit and Active Transportation with half of the anticipated local match being covered with state funds.

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Photo courtesy of Saint Cloud MTC

2020 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-20J	Upgrade Fare Collection System	$1,000,000	FTA: $800,000 LF: $200,000
TRF-0048-20I	Facility Improvements	$21,500	FTA: $17,200 LF: $4,300

Photos courtesy of Saint Cloud MTC

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRF-0048-20J: Oct. 21, 2019: Beginning of Metro Bus fiscal year. No progress has been made per Paula Mastey. Dec. 30, 2019: Project funding source has changed from STBGP to FTA. Project number has changed from TRS-0048-20TC to TRF-0048-20J.

TRF-0048-20I: Oct. 21, 2019: Beginning of Metro Bus fiscal year. No progress has been made per Paula Mastey.

2020 WACOSA Bus Purchase

Photo courtesy of WACOSA

Project Description

Purchase One Replacement Bus.

Project Number: TRF-9503-20.

Funding Source: FTA.

Programmed Funds Breakdown	Total
FTA	$69,600
LF	$17,400

Project Sponsor: WACOSA

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

Status updates:

Dec. 30, 2019: Project to be added to APO TIP for a vehicle. Funding awarded via grant on Dec. 18, 2019, per MnDOT Office of Transit and Active Transportation.

2020 Benton County CSAH 8

Photo courtesy Google Maps.

Estimated project cost: $650,000 (reclamation) / $5,250 (safety)

Construction year: 2020

Project Description

Project Number 005-608-009: Bituminous Reclamation Work on Benton CSAH 8 (Second Street SE) from 0.6 Miles East of MN 23 to Benton CR 47 (Near the Junction of CSAH 8 and 35th Avenue NE).

Project Number 005-070-007: Edgeline Rumble Strips placed on Benton CSAH 8 (Second Street SE) from 0.6 Miles East of MN 23 to Benton CR 47 (Near the Junction of CSAH 8 and 35th Avenue NE).

Advance Construction
Payback in FY 2021.

Funding Source:
005-608-009: STBGP 5K-200K
005-070-007: HSIP

Project Scope: 1.6 miles

Programmed Funds Breakdown	Total
LF *(2020 Only)*	**005-608-009:** $258,848 **005-070-007:** $525
Advance Construction *(Payback in FY 2021)*	**005-608-009AC:** $391,152 **005-070-007AC:** $4,725

Status updates:

Nov. 12, 2019: Project is in plan development and on track to be let in calendar year 2020.

Project Sponsor: Benton County

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

2020 Stearns County CSAH 75 and 33rd Street S

Photo courtesy Google Maps.

Project Description

Turn Lane Improvements at the Intersection of CSAH 75 (Roosevelt Road) and 33rd Street South.

Advance Construction
Payback in FY 2020 and FY 2021.

Project Number:
2020: 073-675-039AC1
2021: 073-675-039AC2

Funding Source: STBGP 5K-200K

Project Scope: 0.3 miles

Status updates:

Nov. 12, 2019: Project is completed.

Programmed Funds Breakdown	Total
Advance Construction Payback	**073-675-039AC1:** $180,689 **073-675-039AC2:** $148,939

Project Sponsor: Stearns County

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

2020 Stearns County CSAH 75 from Old Collegeville Road to CSAH 81

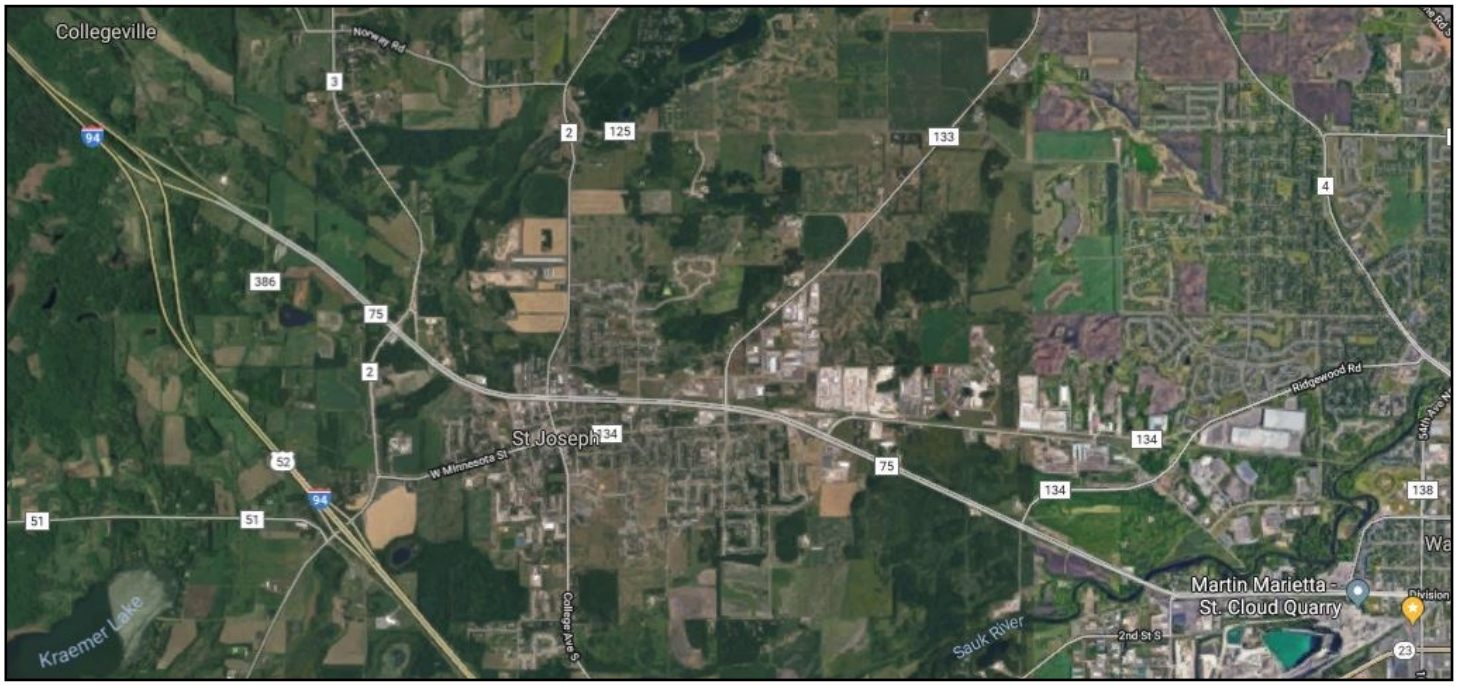


Photo courtesy Google Maps.

Project Description

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

Advance Construction
Payback in FY 2020 and FY 2021.

Project Number:
2020: 073-675-037AC2
2021: 073-675-037AC3

Funding Source: STBGP 5K-200K

Project Scope: 5.7 miles

Programmed Funds Breakdown	Total
Advance Construction Payback	**073-675-037AC2:** $751,047 **073-675-037AC3:** $751,047

Status updates:

Nov. 12, 2019: Project is complete.

Project Sponsor: Stearns County

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

2020 Stearns County CSAH 75 from 15th Avenue to Park Avenue

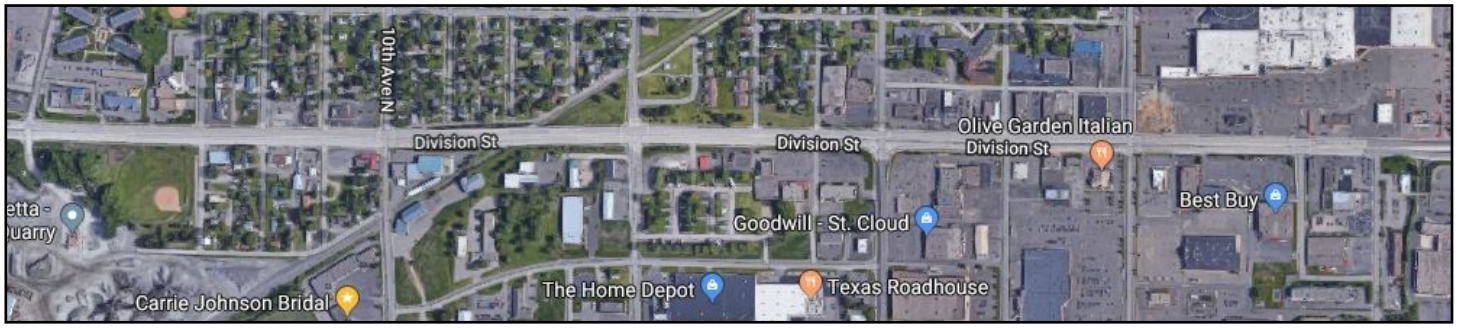


Photo courtesy Google Maps.

Estimated project cost: $1,715,056

Construction year: 2020

Project Description

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

Advance Construction
Payback in FY 2022.

Project Number:
2020: 073-675-040
2022: 073-675-040AC

Funding Source: NHPP

Project Scope: 1.4 miles

Programmed Funds Breakdown	Total
FHWA	$449,640 ***(2020 Only)***
Advance Construction	$806,536 (***Payback in FY 2022)***
LF	$458,880 ***(2020 Only)***

Status updates:

Nov. 12, 2019: Project memorandum submitted. Plans are about 90 percent complete. Project cost has increased to $1,900,000. In process of discussing potential funding shift from future project with District 3 State Aid Engineer Kelvin Howieson. Further update on this project expected in late November.

Dec. 30, 2019: Funding source change from STBGP to NHPP. Project cost increased from $1,100,000 to $1,715,056. Additional Federal funding is being pulled from CSAH 75 project programmed in FY 2022 (073-675-041) to cover cost increase — AC increasing from $191,480 to $806,536. Local match is remaining the same.

Project Sponsor: Stearns County

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

2020 Stearns County CSAH 133 Alignment

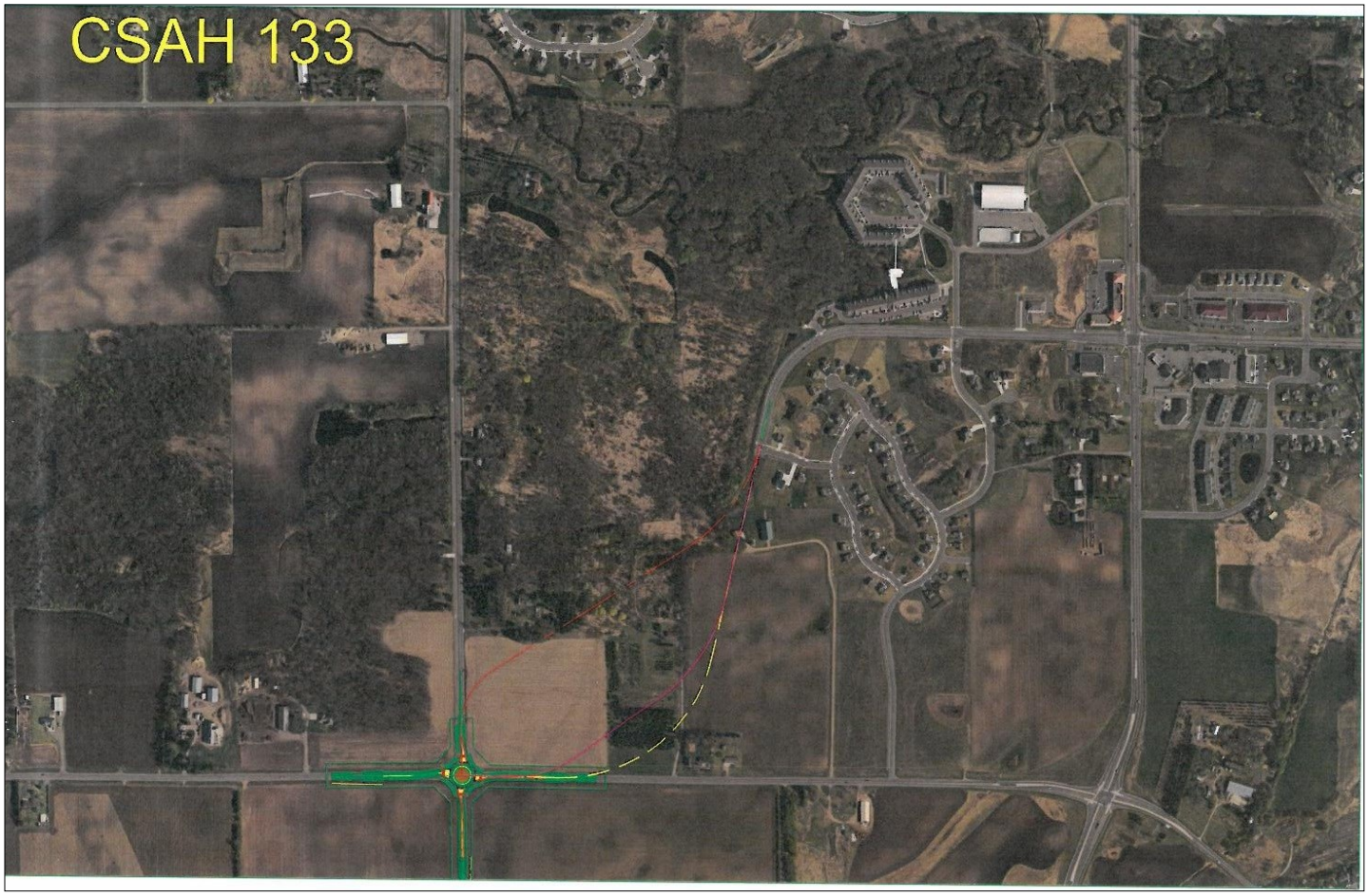


Photo courtesy Stearns County

Project Description

Exploring Options to Align CSAH 133 (Second Street S in Sartell) between Theisen Road and 19th Avenue N.

Project number: 073-733-005

Funding Source: FHWA DEMO Funds

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	$68,000
LF	$17,000

Project Sponsor: Stearns County

Project Contact: Jodi Teich, County Engineer

320-255-6180 jodi.teich@co.stearns.mn.us

Estimated project cost: $85,000

Corridor Preservation Study Year: 2020

Status updates:

July 23, 2019: This project was added to the Saint Cloud APO's Unified Planning Work Program (UPWP). The project will examine economic, environmental, and social impacts of various potential alignments for CSAH 133. The study will also develop a construction cost estimate.

Nov. 12, 2019: Preparing Request for Proposal. Meeting with District 3 State Aid Engineer Kelvin Howieson anticipated soon.

2020 Sauk Rapids Benton Drive

Photo courtesy Google Maps.

Estimated project cost: $2,528,678
Construction year: 2020

Project Description

Urban Reconstruction Along MSAS 109 (Benton Drive) from Summit Avenue S to US 10. This Work Includes Roadway, Sidewalk, Drainage, and Lighting.

Project Number: 191-109-006.

Funding Source: STBGP 5K-200K

Project Scope: 0.51 miles

Programmed Funds Breakdown	Total
FHWA	$1,624,703
LF	$903,975

Status updates: Oct. 21, 2019: Per Terry Wotzka — Project Memorandum has been approved. The final design is nearly completed and it is anticipated that the plans will be sent in to State Aid for review before the end of October. There is minimal Right-of-Way acquisition. We anticipate a bid letting in February 2020 with construction completion anticipated at the end of September 2020. The project is on schedule.

Project Sponsor: City of Sauk Rapids

Project Contact: Terry Wotzka, City Engineer 320-229-4321 twotzka@sehinc.com

2020 Saint Cloud 33rd Street S Alignment

SAINT CLOUD | AREA PLANNING ORGANIZATION

Photo courtesy Saint Cloud APO

Estimated project cost: $167,000

Corridor Preservation Study Year: 2020

Status updates:

July 23, 2019: This project was added to the Saint Cloud APO's Unified Planning Work Program (UPWP). This project update a 2005 planning study on the preferred alignment of the 33rd Street S river crossing and will identify potential economic, political, social, and environmental consequences of possible alignments.

Nov. 7, 2019: Request for Proposal is in the process of being drafted. Anticipated RFP to be released after the first of the year.

Jan 17, 2020: Project sponsor changed from City of Saint Cloud to Saint Cloud APO. Project number changed from 162-020-037 to 091-070-027. Changes initiated by MnDOT. Local funds for project are still being generated by City of Saint Cloud.

Project Description

Exploring Options for the Alignment of the 33rd Street S Mississippi River Bridge. This Project Will Also Look at Connecting the Corridors between CSAH 75 (Roosevelt Road) and US 10.

Project number: 091-070-027

Funding Source: FHWA DEMO Funds

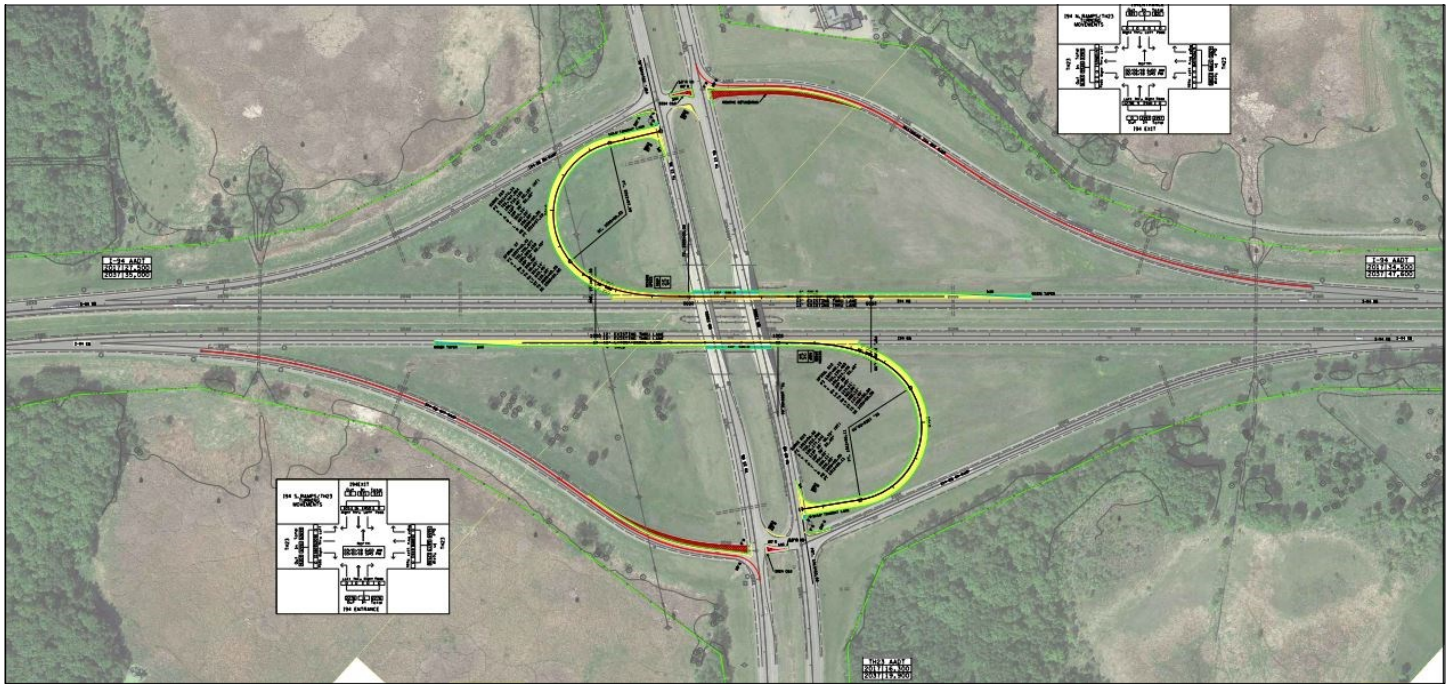
Project Scope: N/A

Programmed Funds	Total
FHWA	$107,000
LF	$60,000

Project Sponsor: Saint Cloud APO

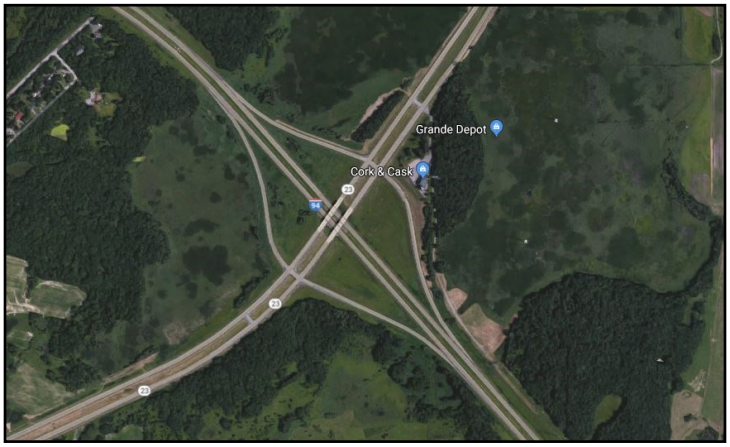
Project Contact: Brian Gibson, Executive Director 320-252-7568 gibson@stcloudapo.org

2020 MnDOT I-94 Interchange at MN 23



Estimated project cost $2,200,000

Construction year: 2020



Photos courtesy of MnDOT and Google Maps.

Programmed Funds Breakdown	Total
BF	$2,200,000

Project Description

Interchange Safety Improvements at the Intersection of I-94 and MN 23 near Waite Park.

Project Number: 7380-237

Funding Source: BF

Project Scope: N/A

Status updates:

Oct. 30, 2019: Project was let on June 7, 2019 for $2,022,141.35. Project construction started Aug. 15, 2019. Anticipated completion in Spring 2020.

Project Sponsor: MnDOT D3

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

2020 MnDOT Railroad Crossing at CSAH 138

Photo courtesy Google Maps.

Estimated project cost $240,000
Construction year: 2020

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

Project Description

Installation of Gates at Northern Lines Railroad intersection on CSAH 138 (54th Avenue N) in Waite Park.

Project Number: 73-00139

Funding Source: RRS

Project Scope: N/A

Status updates:

Oct. 30, 2019: Project is anticipated to be let on June 14, 2020.

Project Sponsor: MnDOT D3

Project Contact: Rick Van Wagner, Project Manager 651-366-3713 rick.vanwagner@state.mn.us

2020 MnDOT Districtwide Set Asides

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-AM-20	Local Partnership Program	$0	SF: $0
8803-CA-20	External Project Development	$0	SF: $0
8803-SS-20	System Support	$0	SF: $0
8803-PD-20	Internal Project Development	$0	SF: $0
8803-PM-20	Preventative Maintenance	$0	SF: $0
8803-RB-20	Landscaping	$0	SF: $0

Status updates:

8803-AM-20: **Aug. 5, 2019:** Project cost decreased from $560,000 to $34,000 per MnDOT. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Local Partnership Program set aside from the TIP. Project cost has been zeroed out from original $34,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-MA-20: **Aug. 5, 2019:** Misc. Agreements Project (estimated at $400,000) has been deleted from TIP. This has been merged with the 2020 System Support set aside.

8803-CA-20: **Jan. 30, 2020:** Bond funds for this project (totaling $2,270,000) was allocated to a project outside of the APO. Programmed funds decreased from $7,920,000 to $5,650,000. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the External Project Development set aside from the TIP. Project cost has been zeroed out from original $5,650,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SS-20: **Aug. 5, 2019:** New set aside has been created merging Misc. Agreements (8803-MA-20) and Safety Improvements (8803-SC-20). Set aside is $700,000. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the System Support set aside from the TIP. Project cost has been zeroed out from original $700,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-PD-20: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Internal project Development set aside from the TIP. Project cost has been zeroed out from original $2,000,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-PM-20: **Aug. 5, 2019:** Project cost increased from $2,900,000 to $3,802,760 per MnDOT. **Jan. 30, 2020:** Set aside dropped $1.6 million from $3,802,760 to $2,202,760. The $1.6 million was pulled to fund a project outside of the APO. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Preventative Maintenance set aside from the TIP. Project cost has been zeroed out from original $2,202,760 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RB-20: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Landscaping set aside from the TIP. Project cost has been zeroed out from original $30,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

Project Sponsor: MnDOT D3

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

Photo courtesy of MnDOT

2020 MnDOT Districtwide Set Asides

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-RW-20	Right-of-Way	$0	SF: $0
8803-RX-20	Miscellaneous Road and Bridge Repair	$0	SF: $0
8803-SA-20	Supplemental Agreements	$0	SF: $0

Status updates:

8803-RW-20: **Jan. 30, 2020:** Project cost has decreased from $5,000,000 to $2,000,000. The $3 million has been allocated to a project outside of the APO. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Right-of-Way set aside from the TIP. Project cost has been zeroed out from original $2,000,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RX-20: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Miscellaneous Road and Bridge Repair set aside from the TIP. Project cost has been zeroed out from original $2,500,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SA-20: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Supplemental Agreements set aside from the TIP. Project cost has been zeroed out from the original $4,100,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SC-20: **Aug. 5, 2019:** Safety Improvements Project (estimated at $300,000) has been deleted from TIP. This has been merged with the 2020 System Support set aside.

Project Sponsor: MnDOT D3

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

Photo courtesy of MnDOT

2021 Saint Cloud Metro Bus Operating Projects

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

Photo courtesy of Saint Cloud MTC

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRF-0048-21:

TRF-0048-21E:

TRF-0048-21J:

TRF-0048-21K:

2021 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-21B	Purchase Three Replacement Operations Vehicles	$120,000	FTA: $96,000 LF: $24,000
TRF-0048-21C	Purchase Office Equipment, IT & Communication Projects	$68,500	FTA: $54,800 LF: $13,700
TRF-0048-21F	Purchase Maintenance Tools & Equipment	$135,000	FTA: $108,000 LF: $27,000

Photo courtesy of Saint Cloud MTC

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRF-0048-21B:

TRF-0048-21C:

TRF-0048-21F:

TRS-0048-21TA: **Feb. 3, 2020:** Project for the purchase of three less than 30-foot replacement CNG DAR buses for $690,000 has been deleted from the TIP. This project is being moved to fiscal year 2022.

2021 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-21L	Operations Facility Improvements	$1,250,000	FTA: $1,000,000 LF: $250,000
TRF-0048-21M	Website Update	$25,000	FTA: $20,000 LF: $5,000
TRS-0048-21TD	Purchase Two Standard 40-foot Replacement CNG Buses	$1,180,000	STBGP 5K-200K: $944,000 SF: $118,000 LF: $118,000

Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

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

TRF-0048-21M:

TRS-0048-21TD: **Feb. 3, 2020:** Project added to the TIP per funding awards from MnDOT's Office of Transit and Active Transportation to Metro Bus.

2021 WACOSA Bus Purchase

Photo courtesy of WACOSA

Project Description

Purchase One Replacement Bus.

Project Number: TRF-9503-21.

Funding Source: FTA

Estimated project cost: $89,610

Purchase year: 2021

Programmed Funds Breakdown	Total
FTA	$71,688
LF	$17,922

Status updates:

April 8, 2020: Project to be added to APO TIP for a vehicle. Funding awarded via grant on March 25, 2020, per MnDOT Office of Transit and Active Transportation.

Project Sponsor: WACOSA

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

2021 Stearns County ROCORI Trail from Cold Spring to Rockville

Photo courtesy Google Maps.

Project Description

Construct a New Section of the ROCORI Trail Along the Railroad Corridor from Cold Spring to Rockville.

Project Number: 073-090-011

Funding Source: STBGTAP<5K

Project Scope: 2.3 miles

Estimated project cost: $1,663,863

Construction year: 2021

Status updates:

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

Programmed Funds Breakdown	Total
FHWA	$812,270
LF	$851,593

Project Sponsor: Stearns County

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

2021 Saint Cloud County Road 136

Photo courtesy Google Maps.

Estimated project cost $1,400,000

Construction year: 2021

Project Description

Reconstruction of MSAS 175 (County Road 136/Oak Grove Road SW) from 22nd Street South to 33rd Street South.

Project Number: 162-175-001

Funding Source: STBGP 5K-200K

Project Scope: 1.6 miles

Programmed Funds Breakdown	Total
FHWA	$842,482
LF	$557,518

Status updates:

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

Project Sponsor: City of Saint Cloud

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

2021 MnDOT US 10 Guardrails

Photos courtesy Google Maps and MnDOT.

Estimated project cost $1,750,000
Construction year: 2021

Project Description

Install Median Cable Barrier Guardrails on US 10 North of Saint Cloud to Rice.

Project Number: 0502-116

Funding Source: HSIP

Project Scope: 10 miles

Programmed Funds Breakdown	Total
FHWA	$1,575,000
State	$175,000

Status updates:

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

Project Sponsor: MnDOT D3

Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 kenneth.hansen@state.mn.us

2021 MnDOT MN 301 Retaining Wall

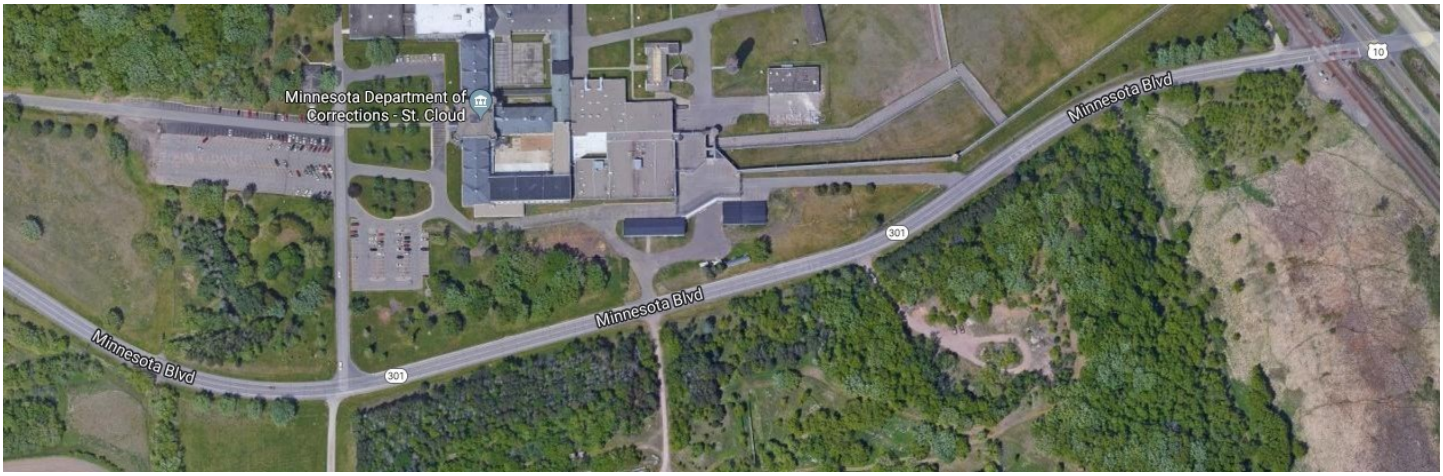


Photo courtesy Google Maps

Estimated project cost $800,000

Construction year: 2021

Project Description

Restore Failing Retaining Walls Along MN 301 Adjacent to the Minnesota Department of Corrections Building in Saint Cloud. This Project Will Also Improve Drainage, Maintainability, and Safety.

Project Number: 7109-08

Funding Source: SF

Project Scope: 1 mile

Programmed Funds Breakdown	Total
SF	$800,000

Status updates:

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

Project Sponsor: MnDOT D3

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

2021 MnDOT MN 23 from CR 1 to MN 95

Photo courtesy Google Maps.

Estimated project cost: $3,027,000 (mill and overlay) / $500,000 (safety)

Construction year: 2020

Programmed Funds Breakdown	Total
FHWA	**0503-90:** $2,421,600 **0503-90S:** $450,000
State	**0503-90:** $605,400 **0503-90S:** $50,000

Project Description

Project Number 0503-90: Mill and Overlay Work Along MN 23 Between Benton CR 1 (Mayhew Lake Road) and MN 95. This Project Also Includes the Construction of a Reduced Conflict Intersection at Benton CSAH 8 (35th Avenue NE).

Project Number 0503-90S: Turn Lane Work Along MN 23 Between Benton CR 1 (Mayhew Lake Road) and MN 95.

Funding Source:

0503-90: NHPP
0503-90S: HSIP

Project Scope: 3.7 miles

Status updates:

Oct. 30, 2019: Anticipated letting date is Feb. 28, 2020. Anticipated time frame for this construction of this project is between May 15, 2020, and July 1, 2020. **Feb. 25, 2020:** Project fiscal year has changed from FY 2020 to FY 2021. Per Steve Voss, District 3 Planning Director, project construction will begin in September 2020.

Project Sponsor: MnDOT D3

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

2021 MnDOT Districtwide Set Asides

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-CA-21	External Project Development	$0	SF: $0 BF: $0
8803-SS-21	System Support	$0	SF: $0
8803-PD-21	Internal Project Development	$0	SF: $0
8803-RB-21	Landscaping	$0	SF: $0
8803-RW-21	Right-of-Way	$0	SF: $0
8803-PM-21	Preventative Maintenance	$0	SF: $0

Status updates:

8803-AM-21: **Aug. 5, 2019:** Local Partnership Program (estimated at $1,640,000) has been deleted from the TIP per MnDOT.

8803-CA-21: **Aug. 5, 2019:** Project cost has increased from $6,186,000 to $6,261,000 per MnDOT. Increase came from SF. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the External Project Development set aside from the TIP. Project cost has been zeroed out from original $6,261,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SS-21: **Aug. 5, 2019:** New set aside has been created merging Misc. Agreements (8803-MA-21) and Safety Improvements (8803-SC-21). Set aside is $700,000. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the System Support set aside from the TIP. Project cost has been zeroed out from original $700,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-PD-21: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Internal Project Development set aside from the TIP. Project cost has been zeroed out from original $2,000,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RB-21: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Landscaping set aside from the TIP. Project cost has been zeroed out from the original $30,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RW-21: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Right-of-Way set aside from the TIP. Project cost has been zeroed out from the original $4,500,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-PM-21: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Preventative Maintenance set aside from the TIP. Project cost has been zeroed out from the original $3,000,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

Project Sponsor: MnDOT D3

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

Photo courtesy of MnDOT

2021 MnDOT Districtwide Set Asides

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-RX-21	Miscellaneous Road and Bridge Repair	$0	SF: $0
8803-SA-21	Supplemental Agreements/ Overruns	$0	SF: $0

Photo courtesy of MnDOT

Status updates:

8803-RX-21: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Miscellaneous Road and Bridge Repair set aside from the TIP. Project cost has been zeroed out from original $2,500,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SA-21: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Supplemental Agreements/ Overruns set aside from the TIP. Project cost has been zeroed out from original $7,440,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SC-21: **Aug. 5, 2019:** Safety Improvements Project (estimated at $300,000) has been deleted from TIP. This has been merged with the 2021 System Support set aside.

Project Sponsor: MnDOT D3

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

2022 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-22	Operating Assistance	$9,500,000	FTA: $1,340,000 LF: $8,160,000
TRF-0048-22C	Preventative 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

Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRF-0048-22:

TRF-0048-22C:

TRF-0048-22A:

TRF-0048-22B:

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
TRF-0048-22K	Bus Shelters	$25,000	FTA: $20,000 LF: $5,000
TRS-0048-22TA	Purchase Three Less Than 30-foot Replacement CNG DAR Buses	$717,000	STBGP 5K-200K: $573,600 SF: $71,700 LF: $71,700

Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRS-0048-22T: **Feb. 3, 2020:** Deleting the purchase of four replacement CNG large fixed route buses from the TIP. Project cost was estimated to be $2,400,000. Deleted based upon funding awards distributed by MnDOT's Office of Transit and Active Transportation to Metro Bus.

TRF-0048-22D:

TRF-0048-22I:

TRF-0048-22H:

TRF-0048-22K:

TRS-0048-22TA: **Feb. 3, 2020:** Project being added to the TIP per funding awarded by MnDOT's Office of Transit and Active Transportation to Metro Bus.

2022 Stearns County Chevron Curve Signing

Photos courtesy Google Maps.

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 updates:

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.

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

Project Sponsor: Stearns County

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

2022 Stearns County Rural Intersection Lighting

Photos courtesy Google Maps.

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

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.

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

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 MN 15 to Cooper Avenue

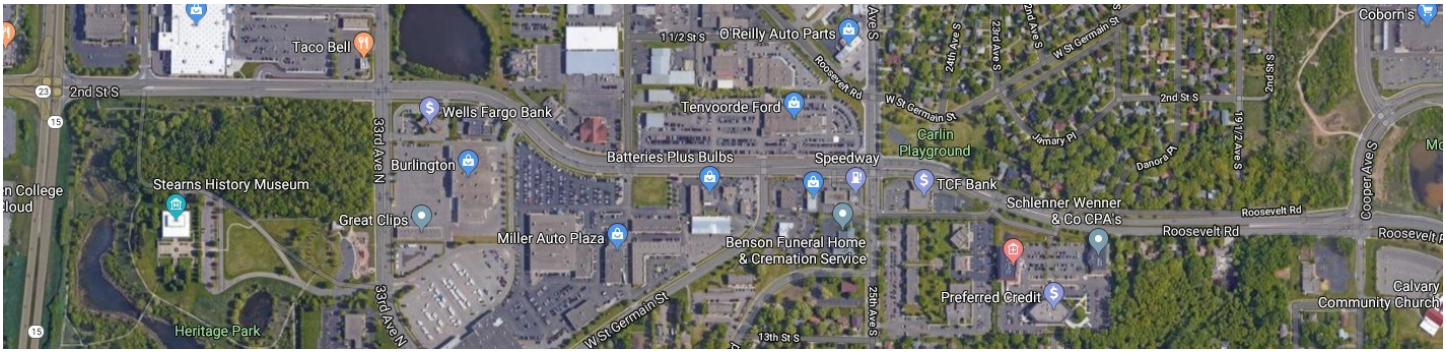


Photo courtesy of Google Maps

Estimated project cost: $1,537,640

Construction year: 2022

Project Description

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

Advance Construction
Payback in FY 2023.

Project Number:

2022:073-675-041
2023: 073-675-041AC

Funding Source: NHPP

Project Scope: N/A

Programmed Funds Breakdown	Total
Advance Construction *(Payback in 2023)*	$615,056
LF *(2022 Only)*	$922,584

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.

Project Sponsor: Stearns County

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

2022 Sartell 19th Avenue

Photo courtesy Google Maps.

Estimated project cost $4,799,920

Construction year: 2022

Project Description

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

Advance Construction
Payback in FY 2023.

Project Number:
2022: 220-113-002
2023: 220-113-002AC

Funding Source: STBGP 5K-200K

Project Scope: 1.3 miles

Programmed Funds Breakdown	Total
FHWA	$160,100 ***(2022 Only)***
Advance Construction	$1,929,820 ***(Payback in FY 2023)***
LF	$2,710,000 ***(2022 Only)***

Status updates:

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

Project Sponsor: City of Sartell

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

2022 Saint Cloud Beaver Island Trail

Photo courtesy Google Maps.

Estimated project cost $600,000
Construction year: 2020

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 of Saint Cloud.

Project Number: 162-090-007

Funding Source: STBGTAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	$480,000
LF	$120,000

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.

Project Sponsor: City of Saint Cloud

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

2022 Saint Cloud Cooper Avenue

Photo courtesy Google Maps.

Estimated project cost $2,500,000
Construction year: 2022

Project Description

Reconstruction of MSAS 141 (Cooper Avenue), from Traverse Road to CSAH 75 (Roosevelt Road). This Project Also Includes Bicycle Lanes and Sidewalks.

Project Number: 162-141-008

Funding Source: STBGP 5K-200K

Project Scope: 0.6 miles

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

Status updates:

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

Project Sponsor: City of Saint Cloud

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

2022 MnDOT US 10 Bridge Replacement

Photo courtesy Google Maps.

Estimated project cost $621,000
Construction year: 2022

Project Description

Replacement of Bridge Number 3666 Over Stream With a Box Culvert 0.2 Miles NW of Benton CSAH 33 (First Avenue NE/60th Street NW) on US 10.

Project Number: 0502-115

Funding Source: NHPP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	$496,800
State	$124,200

Status updates:

Oct. 30, 2019: Anticipated letting date for this project is Jan. 28, 2022.

Project Sponsor: MnDOT D3

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

2022 MnDOT County Road 65 Railroad Signal Improvements

Estimated project cost: $300,000

Construction year: 2022

Project Description

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

Project Number: 71-00129

Funding Source: RRS

Project Scope: N/ A

Programmed Funds Breakdown	Total
FHWA	$270,000
SF	$30,000

Photo courtesy of Saint Cloud APO

Status updates:

Feb. 3, 2020: Project added to the TIP per MnDOT's Office of Freight and Commercial Vehicle Operations.

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

2022 MnDOT Districtwide Set Asides

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-AM-22	Local Partnership Program	$0	SF: $0
8803-CA-22	External Project Development	$0	SF: $0 BF: $0
8803-SS-22	System Support	$0	SF: $0
8803-PD-22	Internal Project Development	$0	SF: $0
8803-RB-22	Landscaping	$0	SF: $0
8803-RW-22	Right-of-Way	$0	SF: $0

Status updates:

8803-AM-22: **Aug. 5, 2019:** Project cost has been reduced from $1,100,000 to $330,000 per MnDOT. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Local Partnership Program set aside from the TIP. Project cost has been zeroed out from original $330,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-CA-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the External Project Development set aside from the TIP. Project cost has been zeroed out from original $4,830,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SS-22: **Aug. 5, 2019:** New set aside has been created merging Misc. Agreements (8803-MA-22) and Safety Improvements (8803-SC-22). Set aside is $700,000. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the System Support set aside from the TIP. Project cost has been zeroed out from original $700,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-PD-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Internal Project Development set aside from the TIP. Project cost has been zeroed out from original $2,100,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-MA-22: **Aug. 5, 2019:** Misc. Agreements (estimated at $400,000) has been deleted from TIP. This has been merged with the 2022 System Support set aside.

8803-RB-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Landscaping set aside from the TIP. Project cost has been zeroed out from original $30,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RW-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Right-of-Way set aside from the TIP. Project cost has been zeroed out from original $4,000,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

Project Sponsor: MnDOT D3

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

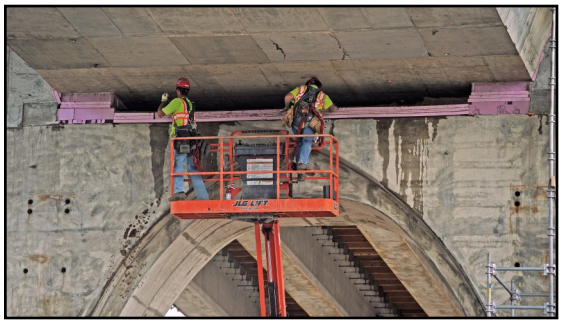


Photo courtesy of MnDOT

2022 MnDOT Districtwide Set Asides

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-PM-22	Preventative Maintenance	$2,050,000	SF: $2,050,000
8803-RX-22	Miscellaneous Road and Bridge Repair	$2,500,000	SF: $2,500,000
8803-SA-22	Supplemental Agreements/ Overruns	$7,100,000	SF: $7,100,000
8803-SHL-22	Highway Safety Improvement Program—2022	$2,077,023	FHWA: $1,869,320 SF: $207,703

Status updates:

8803-PM-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Preventative Maintenance set aside from the TIP. Project cost has been zeroed out from original $2,050,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RX-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Miscellaneous Road and Bridge Repair set aside from the TIP. Project cost has been zeroed out from original $2,500,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SA-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Supplemental Agreements/ Overruns set aside from the TIP. Project cost has been zeroed out from original $7,100,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SC-22: **Aug. 5, 2019:** Safety Improvements (estimated $300,000) has been deleted from TIP. This has been merged with the 2022 System Support set aside.

8803-SHL-22: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Highway Safety Improvement Program — 2022 set aside from the TIP. Project cost has been zeroed out from original $2,077,023 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

Photo courtesy of MnDOT

Project Sponsor: MnDOT D3

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

2023 Saint Cloud Metro Bus Operating Projects

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

Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRF-0048-23H:

TRF-0048-23C: **Feb. 3, 2020:** Deletion of the $1,400,000 preventative maintenance operating project. Metro Bus is seeking to reallocate the use of these FTA dollars.

TRF-0048-23A:

TRF-0048-23B:

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
TRF-0048-23E	Purchase Six Less Than 30-foot CNG DAR Replacement Buses	$1,410,000	FTA: $1,128,000 LF: $282,000
TRF-0048-23I	Transit Signal Priority (TSP) Projects	$30,000	FTA: $24,000 LF: $6,000
TRS-0048-23TA	Purchase of Two Standard 35-foot Class 700 Replacement CNG Buses	$1,216,000	STBGP 5K-200K: $972,800 SF: $121,600 LF: $121,600

Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metropolitan Transit Commission

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

Status updates:

TRF-0048-23D:

TRS-0048-23T: **Aug. 5, 2019:** Funding source changed from FTA to STBGP 5K-200K per MnDOT. Feb. 3, 2020: Deletion of the facility improvements and additions project. Estimated total project cost was $1,450,000.

TRF-0048-23G:

TRF-0048-23F:

TRF-0048-23I:

TRS-0048-23TA: **Feb. 3, 2020:** Project being added to the TIP per funding awards from MnDOT's Office of Transit and Active Transportation.

2023 Stearns County Beaver Island Trail Extension

Photo courtesy Google Maps.

Estimated project cost: $1,740,000

Construction year: 2023

Project Description

Extending the Beaver Island Trail From Opportunity Park in the City of Saint Cloud to the River County Rail in the City of Clearwater.

Project Number: 073-090-012

Funding Source: STBGTAP 5K-200K

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

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

Status updates:

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

Project Sponsor: Stearns County

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

2023 Sartell Heritage Drive Connections

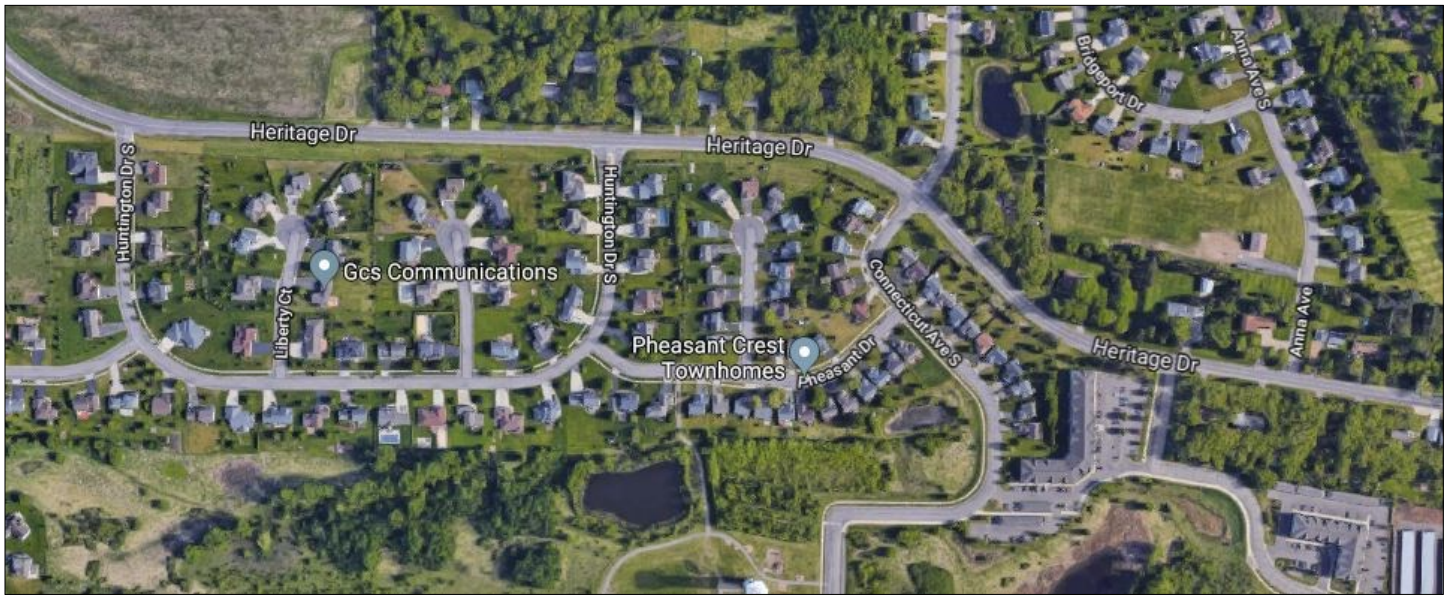


Photo courtesy Google Maps.

Estimated project cost $459,121

Construction year: 2023

Project Description

Extension of Current Trail 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: STBGTAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	$367,297
LF	$91,824

Status updates:

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

Project Sponsor: City of Sartell

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

2023 MnDOT MN 23 and US 10

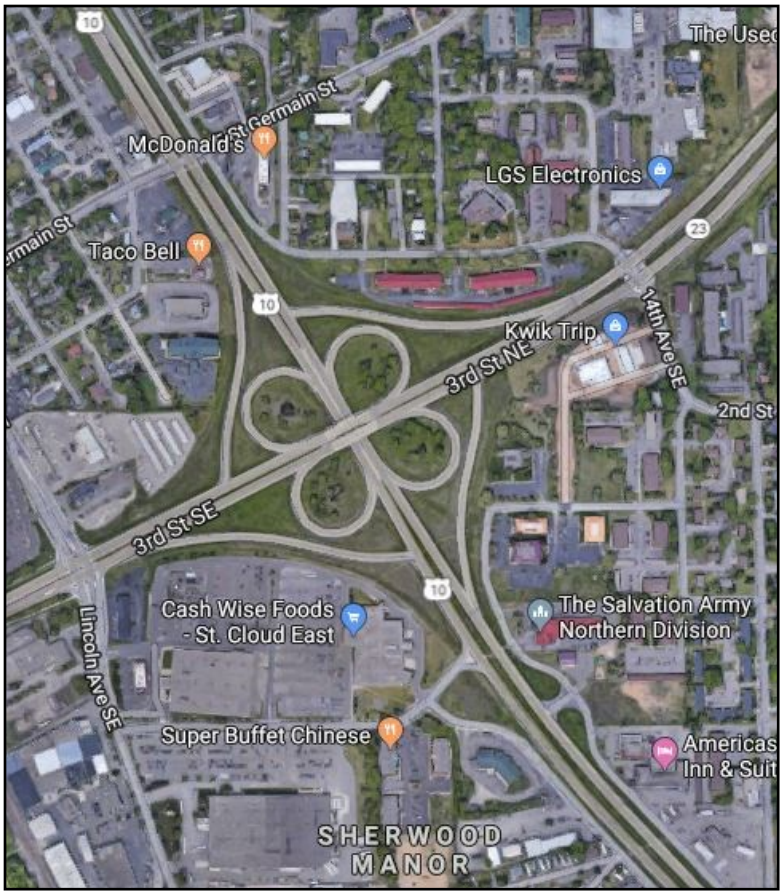


Photo courtesy Google Maps.

Estimated project cost $30,300,000

Construction year: 2023

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 N of 15th Avenue SE) Interchange. This Project Will Include Replacing Bridges 9021 and 9022 with 05019 and 05018 Respectively, Along with Multimodal Improvements.

Project Number: 0503-91

Funding Source: NHPP

Project Scope: 2.1 miles

Programmed Funds Breakdown	Total
FHWA	$15,852,000
Advanced Construction (Payback in 2024)	$8,388,000
State	$6,060,000

Status updates:

Oct. 30, 2019: Anticipated letting date for this project is mid to late 2021.

Project Sponsor: MnDOT D3

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

2023 MnDOT Interstate 94 Bridge Replacement

Photo courtesy Google Maps.

Estimated project cost $6,054,000
Construction year: 2023

Programmed Funds Breakdown	Total
FHWA	$5,448,600
State	$605,400

Project Sponsor: MnDOT D3

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

Project Description

Replace Bridge Numbers 73875 and 73876 Over the BNSF Railroad 0.6 Miles West of the MN 23 Interchange.

Project Number: 7380-259

Funding Source: NHPP

Project Scope: 0.2 miles

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.

2023 MnDOT Districtwide Set Asides

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-SHL-23	Highway Safety Improvement Program	$0	FHWA: $0 LF: $0
8803-SHS-23	District 3 HSIP Share	$0	FHWA: $0 State: $0
8803-AM-23	Local Partnership Program	$0	SF: $0
8803-SS-23	System Support	$0	SF: $0
8803-CA-23	External Project Development	$0	SF: $0 BF: $0
8803-PD-23	Internal Project Development	$0	SF: $0

Status updates:

8803-SHL-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Highway Safety Improvement Program set aside from the TIP. Project cost has been zeroed out from original $3,016,800 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SHS-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the District 3 HSIP Share set aside from the TIP. Project cost has been zeroed out from original $1,805,556 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-AM-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Local Partnership Program set aside from the TIP. Project cost has been zeroed out from original $1,100,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SS-23: **Aug. 5, 2019:** New set aside has been created merging Misc. Agreements (8803-MA-23) and Safety Improvements (8803-SC-23). Set aside is $700,000. **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the System Support set aside from the TIP. Project cost has been zeroed out from original $700,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-CA-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the External Project Development set aside from the TIP. Project cost has been zeroed out from original $3,968,950 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-PD-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Internal Project Development set aside from the TIP. Project cost has been zeroed out from original $2,100,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-MA-23: **Aug. 5, 2019:** Misc. Agreements Project (estimated at $400,000) has been deleted from TIP. This has been merged with the 2023 System Support set aside.

Project Sponsor: MnDOT D3

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

Photo courtesy of MnDOT

2023 MnDOT Districtwide Set Asides

Project number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
8803-RB-23	Landscaping	$0	SF: $0
8803-RW-23	Right-of-Way	$0	SF: $0
8803-PM-23	Preventative Maintenance	$0	SF: $0
8803-RX-23	Miscellaneous Road and Bridge Repair	$0	SF: $0
8803-SA-23	Supplemental Agreements/ Overruns	$0	SF: $0

Status updates:

8803-RB-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Landscaping set aside from the TIP. Project cost has been zeroed out from original $30,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RW-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Right-of-Way set aside from the TIP. Project cost has been zeroed out from original $2,000,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-PM-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Preventative Maintenance set aside from the TIP. Project cost has been zeroed out from original $3,500,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-RX-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Miscellaneous Road and Bridge Repair set aside from the TIP. Project cost has been zeroed out from original $2,500,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

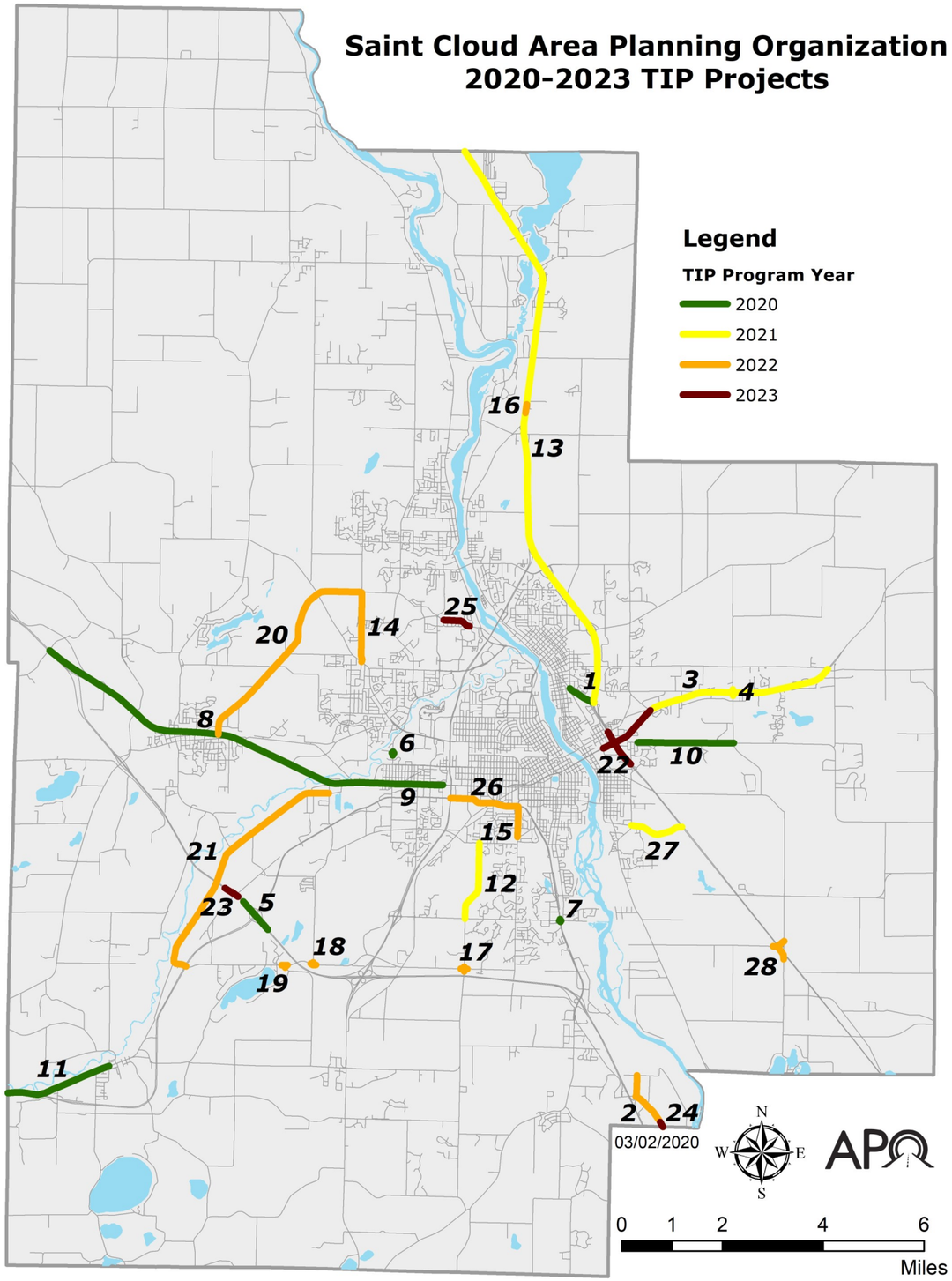
8803-SA-23: **Feb. 3, 2020:** Per MnDOT guidance, APO is removing the Supplemental Agreements/ Overruns set aside from the TIP. Project cost has been zeroed out from original $4,400,000 programmed. Set asides are districtwide and will not necessarily be spent in the APO.

8803-SC-23: **Aug. 5, 2019:** Safety Improvements Project (estimated at $300,000) has been deleted from TIP. This has been merged with the 2023 System Support set aside.

Project Sponsor: MnDOT D3

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

Photo courtesy of MnDOT



Project ID	Sponsoring Jurisdiction/Agency	Route	Work Type
1	Sauk Rapids	MSAS 109 (Benton Drive)	Urban Reconstruction
2	Saint Cloud	Beaver Island Trail	New Trail Construction
3/4	MnDOT	MN 23	Mill and Overlay and Turn Lanes
5	MnDOT	I 94	Safety Improvements
6	MnDOT	CSAH 138/54th Ave. N	Railroad
7	Stearns County	CSAH 75	Turn Lanes
8	Stearns County	CSAH 75	Bituminous Overlay
9	Stearns County	CSAH 75	Concrete Pavement Rehabilitation
10	Benton County	CSAH 8	Edgeline Rumble Strips and Bituminous Reclamation
11	Stearns County	ROCORI Trail	New Trail
12	Saint Cloud	MSAS 175 (CR 136)	Bituminous Reclamation
13	MnDOT	US 10	Guard Rails
14	Sartell	MSAS 113 (19th Ave.)	Reconstruction
15	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
16	MnDOT	US 10	Bridge Replacement
17-19	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
20/21	Stearns County	CSAH 133 CSAH 138	Signing
22	MnDOT	MN 23	Reconstruction
23	MnDOT	I 94	Bridge Replacement
24	Stearns County	Beaver Island Trail	New Trail Construction
25	Sartell	Heritage Drive Trail	New Trail Construction
26	Stearns County	CSAH 75	Mill and Overlay
27	MnDOT	MN 301	Retaining Wall Preservation
28	MnDOT	County Road 65 (42nd Street)	Railroad

Figure 10: *Map of the APO's FY 2020-2023 TIP project locations.*

CHAPTER TWO: ENVIRONMENTAL JUSTICE

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

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

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

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

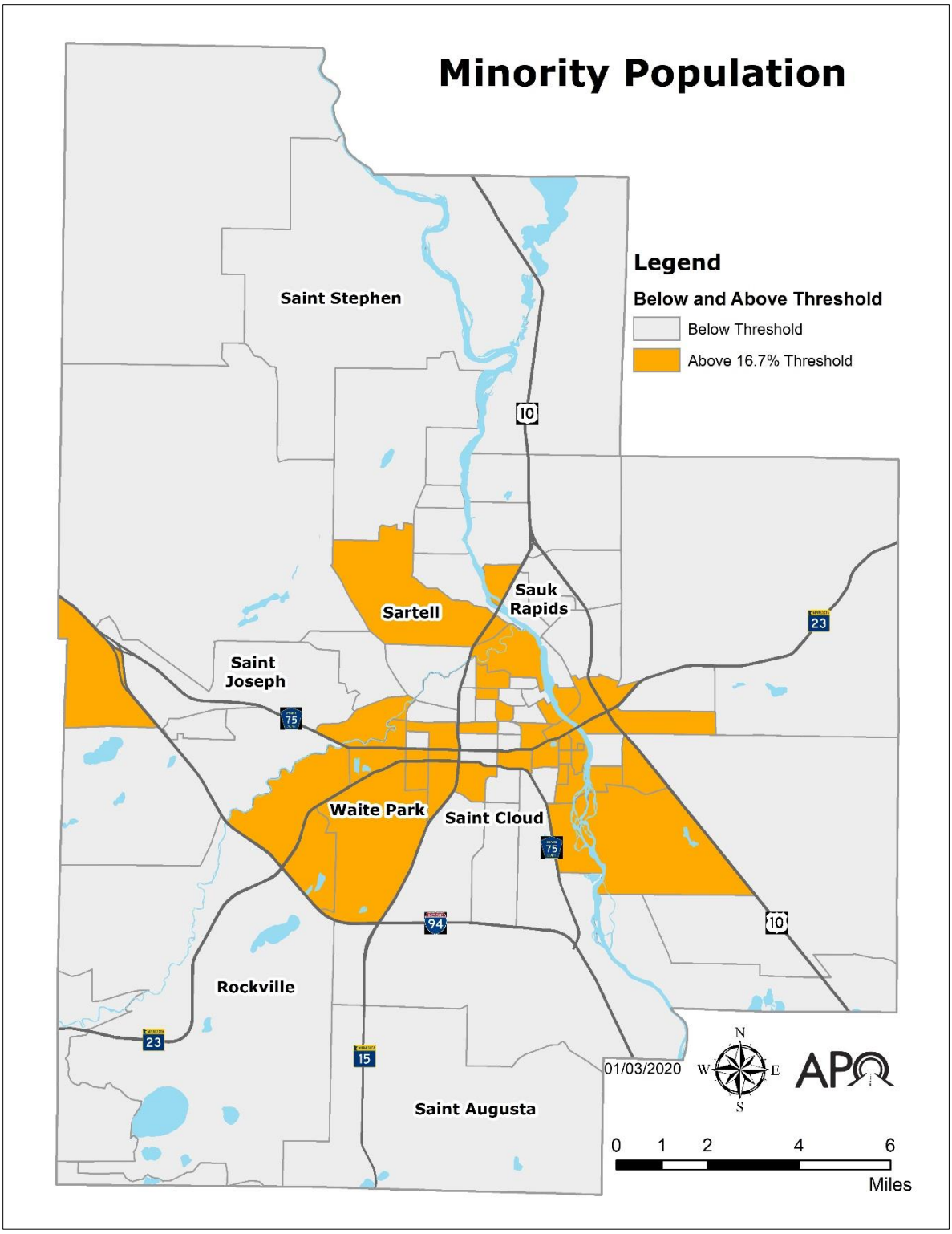
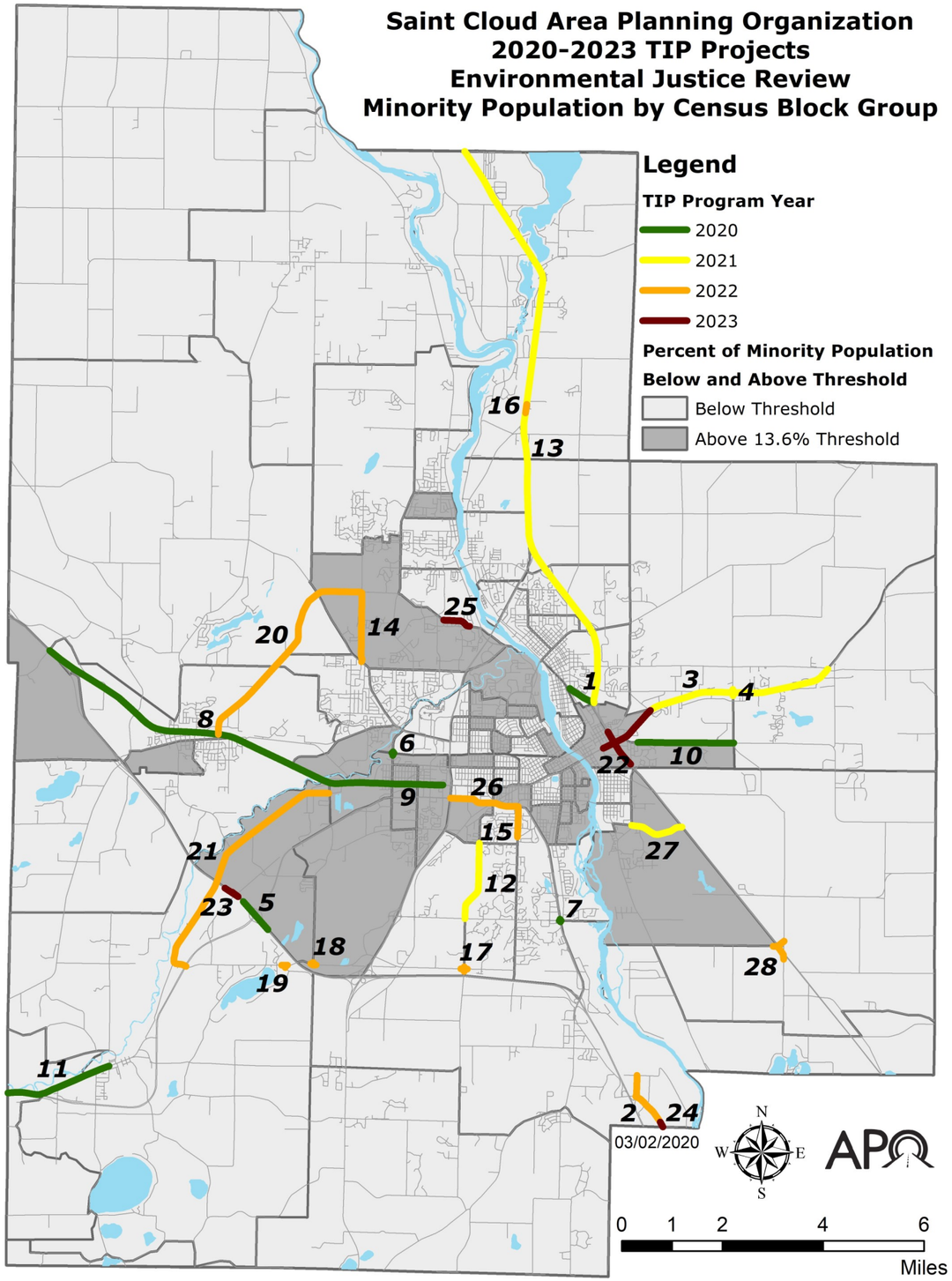


Figure 11: *Percent of APO member jurisdiction's minority population by Census block group. According to the U.S. Census Bureau's 2014-2018 American Community Survey Five Year Estimates, a total of 22,563 residents (out of 135,441) have been identified as being from a minority population. This corresponds to a regional average of 16.7 percent of the APO's planning area population. Data courtesy of U.S. Census Bureau's 2014-2018 ACS Five Year Estimates.*



Project ID Number	Sponsoring Jurisdiction/Agency	Route	Work Type
1	Sauk Rapids	MSAS 109 (Benton Drive)	Urban Reconstruction
2	Saint Cloud	Beaver Island Trail	New Trail Construction
3/4	MnDOT	MN 23	Mill and Overlay and Turn Lanes
5	MnDOT	I 94	Safety Improvements
6	MnDOT	CSAH 138/54th Ave. N	Railroad
7	Stearns County	CSAH 75	Turn Lanes
8	Stearns County	CSAH 75	Bituminous Overlay
9	Stearns County	CSAH 75	Concrete Pavement Rehabilitation
10	Benton County	CSAH 8	Edgeline Rumble Strips and Bituminous Reclamation
11	Stearns County	ROCORI Trail	New Trail
12	Saint Cloud	MSAS 175 (CR 136)	Bituminous Reclamation
13	MnDOT	US 10	Guard Rails
14	Sartell	MSAS 113 (19th Ave.)	Reconstruction
15	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
16	MnDOT	US 10	Bridge Replacement
17-19	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
20/21	Stearns County	CSAH 133 CSAH 138	Signing
22	MnDOT	MN 23	Reconstruction
23	MnDOT	I 94	Bridge Replacement
24	Stearns County	Beaver Island Trail	New Trail Construction
25	Sartell	Heritage Drive Trail	New Trail Construction
26	Stearns County	CSAH 75	Mill and Overlay
27	MnDOT	MN 301	Retaining Wall Preservation
28	MnDOT	County Road 65 (42nd Street)	Railroad

Figure 12: *Map of the APO's FY 2020-2023 TIP projects and the proximity to areas with a high concentration of people-of-color.*

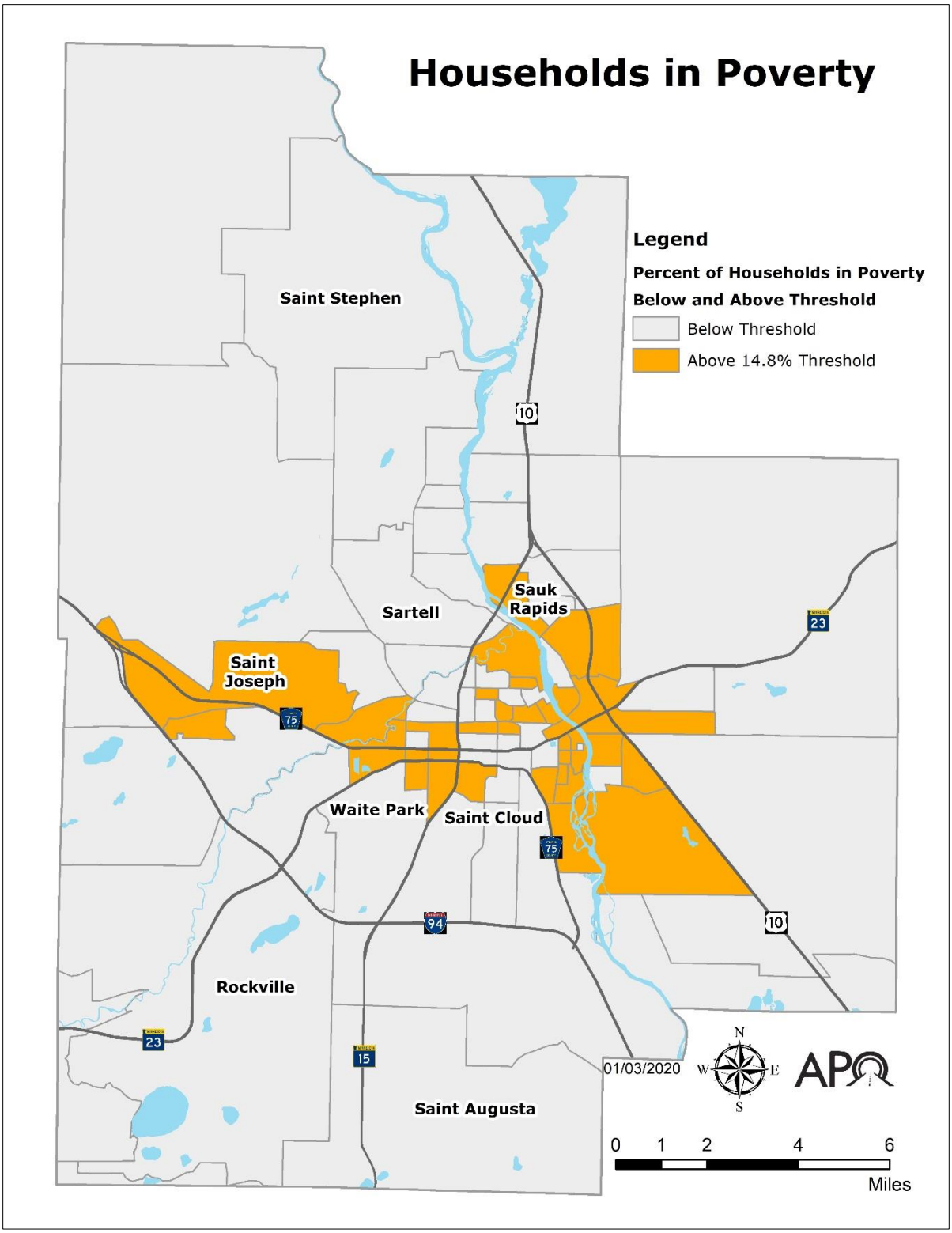
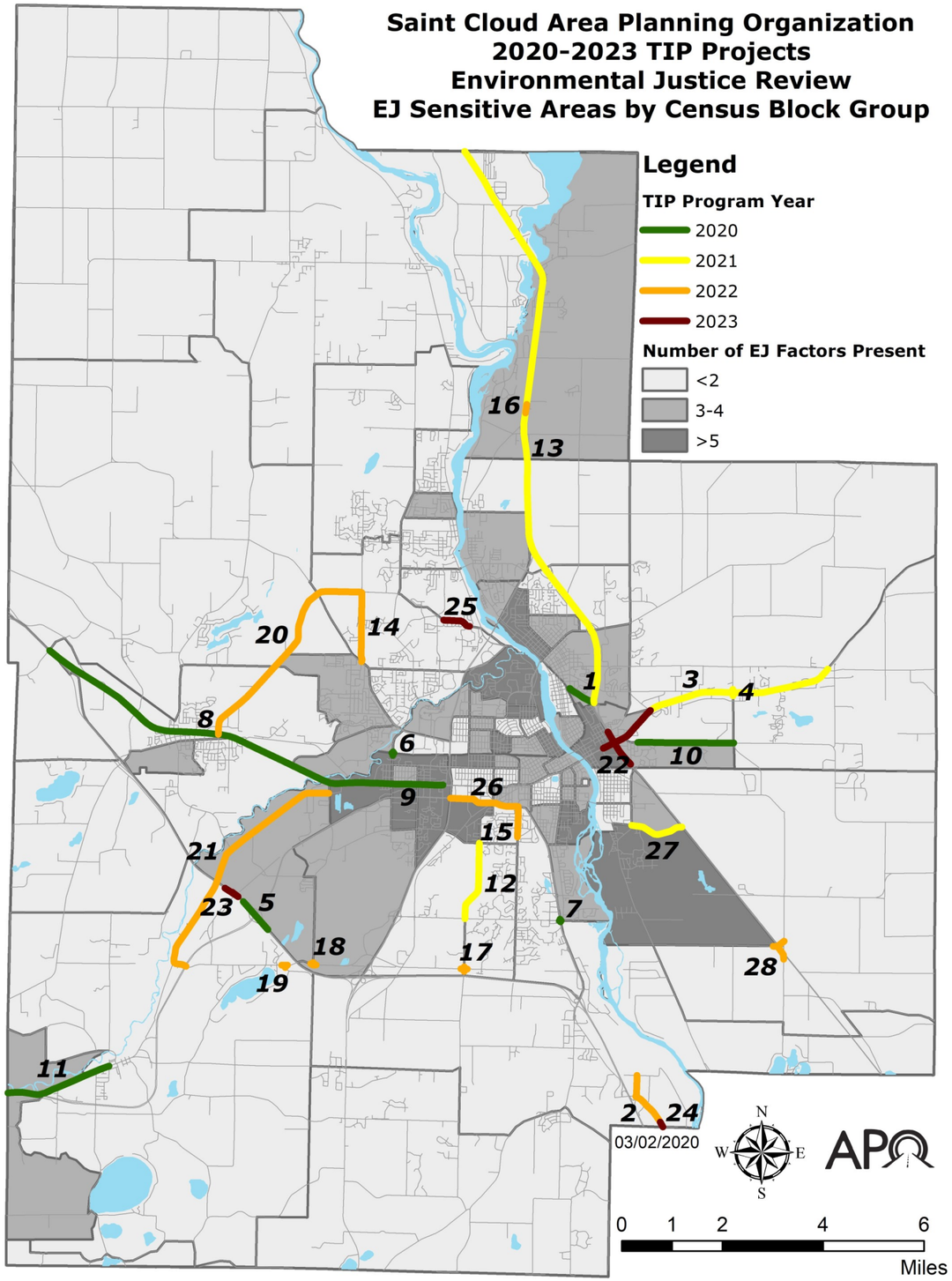


Figure 13: *Percent of APO member jurisdiction's household population living in poverty by Census block group. According to the U.S. Census Bureau's 2014-2018 American Community Survey Five Year Estimates, a total of 7,756 households (out of 52,390) have been identified as low-income. This corresponds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



Project ID Number	Sponsoring Jurisdiction/Agency	Route	Work Type
1	Sauk Rapids	MSAS 109 (Benton Drive)	Urban Reconstruction
2	Saint Cloud	Beaver Island Trail	New Trail Construction
3/4	MnDOT	MN 23	Mill and Overlay and Turn Lanes
5	MnDOT	I 94	Safety Improvements
6	MnDOT	CSAH 138/54th Ave. N	Railroad
7	Stearns County	CSAH 75	Turn Lanes
8	Stearns County	CSAH 75	Bituminous Overlay
9	Stearns County	CSAH 75	Concrete Pavement Rehabilitation
10	Benton County	CSAH 8	Edgeline Rumble Strips and Bituminous Reclamation
11	Stearns County	ROCORI Trail	New Trail
12	Saint Cloud	MSAS 175 (CR 136)	Bituminous Reclamation
13	MnDOT	US 10	Guard Rails
14	Sartell	MSAS 113 (19th Ave.)	Reconstruction
15	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
16	MnDOT	US 10	Bridge Replacement
17-19	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
20/21	Stearns County	CSAH 133 CSAH 138	Signing
22	MnDOT	MN 23	Reconstruction
23	MnDOT	I 94	Bridge Replacement
24	Stearns County	Beaver Island Trail	New Trail Construction
25	Sartell	Heritage Drive Trail	New Trail Construction
26	Stearns County	CSAH 75	Mill and Overlay
27	MnDOT	MN 301	Retaining Wall Preservation
28	MnDOT	County Road 65 (42nd Street)	Railroad

Figure 16: *Map of the APO's FY 2020-2023 TIP projects and the proximity to areas with high concentrations of EJ and Title VI populations.*

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

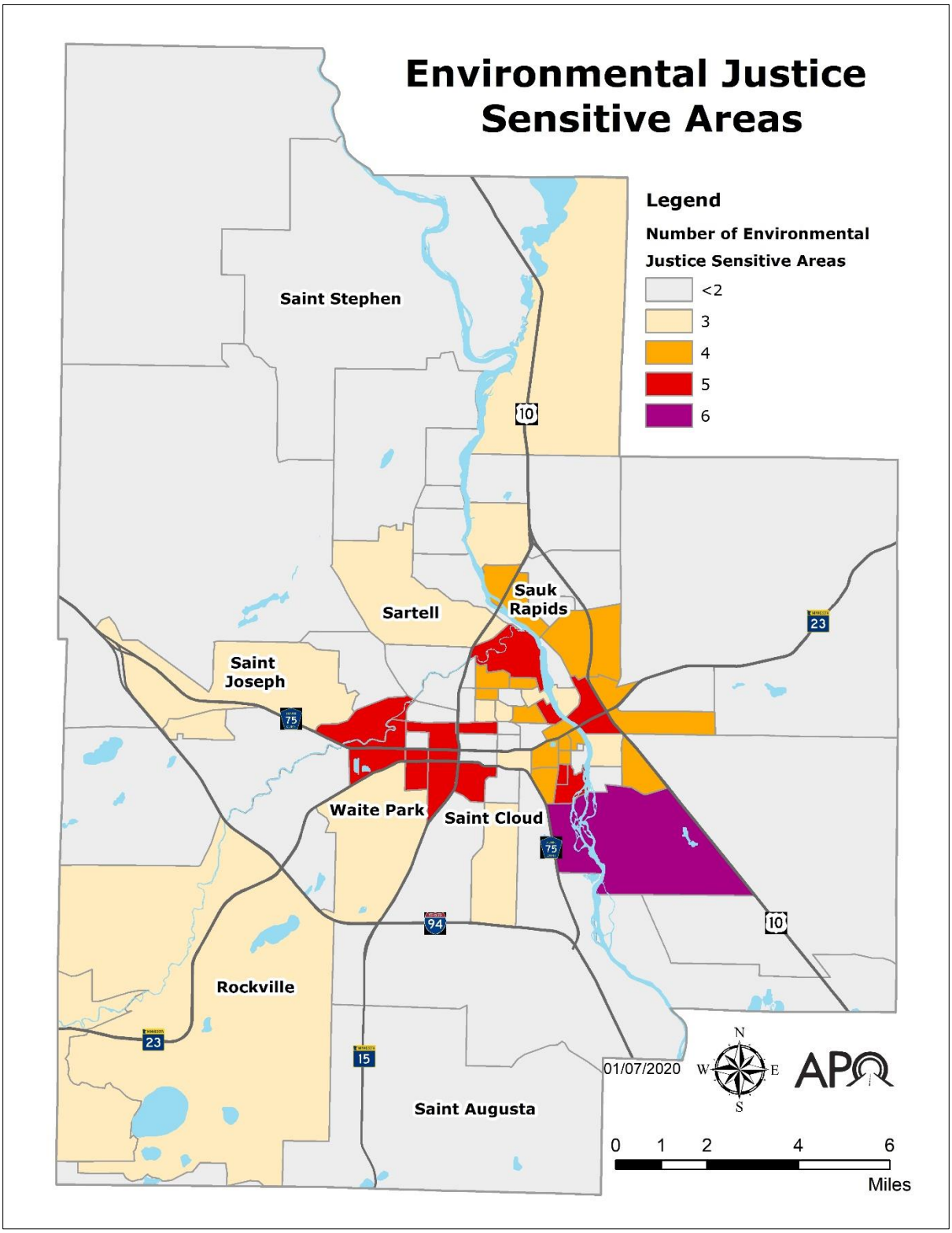
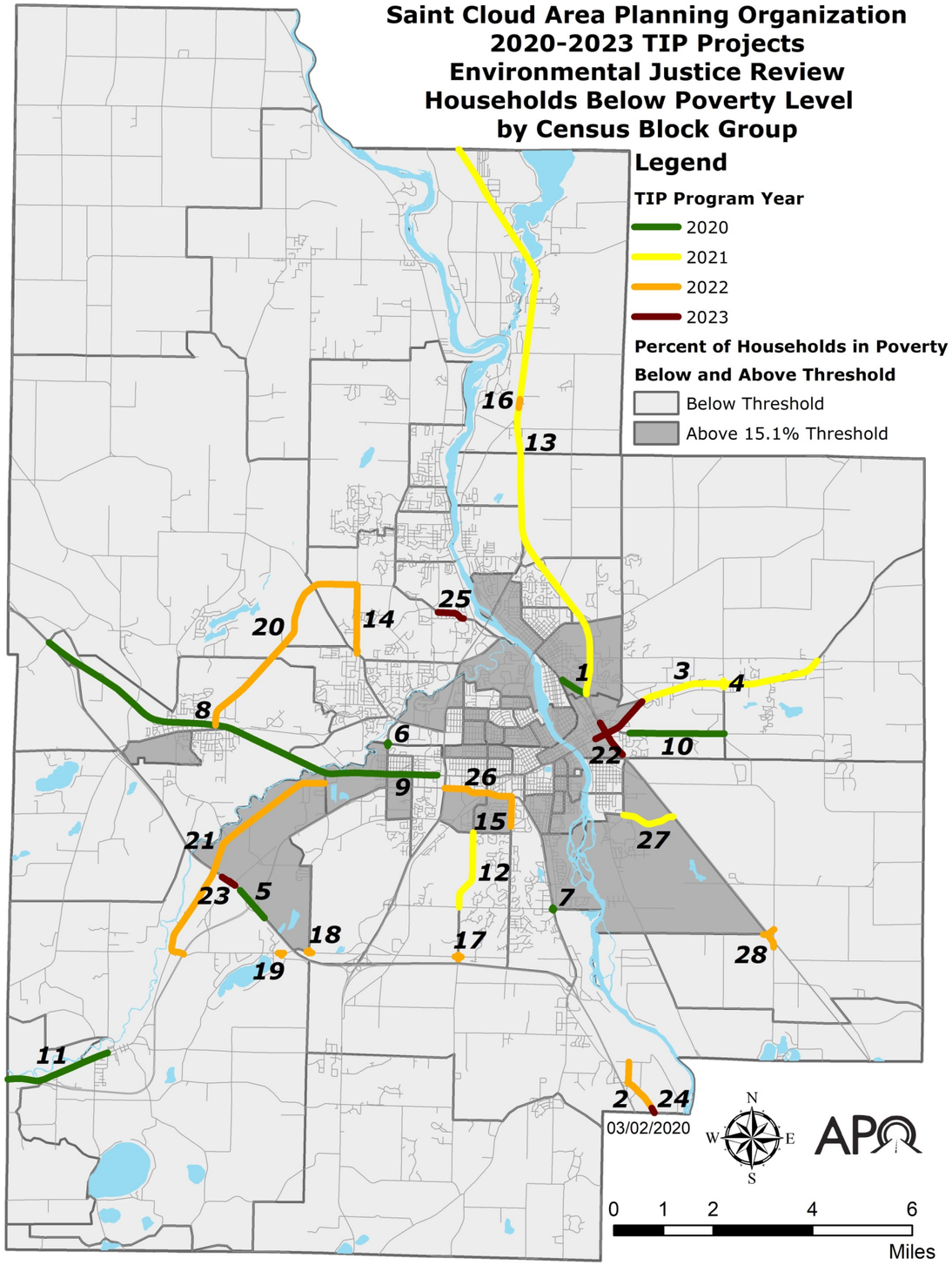


Figure 15: *APO EJ and Title VI sensitive areas map encompassing minority populations, households living in poverty, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Of note, no one Census block group had all seven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



Project ID Number	Sponsoring Jurisdiction/Agency	Route	Work Type
1	Sauk Rapids	MSAS 109 (Benton Drive)	Urban Reconstruction
2	Saint Cloud	Beaver Island Trail	New Trail Construction
3/4	MnDOT	MN 23	Mill and Overlay and Turn Lanes
5	MnDOT	I 94	Safety Improvements
6	MnDOT	CSAH 138/54th Ave. N	Railroad
7	Stearns County	CSAH 75	Turn Lanes
8	Stearns County	CSAH 75	Bituminous Overlay
9	Stearns County	CSAH 75	Concrete Pavement Rehabilitation
10	Benton County	CSAH 8	Edgeline Rumble Strips and Bituminous Reclamation
11	Stearns County	ROCORI Trail	New Trail
12	Saint Cloud	MSAS 175 (CR 136)	Bituminous Reclamation
13	MnDOT	US 10	Guard Rails
14	Sartell	MSAS 113 (19th Ave.)	Reconstruction
15	Saint Cloud	MSAS 141 (Cooper Ave.)	Reconstruction
16	MnDOT	US 10	Bridge Replacement
17-19	Stearns County	CSAH 136 (Oak Grove Road SW) and CR 122 (40th St. S) CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
20/21	Stearns County	CSAH 133 CSAH 138	Signing
22	MnDOT	MN 23	Reconstruction
23	MnDOT	I 94	Bridge Replacement
24	Stearns County	Beaver Island Trail	New Trail Construction
25	Sartell	Heritage Drive Trail	New Trail Construction
26	Stearns County	CSAH 75	Mill and Overlay
27	MnDOT	MN 301	Retaining Wall Preservation
28	MnDOT	County Road 65 (42nd Street)	Railroad

Figure 14: *Map of the APO's FY 2020-2023 TIP projects and the proximity to areas with a high concentration of households below the poverty level.*

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

A total of 20 projects intersect, at least in part, with block groups with high percentage of minority populations. A total of 14 projects intersect with block groups with a high percentage of households living in poverty. The projects, identified in Figure 19, include several safety improvements and roadway reconstruction projects. Transit projects are excluded from this list because of they benefit nearly the entire APO planning area.

	Population	Population Percentage	TIP Investment	Percentage of TIP Investment
Minority Population	22,563	16.7%	$57,575,665	88%
Non-Minority Population	112,878	83.3%	$8,151,863	12%
Total	**135,441**	**100%**	**$65,727,528**	**100%**

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

	Households	Household Percentage	TIP Investment	Percentage of TIP Investment
Households with low-income	7,756	14.8%	$41,466,624	63%
Non-low-income households	44,634	85.2%	$24,260,904	37%
Total	**52,390**	**100%**	**$65,727,528**	**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, 2014-2018 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.*

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

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

Route System	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
MSAS 109	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	$903,975	YES	YES
I 94	2020	MNDOT	I-94, AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	$2,200,000	$0	YES	NO
RR	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54TH AVE N IN WAITE PARK STEARNS COUNTY	$240,000	$24,000	YES	YES
CSAH 75	2020	STEARNS COUNTY	CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK 1 OF 2)	$0	$0	YES	YES
CSAH 75	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (AC PROJECT, PAYBACK 2 OF 3)	$0	$0	YES	YES
CSAH 75	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISON ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)	$1,715,056	$458,880	YES	YES
CSAH 8	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO	$5,250	$525	YES	YES

Route System	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
			BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009)				
CSAH	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)	$650,000	$258,848	YES	YES
PED/BIKE	2021	STEARNS COUNTY	CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE	$1,663,863	$851,593	NO	NO
MSAS 175	2021	SAINT CLOUD	ST. CLOUD MSAS 175 - CR 136 FROM 22ND ST SOUTH TO 33RD ST SOUTH, RECONSTRUCTION	$1,400,000	$557,518	YES	YES
US 10	2021	MNDOT	US 10, INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM N OF ST. CLOUD TO RICE (HSIP PROJECT)	$1,750,000	$175,000	YES	YES
MN 301	2021	MNDOT	RESTORE FAILING RETAINING WALLS ALONG MN 301 ADJACENT TO ST. CLOUD STATE REFORMATORY. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL	$800,000	$800,000	YES	YES
MN 23	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)	$500,000	$50,000	NO	NO

Route System	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
MN 23	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	$3,027,000	$605,400	NO	NO
MSAS 113	2022	SARTELL	SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	$4,799,920	$2,710,000	YES	NO
PED/BIKE	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	NO	NO
MSAS 141	2022	SAINT CLOUD	ST. CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	$2,500,000	$1,042,920	YES	NO
US 10	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.2 MI NW OF BENTON CSAH 33	$621,000	$124,200	NO	NO
RR	2022	MNDOT	REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS AND GATES AT CR 65, 42ND ST,	$300,000	$30,000	YES	YES

Route System	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
			HAVEN TOWNSHIP, SHERBURNE COUNTY				
LOCAL 999	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	$96,000	$9,600	YES	NO
LOCAL 999	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS	$240,000	$24,000	YES	YES
CSAH 75	2022	STEARNS COUNTY	STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2023)	$1,537,640	$922,584	YES	YES
MN 23	2023	MNDOT	MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM 0.1 MI W OF LINCOLN AVE TO 0.1 MI W OF CR 1; RECONSTRUCT US 10 FROM 0.2 MI W OF ST. GERMAIN TO 0.1 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 (AC PROJECT, PAYBACK IN 2024)	$30,300,000	$6,060,000	YES	YES
I 94	2023	MNDOT	I-94, REPLACE BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI W ON MN 23 INTERCHANGE	$6,054,000	$605,400	YES	NO

Route System	Fiscal Year	Agency	Project Description	Estimated Project Total*	Local/State Match Required*	Minority Area	Low-Income Area
PED/BIKE	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION	$1,740,000	$1,340,000	NO	NO
PED/BIKE	2023	SARTELL	HERITAGE DRIVE CONNECTIVITY AND ENHANCEMENTS	$459,121	$91,824	YES	NO
TOTAL				**$65,427,528**	**$17,736,267**	***19 YES 6 NO***	***13 YES 12 NO***

**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 2020-2023 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of minority and/or low-income individuals.*

CHAPTER THREE: PERFORMANCE MEASURES

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

According to 23 CFR 450.326(d):

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

Performance measures are designed to serve as a benchmark to evaluate and quantify progress. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

APO staff have updated the MTP through planning horizon 2045. During this process, staff have incorporated federally mandated performance measures into the MTP. In addition, APO staff have been working to develop a variety of other performance measures to assist in future planning and project implementation. It is the goal that these performance measures incorporated into the MTP will help further align current and future TIP-programmed projects with the overall goals and objectives established in the MTP.

Based on the Transportation Performance Management (TPM) (www.fhwa.dot.gov/tpm/) assessment tool, the APO is currently working towards a maturity level 2, the developing phase. Work is underway to strengthen transportation performance management in the APO. A transportation performance management framework is being defined to provide alignment across the organization and across different planning and programming functions. Modifications to data collection and management processes and analysis tools are being planned in order to better support the performance framework. Organizational roles are being defined, and a strategy for training and workforce development in support of transportation performance management is being developed.

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

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

Anticipated Effect

The following are a list of federally mandated performance measures that have been incorporated into the FY 2020-2023 TIP. Methods of calculation for each of these performance measures are based on the guidelines outlined by the TPM assessment tool (https://www.fhwa.dot.gov/tpm/rule.cfm) and can be found in Appendix B.

Roadway Safety Performance Measures

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

Roadway Accessibility, Mobility, and Connectivity Performance Measures

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

Transit Management and Preservation Performance Measures

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

Roadway Metropolitan Vitality and Economic Development Performance Measures

1. Truck Travel Time Reliability Index.

Roadway Management and Preservation Performance Measures

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

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

Figure 20: *A list of incorporated performance measures in the APO's FY 2020-2023 TIP and performance targets for those performance measures.*

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

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

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

Roadway Safety

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

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

Examples of programmed projects in the FY 2020-2023 TIP that will help achieve the APO's roadway targets include the following: the installation of a reduced conflict intersection at Benton CSAH 8, east of Saint Cloud (project number 0503-90); construction of Phase 3 of the ROCORI Trail along railroad corridor from Cold Spring to Rockville (project number 073-090-011); and Cooper Avenue from Traverse Road to Stearns CSAH 75 reconstruction with bicycle lanes and sidewalk (project number 162-141-008). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

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

Roadway Accessibility, Mobility, and Connectivity

Percent of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100 percent and 97 percent, respectively. MnDOT has set targets of Interstate reliability at 80 percent and non-Interstate NHS at 75 percent. The APO has reviewed past data trends and determined Interstate reliability should remain at 100 percent, 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 2013. The APO has a goal to increase system accessibility, mobility, and connectivity. Similar to 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.

An example of programmed projects in the FY 2020-2023 TIP that will help achieve the APO's targets include the MN 23 mill and overlay from CR 1 to MN 95 (project number 0503-90). This TIP project is anticipated to positively impact target achievement by elevating these sections of the NHS pavement from a fair to good pavement rating.

Transit Management and Preservation

Staff at Saint Cloud MTC 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 2020-2023 TIP that will help achieve the APO's targets include: the purchase of 35-foot replacement CNG buses (project number TRS-0048-20T); the purchase of standard 40-foot replacement CNG fixed route bus (project number TRS-0048-20TA); the purchase of three replacement operations vehicles (project number TRF-0048-21B); and facility improvements (project number TRF-0048-21L).

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

Roadway Management and Preservation

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

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

MnDOT has set a target of non-Interstate NHS pavement in good condition at 50 percent while the APO has set a target of 60 percent. The APO's target is based on the current condition of non-Interstate NHS pavement in good condition sitting at 58.7 percent within the APO planning area.

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

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

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

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

The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. Roadway management and preservation projects within the FY 2020-2023 TIP include the replacement of US 10 bridge #3666 with box culvert northwest of Benton CSAH 33 (project number 0502-115), the replacement of MN 23 bridge over US 10 (project number 0503-91), and the replacement of I-94 bridges #73875 and #73876 over BNSF railroad (project number 7380-259).

Roadway Metropolitan Vitality and Economic Development

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

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

MPO Investment Priorities

Performance-based programming uses strategies and priorities to guide the allocation of resources to projects that are selected to achieve goals, objectives, and targets. Performance-based programming establishes clear linkages between investments made and expected performance outputs and outcomes.

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

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

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

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

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

An example of this is the one programmed project to be completed on MN 23. This project – comprising approximately 17 lane miles – involves pavement preservation treatments, which, when factored together will improve pavement condition in the area from fair to good. Accordingly, this will result in NHS good pavement condition in the area to be at approximately 78.1 percent by 2023. Even with the added increase in pavement quality conditions – up 4.8 percent – APO staff understand that normal degradation of pavement within other areas of the planning area can and more likely will bring down the overall average.

Pavement Condition	2018	2023	Percentage Change
Good	64.3%	73.0%	8.7%
Fair	35.5%	26.8%	-8.7%
Poor	0.2%	0.2%	0%

Figure 21: *A comparison of pavement conditions before and after the completion of pavement maintenance programmed into the APO's FY 2020-2023 TIP.*

Another example of this are the five bridge replacement projects programmed into the TIP. These projects replace three bridges on US 10 (project numbers 0502-115 and 0503-91) and two bridges on I-94 (project number 7380-259). With the replacement of these bridges, which currently have a fair condition rating, bridge conditions in the APO's MPA will improve by roughly 3.2 percentage points.

NHS Bridge Condition	2018	2023	Percent Change
Good	64.2%	67.4%	3.2%
Fair	35.8%	32.6%	-3.2%
Poor	0.0%	0.0%	0%

Figure 22: *A comparison of bridge conditions before and after the completion of bridge replacement projects programmed into the APO's FY 2020-2023 TIP.*

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

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

CHAPTER FOUR: FINANCIAL CAPACITY ANALYSIS

General Legislative and Policy Background

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

FAST Act & CAAA TIP Financial Requirements

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

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

Financial Analysis Preparation

In order 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 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 2020-2023 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 2020-2023 TIP. These sources included local tax levies, special assessments, state funding, state-aid funding, bonding, and other miscellaneous local revenue streams.

Determining Fiscal Constraint

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

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

Calculating fiscal constraint for the three counties and MnDOT D3 varies from the individual jurisdictions and agencies. This is because only a portion of the county's or MnDOT's roadway network falls within the APO's MPA. Financial information for these jurisdictions is based upon the percentage of the roadway network that falls within the APO's MPA. For contextual information, the APO has also asked the counties and MnDOT D3 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 2020-2023 TIP.

Benton County

Overall Historical Financial Condition

Over a 10 year period – 2009 through 2018 – Benton County has allocated on average 67 percent of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 33 percent of overall local transportation related dollars to be expended on new transportation related projects.

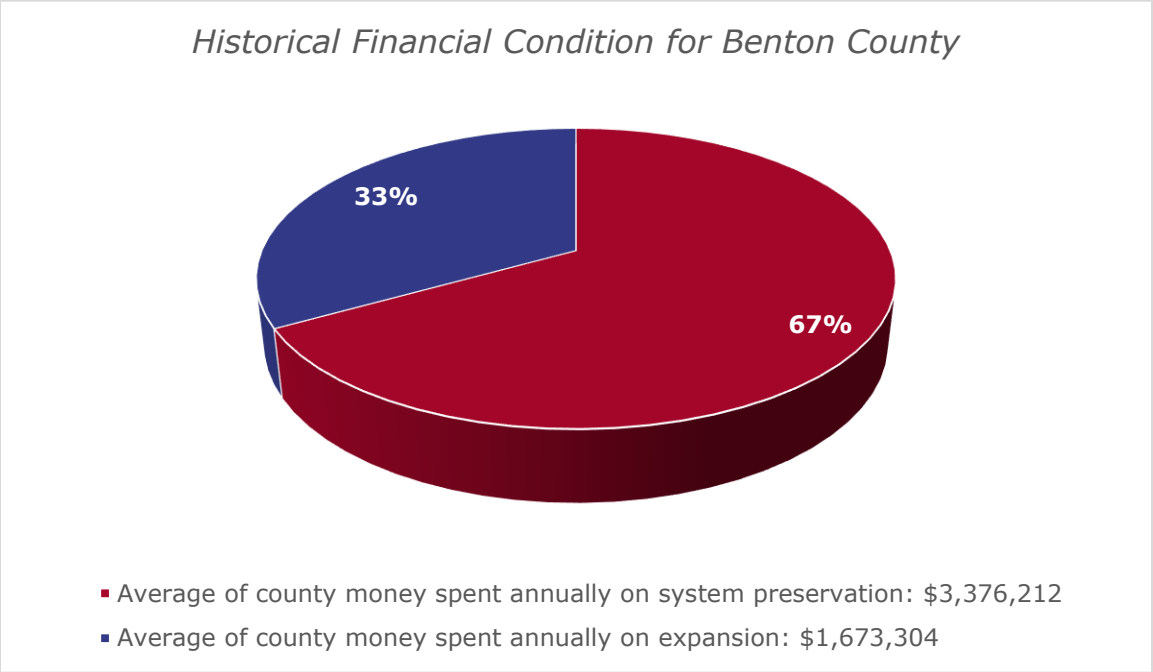


Figure 23: *Local investment on system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2009	$4,177,474	$355,768	$4,533,242
2010	$3,145,990	$23,873	$3,169,863
2011	$3,282,985	$136,292	$3,419,277
2012	$3,786,495	$17,296	$3,803,791
2013	$2,522,929	$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
Total	$33,762,116	$16,733,036	$50,495,152
Average	$3,376,212	$1,673,304	$5,049,515
Percentage of Total County Expense	**67%**	**33%**	**100%**

Figure 24: *Local investment on system preservation and expansion within Benton County from 2009-2018. Data courtesy of Benton County Highway Department.*

Historical Financial Condition within APO's MPA

Approximately 12 percent of the roadway network for Benton County lies within the APO planning. In order to approximate the budget expended within the APO planning area, Benton County takes a flat 12 percent 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 of 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.

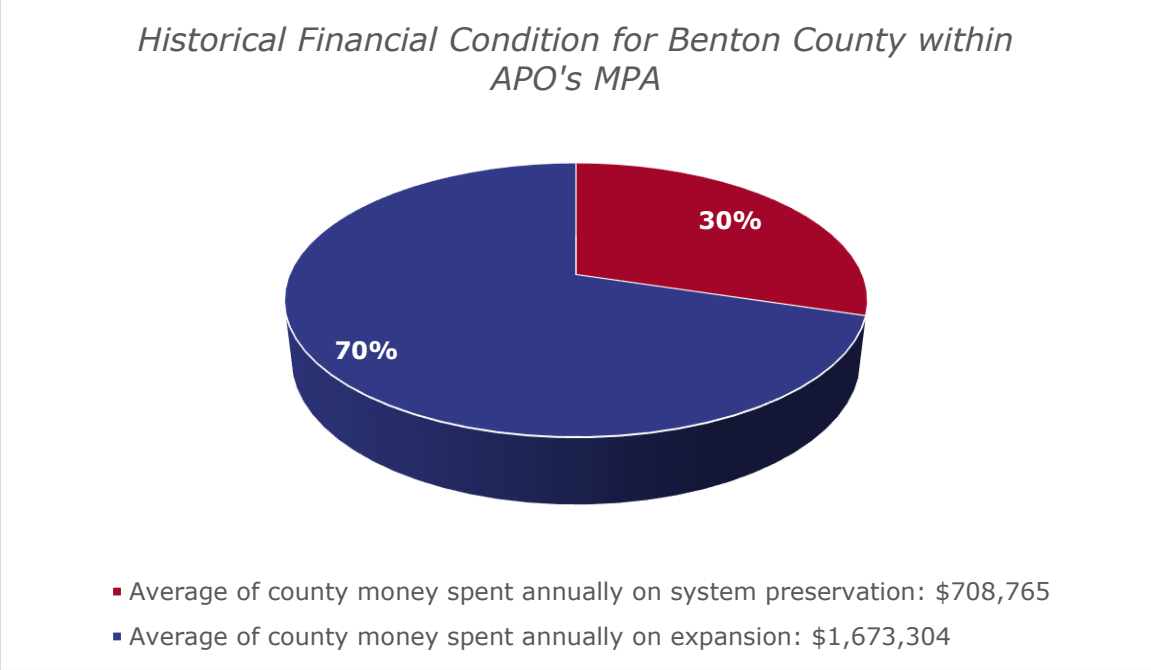


Figure 25: *Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2009	$501,297	$355,768	$857,065
2010	$377,519	$23,873	$401,392
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
Total	$7,087,649	$16,733,036	$23,820,685
Average	$708,765	$1,673,304	$2,382,069
Percentage of Total County Expense	**30%**	**70%**	**100%**

Figure 26: *Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA from 2009-2018. 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 2020 County Funds	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Total 2020-2023 Projected County Funds
General Tax Levy	$2,157,450	$2,274,792	$4,516,667	$4,516,667	$13,465,576
State-Aid Funds	$4,128,067	$4,128,067	$2,345,800	$2,869,042	$13,470,976
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$291,667	$291,667	$4,986,667	$4,986,667	$10,556,668
Total Projected County Funds	**$6,577,184**	**$6,694,526**	**$11,849,134**	**$12,372,376**	**$37,493,220**

Figure 27: *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

Similar to the current financial condition, Benton County reasonably estimates to spend approximately 12 percent 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 2020 County Funds	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Total 2020-2023 Projected County Funds
General Tax Levy	$258,894	$272,975	$542,000	$542,000	$1,615,869
State-Aid Funds	$495,368	$495,368	$281,496	$344,285	$1,616,517
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$35,000	$35,000	$598,400	$598,400	$1,266,800
Total Projected County Funds	**$789,262**	**$803,343**	**$1,421,896**	**$1,484,685**	**$4,499,186**

Figure 28: *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 29 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, $1,349,756 is available for system preservation projects during fiscal years 2020-2023. The remaining $3,149,430 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (30% of Total)	Historical Expansion Investment (70% of Total)
2020	$789,262	$236,779	$552,483
2021	$803,343	$241,003	$562,340
2022	$1,421,896	$426,569	$995,327
2023	$1,484,685	$445,406	$1,039,280
Total	**$4,499,186**	**$1,349,756**	**$3,149,430**

Figure 29: *A total of available revenue for the portion of Benton County within the APO's MPA by year from 2020 through 2023. Data courtesy of Benton County Highway Department.*

During this time frame, Benton County has two system preservation projects within the APO's MPA programmed into the TIP requiring a county match of $259,373 in year of expenditure dollars. Overall, Benton County has sufficient funding to finance these project and thereby maintains fiscal constraint.

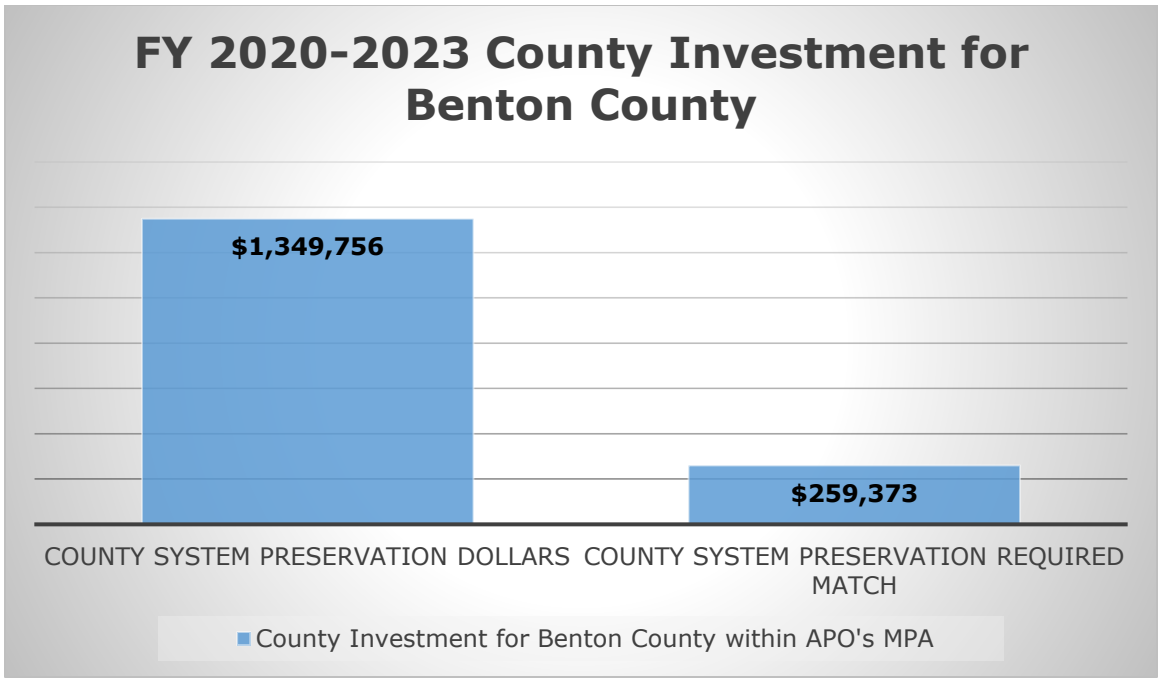


Figure 30: *Total fiscal constraint for Benton County within the APO's MPA for TIP cycle FY 2020-2023. Data courtesy of Benton County Highway Department.*

Sherburne County

Overall Historical Financial Condition

Over a 10 year period – 2009 through 2018 – Sherburne County has allocated on average 100 percent 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.

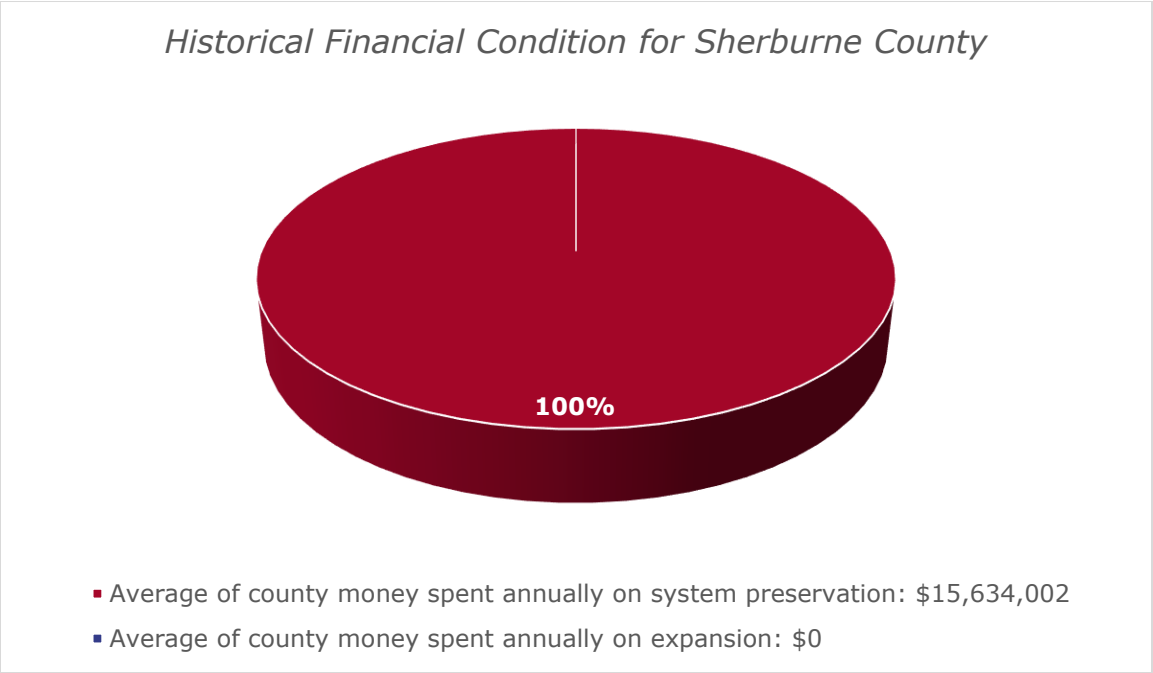


Figure 31: *Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2009	$13,305,816	$0	$13,305,816
2010	$10,416,412	$0	$10,416,412
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
Total	$156,340,022	$0	$156,340,022
Average	$15,634,002	$0	$15,634,002
Percentage of Total County Expense	**100%**	**0%**	**100%**

Figure 32: *Local investment on system preservation and expansion within Sherburne County from 2009-2018. Data courtesy of Sherburne County Highway Department.*

Historical Financial Condition within APO's MPA

Approximately 9 percent of the roadway network for Sherburne County lies within the APO planning area. In order to approximate the budget expended within the APO planning area, Sherburne County takes a flat 9 percent 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.

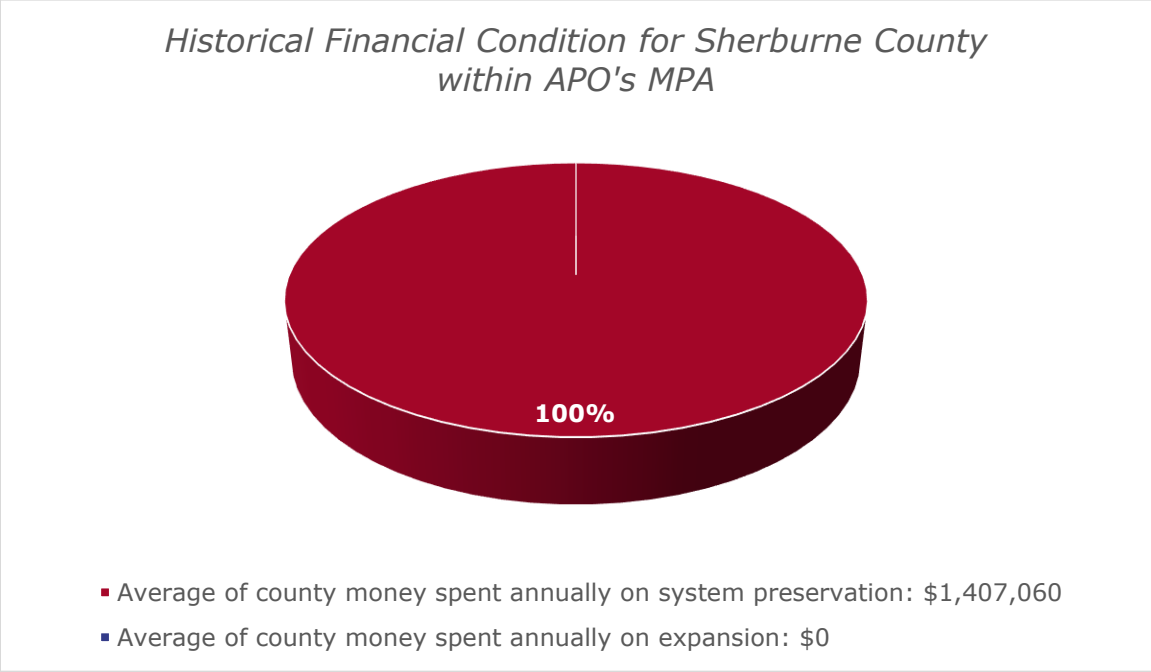


Figure 33: *Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2009	$1,174,843	$0	$1,174,843
2010	$937,477	$0	$937,477
2011	$1,338,798	$0	$1,338,798
2012	$1,525,668	$0	$1,525,668
2013	$1,379,707	$0	$1,379,707
2014	$1,832,221	$0	$1,832,221
2015	$1,657,319	$0	$1,657,319
2016	$1,057,103	$0	$1,057,103
2017	$1,550,674	$0	$1,550,674
2018	$1,616,793	$0	$1,616,793
Total	$14,070,602	$0	$14,070,602
Average	$1,407,060	$0	$1,407,060
Percentage of Total County Expense	**100%**	**0%**	**100%**

Figure 34: *Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2009-2018. 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 bonding.

County Transportation Funding Source	Projected 2020 County Funds	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Total 2020-2023 Projected County Funds
General Tax Levy	$5,975,000	$6,262,000	$6,073,000	$6,500,000	$24,810,000
State-Aid Funds	$5,443,637	$6,753,659	$5,294,521	$6,010,523	$23,502,340
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$	$0
Other County	$6,701,708	$5,666,417	$7,892,699	$7,347,795	$27,608,619
Total Projected County Funds	**$18,120,345**	**$18,682,076**	**$19,260,220**	**$19,858,318**	**$75,920,959**

Figure 35: *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

Similar to the current financial condition, Sherburne County reasonably estimates to spend approximately 9 percent 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 2020 County Funds	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Total 2020-2023 Projected County Funds
General Tax Levy	$537,750	$563,580	$546,570	$585,000	$2,232,900
State-Aid Funds	$489,927	$607,829	$476,507	$540,947	$2,115,211
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$603,154	$509,978	$710,343	$661,302	$2,484,776
Total Projected County Funds	**$1,630,831**	**$1,681,387**	**$1,733,420**	**$1,787,249**	**$6,832,886**

Figure 36: *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 37 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, $6,832,886 is available for system preservation projects during fiscal years 2020-2023. 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)
2020	$1,630,831	$1,630,831	$0
2021	$1,681,387	$1,681,387	$0
2022	$1,733,420	$1,733,420	$0
2023	$1,787,249	$1,787,249	$0
Total	**$6,832,886**	**$6,832,886**	**$0**

Figure 37: *A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2020 through 2023. Data courtesy of Sherburne County Highway Department.*

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

Stearns County

Overall Historical Financial Condition

Over a 10 year period – 2009 through 2018 – Stearns County has allocated on average 89 percent of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 11 percent of overall local transportation related dollars to be expended on new transportation related projects.

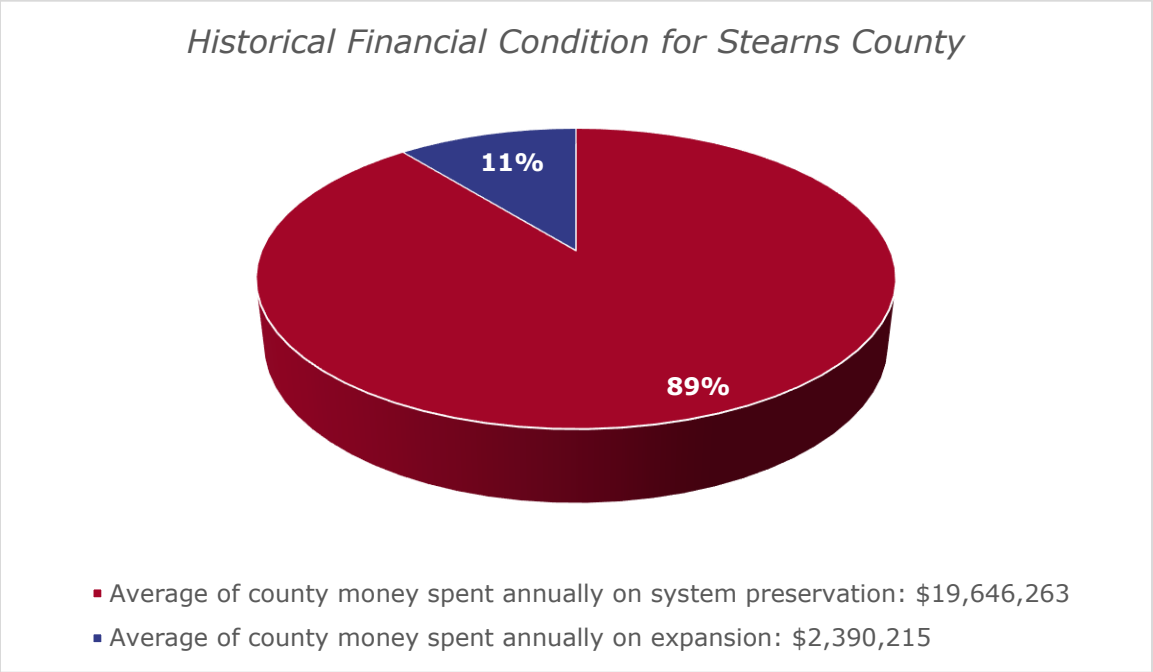


Figure 38: *Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2009	$11,571,000	$4,000,000	$15,571,000
2010	$14,810,000	$0	$14,810,000
2011	$15,779,480	$13,000,000	$28,779,480
2012	$19,235,253	$3,232,149	$22,467,402
2013	$21,553,328	$2,450,000	$24,003,328
2014	$25,337,708	$0	$25,337,708
2015	$22,305,772	$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
Total	$196,462,632	$23,902,149	$220,364,781
Average	$19,646,263	$2,390,215	$22,036,478
Percentage of Total County Expense	**89%**	**11%**	**100%**

Figure 39: *Local investment on system preservation and expansion within Stearns County from 2009-2018. Data courtesy of Stearns County Highway Department.*

Historical Financial Condition within APO's MPA

Approximately 18 percent of the roadway network for Stearns County lies within the APO planning area. In order to approximate the budget expended within the APO planning area, Stearns County takes a flat 18 percent 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.

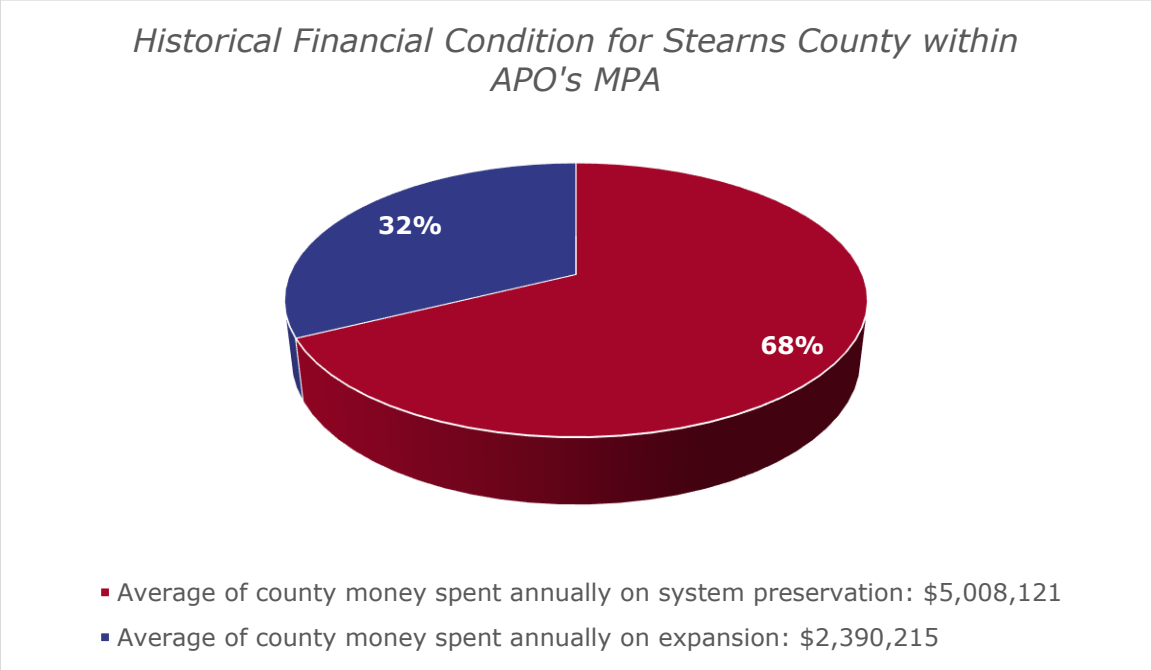


Figure 40: *Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2009	$3,244,000	$4,000,000	$7,244,000
2010	$2,474,000	$0	$2,474,000
2011	$2,318,390	$13,000,000	$15,318,390
2012	$7,647,846	$3,232,149	$10,879,995
2013	$6,313,225	$2,450,000	$8,763,225
2014	$3,288,670	$0	$3,288,670
2015	$6,173,953	$0	$6,173,953
2016	$1,421,185	$1,220,000	$2,641,185
2017	$1,923,110	$0	$1,923,110
2018	$15,276,833	$0	$15,276,833
Total	$50,081,212	$23,902,149	$73,983,361
Average	$5,008,121	$2,390,215	$7,398,336
Percentage of Total County Expense	**68%**	**32%**	**100%**

Figure 41: *Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA from 2009-2018. 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 2020 County Funds	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Total 2020-2023 Projected County Funds
General Tax Levy	$6,800,000	$6,800,000	$6,800,000	$6,800,000	$27,200,000
State-Aid Funds	$13,675,000	$13,675,000	$13,675,000	$13,675,000	$13,675,000
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$7,400,000	$7,400,000	$7,400,000	$7,400,000	$29,600,000
Total Projected County Funds	**$27,875,000**	**$27,875,000**	**$27,875,000**	**$27,875,000**	**$111,500,000**

Figure 42: *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

Similar to the current financial condition, Stearns County reasonably estimates to spend approximately 18 percent 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 2020 County Funds	Projected 2021 County Funds	Projected 2022 County Funds	Projected 2023 County Funds	Total 2020-2023Projected County Funds
General Tax Levy	$1,224,000	$1,224,000	$1,224,000	$1,224,000	$4,896,000
State-Aid Funds	$2,461,500	$2,461,500	$2,461,500	$2,461,500	$9,846,000
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$1,332,000	$1,332,000	$1,332,000	$1,332,000	$5,328,000
Total Projected County Funds	**$5,017,500**	**$5,017,500**	**$5,017,500**	**$5,017,500**	**$20,070,000**

Figure 43: *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 44 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, $13,647,600 is available for system preservation projects during fiscal years 2020-2023. The remaining $6,422,400 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (68% of Total)	Historical Expansion Investment (32% of Total)
2020	$5,017,500	$3,411,900	$1,605,600
2021	$5,017,500	$3,411,900	$1,605,600
2022	$5,017,500	$3,411,900	$1,605,600
2023	$5,017,500	$3,411,900	$1,605,600
Total	**$20,070,000**	**$13,647,600**	**$6,422,400**

Figure 44: *A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2020 through 2023. Data courtesy of Stearns County Highway Department.*

During this time frame, Stearns County has four system preservation projects within the APO's MPA programmed into the TIP, requiring a local match of $1,415,064 in year of expenditure dollars. The county also has two expansion projects programmed requiring a local match of $2,191,593. In addition, the county has also received Federal demonstration funding for a roadway alignment study of CSAH 133. This 2020 project – totaling an estimated $85,000 – will require a local match of $17,000 in year of expenditure dollars. For purposes of this fiscal constraint analysis, this source is drawn from the system preservation category. Overall, Stearns County has sufficient funding to finance these projects and thereby maintains fiscal constraint.

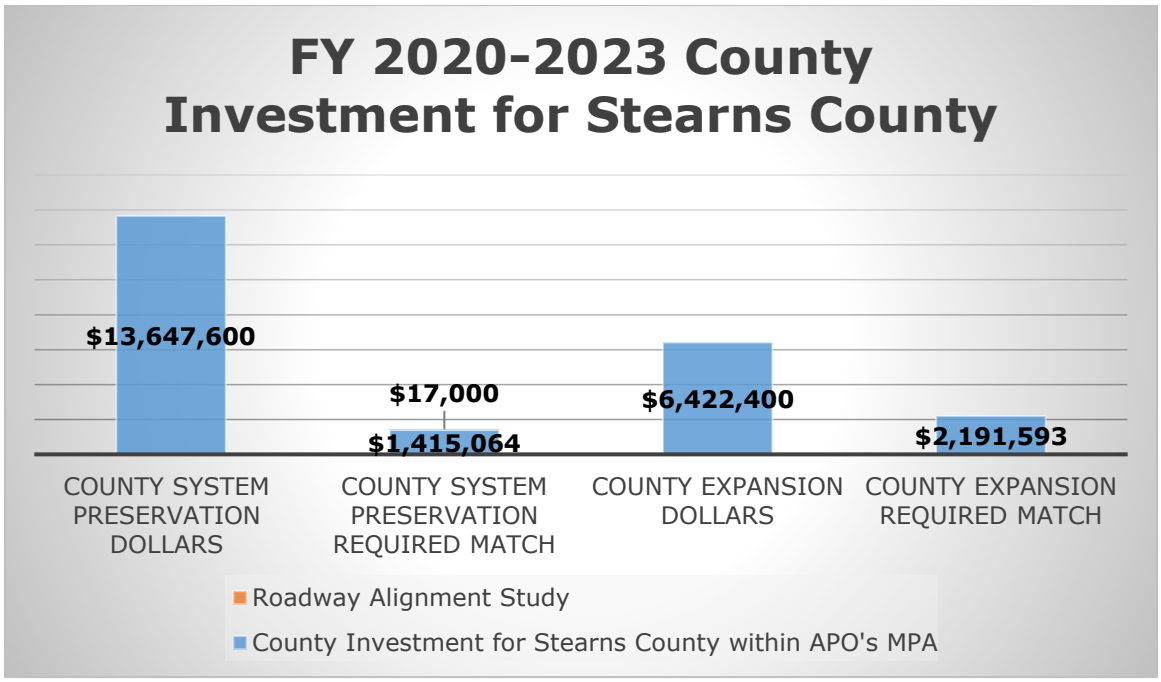


Figure 45: *Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2020-2023. Data courtesy of Stearns County Highway Department.*

City of Saint Cloud

Historical Financial Condition

Over a 10 year period – 2009 through 2018 – the City of Saint Cloud has allocated on average 81 percent of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 19 percent of overall local transportation related dollars to be expended on new transportation related projects.

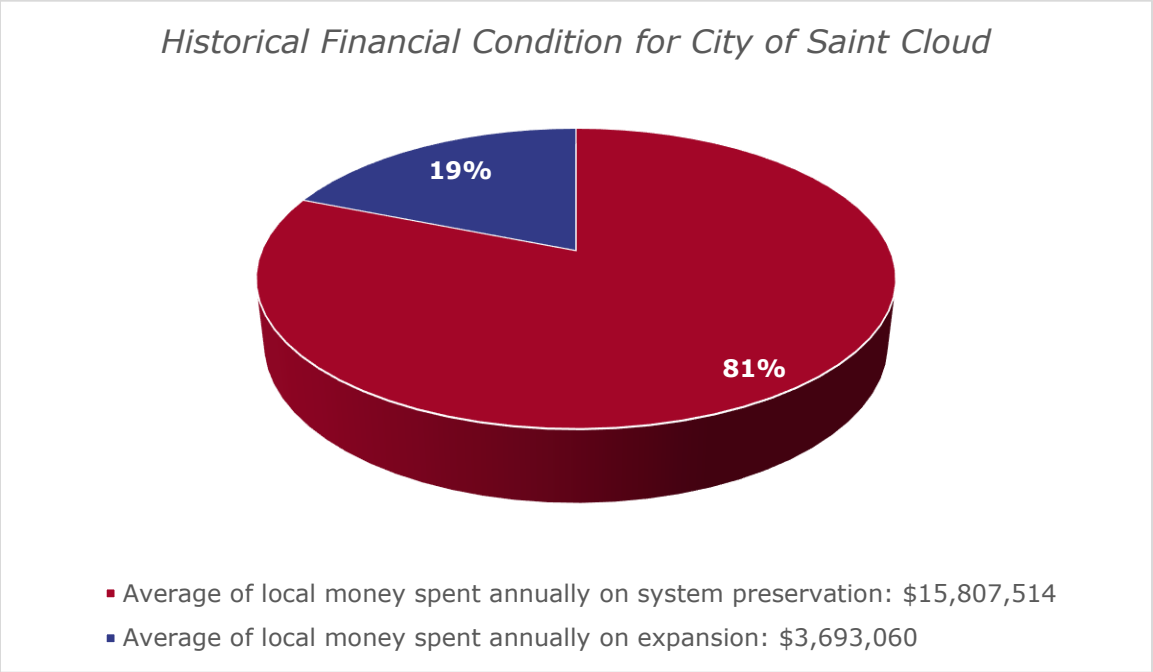


Figure 46: *Local investment on system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.*

Year	System Preservation	Expansion	Total Local Investment
2009	$27,651,133	$6,728,400	$34,379,533
2010	$13,861,584	$8,347,500	$22,209,084
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
Total	$158,075,137	$36,930,600	$195,005,737
Average	$15,807,514	$3,693,060	$19,500,574
Percentage of Total Local Expense	**81%**	**19%**	**100%**

Figure 47: *Local investment on system preservation and expansion in the City of Saint Cloud from 2009-2018. 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 2020 Local Funds	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Total 2020-2023 Projected Local Funds
General Tax Levy	$0	$0	$0	$0	$0
State-Aid Funds	$3,400,000	$2,000,000	$2,700,000	$3,400,000	$11,500,000
Assessments	$1,400,000	$1,600,000	$2,500,000	$2,000,000	$7,500,000
Bonding	$3,600,000	$3,500,000	$2,000,000	$2,300,000	$11,400,000
Other Local	$14,150,000	$11,557,518	$9,340,000	$10,150,000	$45,197,518
Total Projected Local Funds	**$22,550,000**	**$18,657,518**	**$16,540,000**	**$17,850,000**	**$75,597,518**

Figure 48: *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 49 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures the City of Saint Cloud. In total, $61,233,990 is available for system preservation projects during fiscal years 2020-2023. The remaining $14,363,528 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (81% of Total)	Historic Expansion Investment (19% of Total)
2020	$22,550,000	$18,265,500	$4,284,500
2021	$18,657,518	$15,112,590	$3,544,928
2022	$16,540,000	$13,397,400	$3,142,600
2023	$17,850,000	$14,458,500	$3,391,500
Total	**$75,597,518**	**$61,233,990**	**$14,363,528**

Figure 49: *A total of available revenue for the City of Saint Cloud by year from 2020 through 2023. 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 $1,600,438 in year of expenditure dollars. The city has one expansion project programmed into the TIP as well, requiring a local match of $120,000.

In addition, the city has received Federal demonstration funding for a roadway alignment study of 33rd Street S in relation to the Mississippi River Bridge crossing. This 2020 project – project number 091-070-027 totaling an estimated $167,000 – will require a local match of $60,000 in year of expenditure dollars. In coordination with MnDOT District 3's State Aid Office and MnDOT Central Office's Special Programs Project Development Engineer, it was determined that the Saint Cloud Area Planning Organization would be the lead sponsoring agency for this project. As a result, while this project is reflected as a Saint Cloud APO project, all local match funds for this project are being generated from the city. For purposes of this fiscal constraint analysis, the source for this study project is drawn from

the system preservation category. Overall, the City of Saint Cloud has sufficient funding to finance these projects and thereby maintains fiscal constraint.

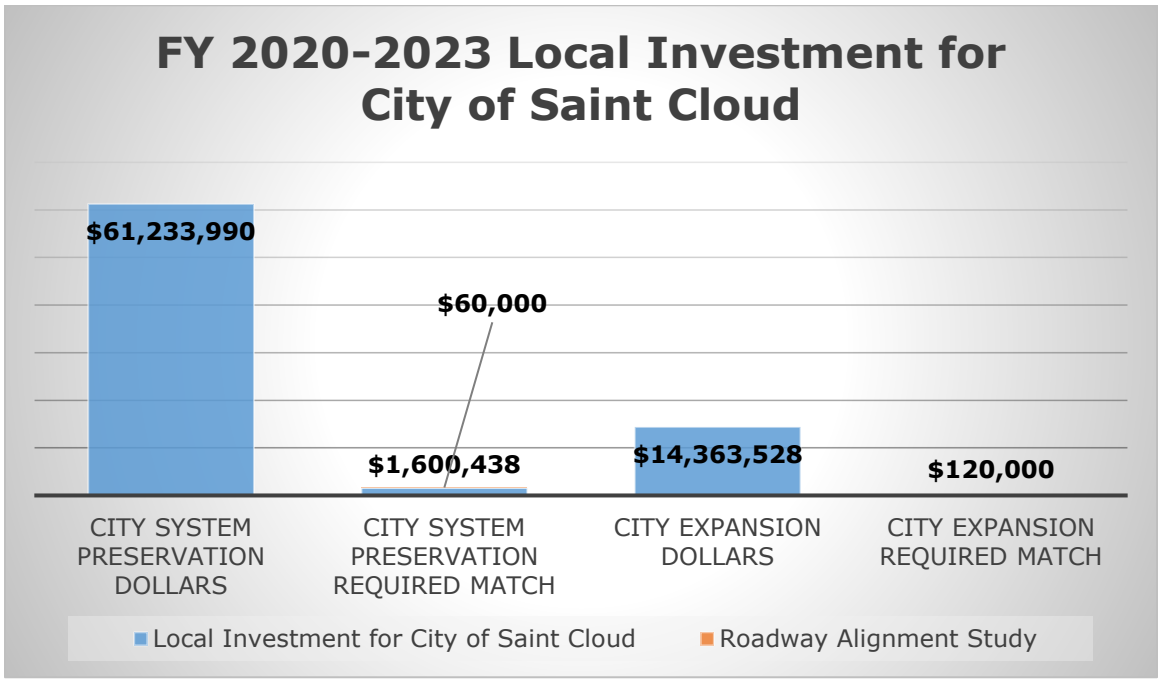


Figure 50: *Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2020-2023. Data courtesy of City of Saint Cloud.*

City of Saint Joseph

Historical Financial Condition

Over a 10 year period – 2009 through 2018 – the City of Saint Joseph has allocated on average 81 percent of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 19 percent of overall local transportation related dollars to be expended on new transportation related projects.

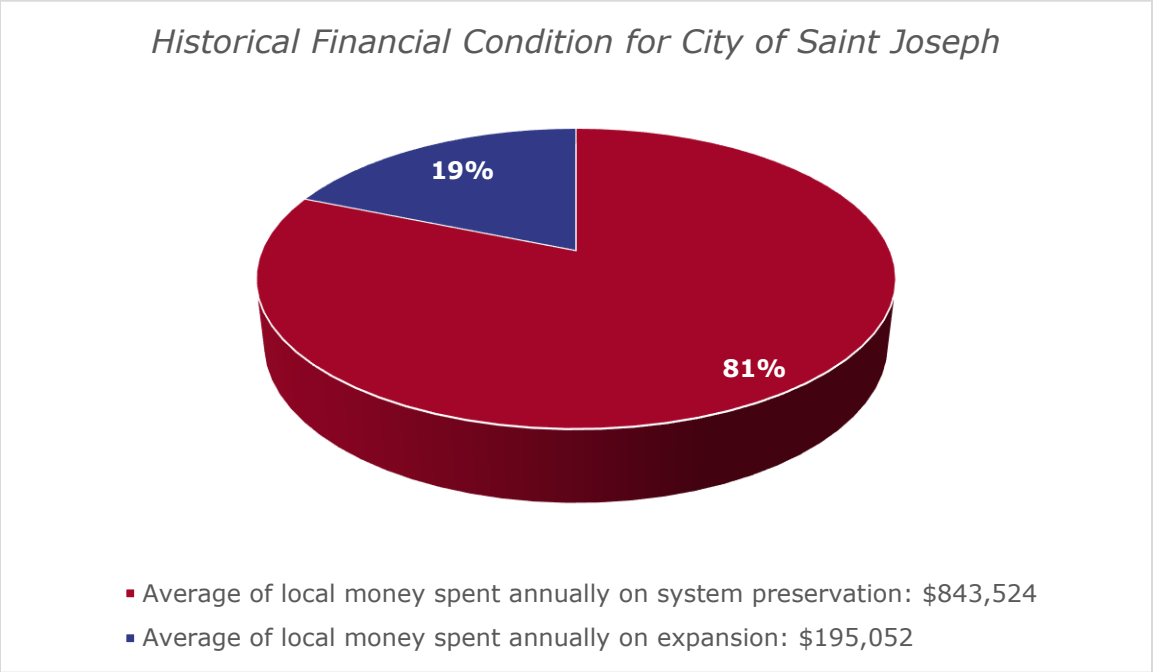


Figure 51: *Local investment on system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.*

Year	System Preservation	Expansion	Total Local Investment
2009	$463,279	$0	$463,279
2010	$1,081,416	$0	$1,081,416
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
Total	$8,435,244	$1,950,517	$10,385,761
Average	$843,524	$195,052	$1,038,576
Percentage of Total Local Expense	**81%**	**19%**	**100%**

Figure 52: *Local investment on system preservation and expansion in the City of Saint Joseph from 2009-2018. 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 2020 Local Funds	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Total 2020-2023 Projected Local Funds
General Tax Levy	$289,530	$411,225	$414,677	$137,581	$1,253,013
State-Aid Funds	$726,985	$54,435	$1,553,890	$53,320	$2,388,630
Assessments	$3,156,780	$372,660	$1,990,924	$2,617,954	$8,138,318
Bonding	$4,085,187	$1,445,707	$2,602,216	$1,745,302	$9,878,412
Other Local	$2,222,500	$12,500	$162,500	$12,500	$2,410,000
Total Projected Local Funds	**$10,480,982**	**$2,296,527**	**$6,724,207**	**$4,566,657**	**$24,068,373**

Figure 53: *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 54 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures the City of Saint Joseph. In total, $19,495,382 is available for system preservation projects during fiscal years 2020-2023. The remaining $4,572,991 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (81% of Total)	Historical Expansion Investment (19% of Total)
2020	$10,480,982	$8,489,595	$1,991,387
2021	$2,296,527	$1,860,187	$436,340
2022	$6,724,207	$5,446,608	$1,277,599
2023	$4,566,657	$3,698,992	$867,665
Total	**$24,068,373**	**$19,495,382**	**$4,572,991**

Figure 54: *A total of available revenue for the City of Saint Joseph by year from 2020 through 2023. 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 – 2009 through 2018 – the City of Sartell has allocated on average 51 percent of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 49 percent of overall local transportation related dollars to be expended on new transportation related projects.

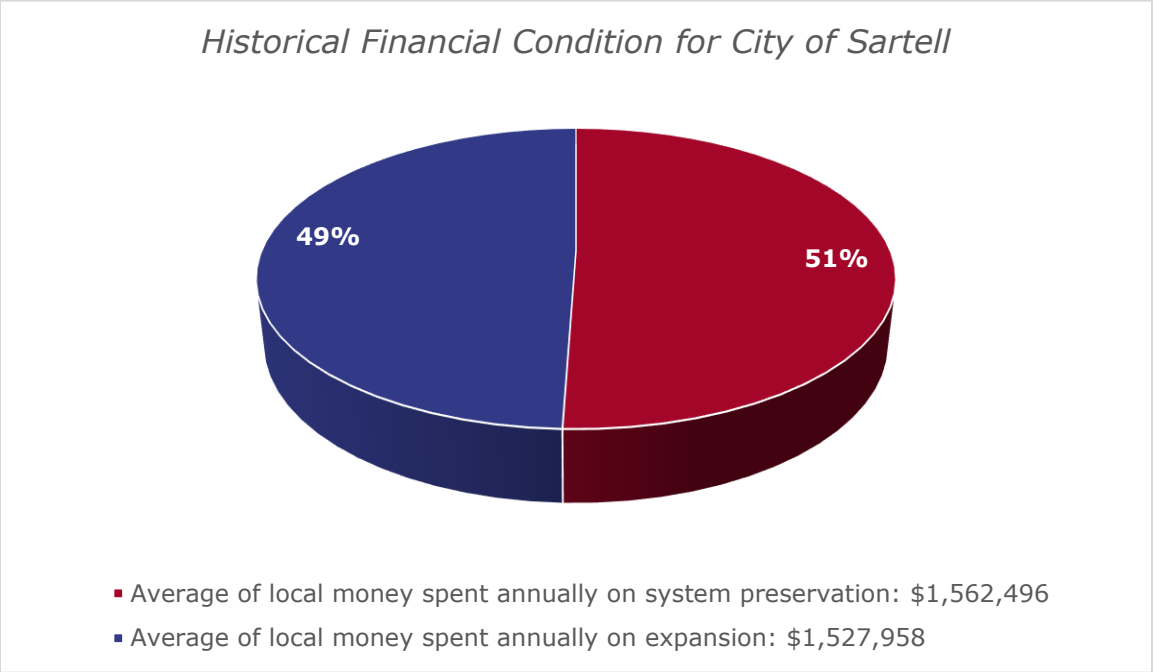


Figure 55: *Local investment on system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.*

Year	System Preservation	Expansion	Total Local Investment
2009	$881,517	$1,485,860	$2,367,377
2010	$1,114,984	$1,554,745	$2,669,729
2011	$1,319,947	$0	$1,319,947
2012	$947,253	$809,885	$1,757,138
2013	$1,197,314	$0	$1,197,314
2014	$2,028,068	$0	$2,028,068
2015	$1,693,048	$4,956,596	$6,649,644
2016	$1,875,414	$0	$1,875,414
2017	$2,219,341	$2,070,460	$4,289,801
2018	$2,348,075	$4,402,035	$6,750,110
Total	$15,624,961	$15,279,581	$30,904,542
Average	$1,562,496	$1,527,958	$3,090,454
Percentage of Total Local Expense	**51%**	**49%**	**100%**

Figure 56: *Local investment on system preservation and expansion in the City of Sartell from 2009-2018. 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 2020 Local Funds	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Total 2020-2023 Projected Local Funds
General Tax Levy	$1,111,801	$1,133,394	$1,155,400	$1,177,826	$4,578,421
State-Aid Funds	$942,728	$942,728	$942,728	$942,728	$3,770,912
Assessments	$0	$200,000	$0	$0	$200,000
Bonding	$0	$2,700,000	$0	$0	$2,700,000
Other Local	$0	$0	$0	$0	$0
Total Projected Local Funds	**$2,054,529**	**$4,976,122**	**$2,098,128**	**$2,120,554**	**$11,249,333**

Figure 57: *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 58 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures the City of Satell. In total, $5,737,160 is available for system preservation projects during fiscal years 2020-2023. The remaining $5,512,173 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (51% of Total)	Historical Expansion Investment (49% of Total)
2020	$2,054,529	$1,047,810	$1,006,719
2021	$4,976,122	$2,537,822	$2,438,300
2022	$2,098,128	$1,070,045	$1,028,083
2023	$2,120,554	$1,081,483	$1,039,071
Total	**$11,249,333**	**$5,737,160**	**$5,512,173**

Figure 58: *A total of available revenue for the City of Sartell by year from 2020 through 2023. Data courtesy of City of Sartell.*

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

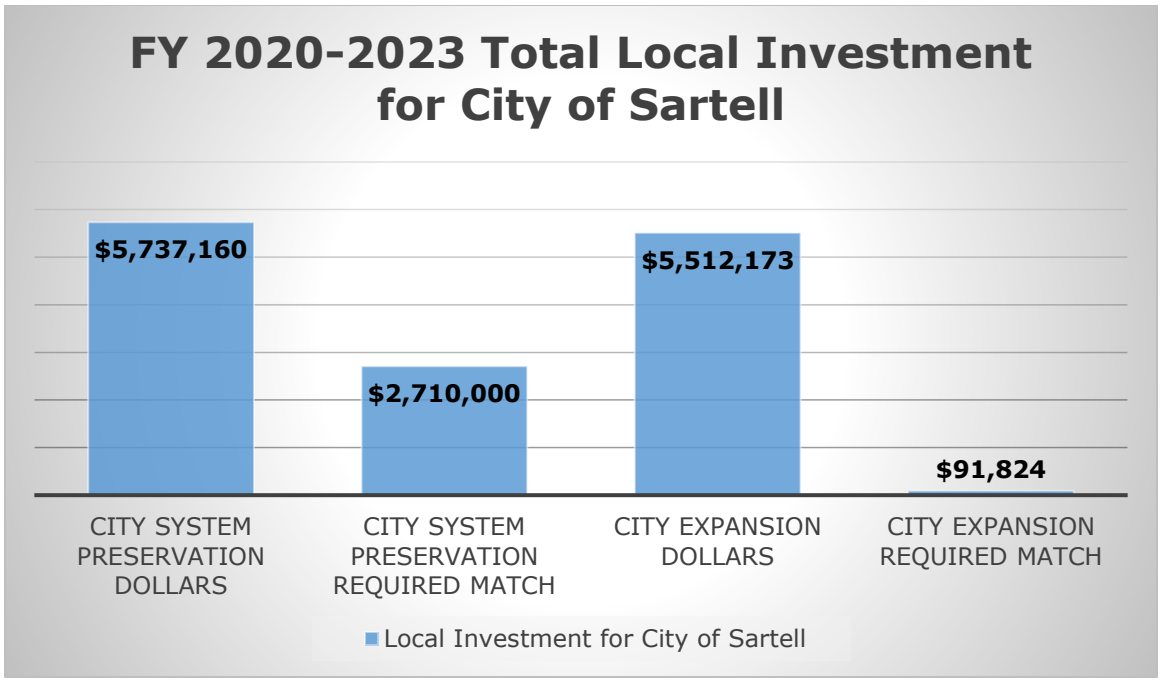


Figure 59: *Total fiscal constraint for the City of Sartell for TIP cycle FY 2020-2023. Data courtesy of City of Sartell.*

City of Sauk Rapids

Historical Financial Condition

Over a 10 year period – 2009 through 2018 – the City of Sauk Rapids has allocated on average 85 percent of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 15 percent of overall local transportation related dollars to be expended on new transportation related projects.

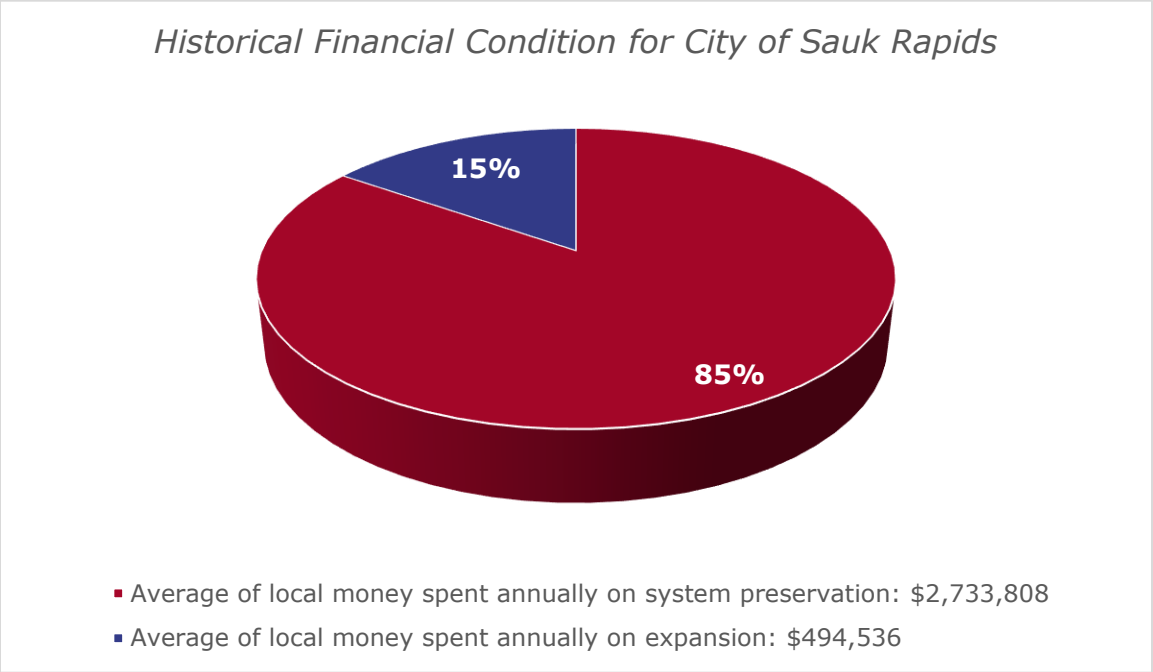


Figure 60: *Local investment on system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.*

Year	System Preservation	Expansion	Total Local Investment
2009	$2,507,557	$0	$2,507,557
2010	$2,590,457	$210,976	$2,801,433
2011	$2,586,389	$186,019	$2,772,408
2012	$2,798,178	$161,063	$2,959,241
2013	$1,849,922	$0	$1,849,922
2014	$2,038,671	$2,957,841	$4,996,512
2015	$4,432,645	$642,806	$5,075,451
2016	$2,558,317	$781,827	$3,340,144
2017	$4,037,690	$4,826	$4,042,516
2018	$1,938,252	$0	$1,938,252
Total	$27,338,078	$4,945,358	$32,283,436
Average	$2,733,808	$494,536	$3,228,344
Percentage of Total Local Expense	**85%**	**15%**	**100%**

Figure 61: *Local investment on system preservation and expansion in the City of Sauk Rapids from 2009-2018. 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 2020 Local Funds	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Total 2020-2023 Projected Local Funds
General Tax Levy	$630,000	$680,000	$840,000	$850,000	$3,000,000
State-Aid Funds	$722,994	$722,994	$1,445,988	$0	$2,891,976
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other Local	$1,493,606	$1,520,557	$1,548,304	$1,576,869	$6,139,336
Total Projected Local Funds	**$2,846,600**	**$2,923,551**	**$3,843,292**	**$2,426,869**	**$12,031,312**

Figure 62: *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 63 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures the City of Sauk Rapids. In total, $10,234,265 is available for system preservation projects during fiscal years 2020-2023. The remaining $1,806,047 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (85% of Total)	Historical Expansion Investment (15% of Total)
2020	$2,846,600	$2,419,610	$426,990
2021	$2,923,551	$2,485,018	$438,533
2022	$3,843,292	$3,266,798	$576,494
2023	$2,426,869	$2,062,839	$364,030
Total	**$12,031,312**	**$10,234,265**	**$1,806,047**

Figure 63: *A total of available revenue for the City of Sauk Rapids by year from 2020 through 2023. 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 $903,975 in year of expenditure dollars. Overall the City of Sauk Rapids has sufficient funding to finance this project and therefore maintains fiscal constraint.

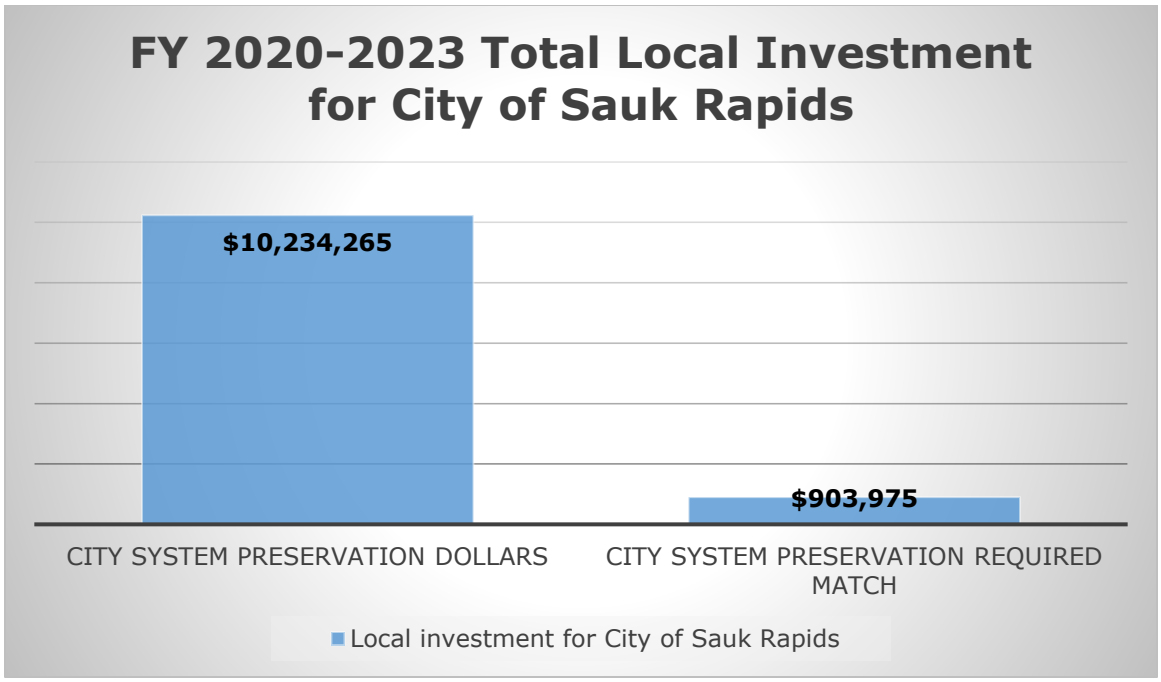


Figure 64: *Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2020-2023. Data courtesy of City of Sauk Rapids.*

Saint Cloud Metropolitan Transit Commission

Historical Financial Condition

Over a 10 year period – 2009 through 2018 – Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus) has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.

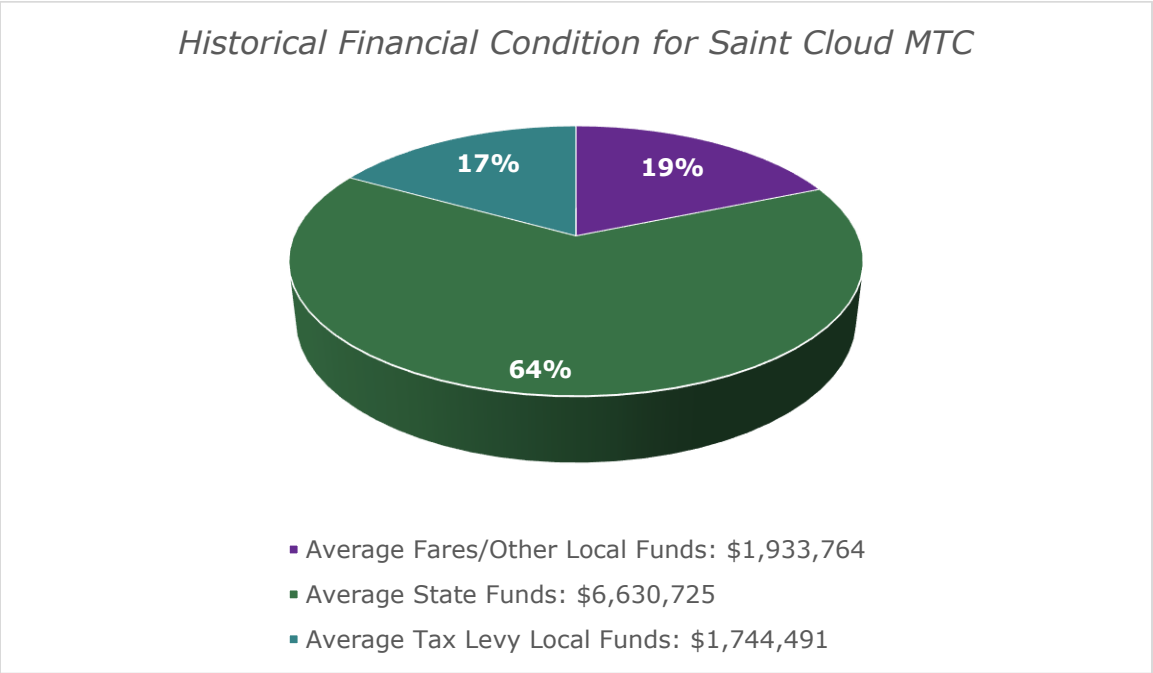


Figure 65: *Historic split of local and state revenues for Saint Cloud MTC from 2009 through 2018. Data courtesy of Saint Cloud MTC.*

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
2009	$1,630,649	$1,352,392	$1,308,286	$4,291,327
2010	$1,680,491	$3,093,707	$1,556,838	$6,331,036
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
Total	$19,337,645	$66,307,254	$17,444,914	$103,089,813
Average	$1,933,764	$6,630,725	$1,744,491	$10,308,981
Percentage of Total Local Funds	**19%**	**64%**	**17%**	**100%**

Figure 66: *Historic split of local and state revenues for Saint Cloud MTC from 2009 through 2018. Data courtesy of Saint Cloud MTC.*

Future Financial Condition

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

Transit Funding Source	Projected 2020 Funds	Projected 2021 Funds	Projected 2022 Funds	Projected 2023 Funds	Total 2020-2023 Projected Funds
Local Tax Levy	$3,344,406	$3,447,712	$3,530,087	$3,583,038	$13,905,243
Fares/Other Local	$1,898,875	$1,956,922	$1,919,865	$1,948,663	$7,724,325
State Funds	$10,113,728	$10,163,306	$10,366,572	$10,522,071	$41,165,677
Total Projected Local Funds	**$15,357,009**	**$15,567,940**	**$15,816,524**	**$16,053,772**	**$62,795,245**

Figure 67: *Projected local transit funding sources for Saint Cloud MTC for FY 2020-2023. Data courtesy of Saint Cloud MTC.*

Fiscal Constraint

Out of the total transit funding source dollars available – $62,795,245 – Saint Cloud MTC must set aside a significant portion for operation expenditures – a total of $56,720,000. The remaining dollars – a total of $6,075,245 – can be allocated toward new capital improvement projects.

Due to Federal requirements, a minimum 20 percent local match must be provided should any capital improvement project require the use of Federal funds. However, as of late 2019, MnDOT's Office of Transit and Active Transportation has opted to have the state split the local match necessary for vehicle purchases. During fiscal years 2020-2023 Metro Bus has five replacement vehicle projects programmed. With this new guidance, MnDOT is contributing half of the necessary $962,000 in year-of-expenditure dollars needed as match to the Federal grant – the equivalent of $481,000. This funding is separate from that allocated to MnDOT D3 – a detailed financial plan and fiscal constraint analysis can be found in the next section. MnDOT – as a whole – 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/37kEfl3).

During fiscal years 2020-2023, Saint Cloud MTC has 22 capital projects programmed into the TIP requiring a local match of $1,354,700 in year of expenditure dollars. Overall, Saint Cloud MTC has sufficient 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
2020	$15,357,009	$14,100,000	$1,257,009
2021	$15,567,940	$14,100,000	$1,467,940
2022	$15,816,524	$14,320,000	$1,496,524
2023	$16,053,772	$14,200,000	$1,573,772
Total	**$62,795,245**	**$56,720,000**	**$6,075,245**

Figure 68: *A total of available revenue for Saint Cloud MTC by year from 2020 through 2023. Data courtesy of Saint Cloud MTC.*

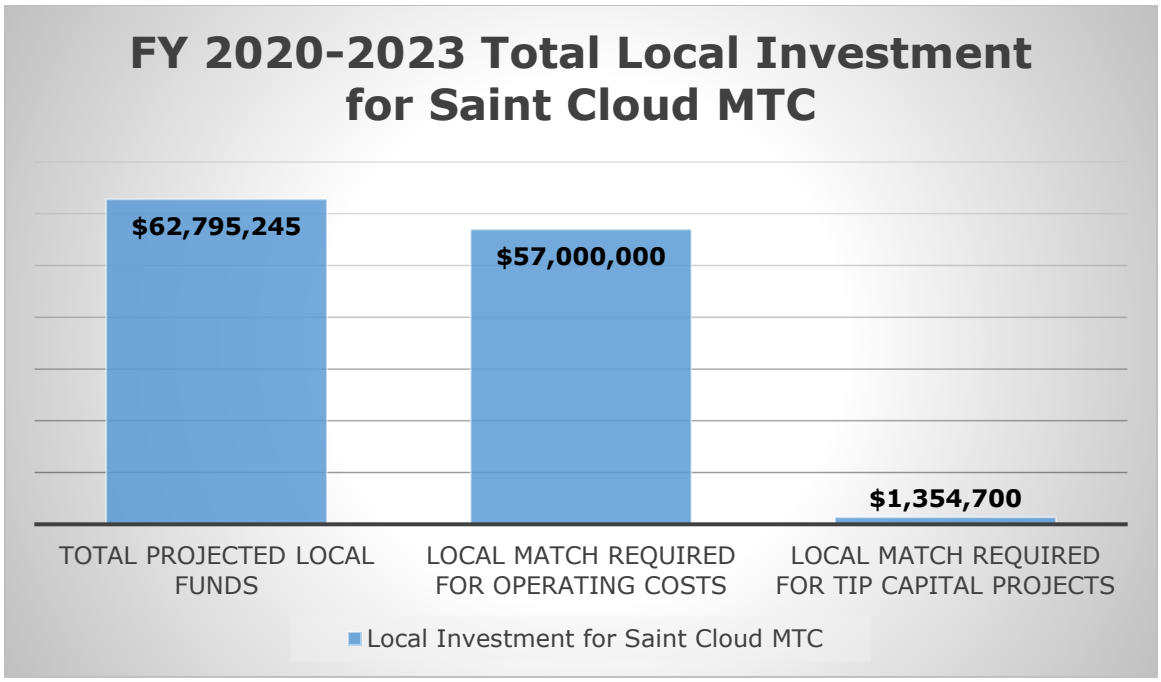


Figure 69: *Total fiscal constraint for Saint Cloud Metropolitan Transit Commission for TIP cycle FY 2020-2023. Data courtesy of Saint Cloud MTC.*

Minnesota Department of Transportation (MnDOT District 3)

MnDOT D3 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 D3 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 D3. 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 D3. This is equal to roughly 7.7 percent of MnDOT D3.

Overall Historical Financial Condition

Over a 10 year period – 2009 through 2018 – MnDOT D3 has allocated on average 91 percent of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 9 percent of overall state transportation related dollars to be expended on new transportation related projects.

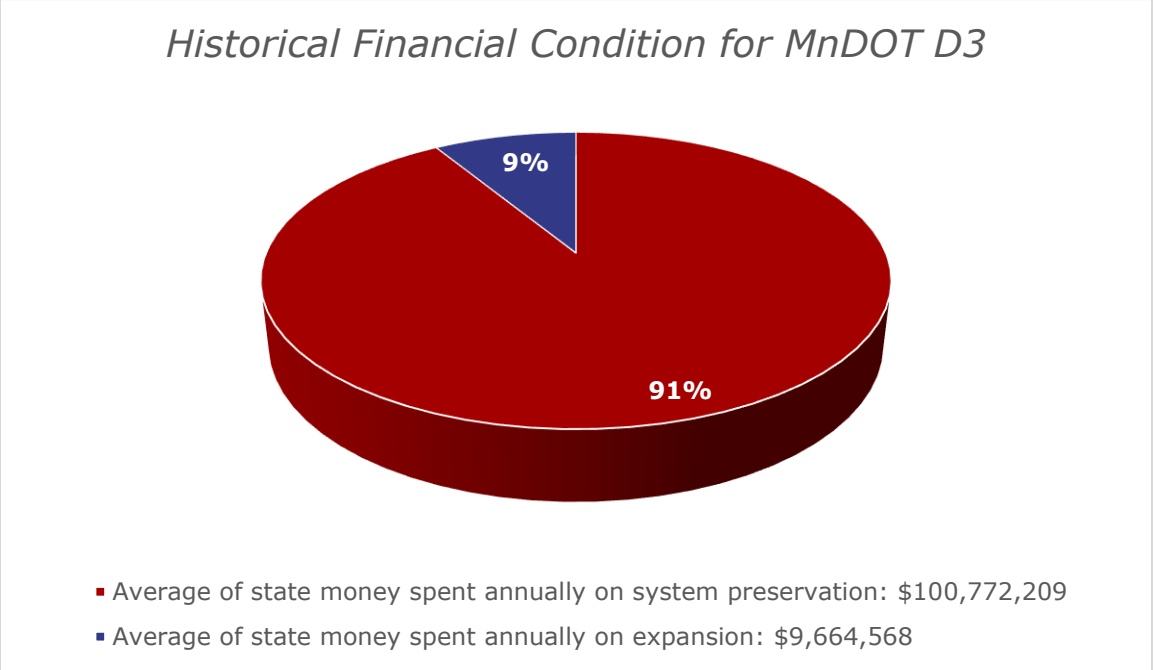


Figure 70: *State investment on system preservation and expansion within MnDOT D3 overall. Data courtesy of MnDOT D3.*

Year	System Preservation	Expansion	Total State Investment
2009	$117,182,529	$11,000,000	$128,182,529
2010	$107,965,172	$0	$107,965,172
2011	$87,570,556	$0	$87,570,556
2012	$106,448,774	$30,959,481	$137,408,255
2013	$95,408,924	$4,827,778	$100,236,702
2014	$84,586,402	$0	$84,586,402
2015	$104,075,557	$0	$104,075,557
2016	$114,865,331	$49,858,419	$164,723,750
2017	$95,956,886	$0	$95,956,886
2018	$93,661,958	$0	$93,661,958
Total	$1,007,722,089	$96,645,678	$1,104,367,767
Average	$100,772,209	$9,664,568	$110,436,777
Percent of Total State Expense	**91%**	**9%**	**100%**

Figure 71: *State investment on system preservation and expansion within entire MnDOT D3 from 2009 through 2018. Data courtesy of MnDOT D3.*

Historic Financial Condition within APO MPA

Approximately 7.7 percent of the roadway network under the jurisdiction of MnDOT D3 falls within the APO planning area. In order to approximate the budget expended within the APO boundary, MnDOT D3 takes a flat 7.7 percent from its total budget and reasonably estimates a budget for the portion of district within the APO planning area. That stated, MnDOT D3 will redistribute funding across the district as need arises to maintain, operate, and expand its roadway network.

Over a 10 year period – 2009 through 2018 – MnDOT D3 has allocated on average 89 percent of overall state transportation related dollars to system preservation of the current transportation system within the APO's MPA. This has left approximately 11 percent of overall state transportation related dollars to be expended on new transportation related projects.

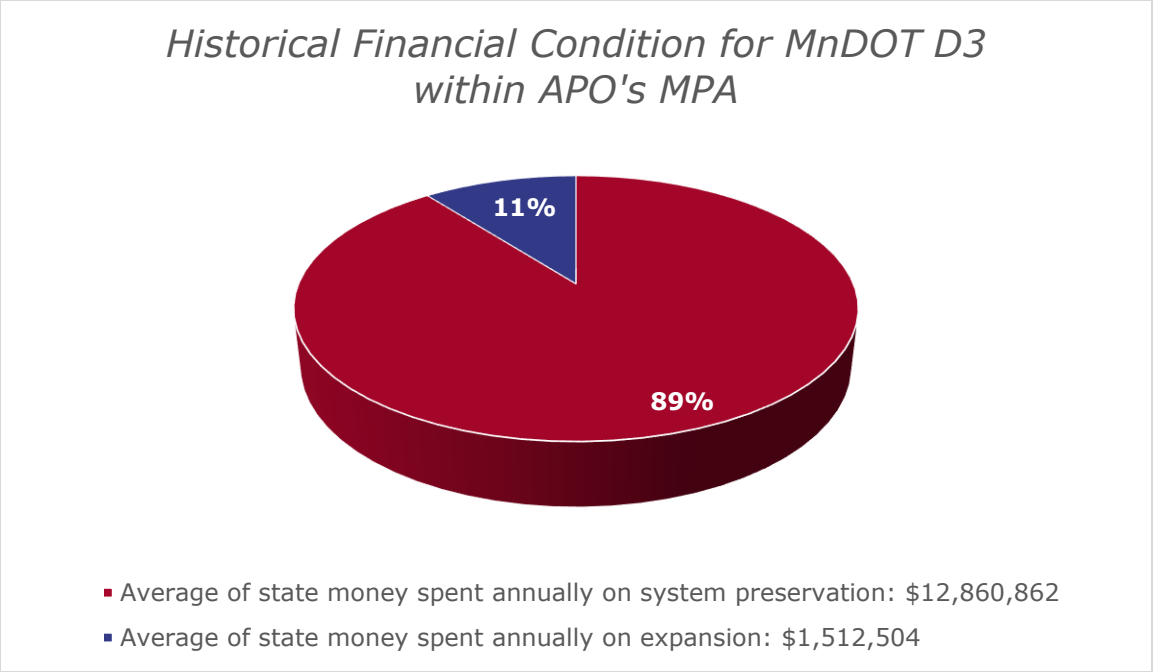


Figure 72: *State investment on system preservation and expansion within the MnDOT D3 that falls within the APO's MPA. Data courtesy of MnDOT D3.*

Year	System Preservation	Expansion	Total State Investment
2009	$24,081,000	$0	$24,081,000
2010	$23,789,001	$0	$23,789,001
2011	$3,906,172	$0	$3,906,172
2012	$4,958,284	$14,159,481	$19,117,765
2013	$7,354,881	$965,556	$8,320,437
2014	$4,941,621	$0	$4,941,621
2015	$28,713,541	$0	$28,713,541
2016	$19,328,121	$0	$19,328,121
2017	$4,836,318	$0	$4,836,318
2018	$6,699,681	$0	$6,699,681
Total	$128,608,619	$15,125,037	$143,733,656
Average	$12,860,862	$1,512,504	$14,373,366
Percent of Total State Expense	**89%**	**11%**	**100%**

Figure 73: *State investment on system preservation and expansion in MnDOT D3 within the APO's MPA from 2009 through 2018. Data courtesy of MnDOT D3.*

Overall Future Financial Condition

Operating revenue for state transportation dollars for the entire MnDOT D3 comes from a variety of sources including state non-project specific maintenance, state project specific funds, districtwide set asides, and bonding.

State Transportation Funding Source	Projected 2020 State Funds	Projected 2021 State Funds	Projected 2022 State Funds	Projected 2023 State Funds	Total 2020-2023 Projected State Funds
State Non-Project Specific Maintenance	$27,600,000	$27,600,000	$27,600,000	$27,600,000	$110,400,000
State Project Specific Funds	$47,673,727	$89,756,133	$87,859,356	$58,891,506	$284,180,722
Districtwide Set Asides	$19,780,000	$23,370,000	$21,749,000	$19,787,000	$84,686,000
Bonding	$71,203,000	$9,800,000	$29,453,550	$157,000,000	$267,456,500
Total State Funds Projected	**$166,256,727**	**$150,526,133**	**$166,661,906**	**$263,278,506**	**$746,723,272**

Figure 74: *Projected state transportation funding sources and amounts for MnDOT D3 to be used toward transportation projects. Data courtesy of MnDOT D3.*

Future Financial Condition within APO MPA

Operating revenue for state transportation dollars for MnDOT D3 within the APO MPA comes from a variety of sources including state non-project specific maintenance, state project specific funds, APO share of districtwide set asides – equivalent to 7.7 percent – and bonding.

State Transportation Funding Source	Projected 2020 State Funds	Projected 2021 State Funds	Projected 2022 State Funds	Projected 2023 State Funds	Total 2020-2023 Projected State Funds
State Non-Project Specific Maintenance	$4,579,200	$4,708,800	$4,838,400	$4,696,000	$19,095,400
State Project Specific Funds	$2,800,000	$0	$36,975,000	$0	$39,775,000
APO Share of District Set Asides	$1,488,410	$1,480,710	$1,681,218	$1,681,218	$6,331,556
Bonding	$2,200,000	$0	$0	$0	$2,200,000
Total State Funds Projected	**$11,067,610**	**$6,189,510**	**$43,494,618**	**$6,650,218**	**$67,401,956**

Figure 75: *Projected state transportation funding sources and amounts for MnDOT D3 within the APO's MPA to be used toward transportation projects. Data courtesy of MnDOT D3.*

Fiscal Constraint within APO MPA

Figure 76 demonstrates the projected state funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of MnDOT D3 within the APO's MPA. In total, $59,987,741 is available for system preservation projects during fiscal years 2020-2023. The remaining $7,414,215 is available for expansion.

Year	Total State Funds Projected	Historical System Preservation Investment (89% of Total)	Historical Expansion Investment (11% of Total)
2020	$11,067,610	$9,850,173	$1,217,437
2021	$6,189,510	$5,508,664	$680,846
2022	$43,494,618	$38,710,210	$4,784,408
2023	$6,650,218	$5,918,694	$731,524
Total	**$67,401,956**	**$59,987,741**	**$7,414,215**

Figure 76: *A total of available revenue for MnDOT D3 within the APO's MPA by year from 2020 through 2023. Data courtesy of MnDOT D3.*

During this time frame, MnDOT has 10 system preservation projects programmed into the TIP requiring a match of $8,474,000 in year of expenditure dollars.

MnDOT D3 is also the recipient of two FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of its subrecipient WACOSA. The first, in fiscal year 2020, requires a local match of $17,400 in year of expenditure dollars which is provided by WACOSA. The second, in fiscal year 2021, requires a local match of $17,922 in year of expenditure dollars which is also provided by WACOSA. 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.

Therefore, MnDOT D3 has sufficient funding to finance these projects and thereby maintains fiscal constraint.

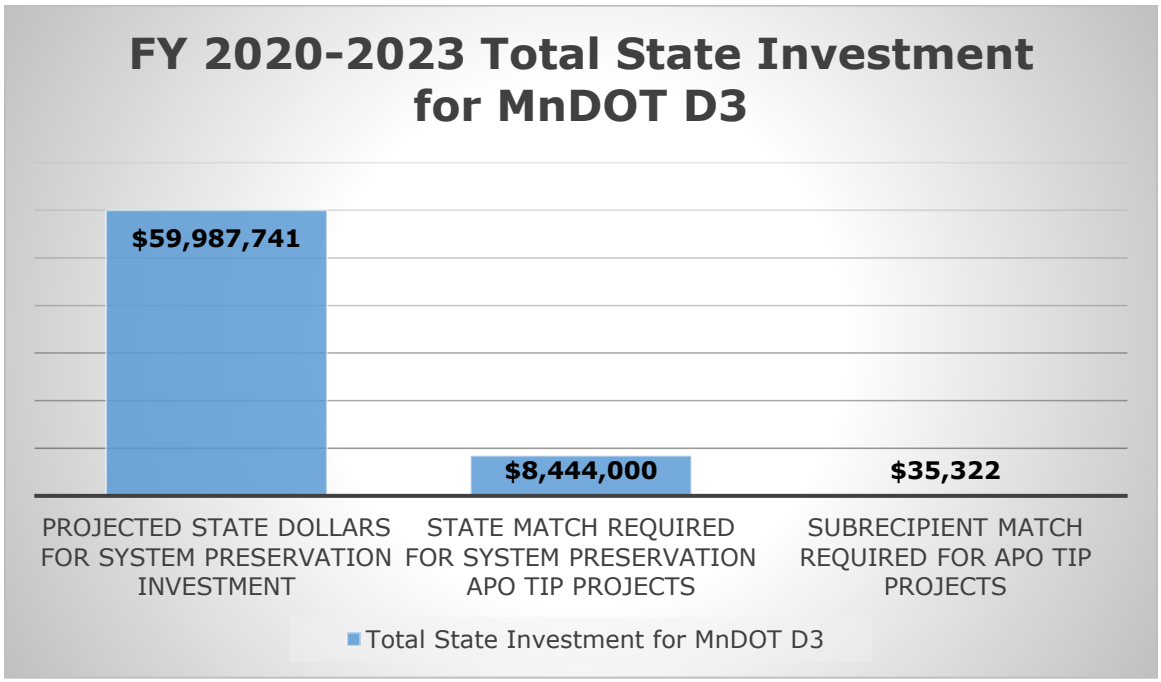


Figure 77: *Total fiscal constraint for MnDOT D3 for TIP cycle FY 2020-2023. Data courtesy of MnDOT D3.*

Saint Cloud Area Planning Organization

As stated in the introduction to this document, the Saint Cloud APO includes the following member jurisdictions: 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 in addition to Saint Cloud Metro Bus.

Saint Cloud APO and Fiscal Constraint

Operation funding for the Saint Cloud APO is compiled from a variety of sources including APO member assessments, the Federal Consolidated Planning Grant (a combination grant from both FHWA and FTA), and the State of Minnesota's Planning Grant. This funding is listed within the APO's Unified Planning Work Program (UPWP) (https://bit.ly/2OpoO4t).

The overall objectives of the UPWP are: 1) to help implement the MTP by conducting the planning work necessary for achievement of the goals, objectives, and projects within it; 2) to coordinate planning work among and between the agency and jurisdictional members of the APO; and 3) to facilitate the financial transparency and management of the APO.

Each UPWP covers a two-year period, however, the UPWP is developed and approved annually. The second year of the two-year period covered by the UPWP is provisional only, and is used to help the APO and its members understand upcoming projects and budgetary needs.

Within the FY 2020-2023 TIP, the APO is listed as a sponsor agency for one project – 091-070-027. This project, for a roadway alignment study of 33rd Street S in relation to the Mississippi River Bridge crossing within the City of Saint Cloud, is utilizing Federal demonstration funding. Project 091-070-027 totals an estimated $167,000 and will require a local match of $60,000 in year of expenditure dollars. In coordination with MnDOT District 3's State Aid Office and MnDOT Central Office's Special Programs Project Development Engineer, it was determined that the Saint Cloud Area Planning Organization would be the lead sponsoring agency for this project. However, the local funding needed to match Federal funds for this project will be supplied by the City of Saint Cloud.

Since execution of this study is being handled by the APO, it is necessary to document within the TIP the APO's financial condition and fiscal constraint. As noted above, the UPWP serves as the APO's financial documentation for the organization. In accordance with the UPWP, the APO maintains fiscal constraint.

CHAPTER FIVE: PUBLIC INVOLVEMENT

The Saint Cloud APO is committed to being 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 (www.stcloudapo.org) and provide comment via phone or email.

FY 2020-2023 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2020-2023 TIP occurred at the organization's TAC meetings – all of which are open to the public.

A draft of the FY 2020-2023 TIP was distributed via email to members of the APO's TAC and Policy Board in May 2019. 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 2020-2023 TIP on June 27, 2019, 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 (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 (www.facebook.com/stcloudapo).

The APO hosted an open house at the APO office, 1040 County Road 4 in Saint Cloud, to take public comment on the final draft.

Times MEDIA

St. Cloud Times | sctimes.com

PART OF THE USA TODAY NETWORK

RECEIVED BY DS DATE 7-1-19

AFFIDAVIT OF PUBLICATION

[FORM Rev. 7/16]

ST CLOUD AREA PLANNING ORGNZTN
1040 COUNTY ROAD 4

SAINT CLOUD, MN, 56303

Account Number STC-00061958 **Ad Number** 0003653941

RE: NOTIFICATION OF PUBLIC INPUT OPPORTUNITY: SAINT CLOUD AREA PLANNING ORGANIZATION (APO) FY 2020-20.

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

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

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

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

06/27/19

Etc.

P.O # TIP Public Input

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

1.70 daily / $2.25 Sunday per agate line

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

FURTHER YOUR AFFIANT SAITH NOT.

LEGAL CLERK

Subscribed and sworn to before me

on this 27 th day of June, 2019

State of Wisconsin, County of Brown Notary Public

5.15.23

Notary Expires

NANCY HEYRMAN
Notary Public
State of Wisconsin

Figure 78: *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 2020-2023 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, and local jurisdictions has prepared the FY 2020-2023TIP. 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 Thursday, June 27, 2019 to Monday, July 29, 2019, at the following locations: APO Office: 1040 County Road 4, St. Cloud; APO website (www.stcloudapo.org).

A public meeting will be held from 3-5 p.m. on Tuesday, July 10 at the Saint Cloud APO office. A brief presentation on the TIP will take place. Please contact the APO office at 320-252-7568to request special accommodations to participate in this meeting at least seven business days prior.

The public is invited to review the TIP document and submit any comments by Friday, July 26, 2019, to Vicki Johnson (Ikeogu) at Saint Cloud APO, 1040 County Road 4, St. Cloud, MN 56303. FAX: 320-252-6557,EMAIL: ikeogu@stcloudapo.org, or phone: 320-252-7568 ext. 203.

Figure 79: *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 2020-2023 TIP was open to public review for a period of 30 calendar days starting on Thursday, June 27 through Monday, July 29, 2019.

Notification of this public comment period was published in the St. Cloud Times, the APO's website (www.stcloudapo.org), and on the APO's Facebook page (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 populations.

Date Received	Source	Comment	Disposition
July 3, 2019	Email from stakeholder list	This is the first time I got this. A very detailed document. Just wondering why the road referred to as the Townline Road is not one of the ones to be improved. (6th Ave SE; 75th Ave N and 30th Ave N). these really need to be improved!	***July 3, 2019:*** Thanks for the email! Townline Road has actually been a huge discussion point among the APO members (LeSauk Township, Stearns County, and Sartell). As far as I know, there is a lot of discussion going on about how this is going to be financed since it falls into several jurisdictions. I know that there was talk about pursing a separate federal grant to complete the project, but unfortunately I don't know if that is going to be a reality this year. For a project to be eligible for federal funds, a minimum of 20 percent of the construction cost must come from the local jurisdiction. Typically the process for getting projects programmed into the Transportation Improvement Program involves jurisdictions applying for the federal dollars locally. And as a region, the APO prioritizes projects from all of these jurisdictions based upon the limited funding that we receive each year. To my knowledge (and I've only been doing this for about two years), Townline Road has not made it to this stage yet. Coming up with that 20 percent local match for construction, plus the other costs associated with projects (engineering, environmental assessments, etc.) has been a sticking point. This is a project that we are watching very closely, but because it sits within five jurisdictions (Saint Wendel Township and Brockway Township along with the three mentioned previously) coordination is going to be key in getting this project done. In the long-term, as it stands right now, in draft form, the APO is developing its long-range plan for the area. I know Townline Road (a portion of it) is being considered to be incorporated into the plan, but it comes down to final costs and whether the city and/or county can financially afford to do this.

Date Received	Source	Comment	Disposition
			Sorry I can't be of more help! But I know that lots of people have expressed concerns over the state of this roadway. And I know APO staff have expressed interest in working together with the jurisdictions to come up with a plan for this piece of roadway. ***July 24, 2019:*** Just wanted to give you a brief update on Townline Road. APO staff and Stearns County were able to come together and apply for a Federal grant for Townline Road. This is a nationally competitive grant so it's not a guarantee if we will be selected. The results of the grants should be known by September. Fingers crossed!
July 11, 2019	Facebook	***July 11, 2019:*** I just want to say that the cities restoration on 22nd st s. From 33rd ave to oak grove rd. Was beautiful... the restoration on the seberger development was great. The cities restoration on 33rd st s. Is the worst I have ever seen. Thanks for the weeds they are going wonderfully. ***July 12, 2019:*** Thank you for following up on this. I have been impressed.	***July 12, 2019:*** We will pass your comment to the City. We appreciate you taking the time to provide feedback! ***July 12, 2019:*** (INSERT NAME), the City says that the turf is not final. The contractor will be mowing and treating the weeds soon. You should contact Janice Koetter at the City for more details.
July 16, 2019	Email correspondence between APO		The following is a summary of the email chain: Comments centered on the inclusion of left-over DEMO funds and the allocations of that funding to both Stearns County and the City

Date Received	Source	Comment	Disposition
	Executive Director and MNDOT		of Saint Cloud for CSAH 133 and 33rd Street S Mississippi River crossing respectively. Both projects were slated to be incorporated into the APO's Unified Planning Work Program (UPWP). Per Lynnette Roshell, MnDOT Special Programs Project Development Engineer, these two DEMO funded projects needed to be incorporated into the STIP (and subsequently the TIP). Coordinating with both MnDOT District 3 and Central Office, APO staff were able to incorporate these two projects into the TIP, the STIP, and the APO's UPWP.

Figure 80: *Public comment disposition matrix.*

Changes to the FY 2020-2023 TIP

After the adoption of the STIP – which incorporates the TIP – by FHWA and FTA, changes made to the document can be initiated by the respective sponsoring agency. These changes, as identified in the APO's Stakeholder Engagement Plan (https://bit.ly/2v4fnR2) are defined as either technical corrections, administrative modifications, or amendments.

The APO has elected to alter the TIP four times a year based upon an amendment schedule adopted by the organization's Technical Advisory Committee. The process to initiate these changes takes approximately four to six weeks which includes a 30-day public comment period for amendments. Changes made to the TIP will be brought before the Policy Board for consideration at the regularly scheduled meetings in February, March, April, and May 2020.

February 2020

In December 2019, Stearns County, WACOSA, Metro Bus, and MnDOT had made requests to change the FY 2020-2023 TIP. Given the nature of some of these changes, an amendment process to this document had been initiated.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Changes
Stearns County	073-675-040	2020	Funding source change. Increase in cost from $1,100,000 to $1,715,056. Pulling funds from future project.
Stearns County	073-675-040AC	2022	AC Payback increase from $191,480 to $806,536.
Stearns County	073-675-XXX	2022	Project number changed to 073-675-041. Description added to do mill and overlay on CSAH 75 from TH 15 to Cooper Avenue. Funding being pulled to fund 073-675-040.
Stearns County	073-675-XXXAC	2023	Project number and description added.
WACOSA	TRF-9503-20	2020	Purchase of a new vehicle.
Metro Bus	TRS-0048-20TD	2020	Funding source change. Project number changed to TRF-0048-20B.
Metro Bus	TRS-0048-20TE	2020	Funding source change. Project number changed to TRF-0048-20C.
Metro Bus	TRS-0048-20T	2020	Project description changed from "less than 30-foot" to "35-foot Class 400." Project cost decrease from $1,150,000 to $1,125,000.
Metro Bus	TRS-0048-20TA	2020	Number of buses purchased decreased. Cost decreased from $1,800,000 to $573,000.
Metro Bus	TRS-0048-20TC	2020	Funding source change. Project number changed to TRF-0048-20J
Metro Bus	TRF-0048-21L	2021	Funding source change.
Metro Bus	TRS-0048-23T	2023	Work type status changed.
MnDOT	7109-08	2021	Project for MN 301 retaining wall added.

Figure 81: *A list of all of the proposed changes to the FY 2020-2023 TIP requested to be completed by February 2020.*

A public comment period was opened for an official 30 day period from Jan. 2, 2020, through Feb. 3, 2020. This notice was published in the St. Cloud Times, the newspaper of record, along with being posted on the APO's website (www.stcloudapo.org) and on the APO's Facebook page (www.facebook.com/stcloudapo). APO staff also directly notified interested stakeholders – those 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 – along with those who had directly expressed interested in APO planning activities via email.

APO staff developed an online survey as well to assist with gathering public feedback. APO staff also hosted an open house from 3-5 p.m. at the Saint Cloud branch of the Great River Regional Library on Thursday, Jan. 16.

These changes were also discussed at the APO's TAC meeting on Jan. 30, 2020.

A total of two people took part in the online survey. One person attended the APO's open house.

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AFFIDAVIT OF PUBLICATION

[*FORM Rev. 7/16*]

ST CLOUD AREA PLANNING ORGNZTN
1040 COUNTY ROAD 4

SAINT CLOUD, MN, 56303

Account Number STC-00061958 **Ad Number** 0003979135 **This is not an invoice**

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

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:

01/01/20

Etc.

P.O # TIP Amendment

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.

Kathleen Allen
LEGAL CLERK

Subscribed and sworn to before me

on this 2 nd day of January, 2020

Shelly Hora
State of Wisconsin, County of Brown Notary Public

8-25-23
Notary Expires

SHELLY HORA
Notary Public
State of Wisconsin

Figure 82: *First page of the Affidavit of Publication for the legal notice of the TIP public comment period (Jan. 2-Feb. 3, 2020) 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) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

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 Minnesota Department of Transportation, Stearns County, St. Cloud Metro Bus, and WACOSA are requesting changes be made to the FY 2020-2023 TIP.

A detailed list of all of these changes, along with the current TIP, is available on the APO's website: www.stcloudapo.org and at the APO's Office: 1040 County Road 4, St. Cloud, MN 56303.

The public is encouraged to provide feedback on these changes between Thursday, Jan. 2 and Monday, Feb. 3, 2020. Comments can be submitted to Vicki Johnson via phone (320-252-7568 ext. 203), email (vkeogo@stcloudapo.org) or in-person/mail at the APO Office.

A public meeting is scheduled to be held from 3-5 p.m. on Thursday, Jan. 16 at the St. Cloud branch of the Great River Regional Library. Please contact the APO office at 320-252-7568to request special accommodations to participate in this meeting at least 10 days prior.

Figure 83: *Second page of the Affidavit of Publication for the legal notice of the TIP public comment period (Jan. 2-Feb. 3, 2020) published in the St. Cloud Times.*

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
01/03/2020	Online Survey	Stearns County	073-675-040	Neither approve nor disapprove	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Stearns County	073-675-040	Disapprove	Comment was forwarded on to the appropriate jurisdiction at the APO's TAC and Policy Board meeting.
01/03/2020	Online Survey	Stearns County	073-675-041	Neither approve nor disapprove	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Stearns County	073-675-041	Disapprove	Comment was forwarded on to the appropriate jurisdiction at the APO's TAC and Policy Board meeting.
01/03/2020	Online Survey	WACOSA	TRF-9503-20	Approve	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	WACOSA	TRF-9503-20	Neither approve nor disapprove	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRF-0048-20B	Neither approve nor disapprove (2)	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRF-0048-20C	Neither approve nor disapprove (2)	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRF-0048-20J	Neither approve nor disapprove (2)	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRS-0048-20T	Approve	No action was taken. APO staff appreciate the comment.

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
01/03/2020	Online Survey	Metro Bus	TRS-0048-20T	Neither approve nor disapprove	No action was taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRS-0048-20TA	Approve	No action taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRS-0048-20TA	Neither approve nor disapprove	No action taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRF-0048-21L	Approve	No action taken. APO staff appreciate the comment.
01/03/2020	Online Survey	Metro Bus	TRF-0048-21L	Neither approve nor disapprove	No action taken. APO staff appreciate the comment.
01/03/2020	Online Survey	MnDOT	7109-08	Approve	No action taken. APO staff appreciate the comment.
01/03/2020	Online Survey	MnDOT	7109-08	Neither approve nor disapprove	No action taken. APO staff appreciate the comment.
01/16/2020	In-Person Event	MnDOT	7109-08	"I'm really excited about the 301 retaining wall project. I noticed that there was some construction work around there a while back and portions of the wall became dislodged. I really love that wall."	No action taken. APO staff appreciate the comment.
01/16/2020	In-Person Event	Stearns County	073-675-041	"I'm worried about the project on CSAH 75 (resurfacing from TH 15 to Cooper). I'm worried that the excitement to move cars to places like Walmart and Costco they would get rid of all of the on-road bicycle facilities.	APO staff brought this comment to the TAC at its Jan. 30, 2020, meeting. Stearns County Engineer Jodi Teich said the project will not take away from

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
				While the bicycle facilities on that road aren't great an end at 33rd Avenue (I'd like to see them extend to 15), I would like to keep what we have."	the existing on-road bicycle facilities. She said it is just a resurfacing project. No other comments about a possible extension of on-road facilities were discussed.

Figure 84: *Public comment disposition from comments made on the TIP changes taking place during the public comment period from Jan. 2, 2020, through Feb. 3, 2020.*

March 2020

In February 2020, MnDOT and Metro Bus had made requests to change the FY 2020-2023 TIP. Given the nature of some of these changes, an amendment process to this document had been initiated.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Changes
MnDOT	0503-90	2020	Move project from fiscal year 2020 to 2021.
MnDOT	0503-90S	2020	Move project from fiscal year 2020 to 2021.
MnDOT	8803-AM-20	2020	Deleting Local Partnership Program districtwide set aside from TIP.
MnDOT	8803-CA-20	2020	Deleting External Project Development districtwide set aside from TIP.
MnDOT	8803-SS-20	2020	Deleting System Support districtwide set aside from TIP.
MnDOT	8803-PD-20	2020	Deleting Internal Project Development districtwide set aside from TIP.
MnDOT	8803-PM-20	2020	Deleting Preventative Maintenance districtwide set aside from TIP.
MnDOT	8803-RB-20	2020	Deleting Landscaping districtwide set aside from TIP.
MnDOT	8803-RW-20	2020	Deleting Right-of-Way districtwide set aside from TIP.
MnDOT	8803-RX-20	2020	Deleting Miscellaneous Road and Bridge Repair (BARC) districtwide set aside from TIP.
MnDOT	8803-SA-20	2020	Deleting Supplemental Agreements districtwide set aside from TIP.
MnDOT	8803-CA-21	2021	Deleting External Project Development districtwide set aside from TIP.
MnDOT	8803-SS-21	2021	Deleting System Support districtwide set aside from TIP.
MnDOT	8803-PD-21	2021	Deleting Internal Project Development districtwide set aside from TIP.
MnDOT	8803-RB-21	2021	Deleting Landscaping districtwide set aside from TIP.
MnDOT	8803-RW-21	2021	Deleting Right-of-Way districtwide set aside from TIP.
MnDOT	8803-PM-21	2021	Deleting Preventative Maintenance districtwide set aside from TIP.
MnDOT	8803-RX-21	2021	Deleting Miscellaneous Road and Bridge Repair (BARC) districtwide set aside from TIP.
MnDOT	8803-SA-21	2021	Deleting Supplemental Agreements/Overruns districtwide set aside from TIP.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Changes
MnDOT	71-00129	2022	Adding railroad safety crossing project at County Road 65/42nd Street in Sherburne County.
MnDOT	8803-SHL-22	2022	Deleting Highway Safety Improvement Program districtwide set aside from TIP.
MnDOT	8803-AM-22	2022	Deleting Local Partnership Program districtwide set aside from TIP.
MnDOT	8803-CA-22	2022	Deleting External Project Development districtwide set aside from TIP.
MnDOT	8803-SS-22	2022	Deleting System Support districtwide set aside from TIP.
MnDOT	8803-PD-22	2022	Deleting Internal Project Development districtwide set aside from TIP.
MnDOT	8803-RB-22	2022	Deleting Landscaping districtwide set aside from TIP.
MnDOT	8803-RW-22	2022	Deleting Right-of-Way districtwide set aside from TIP.
MnDOT	8803-PM-22	2022	Deleting Preventative Maintenance districtwide set aside from TIP.
MnDOT	8803-RX-22	2022	Deleting Miscellaneous Road and Bridge Repair (BARC) districtwide set aside from TIP.
MnDOT	8803-SA-22	2022	Deleting Supplemental Agreements/Overruns districtwide set aside from TIP.
MnDOT	8803-SHL-23	2023	Deleting Highway Safety Improvement Program districtwide set aside from TIP.
MnDOT	8803-SHS-23	2023	Deleting District 3 HSIP Share districtwide set aside from TIP.
MnDOT	8803-AM-23	2023	Deleting Local Partnership Program districtwide set aside from TIP.
MnDOT	8803-SS-23	2023	Deleting System Support districtwide set aside from TIP.
MnDOT	8803-CA-23	2023	Deleting External Project Development districtwide set aside from TIP.
MnDOT	8803-PD-23	2023	Deleting Internal Project Development districtwide set aside from TIP.
MnDOT	8803-RB-23	2023	Deleting Landscaping districtwide set aside from TIP.
MnDOT	8803-RW-23	2023	Deleting Right-of-Way districtwide set aside from TIP.
MnDOT	8803-PM-23	2023	Deleting Preventative Maintenance districtwide set aside from TIP.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Changes
MnDOT	8803-RX-23	2023	Deleting Miscellaneous Road and Bridge Repair (BARC) districtwide set aside from TIP.
MnDOT	8803-SA-23	2023	Deleting Supplemental Agreements/Overruns districtwide set aside from TIP.
Metro Bus	TRS-0048-21TA	2021	Deleting the purchase of three less than 30-foot replacement CNG DAR buses from TIP.
Metro Bus	TRS-0048-21TD	2021	Adding the purchase of two replacement standard 40-foot CNG buses to TIP.
Metro Bus	TRS-0048-22T	2022	Deleting the purchase of four CNG fixed route large replacement buses from TIP.
Metro Bus	TRS-0048-22TA	2022	Adding the purchase of three less than 30-foot replacement CNG DAR buses.
Metro Bus	TRF-0048-23C	2023	Deleting the preventative maintenance set aside from TIP.
Metro Bus	TRS-0048-23T	2023	Deleting the purchase of items for facility improvements and additions from TIP.
Metro Bus	TRS-0048-23TA	2023	Adding the purchase of two standard 35-foot Class 700 replacement CNG buses to TIP.

Figure 85: *A list of all of the proposed changes to the FY 2020-2023 TIP requested to be completed by March 2020.*

A public comment period was opened for an official 30 day period from Feb. 6, 2020, through March 7, 2020. This notice was published in the St. Cloud Times, the newspaper of record, along with being posted on the APO's website (www.stcloudapo.org) and on the APO's Facebook page (www.facebook.com/stcloudapo). APO staff also directly notified interested stakeholders – those 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 – along with those who had directly expressed interested in APO planning activities via email.

APO staff developed an online survey as well to assist with gathering public feedback. APO staff also hosted an open house from 10:15 a.m. to 12:15 p.m. at the Saint Cloud branch of the Great River Regional Library on Thursday, Feb. 20.

These changes were also discussed at the APO's TAC meeting on Feb. 27, 2020.

A total of one person took part in the online survey. Two people attended the APO's open house.

Times MEDIA

St. Cloud Times | sctimes.com

PART OF THE USA TODAY NETWORK

AFFIDAVIT OF PUBLICATION

[*FORM Rev. 7/16*]

ST CLOUD AREA PLANNING ORGNZTN
1040 COUNTY ROAD 4

SAINT CLOUD, MN, 56303

Account Number STC-00061958 **Ad Number** 0004042308 **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:

02/06/20

Etc.

P.O # FY 2020-2023 TIP

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

1.70 daily / $2.25 Sunday per agate line

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

FURTHER YOUR AFFIANT SAITH NOT.

LEGAL CLERK

Subscribed and sworn to before me

on this 6 th day of February, 2020

State of Wisconsin, County of Brown Notary Public

8-25-23

Notary Expires

SHELLY HORA
Notary Public
State of Wisconsin

Figure 86: *First page of the Affidavit of Publication for the legal notice of the TIP public comment period (Feb. 6-March 7, 2020) 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 th 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) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

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 Minnesota Department of Transportation and St. Cloud Metro Bus are requesting changes be made to the FY 2020-2023 TIP.

A detailed list of all of these changes, along with the current TIP, is available on the APO's website: www.stcloudapo.org and at the APO's Office: 1040 County Road 4, St. Cloud, MN 56303.

The public is encouraged to provide feedback on these changes between Thursday, Feb. 6 and Saturday, March 7, 2020. Comments can be submitted to Vicki Johnson via phone (320-252-756 ext. 203), email (ikeogu@stclouda po.org) or in-person/mail at the APO Office.

A public meeting is scheduled to be held from 10:15 a.m. to 12:15 p.m. on Thursday, Feb. 20 at the St. Cloud branch of the Great River Regional Library. Please contact the APO office at 320-252 7568 to request special accommodations to participate in this meeting at least 10 days prior.

Figure 87: *Second page of the Affidavit of Publication for the legal notice of the TIP public comment period (Feb. 6-March 7, 2020) published in the St. Cloud Times.*

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
02/05/2020	Online Survey	MnDOT	Districtwide Set Asides (2020-2023)	Approve	No action was taken. APO staff appreciate the comment.
02/05/2020	Online Survey	MnDOT	71-00129	Neither approve nor disapprove	No action was taken. APO staff appreciate the comment.
02/05/2020	Online Survey	Metro Bus	TRS-0048-21TA	Approve	No action was taken. APO staff appreciate the comment.
02/05/2020	Online Survey	Metro Bus	TRS-0048-21TD	Approve	No action was taken. APO staff appreciate the comment.
02/05/2020	Online Survey	Metro Bus	TRS-0048-22T	Neither approve nor disapprove	No action was taken. APO staff appreciate the comment.
02/05/2020	Online Survey	Metro Bus	TRS-0048-22TA	Neither approve nor disapprove	No action was taken. APO staff appreciate the comment.
02/05/2020	Online Survey	Metro Bus	TRF-0048-23C	Disapprove	Comment was forwarded on to the appropriate jurisdiction at the APO's TAC and Policy Board meeting.
02/05/2020	Online Survey	Metro Bus	TRS-0048-23T	Approve	No action was taken. APO staff appreciate the comment.
02/05/2020	Online Survey	Metro Bus	TRS-0048-23TA	Approve	No action was taken. APO staff appreciate the comment.
02/20/2020	In-Person Event	MnDOT	71-00129	"I live in that area and that is not a factor for me."	No action was taken. APO staff appreciate the comment.

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
02/20/2020	In-Person Event	MnDOT	71-00129	"I think they could close a few more railroad crossing areas. They can be very dangerous especially along Highway 10 and the diagonal intersections."	No action was taken. APO staff appreciate the comment.

Figure 88: *Public comment disposition from comments made on the TIP changes taking place during the public comment period from Feb. 6, 2020, through March 7, 2020.*

May 2020

In April 2020, WACOSA had made a request to change the FY 2020-2023 TIP. Given the nature of some of these changes, an amendment process to this document had been initiated.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Changes
WACOSA	TRF-9503-21	2021	Purchase of a new vehicle.

Figure 89: *A list of all the proposed changes to the FY 2020-2023 TIP requested to be completed by May 2020.*

A public comment period was opened for an official 30-day period from April 8, 2020, through May 8, 2020. This notice was published in the St. Cloud Times, the newspaper of record, along with being posted on the APO's website (www.stcloudapo.org) and on the APO's Facebook page (www.facebook.com/stcloudapo). APO staff also directly notified interested stakeholders – those 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 – along with those who had directly expressed interest in APO planning activities via email.

APO staff developed an online survey as well to assist with gathering public feedback. APO staff also hosted two virtual open house via Facebook Live – from 10-10:30 a.m. on Tuesday, April 21, 2020, and from 4:30-5 p.m. on Wednesday, April 29, 2020.

These changes were also discussed at the APO's TAC meeting on April 30, 2020.

A total of 10 people took part in the online survey. One person provided comments via the APO's virtual open house.

Times MEDIA

St. Cloud Times | sctimes.com

PART OF THE USA TODAY NETWORK

Received April 10, 2020 SL

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** 0004144617 **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:

04/08/2020

Etc.

P.O # Replacement Bus

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 i 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.

Kathleen Allen

LEGAL CLERK

Subscribed and sworn to before me

on this 8 th day of April, 2020

Shelly Hora

State of Wisconsin, County of Brown Notary Public

8-25-23

Notary Expires

SHELLY HORA
Notary Public
State of Wisconsin

Figure 90: *First page of the Affidavit of Publication for the legal notice of the TIP public comment period (April 8-May 8, 2020) 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. Thos 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 th 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) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENT

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.

WACOSA is requesting to purchase a replacement bus for its fleet in fiscal year 2021, therefore requesting a change to the FY 2020-2023 TIP. The cost of the bus, $89,610, will be purchased using both Federal Transit Administration dollars ($71,688) and local funds ($17,922).

This change, along with the current TIP, is available on the APO's website: www.stcloudapo-.org. Physical copies of the proposed change and the current TIP are available via mail. Please submit your request in writing to Saint Cloud APO, Attention Vicki Johnson, 1040 County Road 4, St. Cloud, MN 56303, or via phone at 320-252-7568 ext. 203.

The public is encouraged to provide feedback on this proposed change between Wednesday, April 8 and Friday, May 8, 2020. Comments can be submitted to Vicki Johnson via phone (320-252-7568 ext. 203), email (ikeogu@stcloudapo.org) or by mail.

A virtual public engagement opportunity via the APO's Facebook account (https://www.facebook.com/stcloudapo) will be held on Tuesday, April 21 from 10 a.m. to 10:30 a.m. and Wednesday, April 29 from 4:30 to 5 p.m.

Figure 91: *Second page of the Affidavit of Publication for the legal notice of the TIP public comment period (April 8 – May 8, 2020) published in the St. Cloud Times.*

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
04/14/2020	Online Survey	WACOSA	TRF-9503-21	Strongly Approve (4 responses)	APO staff have passed along comment to appropriate agency.
04/28/2020	Online Survey	WACOSA	TRF-9503-21	Approve (3 responses)	APO staff have passed along comment to appropriate agency.
04/14/2020	Online Survey	WACOSA	TRF-9503-21	Neither approve nor disapprove	APO staff have passed along comment to appropriate agency.
04/14/2020	Online Survey	WACOSA	TRF-9503-21	Disapprove	APO staff have passed along comment to appropriate agency.
04/28/2020	Virtual Open House	WACOSA	TRF-9503-21	Nice job Vicki, the bus sounds like a good investment choice. Thank you! Only other thought I might have is if they needed funding for operations and scheduling – if fed funding is available for that too.	You are so welcome. I will be sure to forward your comment on to WACOSA as well. I can check if there are other options for them. But, for this particular pot of grant money, funding is restricted to purchasing buses/vans; wheelchair lifts, ramps, and securement devices; transit-related technology systems; mobility management programs; and the acquisition of transportation services. More information can be found here: https://bit.ly/3cmHBHP. For the purposes of the APO's involvement, our programming document focuses on Federal dollars primarily for bus purchases for organizations like WACOSA. There are probably other state dollars available (again, I'll check on it), but that falls outside of the APO's area of expertise. But I'll ask if there are other avenues in which WACOSA could pursue federal funding. Good question! Hello. So, I checked with MnDOT's Office of Transit and Active Transportation yesterday – they are the ones who really help assist transit agencies in getting funding from the Federal

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					Transit and Federal Highway Administrations (FTA and FHWA). As far as they are aware, there aren't any other types of federal grants available through FTA or FHWA to assist WACOSA with operations and scheduling. However, they did say other funding sources are potentially available to them through the Minnesota Department of Human Services. But the extent of that funding and whether WACOSA takes advantage of this and/or other funding sources would be more in WACOSA's wheelhouse. For the APO, we are primarily only concerned with federal funding being spent within our planning area so our field of expertise doesn't go that far into the weeds. Hope this helps!

Figure 92: *Public comment disposition from comments made on the TIP changes taking place during the public comment period from April 8, 2020, through May 8, 2020.*

CHAPTER SIX: MONITORING PROGRESS

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

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

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

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of April 2019
Transit	IRF-0048-18A	2018	METROBUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	$9,000,000	Complete.
Transit	IRF-0048-18B	2018	METROBUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	$1,200,000	Complete.
Transit	IRF-0048-18K	2018	METROBUS	ST. CLOUD MTC; PARATRANSIT OPERATING	$4,400,000	Complete.
Transit	IRF-0048-18J	2018	METROBUS	ST. CLOUD MTC; NORTHSTAR COMMUTER OPERATING	$1,000,000	Complete.
Transit	IRS-0048-18ZO	2018	METROBUS	ST. CLOUD; SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/17 – 6/30/18)	$227,000	Complete.
Transit	IRS-0048-18ZC	2018	METROBUS	ST. CLOUD; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17 – 6/30/18)	$3,550,000	Complete.
Transit	IRF-0048-18C	2018	METROBUS	SECT 5307: SECT 5339: ST. CLOUD MTC; CAPITAL OFFICE EQUIPMENT & COMPUTERS	$86,000	In progress. Office equipment RFQ is being written and will be sent out soon.
Transit	IRF-0048-18L	2018	METROBUS	ST. CLOUD MTC; PURCHASE ONE (1) COMMUTER BUS – NORTHSTAR	$600,000	Complete. Bus is in operation.
Transit	IRF-0048-18M	2018	METROBUS	ST. CLOUD MTC; PURCHASE ONE (1) COMMUTER BUS – NORTHSTAR	$600,000	Complete. Bus is in operation.
Transit	IRF-0048-18I	2018	METROBUS	SECT 5339: ST. CLOUD MTC – PURCHASE (5) CNG REPLACEMENT ADA DAR BUSES	$1,100,000	Buses are in production. First bus being inspected week of April 1, 2019.
Transit	IRF-0048-18IA	2018	METROBUS	SECT 5339: ST. CLOUD MTC: CANAPY FOR CNG FUELING STATION	$200,000	Requested additional funding in 2019. Project was advertised and contractor has been selected. Pre-construction meeting has occurred and ground breaking on the project will begin once the frost is out.
Transit	IRF-0048-18D	2018	METROBUS	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	$72,000	In progress. Salter and plow have been purchased. Tire changer is being researched for purchase.
Transit	IRF-0048-18E	2018	METROBUS	SECT 5307: ST. CLOUD MTC; CAPITAL BUS SHELTER AMENITIES	$25,000	Construction of shelters in Sartell was delayed and will be completed in summer 2019.
Transit	IRF-0048-18F	2018	METROBUS	SECT 5307: ST. CLOUD MTC; CAPITAL TRANSIT SIGNAL PRIORITY PROJECTS	$25,000	Quote was more than anticipated. Saint Cloud has hired a firm to do an audit in 2019. MTC is in discussions to participate in the project.
Transit	IRF-0048-18G	2018	METROBUS	SECT 5307: ST. CLOUD MTC; PURCHASE REPLACEMENT MAINTENANCE VEHICLE	$35,000	Completed.
Transit	IRF-0048-18I	2018	METROBUS	SECT 5307: ST. CLOUD MTC; PURCHASE REPLACEMENT OPERATIONS VEHICLE	$35,000	Waited for 2019 state contracts to be released. These were released in March 2019. A decision was just made on what vehicle, and the PO will be issued soon.
Transit	IRS-0048-18T	2018	METROBUS	ST. CLOUD MTC; PURCHASE THREE (3) FIXED ROUTE REPLACEMENT ST. 40 FT. CNG BUSES	$1,700,000	Completed.
Transit	IRS-0048-18TA	2018	METROBUS	ST. CLOUD MTC; PURCHASE MOBILE FARE COLLECTION EQUIPMENT	$150,000	Additional funding is requested in 2019.
Transit	IRS-0048-18TC	2018	METROBUS	SECT 5339: ST. CLOUD MTC; HOIST REPLACEMENT	$200,000	Complete.
Transit	IRF-0048-18Q	2018	METROBUS	SECT 5307: ST. CLOUD MTC; CAPITAL OPERATIONS VEHICLE	$35,000	Waited for 2019 state contracts to be released. These were released last month. A decision was just made on what vehicle, and the PO will be issued soon.
Transit	IRF-0048-18R	2018	METROBUS	SECT 5307: ST. CLOUD MTC; CAPITAL MAINTENANCE VEHICLE	$35,000	Waited for 2019 state contracts to be released. These were released last month. A decision was just made on what vehicle, and the PO will be issued soon.
Transit	IRF-9503-18	2018	WACOSA	SECT 5310: WACOSA; CAPITAL OPERATIONS VEHICLE	$81,000	Bus was ordered on 11/09/2018 but has not been delivered.
Transit	IRF-9503-18A	2018	WACOSA	SECT 5310: WACOSA; PURCHASE ONE (1) EXPANSION LESS THAN 30 FT. BUS (CLASS 400)	$81,000	Bus was ordered on 11/09/2018 bus has not been delivered.
LOCAL 999	071-070-033	2018	SHERBURNE COUNTY	COUNTYWIDE, 6" WHITE EDGELINE EPOXY STRIPE ALONG MULTIPLE SHERBURNE COUNTY ROADS	$462,507	Completed.
LOCAL 999	071-070-038	2018	SHERBURNE COUNTY	COUNTYWIDE, RAILROAD CROSSING PAVEMENT MESSAGE ENHANCEMENTS AT SHERBURNE COUNTY ROADS	$113,350	Completed.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of April 2019
CSAH 75	073-675-037	2018	STEARNS COUNTY	**MN172** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (REPURPOSING)	$18,580	Project was bid in 2018 and minor preparatory work including constructing temporary median crossovers, temporary signal work, and minor drainage work took place in 2018. Construction has resumed in April 2019.
CSAH 75	073-675-037	2018	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (AC PROJECT, PAYBACK IN 2019, 2020, 2021)	$10,172,004	Project was bid in 2018 and minor preparatory work including constructing temporary median crossovers, temporary signal work, and minor drainage work took place in 2018. Construction has resumed in April 2019.
PED/BIKE	073-090-010AC	2018	STEARNS COUNTY	**AC** CONSTRUCT LAKE WOBEGON TRAIL EXTENSION FROM ST JOSEPH TO RIVERS EDGE PARK IN WAITE PARK (AC PAYBACK 1 OF 1)	$1,650,000	Completed.
LOCAL 999	073-070-016	2018	STEARNS COUNTY	COUNTYWIDE, GROUND-IN WET REFLECTIVE EPOXY MARKINGS ON MULTIPLE STEARNS COUNTY ROADS (TIED TO 073-070-017)	$244,410	Completed.
LOCAL 999	073-070-017	2018	STEARNS COUNTY	COUNTYWIDE, GROUND-IN WET REFLECTIVE EPOXY MARKINGS ON MULTIPLE STEARNS COUNTY ROADS (TIED TO 073-070-016)	$251,849	Completed.
MSAS 151	162-151-003	2018	ST. CLOUD	**AC** ST CLOUD MSAS 151, EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET SOUTH) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE (AC PROJECT, PAYBACK IN 2019)	$4,805,425	The section of 33rd Street South from Southway Drive to Navajo Trail was completed in 2018. Section of 33rd Street South from Navajo Trail to Heritage Drive, including the roundabout at Cooper Avenue South, will be constructed in 2019.
PED/BIKE	233-090-001	2018	ST. JOSEPH	CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	$951,401	Project should be completed by end of August 2019.
MSAS 117	220-117-004AC	2018	SARTELL	**AC** SARTELL MSAS 117 (50TH AVE), FROM HERITAGE DR TO NORTH 0.5 MILES IN SARTELL, GRADE AND SURFACE (AC PAYBACK 1 OF 1)	$1,460,416	Project construction is now complete.
MN 15	7303-51	2018	MNDOT	**ITS** MN 15, FROM .4 MILES SOUTH OF 33RD ST INTERCHANGE BRIDGE TO 12TH STREET N IN ST CLOUD, INSTALL FIBER OPTIC CABLE	$150,000	Completed.
US 10	0502-113	2018	MNDOT	**HLA** US 10, FROM NORTH BENTON DRIVE TO 0.2 MILES WEST OF EAST ST GERMAIN ST IN ST CLOUD, INSTALL CABLE MEDIAN BARRIER	$1,000,000	Completed.
I 94	8823-331	2018	MNDOT	ON I-94, INSTALL ALTERNATE ROUTE SIGNING AT VARIOUS INTERCHANGES AND ROUTES THROUGHOUT WRIGTH, STEARNS AND TODD COUNTIES	$150,000	Completed.
Transit	TRF-0048-19A	2019	METROBUS	SEC 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	$9,300,000	In progress.
Transit	TRF-0048-19B	2019	METROBUS	SEC 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	$1,200,000	In progress.
Transit	TRF-0048-19L	2019	METROBUS	ST. CLOUD MTC; PARATRANSIT OPERATING	$4,400,000	In progress.
Transit	TRF-0048-19K	2019	METROBUS	ST. CLOUD MTC; NORTHSTAR COMMUTER OPERATING	$1,100,000	In progress.
Transit	TRF-0048-19ZO	2019	METROBUS	ST. CLOUD; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18 – 6/30/19)	$239,000	In progress.
Transit	TRS-0048-19T	2019	METROBUS	ST. CLOUD MTC; PURCHASE 9 (CLASS 4000) <30 FT. REPLACEMENT CNG DAR BUSES	$1,890,000	Waiting until the (5) 2018 buses arrive to ensure we don't want to make any modifications before ordering.
Transit	TRF-0048-19H	2019	METROBUS	ST. CLOUD MTC; CNG CANOPY, PHASE II	$175,000	Funding was requested in 2018. Project was advertised and contractor has been selected. Pre-construction meeting has occurred and ground breaking on the project will begin once the frost is out.
Transit	TRF-0048-19C	2019	METROBUS	SEC 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	$593,000	Research is currently being done on specs needed for radios. Completion date is still anticipated for 12/31/2019.
Transit	TRF-0048-19D	2019	METROBUS	SEC 5307: ST. CLOUD MTC; CAPITAL MAINTENANCE TOOLS & EQUIPMENT	$15,000	Project is anticipated to begin in August 2019 and stated to be completed by 12/31/2019.

Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Status Update as of April 2019
Transit	TRF-0048-19E	2019	METROBUS	SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES	$25,000	Project is anticipated to begin in spring 2019 and stated to be completed by end of 2019.
Transit	TRF-0048-19M	2019	METROBUS	SECT 5307: ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	$700,000	Funding for this project is split between 2019 and 2020. It is anticipated that MTC will begin this project in fall 2019. The overall project will not be completed until 2021.
Transit	TRF-0048-19G	2019	METROBUS	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	$250,000	Construction is anticipated to begin in early summer 2019 and stated to be completed by spring 2020.
Transit	TRF-9503-19	2019	WACOSA	PURCHASE ONE (1) REPLACEMENT <30 BUS (CLASS 400) BUS	$81,000	Project has not yet been included in the federal grant. This is anticipated to occur within the next few months. Once that has been completed, WACOSA will be provided with a sub recipient agreement to order the bus.
CSAH 3	005-603-029AC	2019	BENTON CONTY	**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	Construction work has been completed. Final pay request to be submitted.
CSAH 75	073-675-037AC1	2019	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (AC PROJECT, PAYBACK 1 OF 3)	$10,172,004	Project was bid in 2018 and minor preparatory work including constructing temporary median crossovers, temporary signal work, and minor drainage work took place in 2018. Construction has resumed in April 2019.
LOCAL 999	073-070-020	2019	STEARNS COUNTY	COUNTYWIDE, IMPROVE INTERSECTION LIGHTING ON MULTIPLE STEARNS COUNTY ROADS	$324,000	Plans were completed in winter 2018 and are under review. Construction work anticipated to start in June 2019.
LOCAL 999	073-070-022	2019	STEARNS COUNTY	STEARNS COUNTY, SIGNAL CONFIRMATION LIGHTS ON MULTIPLE STEARNS COUNTY ROADS	$55,000	Project is in the design phase. Construction work anticipated to begin in May or June 2019.
CSAH 75	073-675-039	2019	STEARNS COUNTY	**AC** CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN 2020 AND 2021)	$1,186,277	Plans for this project are currently under review. Construction work is anticipated to begin in May 2019.
MSAS 151	162-151-003AC	2019	ST. CLOUD	**AC** ST CLOUD MSAS 151, EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD ST SOUTH) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE (AC PAYBACK 1 OF 1)	$4,806,425	The section of 33rd Street South from Southway Drive to Navajo Trail was completed in 2018. Section of 33rd Street South from Navajo Trail to Heritage Drive, including the roundabout at Cooper Avenue South, will be constructed in 2019.
PED/BIKE	162-090-008	2019	ST. CLOUD	CONSTRUCT TRAIL ALONG 33RD STREET FROM STEARNS CR 74 TO STEARNS CR 136 IN ST. CLOUD	$590,000	Plans are being prepared and will be submitted to MnDOT by 05/01/2019. Anticipate a fall 2019 bid letting for construction to occur in 2020.
PED/BIKE	220-591-005	2019	SARTELL	CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 2ND AVE N, 5TH AVE N, AND 2-1/2 STREET IN SARTELL	$1,928,342	Letting date is anticipated in late April or early May 2019. Construction to be substantially completed by summer 2019 or fall and final completion anticipated summer 2020.
RR	73-00137	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	$194,984	Agreement with railroad executed on 02/01/2019. Railroad has 18 months to install signs.
RR	73-00138	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2ND AVE N, WAITE PARK, STEARNS COUNTY	$212,992	Agreement with railroad executed on 02/01/2019. Railroad has 18 months to install signs.
I 94	7380-246	2019	MNDOT	**SP** I-94, NEAR COLLEGEVILLE, REHAB/REDECK AT BRIDGE #73872 AT STEARNS COUNTY CR 159 OVER I-94	$887,392	Project was let on 12/21/2018. Anticipated start date is 06/03/2019 with an anticipated completion date of 08/23/2019.
MN 15	7303-50	2019	MNDOT	MN 15, FROM JCT MN 55 IN KIMBALL TO 66TH AVE IN ST AUGUSTA, FULL DEPTH RECLAIM	$8,727,923	Project was let on 12/21/2018. Anticipated start date is 05/06/2019 with an anticipated completion date of 07/28/2019.
MN 999	8823-338	2019	MNDOT	**IDIQ** DISTRICT WIDE MILL AND OVERLAY AT VARIOUS LOCATIONS (MINIMUM CONTRACT $3,000,000/MAXIMUM CONTRACT $10,000,000, EXPIRATION DATE: AUGUST 24, 2020)	$3,639,000	Project construction is being done on IH 55 from Brooten to east of Belgrade and on US 71 in Sauk Centre. Work will be completed by 06/30/2019.

Figure 93: *Saint Cloud APO's annual listing of obligated projects.*

APPENDIX A

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Reading the TIP

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

Project Number: Project identifier.

Work Type: The intent of the project.

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

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

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

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

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

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

Saint Cloud Area Planning Organization FY 2020-2023 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
									$241,143,160	$48,250,169			$3,953,022			$7,509,300	$11,285,200	$94,143,236			$14,638,750	$69,172,663	$244,699,438
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
BB	TRF-0048-20	2020	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
BB	TRF-0048-20E	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000
	TRF-			ST. CLOUD MTC --																			

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 2020-2023 Project Table

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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**
BB	TRF-0048-20	2020	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
BB	TRF-0048-20E	2020	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	1,200,000								960,000					240,000	1,200,000
BB	TRF-0048-20F	2020	METRO BUS	ST. CLOUD MTC -- PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,500,000													4,500,000	4,500,000
BB	TRF-0048-20G	2020	METRO BUS	ST. CLOUD MTC -- NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
BB	TRF-0048-20B	2020	METRO BUS	ST. CLOUD MTC;OFFICE EQUIP, IT, & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	35,000								28,000					7,000	35,000
BB	TRF-0048-20C	2020	METRO BUS	ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
BB	TRS-0048-20T	2020	METRO BUS	ST. CLOUD MTC; REPLACE FIVE (5) 35FT. CLASS 400 REPLACEMENT BUSES (CNG)		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,125,000		900,000	900,000							112,500			112,500	1,125,000
BB	TRS-0048-20TA	2020	METRO BUS	ST. CLOUD MTC; PURCHASE (1) STD 40 FT. REPLACEMENT CNG FIXED ROUTE BUS		TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	573,000		458,400	458,400							57,300			57,300	573,000
BB	TRF-0048-20J	2020	METRO BUS	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE		TR	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	1,000,000								800,000					200,000	1,000,000
BB	TRF-0048-20I	2020	METRO BUS	SECT 5307: FACILITY IMPROVEMENTS		B9	TRANSIT OPERATIONS	FTA	21,500								17,200					4,300	21,500
BB	TRF-9503-20	2020	WACOSA	PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		TR	TRANSIT VEHICLE PURCHASE	FTA	87,000								69,600					17,400	87,000
CSAH 8	005-070-007	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009)	1.6	SH	EDGELINE RUMBLE STRIPS	HSIP	525							4,725						525	5,250

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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
				(PAYBACK IN 2021)																			
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)	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	258,848							391,152						258,848	650,000
CSAH 75	073-675-039AC1	2020	STEARNS COUNTY	CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST. CLOUD, INTERSECTION IMPROVEMENTS (PAYBACK 1 OF 2)	0.3	SC	TURN LANES	STBGP 5K-200K	180,689				180,689		180,689								
CSAH 75	073-675-037AC2	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (PAYBACK 2 OF 3)	5.7	RS	BITUMINOUS OVERLAY	STBGP 5K-200K	751,047				751,047		751,047								
CSAH 75	073-675-040	2020	STEARNS COUNTY	STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)	1.4	RD	CONCRETE PAVEMENT REHAB	NHPP	908,520	449,640		449,640				806,536						458,880	1,715,056
LOCAL STREETS	073-733-005	2020	STEARNS COUNTY	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF STEARNS CSAH 133 (2ND STREET S IN SARTELL) BETWEEN THEISEN ROAD AND 19TH AVENUE N				DEMO	85,000	68,000		68,000										17,000	85,000
MSAS 109	191-109-006	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION	0.51	RC	URBAN RECONST.	STBGP 5K-200K	2,528,678	1,624,703		1,624,703										903,975	2,528,678

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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
				BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING																			
LOCAL STREETS	091-070-027	2020	ST. CLOUD APO	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF SAINT CLOUD 33RD STREET SOUTH MISSISSIPPI RIVER BRIDGE AND CORRIDOR CONNECTING STEARNS CSAH 75 (ROOSEVELT ROAD) WITH US 10				DEMO	167,000	107,000		107,000										60,000	167,000
I 94	7380-237	2020	MNDOT	I-94, AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	0	SC	SAFETY IMPROVEMENT	BF	2,200,000												2,200,000		2,200,000
RR	73-00139	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54TH AVE N, WAITE PARK, STEARNS COUNTY	0	SR	RAILROADS	RRS	240,000		216,000	216,000										24,000	240,000
BB	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
BB	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
BB	TRF-0048-21J	2021	METRO BUS	ST. CLOUD MTC - PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,500,000													4,500,000	4,500,000
BB	TRF-0048-21K	2021	METRO BUS	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
BB	TRF-0048-21B	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT OPERATIONS VEHICLES		B9	TRANSIT VEHICLE PURCHASE	FTA	120,000								96,000					24,000	120,000
BB	TRF-0048-21C	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	68,500								54,800					13,700	68,500

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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
BB	TRF-0048-21F	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS AND EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	135,000								108,000					27,000	135,000
BB	TRF-0048-21L	2021	METRO BUS	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS		TR	TRANSIT OPERATIONS	FTA	1,250,000								1,000,000					250,000	1,250,000
BB	TRF-0048-21M	2021	METRO BUS	SECT 5307: ST. CLOUD MTC; WEBSITE UPDATE		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000
BB	TRS-0048-21TD	2021	METRO BUS	ST. CLOUD MTC; REPLACE TWO (2) STD. 40 FT. CLASS 700 REPLACEMENT BUSES CNG (UNITS 704,705)		B9	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,180,000		944,000	944,000							118,000	118,000		118,000	1,180,000
BB	TRF-9503-21	2021	WACOSA	PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS		TR	TRANSIT VEHICLE PURCHASE	FTA	89,610								71,688					17,922	89,610
CSAH 8	005-070-007AC	2021	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009) (PAYBACK 1 OF 1)	1.6	SH	EDGELINE RUMBLE STRIPS	HSIP	4,725				4,725		4,725								
CSAH 8	005-608-009AC	2021	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007)	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	391,152				391,152		391,152								
CSAH 75	073-675-039AC2	2021	STEARNS COUNTY	CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST CLOUD, INTERSECTION IMPROVEMENTS (AC PAYBACK 2 OF 2)	0.3	SC	TURN LANES	STBGP 5K-200K	148,939				148,939		148,939								
CSAH 75	073-675-037AC3	2021	STEARNS COUNTY	STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (PAYBACK 3 OF 3)	5.7	RS	BITUMINOUS OVERLAY	STBGP 5K-200K	751,047				751,047		751,047								

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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**
PED/BIKE	073-090-011	2021	STEARNS COUNTY	CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE	2.3	EN	NEW TRAIL	STBGTAP<5K	1,663,863	812,270		812,270										851,593	1,663,863
MSAS 175	162-175-001	2021	ST. CLOUD	ST. CLOUD MSAS 175 - CR 136 FROM 22ND ST SOUTH TO 33RD ST SOUTH, RECONSTRUCTION	1.6	RD	BITUMINOUS RECLAMATION	STBGP 5K-200K	1,400,000	842,482		842,482										557,518	1,400,000
US 10	0502-116	2021	MNDOT	US 10, INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM N OF ST. CLOUD TO RICE (HSIP PROJECT)	10	SH	GUARD RAIL(S)	HSIP	1,750,000	1,575,000		1,575,000						175,000		175,000			1,750,000
MN 301	7109-08	2021	MNDOT	RESTORE FAILING RETAINING WALLS ALONG MN 301 ADJACENT TO ST. CLOUD STATE REFORMATORY. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL		EN	HISTORIC PRESERVATION	SF	800,000										800,000				800,000
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	3.7	SH	MILL AND OVERLAY	NHPP	3,027,000	2,421,600		2,421,600						605,400		605,400			3,027,000
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)	3.7	SH	TURN LANES	HSIP	500,000	450,000		450,000						50,000		50,000			500,000
BB	TRF-0048-22	2022	METRO BUS	SECT 5307: ST. CLOUD MTC;		B9	TRANSIT OPERATIONS	FTA	9,500,000								1,340,000					8,160,000	9,500,000

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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
				OPERATING ASSISTANCE																			
BB	TRF-0048-22C	2022	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTATIVE MAINTENANCE		B9	TRANSIT OPERATIONS	FTA	1,300,000								1,040,000					260,000	1,300,000
BB	TRF-0048-22A	2022	METRO BUS	ST. CLOUD MTC - PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,600,000													4,600,000	4,600,000
BB	TRF-0048-22B	2022	METRO BUS	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,300,000													1,300,000	1,300,000
BB	TRF-0048-22D	2022	METRO BUS	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT OPERATIONS	FTA	63,000								50,400					12,600	63,000
BB	TRF-0048-22I	2022	METRO BUS	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	25,000								20,000					5,000	25,000
BB	TRF-0048-22H	2022	METRO BUS	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
BB	TRF-0048-22K	2022	METRO BUS	ST. CLOUD MTC; BUS SHELTERS		B9	TRANSIT OPERATIONS	FTA	25,000								20,000					5,000	25,000
BB	TRS-0048-22TA	2022	METRO BUS	ST. CLOUD MTC; PURCHASE (3) <30 FT. REPLACEMENT CNG DAR BUSES (REPLACES UNITS 121, 122, 123)		B9	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	717,000		573,600	573,600							71,700	71,700		71,700	717,000
LOCAL 999	073-070-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS	0	SH	SIGNING(S)	HSIP	240,000	216,000		216,000										24,000	240,000
LOCAL 999	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	0	SH	LIGHTING(S)	HSIP	96,000	86,400		86,400										9,600	96,000
CSAH 75	073-675-040AC	2022	STEARNS COUNTY	STERANS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PAYBACK 1 OF 1)	1.4	RD	CONCRETE PAVEMENT REHAB	STBGP 5K-200K	806,536				806,536		806,536								

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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**
CSAH 75	073-675-041	2022	STEARNS COUNTY	STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK IN 2023)		RD	RECONDITIONING	NHPP	307,528							615,056						922,584	1,537,640
MSAS 113	220-113-002	2022	SARTELL	SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	1.3	RC	RECONST.	STBGP 5K-200K	2,870,100	160,100		160,100				1,929,820						2,710,000	4,799,920
PED/BIKE	162-090-007	2022	ST. CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	0	EN	NEW TRAIL	STBGTAP 5K-200K	600,000	480,000		480,000										120,000	600,000
MSAS 141	162-141-008	2022	ST. CLOUD	ST. CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	0.6	RC	RECONST.	STBGP 5K-200K	2,500,000	1,457,080		1,457,080										1,042,920	2,500,000
US 10	0502-115	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.2 MI NW OF BENTON CSAH 33	0	BR	BRIDGE REPLACEMENT	NHPP	621,000	496,800		496,800						124,200		124,200			621,000
RR	71-00129	2022	MNDOT	REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS AND GATES AT CR 65, 42ND ST, HAVEN TOWNSHIP, SHERBURNE COUNTY	0	SR	RAILROADS	RRS	300,000		270,000	270,000							30,000	30,000			300,000
BB	TRF-0048-23H	2023	METRO BUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	9,600,000								1,500,000					8,100,000	9,600,000
BB	TRF-0048-23A	2023	METRO BUS	ST. CLOUD MTC - PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	4,700,000													4,700,000	4,700,000

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
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
BB	TRF-0048-23B	2023	METRO BUS	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING		TR	TRANSIT OPERATIONS	LF	1,400,000													1,400,000	1,400,000
BB	TRF-0048-23D	2023	METRO BUS	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	115,000								92,000					23,000	115,000
BB	TRF-0048-23G	2023	METRO BUS	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT		B9	TRANSIT GRANT CAP IMP (NON-VEHICLE)	FTA	15,000								12,000					3,000	15,000
BB	TRF-0048-23E	2023	METRO BUS	ST. CLOUD MTC; PURCHASE SIX (6) <30 FT. CNG DAR REPLACEMENT BUSES		BB	TRANSIT VEHICLE PURCHASE	FTA	1,410,000								1,128,000					282,000	1,410,000
BB	TRF-0048-23I	2023	METRO BUS	ST. CLOUD MTC; TRANSIT SIGNAL PRIORITY (TSP) PROJECTS		B9	TRANSIT OPERATIONS	FTA	30,000								24,000					6,000	30,000
BB	TRS-0048-23TA	2023	METRO BUS	ST. CLOUD MTC; REPLACE TWO (2) STD. 35 FT. CLASS 700 REPLACEMENT BUSES CNG (UNITS 707, 709)		B9	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,216,000		972,800	972,800							121,600	121,600		121,600	1,216,000
PED/BIKE	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION	0	RT	BITUMINIOUS CRACK & SEALING	STBGTAP 5K-200K	1,740,000	400,000		400,000										1,340,000	1,740,000
CSAH 75	073-675-041AC	2023	STEARNS COUNTY	STEARNS CSAH 75, FROM TH 15 TO COOPER AVE MILL & OVERLAY (PAYBACK 1 OF 1)		RD	RECONDITIONING	NHPP	615,056				615,056		615,056								
PED/BIKE	220-090-002	2023	SARTELL	HERITAGE DRIVE CONNECTIVITY AND ENHANCEMENTS	0	RT	NEW TRAIL	STBGTAP 5K-200K	459,121	367,297		367,297										91,824	459,121
MSAS 113	220-113-002AC	2023	SARTELL	SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PAYBACK 1 OF 1)	1.3	RC	RECONST.	STBGP 5K-200K	1,929,820				1,929,820		1,929,820								

Saint Cloud Area Planning Organization FY 2020-2023 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
									$133,363,804	$37,649,772			$5,579,011			$12,135,289	$12,115,688	$7,961,300			$2,200,000	$67,503,289	$140,535,138
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Target AC Payback**	**Dist C AC Payback**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**Bond**	**Other (Local)**	**Project Total**
MN 23	0503-91	2023	MNDOT	MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM 0.1 MI W OF LINCOLN AVE TO 0.1 MI W OF CR 1; RECONSTRUCT US 10 FROM 0.2 MI W OF ST. GERMAIN TO 0.1 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 (AC PROJECT, PAYBACK IN 2024)	2.1	MC	RECONST.	NHPP	21,912,000	15,852,000		15,852,000				8,388,000		6,060,000		6,060,000			30,300,000
I 94	7380-259	2023	MNDOT	I-94, REPLACE BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI W OF MN 23 INTERCHANGE	0.2	BR	BRIDGE REPLACEMENT	NHPP	6,054,000	5,448,600		5,448,600						605,400		605,400			6,054,000

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 2020-2023 TIP including method of calculation.*

ROADWAY ACCESSIBLITY, 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 2020-2023 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 2020-2023 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 2020-2023 TIP and the method of calculation.*