

Transportation Improvement Program FY 2024-2027

*Prepared by the Saint Cloud Area Planning Organization
Sept. 14, 2023*



Disclaimer

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A complaint may also be submitted to Minnesota Department of Transportation Office of Civil Rights by submitting an online complaint form (<https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>) or by calling 651-366-3071.

Ogaysiis Guud Ee Xuquuqda Xuquuqda VI

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 Soocelinta 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 kalasoc 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.

Cabashada ayaa sidoo kale waxaa loo soo gudbin karaa Waaxda Gaadiidka ee Minnesota Xafiiska Xuquuqda Madaniga ah iyadoo la soo dirayo foom cabashada ee khadka internetka (<https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>) ama iyada oo la soo wacayo 651 -366-3071.

Aviso Público de Derechos Bajo el Título VI

La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de Derechos Civiles de 1987, de la Orden Ejecutiva 12898 sobre la Justicia Ambiental, y los estatutos y reglamentos relacionados en todos los programas y actividades. El Título VI asegura que ninguna persona, por motivos de raza, color o nacionalidad, podrá quedar excluida de la participación en, se le podrán negar los beneficios de, o de algún modo podrá ser objeto de discriminación en virtud de cualquier programa o actividad por la cual la APO recibe asistencia financiera Federal. Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe ser presentado ante el Gerente de Cumplimiento del Título VI de la APO dentro de los ciento ochenta (180) días naturales siguientes a la fecha en que la presunta ocurrencia discriminatoria. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación del Título VI, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina en 1040 County Road 4, Saint Cloud, MN 56303.

También se puede presentar una queja a la Oficina de Derechos Civiles del Departamento de Transporte de Minnesota enviando un formulario de queja en línea (<https://www.dot.state.mn.us/civilrights/nondiscrimination-complaint-form.html>) o llamando al 651-366-3071.

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The Saint Cloud Area Planning Organization (APO) hereby gives public notice that it is the policy of the APO to fully comply with the Americans with Disabilities Act of 1990 (ADA) and the Rehabilitation Act of 1973 (Rehabilitation Act) and related statutes and regulations in all programs and activities. Title II of the Americans with Disabilities Act (ADA) requires all state and local government agencies to take appropriate steps to ensure that communications with applicants, participants, and members of the public with disabilities are as effective as communications with others. Any person who believes they have been aggrieved by an unlawful discriminatory practice by the APO has a right to file a formal complaint with the APO, MnDOT, or the U.S. DOT. Any such complaint should be in writing and contain information about the alleged discrimination such as

name, address, phone number of complainant, and location, date, and description of the problem. Alternative means of filing complaints, such as personal interviews or a tape recording of the complaint, will be made available as a reasonable modification for persons with disabilities upon request. Complaints should be submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged discriminatory occurrence and should be filed with the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the [Saint Cloud APO website](http://www.stcloudapo.org) (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

Ogaysiis Guud Ee Xuquuqda Xuquuqda II

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 codsabayaasha, 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.

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presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al [Sitio web de la APO de Saint Cloud](http://www.stcloudapo.org) (www.stcloudapo.org) o puedes ver una copia en nuestra oficina e 1040 County Road 4, Saint Cloud, MN 56303.

Resolution #2023-XX

Approving the 2024-2027 Saint Cloud Area Planning Organization Transportation Improvement Program

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RESOLUTION #2023-XX

**Approving the 2024-2027 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 2024-2027 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 2024-2027 Transportation Improvement Program and any public comments received are documented in the TIP document.

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

ATTEST:

Commissioner Raeanne Danielowski
Saint Cloud APO Chair

Brian Gibson, PTP
Saint Cloud APO Executive Director

E. admin@stcloudapo.org

W. stcloudapo.org

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 2024 and 2027. 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 2023 Federal Fiscal Year (Sept. 30, 2023). The annual listing will represent 2023 projects as part of the 2024-2027 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.

Infrastructure Investment and Jobs Act (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.

***¹BFP:** Bridge Formula Program.

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.

***CRP:** Carbon Reduction Program.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

DOT: Department of Transportation.

EJ: Environmental Justice.

EPA: Environmental Protection Agency.

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

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

***I:** Interstate Highway.

IIJA: Infrastructure Investment and Jobs Act (2021).

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

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

LF: Local Funds.

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

LOS: Level of Service.

LOTTR: Level of Travel Time Reliability.

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

***MN:** Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NBI: National Bridge Inventory.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

NPMRDS: National Performance Management Research Data Set.

O&M: Operations and Maintenance.

PCI: Pavement Condition Index.

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.

It should be noted that the APO is currently utilizing the Census-defined Urbanized Area as outlined by the 2010 Census. APO staff are in the process of coordinating with MnDOT and the Federal Highway Administration (FHWA) to update the urban area boundary to the most recent Census-defined boundary outlined in the 2020 Census. Once approved by the APO's Policy Board and accepted by MnDOT and FHWA, changes to the map found in Figure I.1 will be made.

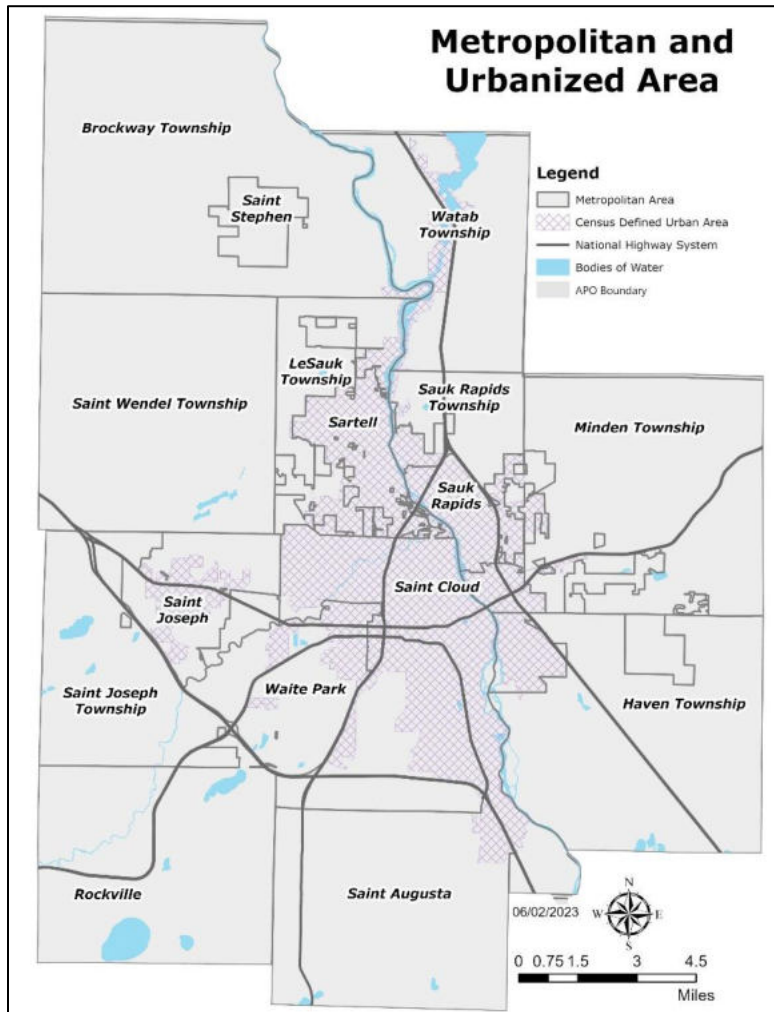


Figure I.1: APO Planning Area Map.

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.

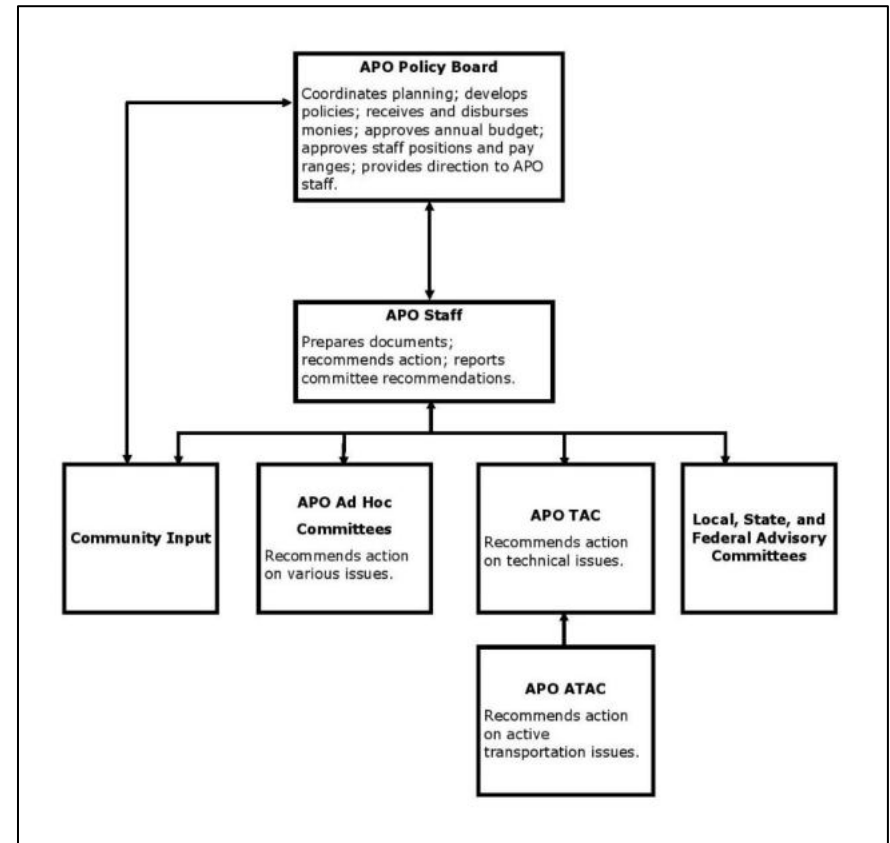


Figure I.2: APO Organizational Chart.

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) 2024-2027 TIP originate from the [Saint Cloud APO’s Metropolitan Transportation Plan \(MTP\)](https://bit.ly/35Qwgwp) (<https://bit.ly/35Qwgwp>). The MTP contains a list of short-, mid-, and long-range transportation projects that are

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

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 |
| STC-3 | MSAS 114 (Third Street N) in Saint Cloud | 31 st Avenue N to MSAS 145 (Ninth Avenue N) | Four-Lane Divided Arterial |

| Project ID | Project Location | Beginning and Ending Termini | Post-Construction Facility Type |
|--------------|--|---|---------------------------------|
| 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 I.3: A table of MAPPING 2045 roadway expansion projects.

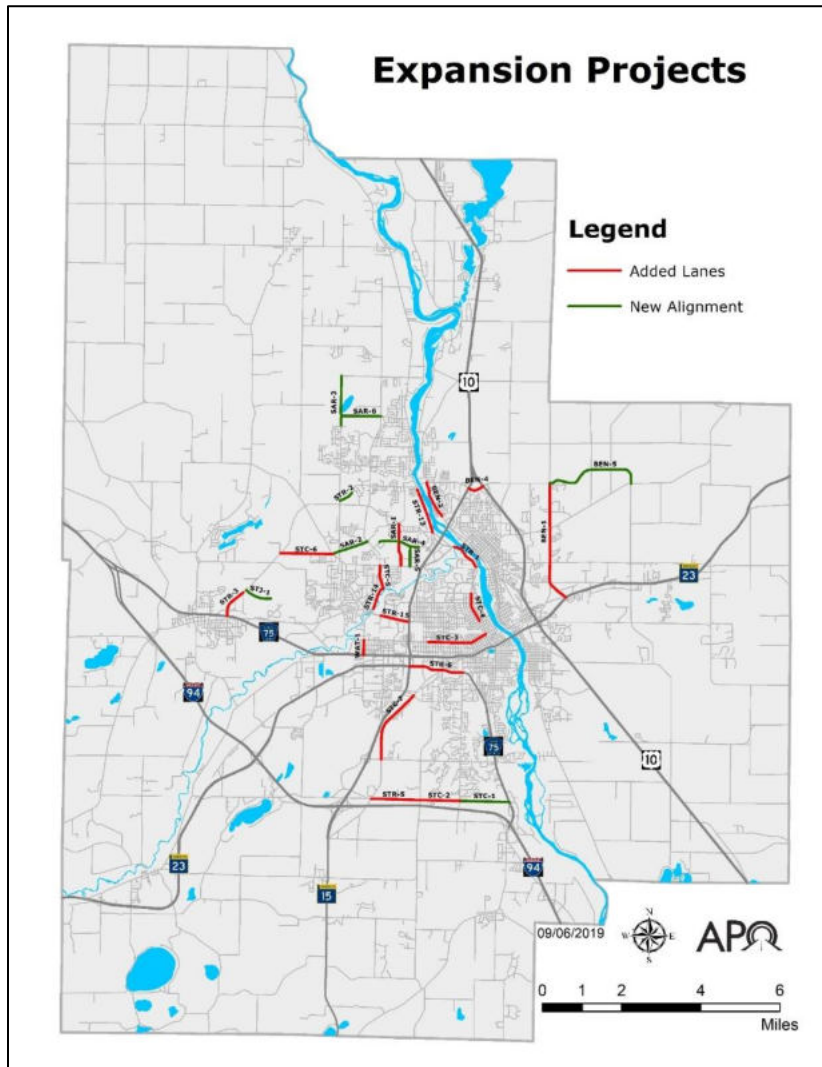


Figure I.4: MAPPING 2045 roadway expansion projects.



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.

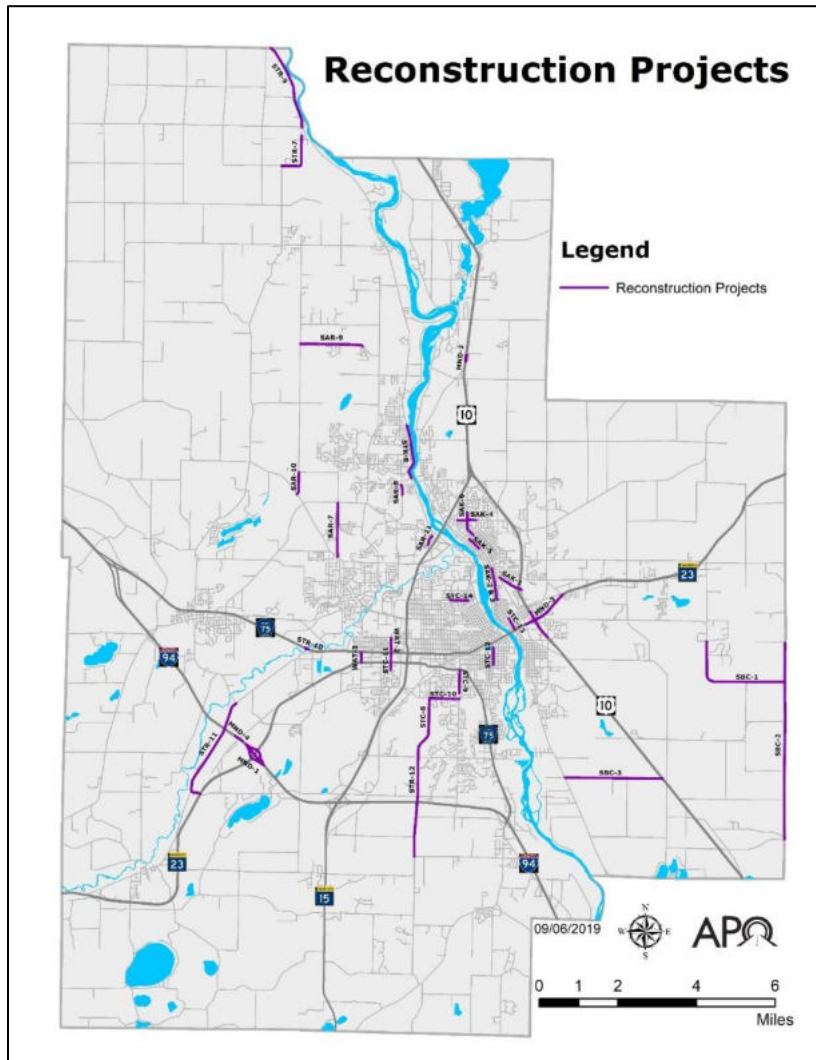


Figure I.7: MAPPING 2045 roadway reconstruction projects.

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](https://bit.ly/3OxsdOv) (https://bit.ly/3OxsdOv).

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.

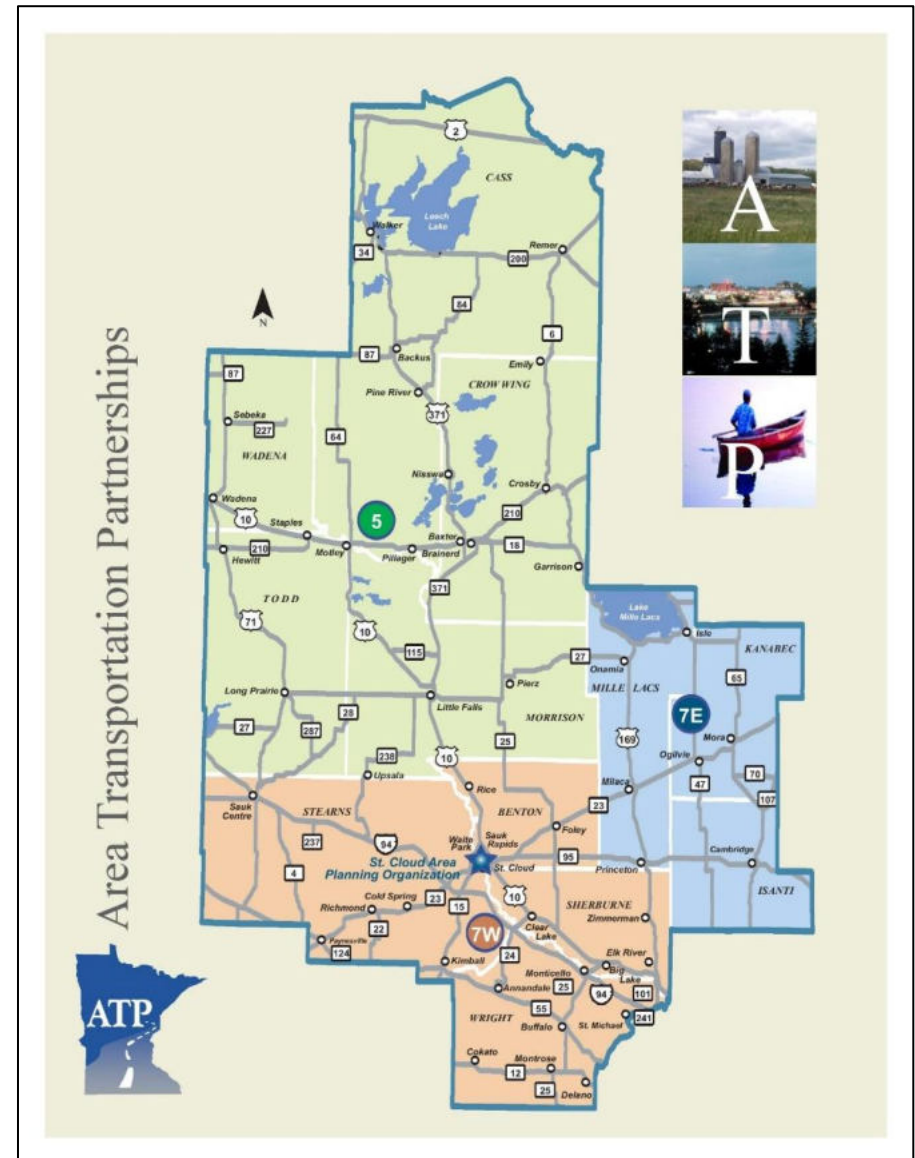


Figure 1.8: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

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 indicates that projects are being funded almost exclusively with bond funds.

Carbon Reduction Program (CRP)

The CRP program, established as a result of the 2021 Infrastructure Investment and Jobs Act (IIJA), aims to fund projects designated to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. A wide range of projects are considered eligible for funding under this program. Consult [MnDOT's Carbon Reduction Program](https://bit.ly/3xN5aFU) (https://bit.ly/3xN5aFU) webpage for a full listing of eligible projects. See the [Project Selection](#) section for more information on how projects within the APO's MPA qualify for this type of funding.

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/3MCRfck) (<https://bit.ly/3MCRfck>). 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 funding almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

National Highway Performance Program (NHPP)

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

State Funds (SF)

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

Surface Transportation Block Grant Program (STBGP)

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

Transportation Alternatives (TA)

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds

projects that were previously funded under the Recreational Trails and Safe Routes to School (SRTS) 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 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](#) (www.regionfive.org), [East Central Regional Development Commission \(7E\)](#) (www.ecrdc.org), [Region 7W Transportation Policy Board](#) (www.dot.state.mn.us/d3/region7w/index.html), and Saint Cloud APO – based upon a formula that takes into account the roadway network system size and use factors. Regions, like the APO, can then use these funding targets to assist in setting individual transportation priorities.

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

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

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

The subcommittee will compile all the scoring and rankings by the various sub-regions of the ATP and will rank all

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

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

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

Transportation Alternatives (TA) Scoring Process

Jurisdictions within the APO's MPA interested in applying for [Transportation Alternatives \(TA\)](#) funding (www.dot.state.mn.us/ta/) first must submit a letter of intent to MnDOT Central 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. The regional priority points distribution is typically conducted by a discussion based preliminary ranking at the APO's TAC meeting. Preliminary point distribution is then taken before the APO's Policy Board for final approval.

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.

Carbon Reduction Program (CRP) Scoring Process

CRP funding is received by the state via the Federal government. Funding is assigned into two main categories: areas based on population and statewide. Funding for areas based on population is further broken down as follows:

- Urban areas with a population greater than 200,000.
- Urban areas with a population between 50,000 and 200,000 (like the APO).
- Urban areas with a population between 5,000 and 49,999.
- Areas with populations of less than 5,000.

As an MPO, the APO receives a direct suballocation of funding to be spent within the URBANIZED area only. Any projects proposed within the rural portions of the APO's planning area are deferred to ATP-3.

Jurisdictions interested in applying for CRP funding within the URBANIZED area apply directly to the APO. The APO's TAC will make a funding recommendation to the Policy Board which ultimately makes the final funding decision. At this time, APO staff are in the process of developing project selection criteria to be used during future solicitation processes.

More information about CRP 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 2024-2027 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 2024-2027 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 2024-2027 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 2024-2027). In these cases, jurisdictions and/or agencies are requesting 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 2024-2027 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 2024-2027 TIP.



Figure 1.1: An excavator working on the 2022 reconstruction of Stearns County CSAH 1 in Sartell. Photo courtesy Saint Cloud APO.

2024 Saint Cloud Metro Bus Operating Projects

| Project Number | Description | Estimated Total Project Cost | Programmed Funds Breakdown |
|----------------|------------------------------|------------------------------|--------------------------------------|
| TRF-0048-24H | Operating assistance | \$11,550,000 | FTA: \$1,500,000 LF: \$10,050,000 |
| TRF-0048-24I | Paratransit operating | \$5,775,000 | LF: \$5,775,000 |
| 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. **April 2023:** During the annual TIP update, the estimated project cost has increased from \$9,600,000 to \$11,550,000.

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. **April 2023:** During the annual TIP update, the estimated project cost has increased from \$4,750,000 to \$5,775,000.

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 |
|----------------|---|------------------------------|-------------------------------|
| TRF-0048-24E | Purchase office equipment, IT, and communication projects | \$80,000 | FTA: \$64,000 LF: \$16,000 |



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. **April 2023:** During the annual TIP update, this project — for the purchase of four replacement fixed route buses — was 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. **April 2023:** During the annual TIP update the cost for this project has dropped from \$114,000 to \$80,000.

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 eight replacement Dial-a-Ride CNG buses | \$3,080,000 | FHWA: \$2,464,000 LF: \$616,000 |
| TRF-0048-24G | Purchase maintenance tools and equipment | \$105,000 | FTA: \$84,000 LF: \$21,000 |
| TRF-0048-24K | Facility improvements | \$1,810,000 | FTA: \$1,448,000 LF: \$362,000 |

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. **April 2023:** During the annual TIP update, the number of buses purchased has increased from two to eight. Project cost has jumped from \$518,000 to \$3,080,000.

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. **April 2023:** During the annual TIP update, the project cost has increased from \$65,000 to \$105,000.

TRF-0048-24K: Nov. 8, 2022: No progress has been made on this project. Estimated starting date in 2024. **April 2023:** During the annual TIP update the project cost has decreased from \$1,975,000 to \$1,810,000.



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

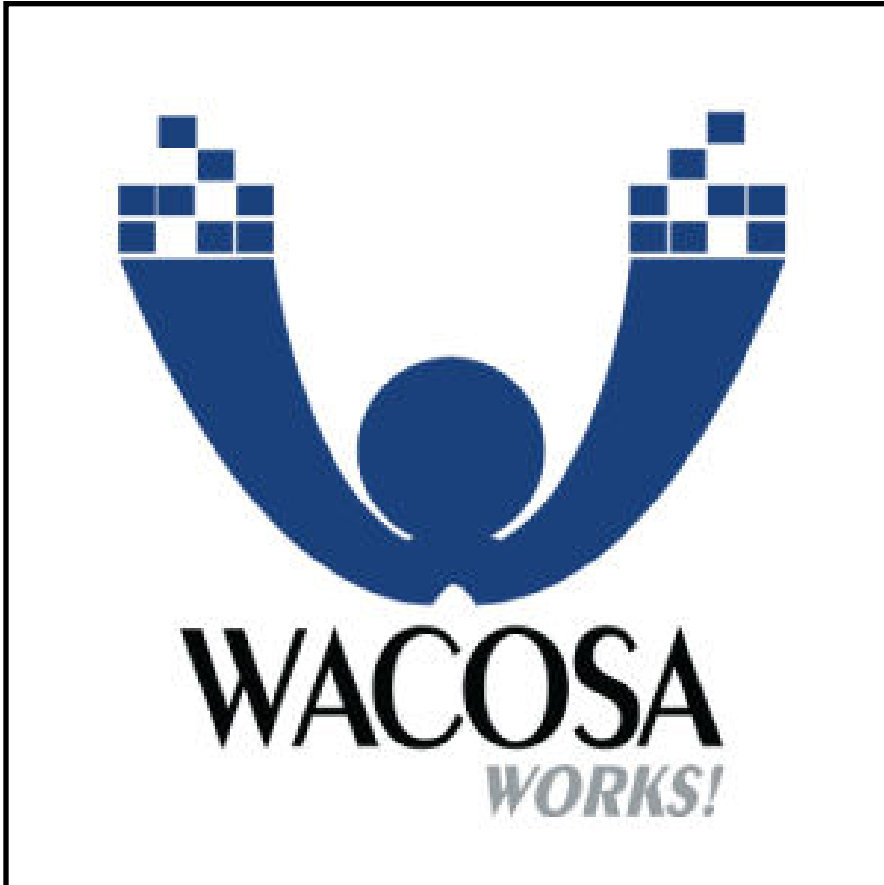


Photo courtesy of WACOSA

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 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

Nov. 16, 2022: Project memorandum was approved on Oct. 6, 2022. Project is currently under design with final design anticipated for State Aid submittal February 2023. Anticipated letting date is April/May 2023 with construction tentatively starting fall 2023, completion spring 2024. Construction is dependent on product availability.

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 and on CSAH 20 from Haven Township southern limits to the northern county line.

Project Number: 071-070-045

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown

Total

| | |
|------|-----------|
| FHWA | \$162,000 |
| LF | \$18,000 |

Status updates

Nov. 16, 2022: Project memorandum was approved on Nov. 9, 2022. Currently working on the design with anticipated final design submitted for State Aid review November 2022. Anticipated letting date March 2023. Construction tentatively scheduled for fall 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

2024 Sherburne County CR 65 & 45th Avenue Realignment



Photo courtesy Saint Cloud APO.

Estimated project cost: \$2,500,000

Fiscal year: 2024

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

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: 071-596-008

2025: 071-596-008AC

Funding Source: STBGP<5K

Project Scope: 0.1 miles

Programmed Funds Breakdown

Total

| | |
|---|-------------|
| SF (2024 Only) | \$1,200,000 |
| LF (2024 Only) | \$300,000 |
| Advance Construction Payback (2025 Only) | \$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 begin 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.

Nov. 16, 2022: Project is under design with environmental documentation happening concurrently. Property acquisition anticipated to begin 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.

2024 Stearns County CSAH 75 from MN 15 to Cooper Avenue

Project Description

Full depth resurfacing of CSAH 75 from MN 15 to Cooper Avenue. This project also includes ADA improvements along the corridor.

Advance Construction

Payback in FY 2024 and FY 2025

Project Numbers:

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. **March 2023:** Environmental documentation submitted, plans about to be submitted.

| Programmed Funds Breakdown | Total |
|--|-----------|
| Advance Construction Payback (2024 only) | \$615,055 |
| Advance Construction Payback (2025 only) | \$774,944 |

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

2024 Stearns County CSAH 133



Photo courtesy Saint Cloud APO

Estimated project cost: \$2,500,000

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: 0.5 miles

| Programmed Funds Breakdown | | Total |
|----------------------------|--|-------------|
| FHWA | | \$1,458,355 |
| LF | | \$1,041,645 |

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 environmental documentation and design will begin. **June 2023:** During the annual TIP update process the cost for this project increased from \$1,822,944 to \$2,500,000. The local match for this project increased from \$364,589 to \$1,041,645.

Project Sponsor: Stearns County

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

2024 Stearns County CSAH 75 Bridge Replacement

Project Description

Replace bridge 6819 over the Sauk River.

Advance Construction

Payback in 2024 and 2025.

Project Numbers:

2024: 073-675-042AC

2025: 073-675-042AC1

Funding Source: STBGP 5K-200K

Project Scope: 0.2 miles



Photo courtesy Saint Cloud APO

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. **Feb. 14, 2023:** Due to additional IIJA funding, the AC Payback has been moved up from FY 2026 to being split between 2024 (\$1,393,992) and 2025 (\$741,128). Anticipated approve of this administrative modification will be in April 2023. **March 2023:** Environmental documentation submitted. Plans about to be submitted.

| Programmed Funds Breakdown | Total |
|------------------------------|--|
| Advance Construction Payback | \$1,393,992 (2024 Only) \$741,128 (2025 Only) |

Project Sponsor: Stearns County

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

2024 Stearns County CR 120



Photo courtesy Saint Cloud APO

Estimated project cost: \$2,500,000

Construction year: 2024

Project Description

Mill and overlay of Stearns County Road 120 from 450 feet east of the northbound MN 15 entrance ramp to CSAH 1. Project will also include the reconstruction of the roundabout at CR 120 and CSAH 1.

Project Number: 073-596-010

Funding Source: DEMO

Project Scope: 0.83 miles

| Programmed Funds Breakdown | Total |
|----------------------------|-------------|
| FHWA Earmark | \$1,250,000 |
| LF | \$1,250,000 |

Status updates

Feb. 14, 2023: Project to be added to the TIP due to Congressionally Directed Spending award. Anticipated approval will be in April 2023. **June 2023:** During the annual TIP update, the cost of this project increased from \$2,000,000 to \$2,500,000. The local match increased by \$500,000.

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 |
|------------------------------|----------|

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 Saint Cloud EV Charging Stations

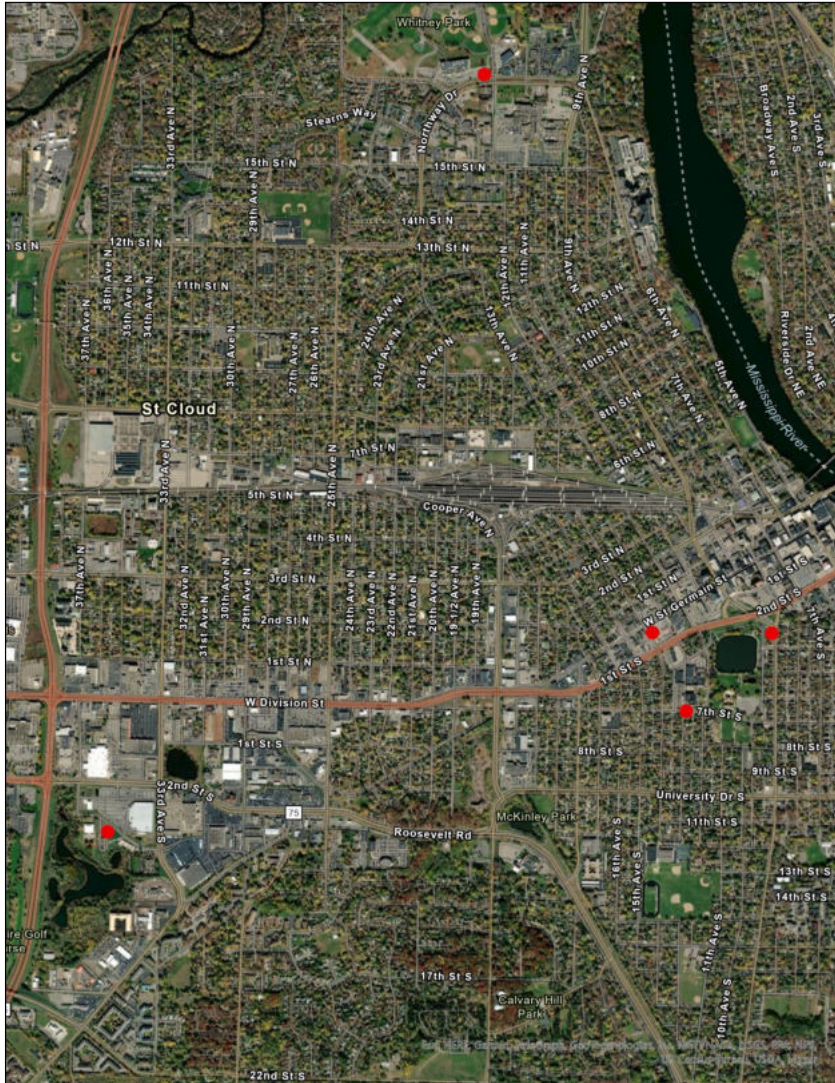


Photo courtesy Saint Cloud APO

Project Sponsor: City of Saint Cloud

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

Estimated project cost: \$250,000

Fiscal year: 2024

Project Description

Installation of five electric vehicle charging stations at the following locations: Eastman Park, YMCA, Great River Regional Library, City Hall, and the Stearns County History Museum.

Project Number: 162-080-009

Funding Source: CRP

Project Scope: N/A

Programmed Funds Breakdown

Total

| | |
|-----|-----------|
| CRP | \$200,000 |
| LF | \$50,000 |

Status updates

Feb. 14, 2023: Project to be added to the TIP due to CRP funding award from the APO's Policy Board. Anticipated approval will be in April 2023.

2024 Sartell Paper Mill Trail Planning and Design



Photo courtesy Saint Cloud APO

Estimated project cost: \$224,800

Fiscal year: 2024

Project Description

Planning and design work on the Paper Mill Trail connecting the existing facility on Stearns CSAH 1 on the western side of the Mississippi River to the facilities on Benton Drive and Benton CSAH 29 on the eastern side of the river.

Project Number: 220-090-004

Funding Source: CRP

Project Scope: N/A

| Programmed Funds Breakdown | Total |
|----------------------------|-----------|
| CRP | \$179,800 |
| LF | \$45,000 |

Status updates

March 13, 2023: Project to be added to the TIP due to CRP funding award from the APO's Policy Board. Anticipated approval will be in May 2023.

Project Sponsor: City of Sartell

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

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: 0.4 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 Saint Cloud APO Environmental Documentation

Estimated project cost: \$1,000,000

Construction year: 2024

Project Description

Environmental documentation work on the proposed Mississippi River crossing connecting 33rd Street S/CSAH 75 (Roosevelt Road) to US 10.

Project Number: 091-070-028

Funding Source: DEMO

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

| | |
|--|-----------|
| FHWA (Congressionally Directed Spending) | \$800,000 |
| LF | \$200,000 |

Status updates

Project Sponsor: Saint Cloud Area Planning Organization

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

2024 MnDOT MN 23 and US 10

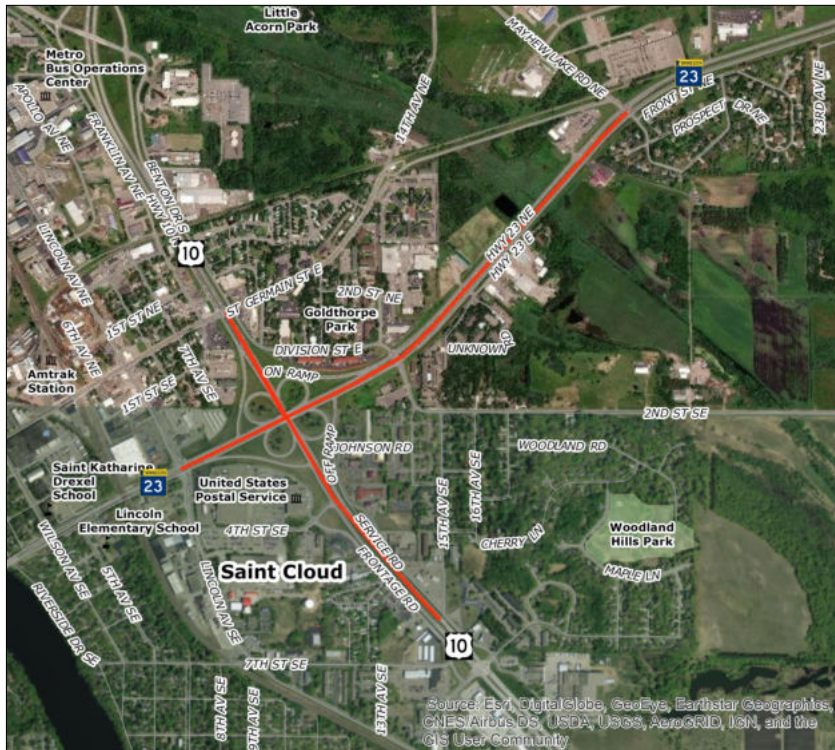


Photo courtesy Saint Cloud APO

| Programmed Funds Breakdown | Total |
|----------------------------|--|
| Advanced Construction | 0503-91AC: \$23,194,152 (2024 ONLY) |
| Payback | 0503-91AC1: \$2,956,474 (2025 ONLY) |

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

Project Description

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

Project Numbers:
2024: 0503-91AC
2025: 0503-91AC1

Advance Construction
 Payback in FY 2024 and FY 2025

Funding Source: NHPP

Project Scope: 2.3 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. **March 2023:** This project was let on Feb. 10, 2023 for \$43,678,236 to Landwehr Construction. This is on schedule to start this spring (2023). During the annual TIP update, the AC payback in 2025 was determined to be more than needed. Thus the AC payback for 2025 will drop from \$10,778,572 to \$6,056,474. **July 2023:** The reimbursement for this project has increased by \$3 million, up from \$20,194,152 to \$23,194,152 in FY 2024. Estimated reimbursement for this project has dropped from \$6,056,474 in FY 2025 to \$2,956,474.

2025 Saint Cloud Metro Bus Operating Projects

| Project Number | Description | Estimated Total Project Cost | Programmed Funds Breakdown |
|----------------|------------------------------|------------------------------|--------------------------------------|
| TRF-0048-25A | Operating assistance | \$12,127,500 | FTA: \$1,500,000 LF: \$10,627,500 |
| TRF-0048-25B | Paratransit operating | \$6,063,750 | LF: \$6,063,750 |
| TRF-0048-25C | Northstar commuter operating | \$1,486,250 | LF: \$1,486,250 |

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. **April 2023:** During the annual TIP update, the project cost has increased from \$9,700,000 to \$12,127,500.

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. **April 2023:** During the annual TIP update, the project cost has increased from \$4,800,000 to \$6,063,750.

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. **April 2023:** During the annual TIP update, the project cost has increased from \$1,450,000 to \$1,486,250.



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 two replacement operations vehicles | \$80,000 | FTA: \$64,000 LF: \$16,000 |
| 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. **April 2023:** During the annual TIP update, the number of vehicles to be purchased has dropped from three to two. Project cost has dropped from \$120,000 to \$80,000.

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 | \$650,000 | FTA: \$520,000 LF: \$130,000 |
| TRS-0048-25B | Purchase four fixed route replacement CNG buses | \$2,916,000 | FHWA: \$2,332,800 LF: \$583,200 |

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. **April 2023:** During the annual TIP update, the project cost has dropped from \$1,500,000 to \$650,000.

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. **April 2023:** During the annual TIP update, this project — for the purchase of four replacement Dial-a-Ride buses — has been deleted.

TRS-0048-25B:



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

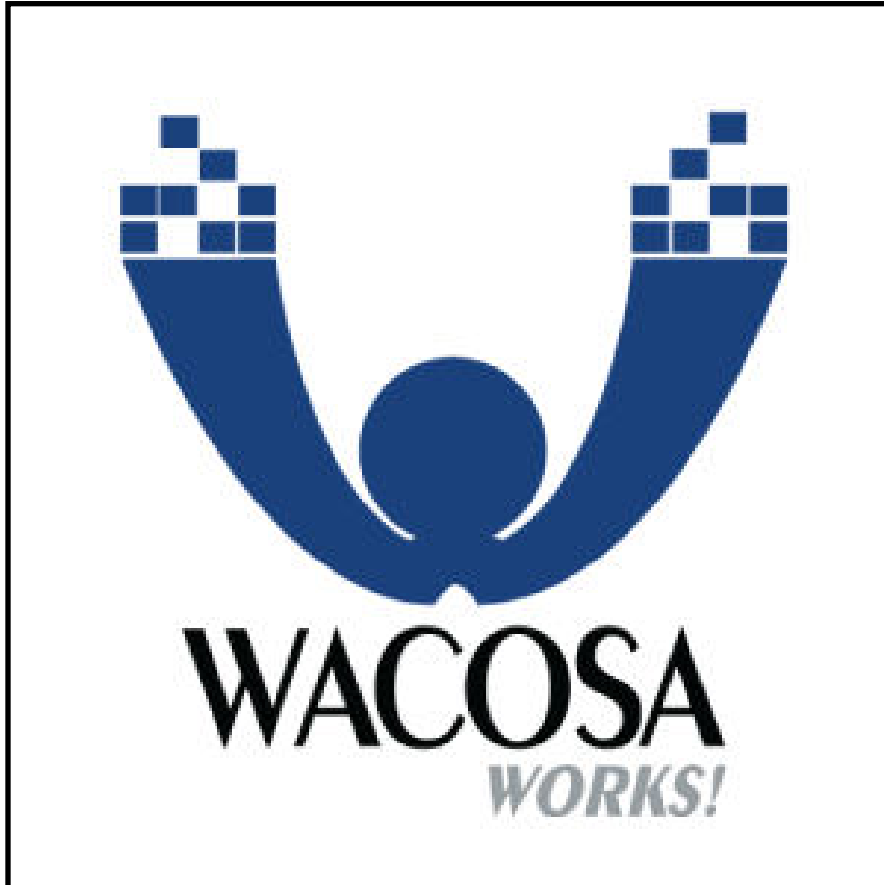


Photo courtesy of WACOSA

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 Benton County CSAH 1/CSAH 29 Roundabout

Estimated project cost \$1,200,000

Construction year: 2025

Project Description

Install a roundabout at the intersection of CSAH 1 and CSAH 29 in Sauk Rapids.

Project Number: 005-070-014

Funding Source: HSIP

Project Scope: N/A

Programmed Funds Breakdown

Total

| | |
|------|-----------|
| FHWA | \$750,000 |
| LF | \$450,000 |

Status updates



Photo courtesy Saint Cloud APO

Project Sponsor: Benton County

Project Contact: Chris Byrd, County Engineer 320-968-5051 chris.byrd@co.benton.mn.us

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
Dec. 12, 2022: Public input meeting will be held in early 2023 after which design and environmental document work will begin.

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

2025 Waite Park Lake Wobegon Trail Extension

Estimated project cost \$603,177

Construction year: 2025



Photo courtesy Saint Cloud APO

Project Description
 Construct a shared use path along 15th Avenue N from CSAH 75 near Parkwood Cinema to just west of 10th Avenue N.
Project Number: 221-090-001
Funding Source: STBGTAP 5K-200K
Project Scope: 0.4 miles

| Programmed Funds Breakdown | Total |
|----------------------------|-----------|
| FHWA | \$482,542 |
| SF | \$120,635 |

Status updates

Project Sponsor: City of Waite Park
 Project Contact: Dave Blommel, City Engineer 320-229-4349 dblommel@sehinc.com

2025 MnDOT MN 15 Bridge Overlay at CSAH 137

Estimated project cost \$680,000

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 | \$553,656 |
| SF | \$126,344 |

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. **March 2023:** During the annual TIP update, the project cost has dropped from \$760,000 to \$680,000.

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 \$530,000

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

Programmed Funds Breakdown

Total

| | |
|------|-----------|
| FHWA | \$400,000 |
| SF | \$130,000 |

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. **March 2023:** During the annual TIP update, the project cost has increased from \$500,000 to \$530,000.

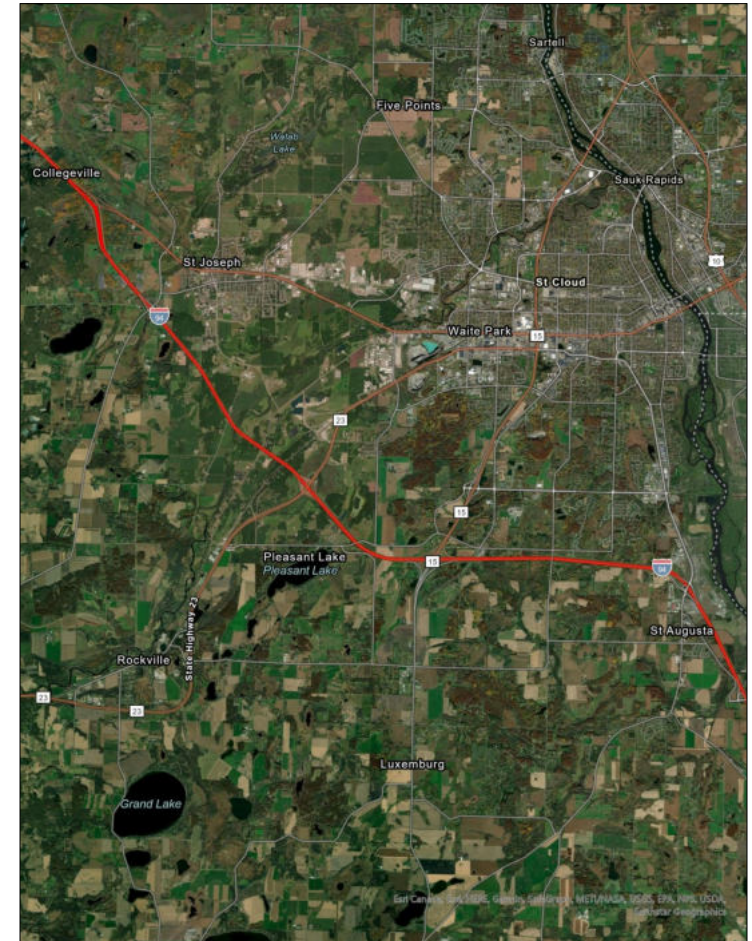


Photo courtesy Saint Cloud APO

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 | \$12,430,600 | FTA: \$1,500,000 LF: \$10,930,600 |
| TRF-0048-26B | Paratransit operating | \$6,215,000 | LF: \$6,215,000 |
| TRF-0048-26C | Northstar commuter operating | \$1,516,000 | LF: \$1,516,000 |



Photo courtesy of Saint Cloud APO

Status updates

TRF-0048-26A: Nov. 8, 2022: No progress has been made on this project.
April 2023: During the annual TIP update, the project cost has increased from \$10,000,000 to \$12,430,600.

TRF-0048-26B: Nov. 8, 2022: No progress has been made on this project.
April 2023: During the annual TIP update, the project has increased from \$4,950,000 to \$6,215,000.

TRF-0048-26C: Nov. 8, 2022: No progress has been made on this project.
April 2023: During the annual TIP update, the project cost has increased from \$1,495,000 to \$1,516,000.

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 five replacement Dial-a-Ride CNG buses | \$2,120,000 | FHWA: \$1,696,000 LF: \$424,000 |
| TRF-0048-26D | Purchase maintenance tools and equipment | \$15,000 | FTA: \$12,000 LF: \$3,000 |
| TRF-0048-26E | Purchase four replacement operations vehicles | \$160,000 | FTA: \$128,000 LF: \$32,000 |

Status updates

TRS-0048-26A: Nov. 8, 2022: No progress has been made on this project.
April 2023: During the annual TIP update, the number of buses purchased has dropped from 12 to five. This will drop the estimated project cost from \$3,300,000 to \$2,120,000.

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.
April 2023: During the annual TIP update, the number of vehicles purchased has increased from three to four. This has resulted in the project cost increasing from \$120,000 to \$160,000.



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-0048-26I | Purchase 23 fixed route replacement CNG buses | \$15,295,000 | LF: \$15,295,000 |



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.
April 2023: During the annual TIP update, this project — facility improvements for \$65,000 — has been deleted from the TIP.

TRF-0048-26I:

Project Sponsor: Saint Cloud Metro Bus

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

2026 Saint Cloud 22nd Street S

Estimated project cost \$3,042,000

Construction year: 2026

Project Description

Reconstruction of 22nd Street S from Oak Grove Road (County Road 136) to Cooper Avenue S. This project will also include multimodal elements.

Advance Construction:

Payback in 2027

Project Numbers:

2026: 162-153-003

2027: 162-153-003AC

Funding Source: STBGP 5K-200K

Project Scope: 0.8 miles

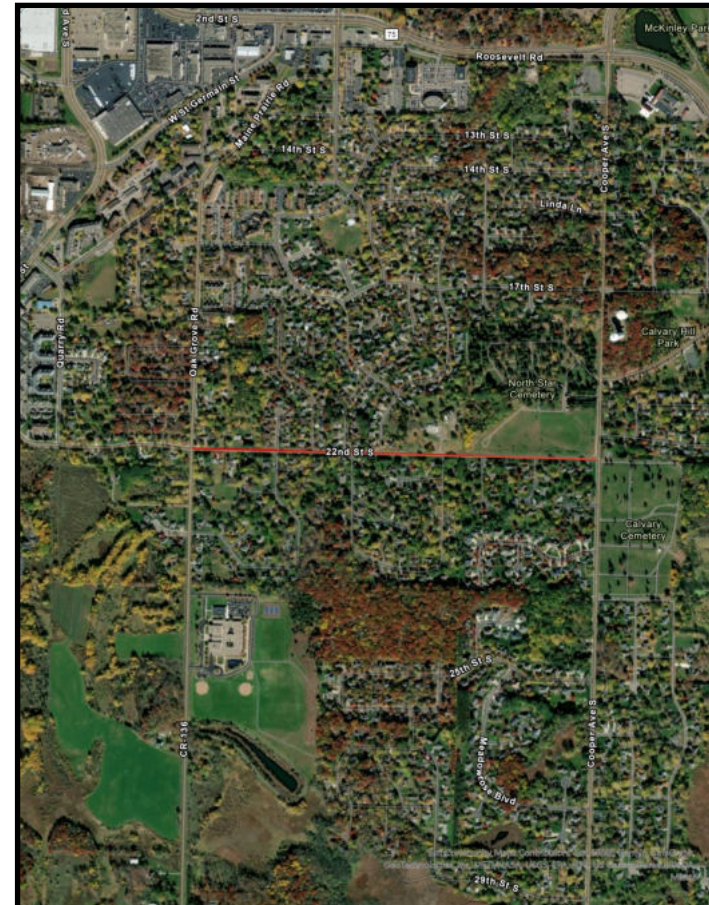


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

| | |
|--|-------------|
| FHWA (2026 Only) | \$239,114 |
| LF (2026 Only) | \$1,242,000 |
| Advanced Construction Payback (2027 Only) | \$1,560,886 |

Project Sponsor: City of Saint Cloud

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

Status updates

2026 Sartell Pinecone Road/Seventh Street N Signal



Photo courtesy Saint Cloud APO

Estimated project cost \$550,000

Construction year: 2026

Project Description
 Install a traffic signal at the intersection of Pinecone Road and Seventh Street N.
Project Number: 220-070-001
Funding Source: HSIP
Project Scope: N/A

| Programmed Funds Breakdown | Total |
|----------------------------|-----------|
| FHWA | \$400,000 |
| LF | \$150,000 |

Status updates

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

2026 Sartell Trail and Sidewalk Gap Projects

Estimated project cost \$486,450

Construction year: 2026

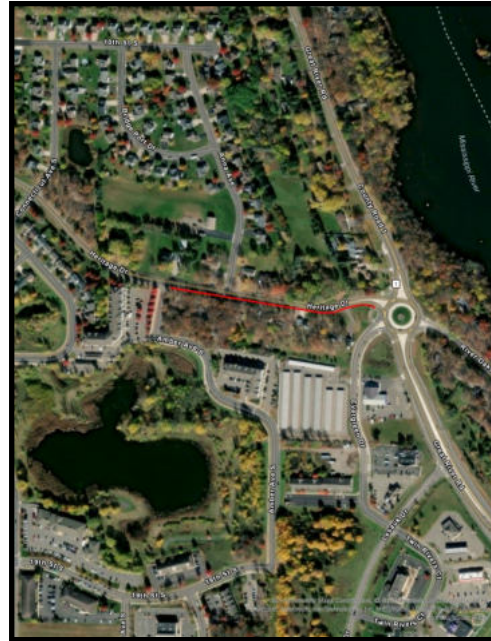
Project Description

Construct a shared-use path along Heritage Drive from Amber Avenue to CSAH 1/Riverside Avenue. This project will also fill sidewalk gaps at Riverview Intermediate School — connecting the existing facilities on Fifth Street N to sidewalk on the school property as well as connecting the existing sidewalk near the southern portion of the parking lot heading toward Seventh Street N.

Project Number: 220-090-005

Funding Source: STBG TAP 5K-200K

Project Scope: N/A



Photos courtesy Saint Cloud APO

Status updates

Programmed Funds Breakdown

Total

FHWA

\$389,160

LF

\$97,290

Project Sponsor: City of Sartell

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

2026 Sauk Rapids Second Avenue S

Estimated project cost: \$4,350,000

Construction year: 2026



Project Description

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

Project Number: 191-104-008

Funding Source: STBGP 5K-200K

Project Scope: 0.4 miles

Status updates

| Programmed Funds Breakdown | Total |
|----------------------------|-------------|
| FHWA | \$1,400,000 |
| LF | \$2,950,000 |

Photo courtesy Saint Cloud APO

Project Sponsor: City of Sauk Rapids

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

2026 MnDOT MN 15 Bridge Replacement

Estimated project cost: \$7,600,000

Construction year: 2026



Project Description

Replacing MN 15 eastbound bridge 05003 over US 10 north of Sauk Rapids.

Project Number: 0509-37

Funding Source: BFP

Project Scope: N/A

Status updates

| Programmed Funds Breakdown | Total |
|----------------------------|-------------|
| FHWA (Other — IIJA) | \$6,000,000 |
| SF | \$1,600,000 |

Photo courtesy Saint Cloud APO

Project Sponsor: MnDOT District 3

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

2026 MnDOT Railroad Signal Replacement

Estimated project cost: \$350,000

Construction year: 2026



Project Description

Replace the existing BNSF railroad signal at 4-1/2 Street NE in Saint Cloud.

Project Number: 05-00128

Funding Source: RRS

Project Scope: N/A

Status updates

| Programmed Funds Breakdown | Total |
|----------------------------|-----------|
| FHWA | \$175,000 |
| LF | \$175,000 |

Photo courtesy Saint Cloud APO

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

2027 Saint Cloud Metro Bus Operating Projects

| Project Number | Description | Estimated Total Project Cost | Programmed Funds Breakdown |
|----------------|------------------------------|------------------------------|--------------------------------------|
| TRF-0048-27A | Operating assistance | \$12,679,200 | FTA: \$1,600,000 LF: \$11,079,200 |
| TRF-0048-27B | Paratransit operating | \$6,339,300 | LF: \$6,339,300 |
| TRF-0048-27C | Northstar commuter operating | \$1,546,300 | LF: \$1,546,300 |

Status updates

TRF-0048-27A:

TRF-0048-27B:

TRF-0048-27C:



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

2027 Saint Cloud Metro Bus CIP Projects

| Project Number | Description | Estimated Total Project Cost | Programmed Funds Breakdown |
|----------------|--|------------------------------|------------------------------------|
| TRS-0048-27A | Purchase six replacement Dial-a-Ride CNG buses | \$2,670,000 | FHWA: \$2,136,000 LF: \$534,000 |
| TRF-0048-27D | Purchase maintenance tools and equipment | \$74,000 | FTA: \$59,200 LF: \$14,800 |



Photo courtesy of Saint Cloud APO

Status updates

TRS-0048-27A:

TRF-0048-27D:

Project Sponsor: Saint Cloud Metro Bus

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

2027 Saint Cloud Metro Bus CIP Projects

| Project Number | Description | Estimated Total Project Cost | Programmed Funds Breakdown |
|----------------|---|------------------------------|--------------------------------|
| TRF-0048-27E | Purchase office equipment, IT, and communication projects | \$122,000 | FTA: \$97,600 LF: \$24,400 |
| TRF-0048-27F | Facility improvements | \$417,000 | FTA: \$333,600 LF: \$83,400 |

Status updates

TRF-0048-27E:

TRF-0048-27F:



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

2027 Sartell 15th Street N ROW Acquisition



Photo courtesy Saint Cloud APO

Estimated project cost \$3,050,400

Construction year: 2027

Project Description

Purchasing the right-of-way for the future construction of 15th Street N between Pinecone Road and 19th Avenue N.

Project Number: 220-080-006

Funding Source: STBGP 5K-200K

Project Scope: N/A

Status updates

| Programmed Funds Breakdown | Total |
|----------------------------|-------------|
| FHWA | \$943,774 |
| LF | \$2,106,626 |

Project Sponsor: City of Sartell

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

2027 MnDOT MN 23/CSAH 8 J-Turn

Estimated project cost: \$1,200,000

Construction year: 2027



Project Description

Install a J-turn at the intersection of MN 23 and Stearns CSAH 8 in Rockville.

Project Number: 7305-132

Funding Source: HSIP

Project Scope: N/A

Status updates

| Programmed Funds Breakdown | Total |
|----------------------------|-------------|
| FHWA | \$1,080,000 |
| SF | \$120,000 |

Photo courtesy Saint Cloud APO

Project Sponsor: MnDOT District 3

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

2027 MnDOT I-94 Bridge Overlay in Saint Joseph Twp

Estimated project cost: \$3,000,000

Construction year: 2027



Project Description

Overlay I-94 bridges 73877 and 73878 over township road 477 in Saint Joseph Township.

Project Number: 7380-269

Funding Source: NHPP

Project Scope: N/A

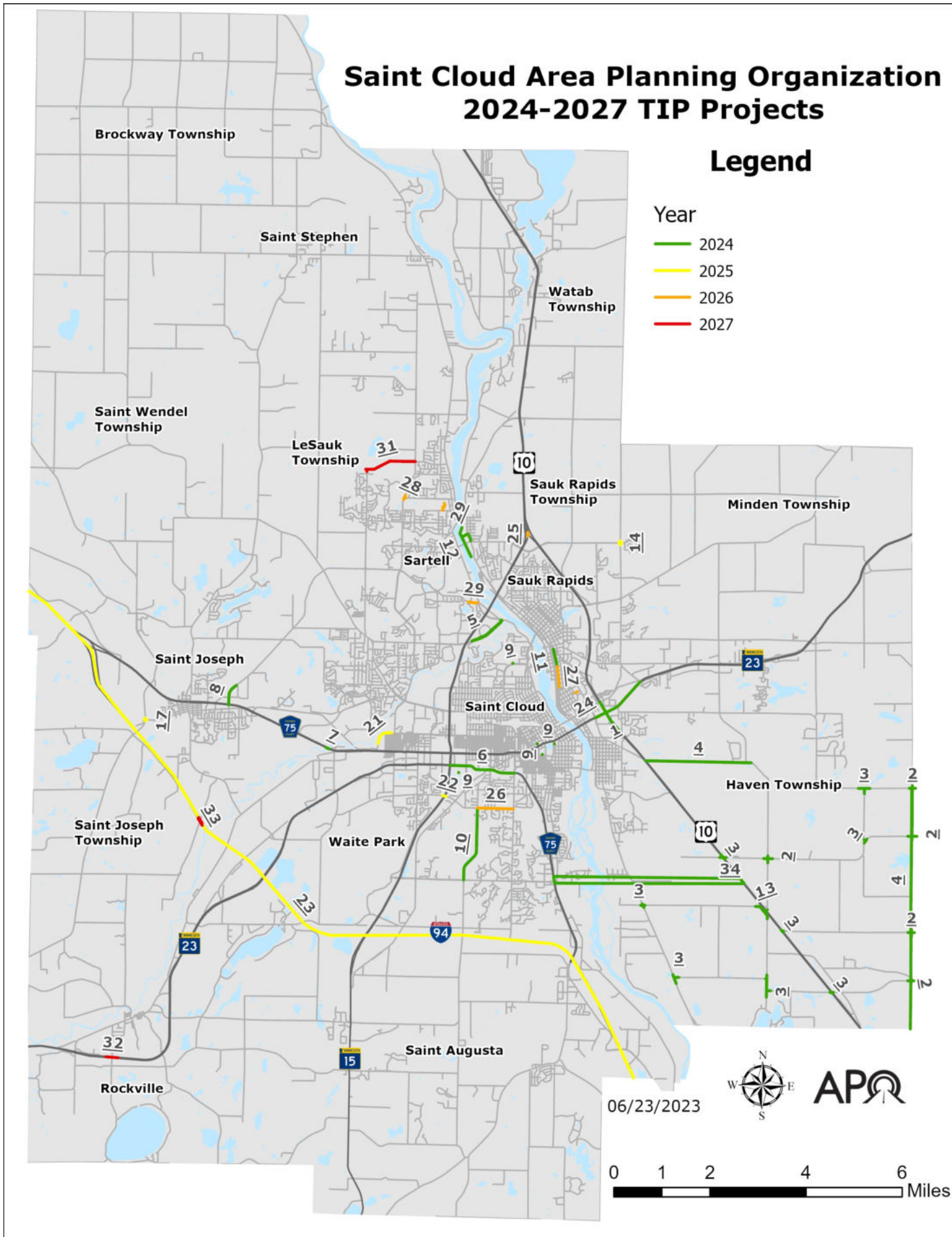
Status updates

| Programmed Funds Breakdown | Total |
|----------------------------|-------------|
| FHWA | \$2,700,000 |
| SF | \$300,000 |

Photo courtesy Saint Cloud APO

Project Sponsor: MnDOT District 3

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



| Project ID | Fiscal Year | Sponsor | Route | Work Type |
|------------|-------------|---------------------|--|-----------------------------|
| 1 | 2024 | MnDOT | MN 23, US 10 | Reconstruction |
| 2 | 2024 | Sherburne County | Intersections: CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and County Road 61 CSAH 20 and CSAH 3 CSAH 20 and County Road 62 | Lighting |
| 3 | 2024 | Sherburne County | 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 County Road 62 and County Road 78 | Lighting |
| 4 | 2024 | Sherburne County | CSAH 7 CSAH 20 | Mumble Strips |
| 5 | 2024 | Stearns County | County Road 120 | Mill and Overlay |
| 6 | 2024 | Stearns County | CSAH 75 | Resurfacing |
| 7 | 2024 | Stearns County | CSAH 75 Bridge 6819 | Bridge Replacement |
| 8 | 2024 | Stearns County | CSAH 133 | Expansion |
| 9 | 2024 | City of Saint Cloud | Eastman Park Saint Cloud Area YMCA Great River Regional Library Saint Cloud City Hall Stearns County History Museum | EV Charging Stations |
| 10 | 2024 | City of Saint Cloud | County Road 136/Oak Grove Road SW | Reconstruction |
| 11 | 2024 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 12 | 2024 | City of Sartell | Paper Mill Trail | Planning |
| 13 | 2024 | Sherburne County | County Road 65/45th Avenue | Realignment |
| 14 | 2025 | Benton County | CSAH 1 | Roundabout |
| 17 | 2025 | Stearns County | CSAH 2 | Roundabout |
| 21 | 2025 | City of Waite Park | Lake Wobegon Trail Extension | Shared-Use Path |
| 22 | 2025 | MnDOT | MN 15 Bridge 73019 | Overlay |
| 23 | 2025 | MnDOT | I-94, MN 24 | ITS Project |
| 24 | 2026 | MnDOT | 4-1/2 Street NE | Railroad Signal Replacement |
| 25 | 2026 | MnDOT | MN 15 Bridge 05003 | Bridge Replacement |
| 26 | 2026 | City of Saint Cloud | 22nd Street S | Reconstruction |
| 27 | 2026 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 28 | 2026 | City of Sartell | Intersection of Pinecone Road and Seventh Street N | Signal Installation |
| 29 | 2026 | City of Sartell | Heritage Drive Riverview Intermediate School | Shared-Use Path/Sidewalk |
| 31 | 2027 | City of Sartell | 15th Street N | ROW |
| 32 | 2027 | MnDOT | MN 23 | J-Turn |
| 33 | 2027 | MnDOT | I-94 Bridges 73877 and 73878 | Overlay |
| 34 | 2024 | Saint Cloud APO | Mississippi River crossing | Environmental Documentation |

Figure 1.2: Map of the APO's FY 2024-2027 TIP project locations.

Chapter Two: Community Impact Assessment

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

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

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

Historically underrepresented 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 and 2.5 identify the location of the FY 2024-2027 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 2.6 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. Figure 2.7 identifies the location of the FY 2024-2027 TIP projects (sans transit) in comparison to these communities.



Figure 2.1: Photo of La Paz 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.

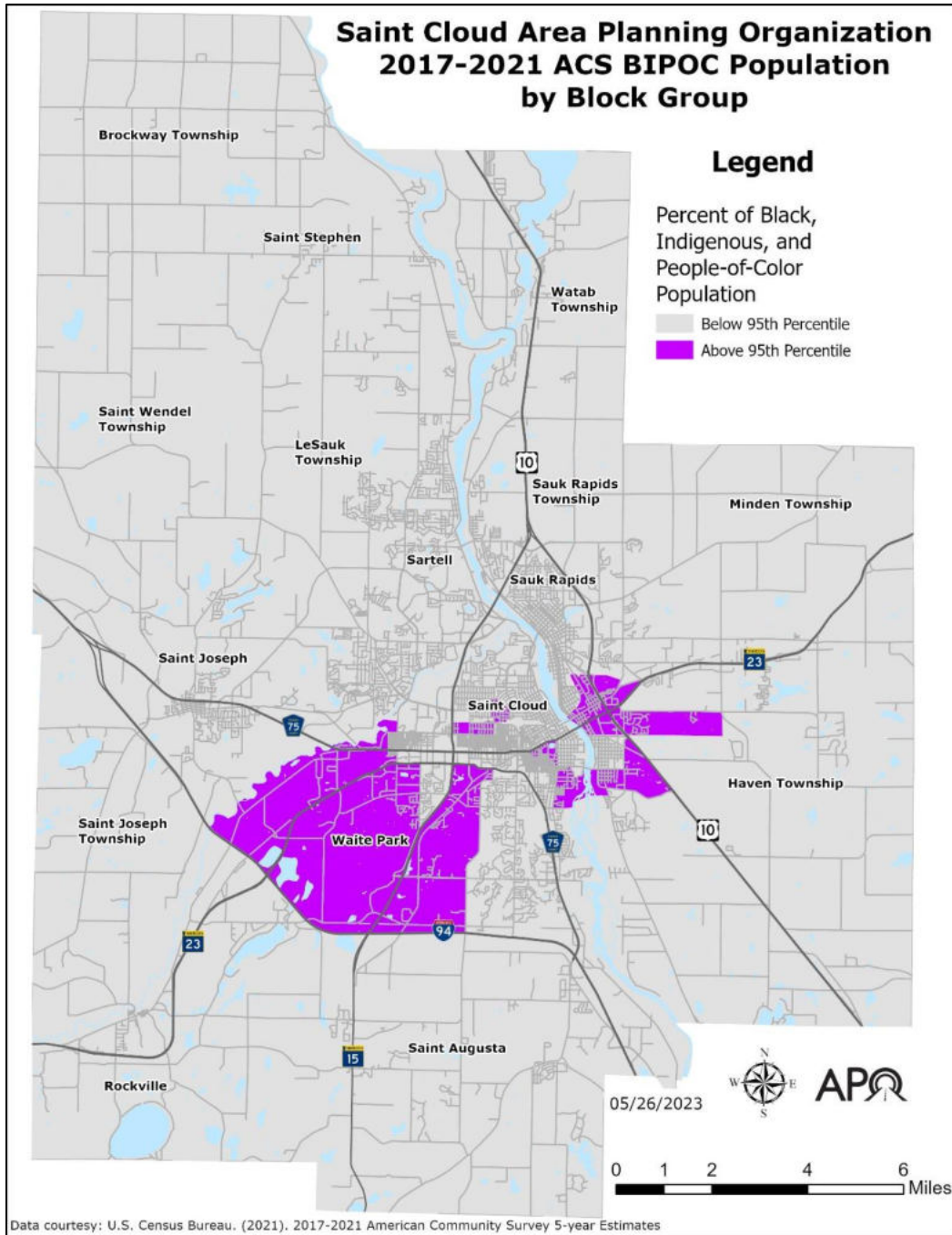


Figure 2.2: Locations of Census block groups within APO member jurisdictions with high concentrations of Black, Indigenous, and People of Color (BIPOC) populations. According to the U.S. Census Bureau’s 2017-2021 ACS Five Year Estimates, a total of 28,858 residents (out of 138,552) have been identified as being BIPOC. This corresponds to a regional average of 20.8% 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 2017-2021 ACS Five Year Estimates.

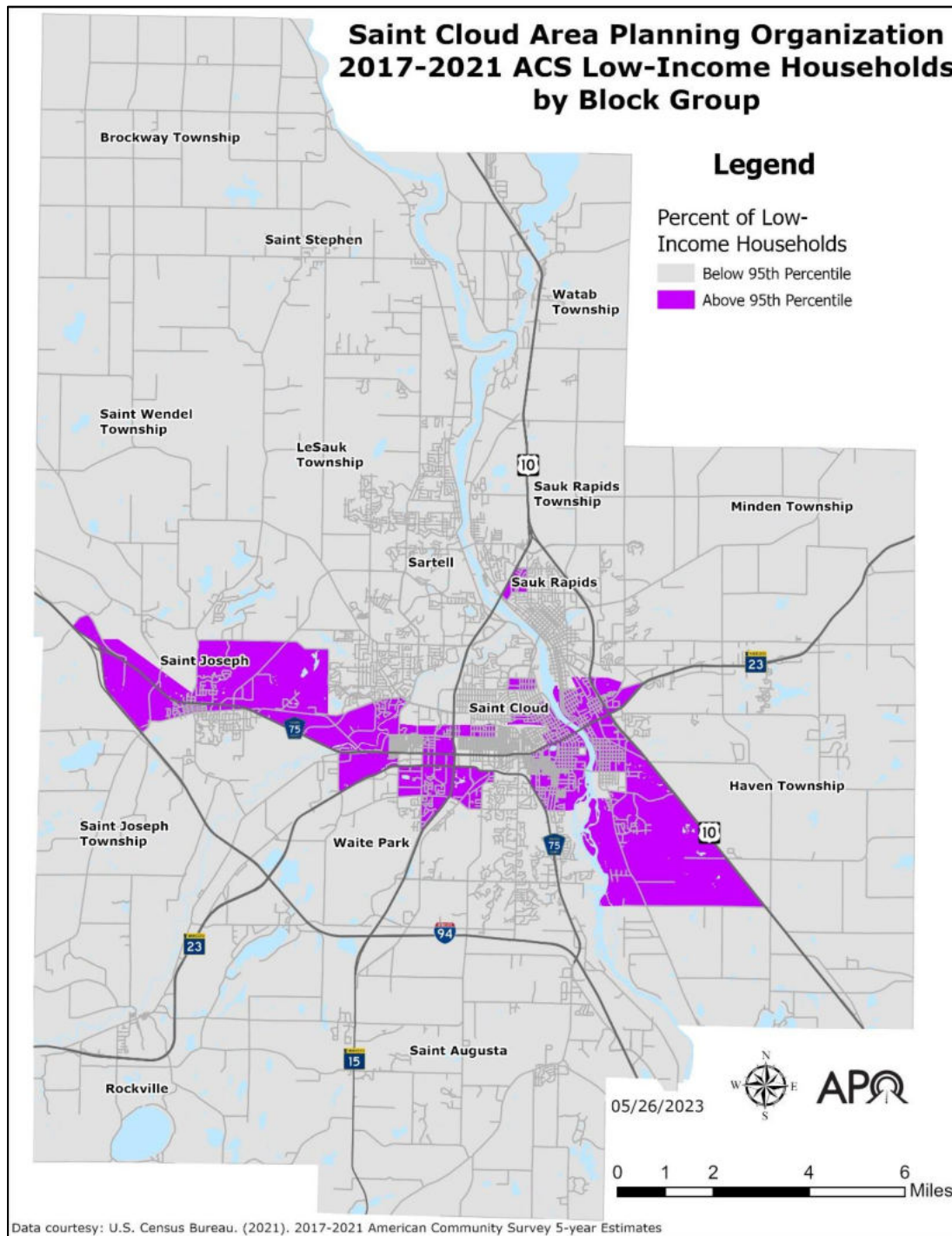


Figure 2.3: Locations of Census block groups within APO member jurisdictions with high concentrations of low-income household populations. According to the U.S. Census Bureau’s 2017-2021 ACS Five Year Estimates, a total of 7,538 households (out of 54,256) have been identified as low-income. This corresponds to a regional average of 13.9% 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 2017-2021 ACS Five Year Estimates.

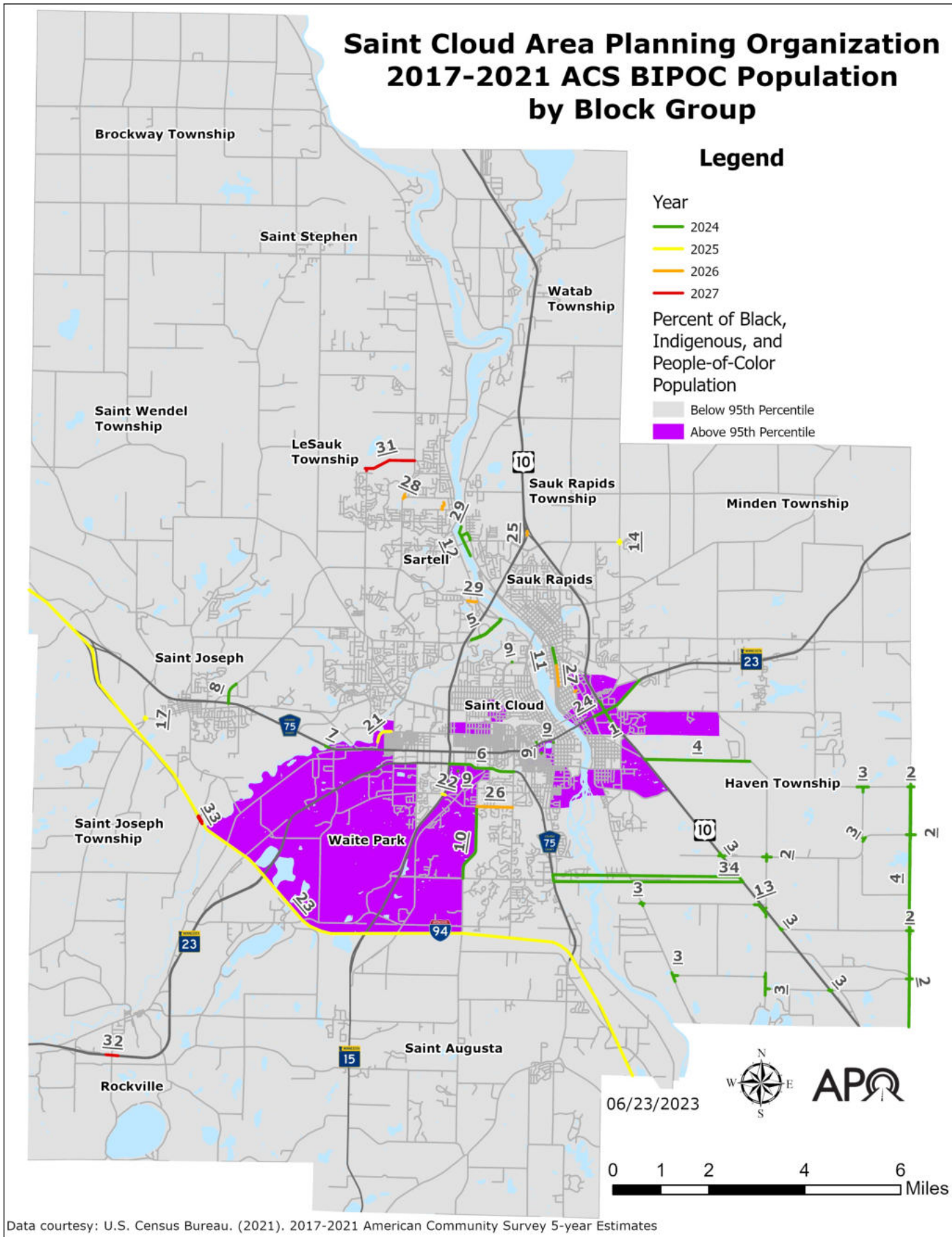


Figure 2.4: Map of the APO's FY 2024-2027 TIP project locations and the proximity to Census block group areas with high concentrations of BIPOC populations based on the 2017-2021 ACS Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of BIPOC populations.

| Project ID | Fiscal Year | Sponsor | Route | Work Type |
|------------|-------------|----------------------------|--|------------------------------------|
| 1* | 2024 | MnDOT | MN 23, US 10 | Reconstruction |
| 2 | 2024 | Sherburne County | Intersections: CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and County Road 61 CSAH 20 and CSAH 3 CSAH 20 and County Road 62 | Lighting |
| 3 | 2024 | Sherburne County | 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 County Road 62 and County Road 78 | Lighting |
| 4* | 2024 | Sherburne County | CSAH 7 CSAH 20 | Mumble Strips |
| 5 | 2024 | Stearns County | County Road 120 | Mill and Overlay |
| 6* | 2024 | Stearns County | CSAH 75 | Resurfacing |
| 7* | 2024 | Stearns County | CSAH 75 Bridge 6819 | Bridge Replacement |
| 8 | 2024 | Stearns County | CSAH 133 | Expansion |
| 9* | 2024 | City of Saint Cloud | Eastman Park Saint Cloud Area YMCA Great River Regional Library Saint Cloud City Hall Stearns County History Museum | EV Charging Stations |
| 10* | 2024 | City of Saint Cloud | County Road 136/Oak Grove Road SW | Reconstruction |
| 11 | 2024 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 12 | 2024 | City of Sartell | Paper Mill Trail | Planning |
| 13 | 2024 | Sherburne County | County Road 65/45th Avenue | Realignment |
| 14 | 2025 | Benton County | CSAH 1 | Roundabout |
| 17 | 2025 | Stearns County | CSAH 2 | Roundabout |
| 21* | 2025 | City of Waite Park | Lake Wobegon Trail Extension | Shared-Use Path |
| 22* | 2025 | MnDOT | MN 15 Bridge 73019 | Overlay |
| 23* | 2025 | MnDOT | I-94, MN 24 | ITS Project |
| 24* | 2026 | MnDOT | 4-1/2 Street NE | Railroad Signal Replacement |
| 25 | 2026 | MnDOT | MN 15 Bridge 05003 | Bridge Replacement |
| 26* | 2026 | City of Saint Cloud | 22nd Street S | Reconstruction |
| 27 | 2026 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 28 | 2026 | City of Sartell | Intersection of Pinecone Road and Seventh Street N | Signal Installation |
| 29 | 2026 | City of Sartell | Heritage Drive Riverview Intermediate School | Shared-Use Path/Sidewalk |
| 31 | 2027 | City of Sartell | 15th Street N | ROW |
| 32 | 2027 | MnDOT | MN 23 | J-Turn |
| 33 | 2027 | MnDOT | I-94 Bridges 73877 and 73878 | Overlay |
| 34 | 2024 | Saint Cloud APO | Mississippi River crossing | Environmental Documentation |

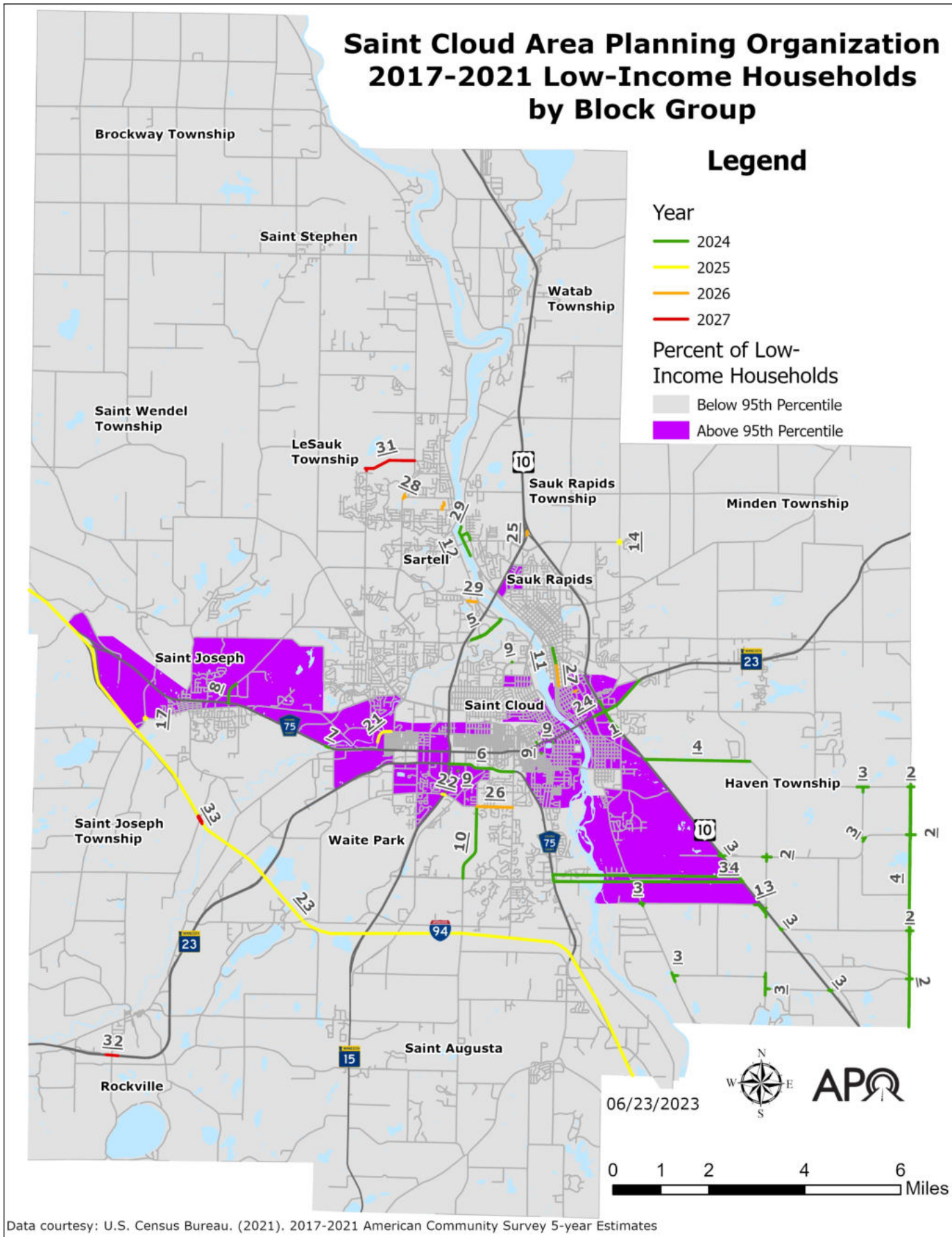


Figure 2.5: Map of the APO's FY 2024-2027 TIP project locations and the proximity to Census block group areas with high concentrations of low-income household populations based on the 2017-2021 ACS Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of low-income household populations.

| Project ID | Fiscal Year | Sponsor | Route | Work Type |
|------------|-------------|----------------------------|--|------------------------------------|
| 1* | 2024 | MnDOT | MN 23, US 10 | Reconstruction |
| 2 | 2024 | Sherburne County | Intersections: CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and County Road 61 CSAH 20 and CSAH 3 CSAH 20 and County Road 62 | Lighting |
| 3* | 2024 | Sherburne County | 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 County Road 62 and County Road 78 | Lighting |
| 4* | 2024 | Sherburne County | CSAH 7 CSAH 20 | Mumble Strips |
| 5 | 2024 | Stearns County | County Road 120 | Mill and Overlay |
| 6* | 2024 | Stearns County | CSAH 75 | Resurfacing |
| 7* | 2024 | Stearns County | CSAH 75 Bridge 6819 | Bridge Replacement |
| 8* | 2024 | Stearns County | CSAH 133 | Expansion |
| 9* | 2024 | City of Saint Cloud | Eastman Park Saint Cloud Area YMCA Great River Regional Library Saint Cloud City Hall Stearns County History Museum | EV Charging Stations |
| 10* | 2024 | City of Saint Cloud | County Road 136/Oak Grove Road SW | Reconstruction |
| 11 | 2024 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 12 | 2024 | City of Sartell | Paper Mill Trail | Planning |
| 13* | 2024 | Sherburne County | County Road 65/45th Avenue | Realignment |
| 14 | 2025 | Benton County | CSAH 1 | Roundabout |
| 17* | 2025 | Stearns County | CSAH 2 | Roundabout |
| 21* | 2025 | City of Waite Park | Lake Wobegon Trail Extension | Shared-Use Path |
| 22* | 2025 | MnDOT | MN 15 Bridge 73019 | Overlay |
| 23* | 2025 | MnDOT | I-94, MN 24 | ITS Project |
| 24* | 2026 | MnDOT | 4-1/2 Street NE | Railroad Signal Replacement |
| 25 | 2026 | MnDOT | MN 15 Bridge 05003 | Bridge Replacement |
| 26* | 2026 | City of Saint Cloud | 22nd Street S | Reconstruction |
| 27* | 2026 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 28 | 2026 | City of Sartell | Intersection of Pinecone Road and Seventh Street N | Signal Installation |
| 29 | 2026 | City of Sartell | Heritage Drive Riverview Intermediate School | Shared-Use Path/Sidewalk |
| 31 | 2027 | City of Sartell | 15th Street N | ROW |
| 32 | 2027 | MnDOT | MN 23 | J-Turn |
| 33 | 2027 | MnDOT | I-94 Bridges 73877 and 73878 | Overlay |
| 34* | 2024 | Saint Cloud APO | Mississippi River crossing | Environmental Documentation |

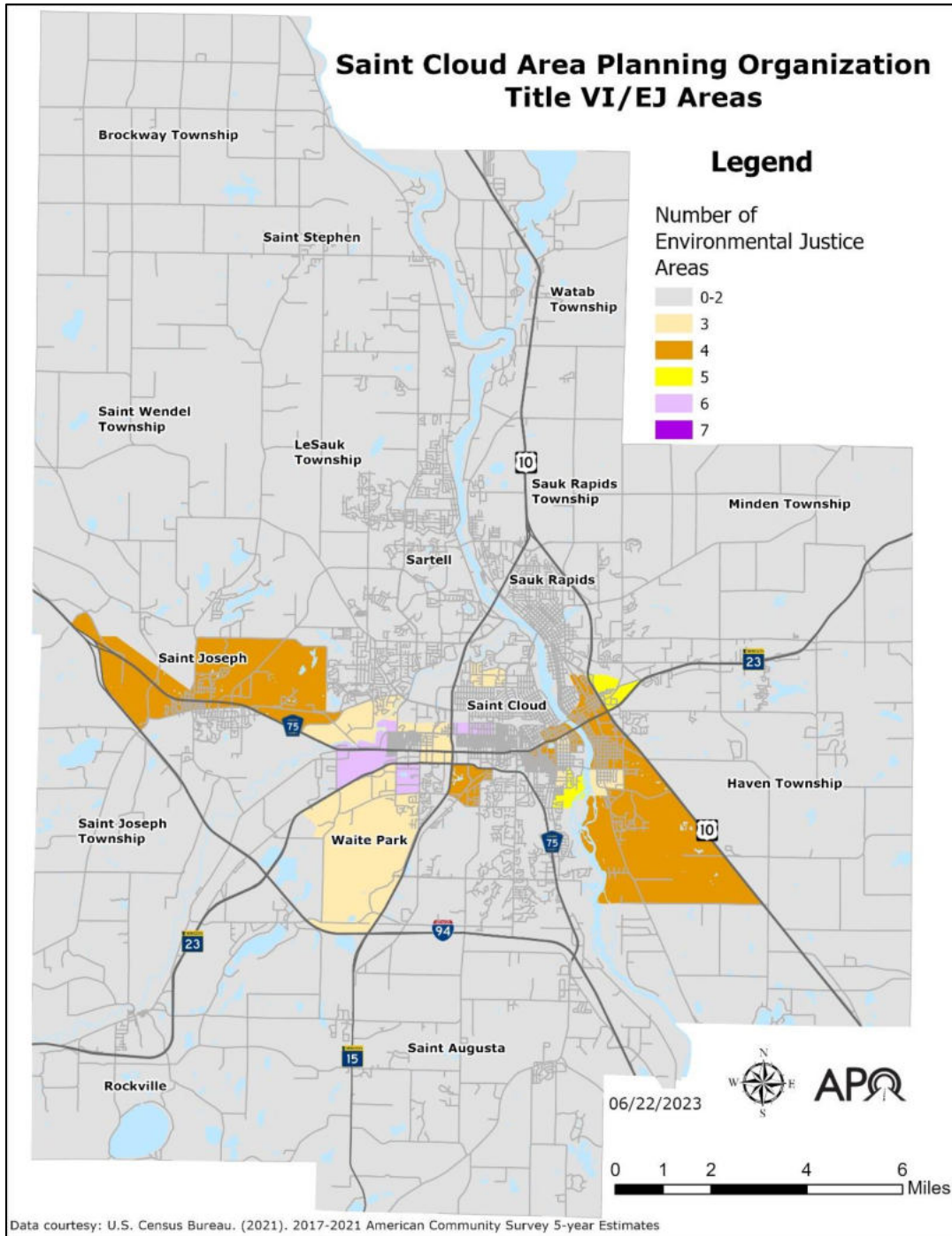


Figure 2.6: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau's 2017-2021 ACS Five Year Estimates.

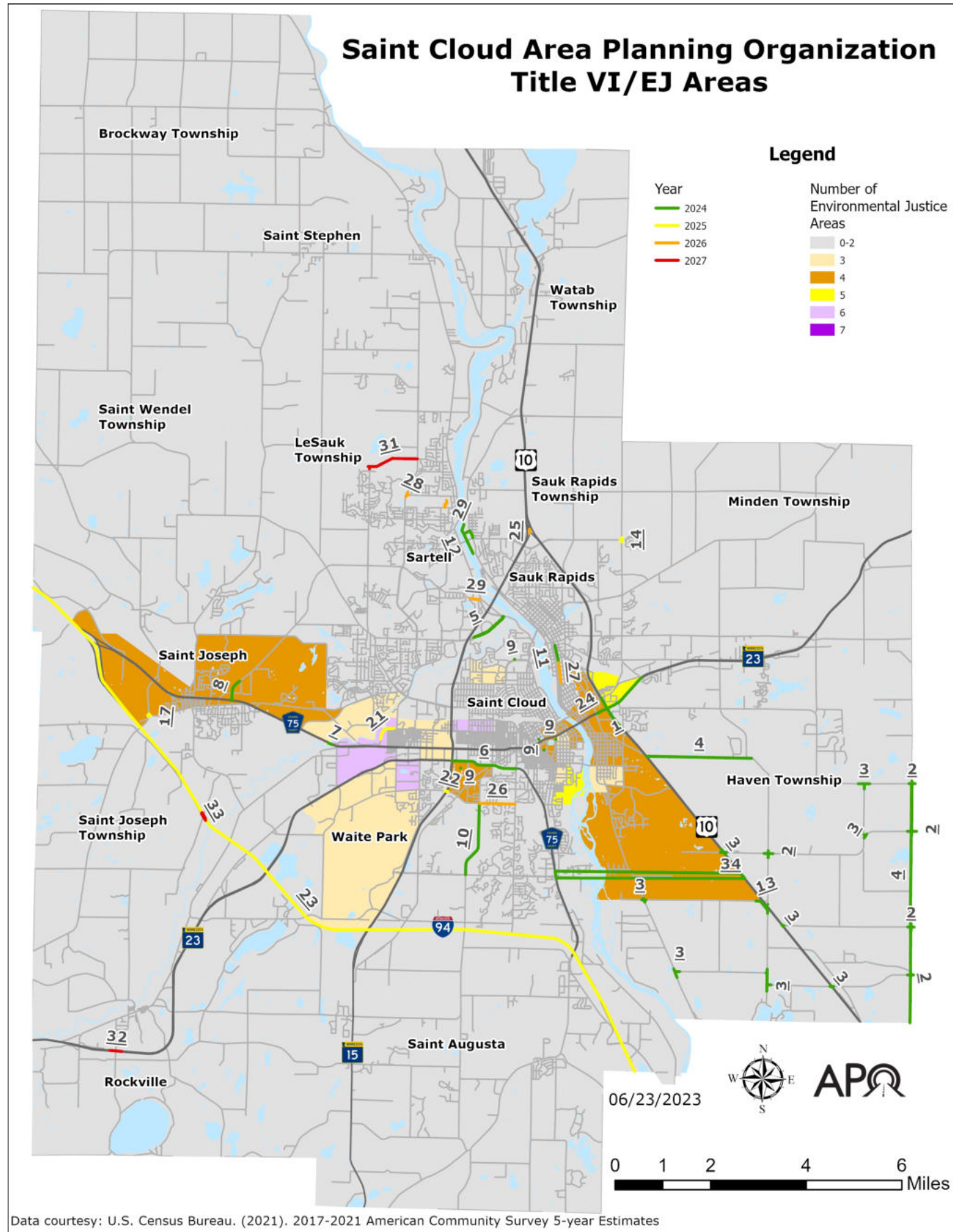


Figure 2.7: Map of the APO's FY 2024-2027 TIP project locations and the proximity to areas with high concentrations of EJ and Title VI populations. Asterisks and bold font denotes projects that intersect, at least in part, with a block group with a high concentration of EJ and/or Title VI populations.

| Project ID | Fiscal Year | Sponsor | Route | Work Type |
|------------|-------------|----------------------------|--|------------------------------------|
| 1* | 2024 | MnDOT | MN 23, US 10 | Reconstruction |
| 2 | 2024 | Sherburne County | Intersections: CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and County Road 61 CSAH 20 and CSAH 3 CSAH 20 and County Road 62 | Lighting |
| 3* | 2024 | Sherburne County | 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 County Road 62 and County Road 78 | Lighting |
| 4* | 2024 | Sherburne County | CSAH 7 CSAH 20 | Mumble Strips |
| 5 | 2024 | Stearns County | County Road 120 | Mill and Overlay |
| 6* | 2024 | Stearns County | CSAH 75 | Resurfacing |
| 7* | 2024 | Stearns County | CSAH 75 Bridge 6819 | Bridge Replacement |
| 8* | 2024 | Stearns County | CSAH 133 | Expansion |
| 9* | 2024 | City of Saint Cloud | Eastman Park Saint Cloud Area YMCA Great River Regional Library Saint Cloud City Hall Stearns County History Museum | EV Charging Stations |
| 10* | 2024 | City of Saint Cloud | County Road 136/Oak Grove Road SW | Reconstruction |
| 11 | 2024 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 12 | 2024 | City of Sartell | Paper Mill Trail | Planning |
| 13* | 2024 | Sherburne County | County Road 65/45th Avenue | Realignment |
| 14 | 2025 | Benton County | CSAH 1 | Roundabout |
| 17* | 2025 | Stearns County | CSAH 2 | Roundabout |
| 21* | 2025 | City of Waite Park | Lake Wobegon Trail Extension | Shared-Use Path |
| 22* | 2025 | MnDOT | MN 15 Bridge 73019 | Overlay |
| 23* | 2025 | MnDOT | I-94, MN 24 | ITS Project |
| 24* | 2026 | MnDOT | 4-1/2 Street NE | Railroad Signal Replacement |
| 25 | 2026 | MnDOT | MN 15 Bridge 05003 | Bridge Replacement |
| 26* | 2026 | City of Saint Cloud | 22nd Street S | Reconstruction |
| 27 | 2026 | City of Sauk Rapids | Second Avenue S | Reconstruction |
| 28 | 2026 | City of Sartell | Intersection of Pinecone Road and Seventh Street N | Signal Installation |
| 29 | 2026 | City of Sartell | Heritage Drive Riverview Intermediate School | Shared-Use Path/Sidewalk |
| 31 | 2027 | City of Sartell | 15th Street N | ROW |
| 32 | 2027 | MnDOT | MN 23 | J-Turn |
| 33 | 2027 | MnDOT | I-94 Bridges 73877 and 73878 | Overlay |
| 34* | 2024 | Saint Cloud APO | Mississippi River crossing | Environmental Documentation |

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 2017-2021 ACS Five Year Estimates, a total of 28,858 MPA residents (out of 138,552) have identified as BIPOC. This corresponds to a regional average of 20.8%. 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.

Eleven projects intersect, at least in part, with block groups with a high BIPOC percentage.

According to the U.S. Census Bureau’s 2017-2021 ACS Five Year Estimates, a total of 7,538 MPA households (out of 54,256) have been identified as low-income. This corresponds to a regional average of 13.9%. 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.

Seventeen projects intersect, at least in part, with block groups with a high low-income household percentage.

The projects, identified in Figure 2.11, 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 | 28,858 | 20.8% | \$5,635,177 | 14% |
| Non-BIPOC population | 109,694 | 79.2% | \$35,544,126 | 86% |
| Total | 138,552 | 100% | \$41,179,303 | 100% |

Figure 2.8: 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, 2017-2021 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

| | Households | Household Percentage | TIP Investment | Percentage of TIP Investment |
|-----------------------------------|---------------|----------------------|---------------------|------------------------------|
| Households with low-income | 7,538 | 13.9% | \$17,609,177 | 43% |
| Non-low-income households | 46,718 | 86.1% | \$23,570,126 | 57% |
| Total | 54,256 | 100% | \$41,179,303 | 100% |

Figure 2.9: 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, 2017-2021 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 2.10: 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 | HIGHWAY MN 23, US 10 | 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 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 1 OF 2) | \$0 | \$0 | Yes | Yes |
| 2 | LOCAL STREETS | 071-070-042AC | 2024 | SHERBURNE COUNTY | **AC**INSTALL INTERSECTION STREET LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS (PAYBACK 1 OF 1) | \$0 | \$0 | No | No |
| 3 | LOCAL STREETS | 071-070-044 | 2024 | SHERBURNE COUNTY | INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS | \$524,000 | \$52,400 | No | Yes |
| 4 | LOCAL STREETS | 071-070-045 | 2024 | SHERBURNE COUNTY | INSTALL SINUSOIDAL RUMBLE STRIPS ON VARIOUS SHERBURNE COUNTY ROADS | \$180,000 | \$18,000 | Yes | Yes |
| 5 | LOCAL STREETS | 073-596-010 | 2024 | STEARNS COUNTY | **MN277**CR 120, RECONSTRUCT ROUNDABOUT AT STEARNS CR 120 & CSAH 1 & FROM 450 FT EAST OF NB MN 15 ENTRANCE RAMP TO CSAH 1, MILL AND OVERLAY | \$2,500,000 | \$1,250,000 | No | No |
| 6 | 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). | \$0 | \$0 | Yes | Yes |
| 7 | HIGHWAY CSAH 75 | 073-675-042AC | 2024 | STEARNS COUNTY | **AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 1 OF 2) | \$0 | \$0 | Yes | Yes |
| 8 | 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 | \$2,500,000 | \$1,041,645 | No | Yes |
| 9 | LOCAL STREETS | 162-080-009 | 2024 | SAINT CLOUD | **CRP**CITY OF ST. CLOUD; INSTALL ELECTRIC VEHICLE CHARGING STATIONS, 5 LOCATIONS THROUGHOUT THE CITY OF ST CLOUD. | \$250,000 | \$50,000 | Yes | Yes |
| 10 | 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 |
| 11 | 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 |
| 12 | LOCAL STREETS | 220-090-004 | 2024 | SARTELL | **CRP** BIKEWAY ENGINEERING, SARTELL BRIDGE TO BENTON DRIVE IN THE CITY OF SARTELL | \$224,800 | \$45,000 | No | No |
| 13 | LOCAL STREETS | 071-596-008 | 2024 | SHERBURNE COUNTY | **AC**SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK IN 2025) | \$2,500,000 | \$300,000 | No | Yes |
| 14 | HIGHWAY CSAH 1 | 005-070-014 | 2025 | BENTON COUNTY | BENTON COUNTY CSAH 1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT | \$1,200,000 | \$450,000 | No | No |
| 17 | HIGHWAY CSAH 2 | 073-070-028 | 2025 | STEARNS COUNTY | CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH | \$1,100,000 | \$600,000 | No | Yes |
| 21 | LOCAL STREETS | 221-090-001 | 2025 | WAITE PARK | CONSTRUCT TRAIL, ALONG CSAH 81/15 TH AVE FROM 830' N OF CSAH 75 TO 355' W OF 10 TH AVE IN THE CITY OF WAITE PARK | \$603,177 | \$120,635 | Yes | Yes |
| 22 | HIGHWAY MN 15 | 7303-52 | 2025 | MNDOT | MN 15, BR 73019 OVER MN 15 AT CSAH 137, -REOVERLAY | \$680,000 | \$126,344 | Yes | Yes |
| 23 | HIGHWAY I 94, MN 24 | 8823-375 | 2025 | MNDOT | **ITS**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 | \$530,000 | \$130,000 | Yes | Yes |
| 24 | LOCAL STREETS | 05-00128 | 2026 | MNDOT | BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT M343, 4 1/2 ST NE, ST CLOUD, BENTON COUNTY | \$350,000 | \$175,000 | Yes | Yes |

| TIP ID | Route System | Project Number | FY | Agency | Project Description | Estimated Project Total* | Local/State Match Required | BIPOC Area | Low-Income Household Area |
|--------------|---------------|----------------|------|-------------|--|--------------------------|----------------------------|---------------------------|---------------------------|
| 25 | HIGHWAY MN 15 | 0509-37 | 2026 | MNDOT | **BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE | \$7,600,000 | \$1,600,000 | No | No |
| 26 | LOCAL STREETS | 162-153-003 | 2026 | SAINT CLOUD | **AC**22 ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027) | \$3,042,000 | \$1,242,000 | Yes | Yes |
| 27 | LOCAL STREETS | 191-104-008 | 2026 | SAUK RAPIDS | 2 ND AVE S(MSAS 104) FROM 10 TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001) | \$4,350,000 | \$2,950,000 | No | Yes |
| 28 | LOCAL STREETS | 220-070-001 | 2026 | SARTELL | PINECONE ROAD/7 TH ST NORTH INTERSECTION, INSTALL SIGNAL SYSTEM | \$550,000 | \$150,000 | No | No |
| 29 | LOCAL STREETS | 220-090-005 | 2026 | SARTELL | CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL | \$486,450 | \$97,290 | No | No |
| 31 | LOCAL STREETS | 220-080-006 | 2027 | SARTELL | 15 TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19 TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL | \$3,050,400 | \$2,106,626 | No | No |
| 32 | HIGHWAY MN 23 | 7305-132 | 2027 | MNDOT | MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN | \$1,200,000 | \$120,000 | No | No |
| 33 | HIGHWAY I 94 | 7380-269 | 2027 | MNDOT | I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY | \$3,000,000 | \$300,000 | No | No |
| 34 | LOCAL STREETS | 091-070-028 | 2024 | SAINT CLOUD | **CDS**ENVIRONMENTAL DOCUMENTATION, FROM INTERSECTION OF 33 RD ST S & CSAH 75 TO US 10 IN THE CITY OF ST CLOUD. | \$1,000,000 | \$200,000 | No | Yes |
| Total | | | | | | \$41,179,303 | \$15,748,296 | Yes: 11 No: 17 | Yes: 17 No: 11 |

*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 2.11: A list of FY 2024-2027 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.

The requirements for a performance-based transportation planning and programming approach have been continued under the most current transportation funding law – the 2021 Infrastructure Investment and Jobs Act (IIJA).

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 2024-2027 TIP. An analysis of how those performance measures/targets are being tracked and/or implemented as part of the APO’s FY 2024-2027 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, 2021 targets were based on the totals for 2016, 2017, 2018, 2019, and 2020 then divided by five. Subsequently, 2022 targets are based on the total of 2017, 2018, 2019, 2020, and 2021 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 2023 Target | 2021 APO Baseline Measurement | APO’s 2023 Target |
|--|---------------------|-------------------------------|-------------------|
| Number of Fatalities | 352.4 | 8.0 | 8.0 |
| Rate of Fatalities (per 100 million vehicle miles traveled) | 0.582 | 0.626 | 0.626 |
| Number of Serious Injuries | 1,463.4 | 26.6 | 23.0 |
| Rate of Serious Injuries (per 100 million vehicle miles traveled) | 2.470 | 2.067 | 1.946 |

| PM 1 Performance Measure | MnDOT's 2023 Target | 2021 APO Baseline Measurement | APO's 2023 Target |
|---|---------------------|-------------------------------|-------------------|
| Number of Non-Motorized Fatalities and Serious Injuries | 258.4 | 6.6 | 6.6 |

Figure 3.1: A list of incorporated PM1 performance measures in the APO's FY 2024-2027 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

MnDOT has adopted a yearly target of 352.4 fatalities in 2023, while the APO selected a yearly target of 8.0 fatalities for 2023. The APO's regional 2021 baseline measurement for fatalities was 8.0. 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 2024-2027 TIP that will help achieve the APO's roadway targets include the following: construction of a roundabout at the intersection of Stearns CSAH 4 and Stearns CSAH 133 (073-070-025); the construction of a roundabout at the intersection of Benton County CSAH 1 and Benton County CSAH 29 (005-070-014); the installation of mumble strips on various Sherburne County roads (071-070-045); and the construction of a J-turn at the intersection of MN 23 and Stearns CSAH 8 (7305-132). 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 or non-Interstate NHS pavement projects programmed in the APO’s MPA.

The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. An example of a roadway management and preservation project within the FY 2024-2027 TIP is the replacement of the eastbound MN 15 bridge over US 10 (0509-37).

| PM2 Performance Measure | MnDOT’s 2023 Target (2 Year) | MnDOT’s 2025 Target (4 Year) | 2021 APO Baseline Measurement | APO’s 2023 Target (2 Year) | APO’s 2025 Target (4 Year) |
|---|------------------------------|------------------------------|-------------------------------|----------------------------|----------------------------|
| Percentage of pavements of the Interstate System in Good condition | 60% | 60% | 95.5% | 90% | 90% |
| Percentage of pavements of the Interstate System in Poor condition | 2% | 2% | 0.0% | 1% | 1% |
| Percentage of pavements of the non-Interstate NHS in Good condition | 55% | 55% | 68.1% | 65% | 65% |

| PM2 Performance Measure | MnDOT's 2023 Target (2 Year) | MnDOT's 2025 Target (4 Year) | 2021 APO Baseline Measurement | APO's 2023 Target (2 Year) | APO's 2025 Target (4 Year) |
|---|------------------------------|------------------------------|-------------------------------|----------------------------|----------------------------|
| Percentage of pavements of the non-Interstate NHS in Poor condition | 2% | 2% | 0.4% | 1% | 1% |
| Percent of NHS bridges classified as in Good condition | 30% | 35% | 52.5% | 60% | 60% |
| Percentage of NHS bridges classified as in Poor condition | 5% | 5% | 0% | 1% | 1% |

Figure 3.2: A list of incorporated PM2 performance measures in the APO's FY 2024-2027 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:

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

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 (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (95th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

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

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 2023 Target (2 Year) | MnDOT’s 2025 Target (4 Year) | 2021 APO Baseline Measurement | APO’s 2023 Target (2 Year) | APO’s 2025 Target (4 Year) |
|---|-------------------------------------|-------------------------------------|--------------------------------------|-----------------------------------|-----------------------------------|
| Percent of person-miles traveled on the Interstate that are reliable | 82% | 82% | 100% | 100% | 100% |
| Percent of person-miles traveled on the non-Interstate NHS that are reliable | 90% | 90% | 99.6% | 91% | 91% |

| PM3 Performance Measure | MnDOT's 2023 Target (2 Year) | MnDOT's 2025 Target (4 Year) | 2021 APO Baseline Measurement | APO's 2023 Target (2 Year) | APO's 2025 Target (4 Year) |
|--|------------------------------|------------------------------|-------------------------------|----------------------------|----------------------------|
| Truck Travel Time Reliability (TTTR) Index (minutes) | 1.4 | 1.4 | 1.11 | 1.22 | 1.22 |

Figure 3.3: A list of the incorporated PM3 performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

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 99.6%, respectively. MnDOT has set 2023 targets of Interstate reliability at 82% 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. However, since 2017 the non-Interstate NHS reliability has remained constant – between 97% and 99%. 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 2023

target of 1.4 truck travel time reliability (TTTR) while the APO has adopted a 2023 target of 1.22. The current TTTR is 1.11 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.

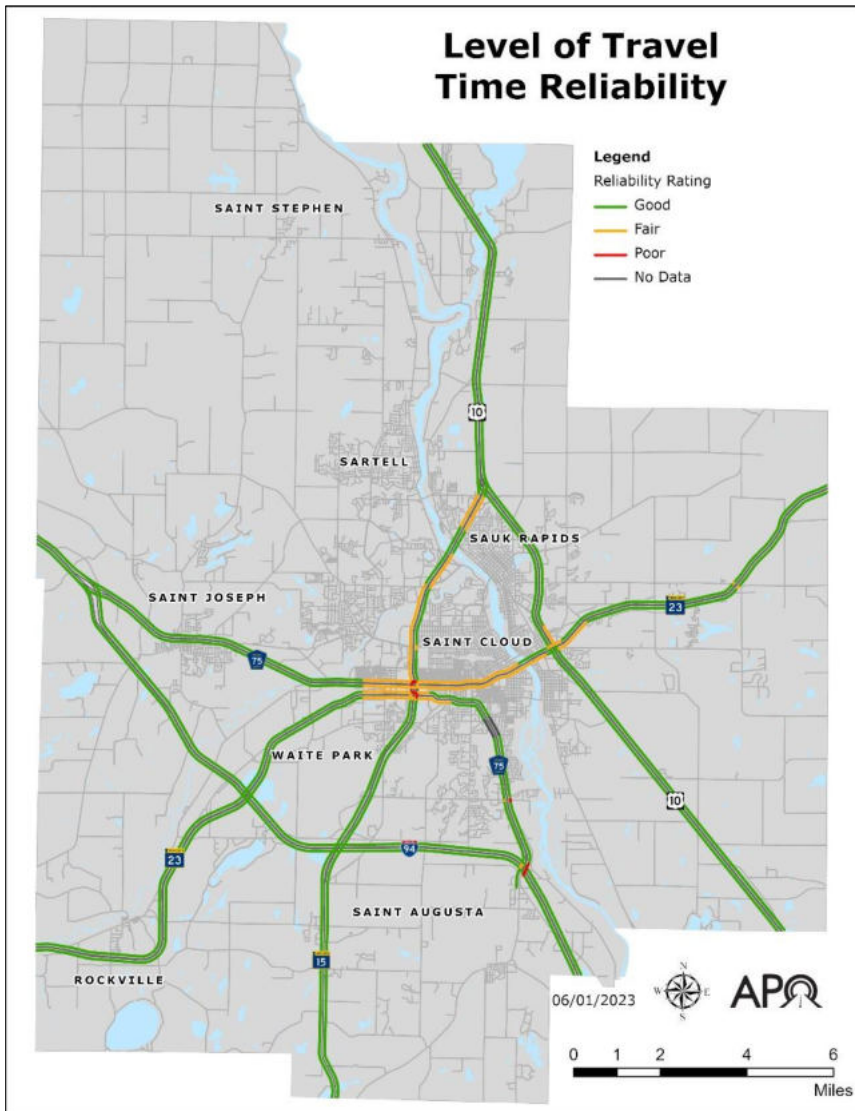


Figure 3.4: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO's planning area.

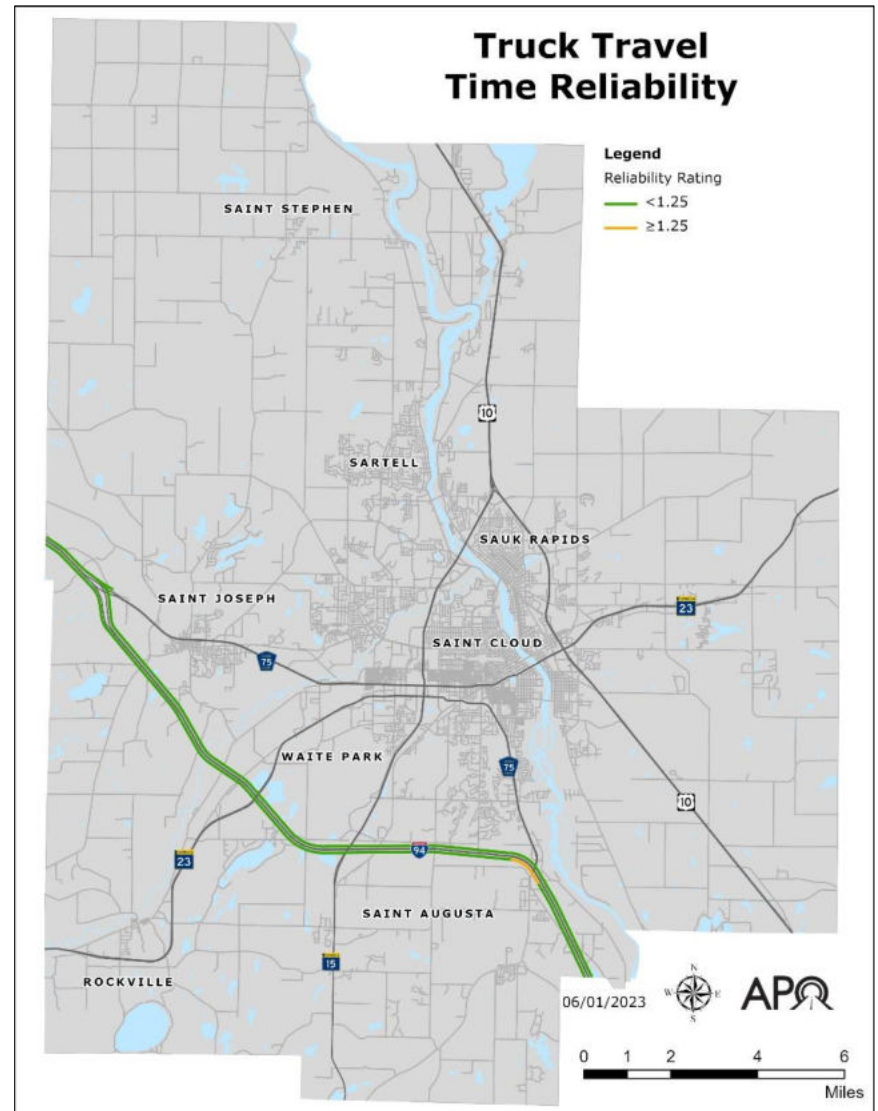


Figure 3.5: A map of the truck travel time reliability of Interstate 94 within the APO's planning area.

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 2022 performance targets for percentage of assets that have met or exceeded their ULB; the 2022 baseline measurement; the percent difference between the 2022 target and baseline; and the 2023 targets.

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

| Transit Asset Management SGR | Metro Bus 2022 Targets | 2022 Metro Bus Baseline Measurement | 2022 Performance Percentage Point Difference | Metro Bus 2023 Targets |
|--|------------------------|-------------------------------------|--|------------------------|
| Equipment (non-revenue service vehicles) | 0.00% | 0.00% | 0.00 | 0.00% |
| Rolling Stock (revenue vehicles) – Class 700 buses | 13.00% | 20.51% | -7.51 | 13.89% |

| Transit Asset Management SGR | Metro Bus 2022 Targets | 2022 Metro Bus Baseline Measurement | 2022 Performance Percentage Point Difference | Metro Bus 2023 Targets |
|--|-------------------------------|--|---|-------------------------------|
| Rolling Stock (revenue vehicles) – Class 400 buses | 0.00% | 20.00% | -20.00 | 16.67% |
| 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 2024-2027 TIP and performance targets for those performance measures

| Transit Asset Management TERM Scale | 2022 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 2024-2027 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 2024-2027 TIP that will help achieve these targets include: the purchase of eight Class 400 replacement CNG Dial-a-Ride buses (project number TRS-0048-24F); the purchase of 23 Class 700 replacement CNG fixed route buses (project number TRS-0048-26B); facility improvements (project number TRF-0048-25G); and the purchase of four 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 2024-2027 TIP that will help achieve these targets include: the purchase of 23 replacement Class 700 fixed route buses (TRS-0048-26B), the purchase of five Class 400 CNG Dial-a-Ride buses (TRS-0048-26A), and the purchase of six Class 400 replacement CNG Dial-a-Ride buses (TRS-0048-27A).

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 2024-2027 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 2023 study pertaining to the future operations of Stearns CSAH 1 from Ninth Avenue N in Saint Cloud to County Road 120.

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

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

An example of this is the one bridge replacement project programmed into the TIP: Bridge 5003 on MN 15 (0509-37). With the replacement of this bridge, which currently has a fair condition rating, bridge conditions in the APO’s MPA will improve by roughly 10.6 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 | 2021 | 2027 | Percentage Point Change |
|----------------------|-------|-------|-------------------------|
| Good | 52.5% | 63.1% | +10.6% |
| Fair | 47.5% | 36.9% | -10.6% |
| 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 2024-2027 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 2024-2027 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 for each year programmed into the FY 2024-2027 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 2024-2027 TIP.

Benton County

Overall Historical Financial Condition

Over a 10-year period – 2013 through 2022 – Benton County has allocated on average 69% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 31% of overall local transportation related dollars to be expended on new transportation related projects.

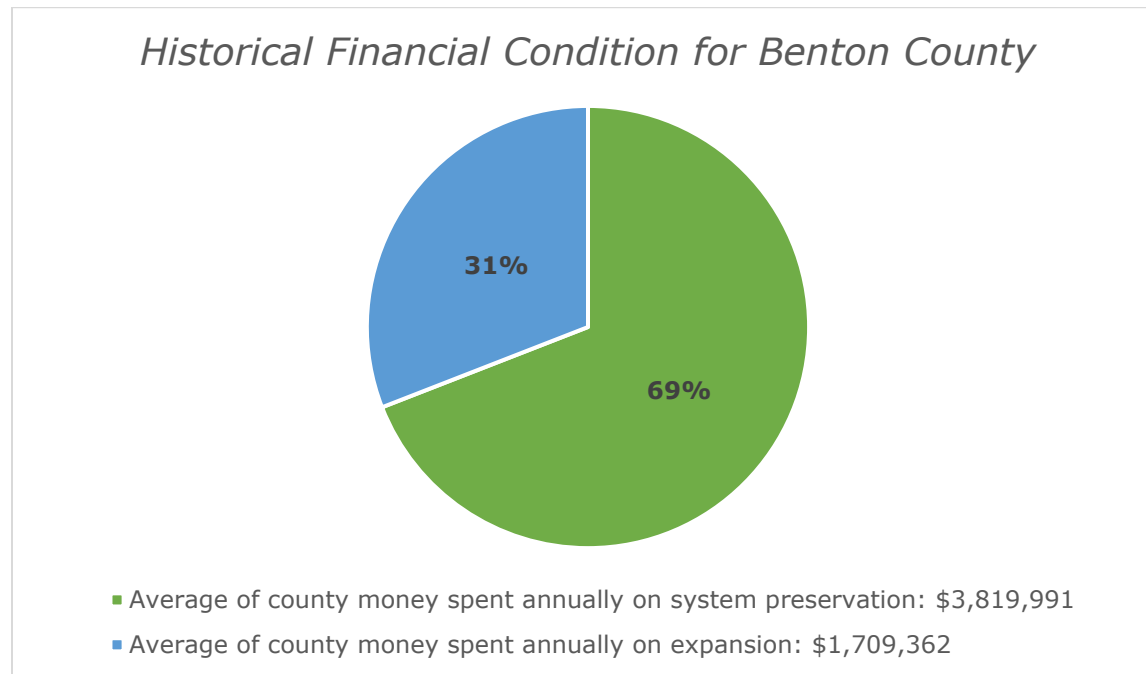


Figure 4.1: Local investment for system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

| Year | System Preservation | Expansion | Total County Investment |
|---|---------------------|---------------------|-------------------------|
| 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 |
| | \$8,595,535 | \$0 | \$8,595,535 |
| Total | \$38,199,906 | \$17,093,624 | \$55,293,530 |
| Average | \$3,819,991 | \$1,709,362 | \$5,529,353 |
| Percentage of Total County Expense | 69% | 31% | 100% |

Figure 4.2: Local investment for system preservation and expansion within Benton County from 2013-2022. 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 the 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.

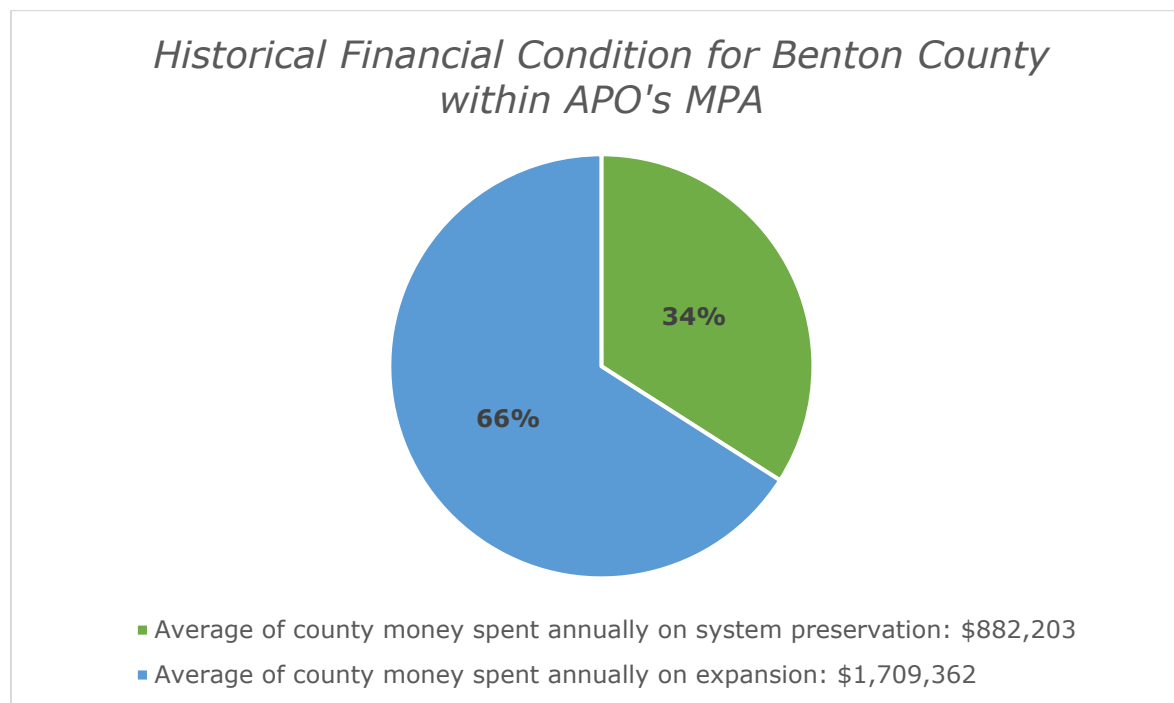


Figure 4.3: Local investment for system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.

| Year | System Preservation | Expansion | Total County Investment |
|---|---------------------|---------------------|-------------------------|
| 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 |
| 2022 | \$1,031,464 | \$0 | \$1,031,464 |
| Total | \$8,822,029 | \$17,093,624 | \$25,915,653 |
| Average | \$882,203 | \$1,709,362 | \$2,591,565 |
| Percentage of Total County Expense | 34% | 66% | 100% |

Figure 4.4: Local investment for system preservation and expansion within the portion of Benton County within the APO's MPA from 2013-2022. Data courtesy of Benton County Highway Department.

Future Financial Condition

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

| County Transportation Funding Source | Projected 2024 County Funds | Projected 2025 County Funds | Projected 2026 County Funds | Projected 2027 County Funds | Total 2024-2027 Projected County Funds |
|--------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|
| General Tax Levy | \$0 | \$0 | \$0 | \$0 | \$0 |
| State-Aid Funds | \$2,885,334 | \$2,352,007 | \$7,155,000 | \$4,540,000 | \$16,932,341 |
| Assessments | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other County | \$3,884,789 | \$3,165,400 | \$11,525,000 | \$200,000 | \$18,775,189 |
| Total Projected County Funds | \$6,770,123 | \$5,517,407 | \$18,680,000 | \$4,740,000 | \$35,707,530 |

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 spending 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 the need arises to maintain, operate, and expand its roadway network.

| County Transportation Funding Source | Projected 2024 County Funds | Projected 2025 County Funds | Projected 2026 County Funds | Projected 2027 County Funds | Total 2024-2027 Projected County Funds |
|--------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|
| General Tax Levy | \$0 | \$0 | \$0 | \$0 | \$0 |
| State-Aid Funds | \$346,240 | \$282,241 | \$2,410,714 | \$544,800 | \$3,583,995 |
| Assessments | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other County | \$466,175 | \$1,266,160 | \$1,125,000 | \$80,000 | \$2,937,335 |
| Total Projected County Funds | \$812,415 | \$1,548,401 | \$3,535,714 | \$624,800 | \$6,521,330 |

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, \$775,840 is available for system preservation projects during fiscal years 2024-2027. The remaining \$5,689,490 is available for expansion.

| Year | Total Projected County Funds | Historical System Preservation Investment (34% of Total) | Historical Expansion Investment (66% of Total) |
|--------------|------------------------------|--|--|
| 2024 | \$812,415 | \$97,490 | \$714,925 |
| 2025 | \$1,548,401 | \$185,808 | \$1,362,593 |
| 2026 | \$3,535,714 | \$424,286 | \$3,111,428 |
| 2027 | \$624,800 | \$74,976 | \$549,824 |
| Total | \$6,521,330 | \$782,560 | \$5,738,770 |

Figure 4.7: A total of available revenue for the portion of Benton County within the APO's MPA by year from 2024 through 2027. Data courtesy of Benton County Highway Department.

During this time frame, Benton County has one project within the APO's MPA programmed into the TIP requiring a county match of \$450,000 in year of expenditure dollars.

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

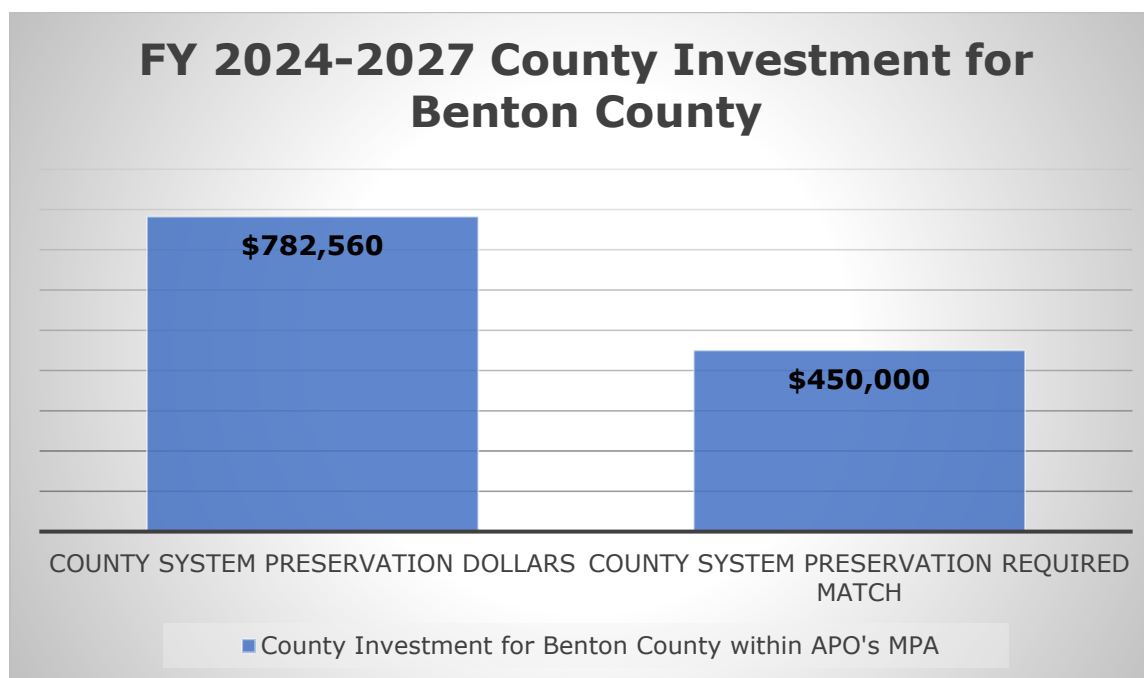


Figure 4.8: Total fiscal constraint for Benton County within the APO’s MPA for TIP cycle FY 2024-2027. Data courtesy of Benton County Highway Department.

Sherburne County

Overall Historical Financial Condition

Over a 10-year period – 2013 through 2022 – 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.

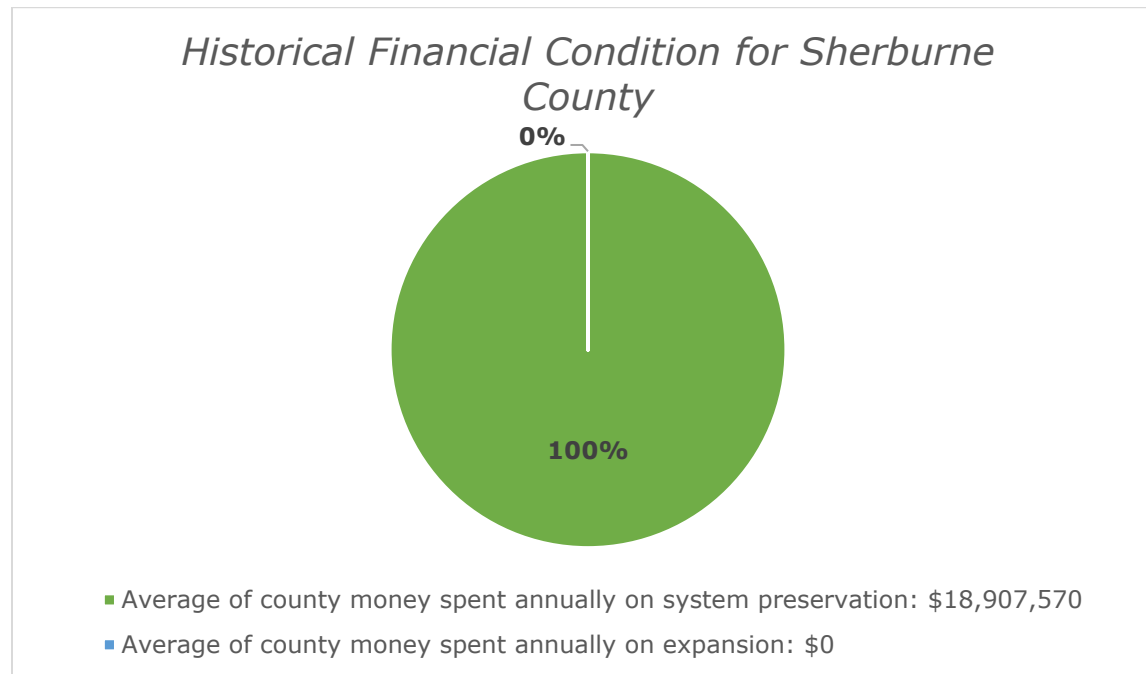


Figure 4.9: Local investment for system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

| Year | System Preservation | Expansion | Total County Investment |
|---|----------------------|------------|-------------------------|
| 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 |
| 2022 | \$21,024,297 | \$0 | \$21,024,297 |
| Total | \$189,075,695 | \$0 | \$189,075,695 |
| Average | \$18,907,570 | \$0 | \$18,907,570 |
| Percentage of Total County Expense | 100% | 0% | 100% |

Figure 4.10: Local investment for system preservation and expansion within Sherburne County from 2013-2022. 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 the need arises to maintain, operate, and expand its roadway network.

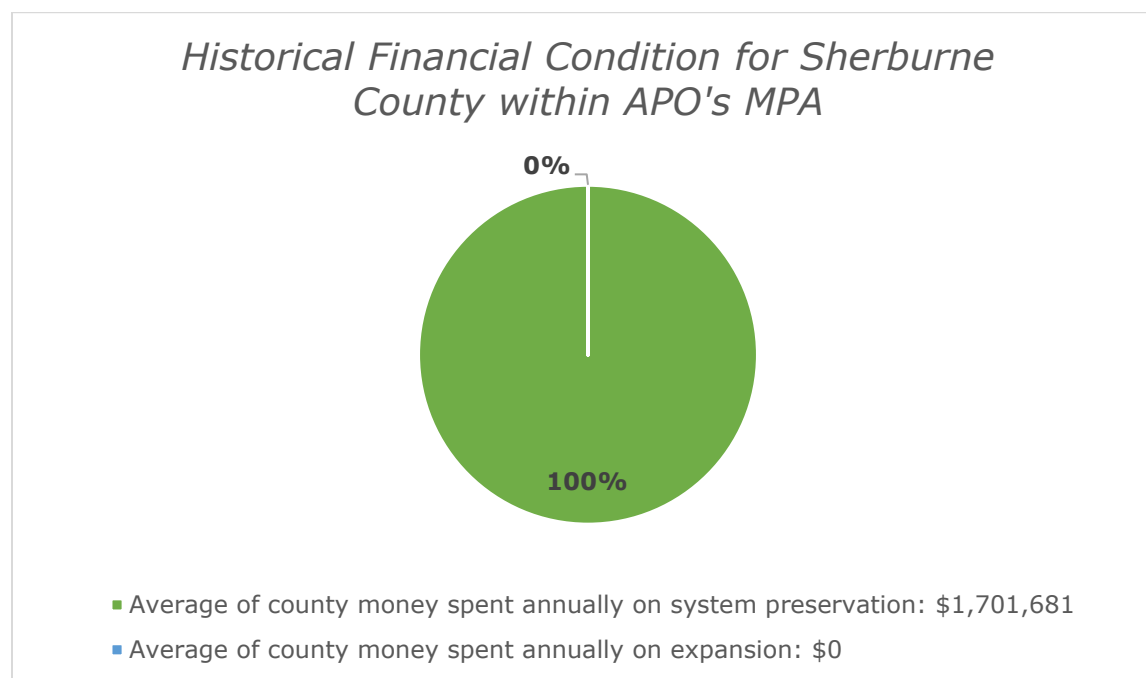


Figure 4.11: Local investment for system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

| Year | System Preservation | Expansion | Total County Investment |
|---|---------------------|------------|-------------------------|
| 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 |
| 2022 | \$1,892,187 | \$0 | \$1,892,187 |
| Total | \$17,016,813 | \$0 | \$17,016,813 |
| Average | \$1,701,681 | \$0 | \$1,701,681 |
| Percentage of Total County Expense | 100% | 0% | 100% |

Figure 4.12: Local investment for system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2013-2022. 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 2024 County Funds | Projected 2025 County Funds | Projected 2026 County Funds | Projected 2027 County Funds | Total 2024-2027 Projected County Funds |
|--------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|
| General Tax Levy | \$5,892,000 | \$6,148,000 | \$5,824,000 | \$3,917,000 | \$21,781,000 |
| State-Aid Funds | \$3,877,000 | \$3,529,000 | \$4,866,000 | \$2,760,000 | \$15,032,000 |
| Assessments | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonding | \$1,958,000 | \$0 | \$0 | \$0 | \$1,958,000 |
| Other County | \$10,014,000 | \$4,455,000 | \$7,069,000 | \$6,301,000 | \$27,839,000 |
| Total Projected County Funds | \$21,741,000 | \$14,132,000 | \$17,759,000 | \$12,978,000 | \$66,610,000 |

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 2024 and 2027. It should also be noted that the County can and will redistribute local transportation revenue across the county as the need arises to maintain, operate, and expand its roadway network.

| County Transportation Funding Source | Projected 2024 County Funds | Projected 2025 County Funds | Projected 2026 County Funds | Projected 2027 County Funds | Total 2024-2027 Projected County Funds |
|--------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|
| General Tax Levy | \$1,821,000 | \$0 | \$0 | \$0 | \$1,821,000 |
| 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 | \$0 | \$0 | \$0 | \$4,621,000 |

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, \$4,621,000 is available for system preservation projects during fiscal years 2024-2027. 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) |
|--------------|------------------------------|---|---|
| 2024 | \$4,621,000 | \$4,621,000 | \$0 |
| 2025 | \$0 | \$0 | \$0 |
| 2026 | \$0 | \$0 | \$0 |
| 2027 | \$0 | \$0 | \$0 |
| Total | \$4,621,000 | \$4,621,000 | \$0 |

Figure 4.15: A total of available revenue for the portion of Sherburne County within the APO’s MPA by year from 2024 through 2027. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County has four system preservation projects within the APO’s MPA programmed into the TIP requiring a county match of \$370,400 in year of expenditure dollars.

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

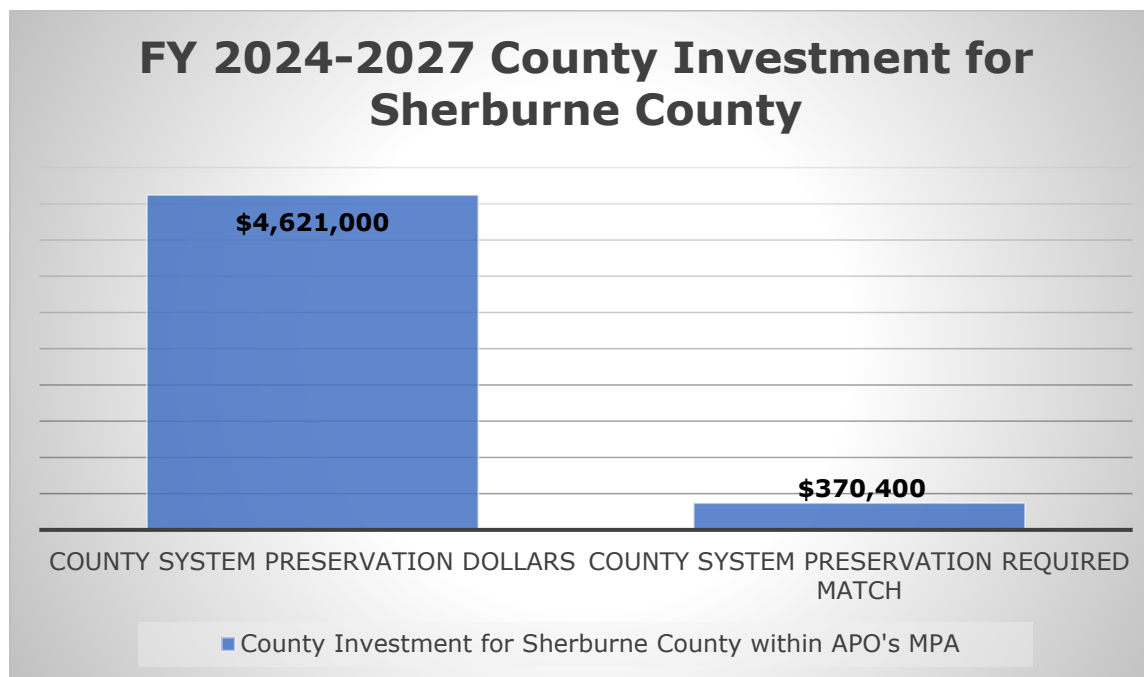


Figure 4.16: Total fiscal constraint for Sherburne County within the APO’s MPA for TIP cycle FY 2024-2027. Data courtesy of Sherburne County Highway Department.

Stearns County

Overall Historical Financial Condition

Over a 10-year period – 2013 through 2022 – Stearns County has allocated on average 99% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 1% of overall local transportation related dollars to be expended on new transportation related projects.

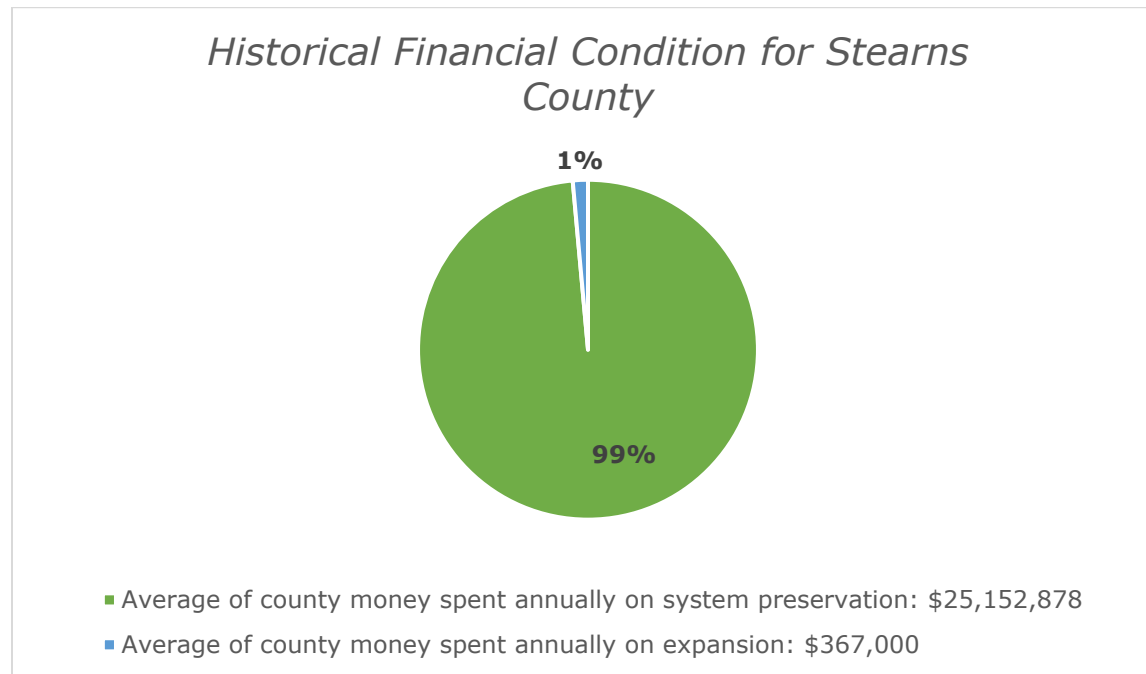


Figure 4.17: Local investment for system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

| Year | System Preservation | Expansion | Total County Investment |
|---|----------------------|--------------------|-------------------------|
| 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 |
| 2022 | \$34,839,023 | \$0 | \$34,839,023 |
| Total | \$251,528,778 | \$3,670,000 | \$255,198,778 |
| Average | \$25,152,878 | \$367,000 | \$25,519,878 |
| Percentage of Total County Expense | 99% | 1% | 100% |

Figure 4.18: Local investment for system preservation and expansion within Stearns County from 2013-2022. 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 the 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.

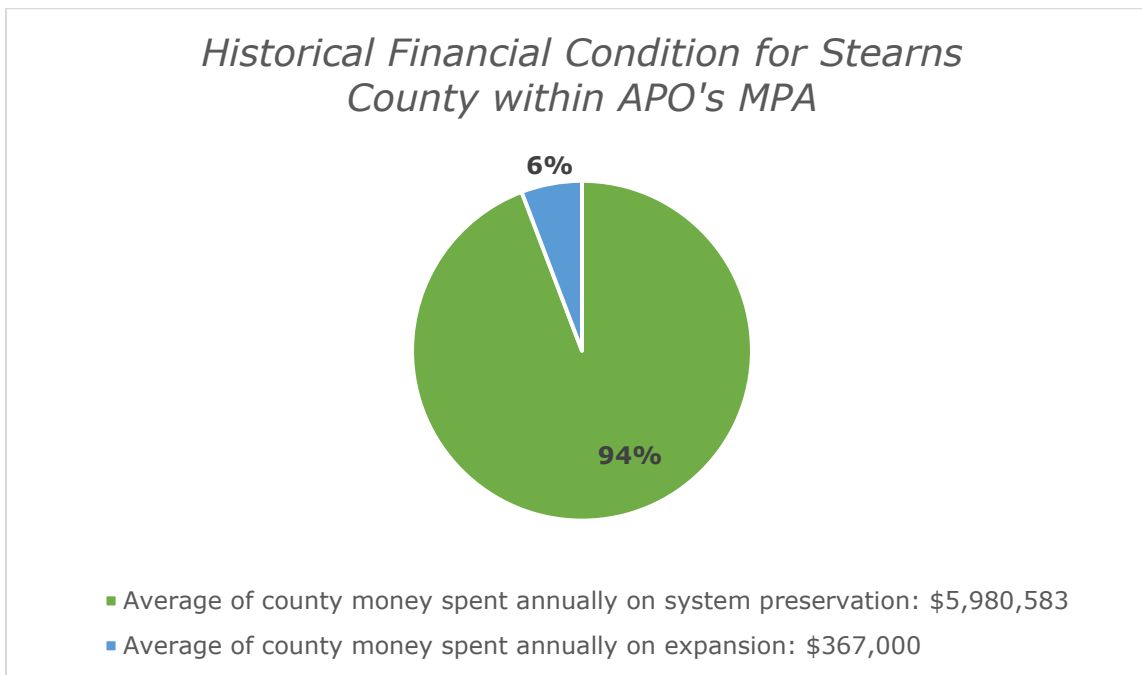


Figure 4.19: Local investment for system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

| Year | System Preservation | Expansion | Total County Investment |
|---|---------------------|--------------------|-------------------------|
| 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 |
| 2022 | \$9,497,839 | \$0 | \$9,497,839 |
| Total | \$59,805,828 | \$3,670,000 | \$63,475,828 |
| Average | \$5,980,583 | \$367,000 | \$6,347,583 |
| Percentage of Total County Expense | 94% | 6% | 100% |

Figure 4.20: Local investment for system preservation and expansion within the portion of Stearns County within the APO's MPA from 2013-2022. 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 2024 County Funds | Projected 2025 County Funds | Projected 2026 County Funds | Projected 2027 County Funds | Total 2024-2027 Projected County Funds |
|--------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|
| General Tax Levy | \$7,725,000 | \$7,775,000 | \$7,810,000 | \$7,833,319 | \$31,143,319 |
| State-Aid Funds | \$15,363,169 | \$15,593,616 | \$15,827,521 | \$15,827,521 | \$62,611,827 |
| Assessments | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other County | \$7,500,000 | \$8,000,000 | \$8,000,000 | \$8,000,000 | \$31,500,000 |
| Total Projected County Funds | \$30,588,169 | \$31,368,616 | \$31,637,521 | \$31,660,840 | \$125,255,146 |

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 spending 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 the need arises to maintain, operate, and expand its roadway network.

| County Transportation Funding Source | Projected 2024 County Funds | Projected 2025 County Funds | Projected 2026 County Funds | Projected 2027 County Funds | Total 2024-2027 Projected County Funds |
|--------------------------------------|-----------------------------|-----------------------------|-----------------------------|-----------------------------|--|
| General Tax Levy | \$1,390,500 | \$1,399,500 | \$1,405,800 | \$1,409,997 | \$5,605,797 |
| State-Aid Funds | \$2,765,370 | \$2,806,851 | \$2,848,954 | \$2,848,954 | \$11,270,129 |
| Assessments | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other County | \$1,350,000 | \$1,440,000 | \$1,440,000 | \$1,440,000 | \$5,670,000 |
| Total Projected County Funds | \$5,505,870 | \$5,646,351 | \$5,694,754 | \$5,698,951 | \$22,545,926 |

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, \$21,193,170 is available for system preservation projects during fiscal years 2024-2027. The remaining \$1,352,756 is available for expansion.

| Year | Total Projected County Funds | Historical System Preservation Investment (94% of Total) | Historical Expansion Investment (6% of Total) |
|--------------|------------------------------|--|---|
| 2024 | \$5,505,870 | \$5,157,581 | \$330,352 |
| 2025 | \$5,646,351 | \$5,307,570 | \$338,781 |
| 2026 | \$5,694,754 | \$5,353,069 | \$341,685 |
| 2027 | \$5,698,951 | \$5,357,014 | \$341,937 |
| Total | \$22,545,926 | \$21,193,170 | \$1,352,756 |

Figure 4.23: A total of available revenue for the portion of Stearns County within the APO’s MPA by year from 2024 through 2027. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has four system preservation projects within the APO’s MPA programmed into the TIP, requiring a local match of \$1,850,000 in year of expenditure dollars. The county also has one expansion project programmed

requiring a local match of \$1,041,645. Overall, Stearns County has enough funding to finance these projects and thereby maintains fiscal constraint.

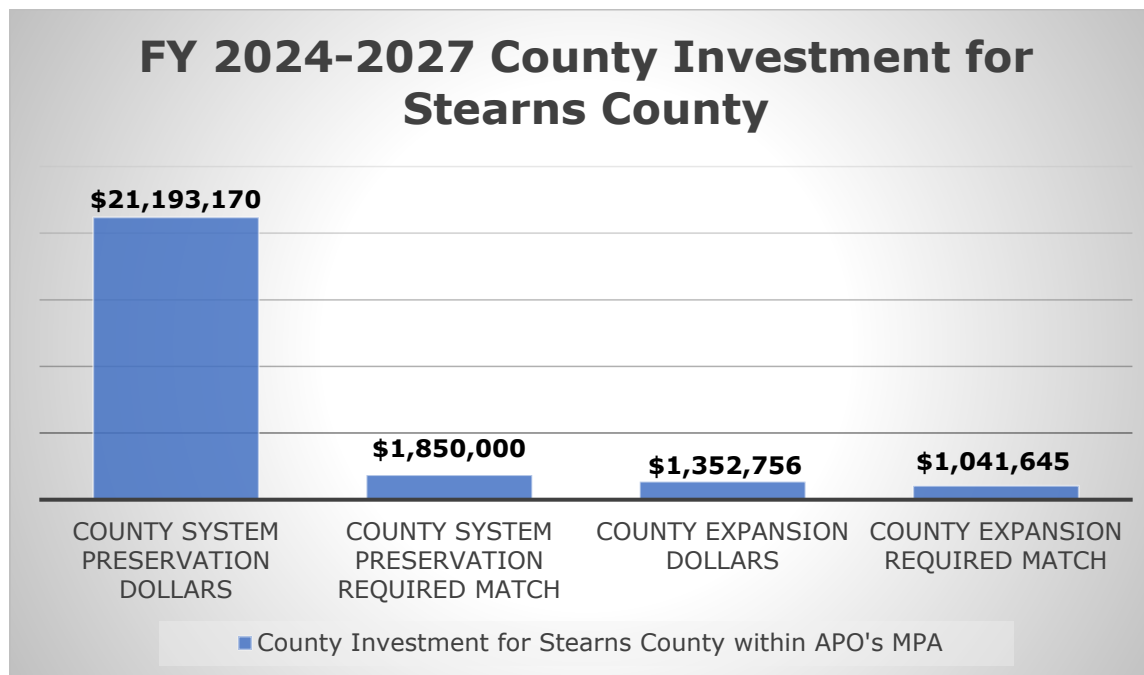


Figure 4.24: Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2024-2027. Data courtesy of Stearns County Highway Department.

City of Saint Cloud

Historical Financial Condition

Over a 10-year period – 2013 through 2022 – the City of Saint Cloud has allocated on average 81% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 19% of overall local transportation related dollars to be expended on new transportation related projects.

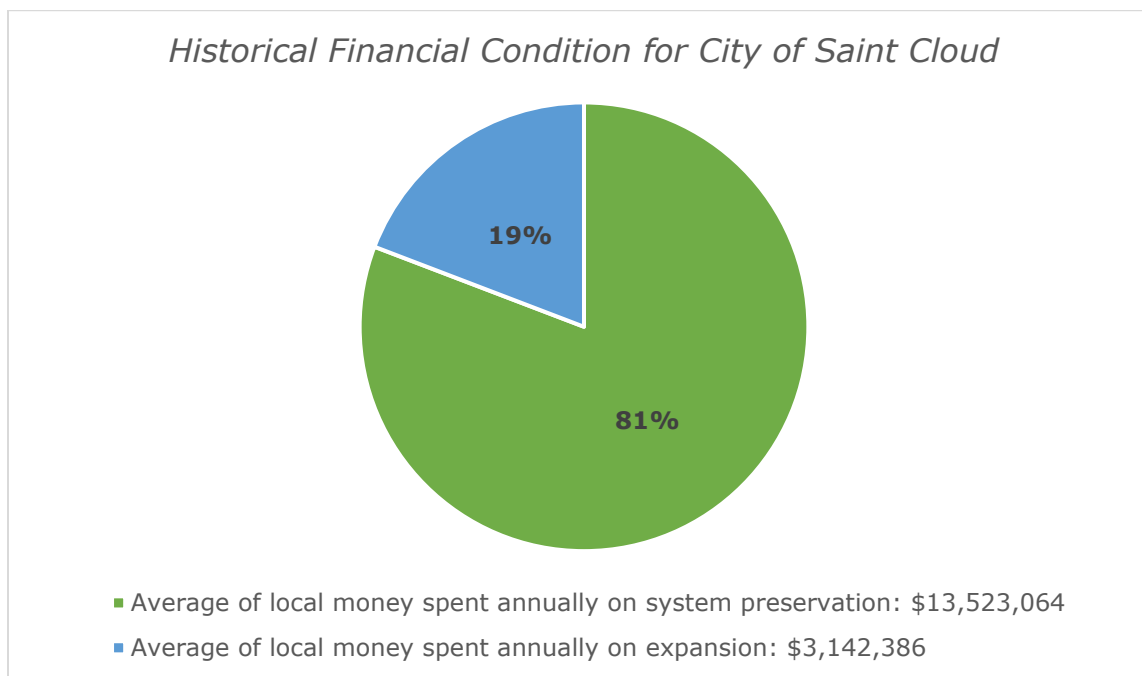


Figure 4.25 Local investment for system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

| Year | System Preservation | Expansion | Total Local Investment |
|--|----------------------|---------------------|------------------------|
| 2013 | \$17,206,909 | \$3,278,700 | \$20,458,609 |
| 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 |
| 2022 | \$17,250,000 | \$0 | \$17,250,000 |
| Total | \$135,230,635 | \$31,423,860 | \$166,654,495 |
| Average | \$13,523,064 | \$3,142,386 | \$16,665,450 |
| Percentage of Total Local Expense | 81% | 19% | 100% |

Figure 4.26: Local investment for system preservation and expansion in the City of Saint Cloud from 2013-2022. 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 2024 Local Funds | Projected 2025 Local Funds | Projected 2026 Local Funds | Projected 2027 Local Funds | Total 2024-2027 Projected Local Funds |
|-------------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| General Tax Levy | \$0 | \$0 | \$0 | \$0 | \$0 |
| State-Aid Funds | \$1,500,000 | \$6,250,000 | \$5,545,000 | \$0 | \$13,295,000 |
| Assessments | \$1,000,000 | \$1,380,000 | \$1,450,000 | \$1,000,000 | \$4,830,000 |
| Bonding | \$4,470,000 | \$6,140,000 | \$6,995,000 | \$4,800,000 | \$22,405,000 |
| Other Local | \$7,830,000 | \$8,230,000 | \$16,550,000 | \$4,100,000 | \$36,710,000 |
| Total Projected Local Funds | \$14,800,000 | \$22,000,000 | \$30,540,000 | \$9,900,000 | \$77,240,000 |

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, \$62,564,400 is available for system preservation projects during fiscal years 2024-2027. The remaining \$14,675,600 is available for expansion.

| Year | Total Projected Local Funds | Historical System Preservation (81% of Total) | Historical Expansion Investment (19% of Total) |
|--------------|-----------------------------|---|--|
| 2024 | \$14,800,000 | \$11,988,000 | \$2,812,000 |
| 2025 | \$22,000,000 | \$17,820,000 | \$4,180,000 |
| 2026 | \$30,540,000 | \$24,737,400 | \$5,802,600 |
| 2027 | \$9,900,000 | \$8,019,000 | \$1,881,000 |
| Total | \$77,240,000 | \$62,564,400 | \$14,675,600 |

Figure 4.28: A total of available revenue for the City of Saint Cloud by year from 2024 through 2027. 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 a local match of \$1,242,000 in year of expenditure dollars.

Saint Cloud also has two expansion projects programmed for fiscal years 2024-2027. One project requires a local match of \$50,000 in year of expenditure dollars. The other project, however, was constructed in previous years so the local match for this project has already been provided.

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

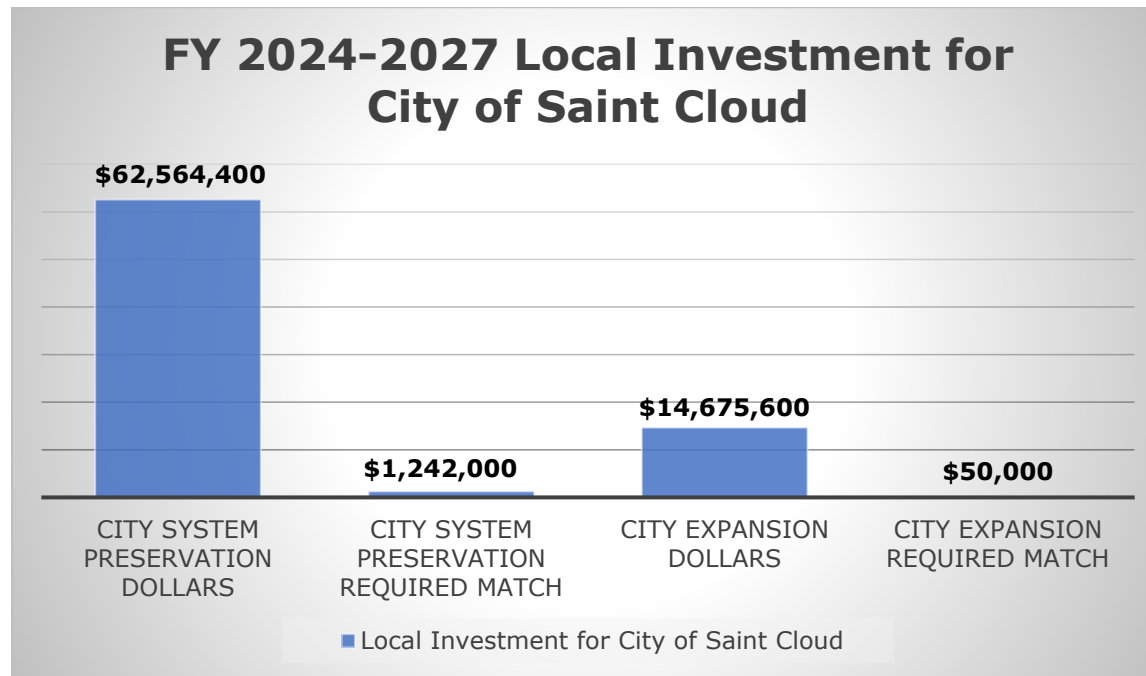


Figure 4.29: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2024-2027. Data courtesy of City of Saint Cloud.

City of Saint Joseph

Historical Financial Condition

Over a 10-year period – 2013 through 2022 – 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.

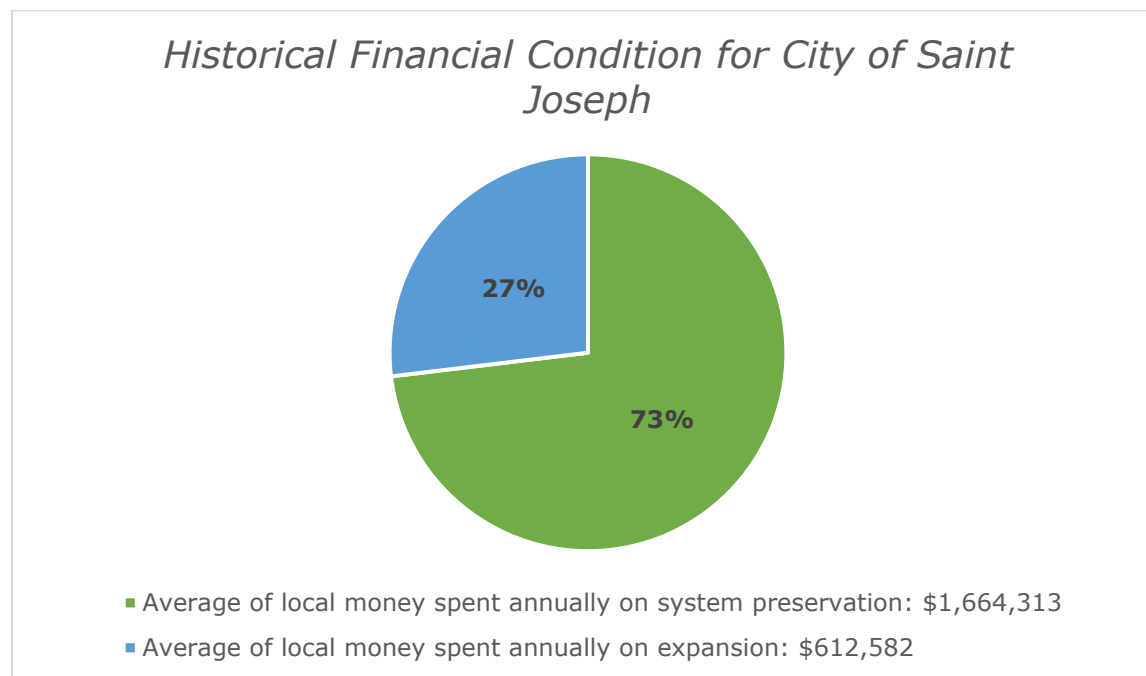


Figure 4.30: Local investment for system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

| Year | System Preservation | Expansion | Total Local Investment |
|--|---------------------|--------------------|------------------------|
| 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 |
| 2022 | \$958,789 | \$290,671 | \$1,249,460 |
| Total | \$16,643,127 | \$6,125,821 | \$22,768,948 |
| Average | \$1,664,313 | \$612,582 | \$2,276,895 |
| Percentage of Total Local Expense | 73% | 27% | 100% |

Figure 4.31: Local investment for system preservation and expansion in the City of Saint Joseph from 2013-2022. 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 2024 Local Funds | Projected 2025 Local Funds | Projected 2026 Local Funds | Projected 2027 Local Funds | Total 2024-2027 Projected Local Funds |
|-------------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| General Tax Levy | \$128,500 | \$66,000 | \$60,750 | \$56,500 | \$311,750 |
| State-Aid Funds | \$300,000 | \$75,000 | \$80,000 | \$95,000 | \$550,000 |
| Assessments | \$2,165,285 | \$1,015,415 | \$1,273,180 | \$980,000 | \$5,433,880 |
| Bonding | \$2,099,280 | \$772,440 | \$848,790 | \$653,910 | \$4,374,420 |
| Other Local | \$34,000 | \$150,000 | \$250,000 | \$16,000 | \$450,000 |
| Total Projected Local Funds | \$4,727,065 | \$2,078,855 | \$2,512,720 | \$1,801,410 | \$11,120,050 |

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, \$8,117,637 is available for system preservation projects during fiscal years 2024-2027. The remaining \$3,002,414 is available for expansion.

| Year | Total Projected Local Funds | Historical System Preservation Investment (73% of Total) | Historical Expansion Investment (27% of Total) |
|--------------|-----------------------------|--|--|
| 2024 | \$4,727,065 | \$3,450,757 | \$1,276,308 |
| 2025 | \$2,078,855 | \$1,517,564 | \$561,291 |
| 2026 | \$2,512,720 | \$1,834,286 | \$678,434 |
| 2027 | \$1,801,410 | \$1,315,029 | \$486,381 |
| Total | \$11,120,050 | \$8,117,637 | \$3,002,414 |

Figure 4.33: A total of available revenue for the City of Saint Joseph by year from 2024 through 2027. 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 – 2013 through 2022 – the City of Sartell has allocated on average 36% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 64% of overall local transportation related dollars to be expended on new transportation related projects.

Of note, a significant portion of expansion related projects within the City of Sartell are privately funded residential developments with little to no funding contributions by the city. Thus, the split between system preservation and expansion is skewed.

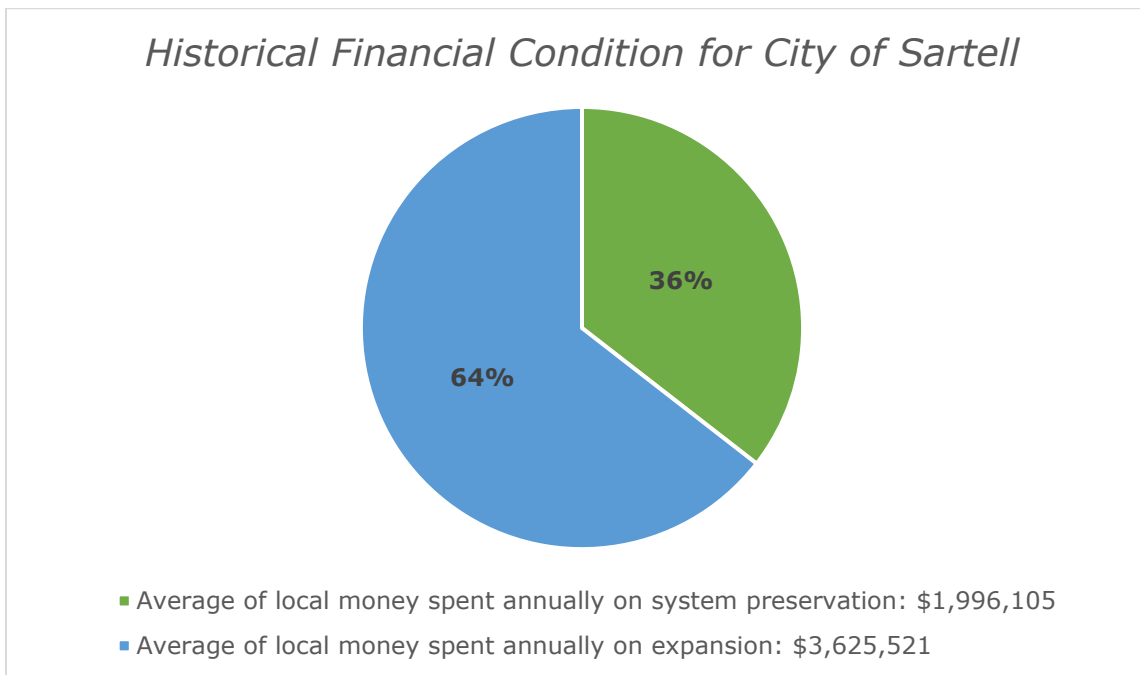


Figure 4.34: Local investment for system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

| Year | System Preservation | Expansion | Total Local Investment |
|--|---------------------|---------------------|------------------------|
| 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 |
| 2022 | \$60,218 | \$17,085,327 | \$17,145,545 |
| Total | \$19,961,053 | \$36,255,213 | \$56,216,266 |
| Average | \$1,996,105 | \$3,625,521 | \$5,621,627 |
| Percentage of Total Local Expense | 36% | 64% | 100% |

Figure 4.35: Local investment for system preservation and expansion in the City of Sartell from 2013-2022. 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 2024 Local Funds | Projected 2025 Local Funds | Projected 2026 Local Funds | Projected 2027 Local Funds | Total 2024-2027 Projected Local Funds |
|-------------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| General Tax Levy | \$400,000 | \$700,000 | \$900,000 | \$1,000,000 | \$3,000,000 |
| State-Aid Funds | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$1,000,000 | \$4,000,000 |
| Assessments | \$156,000 | \$156,000 | \$146,000 | \$141,000 | \$599,000 |
| Bonding | \$0 | \$10,000,000 | \$0 | \$0 | \$10,000,000 |
| Other Local | \$3,321,250 | \$2,760,010 | \$2,799,545 | \$2,839,871 | \$11,720,676 |
| Total Projected Local Funds | \$4,877,250 | \$14,616,010 | \$4,845,545 | \$4,980,871 | \$29,319,676 |

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, \$10,555,083 is available for system preservation projects during fiscal years 2024-2027. The remaining \$18,764,593 is available for expansion.

| Year | Total Projected Local Funds | Historical System Preservation Investment (36% of Total) | Historical Expansion Investment (64% of Total) |
|--------------|-----------------------------|--|--|
| 2024 | \$4,877,250 | \$1,755,810 | \$3,121,440 |
| 2025 | \$14,616,010 | \$5,261,764 | \$9,354,246 |
| 2026 | \$4,845,545 | \$1,744,396 | \$3,101,149 |
| 2027 | \$4,980,871 | \$1,793,114 | \$3,187,757 |
| Total | \$29,319,676 | \$10,555,083 | \$18,764,593 |

Figure 4.37: A total of available revenue for the City of Sartell by year from 2024 through 2027. Data courtesy of City of Sartell.

During this time frame, the City of Sartell has one system preservation project programmed into the TIP requiring a local match of \$150,000 in year of expenditure dollars. The city also has three expansion projects programmed requiring a local match of \$2,248,916 in year of expenditure dollars. Overall, the City of Sartell has enough funding to finance this project and thereby maintains fiscal constraint.

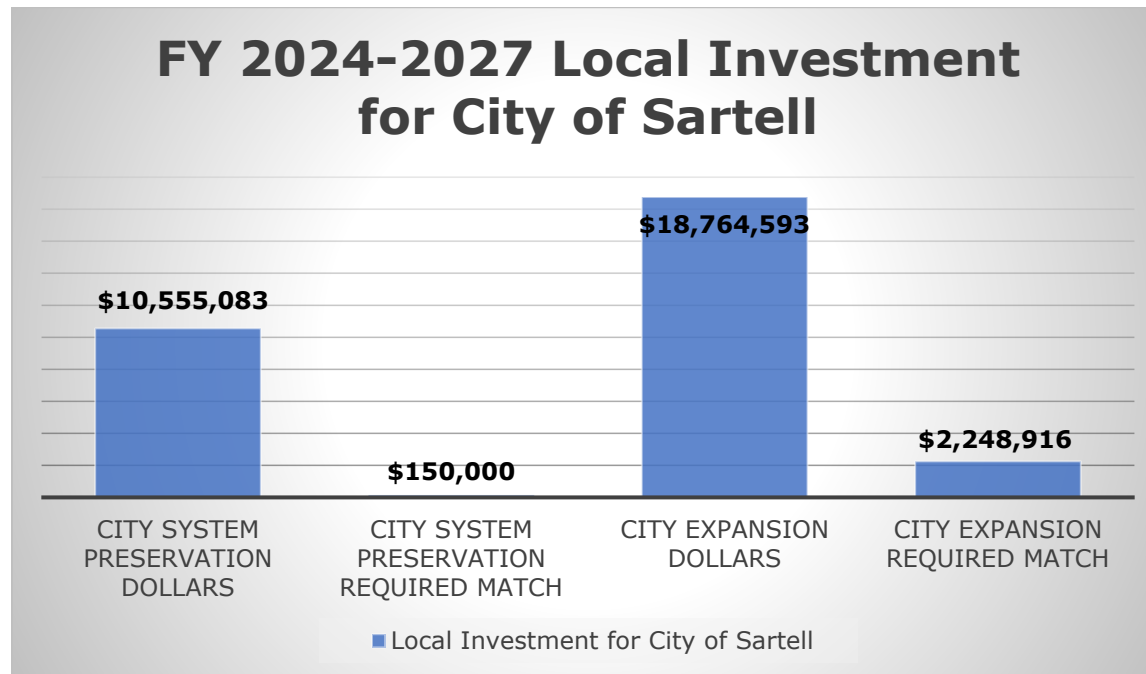


Figure 4.38: Total fiscal constraint for the City of Sartell for TIP cycle FY 2024-2027. Data courtesy of City of Sartell.

City of Sauk Rapids

Historical Financial Condition

Over a 10-year period – 2013 through 2022 – the City of Sauk Rapids has allocated on average 86% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 14% of overall local transportation related dollars to be expended on new transportation related projects.

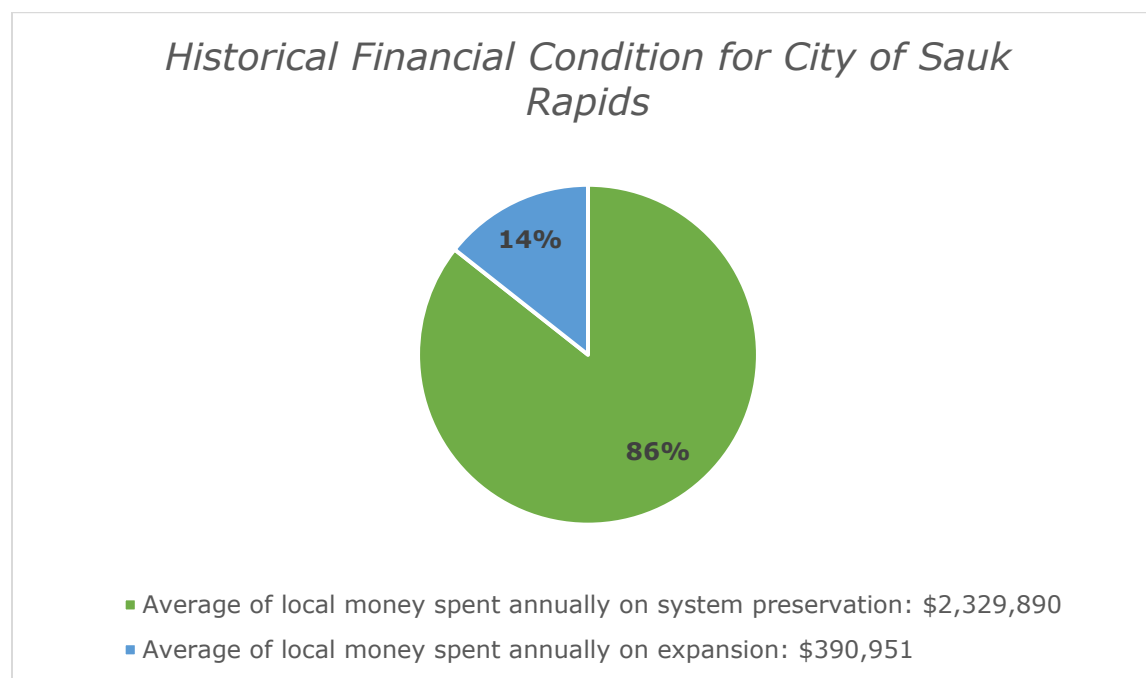


Figure 4.39: Local investment for system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

| Year | System Preservation | Expansion | Total Local Investment |
|--|---------------------|--------------------|------------------------|
| 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 |
| 2022 | \$4,609,112 | \$0 | \$4,609,112 |
| Total | \$23,298,898 | \$3,909,511 | \$27,208,409 |
| Average | \$2,329,890 | \$390,951 | \$2,720,841 |
| Percentage of Total Local Expense | 86% | 14% | 100% |

Figure 4.40: Local investment for system preservation and expansion in the City of Sauk Rapids from 2013-2022. 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 2024 Local Funds | Projected 2025 Local Funds | Projected 2026 Local Funds | Projected 2027 Local Funds | Total 2024-2027 Projected Local Funds |
|-------------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| General Tax Levy | \$900,000 | \$920,000 | \$950,000 | \$970,000 | \$3,740,000 |
| State-Aid Funds | \$1,632,800 | \$0 | \$1,200,000 | \$0 | \$2,832,800 |
| Assessments | \$0 | \$0 | \$0 | \$0 | \$0 |
| Bonding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Other Local | \$210,700 | \$1,420,000 | \$1,101,200 | \$1,532,400 | \$4,264,300 |
| Total Projected Local Funds | \$2,743,500 | \$2,340,000 | \$3,251,200 | \$2,502,400 | \$10,837,100 |

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, \$9,319,906 is available for system preservation projects during fiscal years 2024-2027. The remaining \$1,517,194 is available for expansion.

| Year | Total Projected Local Funds | Historical System Preservation Investment (86% of Total) | Historical Expansion Investment (14% of Total) |
|--------------|-----------------------------|--|--|
| 2024 | \$2,743,500 | \$2,359,410 | \$384,090 |
| 2025 | \$2,340,000 | \$2,012,400 | \$327,600 |
| 2026 | \$3,251,200 | \$2,796,032 | \$455,168 |
| 2027 | \$2,502,400 | \$2,152,064 | \$350,336 |
| Total | \$10,837,100 | \$9,319,906 | \$1,517,194 |

Figure 4.42: A total of available revenue for the City of Sauk Rapids by year from 2024 through 2027. Data courtesy of City of Sauk Rapids.

During this time frame, the City of Sauk Rapids has two system preservation projects programmed into the TIP requiring a local match of \$5,573,356 in year of expenditure dollars. Overall, the City of Sauk Rapids has enough funding to finance this project and therefore maintains fiscal constraint.

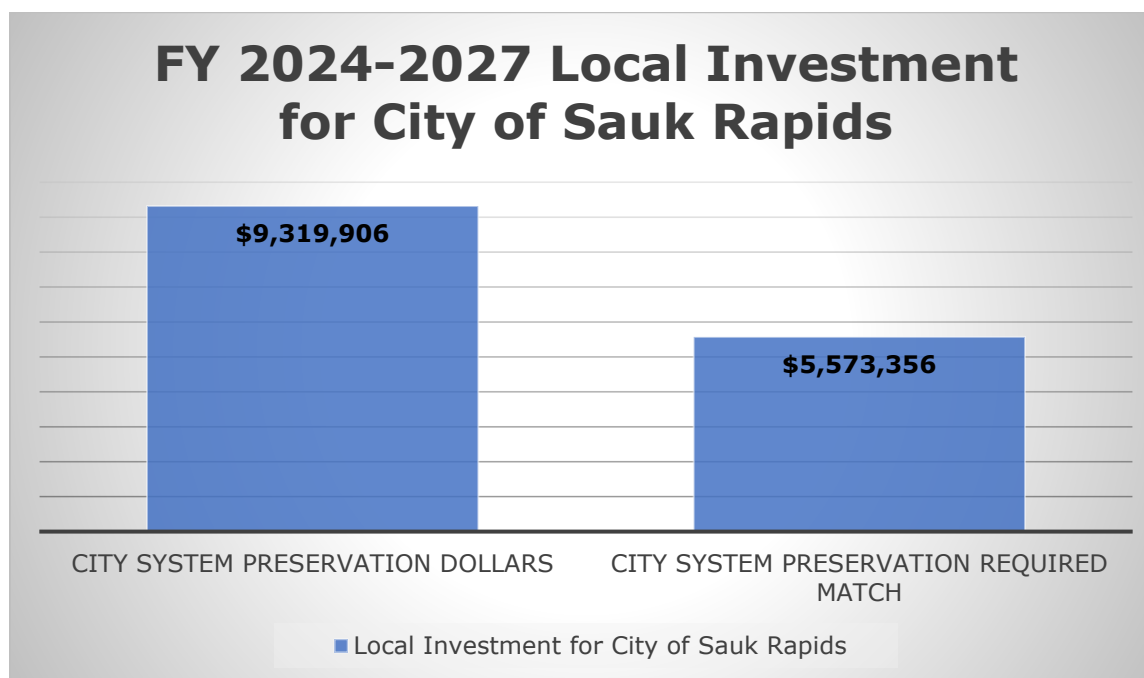


Figure 4.43: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2024-2027. Data courtesy of City of Sauk Rapids.

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.

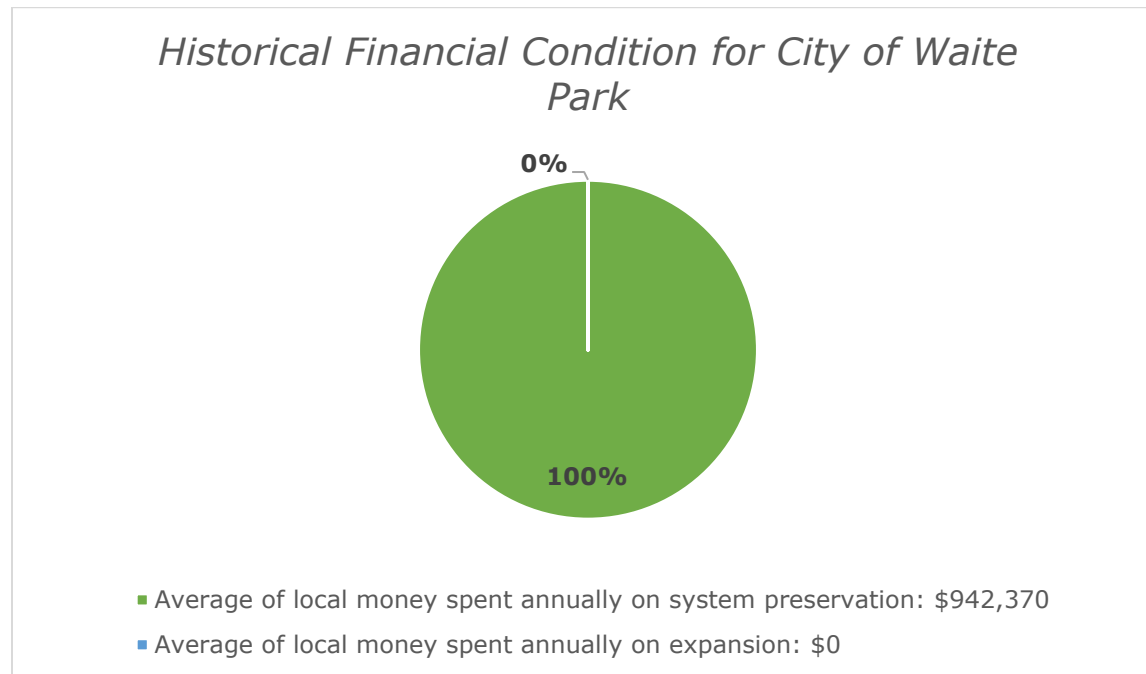


Figure 4.44: Local investment for system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

| 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 |
| 2022 | \$2,330,000 | \$0 | \$2,330,000 |
| Total | \$4,711,850 | \$0 | \$4,711,850 |
| Average | \$942,370 | \$0 | \$942,370 |
| Percentage of Total Local Expense | 100% | 0% | 100% |

Figure 4.45: Local investment for system preservation and expansion in the City of Waite Park from 2018-2022. 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 2024 Local Funds | Projected 2025 Local Funds | Projected 2026 Local Funds | Projected 2027 Local Funds | Total 2024-2027 Projected Local Funds |
|-------------------------------------|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| General Tax Levy | \$1,000,000 | \$1,100,000 | \$1,212,000 | \$1,267,000 | \$4,579,000 |
| 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 | \$800,000 | \$2,000,000 | \$1,962,000 | \$5,462,000 |
| Total Projected Local Funds | \$2,080,000 | \$2,280,000 | \$3,592,000 | \$3,609,000 | \$11,561,000 |

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, \$11,561,000 is available for system preservation projects during fiscal years 2024-2027.

| Year | Total Projected Local Funds | Historical System Preservation Investment (100% of Total) | Historical Expansion Investment (0% of Total) |
|--------------|-----------------------------|---|---|
| 2024 | \$2,080,000 | \$2,080,000 | \$0 |
| 2025 | \$2,280,000 | \$2,280,000 | \$0 |
| 2026 | \$3,592,000 | \$3,592,000 | \$0 |
| 2027 | \$3,609,000 | \$3,609,000 | \$0 |
| Total | \$11,561,000 | \$11,561,000 | \$0 |

Figure 4.47: A total of available revenue for the City of Waite Park by year from 2024 through 2027. Data courtesy of City of Waite Park.

During this time frame, the City of Waite Park has one capacity expansion project programmed into the APO’s TIP requiring a local match of \$120,635 in year of expenditure dollars. Per conversations between APO and city staff during the development of the 2045 MTP, it was determined that even though the City technically has not had any capacity expansion projects since 2018 it is unlikely this trend will continue. During the MTP development, APO and city staff agreed to utilize an 80/20 split between system preservation and expansion – 80% of transportation revenues can be assumed to be spent on system preservation while no more than 20% of transportation revenues can be assumed to be spent on capacity expansion.

| Year | Total Projected Local Funds | ASSUMED System Preservation Investment (80% of Total) | ASSUMED Expansion Investment (20% of Total) |
|--------------|-----------------------------|---|---|
| 2024 | \$2,080,000 | \$1,664,000 | \$416,000 |
| 2025 | \$2,280,000 | \$1,824,000 | \$456,000 |
| 2026 | \$3,592,000 | \$2,873,600 | \$718,400 |
| 2027 | \$3,609,000 | \$2,887,200 | \$721,800 |
| Total | \$11,561,000 | \$9,248,800 | \$2,312,200 |

Figure 4.48: A total of assumed revenue for the City of Waite Park by year from 2024 through 2027 based upon an 80% allocation to system preservation and a 20% allocation to capacity expansion. Data courtesy of City of Waite Park.

Given this information, the \$120,635 needed in year of expenditure dollars for the one capacity expansion project falls well within the 20% available for capacity expansion. Therefore, the City of Waite Park will maintain fiscal constraint.

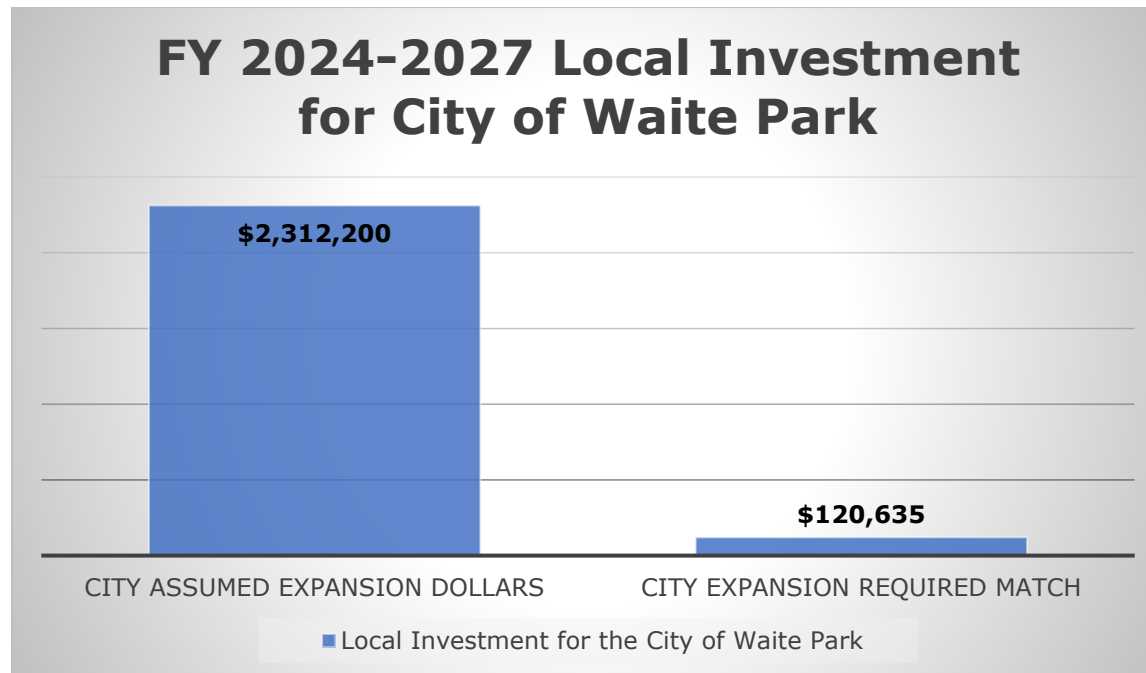


Figure 4.49: Total fiscal constraint for the City of Waite Park for TIP cycle FY 2024-2027. Data courtesy of City of Waite Park.

Saint Cloud Metro Bus

Historical Financial Condition

Over a 10-year period – 2013 through 2022 – Saint Cloud Metro Bus has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.

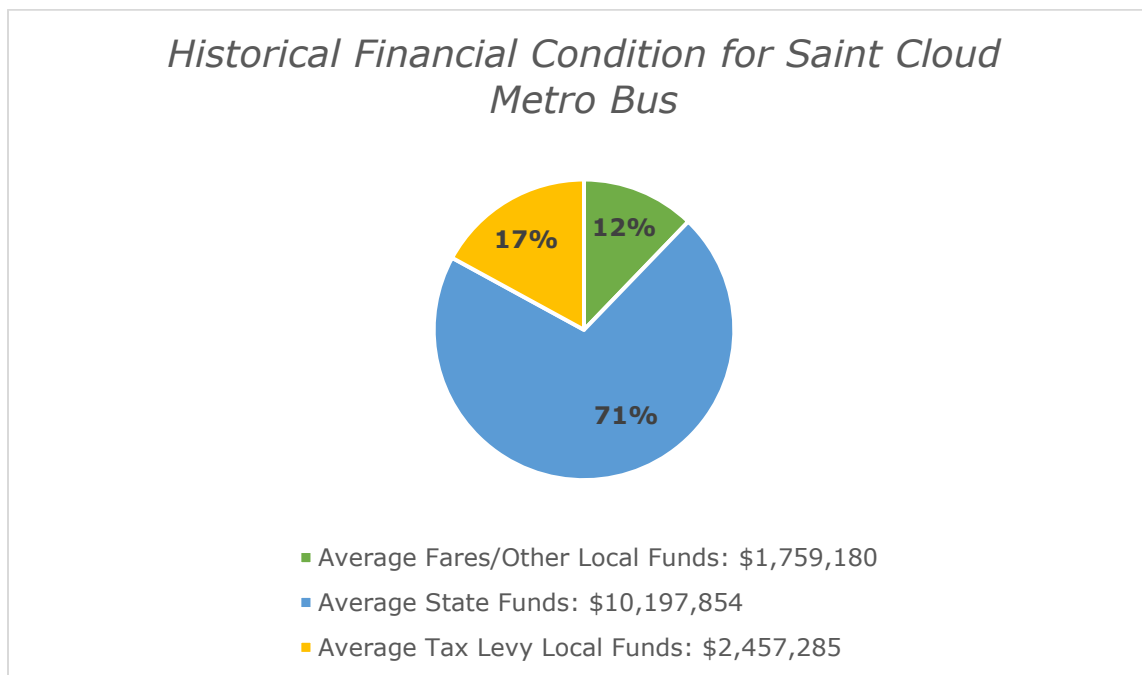


Figure 4.50: Historic split of local and state revenues for Saint Cloud Metro Bus from 2013 through 2022. Data courtesy of Saint Cloud Metro Bus.

| Year | Fares/Other Local Funds | State Funds | Tax Levy Local Funds | Total Local Funds |
|--|-------------------------|----------------------|----------------------|----------------------|
| 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 |
| 2022 | \$1,571,000 | \$10,545,771 | \$3,140,026 | \$15,256,797 |
| Total | \$17,591,805 | \$101,978,538 | \$24,572,847 | \$144,143,190 |
| Average | \$1,759,180 | \$10,197,854 | \$2,457,285 | \$14,414,319 |
| Percentage of Total Local Funds | 12% | 71% | 17% | 100% |

Figure 4.51: Historic split of local and state revenues for Saint Cloud Metro Bus from 2013 through 2022. Data courtesy of Saint Cloud Metro Bus.

Future Financial Condition

Operating revenue for local transit comes from local tax levies, fares/other local funding, state funding, and Federal operating assistance funding. Metro Bus also maintains a capital reserve fund. In addition, due to the COVID-19 global pandemic, transit agencies including Saint Cloud Metro Bus, received funding assistance through several emergency relief programs including the 2020 Coronavirus Aid, Relief, and Economic Security (CARES) Act and the 2021 American Rescue Plan Act (ARPA). These additional funding sources are also reflected in the future revenue forecasts for Metro Bus.

| Transit Funding Source | Projected 2024 Funds | Projected 2025 Funds | Projected 2026 Funds | Projected 2027 Funds | Total 2024-2027 Projected Funds |
|------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------------------|
| Local Tax Levy | \$3,350,000 | \$3,350,000 | \$3,350,000 | \$3,350,000 | \$13,400,000 |
| Fares/Other Local | \$1,223,556 | \$1,229,684 | \$1,235,833 | \$1,242,012 | \$4,931,085 |
| State Funds | \$14,416,750 | \$15,136,788 | \$15,452,030 | \$15,755,805 | \$60,761,373 |
| Federal Operating Assistance | \$1,500,000 | \$1,500,000 | \$1,500,000 | \$1,600,000 | \$6,100,000 |
| COVID-19 Assistance | \$3,750,000 | \$0 | \$0 | \$0 | \$3,750,000 |

| Transit Funding Source | Projected 2024 Funds | Projected 2025 Funds | Projected 2026 Funds | Projected 2027 Funds | Total 2024-2027 Projected Funds |
|------------------------------------|----------------------|----------------------|----------------------|----------------------|---------------------------------|
| Program Funding | | | | | |
| Capital Reserves | \$4,520,080 | \$0 | \$0 | \$0 | \$4,520,080 |
| Total Projected Local Funds | \$28,760,386 | \$21,216,472 | \$21,537,863 | \$21,947,817 | \$93,462,538 |

Figure 4.52: Projected local transit funding sources for Saint Cloud Metro Bus for FY 2024-2027. Data courtesy of Saint Cloud Metro Bus.

Fiscal Constraint

Figure 4.53 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 – \$93,462,538 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of \$73,078,900. The remaining dollars – a total of \$20,383,638 – 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 2024-2027. Metro Bus has five vehicle replacement projects programmed in the FY 2024-2027 TIP – four of which are using STBGP funding. With this new guidance, MnDOT is contributing half of the necessary \$2,157,200 in year-of-expenditure dollars for the four STBGP funded projects to match the Federal grant – the equivalent of \$1,078,600. 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).

During fiscal years 2024-2027, Saint Cloud Metro Bus has 19 capital projects programmed into the TIP requiring a local match of \$17,241,200 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 |
|--------------|-----------------------------|--|---|
| 2024 | \$28,760,386 | \$17,257,000 | \$11,485,386 |
| 2025 | \$21,216,472 | \$18,177,500 | \$3,038,972 |
| 2026 | \$21,537,863 | \$18,661,600 | \$2,876,263 |
| 2027 | \$21,947,817 | \$18,964,800 | \$2,983,017 |
| Total | \$93,462,538 | \$73,078,900 | \$20,383,638 |

Figure 4.53: A total of available revenue for Saint Cloud Metro Bus by year from 2024 through 2027. Data courtesy of Saint Cloud Metro Bus.

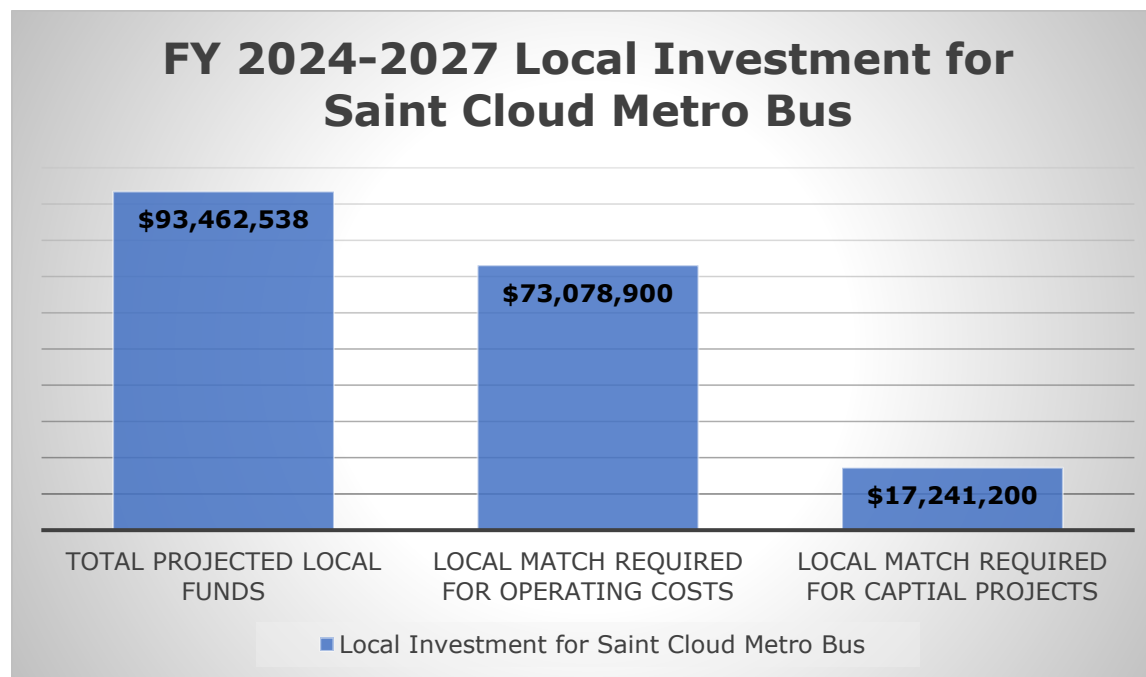


Figure 4.54: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2024-2027. Data courtesy of Saint Cloud Metro Bus.

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 – 2013 through 2022 – MnDOT District 3 has allocated on average 76% of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 24% of overall state transportation related dollars to be expended on new transportation related projects.

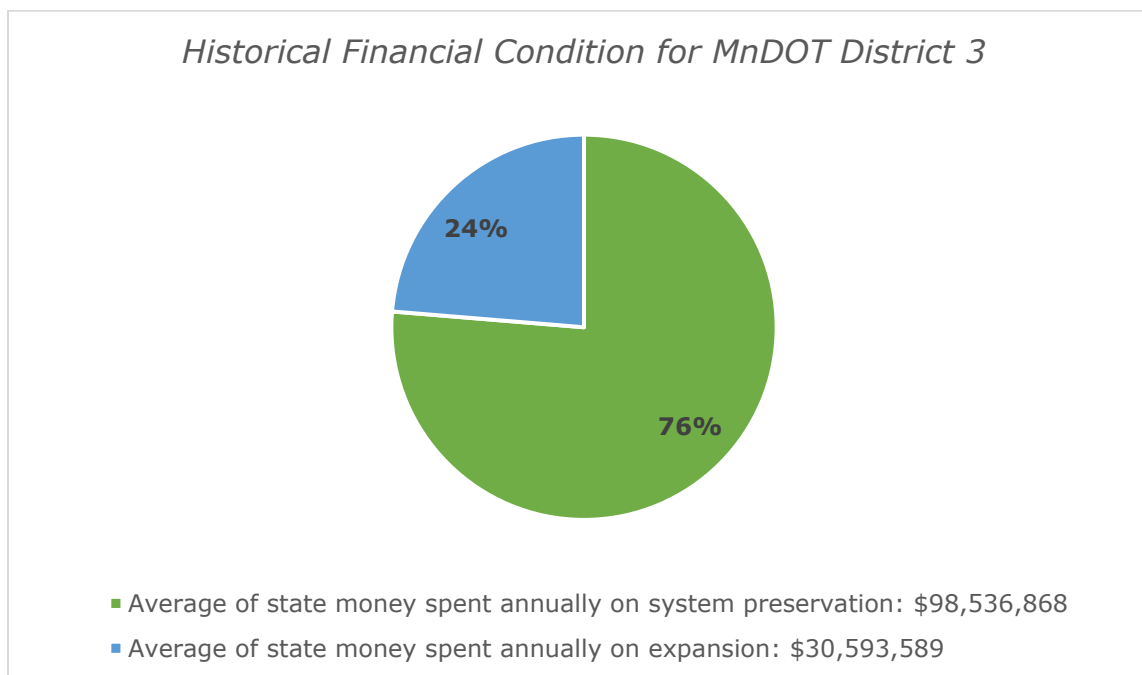


Figure 4.55: State investment for system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

| Year | System Preservation | Expansion | Total State Investment |
|---------------------------------------|----------------------|----------------------|------------------------|
| 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 |
| 2022 | \$138,023,207 | \$126,500,000 | \$264,523,207 |
| Total | \$985,368,680 | \$305,935,888 | \$1,291,304,568 |
| Average | \$98,536,868 | \$30,593,589 | \$129,130,457 |
| Percent of Total State Expense | 76% | 24% | 100% |

Figure 4.56: State investment on system preservation and expansion within entire MnDOT District 3 from 2013 through 2022. 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 – 2013 through 2022 – MnDOT District 3 has allocated on average 99% of overall state transportation related dollars to system preservation of the current transportation system within the APO’s MPA. This has left approximately 1% of overall state transportation related dollars to be expended on new transportation related projects.

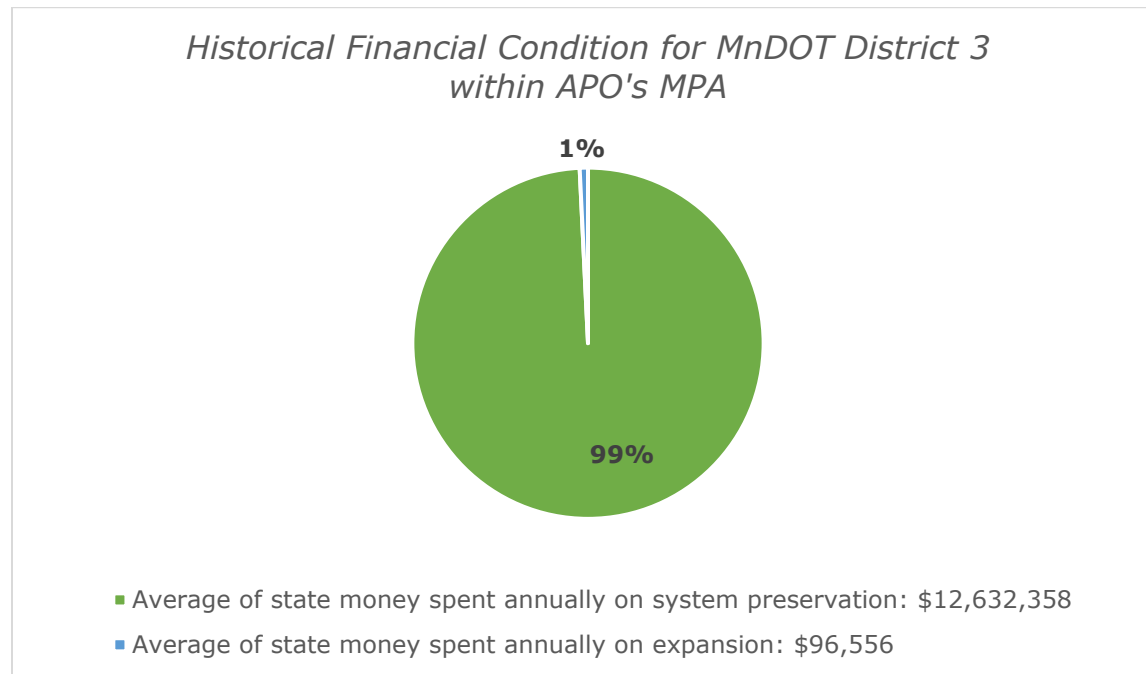


Figure 4.57: State investment for system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

| Year | System Preservation | Expansion | Total State Investment |
|---------------------------------------|----------------------|------------------|------------------------|
| 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 |
| 2022 | \$3,435,152 | \$0 | \$3,435,152 |
| Total | \$126,323,580 | \$965,556 | \$127,289,136 |
| Average | \$12,632,358 | \$96,556 | \$12,728,914 |
| Percent of Total State Expense | 99% | 1% | 100% |

Figure 4.58: State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2013 through 2022. 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 2024 State Funds | Projected 2025 State Funds | Projected 2026 State Funds | Projected 2027 State Funds | Total 2024-2027 Projected State Funds |
|---|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| State Non-Project Specific Maintenance | \$29,281,000 | \$30,159,000 | \$30,159,000 | \$31,060,000 | \$120,659,000 |
| State Project Specific Funds | \$56,090,152 | \$90,408,924 | \$111,962,409 | \$133,960,000 | \$392,421,485 |
| Districtwide Set Asides | \$28,788,348 | \$32,180,076 | \$33,074,445 | \$31,860,000 | \$125,902,869 |
| Bonding | \$0 | \$30,000,000 | \$0 | \$0 | \$30,000,000 |
| Total State Funds Projected | \$114,159,500 | \$182,748,000 | \$175,195,854 | \$196,880,000 | \$668,983,354 |

Figure 4.59: 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 the need arises to maintain, operate, and expand its roadway network.

| State Transportation Funding Source | Projected 2024 State Funds | Projected 2025 State Funds | Projected 2026 State Funds | Projected 2027 State Funds | Total 2024-2027 Projected State Funds |
|--|----------------------------|----------------------------|----------------------------|----------------------------|---------------------------------------|
| State Non-Project Specific Maintenance | \$2,254,637 | \$2,322,243 | \$2,322,243 | \$2,391,620 | \$9,290,743 |
| State Project Specific Funds | \$20,094,152 | \$6,056,474 | \$7,600,000 | \$1,200,000 | \$34,950,626 |
| APO Share of District Set Asides | \$2,216,703 | \$2,477,866 | \$2,546,732 | \$2,453,220 | \$9,694,521 |
| Bonding | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total State Funds Projected | \$24,565,492 | \$10,856,583 | \$12,468,975 | \$6,044,840 | \$53,935,890 |

Figure 4.60: 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 4.61 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, \$53,396,531 is available for system preservation projects during fiscal years 2024-2027. The remaining \$539,359 is available for expansion.

| Year | Total State Funds Projected | Historical System Preservation Investment (99% of Total) | Historical Expansion Investment (1% of Total) |
|--------------|-----------------------------|--|---|
| 2024 | \$24,565,492 | \$24,319,837 | \$245,655 |
| 2025 | \$10,856,583 | \$10,748,017 | \$108,566 |
| 2026 | \$12,468,975 | \$12,344,285 | \$124,690 |
| 2027 | \$6,044,840 | \$5,984,392 | \$60,448 |
| Total | \$53,935,890 | \$53,396,531 | \$539,359 |

Figure 4.61: A total of available revenue for MnDOT District 3 within the APO’s MPA by year from 2024 through 2027. Data courtesy of MnDOT District 3.

During this time frame, MnDOT has seven system preservation projects programmed into the TIP requiring a match of \$2,451,344 in year of expenditure dollars.

MnDOT District 3 is also the recipient of two FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of a subrecipient – WACOSA. 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 2024 and 2025 WACOSA has been awarded two separate grants to purchase vehicles. In 2024, WACOSA has a replacement vehicle scheduled to be purchased for \$197,000 requiring a local match of \$39,400. In 2025, another vehicle is slated to be replaced costing an estimated \$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.

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

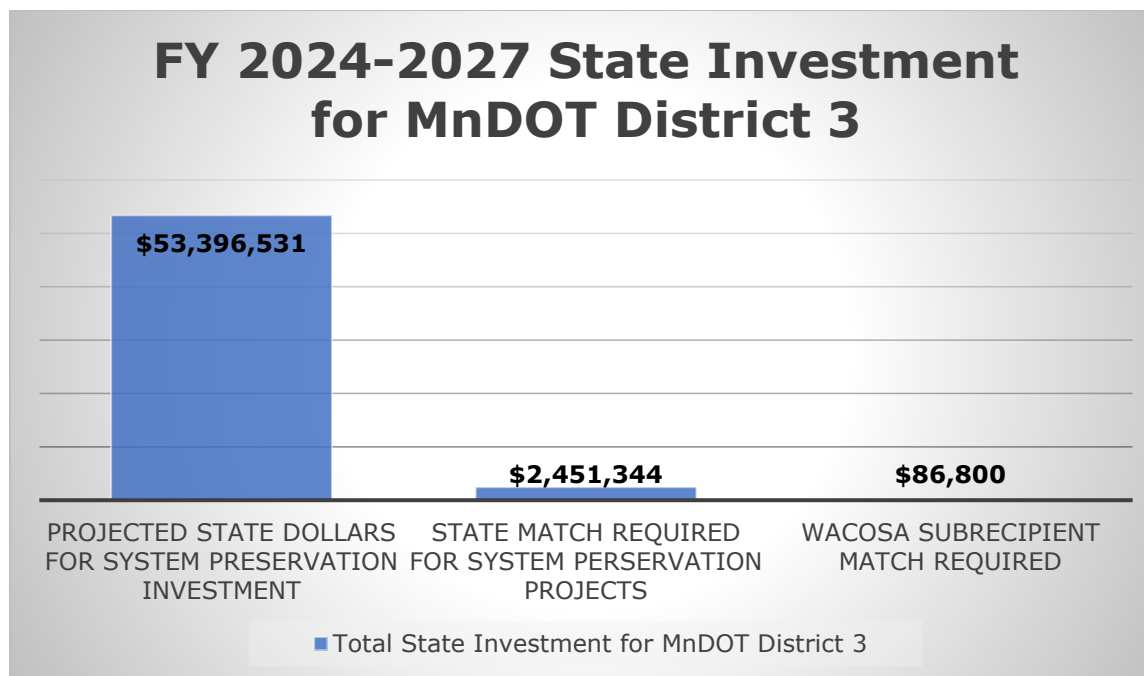


Figure 4.62: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2024-2027. Data courtesy of MnDOT District 3.

Saint Cloud Area Planning Organization

As stated in the introduction to this document, the Saint Cloud APO includes the following member jurisdictions/agencies: 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, LeSauk Township, and Saint Cloud Metro Bus.

Saint Cloud APO and Fiscal Constraint

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

The overall objectives of the UPWP are as follows:

1. To help implement the MTP by conducting the planning work necessary for achievement of the goals, objectives, and projects within.
2. To coordinate planning work among and between the agency and jurisdictional members of the APO.
3. To facilitate the financial transparency and management of the APO.

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

Within the FY 2024-2027 TIP, the APO is listed as a sponsor agency for one project – 091-070-028. This project is for the environmental documentation of the 33rd Street S/CSAH 75 (Roosevelt Road) connection to US 10 via a future bridge spanning the Mississippi River. Project 091-070-028 is estimated to cost \$1,000,000 with \$800,000 in Federal funding achieved through Congressionally Directed Spending and the remaining \$200,000 coming in local match in year of expenditure dollars. It was determined the APO would be the lead sponsoring agency for this project. Local funding needed to match Federal funding will be supplied by member jurisdictions.

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

Chapter Five: Public Involvement

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

FY 2024-2027 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2024-2027 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2024-2027 TIP was distributed via email to members of the APO's TAC and Policy Board in May and June 2023, 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 12, 2023.

Upon release of the draft FY 2024-2027 TIP on July 12, 2023, 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 2024-2027 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 |
|---------------|--------|---------|-------------|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Figure 5.1: Public comment disposition matrix.

Chapter Six: Monitoring Progress

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

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

The status of the projects programmed in the previous years' TIPs (FY 2018-2021, FY 2019-2023, FY 2020-2023, FY 2021-2024, FY 2022-2025, and FY 2023-2026), have been updated with this TIP (FY 2024-2027). The projects programmed in FY 2018, FY 2019, FY 2020, FY 2021, FY 2022, and FY 2023 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.

2019-2023 Annual Listing of Obligated Projects (ALOP)

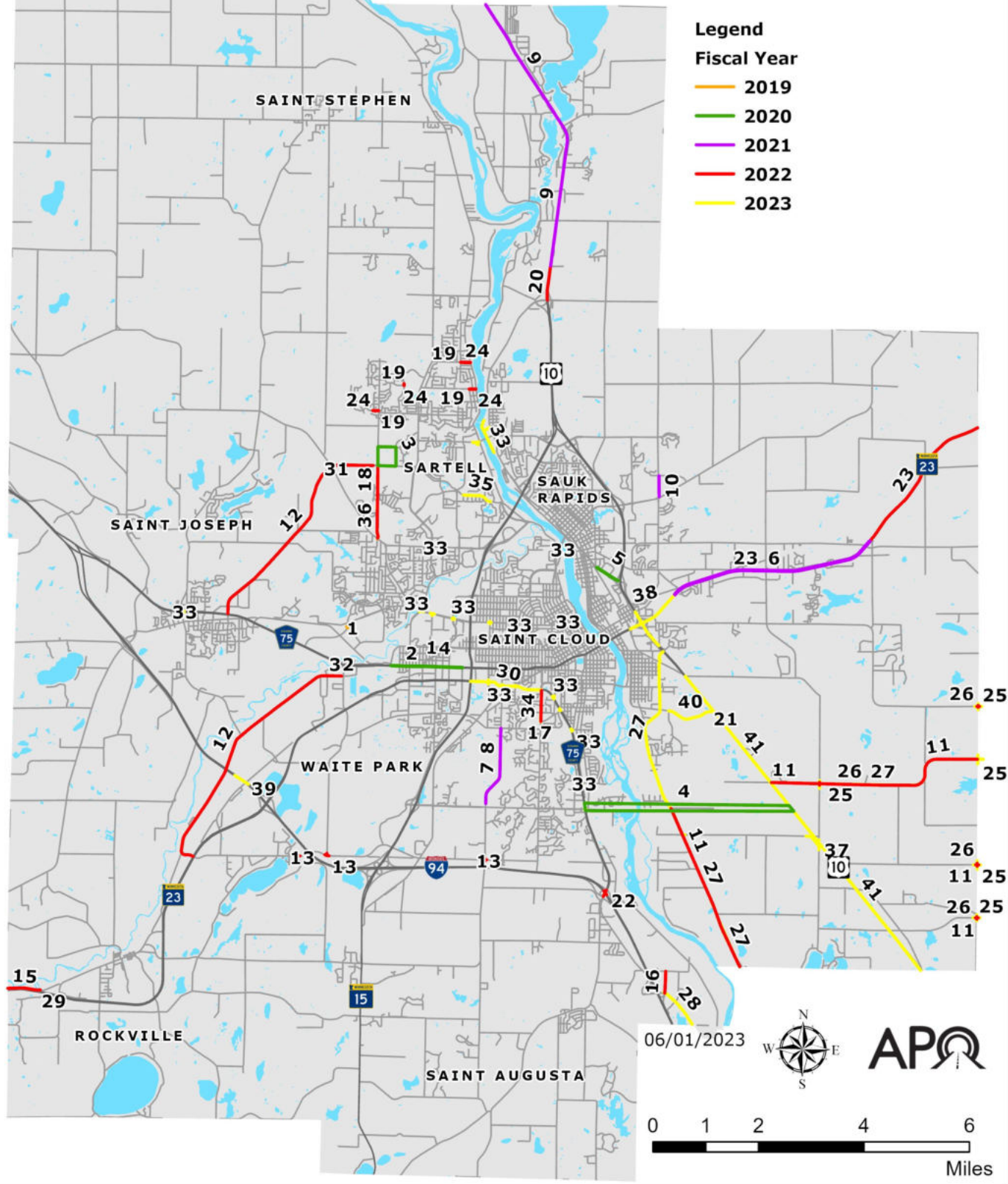
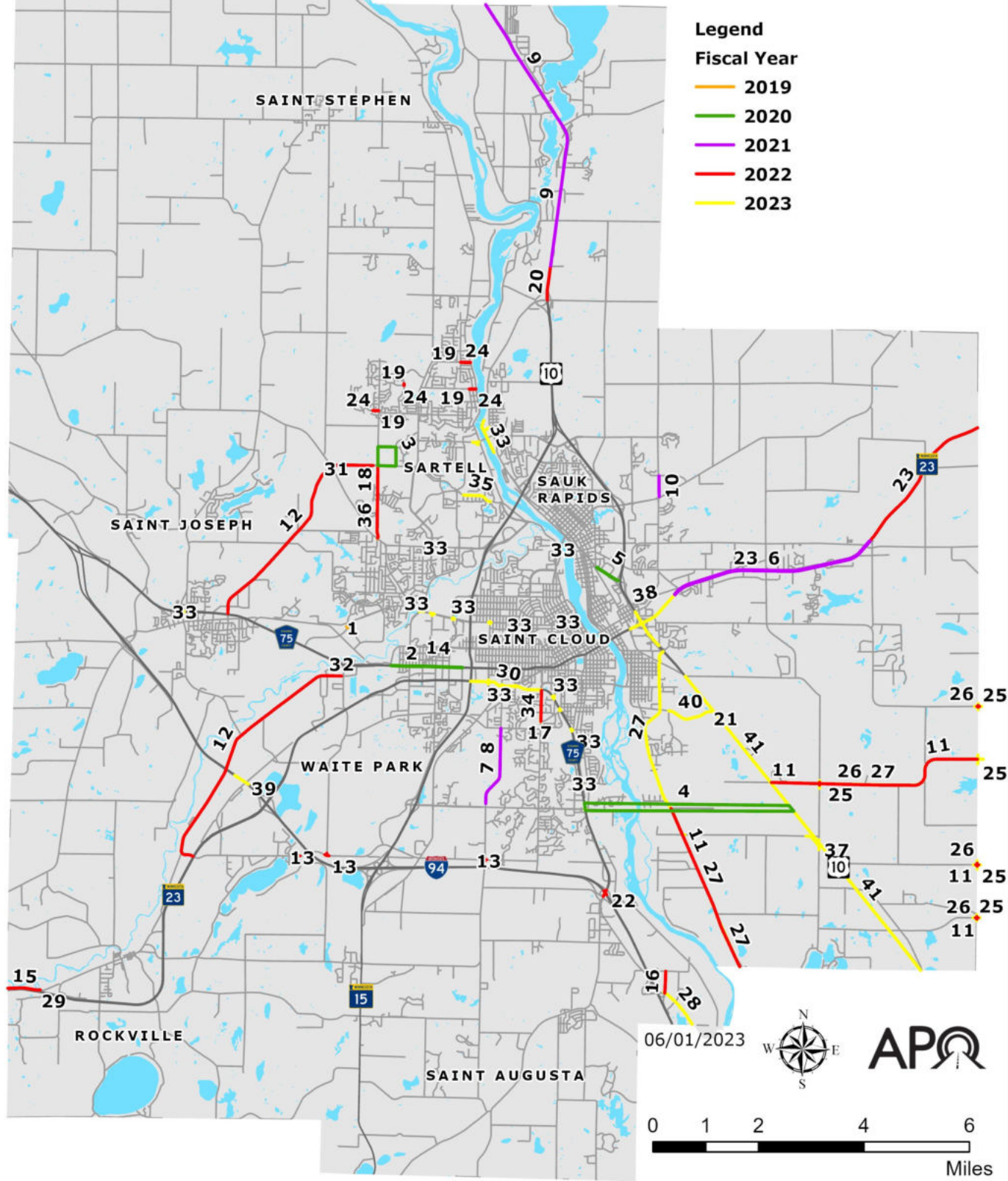


Figure 6.2: A map of the roadway, bridge, and active transportation projects previously programmed in the APO's Transportation Improvement Program.

| Project ID | Fiscal Year | Sponsor | Route | Work Type |
|------------|-------------|---------------------|--|--------------------------------------|
| 1 | 2019 | MnDOT | CSAH 134/Ridgewood Road | Railroad Gate Installation |
| 2 | 2020 | Stearns County | CSAH 75 — 15th Avenue in Waite Park to Park Avenue in Saint Cloud | Rehabilitation |
| 3 | 2020 | Stearns County | CSAH 133 | Corridor Study |
| 4 | 2020 | Saint Cloud APO | Mississippi River Crossing | Corridor Study |
| 5 | 2020 | City of Sauk Rapids | Benton Drive (MSAS 109) | Reconstruction |
| 6 | 2020 | MnDOT | MN 23 | Mill and Overlay and J-Turn |
| 7 | 2021 | City of Saint Cloud | County Road 136/Oak Grove Road SW | Reconstruction |
| 8 | 2021 | City of Saint Cloud | County Road 136/Oak Grove Road SW | Active Transportation Infrastructure |
| 9 | 2021 | MnDOT | US 10 | Median Cable Barrier |
| 10 | 2021 | City of Sauk Rapids | Mayhew Lake Road | Shared Use Path |
| 11 | 2022 | Sherburne County | CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and County Road 61 CSAH 20 and CSAH 3 CSAH 20 and County Road 62 | Rumble Strips and Sign Enhancements |
| 12 | 2022 | Stearns County | CSAH 138 and CSAH 133 | Signing |
| 13 | 2022 | Stearns County | CSAH 136 and County Road 122 CSAH 6 and CSAH 137 CSAH 6 and County Road 137 | Lighting |
| 14 | 2022 | Stearns County | CSAH 75 — 15th Avenue in Waite Park to Park Avenue in Saint Cloud | Rehabilitation |
| 15 | 2022 | Stearns County | ROCORI Trail | Shared-Use Path |
| 16 | 2022 | City of Saint Cloud | Beaver Island Trail | Shared-Use Path |
| 17 | 2022 | City of Saint Cloud | Cooper Avenue (MSAS 141) | Reconstruction |
| 18 | 2022 | City of Sartell | 19th Avenue | Reconstruction |
| 19 | 2022 | City of Sartell | Seventh Street N 12th Street N 13th Avenue N Third Street N | Active Transportation Infrastructure |
| 20 | 2022 | MnDOT | US 10 | Box Culvert and Median Cable Barrier |
| 21 | 2022 | MnDOT | US 10 | Historical Marker Repair |
| 22 | 2022 | MnDOT | I-94 | Dynamic Message Sign Replacement |
| 23 | 2022 | MnDOT | MN 23 | Fiber Optic Installation |
| 24 | 2023 | City of Sartell | 19th Avenue | Reconstruction |
| 25 | 2023 | Sherburne County | CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and County Road 61 CSAH 20 and CSAH 3 CSAH 20 and County Road 62 | Lighting |
| 26 | 2023 | Sherburne County | CSAH 8 CSAH 3 CSAH 3 and CSAH 7 CSAH 20 and CSAH 16 CSAH 20 and County Road 61 CSAH 20 and CSAH 3 CSAH 20 and County Road 62 | Rumble Strips and Sign Enhancements |

2019-2023 Annual Listing of Obligated Projects (ALOP)



| Project ID | Fiscal Year | Sponsor | Route | Work Type |
|------------|-------------|---------------------|--|--|
| 27 | 2023 | Sherburne County | CSAH 3 and CSAH 8 | Edge Line Striping |
| 28 | 2023 | Stearns County | Beaver Island Trail | Shared-Use Path |
| 29 | 2023 | Stearns County | ROCORI Trail | Shared-Use Path |
| 30 | 2023 | Stearns County | CSAH 75 — MN 15 to Cooper Avenue | Resurfacing |
| 31 | 2023 | Stearns County | CSAH 4/CSAH 133 | Roundabout |
| 32 | 2023 | Stearns County | CSAH 75 — Bridge 6819 | Replacement |
| 33 | 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 Revisions |
| 34 | 2023 | City of Saint Cloud | Cooper Avenue (MSAS 141) | Reconstruction |
| 35 | 2023 | City of Sartell | Heritage Drive | Shared-Use Path |
| 36 | 2023 | City of Sartell | 19th Avenue | Reconstruction |
| 37 | 2023 | MnDOT | County Road 65/42nd Street | Railroad Signal Install and Crossing Realignment |
| 38 | 2023 | MnDOT | MN 23/US 10 | Interchange Reconstruction |
| 39 | 2023 | MnDOT | I-94 — Bridges 73875 and 73876 | Bridge Overlay |
| 40 | 2023 | MnDOT | MN 301 | Retaining Wall Rehabilitation |
| 41 | 2023 | MnDOT | US 10 | Median Cable Barrier |

Figure 6.3: 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 2023 |
|--------|---------------|----------------|-------------|----------------|---|---------------|---------------------|--|
| N/A | TRANSIT | TRF-0048-18E | 2018 | METRO BUS | SECT 5307: ST. CLOUD MTC; CAPITAL BUS SHELTER AMENITIES | \$25,000 | Completed | Nov. 8, 2022: Project is complete. |
| N/A | TRANSIT | TRF-0048-19E | 2019 | METRO BUS | SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES | \$25,000 | Completed | Nov. 8, 2022: Project is complete. |
| 1 | RR | 73-00137 | 2019 | MNDOT | NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY | \$194,984 | Completed | March 21, 2023: Final bill paid, project is in audit. Agreement sent to audit Feb. 2, 2023. Total invoiced amount is \$161,215.05 |
| N/A | TRANSIT | TRF-0048-20B | 2020 | METRO BUS | ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS | \$35,000 | Completed | Nov. 8, 2022: Project is 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 | Feb. 8, 2023: 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 | Feb. 8, 2023: Consortium contract is signed. Bus specs are being prepared and a PO will be issued in the near future. |
| N/A | TRANSIT | TRF-0048-20J | 2020 | METRO BUS | ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE | \$1,000,000 | Completed | Nov. 8, 2022: Project is complete. |
| N/A | TRANSIT | TRF-9503-20 | 2020 | WACOSA | PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS | \$87,000 | In Progress | Feb. 7, 2023: Vehicle has been ordered but not delivered. |
| 2 | 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 CONCRETE PAVEMENT (AC PROJECT PAYBACK 2022) | \$1,715,056 | Constructed | March 21, 2023: Waiting on final paperwork. |
| 3 | 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 | Completed | March 21, 2023: Study is complete. |
| 5 | 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 | Completed | Nov. 8, 2022: Project has been completed. |
| 4 | 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. 7, 2023: Last round of stakeholder/public input has wrapped up. Consultant should work on developing final study document over the next couple of months. |
| N/A | TRANSIT | TRF-9503-21 | 2021 | WACOSA | SECTION 5310: WACOSA, PURCHASE ONE (1) REPLACEMENT <30 (CLASS 400) BUS | \$89,610 | In Progress | Feb. 7, 2023: Vehicle has been ordered but has not been delivered. |
| 6 | 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 | Completed | Nov. 8, 2022: Project is complete. |
| 6 | 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 | Completed | Nov. 8, 2022: Project is complete. |
| N/A | TRANSIT | TRF-0048-21C | 2021 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS | \$68,500 | Completed | Nov. 8, 2022: Project is complete. |

| Map ID | Route System | Project Number | Fiscal Year | Agency | Description | Project Total | Construction Status | Status Update as of Spring 2023 |
|--------|----------------|----------------|-------------|------------------------------------|--|---------------|---------------------|---|
| N/A | TRANSIT | TRF-0048-21F | 2021 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS AND EQUIPMENT | \$135,000 | Completed | Nov. 8, 2022: Project is complete. |
| N/A | TRANSIT | TRF-0048-21L | 2021 | SAINT CLOUD | ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS | \$1,250,000 | In Progress | Feb. 8, 2023: Estimated completion in 2024. |
| N/A | TRANSIT | TRF-0048-21M | 2021 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; WEBSITE UPDATE | \$25,000 | Completed | Feb. 8, 2023: Project is complete. |
| 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 | Feb. 8, 2023: Consortium contract is signed. Bus specs are being prepared and a PO will be issued in the near future. |
| 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 | Completed | Feb. 7, 2023: Grant agreement has been closed. Project is complete. |
| 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 | In Progress | Feb. 7, 2023: Grant agreement is currently active and effective through June 30, 2023. |
| 7 | 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. 7, 2023: Low bid amount: \$3,297,278.50. Landscaping punch list items to begin in spring of 2023. |
| 8 | 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. 7, 2023: Low bid amount: \$3,297,278.50. Landscaping punch list items to begin in spring of 2023. |
| 9 | 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 | Completed | Dec. 12, 2022: This project was constructed in summer 2022. Project is complete. Project originally let on March 26, 2021, for \$1,307,572. |
| 10 | 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 | Completed | March 21, 2023: Project is completed. |
| N/A | TRANSIT | TRF-0048-22 | 2022 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE | \$9,500,000 | Completed | Nov. 8, 2022: FY 2022 operations are complete. |
| N/A | TRANSIT | TRF-0048-22C | 2022 | SAINT CLOUD | SECT 5307: ST CLOUD MTC; PREVENTIVE MAINTENANCE | \$1,300,000 | Completed | Nov. 8, 2022: FY 2022 preventive maintenance is complete. |
| N/A | TRANSIT | TRF-0048-22A | 2022 | SAINT CLOUD | ST CLOUD MTC – PARATRANSIT OPERATING | \$4,600,000 | Completed | Nov. 8, 2022: FY 2022 operations are complete. |
| N/A | TRANSIT | TRF-0048-22B | 2022 | SAINT CLOUD | ST CLOUD MTC; NORTHSTAR COMMUTER | \$1,300,000 | Completed | Nov. 8, 2022: FY 2022 operations are complete. |
| N/A | TRANSIT | TRF-0048-22D | 2022 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS | \$63,000 | In Progress | Feb. 8, 2023: Grant application in process. |
| N/A | TRANSIT | TRF-0048-21I | 2022 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS | \$25,000 | In Progress | Feb. 8, 2023: 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 | Feb. 8, 2022: Grant application in process. |
| N/A | TRANSIT | TRF-0048-22K | 2022 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; BUS SHELTERS | \$25,000 | Completed | Nov. 8, 2022: Project is complete. |
| 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 | Feb. 8, 2023: Grant application in process. |

| Map ID | Route System | Project Number | Fiscal Year | Agency | Description | Project Total | Construction Status | Status Update as of Spring 2023 |
|--------|-----------------|----------------|-------------|------------------|---|---------------|---------------------|--|
| N/A | TRANSIT | TRF-9503-22 | 2022 | SAINT CLOUD | SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS | \$128,000 | In Progress | Feb. 7, 2023: Vehicle Grant Agreement has been fully executed. Working on vehicle order. |
| 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 | In Progress | Feb. 7, 2023: Grant agreement is currently active having been executed on Dec. 22, 2022. |
| 11 | 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 | Constructed | March 21, 2023: Construction was completed in the summer of 2022. Currently working with the contractor to finalize the project. |
| 12 | LOCAL STREETS | 073-070-023 | 2022 | STEARNS COUNTY | CHEVRON CURVE SIGNING ALONG VARIOUS STEARNS CO ROADS | \$240,000 | Completed | Dec. 22, 2022: Project is finished. |
| 13 | LOCAL STREETS | 073-070-024 | 2022 | STEARNS COUNTY | RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS | \$96,000 | Constructed | March 21, 2023: Minor punchlist work still remaining and final paperwork. |
| 14 | 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 21, 2023: Waiting on final paperwork. |
| 15 | 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 | In Progress | March 21, 2023: Construction underway. Project completion extended to June 2023. |
| 16 | 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 | \$997,265 | In Progress | Feb. 7, 2023: Low bid amount: \$1,082,702.54. All excavation and subgrade preparations were completed. Construction was halted in December 2022 due to winter conditions. Construction will resume in the spring of 2023. Federal funding in the amount of \$465,761 has been reimbursed to the city. Completion date of June 30, 2023, is anticipated. |
| 17 | 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 | Awarded | Feb. 7, 2023: Landwehr Construction was awarded the low bid on Aug. 22, 2022, in the amount of \$6,658,014.68. Due to issues with receiving materials on time, it was decided that construction will begin in 2023. |
| 18 | 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 | In Progress | Feb. 27, 2023: The project is in construction. The project is substantially completed from STA 2+00 to 39+00 (3,700 LF). The remaining 3,100 LF will be substantially completed in 2023, with final wear course paving and final completion in 2024. |
| 19 | 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 | 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 will be processed. |
| 20 | 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 | \$1,400,000 | Constructed | Nov. 8, 2022: The project is near completion, but they have not issued 1516.2 Partial |

| Map ID | Route System | Project Number | Fiscal Year | Agency | Description | Project Total | Construction Status | Status Update as of Spring 2023 |
|--------|---------------|----------------|-------------|------------------|--|---------------|---------------------|---|
| | | | | | CABLE GUARDRAIL FROM 66 TH STREET TO CSAH 33 | | | Acceptance. The present contract value is \$1,647,019.07. |
| 21 | HIGHWAY US 10 | 7103-64 | 2022 | MNDOT | ST CLOUD HISTORICAL MARKER SITE – REINSTALL INTERPRETIVE PANELS WITH NEW CONCRETE FOOTINGS AND PAD, MINOR STONE REPAIRS TO HISTORICAL MARKER TO STABILIZE LOOSE STONES AND REPOINT MORTAR CRACKS | \$50,000 | Completed | Nov. 2, 2022: Project has been completed and closed out. The project was awarded to Winberg Companies for \$34,992. |
| 22 | 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 | Dec. 12, 2022: Plans and specs for the four DMS replacements will be 100% in the next few days. The set to request bids as part of the negotiated maintenance contract will occur during the week of Dec. 19. |
| 23 | HIGHWAY MN 23 | 0503-92 | 2022 | MNDOT | MN 23, INSTALL FIBER OPTIC FROM BENTON CSAH 1 TO MN 25 IN FOLEY | \$380,000 | Not Started | Dec. 12, 2022: MndOT is partnering with Benton County to have the county install MndOT fiber infrastructure in 2023. Commissioner Jared Gapinski is the project contact. Commissioner Gapinski mentioned the project was still planned to happen in 2023 with some other details the county was still working out before awarding the project to the lower bidder. Recorded a \$50,600 encumbrance to this project in FY 2022. |
| N/A | TRANSIT | TRF-0048-23H | 2023 | SAINT CLOUD | SECT 5307: ST CLOUD MTC; OPERATING ASSISTANCE | \$10,930,300 | In Progress | Feb. 8, 2023: Operations began on Oct. 1, 2022. |
| N/A | TRANSIT | TRF-0048-23A | 2023 | SAINT CLOUD | ST CLOUD MTC – PARATRANSIT OPERATING | \$5,422,000 | In Progress | Feb. 8, 2023: Operations began on Oct. 1, 2022. |
| N/A | TRANSIT | TRF-0048-23B | 2023 | SAINT CLOUD | ST CLOUD MTC; NORTHSTAR COMMUTER | \$541,700 | In Progress | Feb. 8, 2023: Operations began on Oct. 1, 2022. |
| N/A | TRANSIT | TRF-0048-23D | 2023 | SAINT CLOUD | SECT 5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS | \$115,000 | In Progress | Feb. 8, 2023: Projects are in progress. Estimated to be complete in 2024. |
| N/A | TRANSIT | TRF-0048-23G | 2023 | SAINT CLOUD | SECT 5307: ST CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT | \$15,000 | In Progress | Feb. 8, 2023: Projects are in progress. Estimated to be completed in 2024. |
| N/A | TRANSIT | TRF-0048-23I | 2023 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS | \$30,000 | In Progress | Feb. 8, 2023: Projects are in progress. Estimated to be completed in 2024. |
| N/A | TRANSIT | TRF-0048-23J | 2023 | SAINT CLOUD | ST. CLOUD MTC; WESTERN TRANSIT CENTER | \$4,000,000 | In Progress | Feb. 8, 2023: In the process of acquiring land for the western transit hub. |
| 25 | 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 | In Progress | March 21, 2023: Construction is scheduled for mid-June through the end of July, dependent on availability of materials. |
| 26 | 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) | \$150,000 | Constructed | March 21, 2023: Construction was completed in the summer of 2022. Currently working with the contractor to finalize the project. |
| 27 | HIGHWAY | 071-070-046 | 2023 | SHERBURNE COUNTY | SHERBURNE COUNTY – VARIOUS COUNTY ROADWAYS, 6 INCH GROUND IN WET REFLECTIVE EDGE LINE STRIPING | \$44,444 | Not Started | March 21, 2023: Project added to the TIP as a result of special FY 2023 HSIP solicitation funding award. |

| Map ID | Route System | Project Number | Fiscal Year | Agency | Description | Project Total | Construction Status | Status Update as of Spring 2023 |
|--------|-----------------|----------------|-------------|----------------|---|---------------|---------------------|--|
| 29 | 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 1) | \$1,813,000 | In Progress | March 21, 2023: Construction underway. Project completion extended to June 2023. |
| 28 | 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 | In Progress | March 21, 2023: PM approved, plans are in St. Paul awaiting approval. |
| 30 | 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) | \$3,250,000 | In Progress | March 21, 2023: PM submitted. Plans about to be submitted. |
| 31 | HIGHWAY CSAH 4 | 073-070-025 | 2023 | STEARNS COUNTY | STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT. | \$1,800,000 | In Progress | March 21, 2023: PM approved plans in St. Paul. |
| 32 | HIGHWAY CSAH 75 | 073-675-042 | 2023 | STEARNS COUNTY | **AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK IN 2024 & 2025) | \$5,000,000 | In Progress | March 21, 2023: PM submitted plans about to be submitted. |
| 33 | HIGHWAY | 073-070-029 | 2023 | STEARNS COUNTY | STEARNS COUNTY - VARIOUS INTERSECTIONS, UPGRADE SIGNAL HEADS AND COUNTDOWN TIMERS | \$684,000 | In Progress | March 21, 2023: PM submitted plans about to be submitted. |
| 34 | 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) | \$5,147,060 | Awarded | Feb. 7, 2023: Landwehr Construction was awarded the low bid on Aug. 22, 2022, in the amount of \$6,658,014.68. Due to issues with receiving materials on time, it was decided that construction will begin in 2023. |
| 35 | LOCAL STREETS | 220-090-002 | 2023 | SARTELL | HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERITAGE DR. | \$459,121 | Design Stage | Feb. 27, 2023: The project is 90% designed and will be sent in for state and federal review in March 2023. The project will be bid the spring of 2023 with construction starting summer 2023. |
| 36 | LOCAL STREETS | 220-113-002AC | 2023 | SARTELL | **AC**: SARTELL 19 TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (PAYBACK 1 OF 1) | \$7,037,903 | In Progress | Feb. 27, 2023: The project is in construction. The project is substantially completed from STA 2+00 to 39+00 (3,700 LF). The remaining 3,100 LF will be substantially completed in 2023, with final wear course paving and final completion in 2024. |
| 24 | LOCAL STREETS | 220-090-003 | 2023 | SARTELL | CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL | \$458,740 | Design Stage | Feb. 27, 2023: The project design is completed. The project will be bid spring of 2023 with construction starting summer of 2023. |
| 37 | 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 | Agreement Executed | March 21, 2023: The agreement was executed on Nov. 17, 2022, for \$360,245. Agreement tied to closure of two existing crossings and new crossing to be constructed. Roadway project will dictate the timing of signal installation. |
| 38 | 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 15 TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# | \$44,480,000 | Let | March 21, 2023: This project was let on Feb. 10, 2023, for \$43,678,236 to Landwehr Construction. This is on schedule to start this spring (2023). |

| Map ID | Route System | Project Number | Fiscal Year | Agency | Description | Project Total | Construction Status | Status Update as of Spring 2023 |
|--------|----------------------|----------------|-------------|--------|--|---------------|---------------------|---|
| | | | | | 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4 TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025) | | | |
| 38 | 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 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) | \$750,000 | Let | March 21, 2023: This project was let on Feb. 10, 2023, for \$43,678,236 to Landwehr Construction. This is on schedule to start this spring (2023). |
| 38 | HIGHWAY MN 23 | 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) | \$3,770,000 | Let | March 21, 2023: This project was let on Feb. 10, 2023, for \$43,678,236 to Landwehr Construction. This is on schedule to start this spring (2023). |
| 39 | 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 | In Progress | March 21, 2023: This project has work remaining in 2023. Should be less than one month with minor traffic interference. |
| 40 | 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 | In Progress | March 21, 2023: This project is scheduled to start April 17 and is planned for completion by Sept. 1, 2023, with final acceptance on or before Nov. 1, 2023. |
| 41 | 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 | In Progress | March 21, 2023: Project is on schedule. |

Figure 6.4: 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 2024-2027 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 |
|---|----------------|------|-------------|--|------|---------|--------------------|----------------|--------------------|--------------|--------------|-------------|-------------|------------|---|-------------------|------------------|------------------|-------------|------------------|-----------|----------|--------------|-----------------------|-----------------------|
| | | | | | | | | | \$179,330,092 | \$1,250,000 | \$28,539,801 | | | | \$33,801,951 | | | \$3,696,006 | \$9,911,600 | \$3,490,344 | | | \$0 | \$103,580,396 | \$149,224,147 |
| Route System | Project Number | Year | Agency | Project Description | Mile | Program | Work Type | Proposed Funds | STIP Total | FHWA Earmark | Other FHWA | 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-0048-24H | 2024 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE | 0 | B9 | TRANSIT OPERATIONS | FTA | 11,550,000 | | | | | | | | | | 1,500,000 | | | | | 10,050,000 | 11,550,000 |
| TRANSIT | TRF-0048-24I | 2024 | SAINT CLOUD | ST CLOUD MTC -- PARATRANSIT OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 5,775,000 | | | | | | | | | | | | | | | 5,775,000 | 5,775,000 |

Program:
Categories included are in the following tables.

| Program | Description |
|---------|----------------------|
| AM | Municipal Agreement |
| AU | Utility Agreement |
| BI | Bridge Improvement |
| BR | Bridge Replacement |
| BT | Bike Trail |
| CA | Consultant Agreement |
| DR | Drainage |
| EN | Enhancement |
| FB | Ferry Boat Program |

| Program | Description |
|---------|--------------------------------------|
| LP | Local Partnership Program |
| MA | Miscellaneous Agreements |
| MC | Major Construction |
| NA | For Information Only -- (No Program) |
| NO | Noise Walls |
| PE | Preliminary Engineering |
| 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 |
| TM | Transportation Management |
| TR | Transit (FHWA) |
| B3 | FTA Capital Program-- Section 5309 |
| B9 | FTA Urbanized Area Formula--Section 5307 |
| BB | FTA Bus and Bus Facilities -- Section 5339 |
| 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 2024-2027 Project Table

| Saint Cloud Area Planning Organization FY 2024-2027 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 |
|---|----------------|------|------------------|--|------|---------|---|----------------|--------------------|--------------|--------------|-------------|-------------|------------|---|-------------------|------------------|------------------|-------------|------------------|-----------|-----------|--------------|-----------------------|-----------------------|
| | | | | | | | | | \$181,317,148 | \$1,250,000 | \$29,163,801 | | | | \$33,801,951 | | | \$3,696,006 | \$9,917,600 | \$3,476,344 | | | \$0 | \$104,957,452 | \$151,211,203 |
| Route System | Project Number | Year | Agency | Project Description | Mile | Program | Work Type | Proposed Funds | STIP Total | FHWA Earmark | Other FHWA | 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-0048-24H | 2024 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE | 0 | B9 | TRANSIT OPERATIONS | FTA | 11,550,000 | | | | | | | | | | 1,500,000 | | | | | 10,050,000 | 11,550,000 |
| TRANSIT | TRF-0048-24I | 2024 | SAINT CLOUD | ST CLOUD MTC -- PARATRANSIT OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 5,775,000 | | | | | | | | | | | | | | | 5,775,000 | 5,775,000 |
| TRANSIT | TRF-0048-24J | 2024 | SAINT CLOUD | ST CLOUD MTC -- NORTHSTAR COMMUTER OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 1,450,000 | | | | | | | | | | | | | | | 1,450,000 | 1,450,000 |
| TRANSIT | TRF-0048-24E | 2024 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 80,000 | | | | | | | | | | 64,000 | | | | | 16,000 | 80,000 |
| TRANSIT | TRS-0048-24F | 2024 | SAINT CLOUD | ST. CLOUD MTC; PURCHASE EIGHT (8) CLASS 400LF CNG REPLACEMENT BUSES | 0 | TR | TRANSIT VEHICLE PURCHASE | STBGP 5K-200K | 3,080,000 | | | | 2,464,000 | 2,464,000 | | | | | | | | | | 616,000 | 3,080,000 |
| TRANSIT | TRF-0048-24G | 2024 | SAINT CLOUD | SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 105,000 | | | | | | | | | | 84,000 | | | | | 21,000 | 105,000 |
| TRANSIT | TRF-0048-24K | 2024 | SAINT CLOUD | SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 1,810,000 | | | | | | | | | | 1,448,000 | | | | | 362,000 | 1,810,000 |
| TRANSIT | TRF-9503-24 | 2024 | MNDOT | SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS | 0 | NB | TRANSIT VEHICLE PURCHASE | FTA | 197,000 | | | | | | | | | | 157,600 | | | | | 39,400 | 197,000 |
| LOCAL STREETS | 071-070-042AC | 2024 | SHERBURNE COUNTY | **AC**INSTALL INTERSECTION STREET LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS (PAYBACK 1 OF 1) | 0 | 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 | 0 | 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 | 0 | SH | OTHER | HSIP | 180,000 | | | 162,000 | | 162,000 | | | | | | | | | | 18,000 | 180,000 |
| 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) | 0.1 | LP | NEW PAVEMENT - BIT | STBGP<5K | 1,500,000 | | | | | | | | | 1,000,000 | | 1,200,000 | | 1,200,000 | | 300,000 | 2,500,000 |
| 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 BIT OVERLAY | NHPP | 615,055 | | | | | | 615,055 | | 615,055 | | | | | | | | |

| Saint Cloud Area Planning Organization FY 2024-2027 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 | | |
|---|----------------|------|----------------|--|------|---------|--------------------------|-----------------|--------------------|--------------|--------------|-------------|-------------|---|-------------------|-------------------|------------------|-------------|------------------|----------|-----------|--------------|-----------------------|-----------------------|---------------|-----------|
| | | | | | | | | | \$181,317,148 | \$1,250,000 | \$29,163,801 | | | \$33,801,951 | | | \$3,696,006 | \$9,917,600 | \$3,476,344 | | | \$0 | \$104,957,452 | \$151,211,203 | | |
| Route System | Project Number | Year | Agency | Project Description | Mile | Program | Work Type | Proposed Funds | STIP Total | FHWA Earmark | Other FHWA | 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 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 | 0.5 | MC | NEW PAVEMENT - BIT | STBGP 5K-200K | 2,500,000 | | | 1,458,355 | | 1,458,355 | | | | | | | | | | | 1,041,645 | 2,500,000 |
| HIGHWAY CSAH 75 | 073-675-042AC | 2024 | STEARNS COUNTY | **AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 1 OF 2) | 0.2 | BR | BRIDGE REPLACEMENT | STBGP 5K-200K | 1,393,992 | | | | | | 1,393,992 | | 1,393,992 | | | | | | | | | |
| LOCAL STREETS | 073-596-010 | 2024 | STEARNS COUNTY | **MN277**CR 120, RECONSTRUCT ROUNDABOUT AT STEARNS CR 120 & CSAH 1 & FROM 450 FT EAST OF NB MN 15 ENTRANCE RAMP TO CSAH 1, MILL AND OVERLAY | 0.8 | RS | MILL AND BIT OVERLAY | DEMO | 2,500,000 | 1,250,000 | | | | 1,250,000 | | | | | | | | | | | 1,250,000 | 2,500,000 |
| HIGHWAY MSAS 175 | 162-591-005AC | 2024 | SAINT CLOUD | **AC**: ST. CLOUD; RECONSTRUCT STEARNS CR 136 FROM 22ND ST S TO 33RD ST S, TO MULTI MODAL CORRIDOR (ASSOCIATED WITH 162-591-005)(PAYBACK 1 OF 1) | 0 | RC | BITUMINOUS RECLAMATION | STBGTAP 5K-200K | 99,000 | | | | | | 99,000 | | 99,000 | | | | | | | | | |
| LOCAL STREETS | 162-080-009 | 2024 | SAINT CLOUD | **CRP**CITY OF ST. CLOUD: INSTALL ELECTRIC VEHICLE CHARGING STATIONS, 5 LOCATIONS THROUGHOUT THE CITY OF ST CLOUD. | 0 | AU | N/A | CRP | 250,000 | | | 200,000 | | 200,000 | | | | | | | | | | | 50,000 | 250,000 |
| LOCAL STREETS | 220-090-004 | 2024 | SARTELL | **CRP** BIKEWAY ENGINEERING, SARTELL BRIDGE TO BENTON DRIVE IN THE CITY OF SARTELL | 0 | PL | NEW TRAIL | CRP | 224,800 | | | 179,800 | | 179,800 | | | | | | | | | | | 45,000 | 224,800 |
| LOCAL STREETS | 191-104-006 | 2024 | SAUK RAPIDS | **AC**: RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2025) | 0.4 | RC | MAJOR CONSTRUCTION - BIT | STBGP 5K-200K | 2,623,356 | | | | | | | | | 1,135,120 | | | | | | | 2,623,356 | 3,758,476 |
| LOCAL STREETS | 091-070-028 | 2024 | ST CLOUD | **CDS**ENVIRONMENTAL DOCUMENTATION, FROM INTERSECTION OF 33RD ST S & CSAH 75 TO US 10 IN THE CITY OF ST CLOUD. | 0 | PL | EDUCATION AND SAFETY | DEMO | 1,000,000 | | 800,000 | | | 800,000 | | | | | | | | | | | 200,000 | 1,000,000 |

| Saint Cloud Area Planning Organization FY 2024-2027 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 | Other FHWA | 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 | |
| | | | | | | | | | \$181,317,148 | \$1,250,000 | \$29,163,801 | | | \$33,801,951 | | | \$3,696,006 | \$9,917,600 | \$3,476,344 | | | \$0 | \$104,957,452 | \$151,211,203 | | |
| HIGHWAY | MN 23, US 10 | 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) | 2.3 | MC | BRIDGE NEW | NHPP | 23,194,152 | | | | | 23,194,152 | | 23,194,152 | | | | | | | | | |
| TRANSIT | TRF-0048-25A | 2025 | SAINT CLOUD | SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE | 0 | B9 | TRANSIT OPERATIONS | FTA | 12,127,500 | | | | | | | | | | 1,500,000 | | | | | 10,627,500 | 12,127,500 | |
| TRANSIT | TRF-0048-25B | 2025 | SAINT CLOUD | ST CLOUD MTC; PARATRANSIT OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 6,063,750 | | | | | | | | | | | | | | | 6,063,750 | 6,063,750 | |
| TRANSIT | TRF-0048-25C | 2025 | SAINT CLOUD | ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 1,486,250 | | | | | | | | | | | | | | | 1,486,250 | 1,486,250 | |
| TRANSIT | TRF-0048-25D | 2025 | SAINT CLOUD | SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT | 0 | 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; TWO (2) REPLACEMENT OPERATIONS VEHICLES | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 80,000 | | | | | | | | | | 64,000 | | | | | 16,000 | 80,000 | |
| TRANSIT | TRF-0048-25F | 2025 | SAINT CLOUD | SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS | 0 | 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 | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 650,000 | | | | | | | | | | 520,000 | | | | | 130,000 | 650,000 | |
| TRANSIT | TRS-0048-25B | 2025 | SAINT CLOUD | ST. CLOUD MTC; PURCHASE FOUR (4) CLASS 700 REPLACEMENT CNG BUSES | 0 | TR | TRANSIT VEHICLE PURCHASE | STBGP 5K-200K | 2,916,000 | | | | 2,332,800 | 2,332,800 | | | | | | | | | | 583,200 | 2,916,000 | |
| TRANSIT | TRF-9503-25 | 2025 | MNDOT | SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS | 0 | NB | TRANSIT VEHICLE PURCHASE | FTA | 237,000 | | | | | | | | | | 189,600 | | | | | 47,400 | 237,000 | |
| HIGHWAY | CSAH 1 | 005-070-014 | 2025 | BENTON COUNTY | BENTON COUNTY CSAH 1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-ABOUT | 0 | SH | ROUNDAABOUT | HSIP | 1,200,000 | | 750,000 | | 750,000 | | | | | | | | | | 450,000 | 1,200,000 | |

| Saint Cloud Area Planning Organization FY 2024-2027 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 | Other FHWA | 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 |
| | | | | | | | | | \$181,317,148 | \$1,250,000 | \$29,163,801 | | | \$33,801,951 | | | \$3,696,006 | \$9,917,600 | \$3,476,344 | | | \$0 | \$104,957,452 | \$151,211,203 | |
| LOCAL STREETS | 071-596-008AC | 2025 | SHERBURNE COUNTY | **AC**SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (PAYBACK 1 OF 1) | 0.1 | LP | NEW PAVEMENT - BIT | STBGP<5K | 1,000,000 | | | | | | 1,000,000 | | 1,000,000 | | | | | | | | |
| HIGHWAY CSAH 2 | 073-070-028 | 2025 | STEARNS COUNTY | CSAH 2, CONSTRUCT ROUND-A-BOU AT MINNESOTA ST IN ST JOSEPH | 0.5 | SH | ROUNDAABOUT | HSIP | 1,100,000 | | | 500,000 | | 500,000 | | | | | | | | | | 600,000 | 1,100,000 |
| HIGHWAY CSAH 75 | 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 BIT OVERLAY | NHPP | 774,944 | | | | | | 774,944 | | 774,944 | | | | | | | | |
| HIGHWAY CSAH 75 | 073-675-042AC1 | 2025 | STEARNS COUNTY | **AC**MN270** CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 2 OF 2) | 0.2 | BR | BRIDGE REPLACEMENT | STBGP 5K-200K | 741,128 | | | | | | 741,128 | | 741,128 | | | | | | | | |
| LOCAL STREETS | 191-104-006AC | 2025 | SAUK RAPIDS | **AC** RECONSTRUCT 2ND AVE S FROM BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1) | 0.4 | RC | MAJOR CONSTRUCTION - BIT | STBGP 5K-200K | 1,135,120 | | | | | | 1,135,120 | | 1,135,120 | | | | | | | | |
| LOCAL STREETS | 221-090-001 | 2025 | WAITE PARK | CONSTRUCT TRAIL, ALONG CSAH 81/15TH AVE FROM 830' N OF CSAH 75 TO 355' W OF 10TH AVE IN THE CITY OF WAITE PARK | 0.4 | BT | NEW TRAIL | STBGTAP 5K-200K | 603,177 | | | 482,542 | | 482,542 | | | | | | | | | | 120,635 | 603,177 |
| 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 | 680,000 | | | 553,656 | | 553,656 | | | | | | 126,344 | | 126,344 | | | 680,000 |
| HIGHWAY I 94, MN 24 | 8823-375 | 2025 | MNDOT | **ITS**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 | 52.2 | TM | OTHER | NHPP | 530,000 | | | | 400,000 | 400,000 | | | | | | 30,000 | 100,000 | 130,000 | | | 530,000 |
| HIGHWAY MN 23, US 10 | 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 | 2.3 | MC | BRIDGE NEW | NHPP | 2,956,474 | | | | | | 2,956,474 | | 2,956,474 | | | | | | | | |

| Saint Cloud Area Planning Organization FY 2024-2027 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 | Other FHWA | 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 |
| | | | | | | | | | \$181,317,148 | \$1,250,000 | \$29,163,801 | | | | \$33,801,951 | | | \$3,696,006 | \$9,917,600 | \$3,476,344 | | | \$0 | \$104,957,452 | \$151,211,203 |
| | | | | 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) | | | | | | | | | | | | | | | | | | | | | |
| TRANSIT | TRF-0048-26A | 2026 | SAINT CLOUD | SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE | 0 | B9 | TRANSIT OPERATIONS | FTA | 12,430,600 | | | | | | | | | | 1,500,000 | | | | | 10,930,600 | 12,430,600 |
| TRANSIT | TRF-0048-26B | 2026 | SAINT CLOUD | ST CLOUD MTC; PARATRANSIT OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 6,215,000 | | | | | | | | | | | | | | | 6,215,000 | 6,215,000 |
| TRANSIT | TRF-0048-26C | 2026 | SAINT CLOUD | ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 1,516,000 | | | | | | | | | | | | | | | 1,516,000 | 1,516,000 |
| TRANSIT | TRS-0048-26A | 2026 | SAINT CLOUD | ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES. | 0 | TR | TRANSIT VEHICLE PURCHASE | STBGP 5K-200K | 2,120,000 | | | | 1,696,000 | 1,696,000 | | | | | | | | | | 424,000 | 2,120,000 |
| TRANSIT | TRF-0048-26D | 2026 | SAINT CLOUD | SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT | 0 | 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; FOUR (4) REPLACEMENT OPERATIONS VEHICLES | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 160,000 | | | | | | | | | | 128,000 | | | | | 32,000 | 160,000 |
| TRANSIT | TRF-0048-26F | 2026 | SAINT CLOUD | SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS | 0 | 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 | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 25,000 | | | | | | | | | | 20,000 | | | | | 5,000 | 25,000 |
| TRANSIT | TRF-0048-26I | 2026 | SAINT CLOUD | ST. CLOUD MTC; PURCHASE TWENTY-THREE (23) CLASS 700 REPLACEMENT CNG BUSES | 0 | TR | TRANSIT VEHICLE PURCHASE | LF | 15,295,000 | | | | | | | | | | | | | | | 15,295,000 | 15,295,000 |
| LOCAL STREETS | 162-153-003 | 2026 | SAINT CLOUD | **AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK IN 2027) | 0.8 | RC | NEW PAVEMENT - BIT | STBGP 5K-200K | 1,481,114 | | | 239,114 | | 239,114 | | | | 1,560,886 | | | | | | 1,242,000 | 3,042,000 |
| LOCAL STREETS | 220-070-001 | 2026 | SARTELL | PINECONE ROAD/7TH ST NORTH INTERSECTION, INSTALL SIGNAL SYSTEM | 0 | SH | TRAFFIC SIGNAL INSTALL | HSIP | 550,000 | | | 400,000 | | 400,000 | | | | | | | | | | 150,000 | 550,000 |
| LOCAL STREETS | 220-090-005 | 2026 | SARTELL | CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR | 0 | BT | NEW TRAIL | STBGTAP 5K-200K | 486,450 | | | 389,160 | | 389,160 | | | | | | | | | | 97,290 | 486,450 |

| Saint Cloud Area Planning Organization FY 2024-2027 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 | Other FHWA | 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 |
| | | | | RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL | | | | | | | | | | | | | | | | | | | | | |
| LOCAL STREETS | 191-104-008 | 2026 | SAUK RAPIDS | 2ND AVE S(MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001) | 0.4 | RC | NEW PAVEMENT - BIT | STBGP 5K-200K | 4,350,000 | | | 1,400,000 | | 1,400,000 | | | | | | | | | | 2,950,000 | 4,350,000 |
| HIGHWAY MN 15 | 0509-37 | 2026 | MNDOT | **BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE | 0 | BR | BRIDGE REPLACEMENT | BFP | 7,600,000 | | 6,000,000 | | | 6,000,000 | | | | | | 1,600,000 | | 1,600,000 | | | 7,600,000 |
| LOCAL STREETS | 05-00128 | 2026 | MNDOT | BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT M343, 4 1/2 ST NE, ST CLOUD, BENTON COUNTY | 0 | SR | R.R X-ING IMPROVEMENTS | RRS | 350,000 | | | | 175,000 | 175,000 | | | | | | | | | | 175,000 | 350,000 |
| TRANSIT | TRF-0048-27A | 2027 | SAINT CLOUD | SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE | 0 | B9 | TRANSIT OPERATIONS | FTA | 12,679,200 | | | | | | | | | | 1,600,000 | | | | | 11,079,200 | 12,679,200 |
| TRANSIT | TRF-0048-27B | 2027 | SAINT CLOUD | ST CLOUD MTC; PARATRANSIT OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 6,339,300 | | | | | | | | | | | | | | | 6,339,300 | 6,339,300 |
| TRANSIT | TRF-0048-27C | 2027 | SAINT CLOUD | ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING | 0 | TR | TRANSIT OPERATIONS | LF | 1,546,300 | | | | | | | | | | | | | | | 1,546,300 | 1,546,300 |
| TRANSIT | TRS-0048-27A | 2027 | SAINT CLOUD | ST CLOUD MTC; PURCHASE SIX (6) CLASS 400LF CNG REPLACEMENT BUSES. | 0 | TR | TRANSIT VEHICLE PURCHASE | STBGP 5K-200K | 2,670,000 | | | | 2,136,000 | 2,136,000 | | | | | | | | | | 534,000 | 2,670,000 |
| TRANSIT | TRF-0048-27D | 2027 | SAINT CLOUD | SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 74,000 | | | | | | | | | | 59,200 | | | | | 14,800 | 74,000 |
| TRANSIT | TRF-0048-27E | 2027 | SAINT CLOUD | SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 122,000 | | | | | | | | | | 97,600 | | | | | 24,400 | 122,000 |
| TRANSIT | TRF-0048-27F | 2027 | SAINT CLOUD | SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS | 0 | B9 | TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE) | FTA | 417,000 | | | | | | | | | | 333,600 | | | | | 83,400 | 417,000 |
| LOCAL STREETS | 162-153-003AC | 2027 | SAINT CLOUD | **AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(PAYBACK 1 OF 1) | 0.8 | RC | NEW PAVEMENT - BIT | STBGP 5K-200K | 1,560,886 | | | | | | 1,560,886 | | 1,560,886 | | | | | | | | |

| Saint Cloud Area Planning Organization FY 2024-2027 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 | | |
|---|----------------|------|---------|--|------|---------|-----------------------|----------------|--------------------|--------------|--------------|-------------|-------------|---|-------------------|-------------------|------------------|-------------|------------------|----------|-----------|--------------|-----------------------|-----------------------|---------------|-----------|
| | | | | | | | | | \$181,317,148 | \$1,250,000 | \$29,163,801 | | | \$33,801,951 | | | \$3,696,006 | \$9,917,600 | \$3,476,344 | | | \$0 | \$104,957,452 | \$151,211,203 | | |
| Route System | Project Number | Year | Agency | Project Description | Mile | Program | Work Type | Proposed Funds | STIP Total | FHWA Earmark | Other FHWA | 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 | 220-080-006 | 2027 | SARTELL | 15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL | 0 | PL | RIGHT OF WAY PURCHASE | STBGP 5K-200K | 3,050,400 | | | 943,774 | | 943,774 | | | | | | | | | | | 2,106,626 | 3,050,400 |
| HIGHWAY MN 23 | 7305-132 | 2027 | MNDOT | MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN | 0 | SH | CHANNELIZATION | HSIP | 1,200,000 | | | 1,080,000 | | 1,080,000 | | | | | | 120,000 | | 120,000 | | | | 1,200,000 |
| HIGHWAY I 94 | 7380-269 | 2027 | MNDOT | I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY | 0 | BI | BRIDGE DECK OVERLAY | NHPP | 3,000,000 | | | 2,700,000 | | 2,700,000 | | | | | | 300,000 | | 300,000 | | | | 3,000,000 |

Appendix B

Method of Calculation for Performance Measures

| Roadway Safety Performance Measures | Method of Calculation |
|--|--|
| Number of Fatalities | Number of fatalities for each of the most recent five 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 2023

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 12, 2023, and concluding on Aug. 11, 2023.

As part of this public engagement process, the APO developed 12 surveys via the online survey development platform SurveyMonkey. Eleven of those surveys were developed for those agencies and/or jurisdictions with projects programmed into the TIP.

- Benton County.
- Sherburne County.
- Stearns County.
- City of Saint Cloud.
- City of Sartell.
- City of Sauk Rapids.
- City of Waite Park.
- Saint Cloud Metro Bus.

- Minnesota Department of Transportation (MnDOT).
- WACOSA.
- Saint Cloud APO.

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 2024-2027 TIP. While advance construction payback projects are reflected in the 2024-2027 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 12, 2023, through Aug. 11, 2023, a total of XX people took part in at least one of the APO's 10 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

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

Sherburne County had XX 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 | |

| Project | Very Important | Important | Somewhat Important | A Little Important | Not Important | No Opinion |
|---------|----------------|-----------|--------------------|--------------------|---------------|------------|
| 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 |

| Comment | Disposition |
|---|---|
| | 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 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 |
|---|---|
| <p>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</p> | <p>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 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. | <p>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.</p> <p>APO staff will also forward this comment on to Metro Bus leadership for their consideration.</p> |
| 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