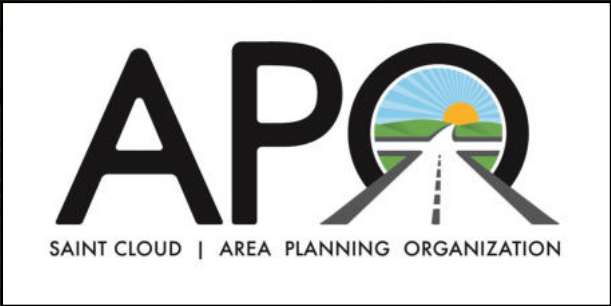


Transportation Improvement Program FY 2023-2026

*Prepared by the Saint Cloud Area Planning Organization
Sept. 8, 2022*



Disclaimer

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Title VI Assurance

The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with Title VI of the Civil Rights Act of 1964 and the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related statutes and regulations in all programs and activities. Title VI assures that no person shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or otherwise subjected to discrimination under any program or activity for which the APO receives Federal financial assistance. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT or the U.S. DOT. Any such complaint must be in writing and filed with the APO's Title VI Compliance Manager within one hundred eighty (180) days following the date of the alleged discriminatory occurrence. For more information, or to obtain a Title VI Discrimination Complaint Form, please see the **Error! Hyperlink reference not valid.** (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

Ciwaanka VI Ee Xaqiijinta

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

Garantía del Título VI

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

asistencia financiera Federal. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al **Error! Hyperlink reference not valid.** (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

Title II Assurance

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

Ciwaanka II Ee Xaqiijinta

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

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

Garantía del Título II

*La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al **Error! Hyperlink reference not valid.** (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.*

Resolution #2022-09

Approving the 2023-2026 Saint Cloud Area Planning Organization Transportation Improvement Program

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RESOLUTION #2022-09

**Approving the 2023-2026 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 utilizing funding under 23 U.S.C. and 49 U.S.C. Chapter 53 must be included in the Transportation Improvement Program (TIP); and

WHEREAS, the FY 2023-2026 Transportation Improvement Program (TIP) is an implementation of the Saint Cloud Area Planning Organization's fiscally constrained Metropolitan Transportation Plan, Metropolitan Area Planning and Programming: An Innovative Network Guide for 2045 (MAPPING 2045); and

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

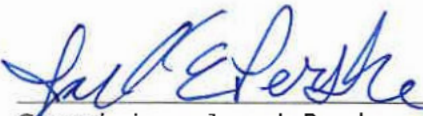

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in

- employment or business opportunity;
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR par 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
 6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
 7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
 8. The Older Americans Act, as amended (42 U.S.C. 6101) prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
 9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
 10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities; and

WHEREAS, the Saint Cloud Area Planning Organization has solicited a 30-day public comment period on the draft FY 2023-2026 Transportation Improvement Program and any public comments received are documented in the TIP document.

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

ATTEST:

 9/14/22 

Commissioner Joseph Perske Brian Gibson, PTP
Saint Cloud APO Chair Saint Cloud APO Executive Director

Improving the Transportation Network

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

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

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

The TIP is broken down into seven sections.

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

[Chapter One](#) provides a detailed look at the individual projects anticipated to receive Federal funding between fiscal years 2023 and 2026. These project pages indicate the scope of work, the estimated project costs, and detail where the funding will come from. In addition, this section provides necessary project status updates including any changes that have occurred such as project advancements, project delays, funding increases/decreases, and project deletions.

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

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

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

1. Develop and maintain a transportation system that is safe for all users.
2. Increase the accessibility and mobility options for people and freight across and between all modes for all users.

3. Develop a transportation system that is cost-feasible, maintains a state of good repair, and satisfies public transportation priorities.
4. Support the economic vitality of the APO's metropolitan planning area (MPA) by enabling global competitiveness, productivity, and efficiency while enhancing travel and tourism.
5. Support transportation improvements that promote energy conservation and improve public health and quality of life, while sustaining and improving the resiliency and reliability of the transportation system.

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

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

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

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

The [APO's Stakeholder Engagement Plan – SEP –](https://bit.ly/3JySDu8) (https://bit.ly/3JySDu8) is the roadmap for APO staff, advisory committees, and decision-makers on how to engage and reach the community in a way that ensures all community members are given an equal and equitable opportunity to participate in the process.

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

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

In conclusion, the APO's Federally required TIP provides a detailed list of regional surface transportation projects to be purchased or constructed within the next four years. The document outlines the potential impact that these projects will have on the community and the overall transportation network. In addition, the TIP provides accountability that implementing agencies and/or jurisdictions will be able to afford to construct these projects and tracks projects that were previously awarded funding. The TIP accomplishes all of this while ensuring that members of the public are informed and are able to provide feedback on the proposed improvements to the transportation system.

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Glossary

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

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

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

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

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

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

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

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

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

Federal Functional Classification: Sometimes referred to as “classification,” the federal functional classification system defines the current functioning role a road or street has in the metropolitan planning area network. Generally, the two basic functions of a roadway are: 1) to allow for access to property and 2) to allow travel mobility. The classifications of roadways include arterial, collector, and local which determine the balance of the two roadway functions which range from high mobility/low access (arterials) to high access/low mobility (locals), with collector roadways falling somewhere in between.

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

IIJA: The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden in November 2021 as the transportation bill to replace the FAST Act. This five-year legislation is currently the largest long-term investment in the nation’s infrastructure and economy, providing \$550 billion between 2022 and 2026 in new Federal investment in infrastructure, including roads, bridges, mass transit, water infrastructure, resilience, and broadband.

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

Jurisdictions: The member units of government which are within the APO’s planning area. The member jurisdictions of the APO include the following: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, and LeSauk Township.

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

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

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

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

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

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

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

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

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

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

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

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

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

Regionally Significant Project: Projects that may not be funded with federal transportation funds but involve major improvements to the transportation system in the APO's planning area. The APO has chosen to define regionally significant projects as those transportation projects funded, in part, with Federal dollars from either FHWA or FTA, or MnDOT sponsored projects regardless of funding sources.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012, and was replaced with MAP-21.

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

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

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

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

Common Acronyms

3-C: Comprehensive, Cooperative and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

ALOP: Annual Listing of Obligated Projects.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

ATP-3: Central Minnesota Area Transportation Partnership.

BARC: Bridge and Road Construction.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

DOT: Department of Transportation.

EJ: Environmental Justice.

EPA: Environmental Protection Agency.

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

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

***1I:** Interstate Highway.

IIJA: Infrastructure Investment and Jobs Act (2021).

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

¹ *These acronyms are specifically used in the TIP Project Table. See Appendix A for more information.

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

LOS: Level of Service.

LOTTR: Level of Travel Time Reliability.

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

***MN:** Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NBI: National Bridge Inventory.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

NPMRDS: National Performance Management Research Data Set.

O&M: Operations and Maintenance.

PCI: Pavement Condition Index.

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

PM: Performance Measurement.

PM1: FHWA Performance Measure Rule 1 – Safety.

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

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

PTASP: FTA Public Transportation Agency Safety Plan.

***RR:** Railroad

RRS: Highway Rail Grade Crossing and Rail Safety.

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

SEP: Stakeholder Engagement Plan.

SF: State Fund.

SGR: State of Good Repair.

SHSP: State Strategic Highway Safety Plan.

SMS: Safety Management Systems.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TAC: APO's Technical Advisory Committee.

TAM: Transit Asset Management.

TDM: Travel Demand Model.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TTTR: Truck Travel Time Reliability.

TSM: Transportation System Management.

UPWP: Unified Planning Work Program.

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

USC: United States Code.

US DOT: United States Department of Transportation.

UZA: Urbanized Area.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

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 I.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.

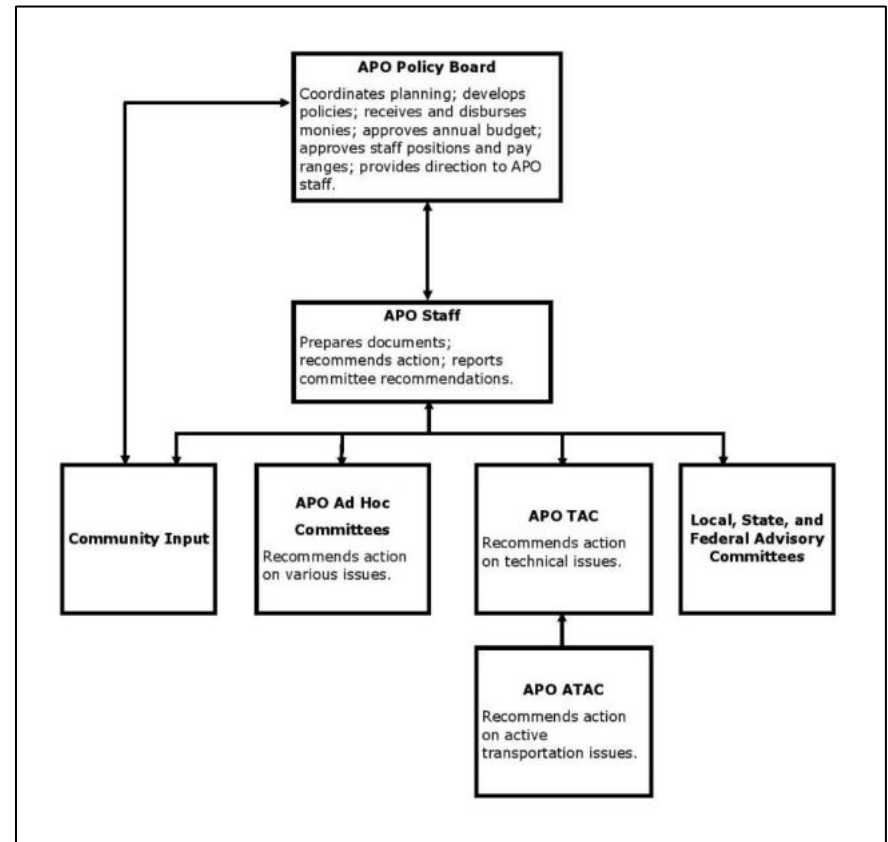


Figure I.2: APO Organizational Chart.

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

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

The APO strives to be:

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

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

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

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

The Transportation Improvement Program

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

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

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

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

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

Projects can be revised or amended at any time during the program year by action of the APO Policy Board. These

listings include information regarding cost, specific funding sources, project timing, etc.

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

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

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

Regionally Significant Projects

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

Federal regulations go on to state:

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

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

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

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

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

The TIP and Its Connection to the Metropolitan Transportation Plan

As previously stated, projects reflected in the fiscal year (FY) 2023-2026 TIP originate from the [Saint Cloud APO’s](#)

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

[Metropolitan Transportation Plan \(MTP\)](https://bit.ly/35Qwgwp)

(<https://bit.ly/35Qwgwp>). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over a minimum 20-year time frame.

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 I.3 and I.4.

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
BEN-1	CSAH 1 (Mayhew Lake Road NE) in Sauk Rapids	CSAH 29 (35 th Street NE) to MN 23	Four-Lane Undivided Arterial
BEN-2	CSAH 33 (Benton Drive) in Sauk Rapids	CSAH 29 (First Street NE) to 18 th Street NW	Four-Lane Undivided Arterial
BEN-4	CSAH 29 (35 th Street NE) in Sauk Rapids	MN-15 to US-10	Four-Lane Divided Arterial
BEN-5	CSAH 29 in Sauk Rapids	CSAH 1 (Mayhew Lake Road) to 35 th Avenue NE	Two-Lane Divided Arterial
STR-1	CSAH 1 (River Avenue N) in Sartell	MSAS 145 (Ninth Avenue N) to County Road 120	Four-Lane Undivided Arterial
STR-2	CSAH 133 (Second Street S) in Sartell	Theisen Road to CSAH 133 (Sixth Street S/19th Avenue N)	Four-Lane Undivided Arterial
STR-3	CSAH 133 in Saint Joseph	CSAH 75 to 19th Avenue NE	Four-Lane Undivided Arterial
STR-5	County Road 122 (40th Street S) in Saint Cloud	CSAH 74 to CSAH 136 (Oak Grove Road SW)	Four-Lane Undivided Collector
STR-6	CSAH 75 (Second Street S) in Saint Cloud	MN-15 to MSAS 141 (Cooper Avenue S)	Six-Lane Divided Arterial
STR-13	CSAH 1 (Riverside Avenue S) in Sartell	MSAS 118 (Heritage Drive) to CSAH 78	Four-Lane Undivided Arterial
STR-14	County Road 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Four-Lane Divided Arterial
STR-15	CSAH 4 (Eighth Street North) in Saint Cloud	Anderson Avenue to MN-15	Six-Lane Divided Arterial
STC-1	MSAS 156 (40 th Street S) in Saint Cloud	MSAS 141 (Cooper Avenue) to CSAH 75 (Roosevelt Road)	Four-Lane Undivided Collector
STC-2	MSAS 156 (40 th Street S) in Saint Cloud	CSAH 136 (Oak Grove Road SW) to MSAS 141 (Cooper Avenue)	Four-Lane Undivided Collector

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
STC-3	MSAS 114 (Third Street N) in Saint Cloud	31 st Avenue N to MSAS 145 (Ninth Avenue N)	Four-Lane Divided Arterial
STC-4	MSAS 145 (Ninth Avenue N) in Saint Cloud	MSAS 148 (15 th Street N) to Stearns CSAH 4 (Eighth Street N/Veterans Drive)	Four-Lane Divided Arterial
STC-5	Pinecone Road S in Saint Cloud	Stearns County Road 134 to Stearns CSAH 120	Four-Lane Divided Arterial
STC-6	322 nd Street in Saint Cloud	Stearns CSAH 133 to Stearns CSAH 4	Three-Lane Undivided Collector
STC-7	CSAH 74 (West Saint Germain Street) in Saint Cloud	Stearns County Road 137 (Seventh Street S/22 nd Street S) to 33 rd Street S	Three-Lane Undivided Arterial
STJ-1	Westwood Parkway in Saint Joseph	21 st Avenue NE to 0.68 miles East	Four-Lane Divided Arterial
SAR-1	MSAS 117 (Leander Avenue) in Sartell	Stearns CSAH 120 to MSAS 118 (Heritage Drive)	Three-Lane Undivided Collector
SAR-2	Roberts Road in Sartell	MSAS 103 (Pinecone Road S) to Stearns CSAH 4 (322 nd Street)	Three-Lane Undivided Collector
SAR-3	19 th Avenue N in Sartell	11 th Street N to 27 th Street N	Two-Lane Undivided Local
SAR-4	Scout Drive in Sartell	Scout Drive to Connecticut Avenue S	Two-Lane Undivided Local
SAR-5	Then Avenue in Sartell	Proposed Scout Drive alignment to CSAH 120	Two-Lane Undivided Local
SAR-6	15 th Street N in Sartell	MSAS 103 (Pinecone Road N) to 19 th Avenue N	Four-Lane Undivided Collector
WAT-1	MSAS 103 (10 th Avenue N) in Waite Park	Stearns CSAH 81 (Third Street N) to CSAH 75 (Division Street)	Four-Lane Divided Arterial

Figure 1.3: A table of MAPPING 2045 roadway expansion projects.

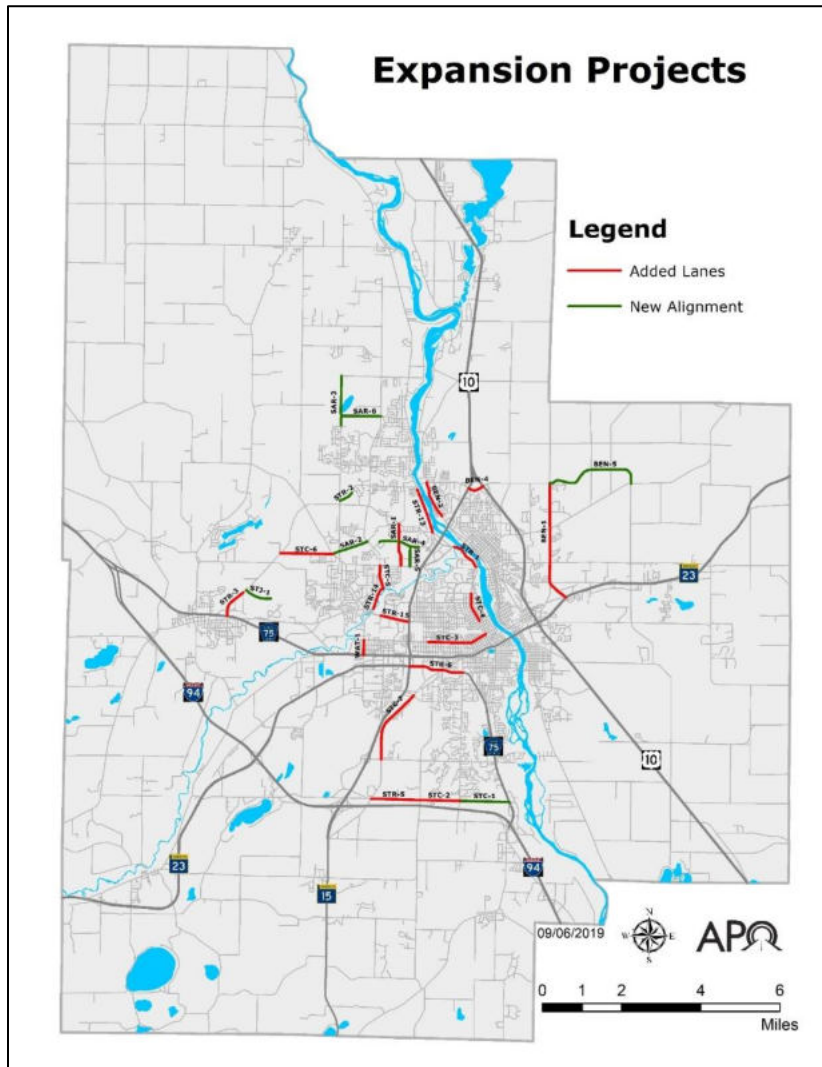


Figure I.4: MAPPING 2045 roadway expansion projects.



Figure I.5: Scout Drive to Connecticut Avenue S expansionary project construction. Photo courtesy Saint Cloud APO.

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 I.6 and I.7.

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

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
SAR-11	MSAS 131 (LeSauk Drive) in Sartell	Stearns CSAH 1 (Riverside Avenue S) to Dehler Drive	Two-Lane Local Reconstruction
SAK-1	MSAS 109 (Benton Drive S) in Sauk Rapids	MSAS 103 (Summit Avenue S) to US 10	Four-Lane Arterial Reconstruction
SAK-2	MSAS 104 (Second Avenue S) in Sauk Rapids	MSAS 109 (Benton Drive S) to 10 th Street S	Two-Lane Collector Reconstruction
SAK-3	MSAS 104 (Second Avenue S) in Sauk Rapids	10 th Street S to Searle Street	Two-Lane Collector Reconstruction
SAK-4	MSAS 101 (11 th Street N) in Sauk Rapids	MSAS 104 (Second Avenue N) to MSAS 101 (Sixth Avenue N)	Two-Lane Collector Reconstruction
SAK-5	MSAS 104 (Second Avenue N) in Sauk Rapids	Third Street N to MSAS 108 (Eighth Street N)	Two-Lane Local Reconstruction
SAK-6	MSAS 111 (Fourth Avenue N) in Sauk Rapids	MSAS 108 (Eighth Street N) to 13 th Street N	Two-Lane Collector Reconstruction
WAT-2	MSAS 101 (Waite Avenue) in Waite Park	Stearns CSAH 81 (Third Street N) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
WAT-3	MSAS 103 (10 th Avenue S) in Waite Park	Stearns CSAH 75 (Division Street) to MN 23 (Second Street S)	Four-Lane Arterial Reconstruction
SBC-1	CR 62 (17 th Street SE) in Haven Township	Tee-To-Green Street to CSAH 20 (75 th Avenue SE)	Two-Lane Collector Reconstruction
SBC-2	CSAH 20 (75 th Avenue SE) in Haven Township	Seventh Street SE to CSAH 16 (57 th Street SE)	Two-Lane Collector Reconstruction
SBC-3	CR 65 (42 nd Street SE) in Haven Township	CAH 8 to US 10	Two-Lane Local Reconstruction
MND-1	I-94 in Saint Joseph Township	I-94 at MN 23	Interchange Reconstruction
MND-2	US 10 in Watab Township	Bridge Number 3666	Bridge Replacement
MND-3	MN 23 in Saint Cloud	MN 23 (from Lincoln Avenue to Benton CSAH 1) to US 10 (from East Saint Germain Street to 15 th Avenue SE)	Interchange Reconstruction
MND-4	I-94 in Saint Joseph Township	Bridge Numbers 73875 and 73876	Bridge Replacement

Figure I.6: A table of MAPPING 2045 roadway reconstruction projects.

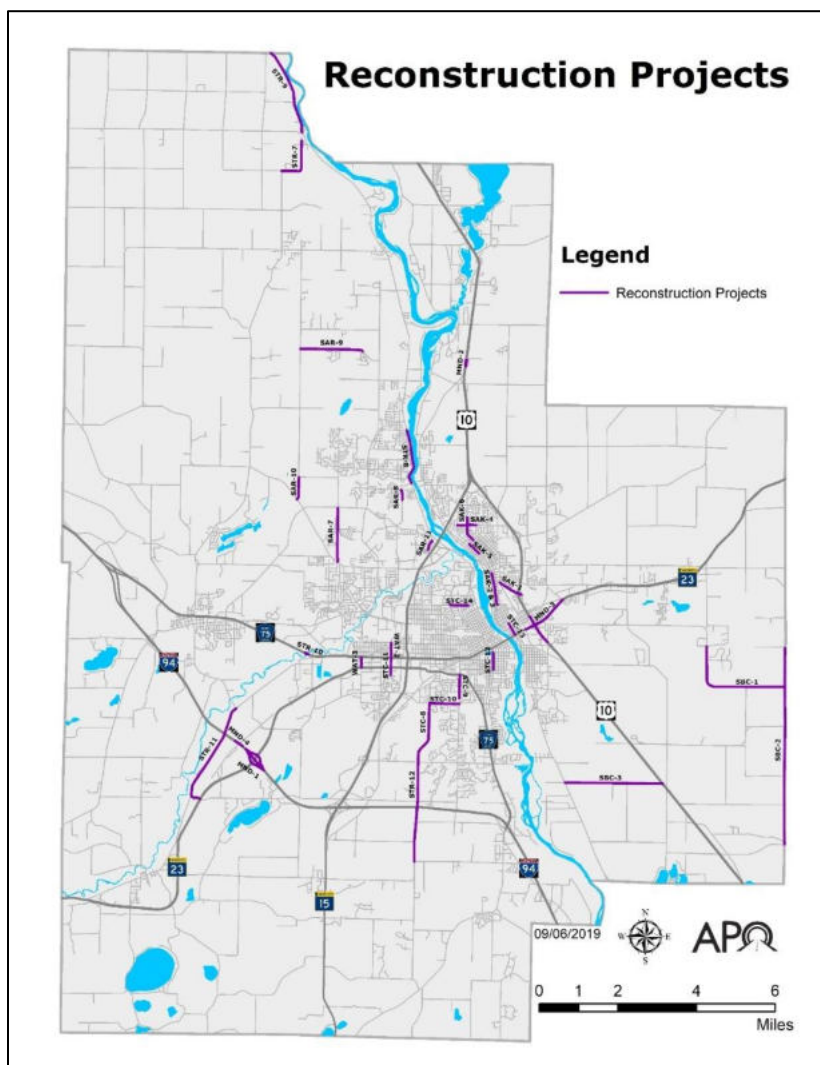


Figure I.7: MAPPING 2045 roadway reconstruction projects.

Other projects within the MTP

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning

transportation improvements in Saint Cloud MPA. Projects programmed into the TIP are intended to come from the MTP or support the long-range goals and objectives established in that framework.

Those goals include:

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

Programming the TIP

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

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

As the designated MPO for the Saint Cloud urbanized area, the APO must develop its own TIP that is incorporated into

the Central Minnesota ATIP and subsequently, the STIP. The STIP must be consistent with the TIP.

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

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

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

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

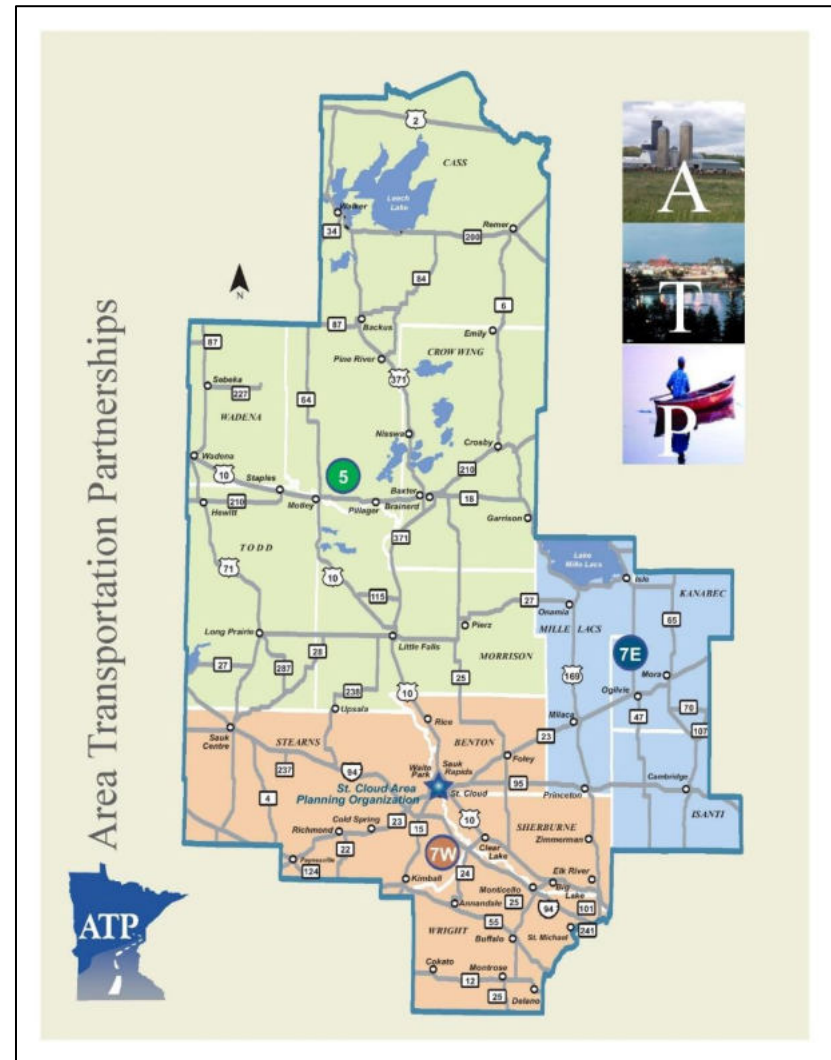


Figure 1.8: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

In addition, the federal planning regulations (23 CFR 450.306(b)) have 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 \(SHSP\)](https://bit.ly/36FzkAC) (<https://bit.ly/36FzkAC>). Funds – allocated based upon merit by MnDOT's Office of Traffic Engineering – may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

Highway Rail Grade Crossing & Rail Safety (RRS)

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

Local Funds (LF)

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

National Highway Performance Program (NHPP)

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

State Funds (SF)

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

Surface Transportation Block Grant Program (STBGP)

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

Transportation Alternatives (TA)

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

Project Selection

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

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

Surface Transportation Block Grant Program (STBGP) Scoring Process

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

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

For the APO MPA, APO staff initiate the solicitation process for projects. Jurisdictions and agencies within the APO's MPA complete an application form for funding that is consistent across MnDOT District 3. APO staff the review, score, and rank those submitted applications using a

technical merit scoring rubric developed in conjunctions with the APO's TAC and approved by the APO's Policy Board prior to the start of the solicitation process.

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

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

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

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

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

Transportation Alternatives (TA) Scoring Process

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

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

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

MnDOT District 3 convenes a TA subcommittee to review all the scores submitted by the regional planning representatives. This TA subcommittee is responsible for recommending projects – across the Central Minnesota ATP-

3 – based upon the final combined rankings that would be eligible for the limited TA funding available.

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

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

Fiscal Constraint and Environmental Justice

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

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

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

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

This TIP also includes an Environmental Justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low-income populations, consistent with the 1994 Executive

Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

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

Public Involvement

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

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

[Chapter 5](#) provides a more comprehensive look at public involvement used in developing the FY 2023-2026 TIP.

Public comments obtained via surveys specifically during the initial public outreach can be found in Appendix C.

Self-Certification

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

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

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

Chapter One: FY 2023-2026 TIP Projects

The following section lists all the transportation projects scheduled for Federal and/or state funding in the Saint Cloud MPA. See [Appendix A](#) for the APO's FY 2023-2026 TIP project table.

Of note, projects with Advance Construction (AC) – the total estimated amount of future Federal funds being committed to a project, front-ended by jurisdictions and/or agencies – can have construction occur in fiscal years outside of the current time frame (FY 2023-2026). In these cases, jurisdictions and/or agencies are requesting a payback (AC Payback) in the years when Federal funding was originally made available for the project.

For the purposes of the following section, in the event a project was advance constructed in fiscal years outside of the FY 2023-2026 time frame, the project will be identified under the year of first appearance within the current TIP. AC Projects are denoted with "AC" at the end of the project number.

Projects with multiple project numbers that identify the same scope of construction work are also combined and listed under the first year of appearance within the FY 2023-2026 TIP.

2023 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23H	Operating assistance	\$10,930,300	FTA: \$1,500,000 LF: \$9,430,300
TRF-0048-23A	Paratransit operating	\$5,422,000	LF: \$5,422,000
TRF-0048-23B	Northstar commuter operating	\$541,700	LF: \$541,700

Status updates

TRF-0048-23H: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Operations have not started. Starting date is estimated to be 2022. Completion is estimated to be 2023. **Nov. 8, 2022:** Metro Bus is seeking to modify the project cost from \$9,600,000 to \$10,930,300 (increasing local funds from \$8,100,000 to \$9,430,300). Changes will be initiated in December 2022 with anticipated approval in February 2023.

TRF-0048-23A: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Operations have not started. Starting date is estimated to be Oct. 1, 2022. Completion is estimated to be Sept. 30, 2023. **Nov. 8, 2022:** Metro Bus is seeking to modify the project cost from \$4,700,000 to \$5,422,000. Changes will be initiated in December 2022 with anticipated approval in February 2023.

TRF-0048-23B: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Operations have not stated. Starting date is estimated to be Oct. 1, 2022. Completion is estimated to be Sept. 30, 2023. **Nov. 8, 2022:** Metro Bus is seeking to modify the project cost from \$1,400,000 to \$541,700. Changes will be initiated in December 2022 with anticipated approval in February 2023.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2023 Saint Cloud Metro Bus CIP Projects

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



Photo courtesy of Saint Cloud APO

Status updates

TRF-0048-23D: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024.

TRF-0048-23G: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024.

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2023 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-23I	Facility improvements	\$30,000	FTA: \$24,000 LF: \$6,000
TRF-0048-23J	Western transit center	\$4,000,000	LF: \$4,000,000

Status updates

TRF-0048-23I: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** This project has changed from Transit Signal Priority (TSP) projects to facility improvements. Project cost and funding breakdown has remained the same. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2024.

TRF-0048-23J: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2025. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2023. Completion is estimated to be in 2025.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2023 WACOSA Bus Purchase

Estimated project cost: \$141,000

Fiscal year: 2023

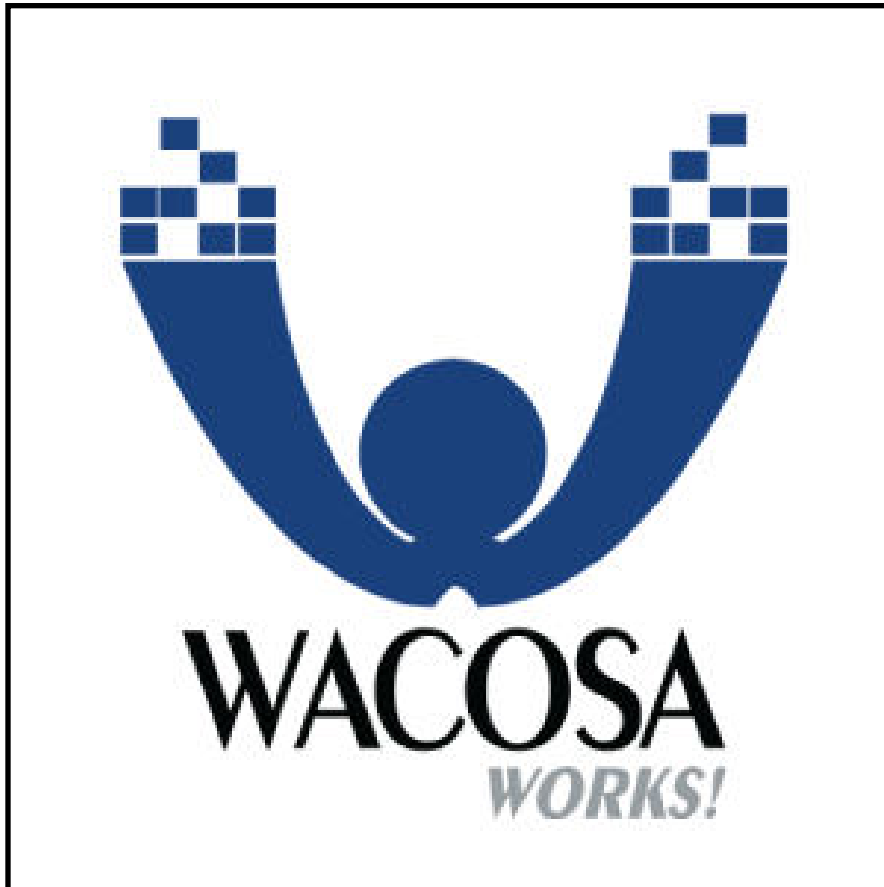


Photo courtesy of WACOSA

Project Description

Purchase one replacement bus.

Project Number: TRF-9503-23

Funding Source: FTA

Status updates

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

Nov. 22, 2021: Grant agreement has been programmed and anticipate vehicle will be ordered late summer/fall 2023. **February 2022:** Project will be moved from FY 2022 to FY 2023. In addition, the project cost has increased from \$96,000 to \$98,000. An administrative modification to the TIP is anticipated in April 2022.

Nov. 21, 2022: Due to inflation and supply chain issues the cost of this project increased from \$98,000 to \$141,000. Project will be amended with anticipated approval in February 2023.

Programmed Funds Breakdown	Total
FTA	\$112,800
LF	\$28,200

Project Sponsor: WACOSA

Project Contact: Nancy Betts, Executive Director 320-257-5187 nbetts@wacosa.org

2023 ConnectAbility RTCC

Estimated project cost: \$49,104

Fiscal year: 2023

Project Description

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

Project Number: TRF-9504-23

Funding Source: FTA



Photo courtesy of ConnectAbility of MN

Status updates

Nov. 22, 2021: Project is programmed and is anticipated to be under grant agreement July 1, 2023. **February 2022:** Project cost has increased from \$45,210 to \$49,104 per MnDOT's FTA Section 5310 Program Coordinator. Anticipated approval for this modification is slated for April 2022.

Programmed Funds Breakdown	Total
FTA	\$39,284
LF	\$9,820

Project Sponsor: ConnectAbility of MN, Inc.

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

2023 Sherburne County Rural Intersection Lighting

Estimated project cost: \$368,000

Fiscal year: 2023

Project Description

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

Project Numbers:
2023: 071-070-042
2024: 071-070-042AC

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown	Total
Advance Construction Payback (2024 Only)	\$331,200
LF (2023 Only)	\$36,800

Status updates

Nov. 18, 2021: Project is currently being designed. Project is anticipated to be let in July 2022. This will require an administrative modification to move from current program year FY 2024 to new project year FY 2023.



Photo courtesy Saint Cloud APO

Project Sponsor: Sherburne County

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

2023 Sherburne County Rumble Strips and Sign Enhancements

Project Description

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

Project Number: 071-070-043AC

Funding Source: HSIP

Project Scope: N/A

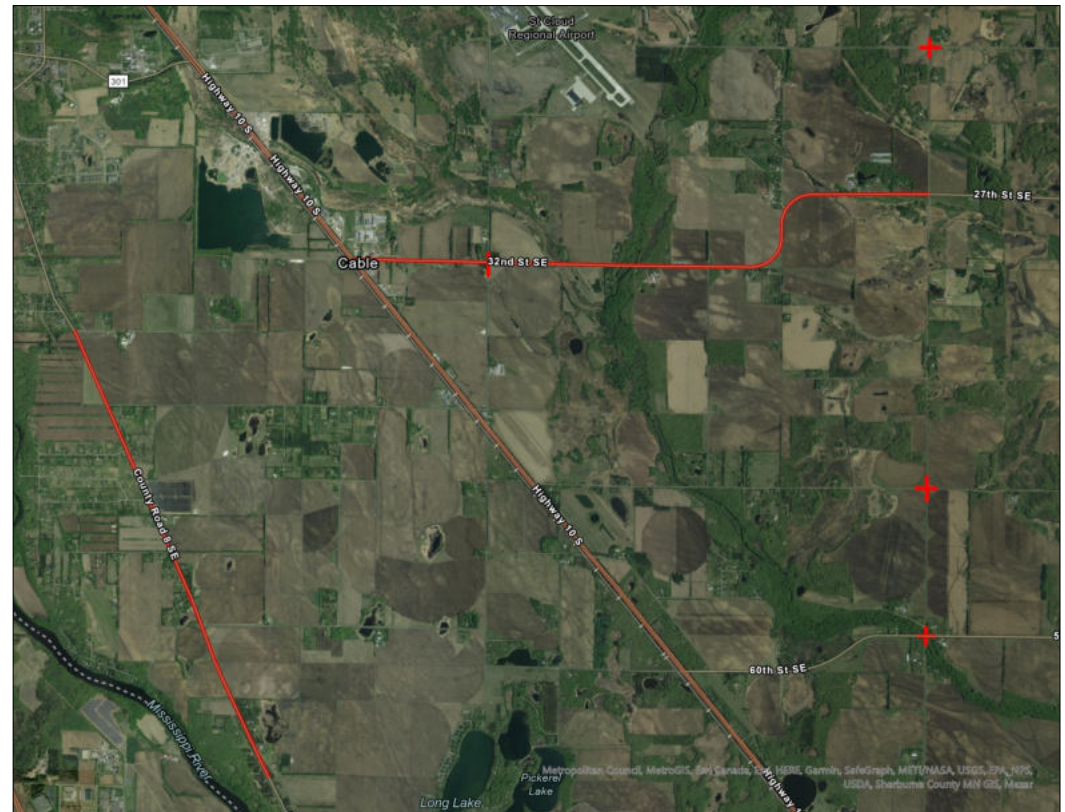


Photo courtesy Saint Cloud APO.

Status updates

Nov. 18, 2021: Project is currently under design. Project is anticipated to be let July 2022. March 2022: Project is being advance constructed in FY 2022 instead of FY 2023. Anticipated approval of this administrative modification will occur in April 2022.

Programmed Funds Breakdown	Total
Advance Construction Payback	\$135,000

Project Sponsor: Sherburne County

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

2023 Sherburne County Edge Line Striping

Estimated project cost: \$444,444

Construction year: 2023

Project Description

Installation of six inch ground-in wet reflective edge line striping along various Sherburne County roads including CSAH 8 and CSAH 3.

Project Number: 071-070-046

Funding Source: HSIP

Project Scope: N/A

Status updates

Dec. 6, 2022: Project added to the TIP as a result of a special FY 2023 HSIP solicitation funding award.

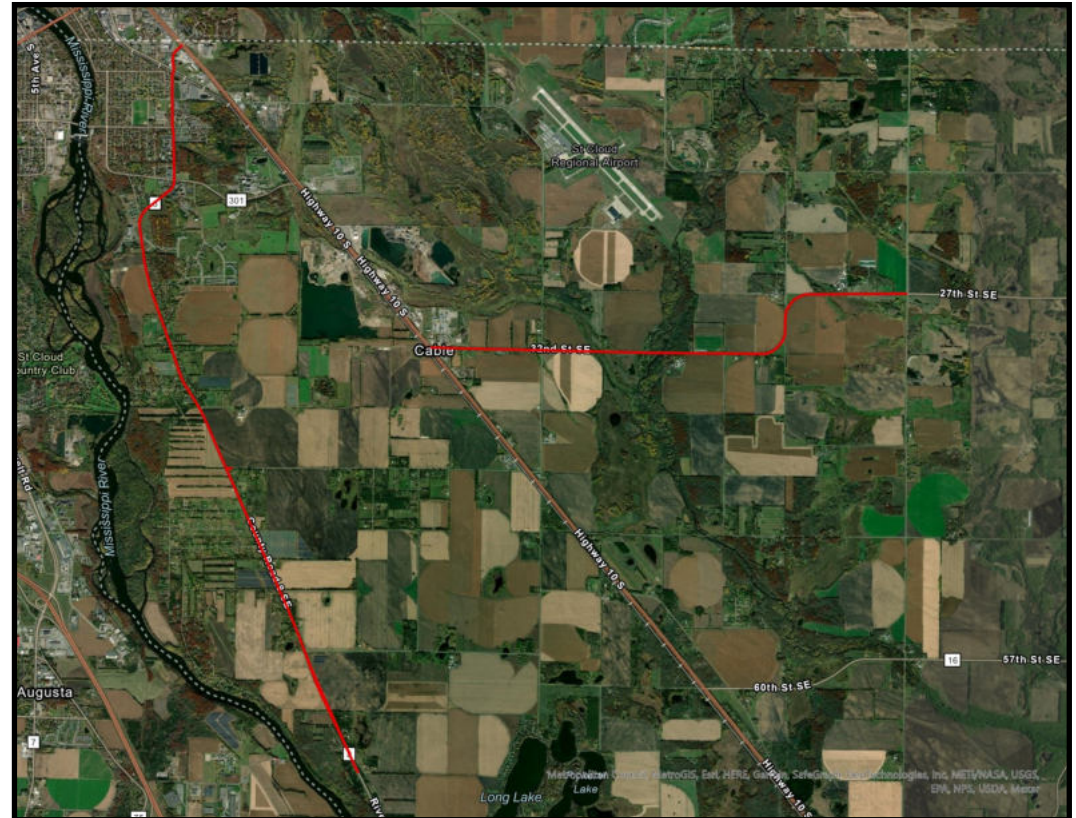


Photo courtesy Saint Cloud APO.

Programmed Funds Breakdown

	Total
FHWA	\$400,000
LF	\$44,444

Project Sponsor: Sherburne County

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

2023 Stearns County ROCORI Trail

Project Description

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

Project Numbers:

2023: 073-090-011AC

2024: 073-090-011AC1

Funding Source: STBG TAP 5K-200K

Project Scope: N/A



Photo courtesy Saint Cloud APO.

Programmed Funds Breakdown

Total

Advance Construction	\$520,000 (2023 Only)
Payback	\$292,270 (2024 Only)

Status updates

Nov. 12, 2019: Project memorandum has been started. Still in the process of securing the local share for the project. **April 9, 2020:** Project cost estimates have increased the cost of this project from \$1,663,863 to \$1,813,000. Federal funding remains the same. The local contribution has increased from \$851,593 to \$1,000,730. **Nov. 17, 2020:** The ROCORI Trail Construction Board has contacted MnDOT District 3 to request the project be delayed a year due to local share funding. **Dec. 21, 2020:** Project has been delayed from FY 2021 construction to FY 2023 due to lack of local share. **Nov. 18, 2021:** Right of way has been secured. Design is 80% complete. Environmental document has been approved. The ROCORI Trail Construction Board is requesting to AC this project to FY 2022 from FY 2023. A TIP administrative modification will be processed from December 2021-February 2022. **Dec. 12, 2022:** Construction is underway. Project completion extended to June 2023.

Project Sponsor: Stearns County

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

2023 Stearns County Beaver Island Trail Extension

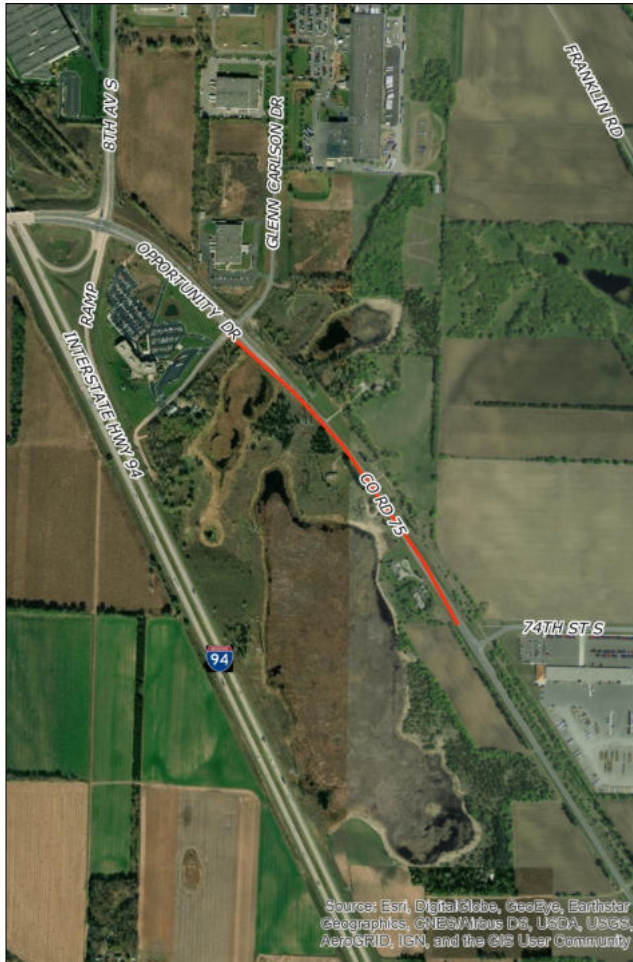


Photo courtesy Saint Cloud APO. Of note, this photo only shows the portion of the trail within the APO's MPA.

Estimated project cost: \$1,225,000
Construction year: 2023

Programmed Funds Breakdown	Total
FHWA	\$427,106
LF	\$797,894

Status updates

Nov. 12, 2019: Consultant Request for Proposal will be sent out soon to begin work on the project memorandum and plans. **Nov. 17, 2020:** Preliminary design will begin in late 2021, as will project memorandum. Discussions have been ongoing with property owners from whom right of way will be needed. **Nov. 18, 2021:** The County will be hiring a design consultant in early 2022. **Dec. 12, 2022:** Federal funding award was incorrectly entered when project was originally placed in the TIP. Federal dollars should be \$427,106. Project cost has also dropped from \$1,740,000 to \$1,225,000 which would result in the local participation dropping from \$1,340,000 to \$797,894. Amendment to the TIP will be processed by February 2023. PM/CatEx submitted, plans are nearly complete.

Project Description

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

Project Number: 073-090-012

Funding Source: STBG TAP 5K-200K

Project Scope: N/A (a majority of construction will take place outside of the APO's MPA).

Project Sponsor: Stearns County

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

2023 Stearns County CSAH 75 from MN 15 to Cooper Avenue

Estimated project cost: \$3,250,000

Construction year: 2023

Project Description

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

Advance Construction

Payback in FY 2024 and FY 2025

Project Numbers:

2023:073-675-041

2024: 073-675-041AC

2025: 073-675-041AC1

Funding Source: NHPP

Project Scope: 1 mile



Photo courtesy of Saint Cloud APO

Status updates

May 21, 2019: Project was incorporated into the FY 2020-2023 TIP table. Per Kelvin Howieson, MnDOT D3 State-Aid Engineer, Stearns County receives NHPP funding every year for CSAH 75. This entry is a placeholder for a project yet to be determined by the county. **August 2019:** Project has been identified to be a mill and overlay on County Road 75 from MN-15 to Cooper Avenue. This description, along with the updated project number (073-675-041) will need to be processed as an amendment to the Transportation Improvement Program. A formal change is anticipated in February 2020. **Nov. 12, 2019:** Project plans and project memorandum have not yet been started. These items should be completed by December 2021 and a letting date in February 2022 is expected. **Dec. 30, 2019:** Local match is increasing from \$307,528 to \$922,584. This is due to Federal funds needing to be pulled from this project to cover cost increase to 073-675-040. Overall project cost will remain the same. **April 10, 2020:** During annual TIP update, Stearns County has opted to allocate its yearly targeted NHPP CSAH 75 funds (approximately \$615,000 for FY 2024) to this project. The influx of \$615,054 in Federal funds has dropped the local funds to \$369,890 from \$922,584. **Nov. 17, 2020:** Project memorandum will be prepared in 2021. **April 2021:** Project has been pushed back from 2022 construction to 2023 construction. **Nov. 18, 2021:** Survey work has been completed. Design work has begun. **Dec. 12, 2022:** Project type has changed from a mill and overlay to full depth resurfacing and ADA improvements. No change to project limits has occurred. In addition, due to the change in work, project costs have increased from \$1,600,000 to \$3,250,000. Additional National Highway Performance Program (NHPP) funding has been given to the county in FY 2025 that the county would like applied to this project as well.

Programmed Funds Breakdown

Total

FHWA (2023 only)	\$615,055
Advance Construction Payback (2024 only)	\$615,055
Advance Construction Payback (2025 only)	\$774,944
LF (2023 only)	\$1,244,946

Project Sponsor: Stearns County

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

2023 Stearns County CSAH 4/CSAH 133 Roundabout

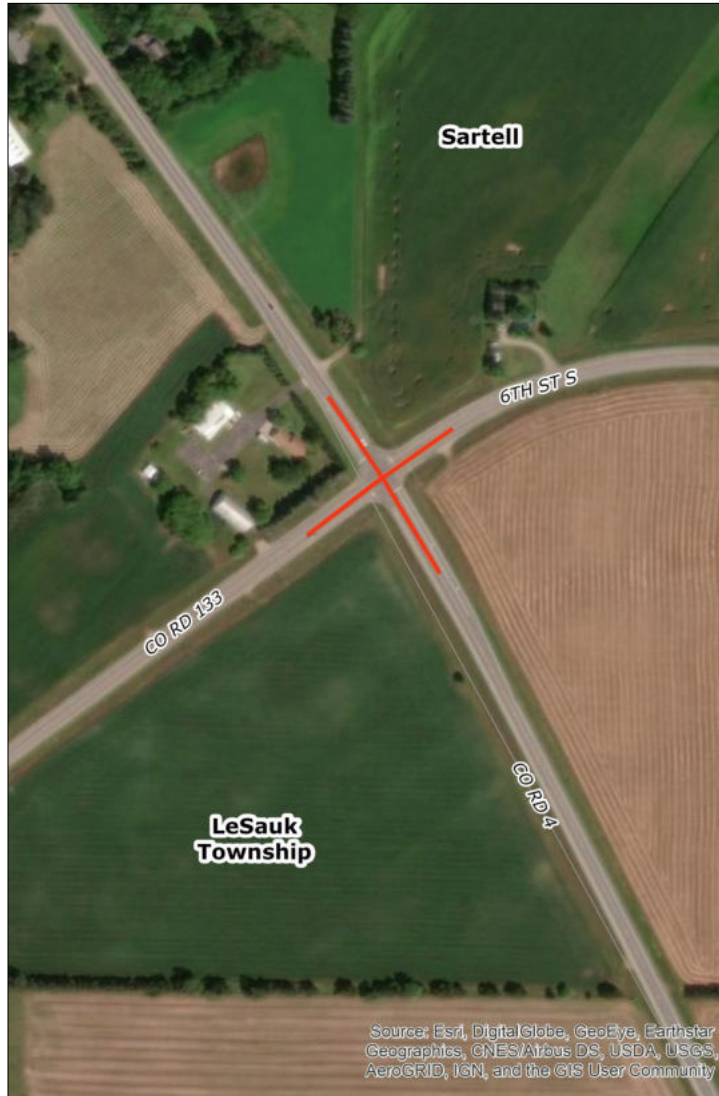


Photo courtesy Saint Cloud APO

Estimated project cost: \$1,800,000

Construction year: 2023

Status updates

Nov. 17, 2020: Project memorandum will be completed in early 2022. Public outreach will begin in late 2021. **Nov. 18, 2021:** Public input/information meeting to be held in early 2022. **Dec. 12, 2022:** Project cost has increased from \$888,900 to \$1,800,000. Local match will increase from \$88,900 to \$1,000,000. Anticipated approval of change in February 2023. PM/ CatEx sent to MnDOT, plans nearly complete.

Project Description

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

Project Number: 073-070-025

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$800,000
LF	\$1,000,000

Project Sponsor: Stearns County

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

2023 Stearns County CSAH 75 Bridge Replacement

Estimated project cost: \$5,000,000

Construction year: 2023

Project Description

Replace bridge 6819 over the Sauk River.

Advance Construction

Payback in 2026.

Project Numbers:

2023: 073-675-042

2026: 073-675-042AC

Funding Source: STBGP 5K-200K

Project Scope: 0.19 miles

Status updates

Dec. 12, 2022: Federal earmark added to this project for \$1 million, dropping the local share from \$2,864,880 to \$1,864,880.

Project Sponsor: Stearns County

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



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA Earmark (2023 Only)	\$1,000,000
Advance Construction Payback (2026 Only)	\$2,135,120
LF (2023 Only)	\$1,864,800

2023 Stearns County Pedestrian Signal Upgrades

Estimated project cost: \$684,000

Construction year: 2023

Project Description

Upgrading signal heads and pedestrian countdown timers at the following intersections: CSAH 1 and Ninth Avenue N; CSAH 1 and Second Street S; CSAH 2 and CSAH 75; CSAH 4 and Ridgewood Road; CSAH 4 and 54th Avenue N; CSAH 4 and Anderson Avenue; CSAH 4 and 44th Avenue N; CSAH 4 and 33rd Avenue N; CSAH 4 and 25th Avenue N; CSAH 4 and Ninth Avenue N; CSAH 75 and 33rd Street S; CSAH 75 and Sportsmans Island Road; CSAH 75 and 22nd Street S; CSAH 75 and Traverse Road; CSAH 75 and Washington Memorial Drive; CSAH 75 and 25th Avenue S; CSAH 75 and 29th Avenue S; CSAH 75 and 33rd Avenue S; CSAH 120 and Pinecone Road.

Project Number: 073-070-029

Funding Source: HSIP

Project Scope: N/A

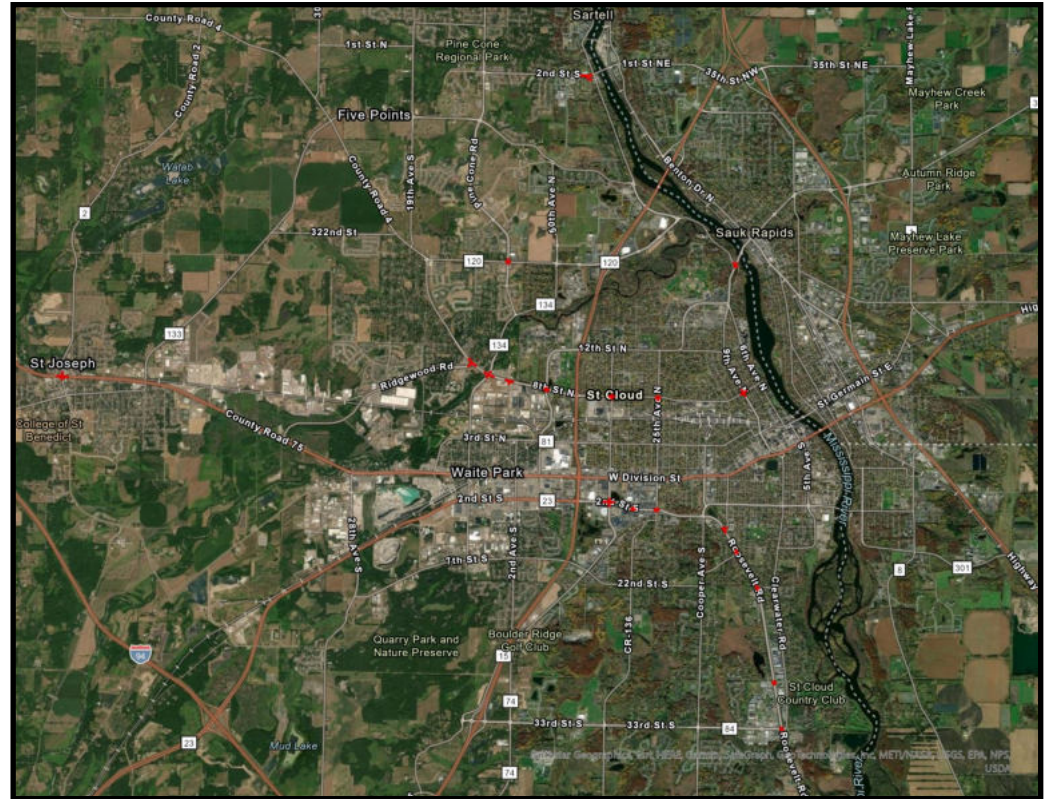


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA	\$615,600
LF	\$68,400

Status updates

Dec. 6, 2022: Project added to the TIP as a result of a special FY 2023 HSIP solicitation.

Project Sponsor: Stearns County

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

2023 Saint Cloud Cooper Avenue

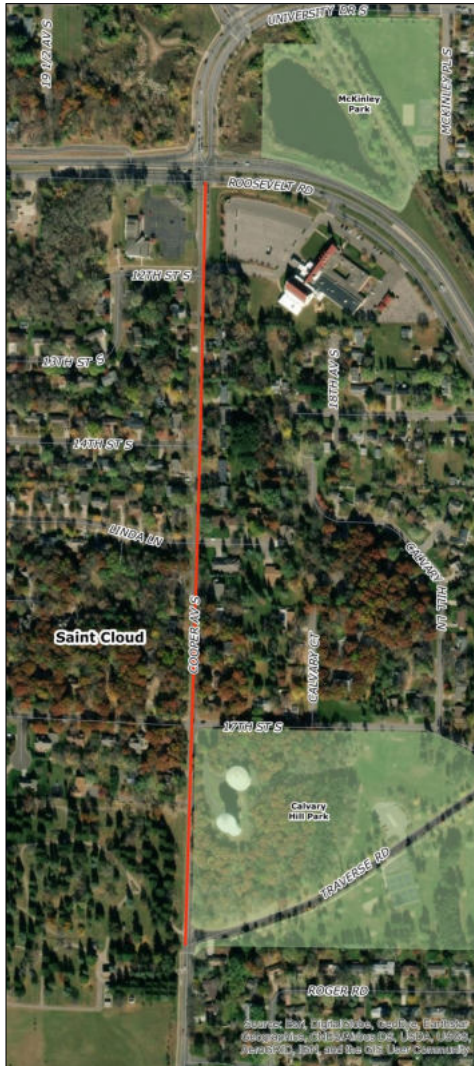


Photo courtesy of Saint Cloud APO

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: 162-141-008AC

Funding Source: STBGP 5K-200K

Project Scope: 0.59 miles

Programmed Funds Breakdown

Total

Advance Construction Payback	\$612,000
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Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2022 with an anticipated completion date of Fall 2022.
Oct. 21, 2020: Project is programmed to be constructed in 2022. **March 2021:** Per MnDOT, a funding swap has occurred between the City of Saint Cloud, City of Buffalo, and City of Minneapolis. Saint Cloud is swapping state aid from funding for Federal funding. This will allow for \$612,000 in Federal funding to be paid back in FY 2023. Project cost has increased as a result from \$2.5 million to \$2.6 million to account for the additional Federal funding. **Nov. 18, 2021:** April 2022 bid letting. Construction to begin in May 2022 with substantial completion in October 2022. **March 21, 2022:** Project cost has increased from \$2,600,000 to \$5,147,060 due to watermain work. Project is anticipated to be amended in May 2022. **Nov. 8, 2022:** Landwehr Construction Inc. was awarded the low bid on Aug. 22, 2022. Due to issues with receiving materials on time, it was decided that construction will begin in 2023.

Project Sponsor: City of Saint Cloud

Project Contact: Zac Borgerding, Assistant City Engineer 320-255-7240 zachary.borgerding@ci.stcloud.mn.us

2023 Sartell Heritage Drive Connections



Photo courtesy Saint Cloud APO

Estimated project cost \$459,121

Construction year: 2023

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

Project Number: 220-090-002
Funding Source: STBG TAP 5K-200K
Project Scope: N/A

Status updates

Nov. 7, 2019: Project memo is anticipated to be completed in the fall of 2021. Final design is anticipated to start in the spring of 2022, and be completed by the winter of 2022/2023. Project is on track. **Sept. 23, 2020:** Plan to begin the preliminary design and project memo in Spring 2021. Project is on track. **Oct. 25, 2021:** Plan to complete the project memorandum and design this winter. Bid during the winter of 2022/23 and construct the trail in 2023. Project is on track. **Nov. 8, 2022:** The project memorandum was submitted on Oct. 4. The project will be bid in the spring of 2023 with construction starting in the summer of 2023.

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

Project Sponsor: City of Sartell
 Project Contact: April Ryan, City Engineer 320-229-4300 aryan@sehinc.com

2023 Sartell 19th Avenue

Project Description

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

Project Number: 220-113-002AC

Funding Source: STBGP 5K-200K

Project Scope: 1.29 miles

Programmed Funds Breakdown

Total

Advance Construction Payback	\$1,929,820
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Status updates

Nov. 7, 2019: Topographic surveying and a more detailed preliminary design is anticipated to begin in the spring of 2020. Final design is anticipated to be completed by the winter of 2021. Project is on track. **Sept. 23, 2020:** Project is on track and we are currently working through the preliminary design, project memorandum, and feasibility study for the project. All three of those efforts should be completed by the end of this year and transitioning into final design this winter/spring. **Dec. 21, 2020:** Project cost has increased by nearly 47% due to significant water main and sanitary sewer work added to the project (from \$4,799,920 to \$7,037,903). Cost increase in local match from \$2,710,000 to \$4,947,983. **Oct. 25, 2021:** Project design is 95% complete and will be submitted to MnDOT yet this fall. The project is planned to be bid this winter with construction starting in the spring of 2022. Construction is planned to be substantially completed by the fall 2022 and final completed in the summer of 2023. Project is on track. **Nov. 8, 2022:** The project was bid in April 2022 and was awarded to R L Larson in May 2022 for \$6,060,432.86. Construction from CSAH 4 to south of 15th Street S began in June 2022 and base course was placed in October 2022. Construction will resume on the remaining portion of the project in the spring of 2023. The project is scheduled to be completed in 2023.



Photo courtesy Saint Cloud APO

Project Sponsor: City of Sartell

Project Contact: April Ryan, City Engineer 320-229-4300 aryan@sehinc.com

2023 Sartell Trail and Sidewalk Gaps

Estimated project cost \$458,740

Construction year: 2023

Project Description

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

Project Numbers:

2023: 220-090-003

2025: 220-090-003AC

Funding Source: STBG TAP 5K-200K

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

Advance Construction Payback (2025 only)	\$367,040
LF	\$91,700

Status updates

Oct. 25, 2021: We are currently working on the project memorandum and will be completing the final design this winter. The plan is to bid the project in the spring and construct during the summer/fall of 2022. Project is on track. **Nov. 8, 2022:** Due to an abundance of construction projects within the city during FY 2022, the city decided in August 2022 to delay the construction to FY 2023. An administrative modification to the FY 2023-2026 TIP to include this in FY 2023 will be processed. The project is currently in design. The project will be bid early in 2023. Construction will take place in 2023 with a November 2023 completion date.

Project Sponsor: City of Sartell

Project Contact: April Ryan, City Engineer 320-229-4300
aryan@sehinc.com

2023 MnDOT CR 65 Railroad Signal Improvements

Estimated project cost: \$300,000

Construction year: 2023

Project Description

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

Project Number: 71-00129

Funding Source: RRS

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA	\$222,000
LF	\$78,000

Status updates

Feb. 3, 2020: Project added to the TIP per MnDOT's Office of Freight and Commercial Vehicle Operations. **March 19, 2020:** Project cost has increased from \$300,000 to \$307,000. **Nov. 18, 2020:** Project is currently on track to be let on June 14, 2022. The estimate is current. **March 2021:** To better coordinate with Sherburne County, this project has been pushed back from FY 2022 to FY 2023. Because of this, a project swap needed to occur within Office of Rail causing the cost of this project to drop from \$307,000 to \$300,000. **Nov. 18, 2021:** Project is on schedule for a June 14, 2023, let. Beginning construction in July 2023 and ending construction in November 2023. **Oct. 19, 2022:** This project is on track as scheduled.

Project Sponsor: MnDOT Office of Freight and Commercial Vehicle Operations

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

2023 MnDOT MN 23 and US 10



Photo courtesy Saint Cloud APO

Estimated project cost \$49,000,000
Construction year: 2023

Programmed Funds Breakdown	Total
FHWA (2023 Only)	0503-91S: \$675,000 0503-91GMNR: \$3,016,000
Advanced Construction Payback	0503-91AC: \$20,094,152 (2024 ONLY) 0503-91AC1: \$10,778,572 (2025 ONLY)
SF (2023 Only)	0503-91: \$7,718,181 0503-91S: \$75,000 0503-91GMNR: \$754,000
LF (2023 Only)	0503-91: \$5,889,095

Project Description

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

Project Numbers: 0503-91, 0503-91AC, 0503-91AC1, 0503-91S, and 0503-91GMNR

Advance Construction
Payback in FY 2024 (0503-91AC ONLY) and FY 2025 (0503-91AC1 ONLY)

Funding Source:
0503-91, 0503-91AC, 0503-91AC1: NHPP
0503-91S: HSIP
0503-91GMNR: STBGP 5K-200K

Project Scope: 2.37 miles

Status updates

Oct. 30, 2019: Anticipated letting date for this project is mid to late 2021. **March 19, 2020:** Additional STBGP funds have been added to this project through the Greater Minnesota Reliability Fund program (0503-91GMNR). HSIP funds have also been added to this project (0503-91S). **July 15, 2020:** MnDOT has increased the project cost for this from \$30,300,000 to \$35,580,000. An additional \$2,680,000 in funding has been provided for this project from the City of Saint Cloud (\$2,650,000) and Benton County (\$30,000). Additional Federal and state funds have also been added to this project. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current. **April 2021:** During the annual TIP update, this project has added the construction of a bridge spanning US 10 at Fourth Street. In addition, the cost of this project has increased from \$35,580,000 to \$38,186,000. **Nov. 21, 2021:** Project is on schedule for a Nov. 18, 2022, letting. Beginning construction in April 2023 and ending construction in October 2024. **March 21, 2022:** Project cost estimate has changed from \$33,666,000 to \$33,565,400. In order to maintain fiscal constraint, MnDOT District 3 has split this into two paybacks (one in 2024 and one in 2025). Anticipated administrative modification will be approved in April 2022. **May 10, 2022:** Project cost estimate has changed from \$33,565,400 to \$35,633,784 (0503-91) due to an increase in cost participation from the City of Saint Cloud (now at \$5,804,095) and Benton County (now at \$85,000). Anticipated approval in June 2022. **July 8, 2022:** Project cost estimate has changed from \$35,565,400 (0503-91) to \$44,480,000 due to a more accurate estimate being developed. **Oct. 19, 2022:** This project is currently on schedule.

Project Sponsor: MnDOT District 3
Project Contact: Darren Nelson, Project Development Manager 218-828-5760 darren.nelson@state.mn.us

2023 MnDOT Interstate 94 Bridge Overlay

Estimated project cost \$3,435,152

Construction year: 2023

Project Description

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

Project Number: 7380-259

Funding Source: NHPP

Project Scope: N/A

Status updates

Oct. 30, 2019: Project letting date is anticipated for Jan. 28, 2022. This could possibly be an Early Let, Late Award (ELLA) project. **March 19, 2020:** Project cost has dropped from \$6,054,000 to \$1,800,000. Original project proposed was scaled back. New cost estimate on the adjusted project was provided. **Nov. 18, 2020:** Project is currently on track to be let on Jan. 28, 2022. The estimate is current. **March 2021:** During the annual TIP update, project cost estimate has decreased from \$1,800,000 to \$1,600,000. **Nov. 18, 2021:** This project letting date is being moved to April 2022 from January 2022. The estimate is being significantly changed requiring an administrative modification which will need to be approved by the St. Cloud APO. The new estimate is approximately \$2,200,000. **April 2022:** During the annual TIP update, the Federal/State split has moved from 80/20 to 90/10. This equates to MnDOT's share of the project dropping from \$441,800 to \$220,900. **July 8, 2022:** During the annual TIP update the project cost has increased from \$2,209,000 to \$3,435,152. **Oct. 19, 2022:** This project is currently under construction having been let on April 22, 2022.



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA	\$3,091,637
SF	\$343,515

Project Sponsor: MnDOT District 3

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

2023 MnDOT MN 301 Retaining Wall



Photo courtesy Saint Cloud APO.

Estimated project cost \$3,457,733

Construction year: 2023

Project Description

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

Project Number: 7109-08

Funding Source: SF

Project Scope: 1 mile

Status updates

Dec. 30, 2019: Project is being added to the APO's TIP per MnDOT District 3. **Nov. 18, 2020:** Project is currently on track to be let on Feb. 26, 2021. The estimate is current. **Feb. 5, 2021:** Per Historic Roadside Properties Program, project is being pushed back from 2021 to 2022. In addition, the project cost is increasing from \$800,000 to \$900,000. **May 2021:** Project cost has increased from \$900,000 to \$1,900,000 due to additional work being completed on this project. **Nov. 18, 2021:** Project is on track for a June 3, 2022 let. Project should start July of 2022 and end in September of 2022. **Feb. 24, 2022:** Project cost has significantly increased from \$1,900,000 to \$3,457,733 due to additional roadwork associated with this project. This cost increase also includes a \$3,500 contribution from the City of Saint Cloud. Anticipated approval of this change is slated for April 2022. **May 10, 2022:** Per MnDOT District 3, this project is being moved from FY 2022 to FY 2023. An administrative modification will be processed in June 2022. **Oct. 19, 2022:** This project was let on 09/23/2022 for \$3,991,553. Also there is \$1 million of turnback funds on this project that is figured into the let amount.

Programmed Funds Breakdown

Total

SF	\$3,454,233
LF	\$3,500

Project Sponsor: MnDOT Historic Roadside Properties Program

Project Contact: Andrea Weber, Historic Roadside Properties Program 651-366-4643 andrea.weber@state.mn.us

2023 MnDOT US 10, MN 65 Guardrails



Photo courtesy Saint Cloud APO.

Estimated project cost \$7,556,472
 Construction year: 2023

Project Description
 Install median cable barrier guardrails on US 10 from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in Clear Lake. Approximately two-thirds of this project occurs outside of the APO's planning area (along MN 65 from the Isanti/Anoka County line to south of Cambridge and along US 10 from Little Falls to Halfway Crossing).
Project Number: 8823-407
Funding Source: HSIP
Project Scope: 30.27 miles (9.18 miles are located in the APO)

Status updates
July 23, 2020: The estimated project cost has increased from \$1,634,250 to \$1,900,000. This includes the increase of FHWA funds from \$1,470,825 to \$1,710,000 and state funds from \$163,425 to \$190,000.
Nov. 18, 2020: Project is currently on track to be let on Jan. 27, 2023. The estimate is current.
Nov. 18, 2021: This project is on track for a Jan. 27, 2023 letting. This project will be constructed in the 2023 construction season.
July 8, 2022: Cost estimates for high tension cable barriers has increased significantly. In order to account for this, MnDOT District 3 has opted to combine three HTCB projects into one project. This has changed the project number from 7103-63 to 8823-407, changing the project description to account for the additional projects, and increased the dollar amount from \$1,900,000 to \$10,263,211.
Oct. 19, 2022: This project is currently on schedule. The funding amounts need to be changed to reflect the max IDIQ amount as that is what is currently funded. The higher amount is the new proposed amount which may not be funded.
Dec. 12, 2022: Project cost estimates have been adjusted down from \$10,263,211 to \$7,556,472. Dist C FHWA has dropped to \$6,800,825 and State funding has dropped to \$755,647. Anticipated TIP change to occur in February 2023.

Programmed Funds Breakdown	Total
FHWA	\$6,800,825
SF	\$755,647

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

2024 Saint Cloud Metro Bus Operating Projects

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

Status updates

TRF-0048-24H: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024. **Nov. 8, 2022:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024.

TRF-0048-24I: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024. **Nov. 8, 2022:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024.

TRF-0048-24J: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024. **Nov. 8, 2022:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024.



Photo courtesy of Saint Cloud Metro Bus

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

2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-24A	Purchase four replacement fixed route CNG buses	\$2,632,000	STBGP 5K-200K: \$2,105,600 LF: \$526,400
TRF-0048-24E	Purchase office equipment, IT, and communication projects	\$114,000	FTA: \$91,200 LF: \$22,800



Photo courtesy of Saint Cloud Metro Bus

Status updates

TRS-0048-24A: Sept. 18, 2020: Project is still in the planning stages. **March 2021:** Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24A to TRS-0048-24A. In addition, per MnDOT’s Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has increased from two to four. This has increased the cost of this project from \$1,216,000 to \$2,316,000. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025. **March 2022:** During the annual TIP update, project cost increased from \$2,316,000 to \$2,632,000.

TRF-0048-24D: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025. **Nov. 8, 2022:** This project is being funded entirely through Emergency Relief — American Rescue Plan Act funds at \$300,000. The project has also been moved up from FY 2024 to FY 2023. Because of the change in funding, this project will be removed from the TIP.

TRF-0048-24E: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025.

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

2024 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-24F	Purchase two replacement Dial-a-Ride CNG buses	\$518,000	STBGP 5K-200K: \$414,400 LF: \$103,600
TRF-0048-24G	Purchase maintenance tools and equipment	\$65,000	FTA: \$52,000 LF: \$13,000
TRF-0048-24K	Facility improvements	\$1,975,000	FTA: \$1,580,000 LF: \$395,000

Status updates

TRS-0048-24F: Sept. 18, 2020: Project is still in the planning stages.
March 2021: Funding source for this project has changed from FTA to STBGP 5K-200K. This has resulted in a project number change from TRF-0048-24F to TRS-0048-24F. In addition, per MnDOT’s Office of Transit and Active Transportation (OTAT) funding awards, the amount of vehicles purchased has decreased from eight to two. This has decreased the cost of this project from \$1,920,000 to \$506,000. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025. **March 2022:** During annual TIP update, project cost has increased from \$506,000 to \$518,000.

TRF-0048-24G: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2024. Completion is estimated to be in 2025.

TRF-0048-24K: Nov. 8, 2022: No progress has been made on this project. Estimated starting date in 2024.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2024 WACOSA Bus Purchase

Estimated project cost: \$197,000

Fiscal year: 2024

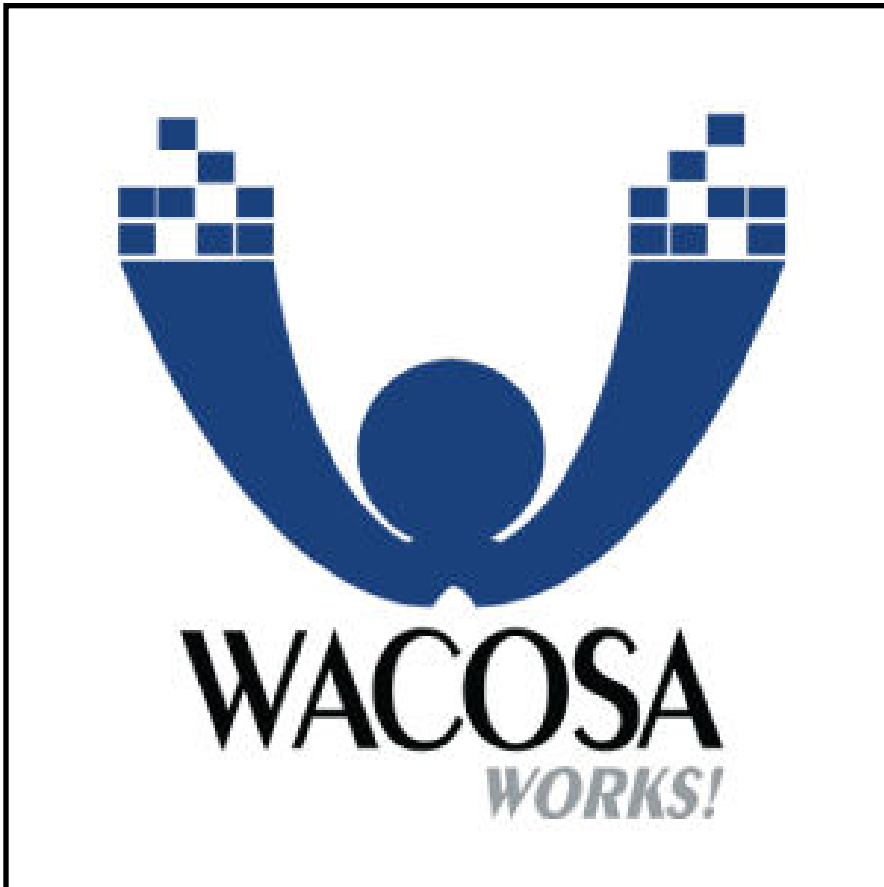


Photo courtesy of WACOSA

Project Description

Purchase one replacement bus.

Project Number: TRF-9503-24

Funding Source: FTA

Status updates

Nov. 21, 2022: Due to inflation and supply chain issues, the cost of this project has increased from \$101,000 to \$197,000. Anticipated approval of the change will occur in February 2023.

Programmed Funds Breakdown	Total
FTA	\$157,600
LF	\$39,400

Project Sponsor: WACOSA

Project Contact: Nancy Betts, Executive Director 320-257-5187 nbetts@wacosa.org

2024 ConnectAbility RTCC

Estimated project cost: \$50,589

Fiscal year: 2024

Project Description

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

Project Number: TRF-9504-24

Funding Source: FTA



Photo courtesy of ConnectAbility of MN

Status updates

Programmed Funds Breakdown	Total
FTA	\$40,471
LF	\$10,118

Project Sponsor: ConnectAbility of MN, Inc.

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

2024 Sherburne County Rural Intersection Lighting



Photo courtesy Saint Cloud APO

Estimated project cost: \$524,000

Construction year: 2024

Project Description

Installation of rural intersection lighting at the following intersections: CSAH 3 and US 10; CSAH 3 and CR 78; CSAH 8 and CSAH 16; CSAH 8 and CR 65; CSAH 16 and US 10; CSAH 16 and 45th Avenue (both intersections); CR 61 and US 10; and CR 62 and CR 78.

Project Number: 071-070-044

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$471,600
LF	\$52,400

Status updates

Project Sponsor: Sherburne County

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

2024 Sherburne County Mumble Strip

Estimated project cost: \$180,000

Construction year: 2024

Project Description

Mumble strip installation on CSAH 7 from US 10 to east of 40th Avenue SE.

Project Number: 071-070-045

Funding Source: HSIP

Project Scope: N/A

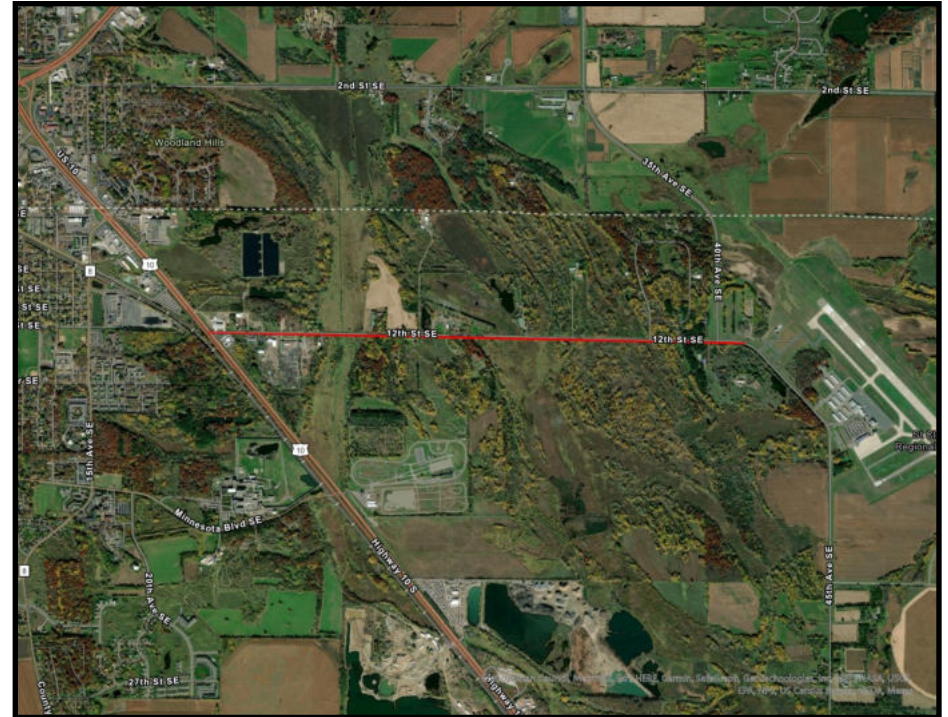


Photo courtesy Saint Cloud APO

Status updates

Programmed Funds Breakdown	Total
FHWA	\$162,000
LF	\$18,000

Project Sponsor: Sherburne County

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

2024 Sherburne County CR 65 & 45th Avenue Realignment



Photo courtesy Saint Cloud APO.

Estimated project cost: \$2,500,000

Fiscal year: 2024

Project Description

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

Advance Construction

Payback in FY 2025

Project Numbers:

2024: 7103-65 and 071-596-008

2025: 071-596-008AC

Funding Source: STBGP<5K

Project Scope: 0.11 miles

Programmed Funds Breakdown

Total

SF	7103-65: \$1,200,000
LF (2024 Only)	071-596-008: \$300,000
Advance Construction Payback (2025 Only)	071-596-008AC: \$1,000,000

Status updates

Nov. 18, 2021: Project is under design with environmental documentation happening concurrently. Property acquisition will begin within a few months and construction is scheduled for calendar year 2023.

Nov. 16, 2022: Project is under design with environmental documentation happening concurrently. Property acquisition anticipated to be in March 2023 with construction scheduled for fall 2023. As a result, Sherburne County is requesting this project be moved from FY 2023 to FY 2024 construction. A TIP administrative modification will be processed with anticipated approval in February 2023.

Project Sponsor: Sherburne County

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

2024 Stearns County CSAH 133



Photo courtesy Saint Cloud APO

Estimated project cost: \$1,822,944

Construction year: 2024

Project Description

Expanding CSAH 133 (from two lanes to four lanes) from CSAH 75 to 15th Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of dual left turn lanes on eastbound CSAH 75 to northbound CSAH 133.

Project Number: 073-733-006

Funding Source: STBGP 5K-200K

Project Scope: 0.46 miles

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

Status updates

Nov. 17, 2020: Public input process will begin in 2022. Project terminus is being modified from 19th to 15th Avenue. This TIP change is anticipated to be initiated in early 2021. **Dec. 21, 2020:** TIP amendment process has begun to make this change. **Nov. 18, 2021:** Public input/information meeting will be held in the first half of 2022. **Dec. 12, 2022:** Public input meeting to be held in early 2023, after which PM and design will begin.

Project Sponsor: Stearns County

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

2024 Saint Cloud County Road 136

Project Description

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

Project Number: 162-591-005AC

Funding Source: STBGAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

Total

Advance Construction Payback	\$99,000
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Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2021 with an anticipated completion by Fall 2021. **April 09, 2020:** The City was awarded \$424,000 in Transportation Alternatives funding from the Central Minnesota Area Transportation Partnership (ATP) for fiscal year 2024 to add 6' wide sidewalks and 6' wide bike lanes, curb and gutter from 22nd Street S to Oak Hill Elementary and adding 10' widened shoulders from Oak Hill Elementary to 33rd Street S. The city has elected to construct this portion of the project in 2021 with the existing reconstruction project. As a result, the total project cost has increased from \$1,400,000 to \$2,400,000. Due to expansion in project scope, the local match has increased from \$557,518 to \$1,027,518 for project 162-175-001 ONLY. **Oct. 21, 2020:** Project is currently being designed. Anticipate a late May 2021 start date. Project to be completed in fall 2021. **Dec. 21, 2020:** Due to available funding from State Aid, an additional \$127,000 in Federal funding has been added to the reconstruction project (162-175-001) therefore decreasing the local match from \$1,027,518 to \$900,518 and increasing the Federal contribution from \$842,482 to \$969,482. **Feb. 22, 2021:** Project cost estimate has increased the combined project cost from \$2.4 million to \$3,737,360. Local funding has increased for the roadway portion of the project (from \$900,518 to \$2,231,335) and the active transportation portion (from \$106,000 to \$112,543). **June 2021:** Per MnDOT, a funding swap is occurring between the City of Saint Cloud and Becker County. Saint Cloud is receiving \$325,000 out of the \$424,000 in TA funding in 2021 (Becker County's funding). This will decrease the amount of Federal reimbursement in FY 2024 to \$99,000 for this project. **Nov. 18, 2021:** Construction began in June 2021 with substantial completion in October 2021. **Nov. 8, 2022:** Landwehr Construction Inc. was awarded the low bid for this project on June 7, 2021. Project is substantially completed as of November 2022, with exception to landscaping punch list items.



Photo courtesy Saint Cloud APO

Project Sponsor: City of Saint Cloud

Project Contact: Tracy Hodel, Public Works Director 320-255-7225 tracy.hodel@ci.stcloud.mn.us

2024 Sauk Rapids Second Avenue S

Estimated project cost: \$3,758,476

Construction year: 2024



Project Description

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

Advance Construction

Payback in 2025.

Project Numbers:

2024: 191-104-006

2025: 191-104-006AC

Funding Source: STBGP 5K-200K

Project Scope: 0.38 miles

Status updates

Nov. 19, 2021: No progress has been made on this project. **Oct. 28, 2022:** Cost of this project has increased from \$1,744,000 to \$3,758,476. This is due to the inclusion of the full scope of the project including portions not eligible for Federal aid (cross streets of Sixth, Seventh, Eighth, and Ninth Streets S as well as Third Avenue S). This has resulted in the local/other participation increasing from \$608,880 to \$2,623,356. Amendment to be processed in February 2023.

Programmed Funds Breakdown	Total
Advance Construction Payback (2025 Only)	\$1,135,120
LF (2024 Only)	\$2,623,356

Photo courtesy Saint Cloud APO

Project Sponsor: City of Sauk Rapids

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

2024 MnDOT Interstate 94 Bridge Overlay at CSAH 75



Photo courtesy Saint Cloud APO

Estimated project cost \$2,058,000

Construction year: 2024

Project Description

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

Project Number: 7380-264

Funding Source: NHPP

Project Scope: 2.49 miles

Status updates

July 15, 2020: MnDOT has increased the project cost for this from \$1,100,000 to \$1,200,000. The FHWA contribution has increased from \$880,000 to \$960,000 and the state fund contribution has increased from \$220,000 to \$240,000. **Nov. 18, 2020:** Project is currently on track to be let on Nov. 18, 2022. The estimate is current. **Nov. 18, 2021:** This project is on schedule for a March 24, 2023, letting. This project will be constructed in the 2023 construction season beginning mid-summer and ending mid-fall. **April 2022:** During the annual TIP update, the Federal/State split has moved from 80/20 to 90/10. This equates to MnDOT's share of the project dropping from \$240,000 to \$120,000. **Oct. 19, 2022:** This project is currently on schedule. **Nov. 21, 2022:** Per MnDOT District 3, the cost of this project has increased from \$1,200,000 to \$2,058,000. In addition, this project is moving fiscal years from FY 2023 to FY 2024. An amendment to the TIP will be processed and tentatively approved in February 2023.

Programmed Funds Breakdown		Total
FHWA		\$1,852,200
SF		\$205,800

Project Sponsor: MnDOT District 3

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

2025 Saint Cloud Metro Bus Operating Projects

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

Status updates

TRF-0048-25A: Nov. 22, 2021: Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025. **Nov. 8, 2022:** Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025.

TRF-0048-25B: Nov. 22, 2021: Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025. **Nov. 8, 2022:** Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025.

TRF-0048-25C: Nov. 22, 2021: Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025. **Nov. 8, 2022:** Starting date is estimated to be Oct. 1, 2024. Completion is estimated to be Sept. 30, 2025.



Photo courtesy of Saint Cloud Metro Bus

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2025 Saint Cloud Metro Bus CIP Projects

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



Photo courtesy of Saint Cloud Metro Bus

Status updates

TRF-0048-25D: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

TRF-0048-25E: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

TRF-0048-25F: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2025 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25G	Facility improvements	\$1,500,000	FTA: \$1,200,000 LF: \$300,000
TRS-0048-25A	Purchase four replacement Dial-a-Ride CNG buses	\$1,068,000	STBGP 5K-200K: \$854,400 LF: \$213,600

Status updates

TRF-0048-25G: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.

TRS-0048-25A: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **March 2022:** During the annual TIP update the number of buses purchased dropped from six to four. As a result, the project cost has dropped from \$1,566,000 to \$1,068,000. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2025 WACOSA Bus Purchase

Estimated project cost: \$237,000

Fiscal year: 2025

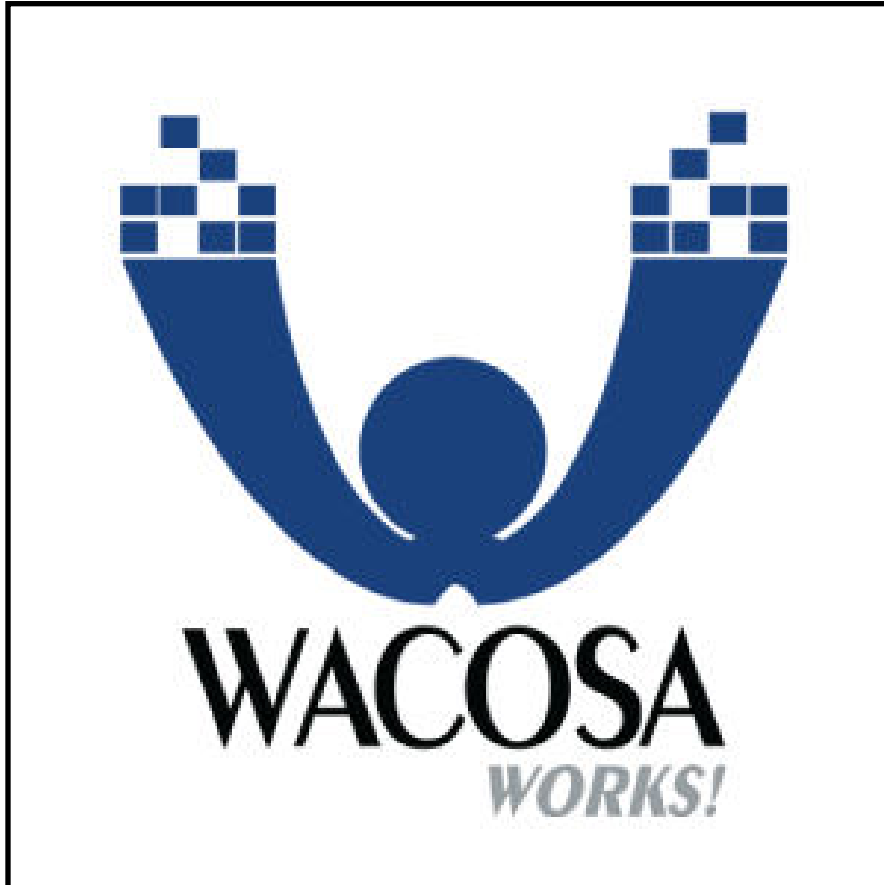


Photo courtesy of WACOSA

Project Description

Purchase one replacement bus.

Project Number: TRF-9503-25

Funding Source: FTA

Status updates

Nov. 21, 2022: Due to inflation and supply chain issues, the cost of this project has increased from \$104,000 to \$237,000. An amendment to the TIP will be processed with anticipated approval in February 2023.

Programmed Funds Breakdown	Total
FTA	\$189,600
LF	\$47,400

Project Sponsor: WACOSA

Project Contact: Nancy Betts, Executive Director 320-257-5187 nbetts@wacosa.org

2025 ConnectAbility RTCC

Estimated project cost: \$52,107

Fiscal year: 2025

Project Description

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

Project Number: TRF-9504-25

Funding Source: FTA



Photo courtesy of ConnectAbility of MN

Status updates

Programmed Funds Breakdown	Total
FTA	\$41,685
LF	\$10,422

Project Sponsor: ConnectAbility of MN, Inc.

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

2025 Stearns County CSAH 2/Minnesota Street Roundabout



Photo courtesy Saint Cloud APO

Estimated project cost \$1,100,000

Construction year: 2025

Project Description
 Install a roundabout at the intersection of CSAH 2 and Minnesota Street near Saint Joseph.
Project Number: 073-070-028
Funding Source: HSIP
Project Scope: 0.5 miles

Programmed Funds Breakdown	Total
FHWA	\$500,000
LF	\$600,000

Status updates

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

2025 MnDOT MN 15 Bridge Overlay at CSAH 137

Estimated project cost \$760,000

Construction year: 2025



Photo courtesy Saint Cloud APO

Project Description

Overlay MN 15 bridge number 73019 at CSAH 137.

Project Number: 7303-52

Funding Source: STBGP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$618,792
SF	\$141,208

Status updates

Nov. 18, 2021: This project is on schedule for a June 28, 2024 letting. This project will be constructed during the 2024 construction season beginning in July and being completed by November 2024. **March 2022:** During the annual update, the Federal/State split for this project changed from 80/20 to 81.42/18.58. As a result, the state share for this project has decreased from \$152,000 to \$141,208. **Oct. 19, 2022:** This project is currently on schedule.

Project Sponsor: MnDOT District 3

Project Contact: Joshua Daniel, Construction Project Manager 320-223-6500 joshua.daniel@state.mn.us

2025 MnDOT I-94 and MN 24 Dynamic Message Signs

Estimated project cost \$500,000

Construction year: 2025

Project Description

Dynamic Message Signs (DMS) installation along I-94 from US 71 in Sauk Centre to MN 24 in Clearwater. Additional DMS installation along MN 24 from I-94 to Stearns CSAH 75 in Clearwater.

Project Number: 8823-375

Funding Source: NHPP

Project Scope: 52.16 miles (a majority of construction will take place outside of the APO's MPA).

Programmed Funds Breakdown

Total

FHWA	\$400,000
SF	\$100,000

Status updates

Dec. 27, 2021: This project is being added to the TIP per MnDOT District 3 Traffic Engineering. **Oct. 19, 2022:** This project is currently on schedule.

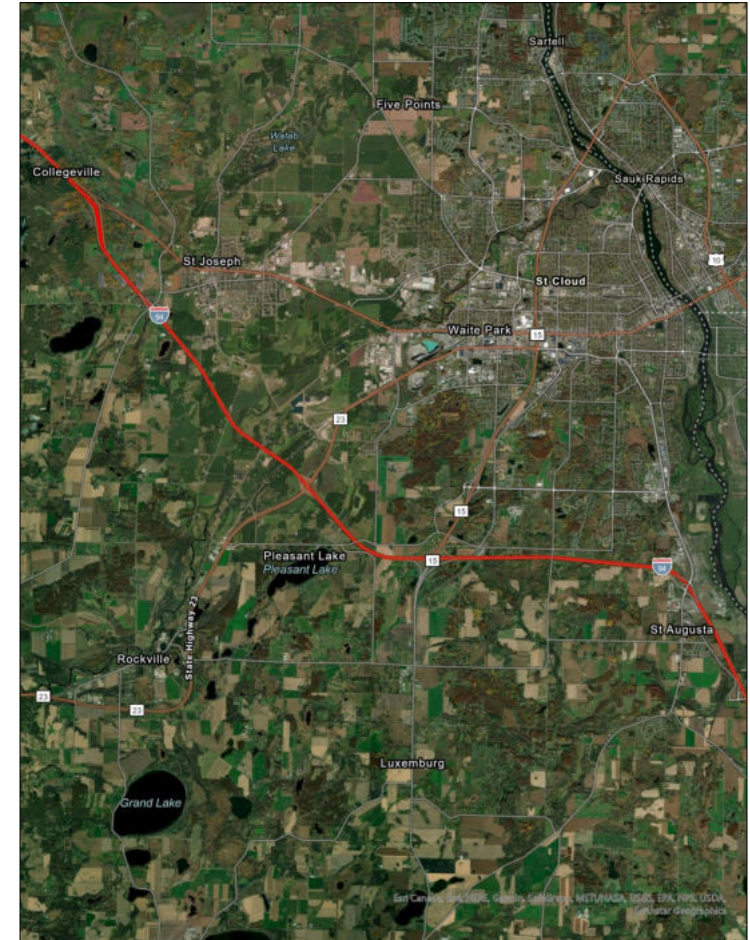


Photo courtesy Saint Cloud APO

Project Sponsor: MnDOT District 3

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

2026 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-26A	Operating assistance	\$10,000,000	FTA: \$1,500,000 LF: \$8,500,000
TRF-0048-26B	Paratransit operating	\$4,950,000	LF: \$4,950,000
TRF-0048-26C	Northstar commuter operating	\$1,495,000	LF: \$1,495,000



Photo courtesy of Saint Cloud APO

Status updates

TRF-0048-26A: Nov. 8, 2022: No progress has been made on this project.

TRF-0048-26B: Nov. 8, 2022: No progress has been made on this project.

TRF-0048-26C: Nov. 8, 2022: No progress has been made on this project.

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2026 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-26A	Purchase 12 replacement Dial-a-Ride CNG buses	\$3,300,000	STBGP 5K-200K: \$2,640,000 LF: \$660,000
TRF-0048-26D	Purchase maintenance tools and equipment	\$15,000	FTA: \$12,000 LF: \$3,000
TRF-0048-26E	Purchase three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000

Status updates

TRS-0048-26A: Nov. 8, 2022: No progress has been made on this project.

TRF-0048-26D: Nov. 8, 2022: No progress has been made on this project.

TRF-0048-26E: Nov. 8, 2022: No progress has been made on this project.



Photo courtesy of Saint Cloud APO

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

2026 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-26F	Purchase office equipment, IT, and communication projects	\$250,000	FTA: \$200,000 LF: \$50,000
TRF-0048-26G	Bus shelters	\$25,000	FTA: \$20,000 LF: \$5,000
TRF-0048-26H	Facility improvements	\$65,000	FTA: \$52,000 LF: \$13,000



Photo courtesy of Saint Cloud Metro Bus

Status updates

TRF-0048-26F: Nov. 8, 2022: No progress has been made on this project.

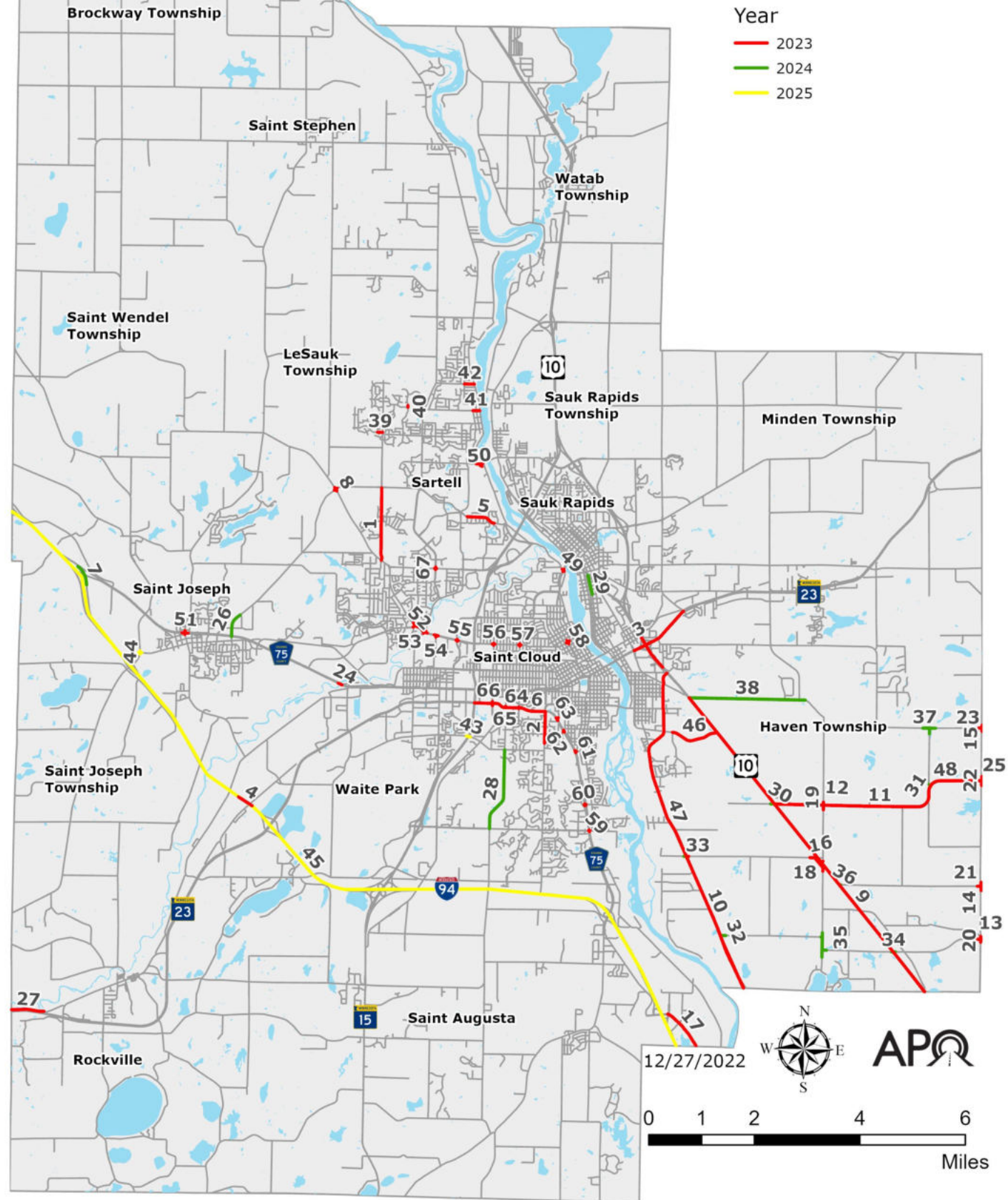
TRF-0048-26G: Nov. 8, 2022: No progress has been made on this project.

TRF-0048-26H: Nov. 8, 2022: No progress has been made on this project.

Project Sponsor: Saint Cloud Metro Bus

Project Contact: Paula Mastey, Director of Finance 320-529-4490 pmastey@stcloudmtc.com

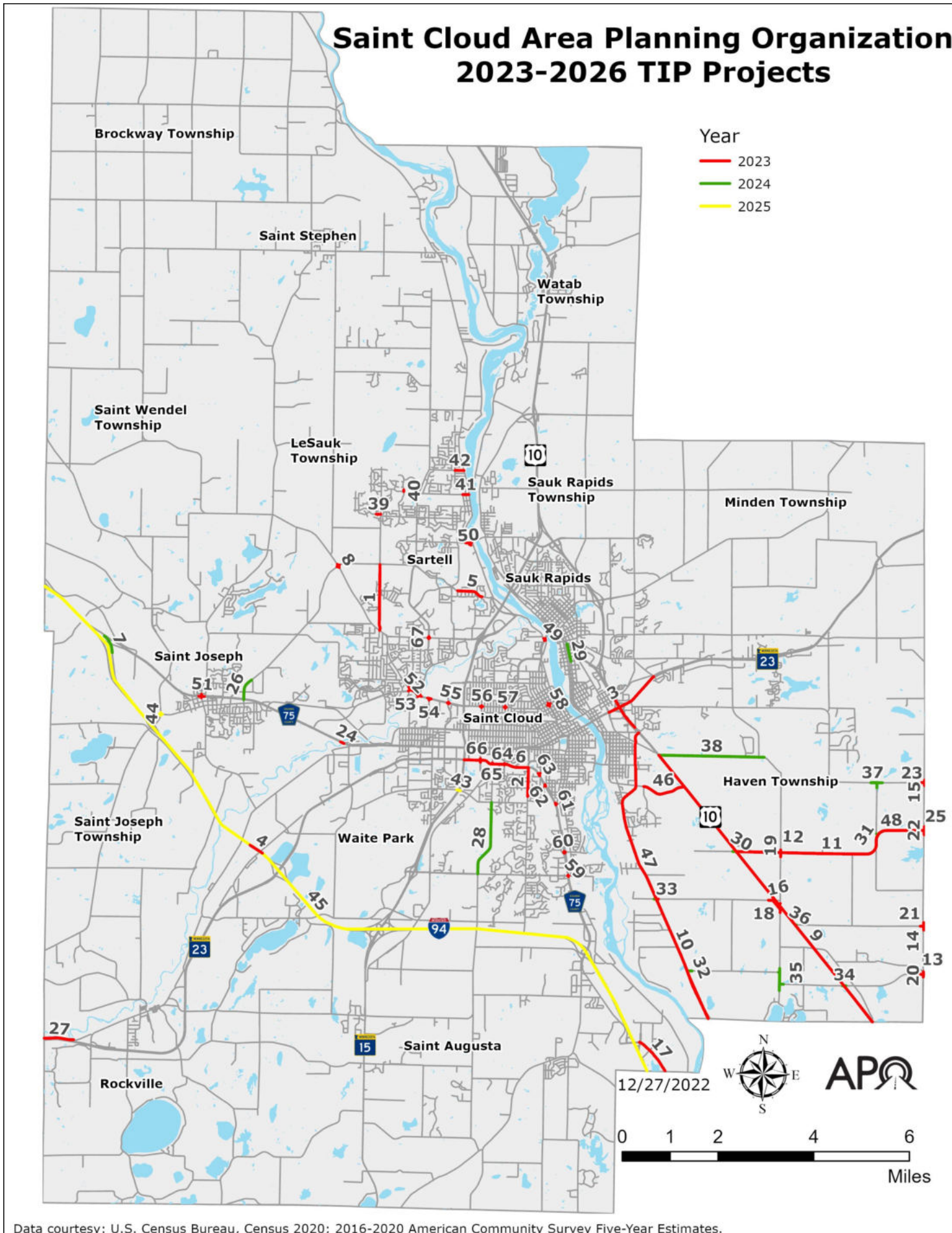
Saint Cloud Area Planning Organization 2023-2026 TIP Projects



Data courtesy: U.S. Census Bureau, Census 2020; 2016-2020 American Community Survey Five-Year Estimates.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2023	City of Sartell	19th Avenue	Reconstruction
2	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3	2023	MnDOT	MN 23	Bridge Replacement
4	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6	2023	Stearns County	CSAH 75	Mill and Overlay
7	2024	MnDOT	I-94	Bridge Overlay
8	2023	Stearns County	CSAH 4	Roundabout
9	2023	MnDOT	US 10	Guard Rail
10, 11, 12, 13, 14, 25, 15	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16	2024	Sherburne County	CR 65	Intersection Realignment
17	2023	Stearns County	Beaver Island Trail	New Trail
18	2023	MnDOT	CR 65	Intersection Realignment
19, 20, 21, 22, 23	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24	2023	Stearns County	CSAH 75	Bridge Replacement
26	2024	Stearns County	CSAH 133	Expansion
27	2023	Stearns County	ROCORI Trail	New Trail
28	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30, 31, 32, 33, 34, 35, 36, 37	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2023	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43	2025	MnDOT	MN 15	Bridge Overlay
44	2025	Stearns County	CSAH 2	Roundabout
45	2025	MnDOT	I-94	DMS and Fiber Optic
46	2023	MnDOT	MN 301	Historic Preservation

Figure 1.1: Map of the APO's FY 2023-2026 TIP project locations.



Data courtesy: U.S. Census Bureau, Census 2020; 2016-2020 American Community Survey Five-Year Estimates.

Project ID	Fiscal Year	Sponsor	Route	Work Type
47, 48	2023	Sherburne County	CSAH 8 CSAH 3	Striping
49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67	2023	Stearns County	CSAH 1 and Ninth Avenue N CSAH 1 and Second Street S CSAH 2 and CSAH 75 CSAH 4 and Ridgewood Road CSAH 4 and 54th Avenue N CSAH 4 and Anderson Avenue CSAH 4 and 44th Avenue N CSAH 4 and 33rd Avenue N CSAH 4 and 25th Avenue N CSAH 4 and Ninth Avenue N CSAH 75 and 33rd Street S CSAH 75 and Sportsmans Island Road CSAH 75 and 22nd Street S CSAH 75 and Traverse Road CSAH 75 and Washington Memorial Drive CSAH 75 and 25th Avenue N CSAH 75 and 29th Avenue N CSAH 75 and 33rd Avenue N CSAH 120 and Pinecone Road	Traffic Signal Revision

Figure 1.2: Map of the APO's FY 2023-2026 TIP project locations (continued).

Chapter Two: Community Impact Assessment

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

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

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

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

The Community Impact Assessment is a public policy goal of ensuring that negative impacts resulting from government activities do not fall disproportionately on historically underrepresented communities – especially minority (Black, Indigenous and People-of-Color – BIPOC) and low-income populations. BIPOC populations include individuals who identify as one or more of the following: Black/African American alone; American Indian and Alaska Native alone; Asian alone; Native Hawaiian and other Pacific Islander alone; some other race; two or more races; and Hispanic or Latino descent regardless of race.

A community impact assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods.

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

Figures 2.2 and 2.3 on the following pages indicate the locations of large concentrations of BIPOC populations and low-income households within the MPA, respectively.

Figures 2.4 through 2.7 identify the location of the FY 2023-2026 TIP projects (sans transit) in comparison to both BIPOC populations and low-income households within the MPA.

In addition to considering concentrations of BIPOC and low-income populations, the Saint Cloud APO has elected to consider other populations that could be adversely impacted

by transportation. Those populations include people with disabilities, limited English proficient populations, zero vehicle households, people 65 and older, and people 18 and younger. A more detailed demographic breakdown can be found in the APO’s [Stakeholder Engagement Plan \(SEP\)](https://bit.ly/2s5p2WN) (<https://bit.ly/2s5p2WN>).

Figure 2.8 identifies block groups within the MPA with concentrations of multiple historically underrepresented communities: BIPOC, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people 65 and older, and people 18 and younger. Figures 2.9 and 2.10 identifies the location of the FY 2023-2026 TIP projects (sans transit) in comparison to these communities.



Figure 2.1: Photo of La Pez Community Apartments located in south Saint Cloud – in a Census block group with a large concentration of low-income households. Photo courtesy Saint Cloud APO.

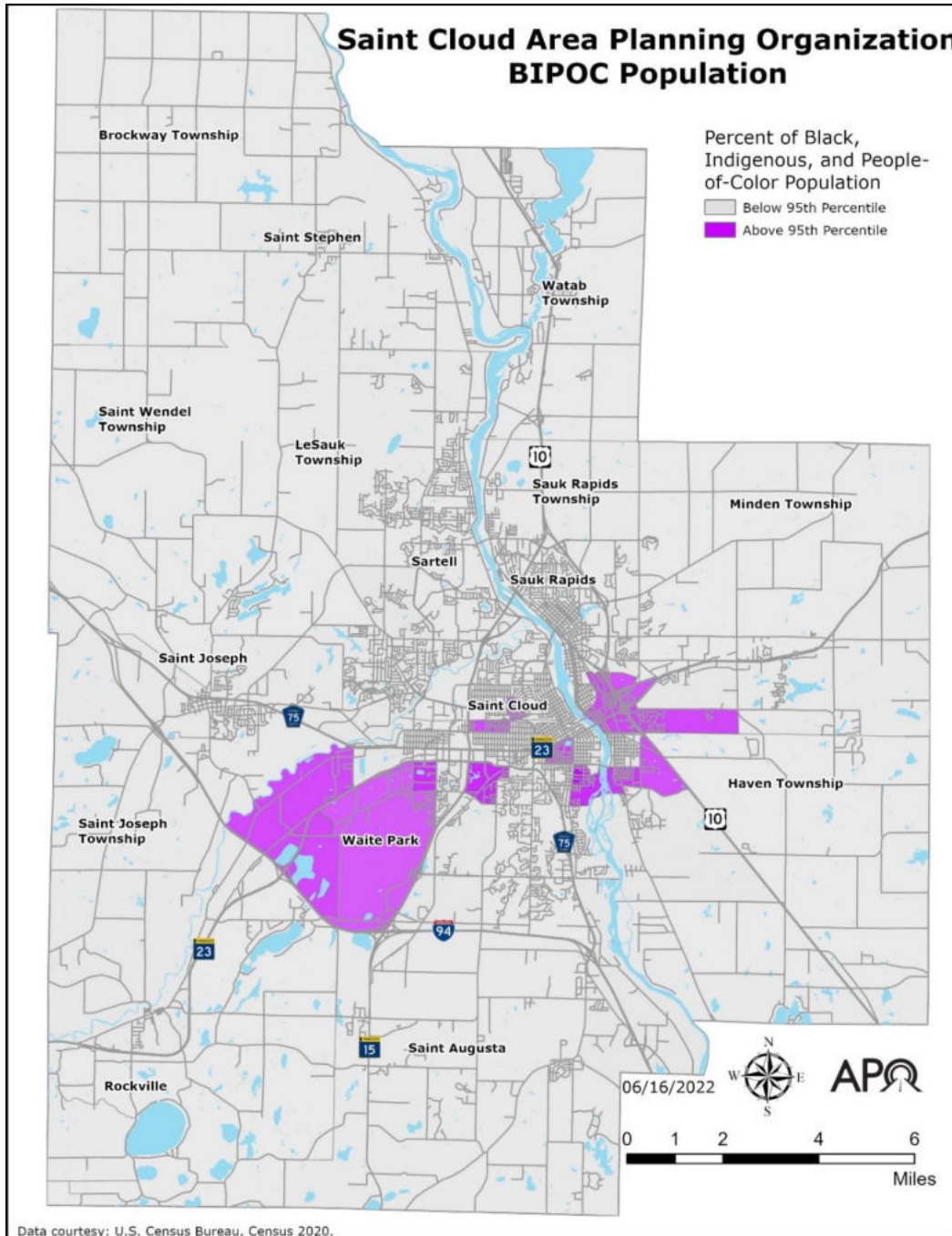


Figure 2.2: Locations of Census block groups within APO member jurisdictions with high concentrations of Black, Indigenous, and People of Color (BIPOC) populations. According to the U.S. Census Bureau’s Census 2020, a total of 32,464 residents (out of 139,611) have been identified as being BIPOC. This corresponds to a regional average of 23.3% of the APO’s planning area population. The shaded Census block groups having a BIPOC population within the 95th percentile for the region. In other words, these block groups have the largest concentrations of BIPOC populations within the metro. Data courtesy of U.S. Census Bureau’s Census 2020.

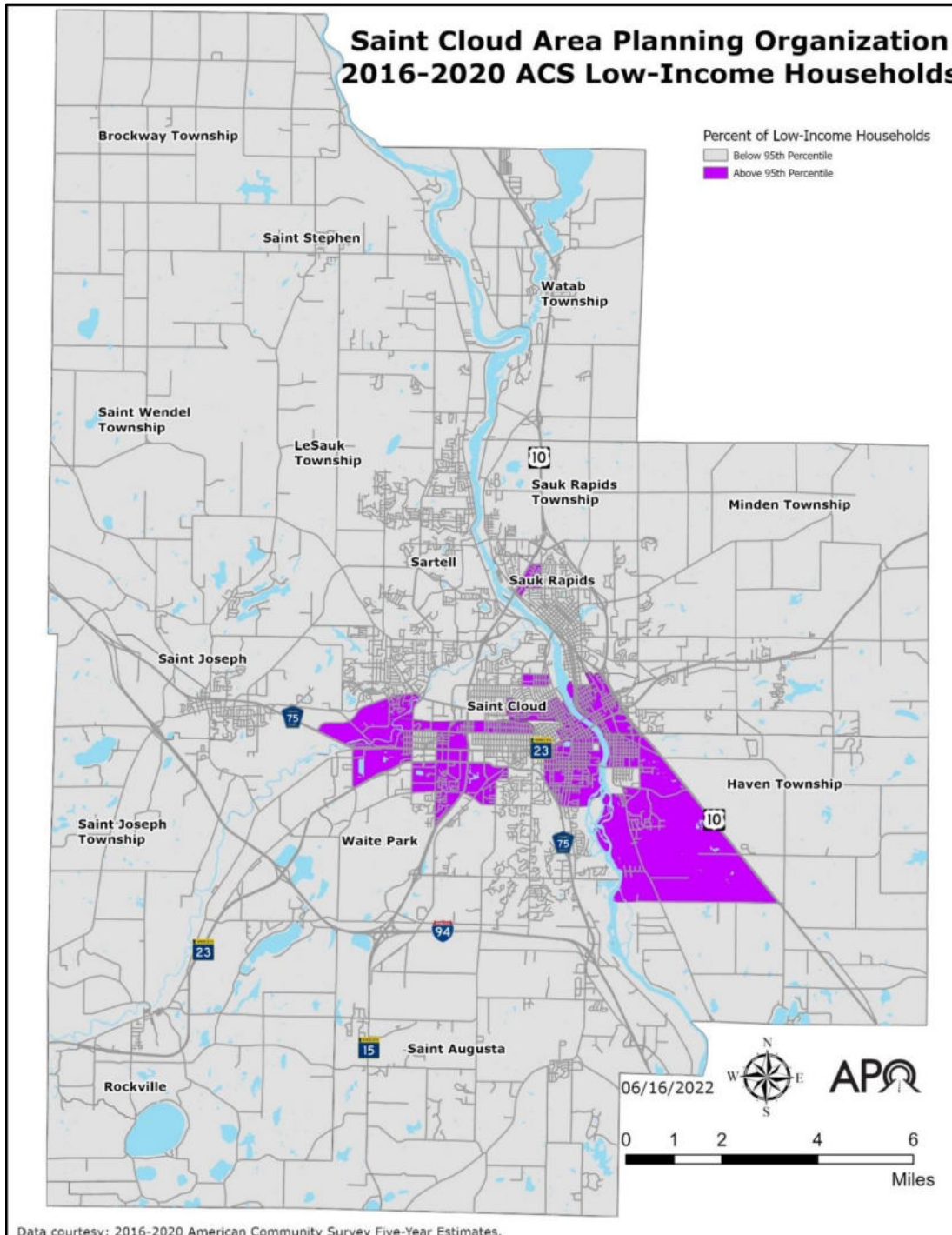
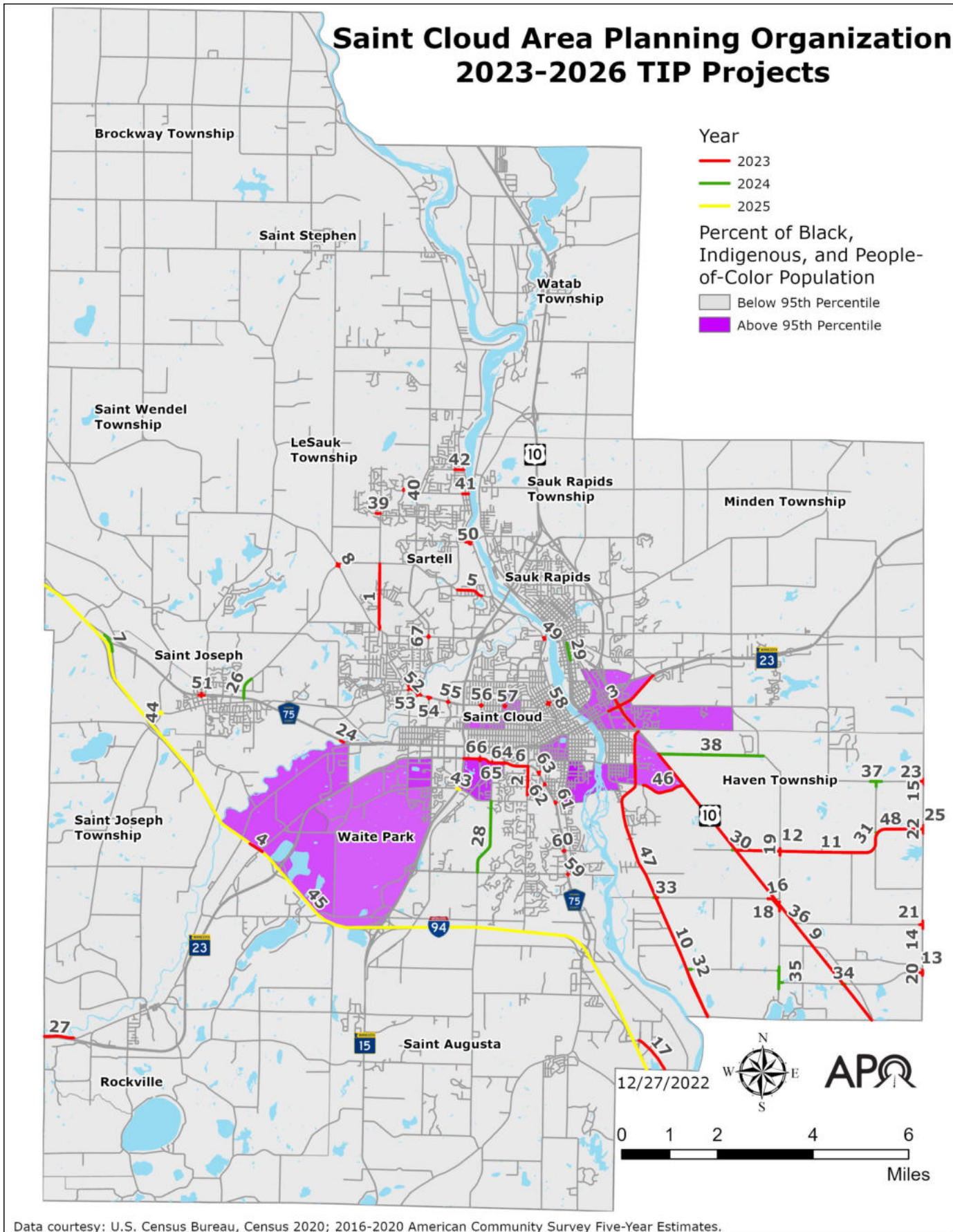


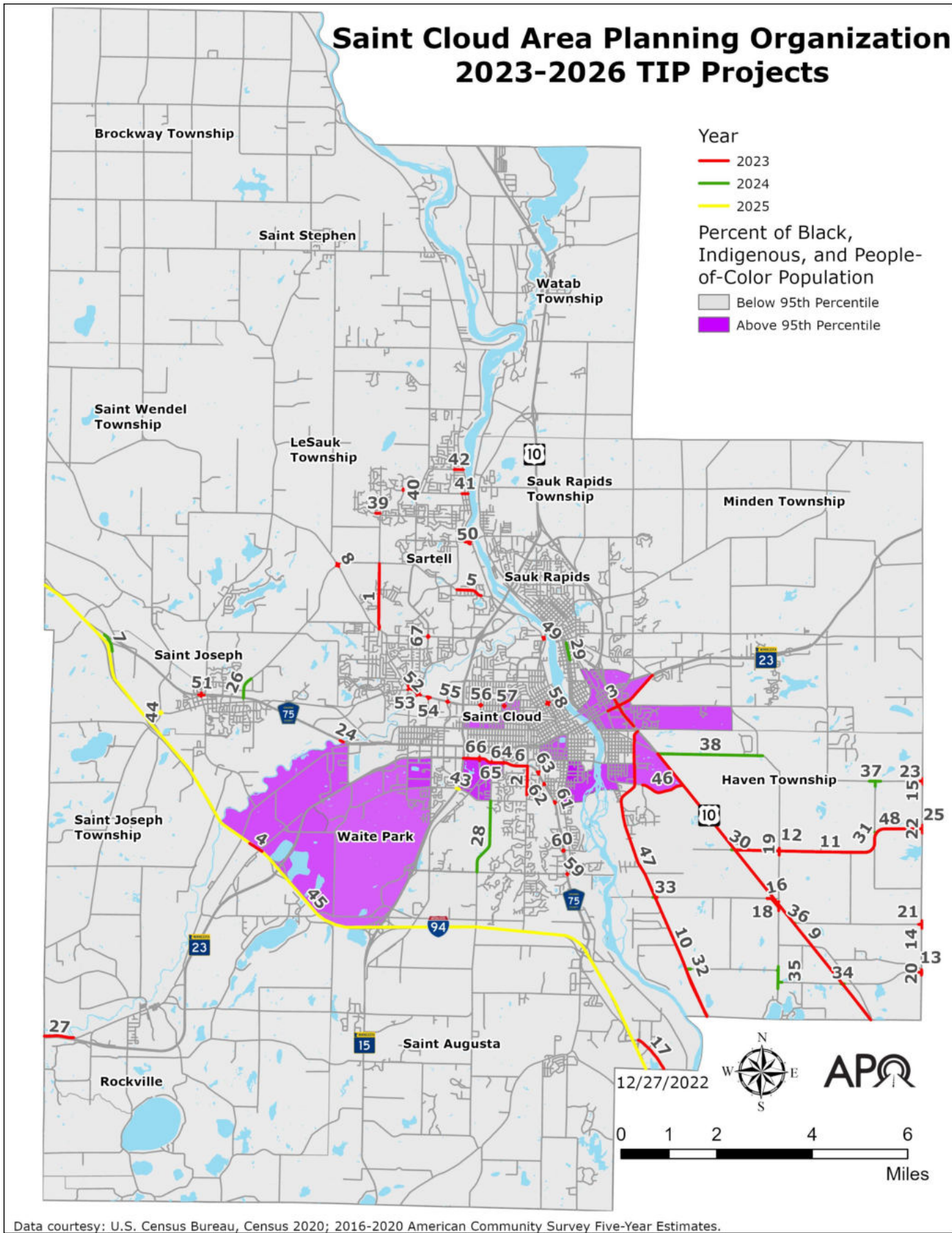
Figure 2.3: Locations of Census block groups within APO member jurisdictions with high concentrations of low-income household populations. According to the U.S. Census Bureau’s 2016-2020 ACS Five Year Estimates, a total of 7,244 households (out of 53,767) have been identified as low-income. This corresponds to a regional average of 13.5% of the APO’s planning area population. The shaded Census block groups have low-income household populations within the 95th percentile for the region. In other words, these block groups have the largest concentrations of low-income households within the metro. Data courtesy of U.S. Census Bureau’s 2016-2020 ACS Five Year Estimates.



Data courtesy: U.S. Census Bureau, Census 2020; 2016-2020 American Community Survey Five-Year Estimates.

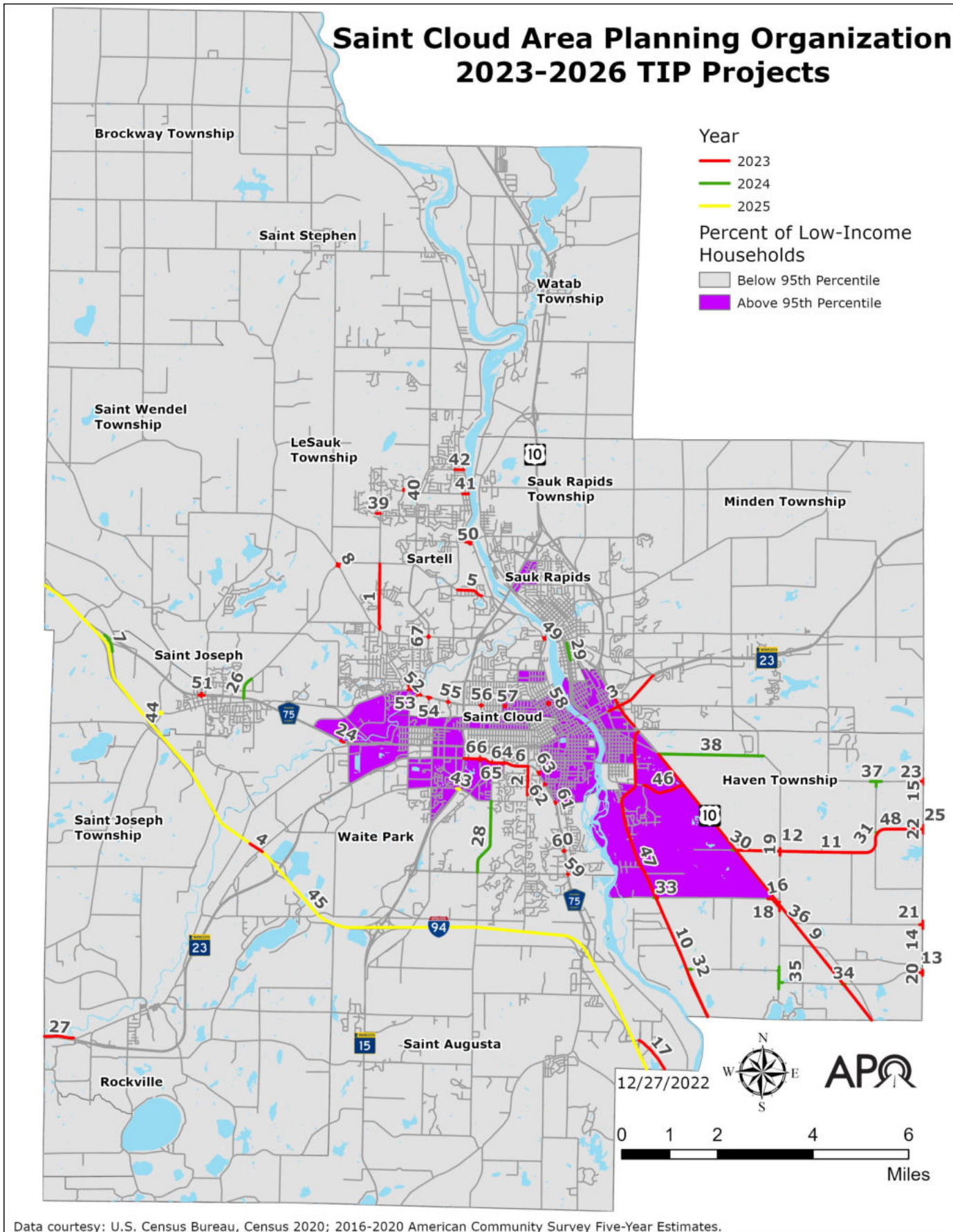
Figure 2.4: Map of the APO's FY 2023-2026 TIP project locations and the proximity to Census block group areas with high concentrations of BIPOC populations based on the Census 2020. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of BIPOC populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2023	City of Sartell	19th Avenue	Reconstruction
2	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3*	2023	MnDOT	MN 23	Bridge Replacement
4*	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6*	2023	Stearns County	CSAH 75	Mill and Overlay
7	2024	MnDOT	I-94	Bridge Overlay
8	2023	Stearns County	CSAH 4	Roundabout
9*	2023	MnDOT	US 10	Guard Rail
10, 11, 12, 13, 14, 25, 15	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16	2024	Sherburne County	CR 65	Intersection Realignment
17	2023	Stearns County	Beaver Island Trail	New Trail
18	2023	MnDOT	CR 65	Intersection Realignment
19, 20, 21, 22, 23	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24*	2023	Stearns County	CSAH 75	Bridge Replacement
26	2024	Stearns County	CSAH 133	Expansion
27	2023	Stearns County	ROCORI Trail	New Trail
28*	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30, 31, 32, 33, 34, 35, 36, 37	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38*	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2023	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43*	2025	MnDOT	MN 15	Bridge Overlay
44	2025	Stearns County	CSAH 2	Roundabout
45*	2025	MnDOT	I-94	DMS and Fiber Optic
46*	2023	MnDOT	MN 301	Historic Preservation



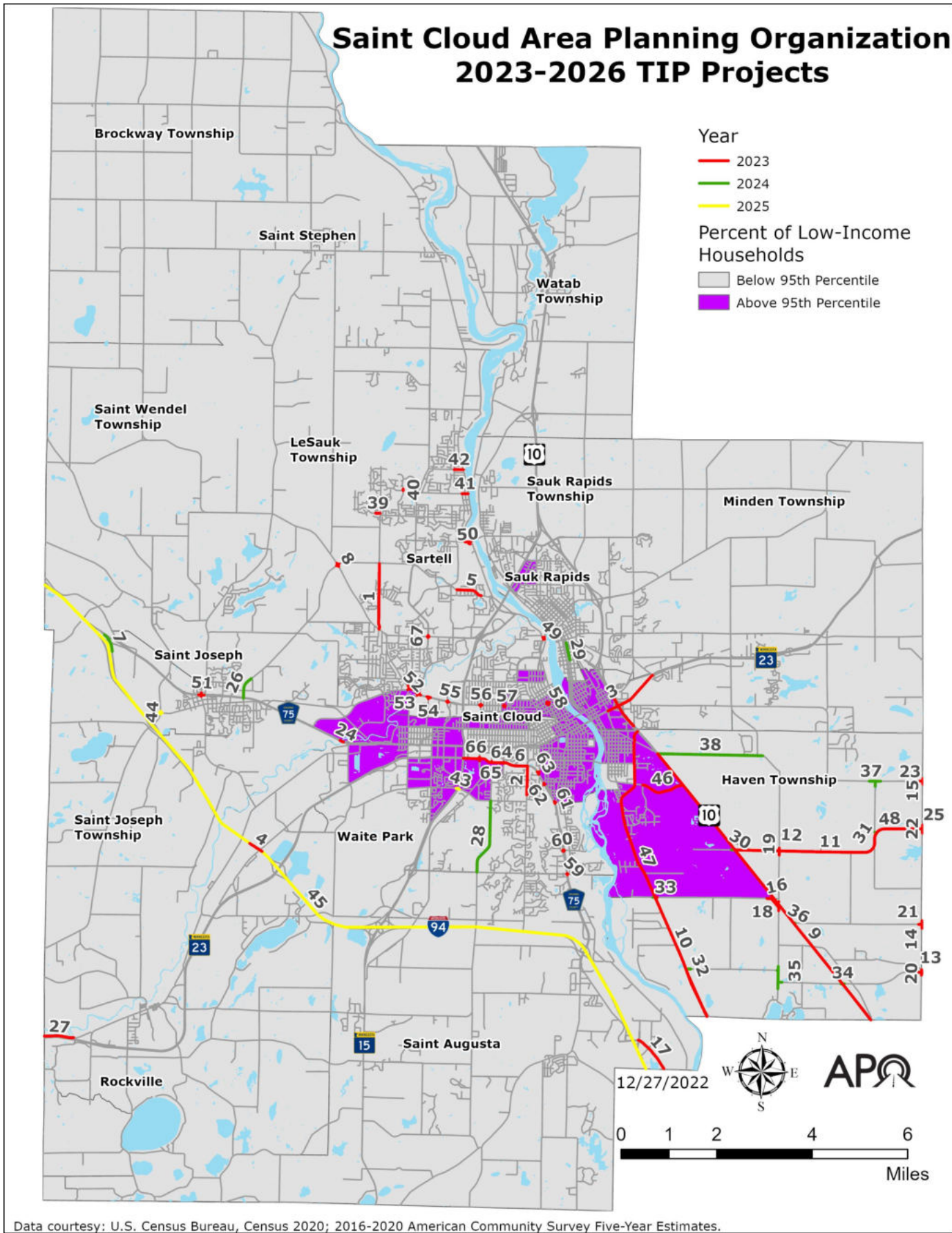
Project ID	Fiscal Year	Sponsor	Route	Work Type
47*, 48	2023	Sherburne County	CSAH 8 CSAH 3	Striping
49, 50, 51, 52, 53, 54, 55, 56, 57*, 58, 59, 60, 61, 62, 63, 64*, 65*, 66*, 67	2023	Stearns County	CSAH 1 and Ninth Avenue N CSAH 1 and Second Street S CSAH 2 and CSAH 75 CSAH 4 and Ridgewood Road CSAH 4 and 54th Avenue N CSAH 4 and Anderson Avenue CSAH 4 and 44th Avenue N CSAH 4 and 33rd Avenue N CSAH 4 and 25th Avenue N CSAH 4 and Ninth Avenue N CSAH 75 and 33rd Street S CSAH 75 and Sportsmans Island Road CSAH 75 and 22nd Street S CSAH 75 and Traverse Road CSAH 75 and Washington Memorial Drive CSAH 75 and 25th Avenue N CSAH 75 and 29th Avenue N CSAH 75 and 33rd Avenue N CSAH 120 and Pinecone Road	Traffic Signal Revision

Figure 2.5: Continued map of the APO's FY 2023-2026 TIP project locations and the proximity to Census block group areas with high concentrations of BIPOC populations based on the Census 2020. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of BIPOC populations.



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2023	City of Sartell	19th Avenue	Reconstruction
2	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3*	2023	MnDOT	MN 23	Bridge Replacement
4	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6*	2023	Stearns County	CSAH 75	Mill and Overlay
7	2024	MnDOT	I-94	Bridge Overlay
8	2023	Stearns County	CSAH 4	Roundabout
9*	2023	MnDOT	US 10	Guard Rail
10,* 11*, 12, 13, 14, 25, 15	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16*	2024	Sherburne County	CR 65	Intersection Realignment
17	2023	Stearns County	Beaver Island Trail	New Trail
18*	2023	MnDOT	CR 65	Intersection Realignment
19, 20, 21, 22, 23	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24*	2023	Stearns County	CSAH 75	Bridge Replacement
26	2024	Stearns County	CSAH 133	Expansion
27	2023	Stearns County	ROCORI Trail	New Trail
28*	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30*, 31, 32, 33*, 34, 35, 36, 37	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38*	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2023	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43*	2025	MnDOT	MN 15	Bridge Overlay
44	2025	Stearns County	CSAH 2	Roundabout
45	2025	MnDOT	I-94	DMS and Fiber Optic
46*	2023	MnDOT	MN 301	Historic Preservation

Figure 2.5: Map of the APO's FY 2023-2026 TIP project locations and the proximity to Census block group areas with high concentrations of low-income household populations based on the 2016-2020 American Community Survey Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of low-income household populations.



Project ID	Fiscal Year	Sponsor	Route	Work Type
47*, 48*	2023	Sherburne County	CSAH 8 CSAH 3	Striping
49, 50, 51, 52*, 53*, 54, 55, 56, 57*, 58*, 59, 60, 61*, 62*, 63*, 64*, 65*, 66*, 67	2023	Stearns County	CSAH 1 and Ninth Avenue N CSAH 1 and Second Street S CSAH 2 and CSAH 75 CSAH 4 and Ridgewood Road CSAH 4 and 54th Avenue N CSAH 4 and Anderson Avenue CSAH 4 and 44th Avenue N CSAH 4 and 33rd Avenue N CSAH 4 and 25th Avenue N CSAH 4 and Ninth Avenue N CSAH 75 and 33rd Street S CSAH 75 and Sportsmans Island Road CSAH 75 and 22nd Street S CSAH 75 and Traverse Road CSAH 75 and Washington Memorial Drive CSAH 75 and 25th Avenue N CSAH 75 and 29th Avenue N CSAH 75 and 33rd Avenue N	Traffic Signal Revision

Figure 2.6: Continued map of the APO's FY 2023-2026 TIP project locations and the proximity to Census block group areas with high concentrations of low-income household populations based on the 2016-2020 American Community Survey Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of low-income household populations.

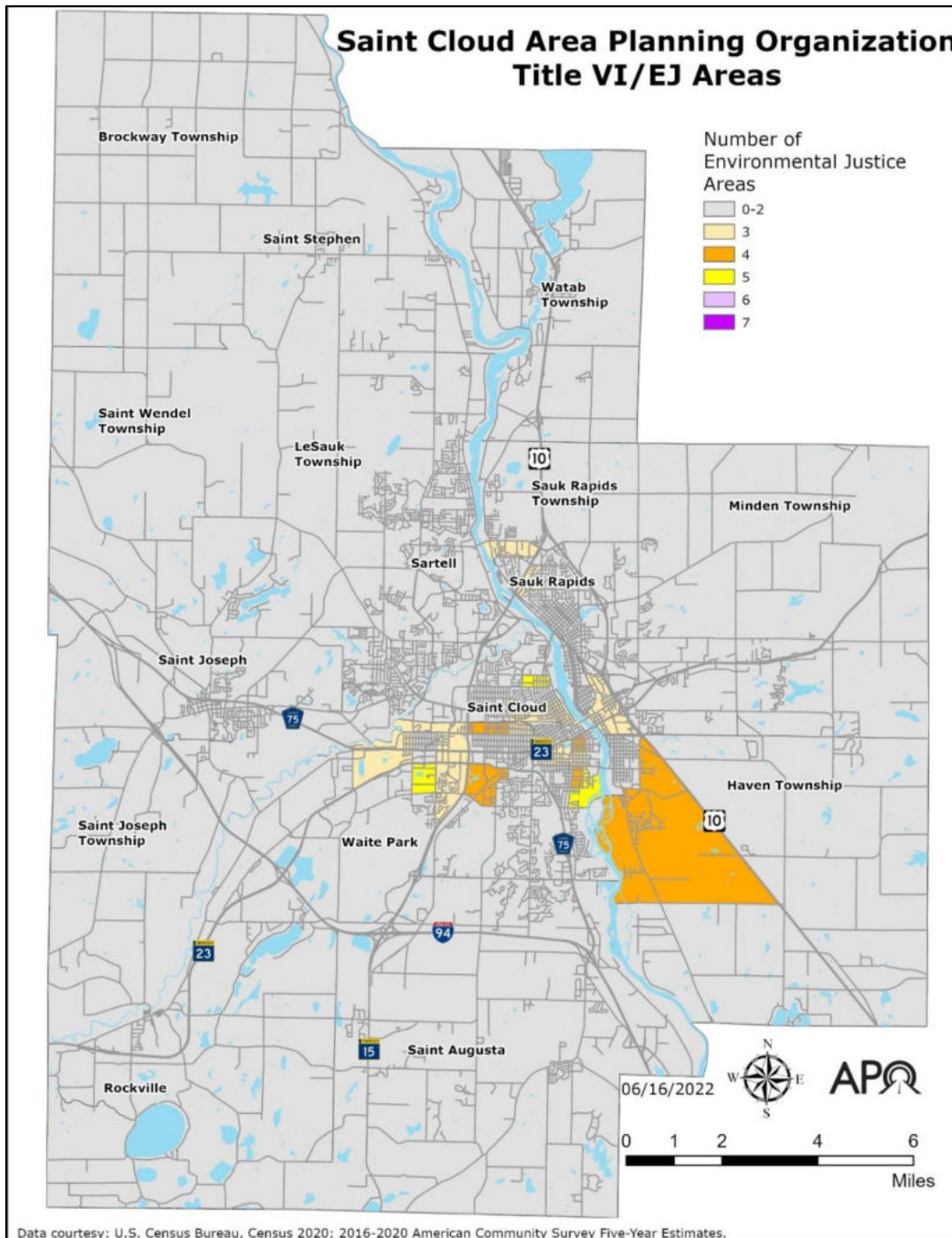
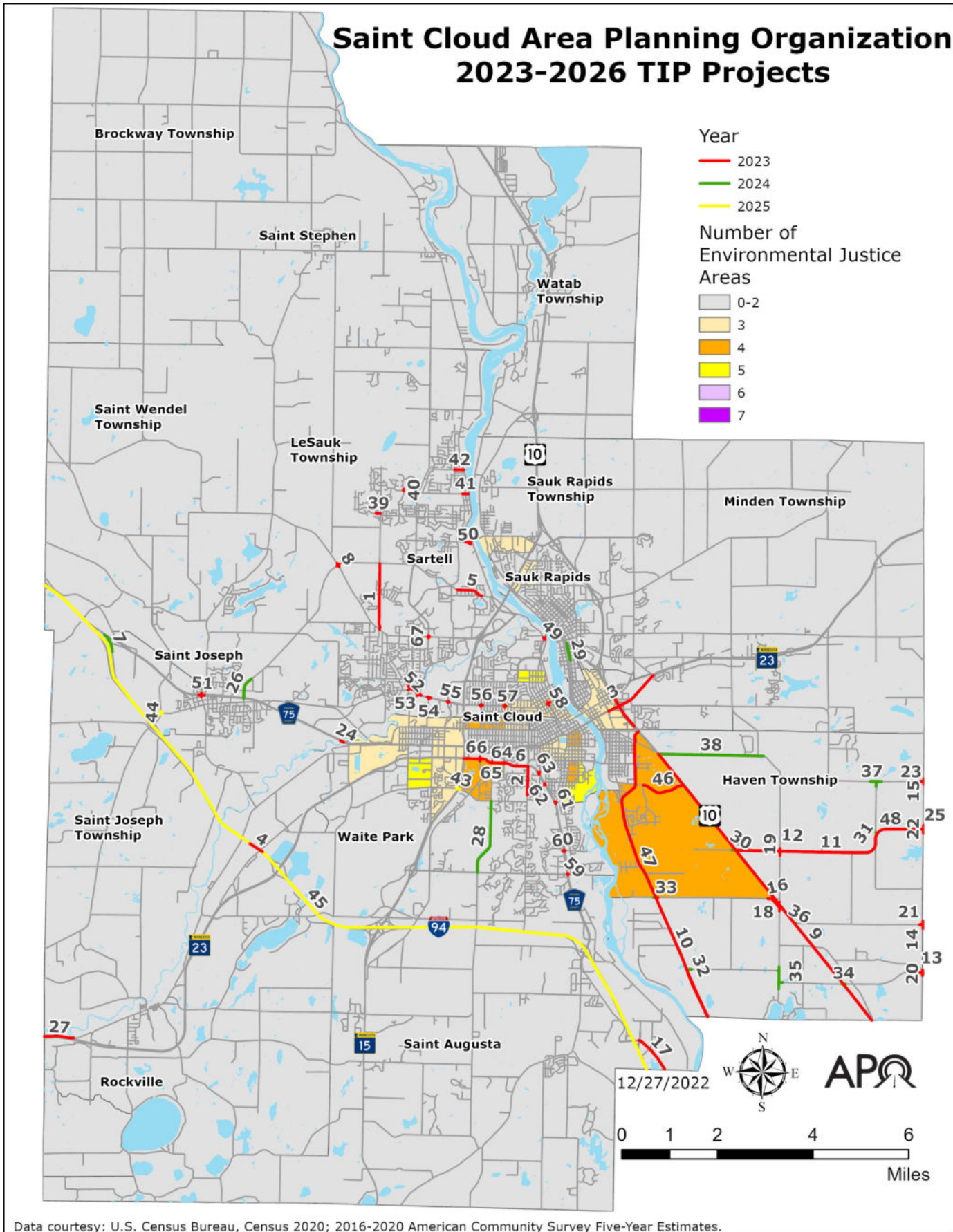


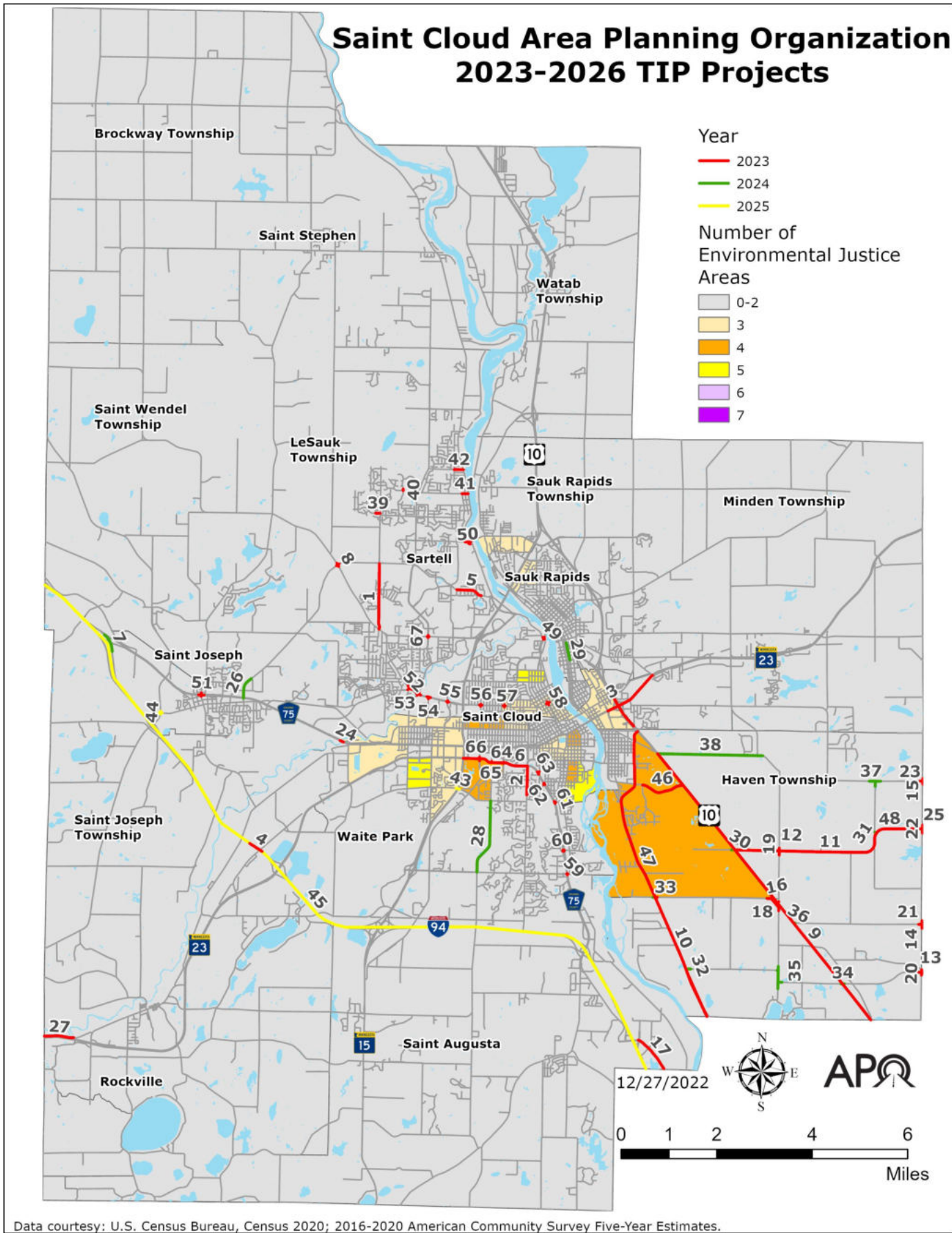
Figure 2.8: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau’s 2016-2020 ACS Five Year Estimates and U.S. Census Bureau’s Census 2020.



Data courtesy: U.S. Census Bureau, Census 2020; 2016-2020 American Community Survey Five-Year Estimates.

Figure 2.9: Map of the APO's FY 2023-2026 TIP project locations and the proximity to areas with high concentrations of EJ and Title VI populations. Asterisks and bold font denotes projects that intersect, at least in part, with a block group with a high concentration of EJ and/or Title VI populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2023	City of Sartell	19th Avenue	Reconstruction
2	2023	City of Saint Cloud	Cooper Avenue	Reconstruction
3*	2023	MnDOT	MN 23	Bridge Replacement
4	2023	MnDOT	I-94	Bridge Overlay
5	2023	City of Sartell	Heritage Drive	New Trail
6*	2023	Stearns County	CSAH 75	Mill and Overlay
7	2024	MnDOT	I-94	Bridge Overlay
8	2023	Stearns County	CSAH 4	Roundabout
9*	2023	MnDOT	US 10	Guard Rail
10,* 11*, 12, 13, 14, 25, 15	2023	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Mumble Strips and Sign Enhancements
16*	2024	Sherburne County	CR 65	Intersection Realignment
17	2023	Stearns County	Beaver Island Trail	New Trail
18*	2023	MnDOT	CR 65	Intersection Realignment
19, 20, 21, 22, 23	2023	Sherburne County	CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Intersection Street Lighting
24*	2023	Stearns County	CSAH 75	Bridge Replacement
26	2024	Stearns County	CSAH 133	Expansion
27	2023	Stearns County	ROCORI Trail	New Trail
28*	2024	City of Saint Cloud	CR 136	New Trail
29	2024	City of Sauk Rapids	Second Avenue S	Reconstruction
30*, 31, 32, 33*, 34, 35, 36, 37	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Intersection Street Lighting
38*	2024	Sherburne County	CSAH 7	Mumble Strips
39, 40, 41, 42	2023	City of Sartell	Third Street N 13th Avenue N Seventh Street N 12th Street N	New Trail and Sidewalk
43*	2025	MnDOT	MN 15	Bridge Overlay
44	2025	Stearns County	CSAH 2	Roundabout
45	2025	MnDOT	I-94	DMS and Fiber Optic
46*	2023	MnDOT	MN 301	Historic Preservation



Data courtesy: U.S. Census Bureau, Census 2020; 2016-2020 American Community Survey Five-Year Estimates.

Figure 2.10: Continued map of the APO's FY 2023-2026 TIP project locations and the proximity to areas with high concentrations of EJ and Title VI populations. Asterisks and bold font denotes projects that intersect, at least in part, with a block group with a high concentration of EJ and/or Title VI populations.

Project ID	Fiscal Year	Sponsor	Route	Work Type
47*, 48*	2023	Sherburne County	CSAH 8 CSAH 3	Striping
49, 50, 51, 52, 53, 54, 55, 56, 57*, 58, 59, 60, 61*, 62, 63, 64*, 65*, 66*, 67	2023	Stearns County	CSAH 1 and Ninth Avenue N CSAH 1 and Second Street S CSAH 2 and CSAH 75 CSAH 4 and Ridgewood Road CSAH 4 and 54th Avenue N CSAH 4 and Anderson Avenue CSAH 4 and 44th Avenue N CSAH 4 and 33rd Avenue N CSAH 4 and 25th Avenue N CSAH 4 and Ninth Avenue N CSAH 75 and 33rd Street S CSAH 75 and Sportsmans Island Road CSAH 75 and 22nd Street S CSAH 75 and Traverse Road CSAH 75 and Washington Memorial Drive CSAH 75 and 25th Avenue N CSAH 75 and 29th Avenue N CSAH 75 and 33rd Avenue N	Traffic Signal Revision

A project is defined as having the potential to have an adverse EJ effect if any portion of a project intersected with the defined boundaries of a Census block group with a high percentage of BIPOC individuals or a block group with a high percentage of low-income households.

According to the U.S. Census Bureau’s Census 2020, a total of 32,464 MPA residents (out of 139,611) have identified as BIPOC. This corresponds to a regional average of 23.3%. Any block group with a BIPOC population within the 95th percentile (as shown in Figure 2.2) is considered to have a high BIPOC percentage.

A total of 14 projects intersect, at least in part, with block groups with a high BIPOC percentage.

According to the U.S. Census Bureau’s 2016-2020 ACS Five Year Estimates, a total of 7,244 MPA households (out of 53,767) have been identified as low-income. This corresponds to a regional average of 13.5%. Any block with a low-income household population within the 95th percentile (as shown in Figure 2.3) is considered to have a high low-income household percentage.

A total of 16 projects intersect, at least in part, with block groups with a high low-income household percentage.

The projects, identified in Figure 2.10, include several safety improvements and roadway reconstruction projects. Transit projects are excluded from this list because they benefit nearly the entire APO planning area.

	Population	Population Percentage	TIP Investment	Percentage of TIP Investment
BIPOC population	32,464	23.3%	\$74,267,801	82%
Non-BIPOC population	107,147	76.7%	\$16,374,281	18%
Total	139,611	100%	\$90,642,082	100%

Figure 2.11: BIPOC population within the APO planning area and TIP project investments within the APO area excluding transit projects. Population data courtesy of U.S. Census Bureau, Census 2020. TIP data courtesy of Saint Cloud APO.

	Households	Household Percentage	TIP Investment	Percentage of TIP Investment
Households with low-income	7,244	13.5%	\$73,657,049	81%
Non-low-income households	46,523	86.5%	\$16,985,033	19%
Total	53,767	100%	\$90,642,082	100%

Figure 2.12: 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, 2016-2020 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

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

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

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



Figure 2.13: A photo of apartment buildings located in southeast Saint Cloud in an area with a higher percentage of low-income and BIPOC populations.

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BIPOC Area	Low-Income Household Area
1	LOCAL STREETS	220-116-002AC	2023	SARTELL	**AC**: SARTELL 19 TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1)	\$0	\$0	No	No
2	LOCAL STREETS	162-141-008AC	2023	SAINT CLOUD	**AC**: ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK 1 OF 1)	\$0	\$0	No	No
3	HIGHWAY MN 23	0503-91; 0503-91S; 0503-91GMNR	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15 TH AVE SE; REPLACE BRIDGES OVER US 10, BR #9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4 TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	\$49,000,000	\$14,436,276	Yes	Yes
4	HIGHWAY I 94	7380-259	2023	MNDOT	**ELLE**: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST OF MN 23 INTERCHANGE	\$3,435,152	\$343,515	Yes	No
5	LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERTIAGE DR.	\$459,121	\$91,824	No	No
6	HIGHWAY CSAH 75	073-675-041	2023	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK IN 2024 & 2025)	\$3,250,000	\$1,244,946	Yes	Yes
7	HIGHWAY I 94	7380-264	2024	MNDOT	**ELLE** I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH	\$2,058,000	\$205,800	No	No
8	HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUNT.	\$1,800,000	\$1,000,000	No	No
9	HIGHWAY MN 65, US 10	8823-407	2023	MNDOT	**IDIQ**: VARIOUS LOCATIONS: INSTALL HIGH TENSION CABLE BARRIER IN THE MEDIAN, MN 65 (ISANTI/ANOKA CO LINE TO S CAMBRIDGE), US 10 (LITTLE FALLS TO HALFWAY CROSSING & ST CLOUD TO CLEAR LAKE)(IDIQ MAX \$15,000,000 MIN \$7,556,472)	\$7,556,472	\$755,647	Yes	Yes
10, 11, 12, 13, 14, 25, 15	LOCAL STREETS	071-070-043AC	2023	SHERBURNE COUNTY	**AC**: INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS. (PAYBACK 1 OF 1)	\$0	\$0	No	Yes
16	LOCAL STREETS	071-596-008; 7103-65	2024	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008)	\$2,500,000	\$300,000	No	Yes
17	LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER	\$1,225,000	\$797,894	No	No
18	LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42 ND ST, HAVEN TWP, SHERBURNE COUNTY	\$300,000	\$78,000	No	Yes
19, 20, 21, 22, 23	LOCAL STREETS	071-070-042	2023	SHERBURNE COUNTY	**AC**: INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS (PAYBACK IN 2024)	\$368,000	\$36,800	No	No
24	HIGHWAY CSAH 75	073-675-042	2023	STEARNS COUNTY	**AC**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026)	\$5,000,000	\$1,864,880	Yes	Yes
26	HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133, FROM STEARNS CSAH 75 TO 15 TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	\$1,822,944	\$364,589	No	No
27	LOCAL STREETS	073-090-011AC	2023	STEARNS COUNTY	**AC**: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 1 OF 2)	\$0	\$0	No	No

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BIPOC Area	Low-Income Household Area
28	HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)(PAYBACK 1 OF 1)	\$0	\$0	Yes	Yes
29	LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC**: RECONSTRUCT 2 ND AVE S FROM BENTON DR TO 10 TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025)	\$3,758,476	\$2,623,356	No	No
30, 31, 32, 33, 34, 35, 36, 37	LOCAL STREETS	071-070-044	2024	SHERBURNE COUNTY	INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS	\$524,000	\$52,400	No	Yes
38	LOCAL STREETS	071-070-045	2024	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS ON VARIOUS SHERBURNE COUNTY ROADS	\$180,000	\$18,000	Yes	Yes
39, 40, 41, 42	LOCAL STREETS	220-090-003	2023	SARTELL	**AC**: CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)	\$458,740	\$91,700	No	No
43	HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, - REOVERLAY	\$760,000	\$141,208	Yes	Yes
44	LOCAL STREETS	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	\$1,100,000	\$600,000	No	No
45	HIGHWAY I 94, MN 24	8823-375	2025	MNDOT	I-94, DMS, CAMERAS AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER	\$500,000	\$100,000	Yes	No
46	HIGHWAY MN 301	7109-08	2023	MNDOT	**PRS**: MN 301, RECLAIM & REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.	\$3,457,733	\$3,457,733	Yes	Yes
47, 48	HIGHWAY	071-070-046	2023	SHERBURNE COUNTY	SHERBURNE COUNTY - VARIOUS COUNTY ROADWAYS, 6 INCH GROUND IN WET REFLECTIVE EDGE LINE STRIPING	\$444,444	\$44,444	Yes	Yes
49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67	HIGHWAY	073-070-029	2023	STEARNS COUNTY	STEARNS COUNTY - VARIOUS INTERSECTIONS, UPGRADE SIGNAL HEADS AND COUNTDOWN TIMERS	\$684,000	\$68,400	Yes	Yes
Total						\$90,642,082	\$28,717,412	Yes: 14 No: 16	Yes: 16 No: 14

*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 2.14: A list of FY 2023-2026 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of BIPOC and/or low-income individuals.

Chapter Three: Performance Measures

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

According to 23 CFR 450.326(d):

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

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

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

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for

FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

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

Anticipated Effect

The performance measures focus on several major areas:

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

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

Within these five categories, specific performance measures and targets are identified. Methods of calculation for PMs 1-3 are based on the guidelines outlined by the [TPM](#)

[assessment tool](https://www.fhwa.dot.gov/tpm/rule.cfm) (https://www.fhwa.dot.gov/tpm/rule.cfm) and can be found in [Appendix B](#).

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

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

The following sections contain the list of Federally-required performance measures and APO adopted targets which have been incorporated into the FY 2023-2026 TIP. An analysis of how those performance measures/targets are being tracked and/or implemented as part of the APO's FY 2023-2026 TIP.

PM1: Safety

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

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

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

The APO receives its VMT data from MnDOT.

Figure 3.1 outlines the specific safety performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM 1 Performance Measure	MnDOT's 2022 Targets	2020 APO Baseline Measurement	APO's 2022 Target
Number of Fatalities	395.2	13.0	8.6
Rate of Fatalities (per 100 million vehicle miles traveled)	0.613	1.110	0.720
Number of Serious Injuries	1,463.4	30.0	23.0
Rate of Serious Injuries (per 100 million vehicle miles traveled)	2.470	2.562	1.946

PM 1 Performance Measure	MnDOT's 2022 Targets	2020 APO Baseline Measurement	APO's 2022 Target
Number of Non-Motorized Fatalities and Serious Injuries	258.4	11.0	7.8

Figure 3.1: A list of incorporated PM1 performance measures in the APO's FY 2023-2026 TIP and performance targets for those performance measures.

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

APO PM1 Programmed Projects

For example, MnDOT has adopted a yearly target of 395.2 fatalities in 2022, while the APO selected a yearly target of 8.6 fatalities for 2022. The APO's regional 2020 baseline measurement for fatalities was 13.0. It is unclear what supporting MnDOT's target would mean in this context or how it would help the APO to target investment funding. By electing to pursue targets more relevant to the regional baseline, the APO can better evaluate the effectiveness of its roadway safety and more efficiently monitor changes in this and other roadway safety numbers.

Examples of programmed projects in the FY 2023-2026 TIP that will help achieve the APO's roadway targets include the following: the installation rural intersection street lighting on various Sherburne County roads (project number 071-070-042); construction of a roundabout at the intersection of Stearns CSAH 4 and Stearns CSAH 133 (073-070-025); the installation of median cable barrier guardrail on US 10 from Sherburne County CSAH 7 to CSAH 20 (8823-407); and the installation of mumble strips on various Sherburne County roads (071-070-045). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

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

PM2: Infrastructure

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

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

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

- Excellent: 86-100.
- Good: 71-85.
- Fair: 56-70.

- Poor: 0-55.

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

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

Figure 3.2 outlines the specific infrastructure performance measure, the MnDOT targets for that measurement, the APO’s baseline measurement, and the APO’s adopted targets.

APO PM2 Programmed Projects

Like PM1, the APO has opted to set stricter performance targets for infrastructure than MnDOT. APO staff believe that by tailoring targets specifically to the region, the APO is better equipped to track, monitor, and potentially address changes – both positive and negative – in a more effective and efficient manner.

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

The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. Roadway management and preservation projects within the FY 2023-2026 TIP include the replacement of MN 23 bridges over US 10 (project number 0503-91) and the replacement of the Stearns CSAH 75 bridge over the Sauk River (073-675-042).

PM2 Performance Measure	MnDOT’s 2021 Targets	2020 APO Baseline Measurement	APO’s 2021 Target
Percentage of pavements of the Interstate System in Good condition	55%	95.4%	85%
Percentage of pavements of the Interstate System in Poor condition	2%	0%	1%
Percentage of pavements of the non-Interstate NHS in Good condition	50%	69.6%	60%
Percentage of pavements of the non-Interstate NHS in Poor condition	4%	0.1%	1%

PM2 Performance Measure	MnDOT's 2021 Targets	2020 APO Baseline Measurement	APO's 2021 Target
Percent of NHS bridges classified as in Good condition	35%	66.0%	60%
Percentage of NHS bridges classified as in Poor condition	2%	0%	1%

Figure 3.2: A list of incorporated PM2 performance measures in the APO's FY 2023-2026 TIP and performance targets for those performance measures.

PM3: System Performance

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

1. Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.
2. Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.
3. Truck Travel Time Reliability Index.

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

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

that are reported every five minutes when data is available on the NHS.

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

$$\frac{\text{Longer travel times (80}^{\text{th}} \text{ percentile of travel times)}}{\text{Normal Travel Times (50}^{\text{th}} \text{ percentile of travel times)}}$$

The analysis periods are:

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

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

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

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

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

$$\frac{\text{Longer travel times (95}^{\text{th}} \text{ percentile of travel times)}}{\text{Normal Travel Times (50}^{\text{th}} \text{ percentile of travel times)}}$$

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

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

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

Figure 3.3 outlines the specific system performance measure, the MnDOT targets for that measurement, the APO’s baseline measurement, and the APO’s adopted targets.

PM3 Performance Measure	MnDOT’s 2021 Targets	2020 APO Baseline Measurement	APO’s 2021 Target
Percent of person-miles traveled on the Interstate that are reliable	80%	100%	100%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	90%	97.5%	90%
Truck Travel Time Reliability (TTTR) Index (minutes)	1.5	1.10	1.24

Figure 3.3: A list of the incorporated PM3 performance measures in the APO’s FY 2023-2026 TIP and performance targets for those performance measures.

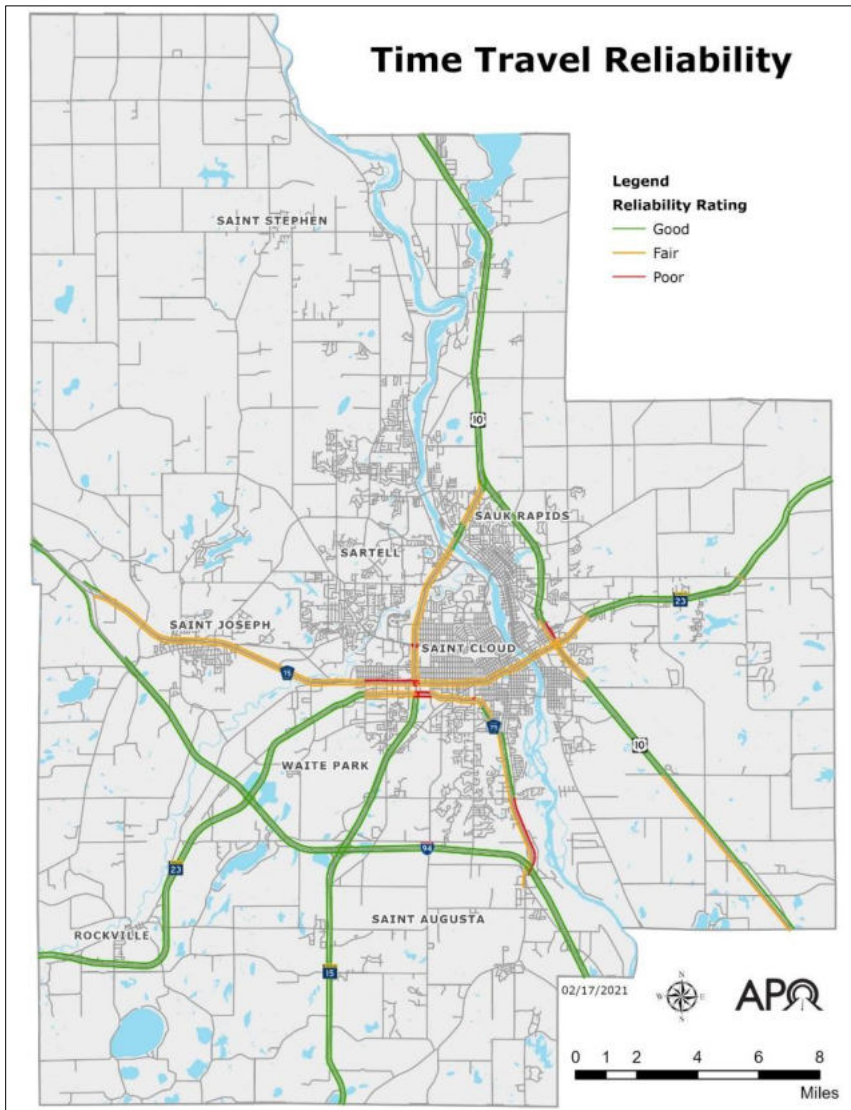


Figure 3.4: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO's planning area.

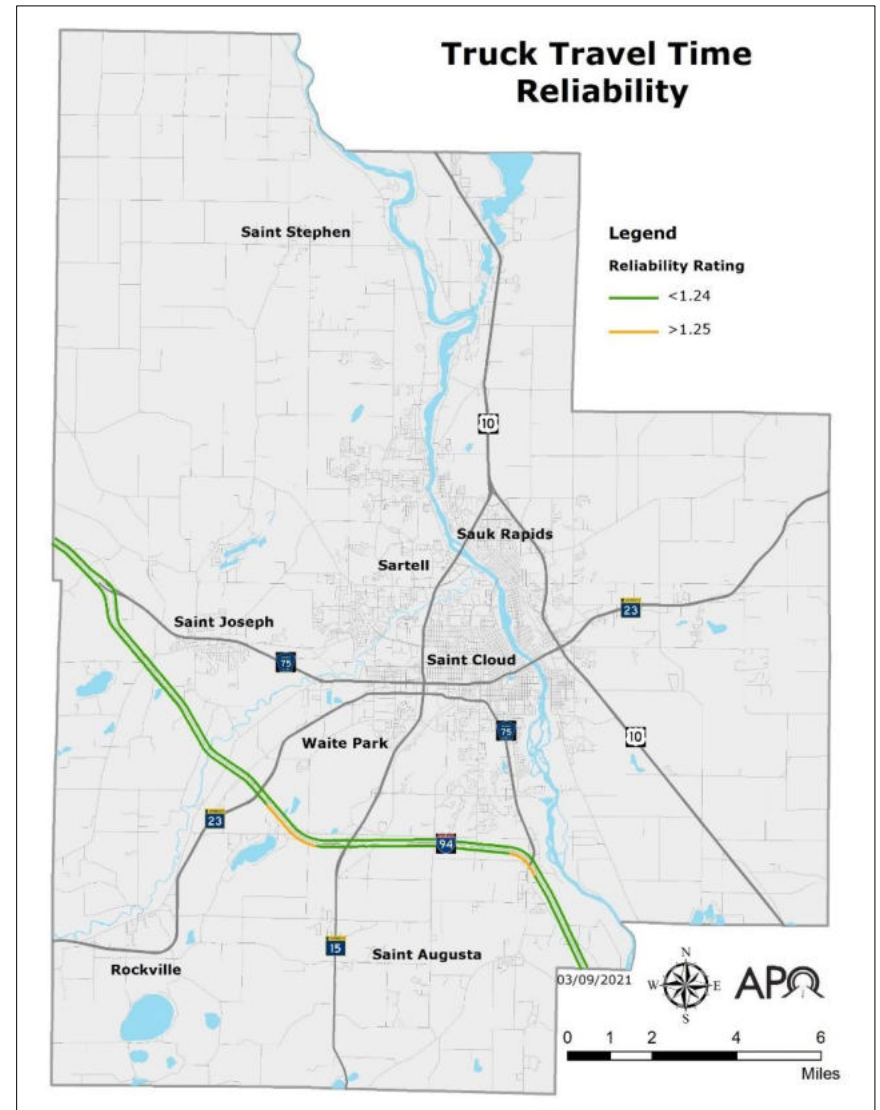


Figure 3.5: A map of the truck travel time reliability of Interstate 94 within the APO's planning area.

APO PM3 Programmed Projects

The percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100% and 97.5%, respectively. MnDOT has set targets of Interstate reliability at 80% and non-Interstate NHS at 90%. The APO has reviewed past data trends and determined Interstate reliability should remain at 100%, therefore making supporting the MnDOT targets not as relevant to the APO's planning area.

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

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

Interstate freight movement is very important to the economy as many businesses are dependent on a reliable system for shipping and delivery. MnDOT has set a target of 1.5 truck travel time reliability (TTTR) while the APO has adopted a target of 1.24. The current TTTR is 1.10 in the APO region. The APO has opted to impose stricter performance targets on its region since the APO's baseline measurement was below that of the MnDOT established targets.

There are currently no programmed projects expected to increase reliability. However, the Interstate system is still

under capacity within the APO region, so there is no evidence travel time reliability will see any adverse impacts.

Transit Asset Management (TAM)

In addition to TPM requirements which focus specifically on the roadway network, a separate set of performance measures is required to be developed and maintained by transit agencies receiving Federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must also establish performance measures which will help the respective transit agency maintain a state of good repair (SGR) which aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

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

TAM plan requirements fall into two categories:

- **Tier I:** Operates rail **OR** ≥ 101 vehicles across all fixed route modes **OR** ≥ 101 vehicles in one non-fixed route mode.

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

Within the APO’s planning area, Saint Cloud Metro Bus is required to develop a TAM plan falling under the Tier II requirements. Figure 3.6 outlines Metro Bus’s 2021

performance targets for percentage of assets that have met or exceeded their ULB; the 2021 baseline measurement; the percent difference between the 2021 target and baseline; and the 2022 targets.

Figure 3.7 outlines the TERM scale rating and ULB targets for Metro Bus facilities.

Transit Asset Management SGR	Metro Bus 2021 Targets	2021 Metro Bus Baseline Measurement	2021 Performance Percentage Point Difference	Metro Bus 2022 Targets
Equipment (non-revenue service vehicles)	0.00%	0.00%	0.00	0.00%
Rolling Stock (revenue vehicles) – Class 700 buses	2.56%	10.26%	7.70	13.0%
Rolling Stock (revenue vehicles) – Class 400 buses	8.33%	20.00%	11.67	0.00%
Rolling Stock (revenue vehicles) – MCI buses	0.00%	0.00%	0.00	0.00%
Infrastructure (rail, fixed guideway, track signals, and systems)	N/A	N/A	N/A	N/A

Figure 3.6: A list of the incorporated SGR performance measures in the APO's FY 2023-2026 TIP and performance targets for those performance measures

Transit Asset Management TERM Scale	2021 Metro Bus Baseline Measurement	Metro Bus Percent of Assets Rated Below 3
Mobility Training Center	4	0%
Transit Center	3	0%
Operations	3	0%
Cold Storage	2	100%

Figure 3.7: A list of the incorporated TAM TERM scale performance measures in the APO's FY 2023-2026 TIP and performance targets for those TERM scale performance measures.

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

Examples of programmed projects in the FY 2023-2026 TIP that will help achieve these targets include: the purchase of four Class 700 replacement CNG fixed route buses (project number TRS-0048-24A); facility improvements (project number TRF-0048-25G); and the purchase of three replacement operations vehicles (project number TRF-0048-26E).

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

Public Transportation Agency Safety Plan (PTSAP)

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

The SMS components of the PTSAP must include the following:

- Safety Management Policy.
 - Safety objectives.
 - Confidential employee reporting program.
 - Organizational accountabilities and safety responsibilities.
 - Designation of a Chief Safety Officer.

- Safety Risk Management.
 - Process for hazard identification.
 - Risk assessment.
 - Mitigation development.
- Safety Assurance.
 - All operators develop processes for safety performance monitoring and measurement.
 - Rail and large bus operators also develop processes for management of change and continuous improvement.
- Safety Promotion.
 - Comprehensive safety training program.
 - Safety communication.

PTASP regulation requires public transportation providers and state DOTs to also establish safety performance targets to address the safety performance measures identified in the [National Public Transportation Safety Plan](https://bit.ly/2Q8LUAt) (<https://bit.ly/2Q8LUAt>). Guidance from the development of this plan will assist transit agencies in properly identifying and addressing safety concerns or hazardous conditions while evaluating processes to mitigate those risks with the least amount of impact on employees, passengers, and equipment.

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

1. **Fatalities:** Death confirmed within 30 days excluding trespassing and suicide-related fatalities.
2. **Fatalities per 65,000 Vehicle Revenue Miles (VRM):** Total number of fatalities per total VRM by mode.

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

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

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

Figure 3.8 outlines the safety measures by mode of service for Saint Cloud Metro Bus.

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

Examples of programmed projects in the FY 2023-2026 TIP that will help achieve these targets include: the purchase of four replacement fixed route buses (TRS-0048-24A), the purchase of two Class 400 CNG Dial-a-Ride buses (TRS-0048-24F), and the purchase of four Class 400 replacement CNG Dial-a-Ride buses (TRS-0048-25A).

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

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

Figure 3.8: A list of the incorporated PTSAP safety targets in the APO's FY 2023-2026 TIP.

MPO Investment Priorities

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

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

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

- A pavement condition database update has been proposed which will assess the pavement conditions. Cost projections for system preservation maintenance has also been included.
- A 2022 study pertaining to current and future operations of Opportunity Drive from the I-94 interchange to at least 74th Street.
- The continuation of the 2021 planning study of possible alignments for a potential Mississippi River bridge crossing connecting 33rd Street S and Roosevelt Road (CSAH 75) to US 10.

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

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

An example of this are the three bridge replacement projects programmed into the TIP. These projects replace two bridges on MN 23 (project numbers 0503-91, 0503-91S, 0503-91GMNR, 0503-91AC, and 0503-91AC1); three bridges on I-94 (project numbers 7380-259 and 7380-264); and one bridge on CSAH 75 (073-675-042). With the replacement of these bridges, which currently have a fair condition rating, bridge conditions in the APO’s MPA will improve by roughly 11.8 percentage points.

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.

NHS Bridge Condition	2020	2026	Percentage Point Change
Good	66.0%	77.8%	+11.8%
Fair	34.0%	22.2%	-11.8%
Poor	0.0%	0.0%	0.0%

Figure 3.9: A comparison of bridge conditions before and after the completion of bridge replacement projects programmed into the APO’s FY 2023-2026 TIP.

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.

IIJA & CAAA TIP Financial Requirements

The most recent surface transportation bill, the 2021 Infrastructure Investment and Jobs Act (IIJA), and the Clean Air Act Amendments of 1990 (CAAA) have prescribed the following financial planning requirements for MPOs, state departments of transportations (DOTs), and public transit agencies:

- Be financially constrained by year and include a financial plan that demonstrates through current and projected revenue streams, how implementing agencies requesting Federal funds can provide the required local match, while adequately operating and maintaining their existing transportation system.
- Include only projects for which construction and operating funds are reasonably expected to be available. In the case of new funding sources, strategies for ensuring their availability shall be identified.

- The MPO must consider all projects and strategies funded under title 23 USC and the Federal Transit Act, other Federal funds, local sources, state assistance, and private participation. The amount of funding assumed for future years from Federal sources should not exceed currently authorized amounts.
- Show the amount of Federal funds proposed to be obligated in each program year, the proposed sources of Federal and non-Federal funds, and the estimated cost for each project.
- Meet all criteria in the metropolitan and statewide planning regulations.

Financial Analysis Preparation

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

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

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

For an agency or jurisdiction to be found in financial conformance, local match amounts allocated to “expansion” projects – projects that either add capacity to an already existing roadway or construct an entirely new roadway – should not adversely impact a jurisdiction’s historic local system preservation investment.

Historical Financial Condition

Each agency and jurisdiction that has projects programmed into the FY 2023-2026 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 2023-2026 TIP. These sources included local tax levies, special assessments, state funding, state-aid funding, bonding, and other miscellaneous local revenue streams.

Determining Fiscal Constraint

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

To ensure potential revenue was being allocated appropriately toward system preservation, the historical funding percentage was applied to the total projected local funds by year. The funds remaining would then be allocated

toward expansion projects. Fiscal constraint would be maintained if the local match of the projects programmed into the TIP (either system preservation or capacity expansion) do not exceed the projected revenue allocations.

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

Financial Capability Finding

The sections 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 2023-2026 TIP.

Benton County

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Benton County has allocated on average 66% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 34% of overall local transportation related dollars to be expended on new transportation related projects.

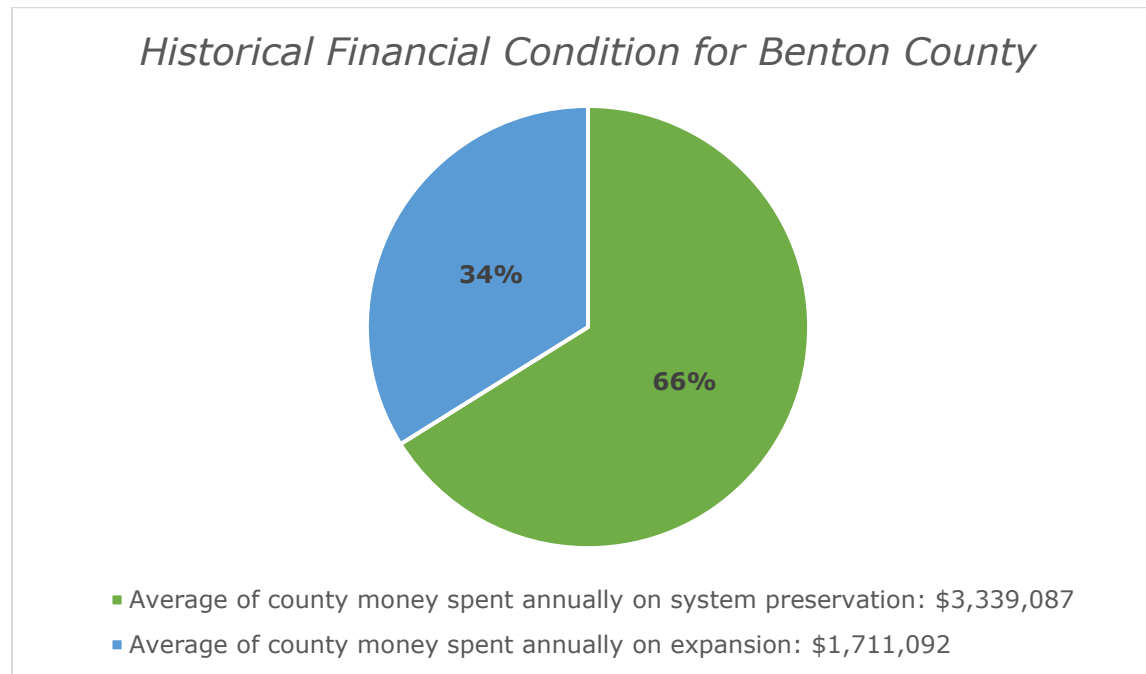


Figure 4.1: Local investment on system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$3,786,495	\$17,296	\$3,803,791
2013	\$2,522,292	\$1,550,646	\$4,072,938
2014	\$4,422,130	\$6,133,846	\$10,555,976
2015	\$3,136,796	\$952,114	\$4,088,910
2016	\$930,787	\$3,878,344	\$4,809,131
2017	\$1,992,607	\$942,160	\$2,934,767
2018	\$6,364,560	\$2,742,697	\$9,107,257
2019	\$941,068	\$0	\$941,068
2020	\$6,301,797	\$0	\$6,301,797
2021	\$2,992,334	\$893,817	\$3,886,151
Total	\$33,390,866	\$17,110,920	\$50,501,786
Average	\$3,339,087	\$1,711,092	\$5,050,179
Percentage of Total County Expense	66%	34%	100%

Figure 4.2: Local investment on system preservation and expansion within Benton County from 2012-2021. Data courtesy of Benton County Highway Department.

Historical Financial Condition within APO’s MPA

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

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

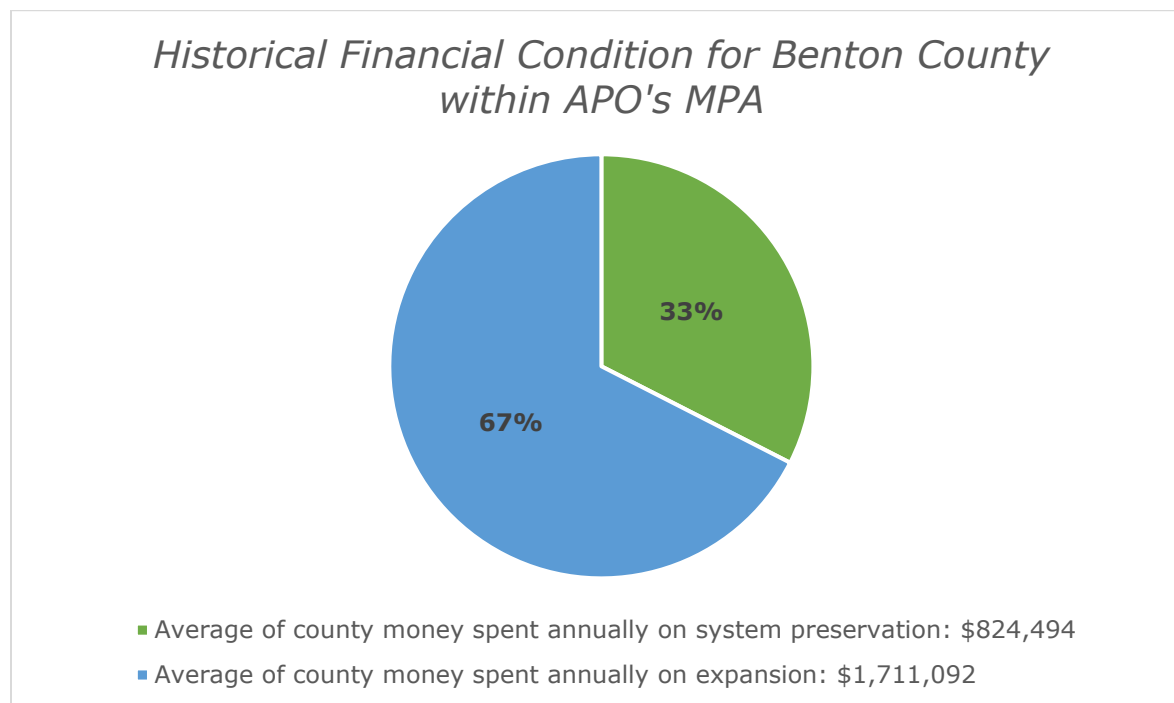


Figure 4.3: Local investment on system preservation and expansion within the portion of Benton County within the APO’s MPA. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$454,379	\$17,296	\$471,675
2013	\$302,675	\$1,550,646	\$1,853,321
2014	\$530,656	\$6,133,846	\$6,664,502
2015	\$376,416	\$952,114	\$1,328,530
2016	\$111,694	\$3,878,344	\$3,990,038
2017	\$239,113	\$942,160	\$1,181,273
2018	\$3,799,942	\$2,742,697	\$6,542,639
2019	\$112,928	\$0	\$112,928
2020	\$756,216	\$0	\$756,216
2021	\$1,560,926	\$893,817	\$2,454,743
Total	\$8,244,945	\$17,110,920	\$25,355,865
Average	\$824,494	\$1,711,092	\$2,535,586
Percentage of Total County Expense	33%	67%	100%

Figure 4.4: Local investment on system preservation and expansion within the portion of Benton County within the APO's MPA from 2012-2021. 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 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$4,516,667	\$0	\$0	\$0	\$4,516,667
State-Aid Funds	\$2,869,042	\$2,885,334	\$2,352,007	\$7,155,000	\$15,261,383
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$4,986,667	\$3,884,789	\$3,165,400	\$11,525,000	\$23,561,856
Total Projected County Funds	\$12,372,376	\$6,770,123	\$5,517,407	\$18,680,000	\$43,339,906

Figure 4.5: Projected County transportation funding sources and amounts for Benton County to be used toward transportation projects. Data courtesy of Benton County Highway Department.

Future Financial Condition within APO’s MPA

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

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$542,000	\$0	\$0	\$0	\$542,000
State-Aid Funds	\$344,285	\$346,240	\$282,241	\$2,410,714	\$3,383,480
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$598,400	\$466,175	\$1,266,160	\$1,125,000	\$3,455,735
Total Projected County Funds	\$1,484,685	\$812,415	\$1,548,401	\$3,535,714	\$7,381,215

Figure 4.6: 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 4.7 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, \$2,435,801 is available for system preservation projects during fiscal years 2023-2026. The remaining \$4,945,414 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (33% of Total)	Historical Expansion Investment (67% of Total)
2023	\$1,484,685	\$489,946	\$994,739
2024	\$812,415	\$268,097	\$544,318
2025	\$1,548,401	\$510,972	\$1,037,429
2026	\$3,535,714	\$1,166,786	\$2,368,928
Total	\$7,381,215	\$2,435,801	\$4,945,414

Figure 4.7: A total of available revenue for the portion of Benton County within the APO’s MPA by year from 2023 through 2026. Data courtesy of Benton County Highway Department.

During this time frame, Benton County does not have any projects within the APO’s MPA programmed into the TIP. However, the county is contributing \$85,000 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91).

Overall, Benton County has enough funding to finance this contribution and thereby maintains fiscal constraint.

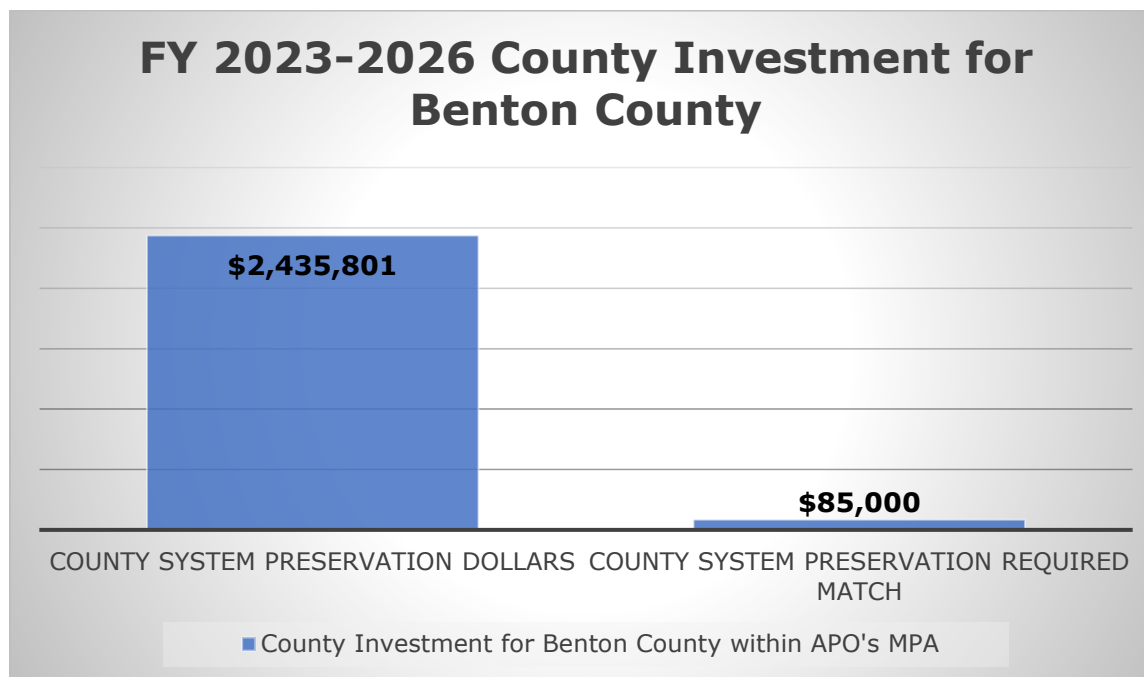


Figure 4.8: Total fiscal constraint for Benton County within the APO’s MPA for TIP cycle FY 2022-2025. Data courtesy of Benton County Highway Department.

Sherburne County

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Sherburne County has allocated on average 100% of overall local transportation related dollars to system preservation of the current transportation system.

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

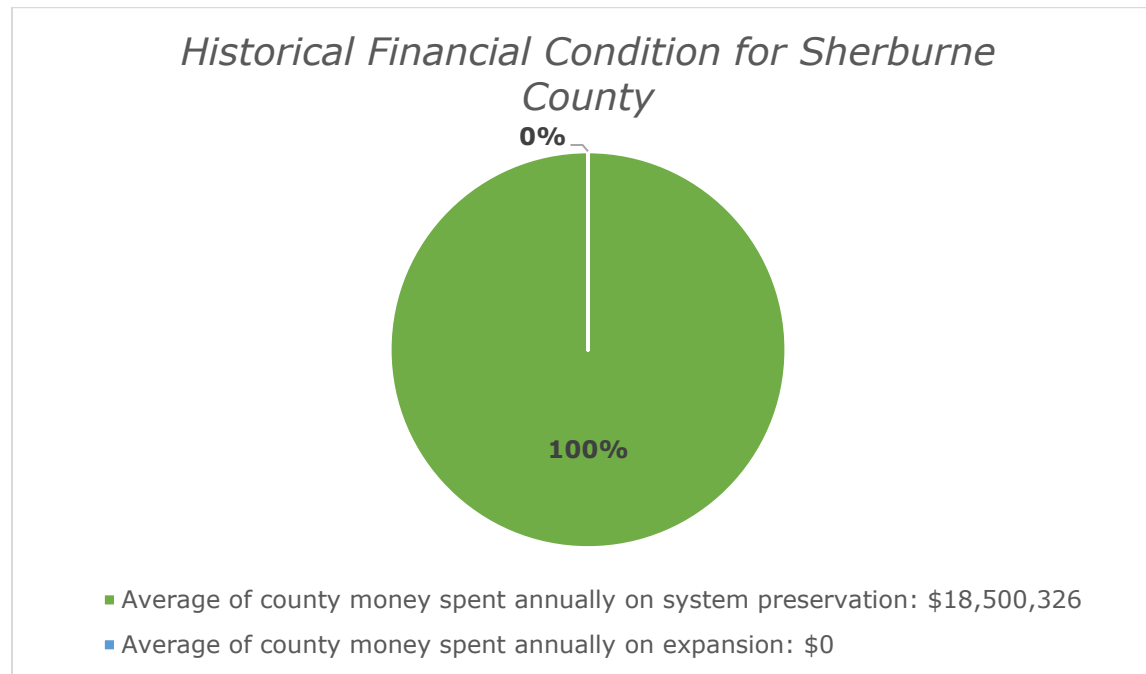


Figure 4.9: Local investment on system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$16,951,863	\$0	\$16,951,863
2013	\$15,330,074	\$0	\$15,330,074
2014	\$20,358,007	\$0	\$20,358,007
2015	\$18,414,656	\$0	\$18,414,656
2016	\$11,745,584	\$0	\$11,745,584
2017	\$17,229,707	\$0	\$17,229,707
2018	\$17,964,370	\$0	\$17,964,370
2019	\$25,598,083	\$0	\$25,598,083
2020	\$18,808,660	\$0	\$18,808,660
2021	\$22,602,258	\$0	\$22,602,258
Total	\$185,003,261	\$0	\$185,003,261
Average	\$18,500,326	\$0	\$18,500,326
Percentage of Total County Expense	100%	0%	100%

Figure 4.10: Local investment on system preservation and expansion within Sherburne County from 2012-2021. Data courtesy of Sherburne County Highway Department.

Historical Financial Condition within APO's MPA

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

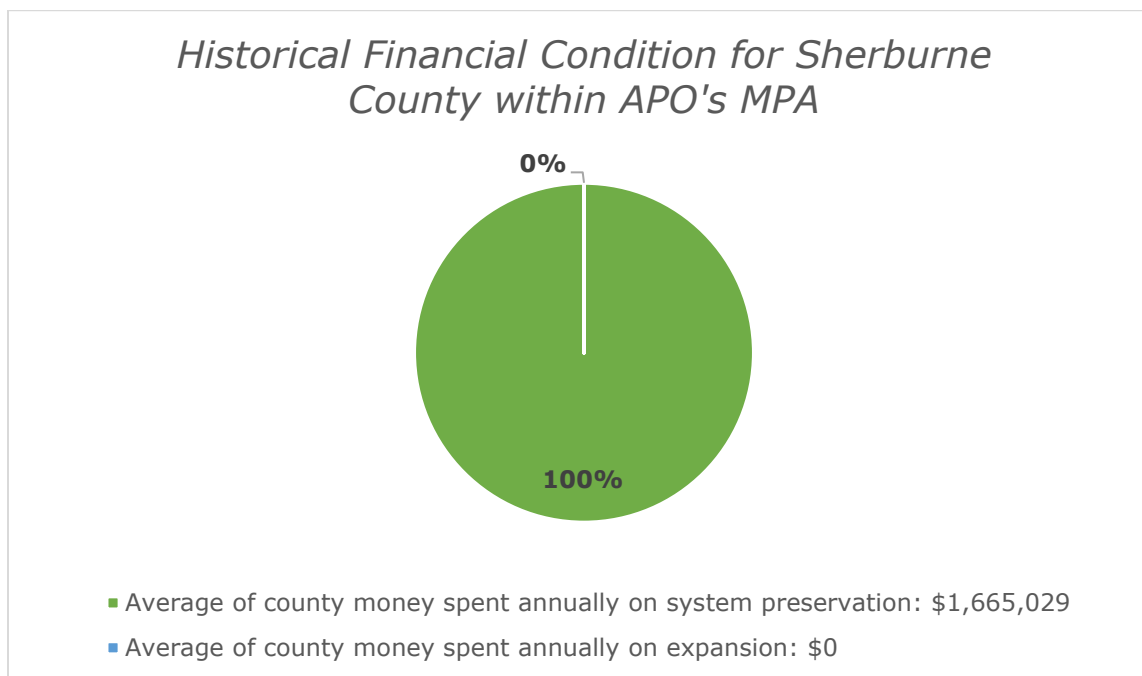


Figure 4.11: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$1,525,668	\$0	\$1,525,668
2013	\$1,379,707	\$0	\$1,379,707
2014	\$1,832,221	\$0	\$1,832,221
2015	\$1,657,319	\$0	\$1,657,319
2016	\$1,057,103	\$0	\$1,057,103
2017	\$1,550,674	\$0	\$1,550,674
2018	\$1,616,793	\$0	\$1,616,793
2019	\$2,303,827	\$0	\$2,303,827
2020	\$1,692,779	\$0	\$1,692,779
2021	\$2,034,203	\$0	\$2,034,203
Total	\$16,650,293	\$0	\$16,650,293
Average	\$1,665,029	\$0	\$1,665,029
Percentage of Total County Expense	100%	0%	100%

Figure 4.12: Local investment on system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2012-2021. Data courtesy of Sherburne County Highway Department.

Future Financial Condition

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

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$5,885,000	\$4,611,000	\$5,655,200	\$4,480,000	\$20,631,200
State-Aid Funds	\$8,207,600	\$3,148,000	\$2,837,000	\$4,336,000	\$18,528,600
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$1,313,000	\$0	\$0	\$0	\$1,313,000
Other County	\$10,731,000	\$5,675,000	\$8,584,000	\$5,516,000	\$30,506,000
Total Projected County Funds	\$26,136,600	\$13,434,000	\$17,076,200	\$14,332,000	\$70,978,800

Figure 4.13: 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

In reviewing Sherburne County's most recently adopted Capital Improvement Program, the County's Public Works Finance department was able to calculate the anticipated projected county transportation revenues to be expended with the APO's planning area between 2023 and 2026. It should also be noted that the County can and will redistribute local transportation revenue across the county as need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$1,821,000	\$1,376,000	\$0	\$0	\$3,197,000
State-Aid Funds	\$0	\$0	\$0	\$0	\$0
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$2,800,000	\$0	\$0	\$0	\$2,800,000
Total Projected County Funds	\$4,621,000	\$1,376,000	\$0	\$0	\$5,997,000

Figure 4.14: 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 4.15 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, \$5,997,000 is available for system preservation projects during fiscal years 2023-2026. 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)
2023	\$4,621,000	\$4,621,000	\$0
2024	\$1,376,000	\$1,376,000	\$0
2025	\$0	\$0	\$0
2026	\$0	\$0	\$0
Total	\$5,997,000	\$5,997,000	\$0

Figure 4.15: A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2023 through 2026. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County has six system preservation projects within the APO's MPA programmed into the TIP requiring a county match of \$451,644 in year of expenditure dollars.

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

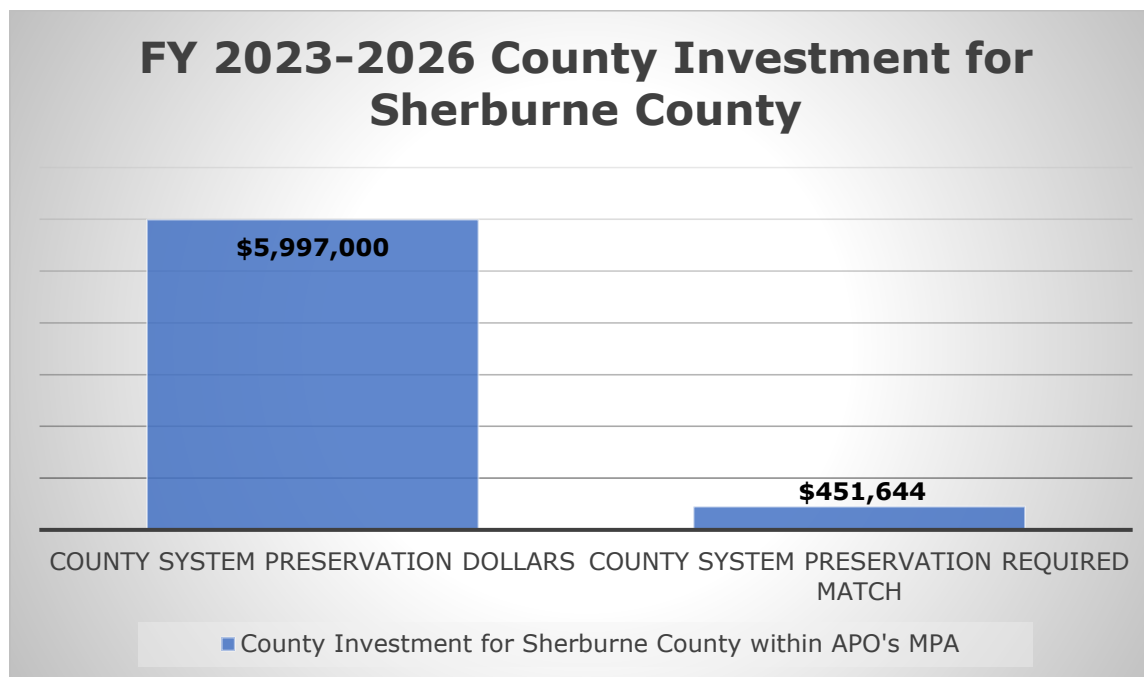


Figure 4.16: Total fiscal constraint for Sherburne County within the APO’s MPA for TIP cycle FY 2023-2026. Data courtesy of Sherburne County Highway Department.

Stearns County

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Stearns County has allocated on average 97% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 3% of overall local transportation related dollars to be expended on new transportation related projects.

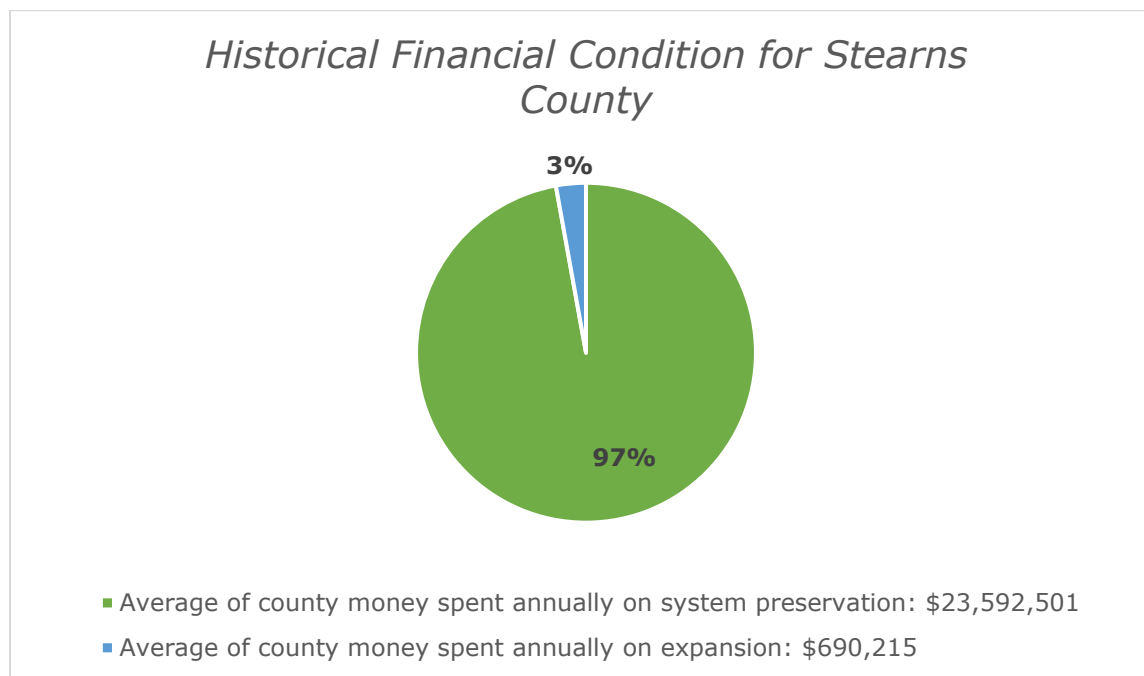


Figure 4.17: Local investment on system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$19,235,253	\$3,232,149	\$22,467,402
2013	\$21,553,328	\$2,450,000	\$24,003,328
2014	\$25,337,708	\$0	\$25,337,708
2015	\$22,305,722	\$0	\$22,305,722
2016	\$17,754,405	\$1,220,000	\$18,974,405
2017	\$17,336,156	\$0	\$17,336,156
2018	\$30,779,580	\$0	\$30,779,580
2019	\$27,140,227	\$0	\$27,140,227
2020	\$26,667,632	\$0	\$26,667,632
2021	\$27,814,997	\$0	\$27,814,997
Total	\$235,925,008	\$6,902,149	\$242,827,157
Average	\$23,592,501	\$690,215	\$24,282,716
Percentage of Total County Expense	97%	3%	100%

Figure 4.18: Local investment on system preservation and expansion within Stearns County from 2012-2021. Data courtesy of Stearns County Highway Department.

Historical Financial Condition within APO's MPA

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

Of note, all the expansion projects within Stearns 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.

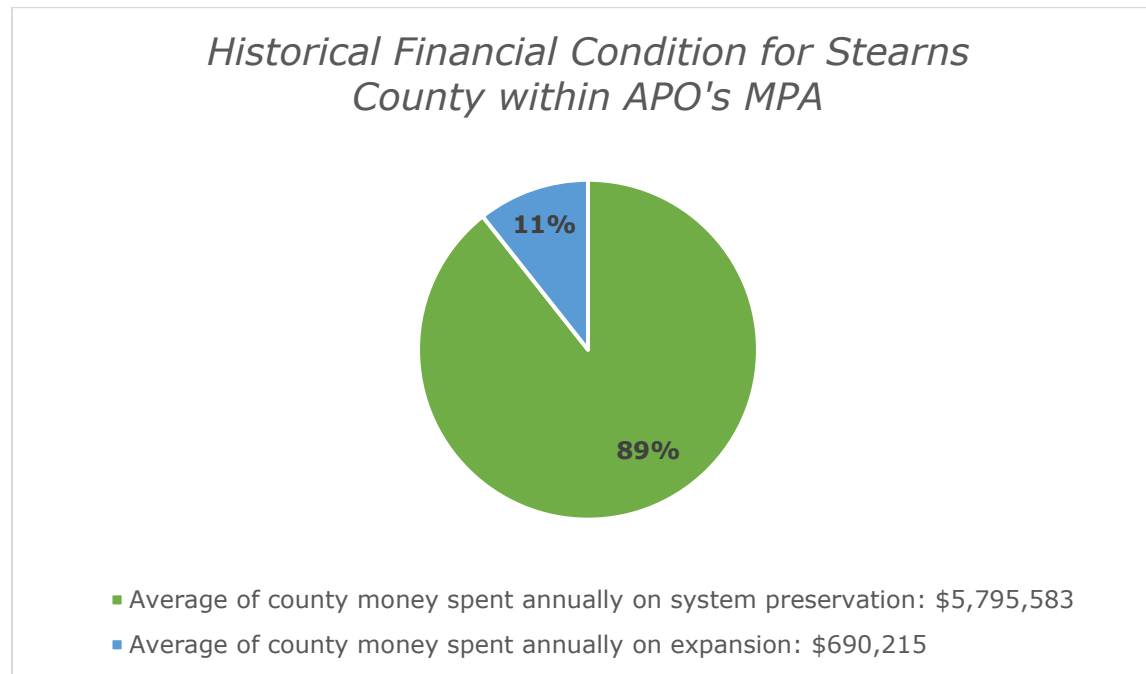


Figure 4.19: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
2012	\$7,647,846	\$3,232,149	\$10,879,995
2013	\$6,313,225	\$2,450,000	\$8,763,225
2014	\$3,288,670	\$0	\$3,288,670
2015	\$6,173,953	\$0	\$6,173,953
2016	\$1,421,185	\$1,220,000	\$2,641,185
2017	\$1,923,110	\$0	\$1,923,110
2018	\$15,276,833	\$0	\$15,276,833
2019	\$3,914,521	\$0	\$3,914,521
2020	\$10,213,186	\$0	\$10,213,186
2021	\$1,783,306	\$0	\$1,783,306
Total	\$57,955,835	\$6,902,149	\$64,857,984
Average	\$5,795,583	\$690,215	\$6,485,798
Percentage of Total County Expense	89%	11%	100%

Figure 4.20: Local investment on system preservation and expansion within the portion of Stearns County within the APO's MPA from 2012-2021. 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 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$7,665,000	\$7,725,000	\$7,775,000	\$7,810,000	\$30,975,000
State-Aid Funds	\$15,136,127	\$15,363,169	\$15,593,616	\$15,827,521	\$61,920,433
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$15,262,500	\$6,250,000	\$5,782,000	\$5,775,000	\$33,069,500
Total Projected County Funds	\$38,063,627	\$29,338,169	\$29,150,616	\$29,412,521	\$125,964,933

Figure 4.21: Projected County transportation funding sources and amounts for Stearns County to be used toward transportation projects. Data courtesy of Stearns County Highway Department.

Future Financial Condition within APO's MPA

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

County Transportation Funding Source	Projected 2023 County Funds	Projected 2024 County Funds	Projected 2025 County Funds	Projected 2026 County Funds	Total 2023-2026 Projected County Funds
General Tax Levy	\$1,379,700	\$1,390,500	\$1,399,500	\$1,405,800	\$5,575,500
State-Aid Funds	\$2,724,503	\$2,765,370	\$2,806,851	\$2,848,954	\$11,145,678
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$2,747,250	\$1,125,000	\$1,040,760	\$1,039,500	\$5,952,510
Total Projected County Funds	\$6,851,453	\$5,280,870	\$5,247,111	\$5,294,254	\$22,673,688

Figure 4.22: 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 4.23 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, \$20,179,582 is available for system preservation projects during fiscal years 2023-2026. The remaining \$2,494,106 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (89% of Total)	Historical Expansion Investment (11% of Total)
2023	\$6,851,453	\$6,097,793	\$753,660
2024	\$5,280,870	\$4,699,974	\$580,896
2025	\$5,247,111	\$4,669,929	\$577,182
2026	\$5,294,254	\$4,711,886	\$582,368
Total	\$22,673,688	\$20,179,582	\$2,494,106

Figure 4.23: A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2023 through 2026. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has five system preservation projects within the APO's MPA programmed into the TIP, requiring a local match of \$4,778,226 in year of expenditure dollars. The county also has three expansion projects programmed

requiring a local match of \$1,162,483. Overall, Stearns County has enough funding to finance these projects and thereby maintains fiscal constraint.

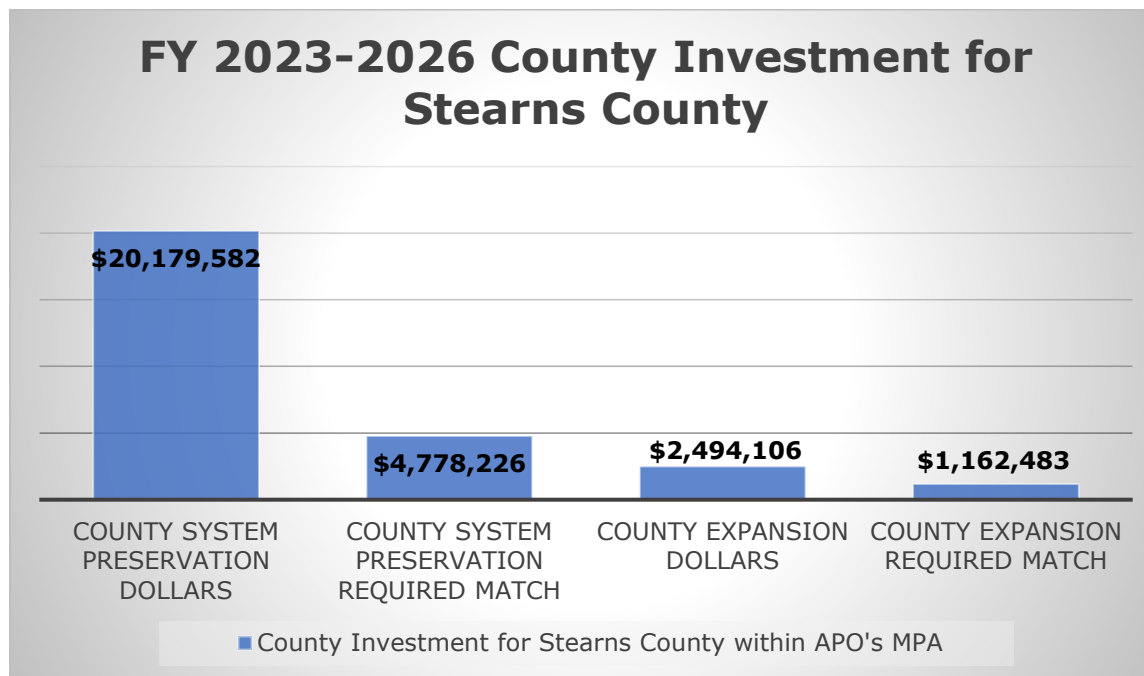


Figure 4.24: Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2023-2026. Data courtesy of Stearns County Highway Department.

City of Saint Cloud

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Saint Cloud has allocated on average 80% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 20% of overall local transportation related dollars to be expended on new transportation related projects.

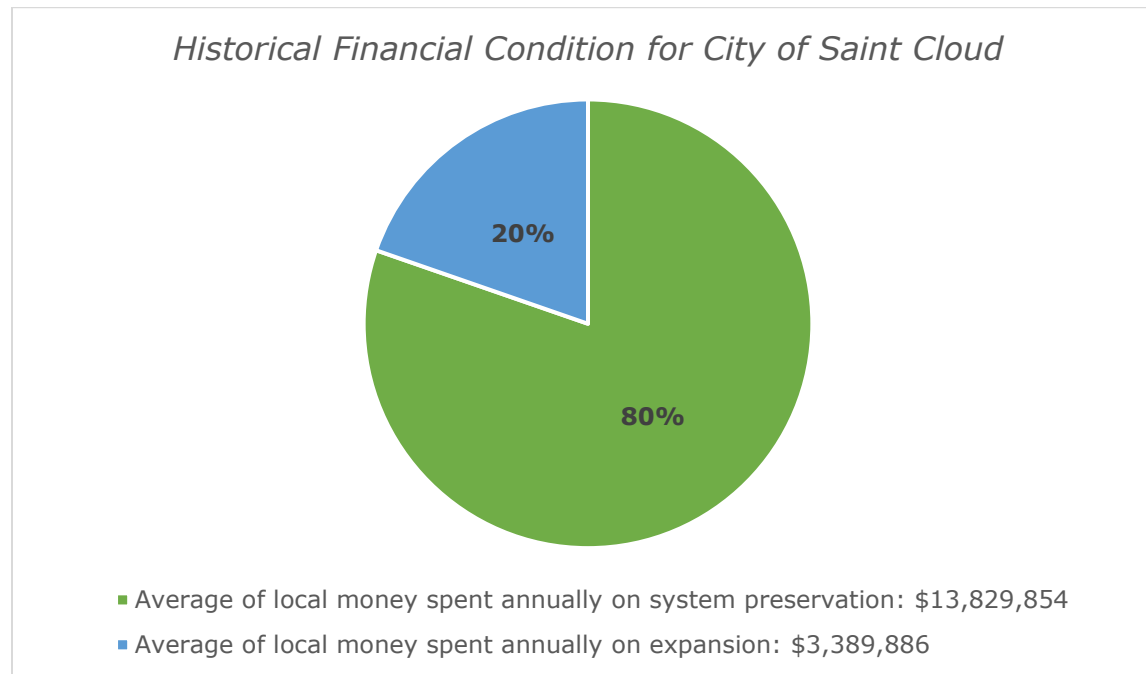


Figure 4.25 Local investment on system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

Year	System Preservation	Expansion	Total Local Investment
2012	\$20,317,905	\$2,475,000	\$22,792,905
2013	\$17,206,909	\$3,278,700	\$20,485,609
2014	\$25,495,287	\$3,600,000	\$29,095,287
2015	\$12,688,129	\$1,656,000	\$14,344,129
2016	\$10,297,070	\$2,025,000	\$12,322,070
2017	\$10,657,080	\$1,440,000	\$12,097,080
2018	\$11,415,690	\$4,770,000	\$16,185,690
2019	\$13,123,620	\$5,924,160	\$19,047,780
2020	\$7,682,670	\$4,590,000	\$12,272,670
2021	\$9,414,180	\$4,140,000	\$13,554,180
Total	\$138,298,540	\$33,898,860	\$172,197,400
Average	\$13,829,854	\$3,389,886	\$17,219,740
Percentage of Total Local Expense	80%	20%	100%

Figure 4.26: Local investment on system preservation and expansion in the City of Saint Cloud from 2012-2021. 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 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$0	\$0	\$0	\$0	\$0
State-Aid Funds	\$1,500,000	\$3,500,000	\$1,500,000	\$3,000,000	\$9,500,000
Assessments	\$1,050,000	\$2,400,000	\$1,360,000	\$1,000,000	\$5,810,000
Bonding	\$4,035,000	\$2,900,000	\$4,640,000	\$5,000,000	\$16,575,000
Other Local	\$10,781,400	\$14,880,250	\$18,779,150	\$20,000,000	\$64,440,800
Total Projected Local Funds	\$17,366,400	\$23,680,250	\$26,279,150	\$29,000,000	\$96,325,800

Figure 4.27: 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 4.28 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Cloud. In total, \$77,060,640 is available for system preservation projects during fiscal years 2023-2026. The remaining \$19,265,160 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation (80% of Total)	Historical Expansion Investment (20% of Total)
2023	\$17,366,400	\$13,893,120	\$3,473,280
2024	\$23,680,250	\$18,944,200	\$4,736,050
2025	\$26,279,150	\$21,023,320	\$5,255,830
2026	\$29,000,000	\$23,200,000	\$5,800,000
Total	\$96,325,800	\$77,060,640	\$19,265,160

Figure 4.28: A total of available revenue for the City of Saint Cloud by year from 2023 through 2026. Data courtesy of City of Saint Cloud.

During this time frame, the City of Saint Cloud has one system preservation project programmed into the TIP requiring no local match during this period (this project was constructed in previous years). The city is contributing \$5,804,095 to a 2023 MnDOT District 3 sponsored system preservation project for the reconstruction of the US 10/MN 23 interchange (0503-91). The City is also contributing \$3,500 to the 2023 MnDOT District 3 sponsored system preservation project along MN 301 (7109-08).

Saint Cloud also has one expansion project programmed between fiscal years 2023-2026, however, since this was constructed in previous years, the local match for this project has already been provided.

Overall, the City of Saint Cloud has enough funding to finance the cost participation in the US 10/MN 23 interchange project and the MN 301 project, thereby maintaining fiscal constraint.

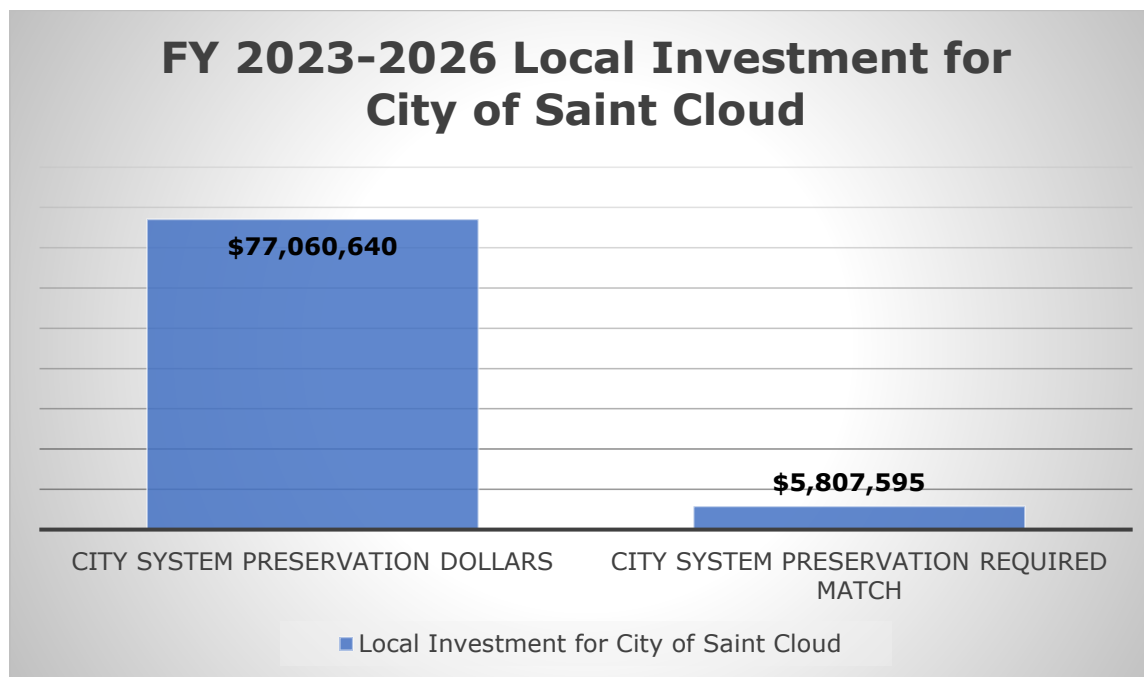


Figure 4.29: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2023-2026. Data courtesy of City of Saint Cloud.

City of Saint Joseph

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Saint Joseph has allocated on average 73% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 27% of overall local transportation related dollars to be expended on new transportation related projects.

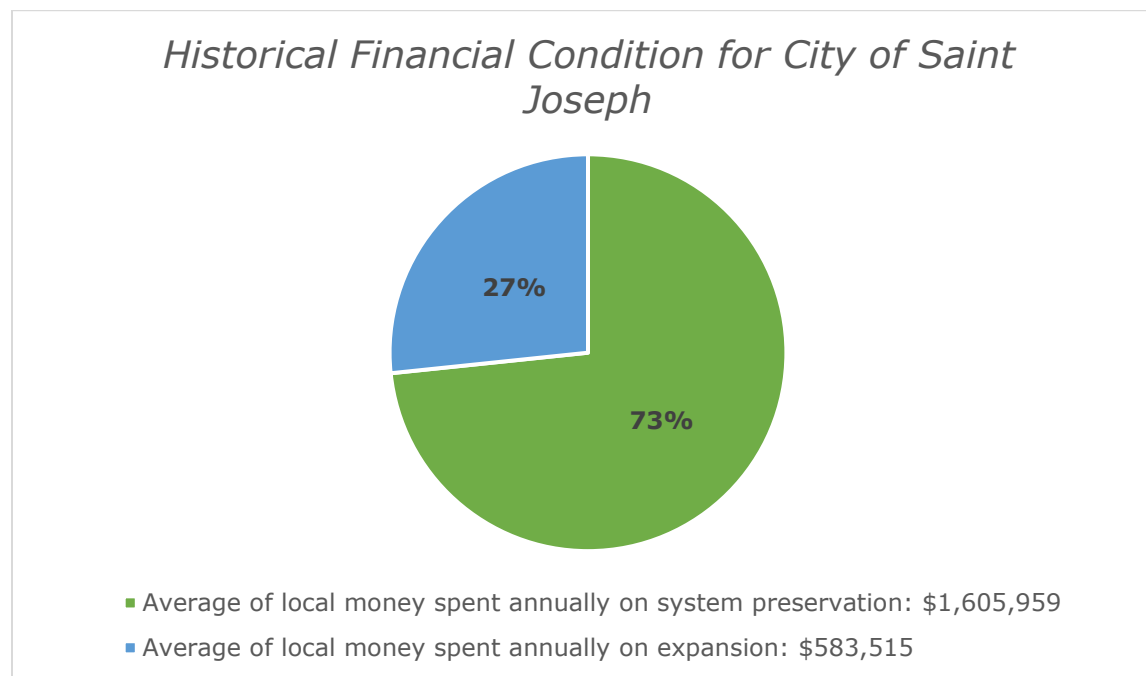


Figure 4.30: Local investment on system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

Year	System Preservation	Expansion	Total Local Investment
2012	\$375,254	\$0	\$375,254
2013	\$776,613	\$0	\$776,613
2014	\$1,908,827	\$0	\$1,908,827
2015	\$1,200,636	\$0	\$1,200,636
2016	\$604,680	\$916,594	\$1,521,274
2017	\$700,822	\$1,033,923	\$1,734,745
2018	\$716,615	\$0	\$716,615
2019	\$4,040,433	\$2,389,830	\$6,430,263
2020	\$2,817,948	\$936,476	\$3,754,424
2021	\$2,917,764	\$558,327	\$3,476,091
Total	\$16,059,592	\$5,835,150	\$21,894,742
Average	\$1,605,959	\$583,515	\$2,189,474
Percentage of Total Local Expense	73%	27%	100%

Figure 4.31: Local investment on system preservation and expansion in the City of Saint Joseph from 2012-2021. 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 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$106,500	\$128,500	\$141,000	\$140,750	\$516,750
State-Aid Funds	\$0	\$300,000	\$0	\$0	\$300,000
Assessments	\$1,904,460	\$688,695	\$1,015,415	\$633,160	\$4,241,730
Bonding	\$1,008,135	\$1,059,130	\$772,440	\$422,105	\$3,261,810
Other Local	\$32,000	\$34,000	\$150,000	\$250,000	\$466,000
Total Projected Local Funds	\$3,051,095	\$2,210,325	\$2,078,855	\$1,446,015	\$8,786,290

Figure 4.32: 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 4.33 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Joseph. In total, \$6,413,992 is available for system preservation projects during fiscal years 2023-2026. The remaining \$2,372,298 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (73% of Total)	Historical Expansion Investment (27% of Total)
2023	\$3,051,095	\$2,227,299	\$823,796
2024	\$2,210,325	\$1,613,537	\$596,788
2025	\$2,078,855	\$1,517,564	\$561,291
2026	\$1,446,015	\$1,055,591	\$390,424
Total	\$8,786,290	\$6,413,992	\$2,372,298

Figure 4.33: A total of available revenue for the City of Saint Joseph by year from 2023 through 2026. 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. Therefore, the City of Saint Joseph maintains fiscal constraint.

City of Sartell

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Sartell has allocated on average 51% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 49% of overall local transportation related dollars to be expended on new transportation related projects.

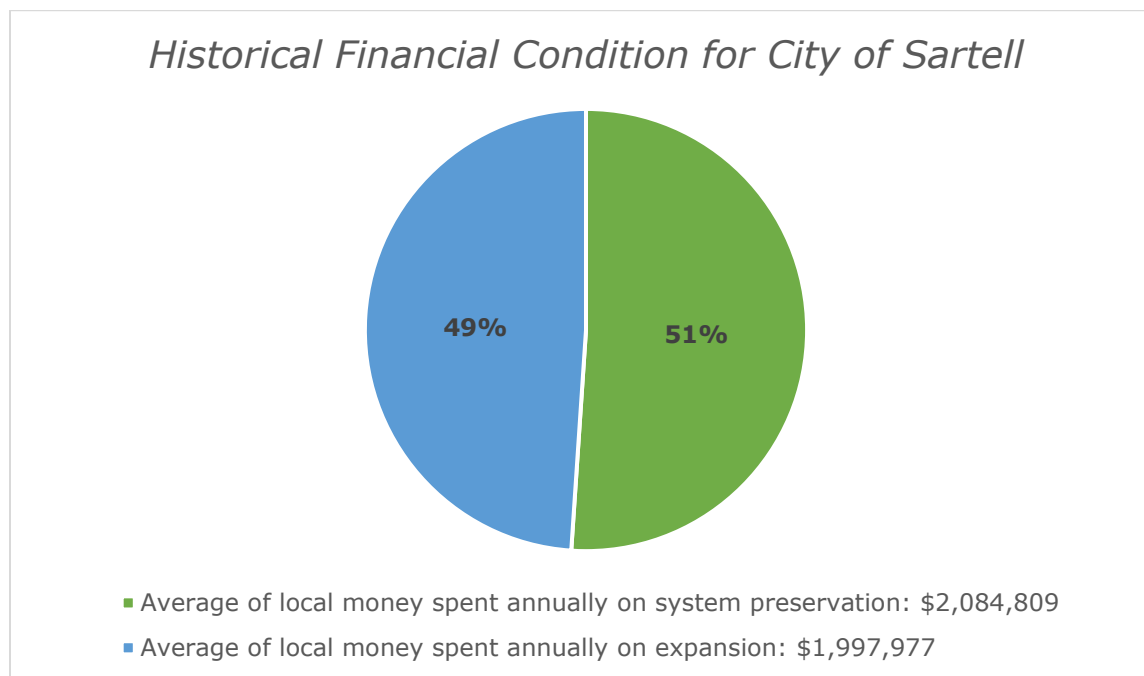


Figure 4.34: Local investment on system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

Year	System Preservation	Expansion	Total Local Investment
2012	\$947,253	\$809,855	\$1,757,138
2013	\$1,197,314	\$0	\$1,197,314
2014	\$2,028,068	\$0	\$2,028,068
2015	\$1,693,048	\$4,956,596	\$6,649,644
2016	\$1,875,414	\$0	\$1,875,414
2017	\$2,219,341	\$2,070,460	\$4,289,801
2018	\$2,348,075	\$4,402,035	\$6,750,110
2019	\$5,833,750	\$2,120,000	\$7,953,750
2020	\$2,381,825	\$2,189,695	\$4,571,520
2021	\$324,000	\$3,431,100	\$3,755,100
Total	\$20,848,088	\$19,979,771	\$40,827,859
Average	\$2,084,809	\$1,997,977	\$4,082,786
Percentage of Total Local Expense	51%	49%	100%

Figure 4.35: Local investment on system preservation and expansion in the City of Sartell from 2012-2021. 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 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$400,000	\$500,000	\$600,000	\$700,000	\$2,200,000
State-Aid Funds	\$0	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000
Assessments	\$225,000	\$220,000	\$215,000	\$200,000	\$860,000
Bonding	\$0	\$0	\$10,000,000	\$0	\$10,000,000
Other Local	\$2,089,889	\$2,148,890	\$2,210,351	\$2,274,375	\$8,723,515
Total Projected Local Funds	\$2,714,889	\$3,868,890	\$14,025,351	\$4,174,375	\$24,783,505

Figure 4.36: 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 4.37 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sartell. In total, \$12,639,588 is available for system preservation projects during fiscal years 2023-2026. The remaining \$12,143,917 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (51% of Total)	Historical Expansion Investment (49% of Total)
2023	\$2,714,889	\$1,384,593	\$1,330,296
2024	\$3,868,890	\$1,973,134	\$1,895,756
2025	\$14,025,351	\$7,152,929	\$6,872,422
2026	\$4,174,375	\$2,128,931	\$2,045,444
Total	\$24,783,505	\$12,639,588	\$12,143,917

Figure 4.37: A total of available revenue for the City of Sartell by year from 2023 through 2026. Data courtesy of City of Sartell.

During this time frame, the City of Sartell has one system preservation project programmed into the TIP requiring no local during this period (this project was constructed in previous years). The city also has two expansion projects programmed requiring a local match of \$183,524 in year of expenditure dollars. Overall, the City of Sartell has enough funding to finance this project and thereby maintains fiscal constraint.

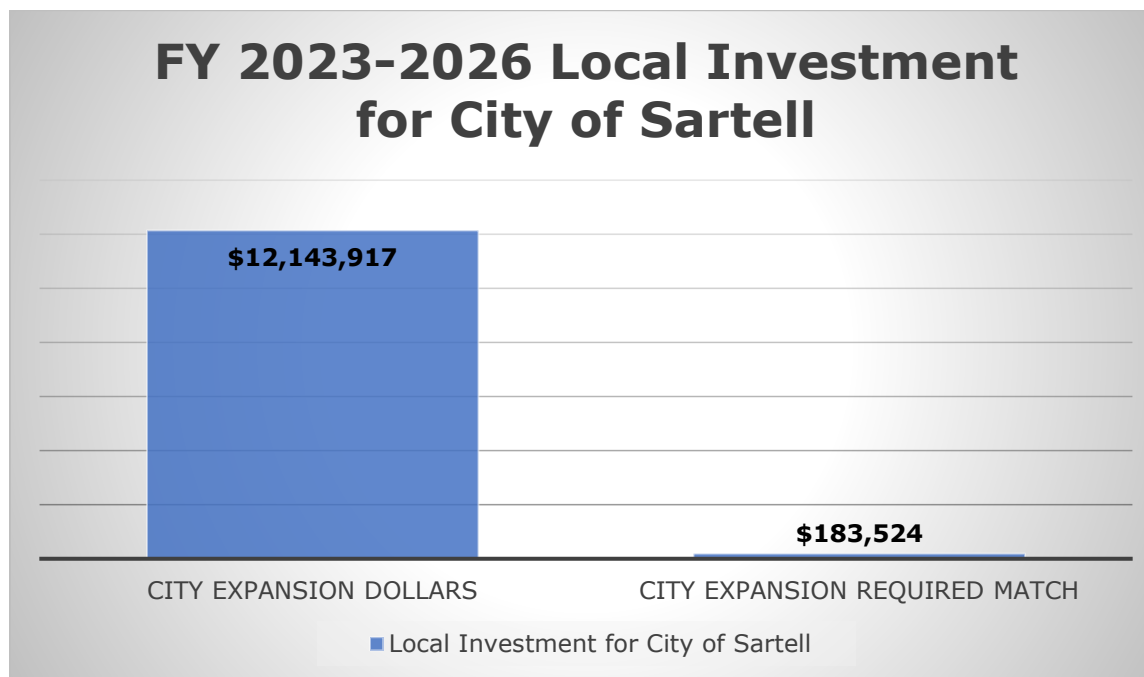


Figure 4.38: Total fiscal constraint for the City of Sartell for TIP cycle FY 2023-2026. Data courtesy of City of Sartell.

City of Sauk Rapids

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – the City of Sauk Rapids has allocated on average 83% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 17% of overall local transportation related dollars to be expended on new transportation related projects.

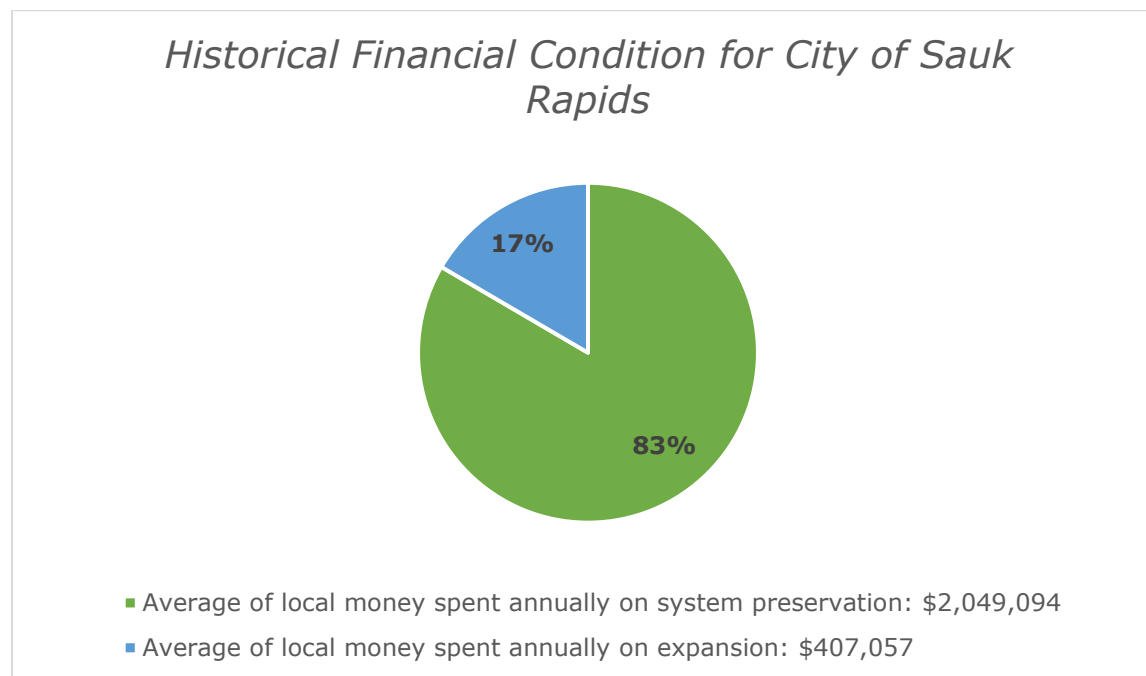


Figure 4.39: Local investment on system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

Year	System Preservation	Expansion	Total Local Investment
2012	\$1,801,156	\$161,063	\$1,962,219
2013	\$958,748	\$0	\$958,748
2014	\$934,802	\$2,957,841	\$3,892,643
2015	\$3,096,470	\$165,017	\$3,261,487
2016	\$1,372,767	\$781,827	\$2,154,594
2017	\$2,685,161	\$4,826	\$2,689,987
2018	\$838,208	\$0	\$838,208
2019	\$2,184,983	\$0	\$2,184,983
2020	\$4,126,788	\$0	\$4,126,788
2021	\$2,491,859	\$0	\$2,491,859
Total	\$20,490,942	\$4,070,574	\$24,561,516
Average	\$2,049,094	\$407,057	\$2,456,152
Percentage of Total Local Expense	83%	17%	100%

Figure 4.40: Local investment on system preservation and expansion in the City of Sauk Rapids from 2012-2021. 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 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$920,000	\$1,050,000	\$1,070,000	\$1,100,000	\$4,140,000
State-Aid Funds	\$0	\$768,000	\$0	\$2,600,000	\$3,368,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$1,800,000	\$0	\$0	\$0	\$1,800,000
Other Local	\$3,798,500	\$252,780	\$1,427,600	\$1,641,200	\$7,120,080
Total Projected Local Funds	\$6,518,500	\$2,070,780	\$2,497,600	\$5,341,200	\$16,428,080

Figure 4.41: 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 4.42 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sauk Rapids. In total, \$13,635,306 is available for system preservation projects during fiscal years 2023-2026. The remaining \$2,792,774 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (83% of Total)	Historical Expansion Investment (17% of Total)
2023	\$6,518,500	\$5,410,355	\$1,108,145
2024	\$2,070,780	\$1,718,747	\$352,033
2025	\$2,497,600	\$2,073,008	\$424,592
2026	\$5,341,200	\$4,433,196	\$908,004
Total	\$16,428,080	\$13,635,306	\$2,792,774

Figure 4.42: A total of available revenue for the City of Sauk Rapids by year from 2023 through 2026. 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 \$2,623,356 in year of expenditure dollars. Overall, the City of Sauk Rapids has enough funding to finance this project and therefore maintains fiscal constraint.

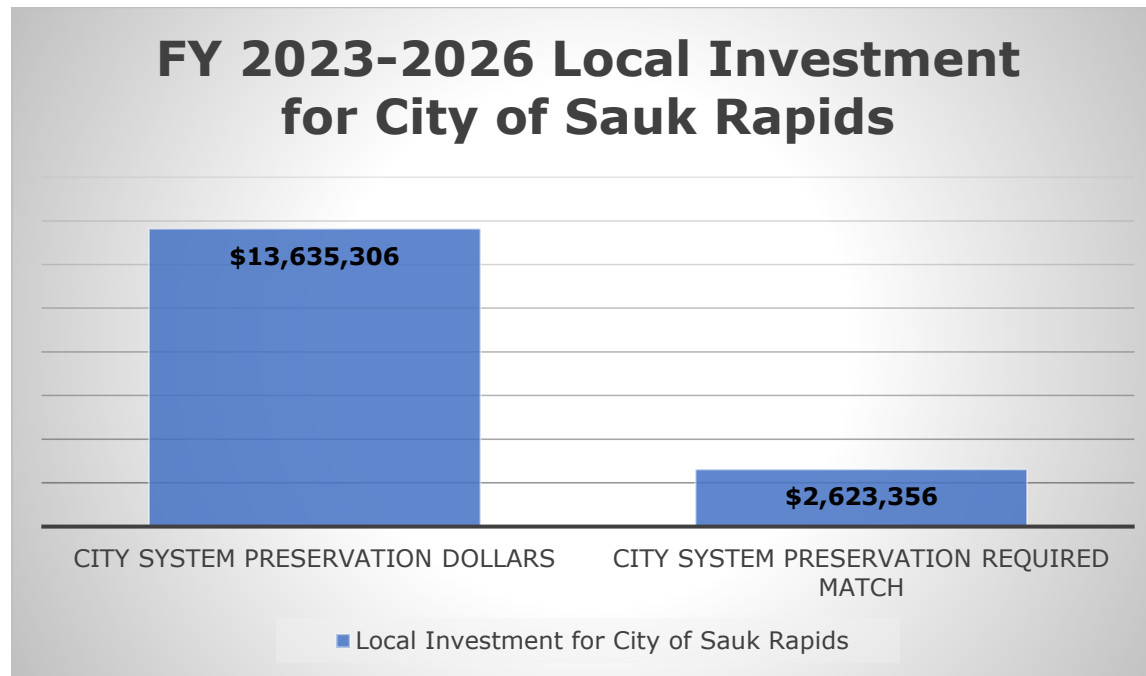


Figure 4.43: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2023-2026. Data courtesy of City of Sauk Rapids.

City of Waite Park

Historical Financial Condition

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

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

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

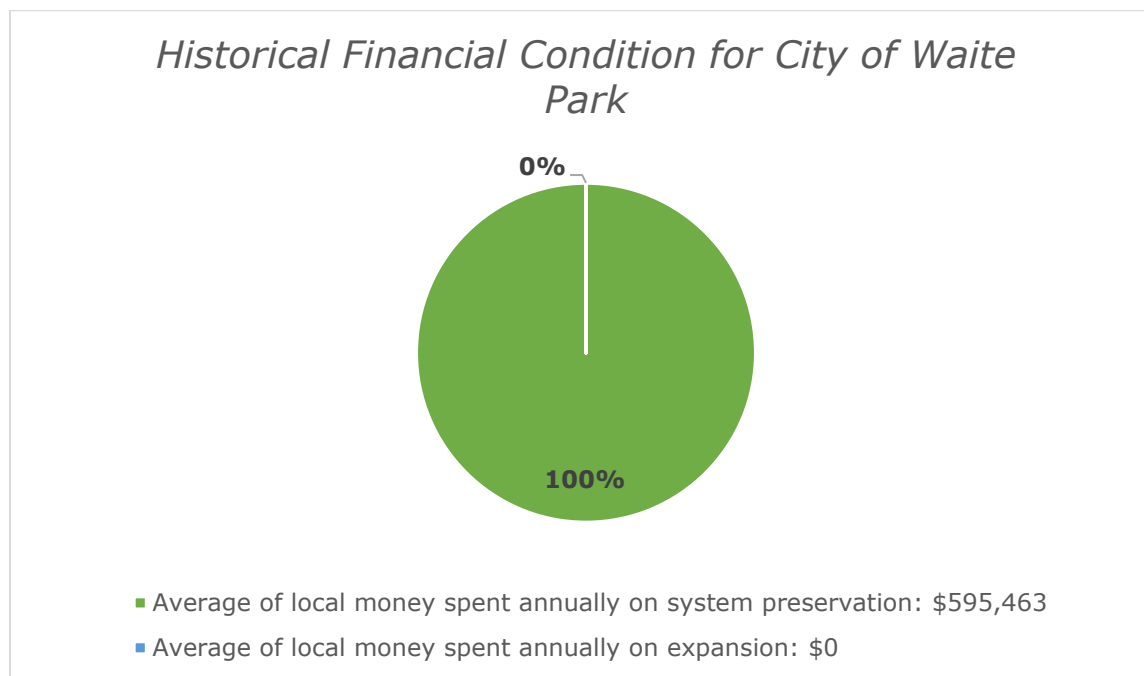


Figure 4.44: Local investment on system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

Year	System Preservation	Expansion	Total Local Investment
2018	\$813,000	\$0	\$813,000
2019	\$0	\$0	\$0
2020	\$1,256,950	\$0	\$1,256,950
2021	\$311,900	\$0	\$311,900
Total	\$2,381,850	\$0	\$2,381,850
Average	\$595,463	\$0	\$595,463
Percentage of Total Local Expense	100%	0%	100%

Figure 4.45: Local investment on system preservation and expansion in the City of Waite Park from 2018-2021. Data courtesy of City of Waite Park.

Future Financial Condition

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

Local Transportation Funding Source	Projected 2023 Local Funds	Projected 2024 Local Funds	Projected 2025 Local Funds	Projected 2026 Local Funds	Total 2023-2026 Projected Local Funds
General Tax Levy	\$1,000,000	\$1,000,000	\$1,100,000	\$1,100,000	\$4,200,000
State-Aid Funds	\$380,000	\$380,000	\$380,000	\$380,000	\$1,520,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other Local	\$700,000	\$700,000	\$800,000	\$2,000,000	\$4,200,000
Total Projected Local Funds	\$2,080,000	\$2,080,000	\$2,280,000	\$3,480,000	\$9,920,000

Figure 4.46: Projected local transportation funding sources and amounts for the City of Waite Park to be used toward transportation projects. Data courtesy of City of Waite Park.

Fiscal Constraint

Figure 4.47 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Waite Park. In total, \$9,920,000 is available for system preservation projects during fiscal years 2023-2026.

Year	Total Projected Local Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2023	\$2,080,000	\$2,080,000	\$0
2024	\$2,080,000	\$2,080,000	\$0
2025	\$2,280,000	\$2,280,000	\$0
2026	\$3,480,000	\$3,480,000	\$0
Total	\$9,920,000	\$9,920,000	\$0

Figure 4.47: A total of available revenue for the City of Waite Park by year from 2023 through 2026. Data courtesy of City of Waite Park.

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

Saint Cloud Metro Bus

Historical Financial Condition

Over a 10-year period – 2012 through 2021 – Saint Cloud Metro Bus has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.

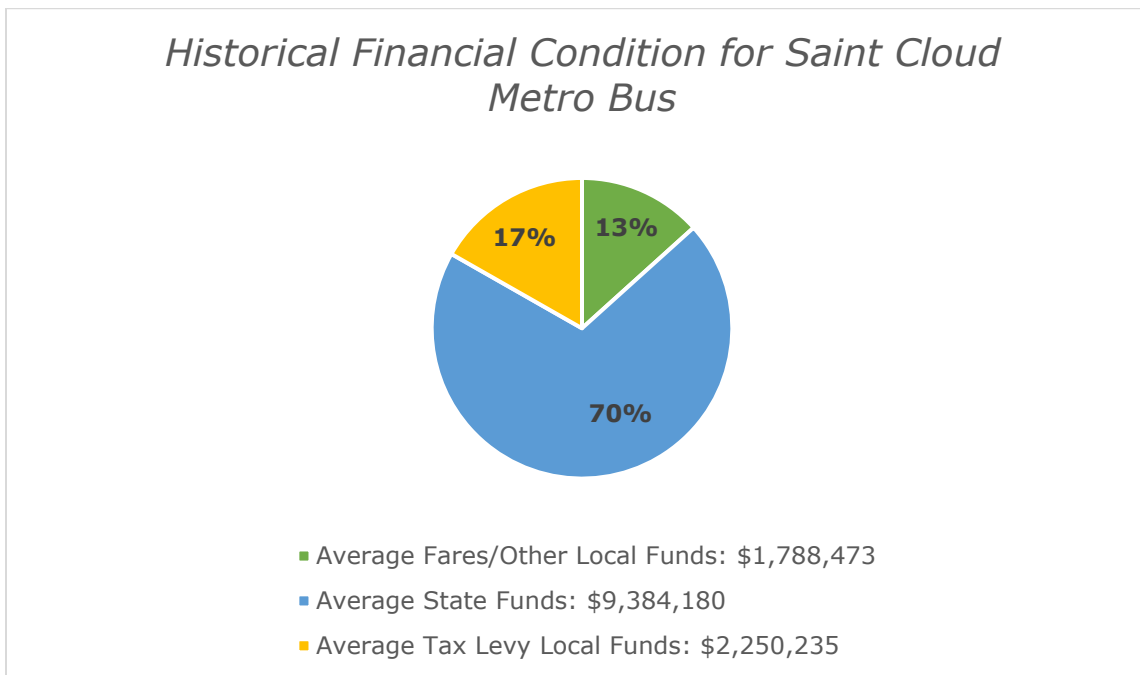


Figure 4.48: Historic split of local and state revenues for Saint Cloud Metro Bus from 2012 through 2021. Data courtesy of Saint Cloud Metro Bus.

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
2012	\$1,863,927	\$2,409,037	\$1,069,528	\$5,342,493
2013	\$1,937,840	\$1,739,493	\$1,056,722	\$4,734,055
2014	\$2,176,080	\$13,275,907	\$1,068,621	\$16,520,607
2015	\$2,092,306	\$7,174,978	\$2,467,058	\$11,734,341
2016	\$2,160,173	\$8,565,188	\$2,467,387	\$13,192,748
2017	\$1,832,920	\$12,347,804	\$2,478,528	\$16,659,252
2018	\$2,148,575	\$14,453,125	\$2,472,245	\$19,073,945
2019	\$1,823,628	\$12,744,212	\$3,139,250	\$17,707,090
2020	\$1,250,628	\$9,226,520	\$3,143,620	\$13,620,768
2021	\$598,656	\$11,905,540	\$3,139,390	\$15,643,586
Total	\$17,844,732	\$93,841,804	\$22,502,349	\$134,228,886
Average	\$1,788,473	\$9,384,180	\$2,250,235	\$13,422,889
Percentage of Total Local Funds	13%	70%	17%	100%

Figure 4.49: Historic split of local and state revenues for Saint Cloud Metro Bus from 2012 through 2021. Data courtesy of Saint Cloud Metro Bus.

Future Financial Condition

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

Transit Funding Source	Projected 2023 Funds	Projected 2024 Funds	Projected 2025 Funds	Projected 2026 Funds	Total 2023-2026 Projected Funds
Local Tax Levy	\$3,136,403	\$3,136,403	\$3,230,492	\$3,327,410	\$12,830,711
Fares/Other Local	\$1,217,479	\$1,223,566	\$1,229,684	\$1,235,833	\$4,906,562
State Funds	\$16,388,833	\$16,419,498	\$14,953,233	\$17,051,794	\$64,813,358
Total Projected Local Funds	\$20,742,715	\$20,779,467	\$19,413,412	\$21,615,036	\$82,550,631

Figure 4.50: Projected local transit funding sources for Saint Cloud Metro Bus for FY 2023-2026. Data courtesy of Saint Cloud Metro Bus.

Fiscal Constraint

Figure 4.51 demonstrates the projected local funds available for Saint Cloud Metro Bus considering the current operation expenditures. Out of the total transit funding source dollars available – \$82,550,631 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of \$59,089,000. The remaining dollars – a total of \$23,461,631 – can be allocated toward new capital improvement projects.

Due to Federal requirements, a minimum 20% local match must be provided should any capital improvement project require the use of Federal funds. However, as of late 2019, MnDOT’s Office of Transit and Active Transportation (OTAT) has opted to have the state split the local match necessary for vehicle purchases that utilized Federal Highway Administration’s (FHWA’s) Surface Transportation Block Grant Program (STBGP) funding during fiscal years 2023-2026. Metro Bus has four vehicle replacement projects programmed in the FY 2023-2026 TIP. With this new guidance, MnDOT is contributing half of the necessary \$1,503,600 in year-of-expenditure dollars needed as match to the Federal grant – the equivalent of \$751,800. This funding is separate from that allocated to MnDOT District 3 – a detailed financial plan and fiscal constraint analysis can be found in the next section. MnDOT must prove fiscal constraint as part of development of the STIP, which includes the allocation of funding for transit projects. More information relating to MnDOT’s fiscal constraint can be found within the most recent copy of the [STIP](https://bit.ly/37kEfl3) (<https://bit.ly/37kEfl3>).

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

During fiscal years 2023-2026, Saint Cloud Metro Bus has 20 capital projects programmed into the TIP requiring a local match of \$2,520,600 in year of expenditure dollars. Overall, Saint Cloud Metro Bus has enough funding to finance these projects along with the organization’s operation costs. Thereby, fiscal constraint is maintained.

Year	Total Projected Local Funds	Local Match Required for Operating Costs	Projected Local Dollars Available to Match Capital Projects
2023	\$20,742,715	\$15,394,000	\$5,348,715
2024	\$20,779,467	\$14,300,000	\$6,479,467
2025	\$19,413,412	\$14,450,000	\$4,963,412
2026	\$21,615,036	\$14,945,000	\$6,670,036
Total	\$82,550,631	\$59,089,000	\$23,461,631

Figure 4.51: A total of available revenue for Saint Cloud Metro Bus by year from 2023 through 2026. Data courtesy of Saint Cloud Metro Bus.

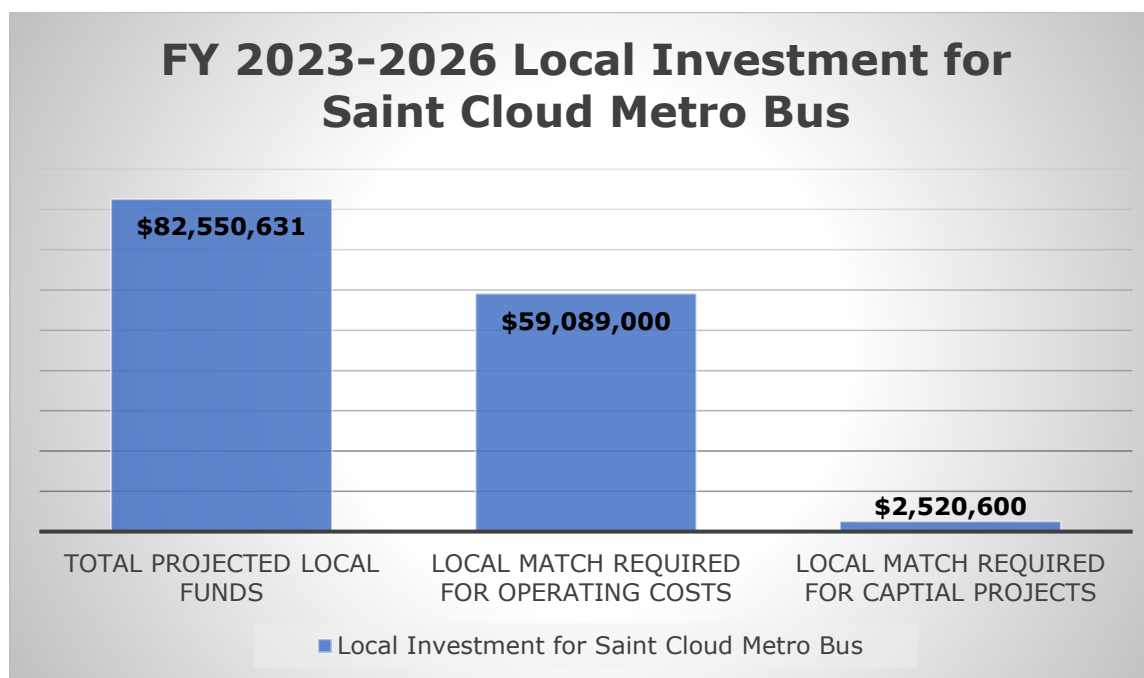


Figure 4.52: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2023-2026. Data courtesy of Saint Cloud Metro Bus.

Minnesota Department of Transportation (MnDOT District 3)

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

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

Overall Historical Financial Condition

Over a 10-year period – 2012 through 2021 – MnDOT District 3 has allocated on average 82% of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 18% of overall state transportation related dollars to be expended on new transportation related projects.

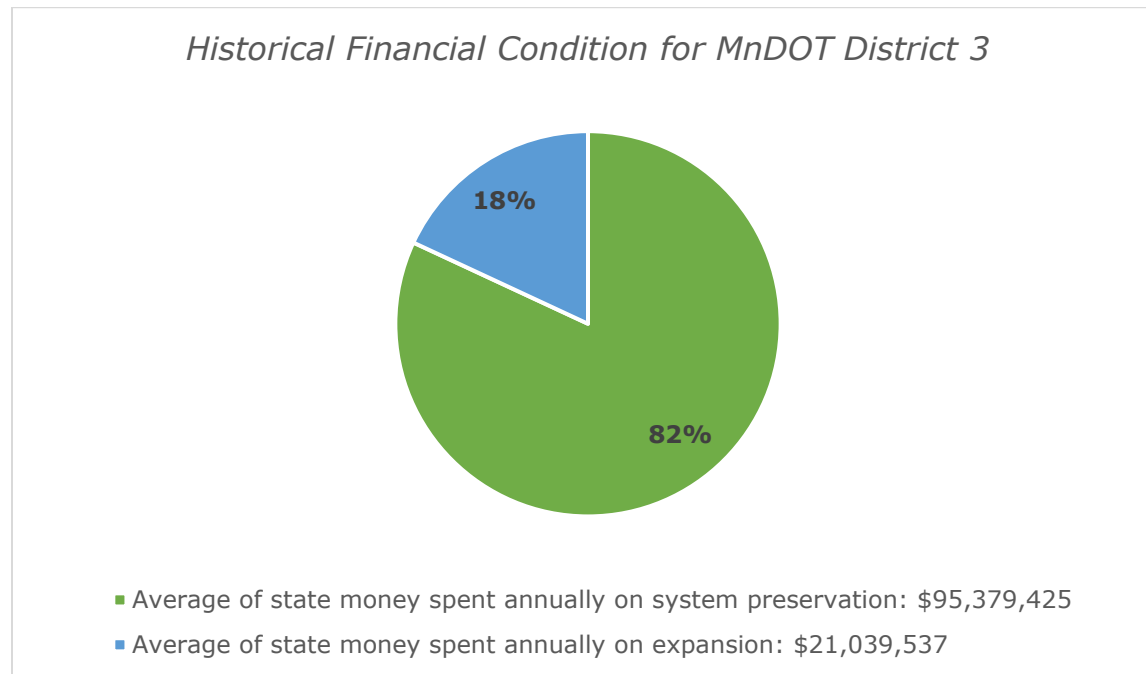


Figure 4.53: State investment on system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2012	\$106,448,774	\$30,959,481	\$137,408,255
2013	\$95,408,924	\$4,827,778	\$100,236,702
2014	\$84,586,402	\$0	\$84,586,402
2015	\$104,075,557	\$0	\$104,075,557
2016	\$114,865,331	\$49,858,419	\$164,723,750
2017	\$95,956,886	\$0	\$95,956,886
2018	\$93,661,958	\$0	\$93,661,958
2019	\$100,011,414	\$60,000,000	\$160,011,414
2020	\$72,188,661	\$33,799,691	\$105,988,352
2021	\$86,590,340	\$30,950,000	\$117,540,340
Total	\$953,794,247	\$210,395,369	\$1,164,189,616
Average	\$95,379,425	\$21,039,537	\$116,418,962
Percent of Total State Expense	82%	18%	100%

Figure 4.54: State investment on system preservation and expansion within entire MnDOT District 3 from 2012 through 2021. Data courtesy of MnDOT District 3.

Historic Financial Condition within APO MPA

Approximately 7.7% of the roadway network under the jurisdiction of MnDOT District 3 falls within the APO planning area.

Over a 10-year period – 2012 through 2021 – MnDOT District 3 has allocated on average 87% of overall state transportation related dollars to system preservation of the current transportation system within the APO’s MPA. This has left approximately 13% of overall state transportation related dollars to be expended on new transportation related projects.

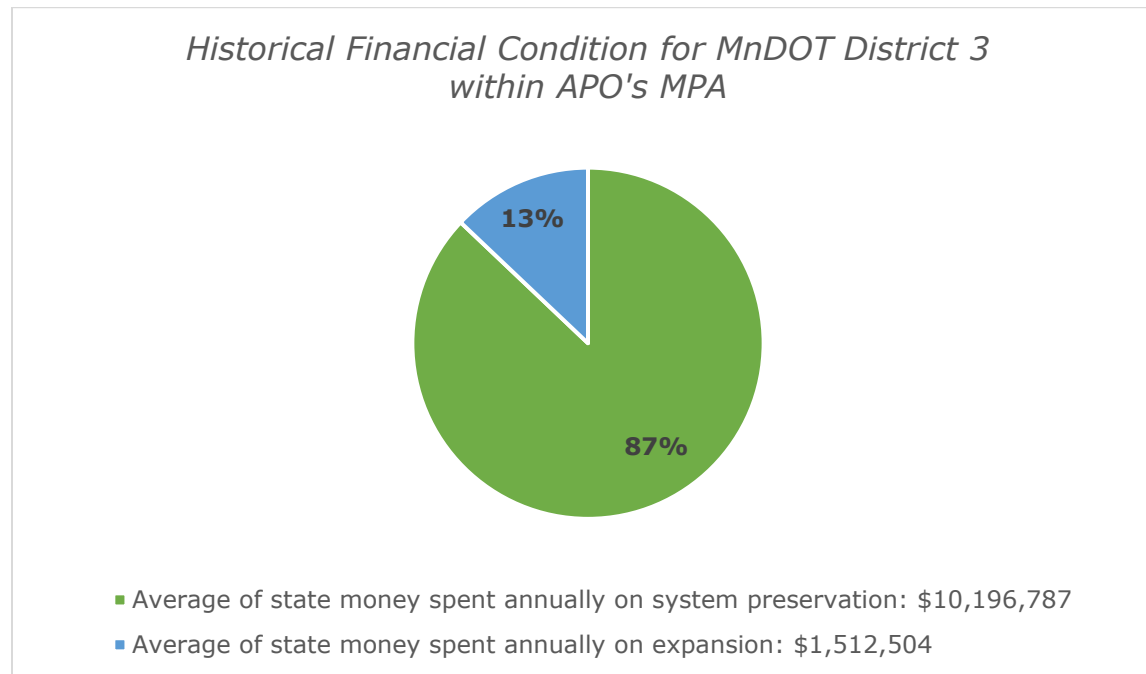


Figure 4.55: State investment on system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2012	\$4,956,284	\$14,159,481	\$19,115,765
2013	\$7,352,881	\$965,556	\$8,318,437
2014	\$4,937,621	\$0	\$4,937,621
2015	\$28,709,541	\$0	\$28,709,541
2016	\$19,322,121	\$0	\$19,322,121
2017	\$4,830,318	\$0	\$4,830,318
2018	\$4,504,881	\$0	\$4,504,881
2019	\$13,645,730	\$0	\$13,645,730
2020	\$5,950,014	\$0	\$5,950,014
2021	\$7,758,484	\$0	\$7,758,484
Total	\$101,967,874	\$15,125,037	\$117,092,911
Average	\$10,196,787	\$1,512,504	\$11,709,291
Percent of Total State Expense	87%	13%	100%

Figure 4.56: State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2012 through 2021. Data courtesy of MnDOT District 3.

Overall Future Financial Condition

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

Of note, most expansion projects on the Interstate and state trunk highway routes are funded through special funding sources outside of MnDOT's normal federal and state target funding distribution process. In these instances, state funded programs like the Corridors of Commerce and MnDOT's Transportation Economic Development program can be accessed to address congestion and mobility needs. At the Federal level, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants are a possible funding source. In all these examples, funding is highly competitive and should not be depended upon for planning purposes.

State Transportation Funding Source	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Projected 2026 State Funds	Total 2023-2026 Projected State Funds
State Non-Project Specific Maintenance	\$29,281,000	\$29,281,000	\$30,159,000	\$30,159,000	\$118,880,000
State Project Specific Funds	\$45,692,000	\$47,881,000	\$88,120,000	\$81,860,000	\$263,553,000
Districtwide Set Asides	\$26,683,556	\$25,080,000	\$27,037,778	\$30,121,111	\$108,922,445
Bonding	\$420,950	\$0	\$30,000,000	\$0	\$30,420,950
Total State Funds Projected	\$102,077,506	\$102,242,000	\$175,316,778	\$142,140,111	\$521,776,395

Figure 4.57: Projected state transportation funding sources and amounts for MnDOT District 3 to be used toward transportation projects. Data courtesy of MnDOT District 3.

Future Financial Condition within APO MPA

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

To approximate the budget forecasted within the APO boundary, MnDOT District 3 takes a flat 7.7% from its total budget and reasonably estimates a budget for the portion of district within the APO planning area. That stated, MnDOT District 3 will redistribute funding across the district as need arises to maintain, operate, and expand its roadway network.

State Transportation Funding Source	Projected 2023 State Funds	Projected 2024 State Funds	Projected 2025 State Funds	Projected 2026 State Funds	Total 2023-2026 Projected State Funds
State Non-Project Specific Maintenance	\$2,254,637	\$2,254,637	\$2,322,243	\$2,322,243	\$9,153,760
State Project Specific Funds	\$18,492,000	\$16,338,000	\$760,000	\$0	\$35,590,000
APO Share of District Set Asides	\$2,054,634	\$1,931,160	\$2,081,909	\$2,319,326	\$8,387,028
Bonding	\$0	\$0	\$0	\$0	\$0
Total State Funds Projected	\$22,801,271	\$20,523,797	\$5,164,152	\$4,641,569	\$53,130,788

Figure 4.58: Projected state transportation funding sources and amounts for MnDOT District 3 within the APO’s MPA to be used toward transportation projects. Data courtesy of MnDOT District 3.

Fiscal Constraint within APO MPA

Figure 4.59 demonstrates the projected state funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of MnDOT District 3 within the APO’s MPA. In total, \$42,185,621 is available for system preservation projects during fiscal years 2023-2026. The remaining \$6,907,003 is available for expansion.

Year	Total State Funds Projected	Historical System Preservation Investment (87% of Total)	Historical Expansion Investment (13% of Total)
2023	\$22,801,271	\$19,837,106	\$2,964,165
2024	\$20,523,797	\$17,855,703	\$2,668,094
2025	\$5,164,152	\$4,492,812	\$671,340
2026	\$4,641,569	\$4,038,165	\$603,404
Total	\$53,130,788	\$42,185,621	\$6,907,003

Figure 4.59: A total of available revenue for MnDOT District 3 within the APO’s MPA by year from 2023 through 2026. Data courtesy of MnDOT District 3.

During this time frame, MnDOT has 10 system preservation projects programmed into the TIP requiring a match of \$13,745,584 in year of expenditure dollars.

MnDOT District 3 is also the recipient of six FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of subrecipients WACOSA and ConnectAbility of Minnesota, Inc. This funding provided by the state is separate from that allocated to MnDOT District 3. MnDOT – as a whole – must prove fiscal constraint as part of the

development of the STIP, which includes the allocation of funding for these transit projects. More information relating to MnDOT's fiscal constraint can be found within the most recent copy of the [STIP \(https://bit.ly/37kEfl3\)](https://bit.ly/37kEfl3).

In fiscal years 2023-2025 WACOSA has been awarded three separate grants to purchase vehicles. In 2023, WACOSA has a replacement vehicle scheduled to be purchased for \$141,000 requiring a local match of \$28,200. Another vehicle is scheduled for replacement in 2024 costing approximately \$197,000 requiring a local match of \$39,400. Finally, the third vehicle replacement in 2025 is estimated to cost \$237,000 requiring a local match of \$47,400. Of note, this is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA.

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

In fiscal years 2023-2025 ConnectAbility has been awarded three mobility management grants funded through FTA's 5310 program. The 2023 project for \$49,104 requires a local match of \$9,820. The 2024 project for \$50,589 requires a local match of \$10,118. The 2025 project for \$52,107 requires a local match of \$10,422. Similar to WACOSA, the funding for ConnectAbility is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA.

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

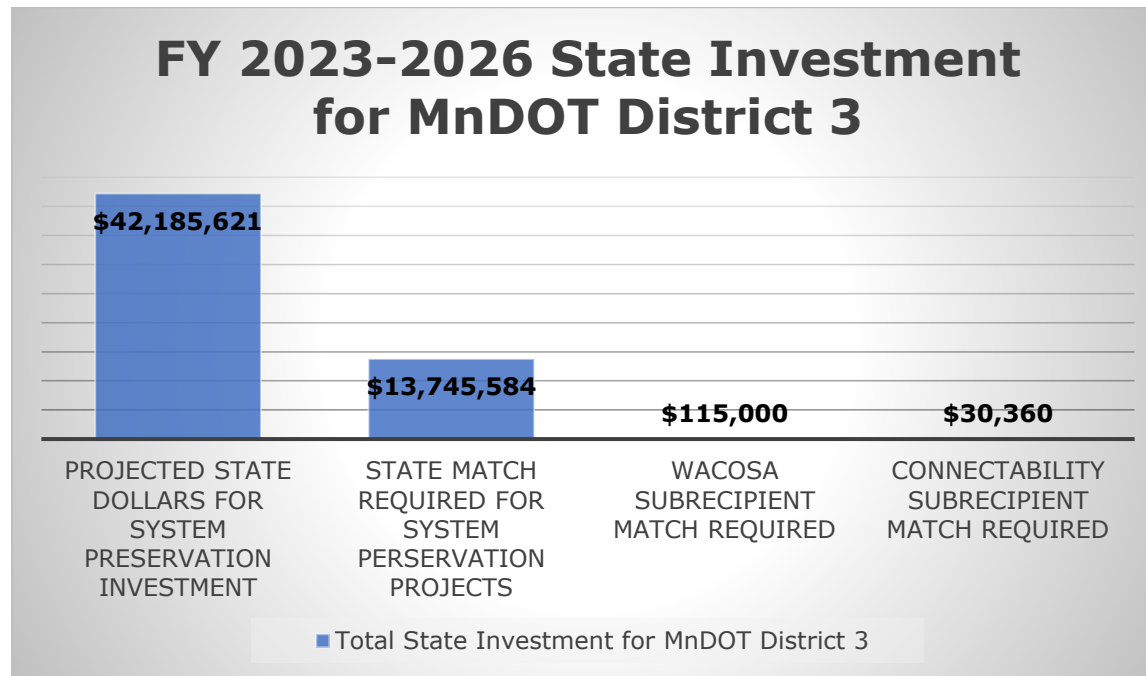


Figure 4.60: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2023-2026. Data courtesy of MnDOT District 3.

Chapter Five: Public Involvement

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

FY 2023-2026 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2023-2026 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2023-2026 TIP was distributed via email to members of the APO's TAC and Policy Board in May and June 2022, respectively.

In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 2023-2026 TIP was open to public review for a period of 30 calendar days starting on July 13, 2022.

Upon release of the draft FY 2023-2026 TIP on July 13, 2022, for the official 30-day public review period, the APO initiated several outreach efforts.

A copy of the draft TIP was posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org). In addition, individuals on the interested stakeholders list – including those stakeholders who work specifically with traditionally underserved populations such as Black, Indigenous, and People-of-Color (BIPOC), individuals with low-income, individuals with disabilities, limited English proficient individuals, and elderly populations – and those who expressed interested in APO planning activities were also emailed a copy of the draft TIP. A legal notice was published in the St. Cloud Times, the newspaper of record and information about the public comment period was posted on the [APO's Facebook page](https://www.facebook.com/stcloudapo) (www.facebook.com/stcloudapo) and the [APO's Instagram account](https://www.instagram.com/saintcloudapo/) (https://www.instagram.com/saintcloudapo/).

Several surveys were created via SurveyMonkey to solicit feedback on the proposed Federal and state funded projects that were included in the FY 2023-2026 TIP. These surveys were also posted on the APO's Facebook page and emailed to individuals on the interested stakeholders list and those who have expressed interest in various planning activities of the APO.

APO staff hosted two TIP open houses. An in-person open house was held at the Saint Cloud branch of the Great River Regional Library (1300 West Saint Germain Street, Saint Cloud) from 3-5 p.m. on Wednesday, July 27. One person attended this open house. Several public comments were received during this event. A second – virtual – open house was hosted on Tuesday, Aug. 2 via Facebook Live. This open house began around 8 a.m.

An estimated 124 people were reached with this video. About 61 people watched a minimum of three seconds with an average video watch time of 19 seconds. Three people reacted to the video (liked), and no one shared this post.

The comments contained in this chapter are from email correspondence and comments obtained from both the in-person and virtual open houses. All comments obtained from the online surveys developed via SurveyMonkey can be found in Appendix C of this document.

Date Received	Source	Comment	Disposition
07/13/2022	APO website	"Quit wasting taxpayer money on stupid mass transit. All it does is lose taxpayer money,"	This comment has been forwarded on to Metro Bus staff.
07/27/2022	In-person open house	Comments included requests for more information on the MN 23/US 10 interchange and Fourth Street bridge project. Concerns were expressed regarding the possible closure of the Sherburne County CSAH 7 access to US 10. Final comment was brought up regarding the possible detour of CSAH 75 while bridge 6819 over the Sauk River is replaced in 2023.	<p>Aug. 3, 2022: Good morning -- I'm following up with you on some of the comments that you had made at last Wednesday's 2023-2026 Transportation Improvement Program (TIP) open house.</p> <p>At last week's event you had brought up some questions regarding the MN 23/US 10 interchange/Fourth Street bridge project. As far as the details surrounding the interchange reconfiguration, how the turning movements will work, etc. that information I will have to defer to the website I sent you last week (https://www.dot.state.mn.us/d3/stc/). In particular, I would look at this page (https://www.dot.state.mn.us/d3/stc/pdf/prelayout.pdf) for those specific details. One thing I will advise is that this website has not been updated to reflect the most recent cost estimate which now sits at \$49 million. Darren Nelson with MnDOT is the project manager for this and he would be the best person to ask regarding any other specific questions pertaining to this project. His contact is Darren.nelson@state.mn.us.</p> <p>In addition, you had brought up concerns regarding US 10, in particular the intersection at Sherburne County CSAH 7. Last week I was able to send you a link to this website: https://www.dot.state.mn.us/d3/projects/h10stctocl/index.html which would have the most recent information on the US 10 safety study that is currently going on. I did follow up with MnDOT regarding your concern about closing the access point at CSH 7/US 10. Per Tom Cruikshank with MnDOT District 3,</p>

Date Received	Source	Comment	Disposition
			<p>there has been no discussion on closing the CSH 7 access. He did say the consultant for the safety study, KLJ, is considering several alternatives for improving and controlling access along the US 10 corridor from St. Cloud to Clear Lake which COULD have the POTENTIAL of limiting access direction for some intersections. However, nothing has been "finalized." MnDOT is anticipating another round of public engagement on potential corridor alternatives to happen later this fall. All that information will be found on that website I sent you.</p> <p>Finally, as to your question on the traffic detour for CSAH 75 while bridge 6819 over the Sauk River will be replaced next year. I am still waiting to hear back from Stearns County Engineer Jodi Teich on this matter. Once I have that information, I will send it your way.</p> <p>Also, as promised, if you are interested in providing any feedback on the existing projects that are programmed in the 2023-2026 TIP, check out the website: https://stcloudapo.org/draft-2023-2026-tip-open-for-comments/. We have a list of all the surveys as well as a copy of the draft TIP for you to review and provide comment. Deadline is next Friday if you are interested.</p> <p>I think that was all of your comments from last week. But if I missed any, please don't hesitate to reach out.</p> <p>Thanks again! Have a great day!</p> <p>Aug. 9, 2022: Good afternoon – Stearns County Engineer Jodi Teich got back to me on the proposed detour for the 2023 CSAH 75 bridge replacement project.</p> <p>According to her the detour will run along CSAH 134 (Ridgewood Road) to CSAH 4 (Veterans Drive) to CSAH 138</p>

Date Received	Source	Comment	Disposition
			(54 th Avenue N) to CSAH 81 (Third Street N) and back to CSAH 75. She said the detouring and construction of the bridge will occur all at once as opposed to doing it half at a time. She said this will not only help prevent ongoing maintenance issues with the new bridge but will save at least two months of construction time as well as save additional money. I hope that helps answer your question.
07/28/2022	Email	"I have no comments on the TIP. Projects are aligned with the ATIP."	APO staff appreciates MnDOT's review of the draft 2023-2026 TIP.
08/03/2022	Email	"I have no comments either."	APO staff appreciates FHWA's review of the draft 2023-2026 TIP.
08/08/2022	Email	"No comments from me."	APO staff appreciates FTA's review of the draft 2023-2026 TIP.
08/11/2022	Facebook	"Great survey!"	Thanks for the comment!

Figure 5.1: Public comment disposition matrix.

Changes to the FY 2023-2026 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 (INSERT LINK) 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 scheduled adopted by the organization's TAC. The process to initiate these changes take 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 regularly scheduled meetings in February, March, April, and May 2023.

February 2023

In December 2022, the City of Sauk Rapids, Minnesota Department of Transportation (MnDOT), City of Sartell, Saint Cloud Metro Bus, Stearns County, WACOSA, and Sherburne County had made requests to change the FY 2023-2026 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
City of Sauk Rapids	191-104-006	2024	Project cost is increasing from \$1,744,000 to \$3,758,476.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Changes
MnDOT	8823-407	2023	Project cost is decreasing from \$10,263,211 to \$7,556,472.
MnDOT	7380-264	2023	Project cost is increasing from \$1,200,000 to \$2,058,000 and moving from 2023 to 2024.
City of Sartell	220-090-003	2023	Project is moving from FY 2022 to FY 2023 construction.
Saint Cloud Metro Bus	TRF-0048-23A	2023	Project cost is increasing from \$4,700,000 to \$5,422,000.
Saint Cloud Metro Bus	TRF-0048-23B	2023	Project cost is decreasing from \$1,400,000 to \$541,700.
Saint Cloud Metro Bus	TRF-0048-23H	2023	Project cost is increasing from \$9,600,000 to \$10,930,300.
Saint Cloud Metro Bus	TRF-0048-24D	2024	Project is being removed from TIP due to using Emergency Relief – American Rescue Plan Act funds to complete.
Stearns County	073-090-012	2023	Project cost is decreasing from \$1,740,000 to \$1,225,000. An additional \$27,106 added to Federal contribution.
Stearns County	073-675-041; 073-675-041AC; 073-675-041AC1	2023	Project description changing to full depth resurfacing. Project cost is increasing from \$1,600,000 to \$3,250,000. An additional \$774,944 added to Federal contribution.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Changes
Stearns County	073-070-025	2023	Project cost is increasing from \$888,900 to \$1,800,000.
Stearns County	073-675-042	2023	Project received \$1 million in Federal earmark funding.
Stearns County	073-070-029	2023	Project being added to the TIP.
WACOSA	TRF-9503-23	2023	Project cost is increasing from \$98,000 to \$141,000.
WACOSA	TRF-9503-24	2024	Project cost is increasing from \$101,000 to \$197,000.
WACOSA	TRF-9503-25	2025	Project cost is increasing from \$104,000 to \$237,000.
Sherburne County	071-596-008	2023	Project is being delayed from 2023 to 2024.
Sherburne County	7103-65	2023	Project is being delayed from 2023 to 2024.
Sherburne County	071-070-046	2023	Project is being added to the TIP.

Figure 5.2: A list of all the proposed changes to the FY 2023-2026 TIP requested to be completed by February 2023.

A public comment period was open for 30 days from Wednesday, Dec. 28, 2022, through Friday, Jan. 27, 2023. Notice was published in the St. Cloud Times, the newspaper of record, along with being posted on the APO's website (www.stcloudapo.org), the APO's Facebook page (www.facebook.com/stcloudapo) and the APO's Instagram account (<https://www.instagram.com/saintcloudapo/>). APO staff also directly notified interested stakeholders – those who work specifically with traditionally underserved populations such as Black, Indigenous, 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. A total of three people took part in the online survey.

In addition, APO staff hosted two public engagement events. The first, an-in person open house at the Saint Cloud branch of the Great River Regional Library, was held from 12:15 to 2:15 p.m. on Friday, Jan. 13, 2023. One person attended this event. The second, a virtual open house via Facebook Live, was held on Tuesday, Jan. 17, 2023, starting at 9 a.m. No one provided comments.

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
Dec. 28, 2022	Email	N/A	N/A	ALL GARBAGE AND A WASTE OF TAXPAYER MONEY....	APO staff will forward this comment on to all agencies/jurisdictions involved as well as to members of the APO's Policy Board.
Dec. 28, 2022	Instagram	N/A	N/A	Lowering speed limits is an economical and effective safety measure	APO staff is aware of the 2019 legislative change that allows cities to lower speed limits on municipal owned roadways below the statutory limit of 30 mph. If at such a time area cities are interested in pursuing this effort – either individually or collectively as a region – APO staff will be more than happy to assist with any planning/study efforts. APO staff will also pass along this comment to members of the APO's TAC and Policy Board.
Jan. 17, 2023	Online Survey	City of Sauk Rapids	191-104-006	Strongly disagree (1)	APO staff will pass along this comment to the City of Sauk Rapids.
Jan. 17, 2023	Online Survey	City of Sauk Rapids	191-104-006	"I will leave this decision to Sauk Rapids residents."	APO staff have advertised this public input opportunity on Facebook, Instagram, the St. Cloud Times, as well as direct emails, targeting residents of the entire planning area – including those from Sauk Rapids.
Jan. 21, 2023	Online Survey	City of Sauk Rapids	191-104-006	"Why not provide additional federal funding using the IIJA federal funding for federally eligible items?"	The only portion of this project that is considered eligible for Federal funding is Second Avenue S. That portion currently

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>has \$1,135,120 allocated in Federal funding. The primary reason the cost for this project is increasing is because the City of Sauk Rapids is hoping to incorporate this portion as part of a larger reconstruction project in the area (involving Sixth, Seventh, Eighth, and Ninth Streets S as well as Third Avenue S). Since these are local streets (not functionally classified) they are not eligible for Federal funding. Since Federal money is associated with a PART of the project, Federal Highway Administration (FHWA) and MnDOT requires the entire project be treated as a Federal project – regardless of if all of it is funded with Federal dollars or not. Since the city does not intend to have Second Avenue S be a stand alone project but rather have it incorporated into this larger reconstruction project, we need to treat the entire project as a “federally funded project” and reflect the cost increase in the TIP.</p>
Jan. 17, 2023	Online Survey	MnDOT	8823-407	Strongly agree (1) Strongly disagree (1)	APO staff will pass along this comment to MnDOT.

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
Jan. 17, 2023	Online Survey	MnDOT	8823-407	"MNDot is offering to cover cost of a longer barrier at lower cost sounds like a great plan."	The original project programmed into the TIP at the \$10 million did include all three sections of roadway (MN 65 and the two US 10 locations). The main reason for the reduction in the costs was due to MnDOT staff originally providing a much higher cost estimate. After further refinement, MnDOT staff determined the original estimate was much higher than it needed to be. Thus, the reason for the project cost reduction requested.
Jan. 17, 2023	Online Survey	MnDOT	7380-264	Agree (1) Strongly disagree (1)	APO staff will pass along this comment to MnDOT.
Jan. 17, 2023	Online Survey	MnDOT	7380-264	"How far out is 3 lane Int 94 from HWY 23 to 75, and what would be improved at that intersection at that time, with possible HWY 23 bypass around metro area to north of Sartell in the future?"	MnDOT does not have any current plans for the expansion of I-94 from MN 23 (Waite Park) to CSAH 75 (Saint Joseph). The only expansion work being discussed is the Albertville to Monticello gap, which is being supported by the I-94 Corridor Coalition and a number of communities along the corridor. Several applications have been submitted for this segment for Corridors of Commerce 4 funding. If this segment (between Albertville and Monticello) becomes funded, there will be a continuous six-

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
					lane on I-94 from Hennepin/Wright County (Crow River at Saint Michael) to MN 24 (Clearwater).
Jan. 17, 2023	Online Survey	City of Sartell	220-090-003	Agree (1) Neither agree nor disagree (2)	APO staff will pass along this comment to the City of Sartell.
Jan. 17, 2023	Online Survey	Metro Bus	TRF-0048-23A	Neither agree nor disagree (1) Strongly disagree (1)	APO staff will pass along this comment to Saint Cloud Metro Bus.
Jan. 17, 2023	Online Survey	Metro Bus	TRF-0048-23A	"Is there documentation of need for services and how service is paid or funded. Is the project for replacement vehicles, and or additional units? Are operating costs included in project costs? Is St. Cloud Metro Bus fully funded by riders? If not, how is it funded?"	The need for paratransit service is based on ridership. Ridership for paratransit continues to increase significantly each year. The service is paid for with a combination of fares, property taxes, state funding and federal funding. This specific project is not for funding replacement vehicles, it is just for operating costs. Metro Bus is not fully funded by riders. Funding is a combination of fares, revenue contracts, property taxes, state funding, and federal funding.
Jan. 17, 2023	Online Survey	Metro Bus	TRF-0048-23B	Neither agree nor disagree (2)	APO staff will pass along this comment to Saint Cloud Metro Bus.
Jan. 17, 2023	Online Survey	Metro Bus	TRF-0048-23B	"How much revenue do the riders contribute to the project costs? This should lessen stress on local funding."	According to Metro Bus, riders contribute approximately \$20,000 to operating costs for Northstar. State funding covers 80% of operating expenditures and three Regional Rail Authorities (Stearns, Sherburne,

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
					and Hennepin) cover the remaining local share (20% less fares). The calculation is essentially: Operating Costs = 80% state funding – fares (approximately \$20,000) – RRA contributions.
Jan. 17, 2023	Online Survey	Metro Bus	TRF-0048-23H	Neither agree nor disagree (1) Strongly disagree (1)	APO staff will pass along this comment to Saint Cloud Metro Bus.
Jan. 17, 2023	Online Survey	Metro Bus	TRF-0048-23H	“How much do the bus passengers contribute to the project? Are students using metro bus services to and from school? If so, are these funded by the state?”	According to Metro Bus, total fares in 2022 were \$922,260 which help contribute to this project. Metro Bus does provide service to Saint Cloud State University, Saint Cloud Technical and Community College, and all of the high schools within their service area. Again, 80% of operating costs are funded by the state. SCSU and SCTCC pay \$0.90 per ride for each of their students. Metro Bus is unable to confirm how each of the schools allocate funding to cover the cost difference in fares.
Jan. 17, 2023	Online Survey	Metro Bus	TRF-0048-24D	Agree (1) Neither agree nor disagree (1) Strongly disagree (1)	APO staff will pass along this comment to Saint Cloud Metro Bus.
Jan. 17, 2023	Online Survey	Stearns County	073-090-012	Strongly agree (1) Agree (1) Strongly disagree (1)	APO staff will pass along this comment to Stearns County.

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
Jan. 17, 2023	Online Survey	Stearns County	073-675-041; 073-675-041AC; 073-675-041AC1	Strongly agree (1) Strongly disagree (1)	APO staff will pass along this comment to Stearns County.
Jan. 17, 2023	Online Survey	Stearns County	073-675-041; 073-675-041AC; 073-675-041AC1	"I'll let the local residents decide."	APO staff have advertised this public input opportunity on Facebook, Instagram, the St. Cloud Times, as well as direct emails, targeting residents of the entire planning area – including those living with Stearns County's portion of the APO's planning area.
Jan. 17, 2023	Online Survey	Stearns County	073-070-025	Strongly agree (1) Strongly disagree (1)	APO staff will pass along this comment to Stearns County.
Jan. 17, 2023	Online Survey	Stearns County	073-070-025	"Let the local residents decide."	APO staff have advertised this public input opportunity on Facebook, Instagram, the St. Cloud Times, as well as direct emails, targeting residents of the entire planning area – including those living with Stearns County's portion of the APO's planning area.
Jan. 17, 2023	Online Survey	Stearns County	073-675-042	Strongly agree (1) Agree (1) Strongly disagree (1)	APO staff will pass along this comment to Stearns County.
Jan. 17, 2023	Online Survey	Stearns County	073-070-029	Strongly agree (1) Agree (1) Strongly disagree (1)	APO staff will pass along this comment to Stearns County.

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
Jan. 17, 2023	Online Survey	WACOSA	TRF-9503-23	Agree (2) Strongly disagree (1)	APO staff will pass along this comment to WACOSA.
Jan. 17, 2023	Online Survey	WACOSA	TRF-9503-24	Agree (1) Strongly disagree (1)	APO staff will pass along this comment to WACOSA.
Jan. 17, 2023	Online Survey	WACOSA	TRF-9503-25	Neither agree nor disagree (1) Strongly disagree (1)	APO staff will pass along this comment to WACOSA.
Jan. 17, 2023	Online Survey	WACOSA	TRF-9503-25	"According to this info, inflation is not 10-20% or less. Try to renegotiate price."	Bus costs have skyrocketed in recent years due to inflation as well as supply issues. This issue has been further compounded by one vendor discontinuing the manufacturing of bus chassis, limiting competition among vendors for contracts. Typically, buses are purchased by a consortium to also assist in reducing the cost of vehicles. However, again, inflation and supply issues have continued to drive vehicle prices higher.
Jan. 17, 2023	Online Survey	Sherburne County	071-596-008; 7103-65	Strongly agree (1) Agree (1) Neither agree nor disagree (1)	APO staff will pass along this comment to Sherburne County.
Jan. 17, 2023	Online Survey	Sherburne County	071-070-046	Strongly agree (1) Agree (1) Neither agree nor disagree (1)	APO staff will pass along this comment to Sherburne County.
Jan. 12, 2023	In-Person Engagement	N/A	N/A	"We really need to move the beltline alignment and have it go farther north – north of Sartell. We need	The APO appreciates the comment. The alignment decision for the beltline was made several decades ago. A

Date	Source	Agency/Jurisdiction	Proposed Project Number	Comments	Disposition
				<p>another river crossing north of Sartell. We need to have a better option for people who travel through the area, but don't want to go into the city."</p>	<p>project of the size and scale of the beltline corridor takes decades to plan and construct. In the intervening years, urban growth continues. Further, an alignment too far outside of the urban area is unlikely to carry enough traffic to justify the cost of construction. Fulfilling the vision of the beltline at its current alignment does not preclude the possibility of an additional beltline corridor further from the urban core if/when growth and traffic counts justify it.</p>

Figure 5.3: Public comment disposition from comments made on the TIP changes taking place during the public comment period from Dec. 28, 2022, through Jan. 27, 2023.

Chapter Six: Monitoring Progress

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

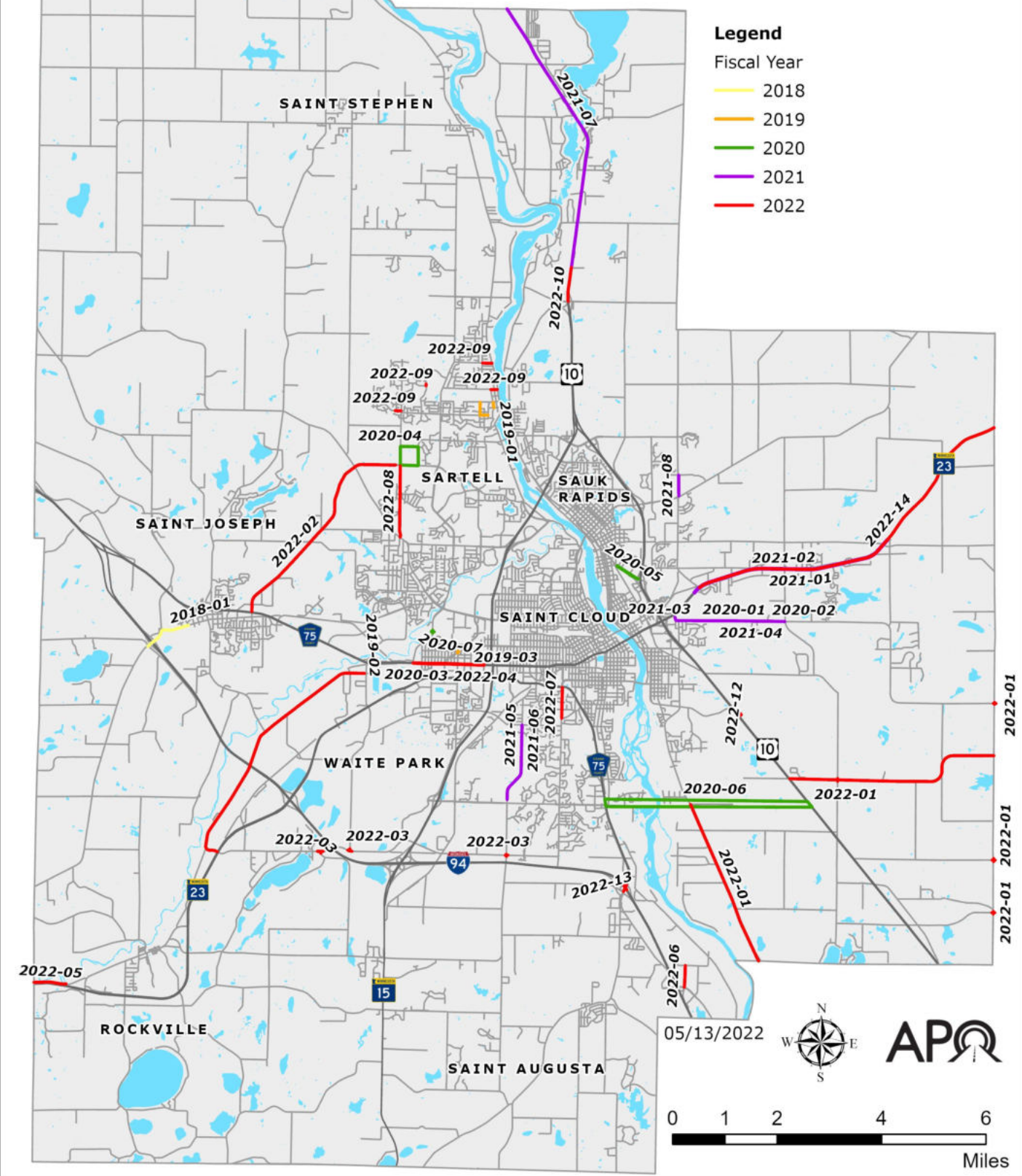
These status reports are intended to encourage early initiation of project development work, so unforeseen issues can be addressed without delaying project implementation. If unavoidable delays occur, project status reports provide a mechanism for the implementing agency to communicate project issues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

The status of the projects programmed in the previous years' TIPs (FY 2018-2021, FY 2019-2023, FY 2020-2023, FY 2021-2024, and FY 2022-2025), have been updated with this TIP (FY 2023-2026). The projects programmed in FY 2018, FY 2019, FY 2020, FY 2021, and FY 2022 however, are presently being constructed and have dropped out of this updated TIP. They are listed below in the following table.



Figure 6.1: Photo of Stearns County Road 136/Oak Grove Road SW. This project, constructed in 2021, received Federal funding to complete.

2018-2022 Annual Listing of Obligated Projects (ALOP)



Project ID	Fiscal Year	Sponsor	Route	Work Type
2018-01	2018	City of Saint Joseph	CSAH 2/Minnesota Street	New trail
2019-01	2019	City of Sartell	Second Avenue N; Fifth Avenue N; 2-1/2 Street N	SRTS
2019-02	2019	MnDOT	CSAH 134 (Ridgewood Road)	Railroad safety
2019-03	2019	MnDOT	MSAS 102 (Second Avenue N)	Railroad safety
2020-01	2020	Benton County	CSAH 8	Reclamation
2020-02	2020	Benton County	CSAH 8	Rumble strip
2020-03	2020	Stearns County	CSAH 75	Rehabilitation
2020-04	2020	Stearns County	CSAH 133	Planning study
2020-05	2020	City of Sauk Rapids	MSAS 109 (Benton Drive)	Reconstruction
2020-06	2020	Saint Cloud APO	33rd Street S	Planning study
2020-07	2020	MnDOT	CSAH 138 (54th Avenue N)	Railroad safety
2021-01	2021	MnDOT	MN 23	Mill and overlay
2021-02	2021	MnDOT	MN 23	Reduced conflict intersection
2021-03	2021	Benton County	CSAH 8	Rumble strip
2021-04	2021	Benton County	CSAH 8	Reclamation
2021-05	2021	City of Saint Cloud	CR 136 (Oak Grove Road SW)	Reconstruction
2021-06	2021	City of Saint Cloud	CR 136 (Oak Grove Road SW)	Bicycle/pedestrian infrastructure
2021-07	2021	MnDOT	US 10	Guardrail
2021-08	2021	City of Sauk Rapids	CSAH 1 (Mayhew Lake Road)	New trail
2022-01	2022	Sherburne County	CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and CR 61 CSAH 20 and CSAH 3 CSAH 20 and CR 62	Rumble strips and sign enhancements
2022-02	2022	Stearns County	CSAH 138 and CSAH 133	Signing
2022-03	2022	Stearns County	CSAH 136 and CR 122 CSAH 6 and CSAH 137 CSAH 6 and CR 137	Lighting
2022-04	2022	Stearns County	CSAH 75	Rehabilitation
2022-05	2022	Stearns County	ROCORI Trail	New trail
2022-06	2022	City of Saint Cloud	Beaver Island Trail	New trail
2022-07	2022	City of Saint Cloud	MSAS 141 (Cooper Avenue)	Reconstruction
2022-08	2022	City of Sartell	19th Avenue S	Reconstruction
2022-09	2022	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	Bicycle/pedestrian infrastructure
2022-10	2022	MnDOT	US 10	Box culvert
2022-12	2022	MnDOT	US 10	Historic preservation
2022-13	2022	MnDOT	I-94	DMS replacement
2022-14	2022	MnDOT	MN 23	Fiber optic

Figure 6.2: A map of the roadway, bridge, and active transportation projects previously programmed in the APO's Transportation Improvement Program.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
N/A	TRANSIT	TRF-0048-18E	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL BUS SHELTER AMENITIES	\$25,000	In Progress	March 11, 2022: In progress. Estimated completion remains 2022.
N/A	TRANSIT	TRS-0048-18TA	2018	METRO BUS	ST. CLOUD MTC; PURCHASE MOBLE FARE COLLECTION EQUIPMENT	\$150,000	Completed	March 11, 2022: All funding from this grant has been implemented. Project is complete.
2018-01	PED/BIKE	233-090-011	2018	ST JOSEPH	CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4 TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	\$951,401	Constructed	Feb. 7, 2022: The construction contract has been closed and the final Delegated Contract Process paperwork was submitted to District State Aid Engineer on July 22, 2021.
N/A	TRANSIT	TRF-0048-19T	2019	METRO BUS	ST. CLOUD MTC; PURCHASE 9 (CLASS 400) <30 FT. REPLACEMENT CNG DAR BUSES	\$1,890,000	Completed	Feb. 7, 2022: Buses are complete and in service.
N/A	TRANSIT	TRF-0048-19E	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES	\$25,000	In Progress	March 11, 2022: Estimated completion in 2023.
N/A	TRANSIT	TRF-0048-19M	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$700,000	Completed	Feb. 7, 2022: All funding from this grant has been implemented. Project is complete.
N/A	TRANSIT	TRF-0048-19G	2019	METRO BUS	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$250,000	Completed	Feb. 7, 2022: Projects are complete.
2019-01	PED/BIKE	220-591-005	2019	SARTELL	CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 2 ND AVE N, 5 TH AVE N, AND 2-1/2 STREET IN SARTELL	\$1,928,342	Completed	Feb. 7, 2022: The project is complete.
2019-02	RR	73-00137	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	\$194,984	Constructed	April 4, 2022: Still waiting on final bill.
2019-03	RR	73-00138	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2 ND AVE N, WAITE PARK, STEARNS COUNTY	\$212,992	Constructed	Feb. 7, 2022: Final bill was submitted and paid. Project is completed. Final project cost was \$205,237.03.
N/A	TRANSIT	TRF-0048-20B	2020	METRO BUS	ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	\$35,000	In Progress	March 11, 2022: Estimated completion in 2022.
N/A	TRANSIT	TRF-0048-20C	2020	METRO BUS	ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	\$15,000	Completed	Feb. 7, 2022: Projects are complete.
N/A	TRANSIT	TRS-0048-20T	2020	METRO BUS	ST. CLOUD MTC; REPLACE FIVE (5) 35 FT. CLASS 400 REPLACEMENT BUSES (CNG)	\$1,125,000	In Progress	March 11, 2022: In progress. Purchase order has been issued.
N/A	TRANSIT	TRS-0048-20TA	2020	METRO BUS	ST. CLOUD MTC; PURCHASE (1) STD 40 FT. REPLACEMENT CNG FIXED ROUTE BUS	\$573,000	In Progress	March 11, 2022: Grant has been approved. Waiting on Consortium contract.
N/A	TRANSIT	TRF-0048-20J	2020	METRO BUS	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	\$1,000,000	In Progress	March 11, 2022: In progress. Estimated completion in 2022.
N/A	TRANSIT	TRF-0048-20I	2020	METRO BUS	SECT 5307: FACILITY IMPROVEMENTS	\$21,500	Completed	March 22, 2022: Project is completed.
N/A	TRANSIT	TRF-9503-20	2020	WACOSA	PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$87,000	In Progress	Feb. 15, 2022: Vehicle has been ordered but not delivered.
2020-01	CSAH 8	005-608-009	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007) (PAYBACK IN 2021)	\$650,000	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is completed.
2020-02	CSAH 8	005-070-007	2020	BENTON COUNTY	BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIP (TIED TO SP 005-608-009) (PAYBACK IN 2021)	\$5,250	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is completed.
2020-03	CSAH 75	073-675-040	2020	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM 15 TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE	\$1,715,056	Constructed	March 23, 2022: Minor punch list work remaining.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
					CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022)			
2020-04	LOCAL STREETS	073-733-005	2020	STEARNS COUNTY	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF STEARNS CSAH 133 (2 ND STREET S IN SARTELL) BETWEEN THEISEN ROAD AND 19 TH AVENUE N	\$85,000	In Progress	March 23, 2022: Study is underway. First open house to be held late April/early May 2022.
2020-05	MSAS 109	191-109-006	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$2,528,678	Constructed	March 28, 2022: Construction is complete. Due to drought conditions, turf monitoring will continue through next spring. Once that has been signed off, project will be closed out.
2020-06	LOCAL STREETS	091-070-027	2020	ST. CLOUD APO	**MN162** EXPLORE OPTIONS FOR ALIGNMENT OF SAINT CLOUD 33 RD STREET SOUTH MISSISSIPPI RIVER BRIDGE AND CORRIDOR CONNECTING STEARNS CSAH 75 (ROOSEVELT ROAD) WITH US 10	\$167,000	In Progress	Feb. 15, 2022: After giving the MnDNR several months to review and provide comments, the decision was recently made to move ahead with the corridor study. The consultant has developed alternative evaluation criteria and some sample alternative alignments for review by the Project Management Team.
2020-07	RR	73-00139	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54 TH AVE N, WAITE PARK, STEARNS COUNTY	\$240,000	Constructed	Feb. 7, 2022: Construction is complete, final bill was submitted and paid. Final project cost was \$228,295.58.
N/A	TRANSIT	TRF-9503-21	2021	WACOSA	SECTION 5310: WACOSA, PURCHASE ONE (1) REPLACEMENT <30 (CLASS 400) BUS	\$89,610	In Progress	Feb. 15, 2022: Vehicle has been ordered but has not been delivered.
2021-01	MN 23	0503-90	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD	\$3,261,524	Constructed	April 4, 2022: Received final acceptance from CPG and passed for final payment on Dec. 2, 2021. Contract total for both -90 and -90S is \$4,077,444.19.
2021-02	MN 23	0503-90S	2021	MNDOT	MN 23, FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	\$50,000	Constructed	April 4, 2022: Received final acceptance from CPG and passed for final payment on Dec. 2, 2021. Contract total for both -90 and -90S is \$4,077,444.19.
N/A	TRANSIT	TRF-0048-21	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,400,000	Completed	Feb. 7, 2022: Operations completed Sept. 30, 2021.
N/A	TRANSIT	TRF-0048-21E	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,200,000	Completed	March 11, 2022: CARES funding was used to offset maintenance expenses. Project has been completed.
N/A	TRANSIT	TRF-0048-21J	2021	SAINT CLOUD	ST. CLOUD MTC - PARATRANSIT OPERATING	\$4,500,000	Completed	Feb. 7, 2022: Operations completed Sept. 30, 2021.
N/A	TRANSIT	TRF-0048-21K	2021	SAINT CLOUD	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING	\$1,300,000	Completed	Feb. 7, 2022: Operations completed Sept. 30, 2021.
N/A	TRANSIT	TRF-0048-21B	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT OPERATIONS VEHICLES	\$120,000	Completed	Feb. 7, 2022: Vehicles are complete and in service.
N/A	TRANSIT	TRF-0048-21C	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	\$68,500	In Progress	March 11, 2022: Estimated completion in 2023.
N/A	TRANSIT	TRF-0048-21F	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS AND EQUIPMENT	\$135,000	In Progress	March 11, 2022: In progress. Estimated completion in 2023.
N/A	TRANSIT	TRF-0048-21L	2021	SAINT CLOUD	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS	\$1,250,000	In Progress	March 11, 2022: Estimated completion in 2024.
N/A	TRANSIT	TRF-0048-21M	2021	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; WEBSITE UPDATE	\$25,000	In Progress	March 11, 2022: In progress. Estimated completion in 2022.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
N/A	TRANSIT	TRS-0048-21TD	2021	SAINT CLOUD	ST. CLOUD MTC; PURCHASE (2) 40 FT. CLASS 700 REPLACEMENT CNG BUSES	\$1,180,000	In Progress	March 11, 2022: Grant has been approved. Waiting on Consortium contract.
N/A	TRANSIT	TRF-9504-21	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/21 - 6/30/22	\$122,500	In Progress	Feb. 15, 2022: Under current grant agreement. Grant terminates on June 30, 2022.
N/A	TRANSIT	TRF-9504-22	2021	CONNECT ABILITY OF MINNESOTA, INC.	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 - 6/30/23	\$126,617	Not Started	Feb. 15, 2022: Will be under grant agreement effective July 1, 2022, through June 30, 2023.
2021-03	CSAH 8	005-070-007AC	2021	BENTON COUNTY	**AC**: BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009) (PAYBACK 1 OF 1)	\$5,250	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is complete.
2021-04	CSAH 8	005-608-009AC	2021	BENTON COUNTY	**AC**: BENTON CSAH 8, FROM 0.6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007) (PAYBACK 1 OF 1)	\$650,000	Constructed	March 28, 2022: Received final payment on Nov. 22, 2021. Project is complete.
2021-05	HIGHWAY CR 136	162-175-001	2021	SAINT CLOUD	ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)	\$3,200,817	Constructed	Feb. 15, 2022: Project is substantially completed as of October 2021.
2021-06	HIGHWAY CR 136	162-591-005	2021	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22 ND ST S TO 33 RD ST S, TO MULTI MODAL CORRIDOR, PAYBACK IN 2024. (ASSOCIATED WITH 162-175-001)	\$536,543	Constructed	Feb. 15, 2022: Project is substantially completed as of October 2021.
2021-07	HIGHWAY US 10	0502-116	2021	MNDOT	US 10 INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM CR 40 (N OF RICE) TO 66 TH ST (N OF SAUK RAPIDS) (HSIP)	\$1,379,584	Let, Not Constructed	April 4, 2022: This project was let and awarded but due to a material supply issue it has not been completed.
2021-08	PED/BIKE	191-090-002	2021	SAUK RAPIDS	CONSTRUCT NEW TRAIL ALONG MAYHEW LAKE ROAD FROM BENTON CSAH 3 TO OSAUKA RD IN CITY OF SAUK RAPIDS	\$393,000	Constructed	March 25, 2022: Construction is complete and final inspection has been done. Final punch list items including turf monitoring will continue into next spring.
N/A	TRANSIT	TRF-0048-22	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,500,000	In Progress	March 11, 2022: In progress. Fiscal year operations are October through September.
N/A	TRANSIT	TRF-0048-22C	2022	SAINT CLOUD	SECT 5307: ST CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,300,000	In Progress	March 11, 2022: None applied for. Emergency Relief funding used to offset operating expenditures.
N/A	TRANSIT	TRF-0048-22A	2022	SAINT CLOUD	ST CLOUD MTC - PARATRANSIT OPERATING	\$4,600,000	In Progress	March 11, 2022: In progress. Fiscal year operations are October through September.
N/A	TRANSIT	TRF-0048-22B	2022	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER	\$1,300,000	In Progress	March 11, 2022: In progress. Fiscal year operations are October through September.
N/A	TRANSIT	TRF-0048-22D	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	\$63,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-0048-21I	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$25,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-0048-22H	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT	\$15,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-0048-22K	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; BUS SHELTERS	\$25,000	In Progress	March 11, 2022: Grant application in process.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
N/A	TRANSIT	TRS-0048-22TA	2022	SAINT CLOUD	ST. CLOUD MTC; PURCHASE THREE (3) CLASS 400LF CNG DAR REPLACEMENT BUSES	\$786,000	In Progress	March 11, 2022: Grant application in process.
N/A	TRANSIT	TRF-9503-22	2022	SAINT CLOUD	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$128,000	Not Started	Feb. 15, 2022: Vehicle is not under grant agreement. Plan to have under grant agreement in Summer 2022.
N/A	TRANSIT	TRF-9504-22	2022	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/22 - 6/30/23	\$41,910	Not Started	Feb. 15, 2022: Will be under grant agreement effective July 1, 2022, through June 30, 2023.
2022-01	LOCAL STREETS	071-070-043	2022	SHERBURNE COUNTY	**AC** INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS (PAYBACK IN 2023)	\$150,000	Design Stage	April 5, 2022: Plans are in for State Aid review with plans to bid the project in 2022. Construction is tentatively scheduled to begin in August 2022.
2022-02	LOCAL STREETS	073-070-023	2022	STEARNS COUNTY	CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS	\$240,000	Design State	March 23, 2022: Final plans submitted to St. Paul on March 17, 2022.
2022-03	LOCAL STREETS	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	\$96,000	Bidding Open	March 23, 2022: Bid opening on March 24, 2022.
2022-04	HIGHWAY CSAH 75	073-675-040AC	2022	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM 15 TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST, REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK 1 OF 1)	\$1,715,056	Constructed	March 23, 2022: Minor punch list work remaining.
2022-05	LOCAL STREETS	073-090-011	2022	STEARNS COUNTY	**AC** CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK IN 2023 AND 2024)	\$1,813,000	Bidding Open	March 23, 2022: Waiting for STIP amendment approval to advertise. Tentative bid opening of April 21, 2022.
2022-06	LOCAL STREETS	162-090-007	2022	SAINT CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	\$600,000	In Progress	Feb. 14, 2022: Project is scheduled to be done in 2022.
2022-07	LOCAL STREETS	162-141-008	2022	SAINT CLOUD	**AC** ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK IN 2023)	\$5,147,060	Project Let May/June	Feb. 14, 2022: Project is being let approximately May/June 2022.
2022-08	LOCAL STREETS	220-113-002	2022	SARTELL	**AC** SARTELL 19 TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	\$7,037,903	Awarded	March 25, 2022: The project is designed and submitted for agency review. The project is planned to be bid in April 2022 with award in May 2022. Construction is scheduled to take place June 2022 - July 2023.
2022-09	LOCAL STREETS	220-090-003	2022	SARTELL	**AC** CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)	\$458,740	Design Stage	March 25, 2022: The project is currently in design. The project will be bid fall of 2022 with a planned construction in 2023.
2022-10	HIGHWAY US 10	0502-115	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.5 MI NW OF BENTON CSAH 33. PLACE HIGH TENSION MEDIAN CABLE GUARDRAIL FROM 66 TH STREET TO CSAH 33	\$1,400,000	Awarded	April 4, 2022: Bid was \$1,587,019. Project to be constructed summer 2022.
2022-12	HIGHWAY US 10	7103-64	2022	MNDOT	ST CLOUD HISTORICAL MARKER SITE - REINSTALL INTERPRETIVE PANELS WITH NEW CONCRETE FOOTINGS AND PAD, MINOR STONE REPARIS TO HISTORICAL MARKER TO	\$50,000	In Progress	April 4, 2022: Bid came in at \$34,992. Start date is April 15, 2022, ending June 30, 2022.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2022
					STABILIZE LOOSE STONES AND REPOINT MORTAR CRACKS			
2022-13	HIGHWAY I 94	8823-403	2022	MNDOT	I-94, DYNAMIC MESSAGE SIGN REPLACEMENT AT 5 LOCATIONS IN STEARNS AND WRIGHT COUNTIES	\$140,000	In Progress	April 4, 2022: Project to be constructed in summer 2022.
2022-14	HIGHWAY MN 23	0503-92	2022	MNDOT	MN 23, INSTALL FIBER OPTIC FROM BENTON CSAH 1 TO MN 25 IN FOLEY	\$380,000	In Progress	April 4, 2022: Project to be constructed in summer 2022.

Figure 6.3: Annual listing of obligated projects for the Saint Cloud APO.

Appendix A

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Reading the TIP

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

Project Number: Project identifier.

Work Type: The intent of the project.

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

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

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

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

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

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

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

Program:
Categories included are in the following tables.

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

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

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

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

Saint Cloud Area Planning Organization FY 2023-2026 Project Table

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
TRANSIT	TRF-0048-23H	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; OPERATING ASSISTANCE	N/A	B9	TRANSIT OPERATIONS	FTA	10,930,300									1,500,000					9,430,300	10,930,300
TRANSIT	TRF-0048-23A	2023	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING	N/A	TR	TRANSIT OPERATIONS	LF	5,422,000														5,422,000	5,422,000
TRANSIT	TRF-0048-23B	2023	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER	N/A	TR	TRANSIT OPERATIONS	LF	541,700														541,700	541,700
TRANSIT	TRF-0048-23D	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	115,000									92,000					23,000	115,000
TRANSIT	TRF-0048-23G	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000									12,000					3,000	15,000
TRANSIT	TRF-0048-23I	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	30,000									24,000					6,000	30,000
TRANSIT	TRF-0048-23J	2023	SAINT CLOUD	ST. CLOUD MTC; WESTERN TRANSIT CENTER	N/A	TR	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	LF	4,000,000														4,000,000	4,000,000
TRANSIT	TRF-9503-23	2023	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	N/A	NB	TRANSIT VEHICLE PURCHASE	FTA	141,000									112,800					28,200	141,000
TRANSIT	TRF-9504-23	2023	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/23 -- 6/30/24	N/A	NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	49,104									39,284					9,820	49,104
LOCAL STREETS	071-070-042	2023	SHERBURNE COUNTY	**AC**: INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS (PAYBACK IN 2024)	N/A	SH	LIGHTING	HSIP	36,800								331,200						36,800	368,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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	
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582	
LOCAL STREETS	071-070-043AC	2023	SHERBURNE COUNTY	**AC**: INSTALL SINUSOIDAL RUMBLE STRIPS AND INTERSECTION SIGN ENHANCEMENTS AT VARIOUS LOCATIONS ON SHERBURNE COUNTY HIGHWAYS. (PAYBACK 1 OF 1)	N/A	SH	SIGNING	HSIP	135,000					135,000		135,000									
HIGHWAY	071-070-046	2023	SHERBURNE COUNTY	SHERBURNE COUNTY -- VARIOUS COUNTY ROADWAYS, 6 INCH GROUND IN WET REFLECTIVE EDGE LINE STRIPING	0	SH	STRIPING	HSIP	444,444		400,000		400,000										44,444	444,444	
LOCAL STREETS	073-090-011AC	2023	STEARNS COUNTY	**AC**: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 1 OF 2)	N/A	EN	NEW TRAIL	STBG TAP 5K-200K	520,000					520,000		520,000									
LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER.	N/A	RT	NEW TRAIL	STBG TAP 5K-200K	1,225,000		427,106		427,106										797,894	1,225,000	
HIGHWAY CSAH 75	073-675-041	2023	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK IN 2024 & 2025)	1	RS	MILL AND OVERLAY	NHPP	1,860,001		615,055		615,055				1,389,999						1,244,946	3,250,000	
HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.	0	SH	ROUNDABOUT	HSIP	1,800,000		800,000		800,000										1,000,000	1,800,000	
HIGHWAY CSAH 75	073-675-042	2023	STEARNS COUNTY	**AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2026)	0.19	BR	BRIDGE REPLACEMENT	STBGP 5K-200K	2,864,880	1,000,000							2,135,120						1,864,880	5,000,000	

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
HIGHWAY	073-070-029	2023	STEARNS COUNTY	STEARNS COUNTY -- VARIOUS INTERSECTIONS, UPGRADE SIGNAL HEADS AND COUNTDOWN TIMERS	0	SH	TRAFFIC SIGNAL REVISION	HSIP	684,000		615,600		615,600										68,400	684,000
LOCAL STREETS	162-141-008AC	2023	SAINT CLOUD	**AC**: ST CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK (PAYBACK 1 OF 1)	0.59	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	612,000					612,000		612,000								
LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERITAGE DR.	N/A	RT	NEW TRAIL	STBG TAP 5K-200K	459,121		367,297		367,297										91,824	459,121
LOCAL STREETS	220-113-002AC	2023	SARTELL	**AC**: SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1)	1.29	RC	BITUMINOUS REPLACEMENT	STBGP 5K-200K	1,929,820					1,929,820		1,929,820								
LOCAL STREETS	220-090-003	2023	SARTELL	**AC**: CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK IN 2025)	N/A	AM	NEW TRAIL	STBG TAP 5K-200K	91,700								367,040						91,700	458,740
LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42ND ST, HAVEN TWP, SHERBURNE COUNTY	0	SR	R.R. X-ING IMPROVEMENTS	RRS	300,000			222,000	222,000										78,000	300,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY MN 23	0503-91	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	2.37	MC	BRIDGE NEW	NHPP	13,607,276								30,872,724		7,718,181		7,718,181		5,889,095	44,480,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
HIGHWAY MN 23	0503-91S	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	2.37	SH	BRIDGE NEW	HSIP	750,000		675,000		675,000						75,000		75,000			750,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
HIGHWAY MN 23	0503-91GMNR	2023	MNDOT	**PR\$**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	2.37	MC	BRIDGE NEW	STBGP 5K-200K	3,770,000		3,016,000		3,016,000						754,000		754,000			3,770,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY I 94	7380-259	2023	MNDOT	**ELLE**: I-94, OVERLAY BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST OF MN 23 INTERCHANGE	0	BI	BRIDGE DECK OVERLAY, BRIDGE NEW	NHPP	3,435,152		3,091,637		3,091,637						343,515		343,515			3,435,152
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
HIGHWAY MN 301	7109-08	2023	MNDOT	**PRS**: MN 301, RECLAIM & REHABILITATE RETAINING WALLS WHICH ARE NATIONAL REGISTER CONTRIBUTING FEATURES ON A HISTORIC DISTRICT LISTED ON THE NRHP USING SECRETARY OF INTERIOR STANDARDS FOR TREATMENT OF HISTORIC PROPERTIES. IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.	1	RD	APP	SF	3,457,733										1,520,000	1,934,233	3,454,233		3,500	3,457,733
HIGHWAY MN 65, US 10	8823-407	2023	MNDOT	**IDIQ**: VARIOUS LOCATIONS: INSTALL HIGH TENSION CABLE BARRIER IN THE MEDIAN, MN 65 (ISANTI/ANOKA CO LINE TO S CAMBRIDGE), US 10 (LITTLE FALLS TO HALFWAY CROSSING & ST CLOUD TO CLEAR LAKE)(IDIQ MAX \$15,000,000 MIN \$7,556,472)	30.27	SH	GUARD RAIL	HSIP	7,556,472			6,800,825	6,800,825						755,647		755,647			7,556,472
TRANSIT	TRF-0048-24H	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	N/A	B9	TRANSIT OPERATIONS	FTA	9,600,000									1,500,000					8,100,000	9,600,000
TRANSIT	TRF-0048-24I	2024	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING	N/A	TR	TRANSIT OPERATIONS	LF	4,750,000														4,750,000	4,750,000
TRANSIT	TRF-0048-24J	2024	SAINT CLOUD	ST CLOUD MTC -- NORTHSTAR COMMUTER OPERATING	N/A	TR	TRANSIT OPERATIONS	LF	1,450,000														1,450,000	1,450,000
TRANSIT	TRS-0048-24A	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE FOUR (4) CLASS 700 REPLACEMENT CNG BUSES	N/A	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,632,000			2,105,600	2,105,600										526,400	2,632,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
TRANSIT	TRF-0048-24E	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	114,000									91,200					22,800	114,000
TRANSIT	TRS-0048-24F	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE TWO (2) CLASS 400LF CNG REPLACEMENT BUSES	N/A	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	518,000			414,400	414,400										103,600	518,000
TRANSIT	TRF-0048-24G	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	65,000									52,000					13,000	65,000
TRANSIT	TRF-0048-24K	2024	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,975,000									1,580,000					395,000	1,975,000
TRANSIT	TRF-9503-24	2024	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	N/A	NB	TRANSIT VEHICLE PURCHASE	FTA	197,000									157,600					39,400	197,000
TRANSIT	TRF-9504-24	2024	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/24 -- 6/30/25	N/A	NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	50,589									40,471					10,118	50,589
LOCAL STREETS	071-070-042AC	2024	SHERBURNE COUNTY	**AC**: INSTALL RURAL INTERSECTION STREET LIGHTING AT VARIOUS SHERBURNE COUNTY HIGHWAY INTERSECTIONS (PAYBACK 1 OF 1)	N/A	SH	LIGHTING	HSIP	331,200					331,200		331,200								
LOCAL STREETS	071-070-044	2024	SHERBURNE COUNTY	INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS	N/A	SH	LIGHTING	HSIP	524,000		471,600		471,600										52,400	524,000
LOCAL STREETS	071-070-045	2024	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS ON VARIOUS SHERBURNE COUNTY ROADS	N/A	SH	OTHER	HSIP	180,000		162,000		162,000										18,000	180,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Target AC Payback	Dist C AC Payback	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	Bond	Other (Local)	Project Total
LOCAL STREETS	7103-65	2024	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008)	0.11	LP	NEW PAVEMENT BITUMINOUS	SF	1,200,000										1,200,000		1,200,000			1,200,000
LOCAL STREETS	071-596-008	2024	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) (ASSOCIATED WITH SP 071-596-008)	0.11	LP	NEW PAVEMENT BITUMINOUS	STBGP<5K	300,000								1,000,000						300,000	1,300,000
LOCAL STREETS	073-090-011AC1	2024	STEARNS COUNTY	**AC**: CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE (PAYBACK 2 OF 2)	N/A	EN	NEW TRAIL	STBG TAP 5K-200K	292,270					292,270		292,270								
HIGHWAY CSAH 75	073-675-041AC	2024	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 1 OF 2)	1	RS	MILL AND OVERLAY	NHPP	615,055					615,055		615,055	774,944							
HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	0.46	MC	NEW PAVEMENT BITUMINOUS	STBGP 5K-200K	1,822,944		1,458,355		1,458,355										364,589	1,822,944
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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	
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582	
HIGHWAY MSAS 175	162-591-005AC	2024	SAINT CLOUD	**AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)(PAYBACK 1 OF 1)	N/A	RC	BITUMINOUS RECLAMATION	STBGTP 5K-200K	99,000					99,000		99,000									
LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	**AC**: RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025)	0.38	RC	MAJOR CONSTRUCTION	STBGP 5K-200K	2,623,356								1,135,120						2,623,356	3,758,476	
HIGHWAY MN 23	0503-91AC	2024	MNDOT	*PRS**AC*: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 1 OF 2)	2.37	MC	BRIDGE NEW	NHPP	20,094,152						20,094,152	20,094,152									
HIGHWAY I 94	7380-264	2024	MNDOT	**ELLE** I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH	2.49	BI	BRIDGE DECK OVERLAY	NHPP	2,058,000		1,852,200		1,852,200						205,800		205,800			2,058,000	

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	N/A	B9	TRANSIT OPERATIONS	FTA	9,700,000									1,500,000					8,200,000	9,700,000
TRANSIT	TRF-0048-25B	2025	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	N/A	TR	TRANSIT OPERATIONS	LF	4,800,000														4,800,000	4,800,000
TRANSIT	TRF-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	N/A	TR	TRANSIT OPERATIONS	LF	1,450,000														1,450,000	1,450,000
TRANSIT	TRF-0048-25D	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000									12,000					3,000	15,000
TRANSIT	TRF-0048-25E	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; (3) REPLACEMENT OPERATIONS VEHICLES	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000									96,000					24,000	120,000
TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	535,000									428,000					107,000	535,000
TRANSIT	TRF-0048-25G	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	1,500,000									1,200,000					300,000	1,500,000
TRANSIT	TRS-0048-25A	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE FOUR (4) CLASS 400LF CNG REPLACEMENT BUSES.	N/A	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,068,000			854,400	854,400										213,600	1,068,000
TRANSIT	TRF-9503-25	2025	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	N/A	NB	TRANSIT VEHICLE PURCHASE	FTA	237,000									189,600					47,400	237,000
TRANSIT	TRF-9504-25	2025	MNDOT	SECTION 5310: CONNECT ABILITY OF MINNESOTA, INC. MOBILITY MANAGEMENT 7/1/25 -- 6/30/26	N/A	NB	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	52,107									41,685					10,422	52,107
LOCAL STREETS	071-596-008AC	2025	SHERBURNE COUNTY	**AC**: SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED WITH SP 071-596-	0.11	LP	NEW PAVEMENT BITUMINOUS	STBGP<5K	1,000,000					1,000,000		1,000,000								

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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
				008)(PAYBACK 1 OF 1)					\$165,592,672	\$1,000,000			\$28,507,867			\$40,819,293	\$38,006,147	\$9,048,640			\$14,747,584	\$0	\$71,469,288	\$162,004,582
LOCAL STREETS	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	0.5	SH	ROUNDAABOUT	HSIP	1,100,000		500,000		500,000										600,000	1,100,000
LOCAL STREETS	073-675-041AC1	2025	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 2 OF 2)	1	RS	MILL AND OVERLAY	NHPP	774,944					774,944		774,944								
LOCAL STREETS	220-090-003AC	2025	SARTELL	**AC**: CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL (PAYBACK 1 OF 1)	N/A	AM	NEW TRAIL	STBGTP 5K-200K	367,040					367,040		367,040								
LOCAL STREETS	191-104-006AC	2025	SAUK RAPIDS	**AC**: RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0.38	RC	MAJOR CONSTRUCTION	STBGP 5K-200K	1,135,120					1,135,120		1,135,120								
HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, - REOVERLAY	0	BI	BRIDGE DECK OVERLAY	STBGP 5K-200K	760,000		618,792		618,792						141,208		141,208			760,000
HIGHWAY I 94, MN 24	8823-375	2025	MNDOT	I-94, DMS, CAMERAS AND FIBER FROM US 71 IN SAUK CENTRE TO MN 24 IN CLEARWATER AND MN 24 FROM I-94 TO STEARNS CO. CSAH 75 IN CLEARWATER	52.16	TM	OTHER	NHPP	500,000		400,000		400,000						100,000		100,000			500,000

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total	
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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	
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582	
HIGHWAY MN 23	0503-91AC1	2025	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 2 OF 2)	2.37	MC	BRIDGE NEW	NHPP	10,778,572					10,778,572		10,778,572									
TRANSIT	TRF-0048-26A	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	N/A	B9	TRANSIT OPERATIONS	FTA	10,000,000									1,500,000					8,500,000	10,000,000	
TRANSIT	TRF-0048-26B	2026	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	N/A	TR	TRANSIT OPERATIONS	LF	4,950,000														4,950,000	4,950,000	
TRANSIT	TRF-0048-26C	2026	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	N/A	TR	TRANSIT OPERATIONS	LF	1,495,000														1,495,000	1,495,000	
TRANSIT	TRS-0048-26A	2026	SAINT CLOUD	ST CLOUD MTC; PURCHASE TWELVE (12) CLASS 400LF CNG REPLACEMENT BUSES.	N/A	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	3,300,000			2,640,000	2,640,000										660,000	3,300,000	
TRANSIT	TRF-0048-26D	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	15,000									12,000					3,000	15,000	
TRANSIT	TRF-0048-26E	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; (3) REPLACEMENT OPERATIONS VEHICLES	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000									96,000					24,000	120,000	

Saint Cloud Area Planning Organization FY 2023-2026 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Bond	Running Other (Local)	Running Project Total
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	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
									\$165,592,672	\$1,000,000	\$28,507,867			\$40,819,293			\$38,006,147	\$9,048,640	\$14,747,584			\$0	\$71,469,288	\$162,004,582
TRANSIT	TRF-0048-26F	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	250,000									200,000					50,000	250,000
TRANSIT	TRF-0048-26G	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000									20,000					5,000	25,000
TRANSIT	TRF-0048-26H	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	N/A	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	65,000									52,000					13,000	65,000
HIGHWAY CSAH 75	073-675-042AC	2026	STEARNS COUNTY	**AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 1 OF 1)	0.19	BR	BRIDGE REPLACEMENT	STBGP 5K-200K	2,135,120					2,135,120		2,135,120								

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 consecutive years ending in the year for which the targets are established, dividing by five, 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 consecutive years ending in the year for which the targets are established, adding the results, dividing by five, and rounding to the thousandth decimal place.
Number of Serious Injuries	Addition of the number of serious injuries for each of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.
Rate of Serious Injuries	Calculation of the number of serious injuries per 100M VMT for each of the most recent five consecutive years ending the in year for which the targets are established, adding the results, dividing by five, 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 consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place.

Figure B.1: A list of roadway safety performance measures adopted into the APO’s FY 2023-2026 TIP including method of calculation.

Roadway Accessibility, Mobility, and Connectivity Performance Measures	Method of Calculation
Annual Percent of Person-Miles Traveled on the Interstate that are Reliable	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80 th percentile travel time of a reporting segment to a “normal” travel time (50 th 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. –

Roadway Accessibility, Mobility, and Connectivity Performance Measures	Method of Calculation
	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	LOTTR is defined as the ratio of the 80 th percentile travel time of a reporting segment to a “normal” travel time (50 th percentile), using data from FHWA’s free 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.

Figure B.2: A list of roadway accessibility, mobility, and connectivity performance measures incorporated into the APO’s FY 2023-2026 TIP and the method of calculation.

Transit Management and Preservation Performance Measures	Method 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.

Figure B.3: A list of transit management and preservation performance measures incorporated into the APO’s FY 2023-2026 TIP and the method of calculation.

Roadway Metropolitan Vitality and Economic Development Performance Measures	Method 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 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 95 th percentile time by the normal time (50 th percentile) for each segment. Then, the TTTR Index will be

Roadway Metropolitan Vitality and Economic Development Performance Measures	Method of Calculation
	generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Figure B.4: A list of the roadway metropolitan vitality and economic development performance measures incorporated into the APO's FY 2023-2026 TIP and the method of calculation.

Roadway Management and Preservation Performance Measures	Method 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.

Figure B.5: A list of roadway management and preservation performance measures incorporated into the APO's FY 2023-2026 TIP and the method of calculation.

Appendix C

TIP Survey Public Comments

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

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

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

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

For a complete listing of the APO's overall public engagement process, please refer to the [APO's Stakeholder Engagement Plan](https://stcloudapo.org/current-plans/current-sep-title-vi-doc/) (<https://stcloudapo.org/current-plans/current-sep-title-vi-doc/>).

July and August 2022

As part of the APO's annual update to the TIP, the document was released for public comment for a period of 30 days starting on July 13, 2022, and concluding on Aug. 12, 2022.

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

- Sherburne County.
- Stearns County.
- City of Sartell.
- City of Sauk Rapids.
- Saint Cloud Metro Bus.
- Minnesota Department of Transportation (MnDOT).
- WACOSA.
- ConnectAbility of Minnesota, Inc.

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

Comments were sought on projects not yet constructed that were programmed into the 2023-2026 TIP. While advance construction payback projects are reflected in the 2023-2026 TIP, since they were already constructed and only awaiting Federal reimbursement they were not included in the online surveys.

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

For each specific survey (and for each agency/jurisdiction section of the overall TIP survey), participants were asked to inform APO staff about another project that the respective agency/jurisdiction should consider for Federal funding opportunities should sufficient funding be made available.

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

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

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

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

During the 30-day public comment period from July 13, 2022, through Aug. 12, 2022, a total of 14 people took part in at least one of the APO's nine surveys.

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

Sherburne County

One person participated in the Sherburne County TIP survey. Two people participated in the Sherburne County portion of the overall TIP survey.

Sherburne County had four projects programmed to receive Federal funding during the time period of fiscal years 2023 through 2026.

- #16: Sherburne County is proposing to consolidate two 45-degree intersections of US 10/BNSF railroad (at County Road 65/42nd Street SE and 45th Avenue SE) into one 90-degree intersection. This consolidation would also include the realignment of the two roadways for improved access to this new intersection. The estimated project cost is \$2,500,000 with \$2,200,000 coming from Federal funding and \$300,000 coming from local funding sources.
- #19, #20, #21, #22, and #23: Sherburne County is proposing to install rural intersection lighting at five intersections: CSAH 3 and CSAH 7; CSAH 20 and CSAH 16; CSAH 20 and County Road 61; CSAH 20 and CSAH 3; and CSAH 20 and County Road 62. The estimated project cost is \$368,000 with \$331,200 coming from Federal funding and \$36,800 coming from local funding sources.
- #30, #31, #32, #33, #34, #35, #36, and #37: Sherburne County is proposing to install rural intersection lighting at nine intersections: CSAH 3 and US 10; CSAH 3 and County Road 78; CSAH 8 and CSAH 16; CSAH 8 and County Road 65; CSAH 16 and US 10; CSAH 16 and 45th Avenue (both intersections); County Road 61 and US 10; and County Road 62 and County Road 78. The estimated project cost is \$524,000 with \$471,600 coming from Federal funding and \$52,400 coming from local funding sources.
- #38: Sherburne County is proposing to install mumble strips along CSAH 7 from US 10 to just east of 40th Avenue SE. The estimated project cost is \$180,000 with \$162,000 coming from Federal funding and \$18,000 coming from local funding sources.

Two people responded, in part, to the question regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
16			1		1	
19, 20, 21, 22, 23		1			1	
30, 31, 32, 33, 34, 35, 36, 37		1			1	
38					1	

Appendix C.1: Table indicating the responses to survey question 1 of the Sherburne County 2023-2026 TIP survey and the Sherburne County portion of the overall TIP survey.

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

The one person who participated in the Sherburne County 2023-2026 TIP survey provided the following ranking of the important transportation issues:

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

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

Stearns County

A total of three people participated in the Stearns County TIP survey. Three people participated in the Stearns County portion of the overall TIP survey.

Stearns County had six projects programmed to receive Federal funding during the time period of fiscal years 2023 through 2026.

- #6: Stearns County is proposing to do a mill and overlay surface treatment on CSAH 75 from MN 15 to Cooper Avenue in Saint Cloud. The estimated project cost is \$1,600,000 with \$1,230,110 coming from Federal funding and \$369,890 coming from local funding.
- #17: Stearns County is proposing to construct an extension to the Beaver Island Trail from the border of the City of Saint Cloud to Stearns County Road 143 just west of Clearwater. The estimated project cost is \$1,740,000 with \$400,000 coming from Federal funding and \$1,340,000 coming from local funding.
- #8: Stearns County is proposing to construct a roundabout at the intersection of CSAH 4 and CSAH 133 at Five Points. The estimated project cost is \$888,900 with \$800,000 coming from Federal funding and \$88,900 coming from local funding.

- #24: Stearns County is proposing to replace CSAH 75’s Bridge 6819 over the Sauk River near Fleet Farm in Saint Cloud. The estimated project cost is \$5,000,000 with \$2,135,120 coming from Federal funding and \$2,864,880 coming from local funding.
- #26: Stearns County is proposing to expand CSAH 133 (from two lanes to four lanes) from CSAH 75 to 15th Avenue in Saint Joseph. This project will also include intersection improvements at Elm Street and the construction of a dual left turn lane on eastbound CSAH 75 to northbound CSAH 133. The estimated project cost is \$1,822,944 with \$1,458,355 coming from Federal funding and \$364,589 coming from local funding.
- #44: Stearns County is proposing to construct a roundabout at the intersection of CSAH 2 and Minnesota Street in Saint Joseph. The estimated project cost is \$1,100,000 with \$500,000 coming from Federal funding and \$600,000 coming from local funding.

Six people responded, in part, to the question regarding the importance of these projects

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
6	3	1	1	1		
17	2		2	1	1	
8	2	2	1	1		
24	1	1	2	1		
26			3	2		1
44	1	3		1	1	

Appendix C.2: Table indicating the responses to survey question 1 of the Stearns County 2023-2026 TIP survey and the Stearns County portion of the overall TIP survey.

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

Comment	Disposition
If 322nd Street in St. Cloud is a county road, I think that should be higher on the list. The road is too narrow, deteriorating and the volume has increased greatly in the recent years.	This roadway is a well-known issue among many government entities. As of right now, 322 nd Street is not a county road. Ownership of this roadway is split between the City of Saint Cloud, LeSauk Township, and Saint Wendel Township. This roadway has been identified in the APO’s long-range transportation plan (MAPPING 2045) to be converted from its existing two-lane set up to a three lane. In addition, the City of Saint Cloud has identified this roadway as a “unprogrammed priority project” in their most recently

Comment	Disposition
	approved Capital Improvement Program. However, given funding constraints and lack of being designated as a functionally classified roadway (which would make it eligible for Federal funding), this project has not been able to advance. The APO will continue to support the existing owners of this roadway and assist them in any way possible in attempting to secure funding to maintain this roadway.
New longer turn/merge lane from Hwy 23/2nd St turning South onto Hwy 15	Highway 23/Second Street S through Waite Park is under the jurisdiction of the Minnesota Department of Transportation. This information will be passed along to MnDOT for their consideration.

Appendix C.3: Table indicating the responses to survey question 2 of the Stearns County 2023-2026 TIP survey and the Stearns County portion of the overall TIP survey along with APO staff disposition of those comments.

Out of the three people who participated in the Stearns County 2023-2026 TIP survey, the ranking of the important transportation issues identified were as follows:

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

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

City of Sartell

One person participated in the City of Sartell TIP survey. Two people participated in the City of Sartell portion of the overall TIP survey.

The City of Sartell had one project programmed to receive Federal funding during the time period of fiscal years 2023 through 2026.

- #5: The City of Sartell is proposing to extend the current shared use path along Heritage Drive from Huntington Drive south to Amber Avenue South. This project will also include the installation of two marked crosswalks along Heritage

Drive. The estimated project cost is \$459,121 with \$367,297 coming from Federal funding and \$91,824 coming from local funding.

Three people responded to the question regarding the importance of this projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
5		1	1		1	

Appendix C.4: Table indicating the responses to survey question 1 of the City of Sartell 2023-2026 TIP survey and the City of Sartell portion of the overall TIP survey.

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

Comment	Disposition
Leander or 4th Ave S by Public works	<p>The APO has identified Leander Avenue as an expansion project – to widen to three lanes – as part of the long-range Metropolitan Transportation Plan (MTP) adopted in October 2019. Given the brevity of this comment, APO staff are unsure if the commenter is advocating for expansion or strictly preservation of this roadway corridor.</p> <p>As to the comment regarding Fourth Avenue S, the City of Sartell currently has this project (from Second Street to the public works building) slated for a reconstruction in 2026 for the estimated project cost of \$1 million.</p> <p>APO staff have forwarded this comment along to the City of Sartell engineer as well.</p>

Appendix C.5: Table indicating the responses to survey question 2 of the City of Sartell 2023-2026 TIP survey and APO staff disposition of those comments.

The one person who participated in the City of Sartell 2023-2026 TIP survey provided the following ranking of the important transportation issues:

1. Maintaining roadways.
2. Building new roadways.
3. Building an urban beltline around the Saint Cloud Metro.
4. Improving transit.

5. Adding more sidewalks/trails.
6. Preparing for driverless cars.
7. Supporting the economy.
8. Increasing safety.
9. Connecting our region to the Twin Cities Metro.
10. Protecting the environment.

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

City of Sauk Rapids

One participated in the City of Sauk Rapids TIP survey. Three people responded to the City of Sauk Rapids portion of the overall TIP survey.

The City of Sauk Rapids had one project programmed to receive Federal funding during the time period of fiscal years 2023 through 2026.

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

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
29	2		1			1

Appendix C.6: Table indicating the responses to survey question 1 of the City of Sauk Rapids 2023-2026 TIP survey and the City of Sauk Rapids portion of the overall TIP survey.

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

Comment	Disposition
We need better roads sidewalks and for walkers like me better safety sign better roads for disabilities people with wheelchairs and walker give more time for people to cross a intersection lights with cross walks don't work	One of the main challenges faced by many jurisdictions within the APO's planning area is the lack of funding available to be used to do maintenance and preservation treatments on roadways. This is why in addition to pursuing grant opportunities (on both the state and Federal level) many

Comment	Disposition
	<p>jurisdictions have opted to utilize different revenue sources such as wheelage taxes or assessments. Even still, the needs typically still outweigh the available resources. It is unclear based on the comment if this individual had a specific issue with a specific roadway or if this was a more general comment.</p> <p>As to sidewalks and pedestrian related infrastructure, the APO is currently in the final stages of approving the first Regional Active Transportation Plan (ATP) which, in part, looks for improvements to the active transportation network (sidewalks, shared use paths, bike lanes, etc.) across the Saint Cloud metro. Part of the recommendations of this plan is to also improve existing infrastructure to bring into compliance with the Americans with Disabilities Act (ADA).</p> <p>One of the recommendations as part of this plan was for leading pedestrian intervals (LPIs) at certain intersections which would stop traffic in all directions and give pedestrians about 2-3 seconds of lead time in crossing roadways. However, given the brevity of this comment, it is unclear if this individual had specific intersections where crossing issues occurred.</p>

Appendix C.7: Table indicating the responses to survey question 2 of the City of Sauk Rapids 2023-2026 TIP survey and APO staff disposition of those comments.

The one person who participated in the City of Sauk Rapids 2023-2026 TIP survey provided the following ranking of the important transportation issues:

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

- 9. Improving transit.
- 10. Increasing safety.

One additional thought or comment about the draft TIP was provided.

Comment	Disposition
Safety better ways for everyone	As one of the five goals of the APO’s long-range Metropolitan Transportation Plan (MTP), safety for all modes and all users is and will continue to be an important factor in the Saint Cloud APO’s transportation network.

Appendix C.8: Table indicating the response to survey question 4 of the City of Sauk Rapids 2023-2026 TIP survey and APO staff disposition of those comments.

Saint Cloud Metro Bus

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

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

Under Operations Costs, participants were asked their opinion regarding the importance of operating assistance for fiscal years 2023 through 2026.

Six people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Operating Assistance	3		1		2	

Appendix C.9: Table indicating the response to survey question 1 of the Saint Cloud Metro Bus 2023-2026 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of paratransit operations for fiscal years 2023 through 2026.

Six people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Paratransit Operations	2	1	1		2	

Appendix C.10: Table indicating the response to survey question 2 of the Saint Cloud Metro Bus 2023-2026 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

Under Operations Costs, participants were asked their opinion regarding the importance of Northstar commuter operations for fiscal years 2023 through 2023.

Six people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Northstar Commuter Operations	3		1		2	

Appendix C.11: Table indicating the response to survey question 3 of the Saint Cloud Metro Bus 2023-2026 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

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

Six people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Office Equipment	1	3			2	
Maintenance Equipment	2	2			2	
Facility Improvements	2	2			2	
Western Transit Center	2	1	1		2	

Appendix C.12: Table indicating the response to survey question 4 of the Saint Cloud Metro Bus 2023-2026 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

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

Six people responded to this question.

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

Appendix C.13: Table indicating the response to survey question 5 of the Saint Cloud Metro Bus 2023-2026 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

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

Six people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance Equipment	1	3			2	
Operations Vehicles		3	1		2	
Office Equipment	1	3			2	

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Facility Improvements	1	2	1		3	
Bus Replacement (Dial-a-Ride)	2	1	1		2	

Appendix C.14: Table indicating the response to survey question 6 of the Saint Cloud Metro Bus 2023-2026 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

Under Capital Improvements, participants were asked their opinion regarding the importance of six projects proposed to receive Federal funding assistance during fiscal year 2026.

Six people responded to this question.

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

Appendix C.15: Table indicating the response to survey question 7 of the Saint Cloud Metro Bus 2023-2026 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

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

Comment	Disposition
<p>I would add more bus shelters and/or benches long before 2026. As a disabled person, at least having a bench to sit on while waiting would be very helpful. Especially with only running hourly, which I hope changes back to every half hour soon.</p>	<p>Metro Bus does have some additional bus shelter projects programmed in previous years (2018 and 2019) that are currently slated to be completed in 2022 and 2023. As to if those are replacements for existing shelters or additional shelters, APO staff will have to defer to Metro Bus (this comment will be forwarded on to them as well).</p> <p>As to the comment on the hourly run times, unfortunately, for the foreseeable future, this will continue. The hourly service for routes started at the beginning of the COVID-19 global pandemic is currently in place due to the lack of bus operators at Metro Bus. Metro Bus is currently engaged in a series of marketing campaigns in the hopes of attracting operators to fill open positions to be able to return service once again to the pre-pandemic schedule.</p>
<p>Add a route that goes from Fleet Farm via St. Bens to St. John's.</p>	<p>The College of Saint Benedict and Saint John's University does have a very limited bus service for college students to shuttle them from the Gorecki Center (CSB) to Crossroads Center. However, this route is very limited. As far as a Metro Bus specific route to these institutions and Saint Joseph/Collegeville, Metro Bus has been working with city staff on exploring this potential option. However, at the immediate time, given the operator shortage, this has been tabled.</p> <p>APO staff will forward this comment on to Metro Bus leadership for their consideration.</p>
<p>STOP WASTING TAXPAYER MONEY.</p>	<p>This comment has been forwarded on to Metro Bus staff.</p>

Appendix C.16: Table indicating the response to survey question 8 of the Saint Cloud Metro Bus 2023-2026 TIP survey and APO staff disposition of those comments.

Out of the three people who participated in the Saint Cloud Metro Bus 2023-2026 TIP survey, the ranking of the important transportation issues identified were as follows:

1. Adding more sidewalks/trails.
2. Improving transit.
3. Increasing safety.

4. Building an urban beltline around the Saint Cloud Metro.
5. Maintaining roadways.
6. Connecting our region to the Twin Cities Metro.
7. Supporting the economy.
8. Building new roadways.
9. Protecting the environment.
10. Preparing for driverless cars.

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

Comment	Disposition
Extending services to outer St. Cloud areas on Sundays and later in evening.	Metro Bus is in the process of updating their long-range transit plan (currently programmed in the draft TIP to be completed in 2024). Part of this process, APO staff believes, will include a full review of Metro Bus services including service area and hours of operation. APO staff will also forward this comment on to Metro Bus leadership for their consideration.
STOP WASTING TAXPAYER MONEY.	This comment has been forwarded on to Metro Bus staff.

Appendix C.17: Table indicating the response to survey question 11 of the Saint Cloud Metro Bus 2023-2026 TIP survey and APO staff disposition of those comments.

Minnesota Department of Transportation

One person participated in the Minnesota Department of Transportation (MnDOT) TIP survey. Two people participated in the MnDOT portion of the overall TIP survey.

MnDOT had eight projects programmed to receive Federal funding during the time period of fiscal years 2023 through 2026.

- #46: MnDOT is proposing to restore the failing retaining walls along MN 301 adjacent to the Minnesota Department of Corrections building in Saint Cloud. Additional system preservation work on the roadway is also expected to occur simultaneously. The estimated project cost is \$3,457,733 with \$1,520,000 coming from state funding, \$1,934,233 coming from state historical preservation funding, and \$3,500 coming from the City of Saint Cloud.
- #18: MnDOT is proposing to remove an at-grade BNSF rail crossing along US 10 at 45th Avenue. The project will realign the Sherburne County Road 65/42nd Street existing crossing. The estimated project cost is \$300,000 with \$222,000 coming from Federal funding and \$78,000 coming from state/local funding.
- #3: MnDOT is proposing to reconstruct the interchange of MN 23 and US 10. This project will include work on MN 23 (from 0.1 miles west of Lincoln Avenue to 0.1 miles west of CR 1/Mayhew Lake Road) and US 10 (from 0.2 miles west of

East Saint Germain Street to 0.1 miles north of 15th Avenue SE). The proposed project will also replace the existing bridges (9021 and 9022) and will include multimodal improvements and the construction of a bridge over US 10 at Fourth Street. The estimated project cost is \$49,000,000 with \$34,563,724 coming from Federal funding, \$8,547,181 coming from state funding, \$5,804,095 coming from the City of Saint Cloud, and \$85,000 coming from Benton County.

- #4: MnDOT is proposing to do an overlay surface treatment on two bridges on Interstate 94 that span the BNSF railroad (bridges 73875 and 73876) 0.6 miles west of the MN 23/I-94 interchange. The estimated project cost is \$3,435,152 with \$3,091,637 coming from Federal funding and \$343,515 coming from state funding.
- #7: MnDOT is proposing to do an overlay surface treatment on the I-94 flyover bridge at CSAH 75 northwest of Saint Joseph (bridge number 73868). The estimated project cost is \$1,200,00 with \$1,080,000 coming from Federal funding and \$120,000 coming from state funding.
- #9: MnDOT is proposing to install median cable barrier guardrails on US 10 from Sherburne CSAH 7 in Saint Cloud to 0.42 miles east of Sherburne CSAH 20 in Clear Lake. As part of this project, MnDOT is also proposing to install median cable barrier guardrails on MN 65 from the Isanti/Anoka county line to south of Cambridge and along US 10 from Little Falls to Halfway Crossing between Royalton and Rice. The last two will occur outside of the APO's planning area. The estimated project cost is \$10,263,211 with \$9,236,890 coming from Federal funding and \$1,026,321 coming from state funding.
- #43: MnDOT is proposing to do an overlay surface treatment on the bridge spanning MN 15 at Stearns CSAH 137 (bridge number 73019). The estimated project cost is \$760,000 with \$618,792 coming from Federal funding and \$141,208 coming from state funding.
- #45: MnDOT is proposing to install dynamic message signs, cameras, and fiber optic cables along I-94 from US 71 in Sauk Centre to MN 24 in Clearwater. In addition, the state is proposing to do this same treatment along MN 24 from I-94 to Stearns County's CSAH 75 in Clearwater. The estimated project cost is \$500,000 with \$400,000 coming from Federal funding and \$100,000 coming from state funding.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
46		1	1	1		
18			1		1	1
3	1	2				
4		2		1		
7	1		1	1		
9		2			1	
43		2			1	
45	1		1		1	

Appendix C.18: Table indicating the responses to survey question 1 of MnDOT's 2023-2026 TIP survey and the MnDOT portion of the overall TIP survey.

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

The one person who participated in the MnDOT 2023-2026 TIP survey provided the following ranking of the important transportation issues:

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

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

WACOSA

No one participated in the WACOSA TIP survey. Two people participated in the WACOSA portion of the overall TIP survey.

WACOSA had three projects programmed to receive Federal funding during the time period of fiscal years 2023 through 2026.

- WACOSA is proposing to purchase one replacement Class 400 bus during the calendar year 2023. The estimated project cost is \$98,000 with \$78,400 coming from Federal funding and \$19,600 coming from local funding sources.
- WACOSA is proposing to purchase one replacement Class 400 bus during the calendar year 2024. The estimated project cost is \$101,000 with \$80,800 coming from Federal funding and \$20,200 coming from local funding sources.
- WACOSA is proposing to purchase one replacement Class 400 bus during the calendar year 2025. The estimated project cost is \$104,000 with \$83,200 coming from Federal funding and \$20,800 coming from local funding sources.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
2023 Bus Replacement	1				1	

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
2024 Bus Replacement	1				1	
2025 Bus Replacement	1				1	

Appendix C.19: Table indicating the responses to the WACOSA portion of the overall TIP survey.

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

No rankings of important transportation issues were identified.

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

ConnectAbility of MN, Inc.

One person participated in the ConnectAbility of MN, Inc. TIP survey. Two people participated in the ConnectAbility of MN, Inc. portion of the overall TIP survey.

ConnectAbility of MN, Inc. had three projects programmed to receive Federal funding during the time period of fiscal years 2023 through 2026.

- ConnectAbility of MN is requesting to receive a mobility management grant in the fiscal year 2023 to assist in the continued effort of the Connect Central Minnesota Regional Transportation Coordinating Council (CCMRTCC). The CCMRTCC is designed to gather groups of stakeholders together to improve mobility for the “transportation disadvantaged” – older adults, individuals with disabilities, individuals with low-incomes, and/or military veterans. The estimated project cost is \$49,104 with \$39,284 coming from Federal funding and \$9,820 coming from local funding sources.
- ConnectAbility of MN is requesting to receive a mobility management grant in the fiscal year 2024 to assist in the continued effort of the CCMRTCC. The estimated project cost is \$50,589 with \$40,471 coming from Federal funding and \$10,118 coming from local funding sources.
- ConnectAbility of MN is requesting to receive a mobility management grant in the fiscal year 2025 to assist in the continued effort of the CCMRTCC. The estimated project cost is \$52,107 with \$41,685 coming from Federal funding and \$10,422 coming from local funding sources.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
2023 Mobility Management	1		1		1	
2024 Mobility Management	1		1		1	
2025 Mobility Management	1		1		1	

Appendix C.20: Table indicating the responses to survey question 1 of ConnectAbility of MN's 2023-2026 TIP survey and the ConnectAbility of MN portion of the overall TIP survey.

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

The one person who participated in the ConnectAbility of MN 2023-2026 TIP survey provided the following ranking of the important transportation issues:

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

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

Full 2023-2026 TIP

Three people took the full 2023-2026 TIP survey which combined all of the project specific questions for the following agencies/jurisdictions: Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, Saint Cloud Metro Bus, MnDOT, WACOSA, and ConnectAbility of MN, Inc.

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

Two people who participated in the full 2023-2026 TIP survey provided the following ranking of the important transportation issues:

1. Maintaining roadways.
2. Adding more sidewalks/trails and increasing safety (TIE).
3. Improving transit, protecting the environment, building new roadways (TIE).
4. Supporting the economy and building an urban beltline around the Saint Cloud Metro (TIE).
5. Connecting our region to the Twin Cities Metro.
6. Preparing for driverless cars.

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

Appendix D

MnDOT Checklist

Minnesota MPO TIP Checklist

MPO: Saint Cloud Area Planning Organization

Contact name: Vicki Johnson, Senior Transportation Planner

TIP time period: FY 2023-2026

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	Introduction: Public Involvement pg. 38. Chapter Five: Public Involvement pgs. 158-161 Appendix C: TIP Survey Public Comments pgs. 186-205

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	<p>Introduction pg. 23</p> <p>Introduction: Saint Cloud Area Planning Organization pgs. 23-25</p> <p>Introduction: The Transportation Improvement Program pgs. 25-26</p> <p>Chapter Five: Public Involvement pgs. 158-161</p> <p>Appendix C: TIP Survey Public Comments pgs. 186-205</p>
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Introduction pg. 23

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Introduction: Saint Cloud Area Planning Organization pgs. 23-25</p> <p>Introduction: The Transportation Improvement Program pg. 25</p>
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	<p>Introduction pg. 23</p> <p>Introduction: The Transportation Improvement Program pg. 25</p>
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	Resolution #2022-09: Approving the 2023-2026 Saint Cloud Area Planning Organization Transportation Improvement Program pgs. 5-7
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	Introduction: Public Involvement pg. 38 Chapter Five: Public Involvement pgs. 158-161 Appendix C: TIP Survey Public Comments pgs. 186-205
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	Introduction: Programming the TIP pg. 33 (Reference to the APO's Transportation Performance Monitoring Report). Chapter Three: Performance Measures pgs. 97-108

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. Chapter Three: Performance Measures pgs. 97-108 with specific references found on pgs. 99, 100, 104, 106, 107, and 108
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	Introduction: The Transportation Improvement Program pg. 25 Chapter One: FY 2023-2026 TIP Projects pgs. 39-84 Appendix A pgs. 169-182
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	Introduction: Regionally

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Significant Projects pg. 26 (includes link to APO's Regional Infrastructure Investment Plan).</p> <p>Chapter One: FY 2023-2026 TIP Projects pgs. 39-84</p> <p>Appendix A pgs. 169-182</p>
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	<p>Chapter One: FY 2023-2026 TIP Projects pgs. 39-84</p> <p>Appendix A pgs. 169-182</p>
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	<p>Chapter One: FY 2023-2026 TIP Projects pgs. 39-84</p> <p>Appendix A pgs. 169-182</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	Chapter One: FY 2023-2026 TIP Projects pgs. 39-84 Appendix A pgs. 169-182
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	Chapter One: FY 2023-2026 TIP Projects pgs. 39-84 Appendix A pgs. 169-182
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	Chapter One: FY 2023-2026 TIP Projects pgs. 39-84 Appendix A pgs. 169-182

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 26-32 Introduction: Programming the TIP pgs. 32-34
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38 Chapter Four: Financial Capacity Analysis pgs. 109-157
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-157
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	Chapter Four: Financial Capacity

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Analysis pgs. 109-157 (specifically found on pgs. 115-116, 121-122, 127-128, 131-132, 135, 138-139, 142-143, 145, 147-149, and 155-157)
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-157 (specifically found on pgs. 115-116, 121-122, 127-128, 131-132, 135, 138-139, 142-143, 145, 147-149, and 155-157)
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	Introduction: TIP Funding Sources pgs. 34-35 Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Chapter One: FY 2023-2026 TIP Projects pgs. 39-84</p> <p>Chapter Four: Financial Capacity Analysis pgs. 109-157 (specifically found on pgs. 115-116, 121-122, 127-128, 131-132, 135, 138-139, 142-143, 145, 147-149, and 155-157)</p> <p>Appendix A pgs. 169-182</p>
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-157
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-157 (specifically found on pgs. 115-116, 121-122, 127-128, 131-132, 135, 138-139,

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				142-143, 145, 147-149, and 155-157)
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 109-157 (specifically found on pgs. 115-116, 121-122, 127-128, 131-132, 135, 138-139, 142-143, 145, 147-149, and 155-157)
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	Introduction: Fiscal Constraint and Environmental Justice pgs. 37-38 Chapter Four: Financial Capacity Analysis pgs. 109-157 (specifically found on pgs. 115-116, 121-122, 127-128, 131-132, 135, 138-139, 142-143, 145,

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				147-149, and 155-157)
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		Introduction: The Transportation Improvement Program pgs. 25-26 Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 26-32
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	Introduction: The Transportation Improvement Program pgs. 25-26 Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 26-32

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Introduction: Programming the TIP pgs. 32-34</p> <p>Introduction: Project Selection pgs. 36-37</p> <p>Chapter Six: Monitoring Progress pgs. 162-168</p>
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	Chapter Six: Monitoring Progress pgs. 162-168
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	Chapter Six: Monitoring Progress pgs. 162-168
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR	Yes / No	Resolution #2022-09: Approving the 2023-2026 Saint Cloud Area Planning

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.		Organization Transportation Improvement Program pgs. 5-7 Introduction: Self Certification pg. 38

MPO comments: