

Transportation Improvement Program FY 2024-2027

*Prepared by the Saint Cloud Area Planning Organization
Sept. 21, 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.

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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 suurtogalka 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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La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes y miembros del público con discapacidades sea tan efectiva como la comunicación con otros. Cualquier persona que cree que Cualquier persona que cree que ha sido perjudicada por una práctica discriminatoria ilegal por la APO tiene el derecho de

presentar un reclamo formal con la APO MnDOT o U.S. DOT. Cualquiera de estos reclamos debe ser por escrito y debe contener información sobre la presunta discriminación tales como el nombre, la dirección, el número de teléfono del denunciante, y la ubicación, la fecha y la descripción del problema. Los medios alternativos de presentar un reclamo, tales como una entrevista personal o una grabación de audio del reclamo, estarán disponibles como una modificación razonable para las personas con discapacidades a petición. Los reclamos deben ser presentados por el denunciante y/o su persona designada tan pronto como sea posible pero no más tarde de sesenta (60) días naturales después de la presunta ocurrencia discriminatoria y deben ser presentados ante el Director Ejecutivo de la APO. Para obtener más información, o para obtener un Formulario de Reclamo por Discriminación, por favor, dirígete al [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 # 2023-09

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

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T. 320.252.7568 F. 320.252.6557

RESOLUTION #2023-09

**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

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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

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.

National Electric Vehicle Infrastructure (NEVI): The National Electric Vehicle Infrastructure (NEVI) program provides funding to states to strategically deploy electric vehicle charging stations along a designated Alternative Fuels Corridor (AFC) and to establish an interconnected network to facilitate data collection, access, and reliability.

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.

*¹**BFP:** 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.

***NEVI:** National Electric Vehicle Infrastructure.

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.

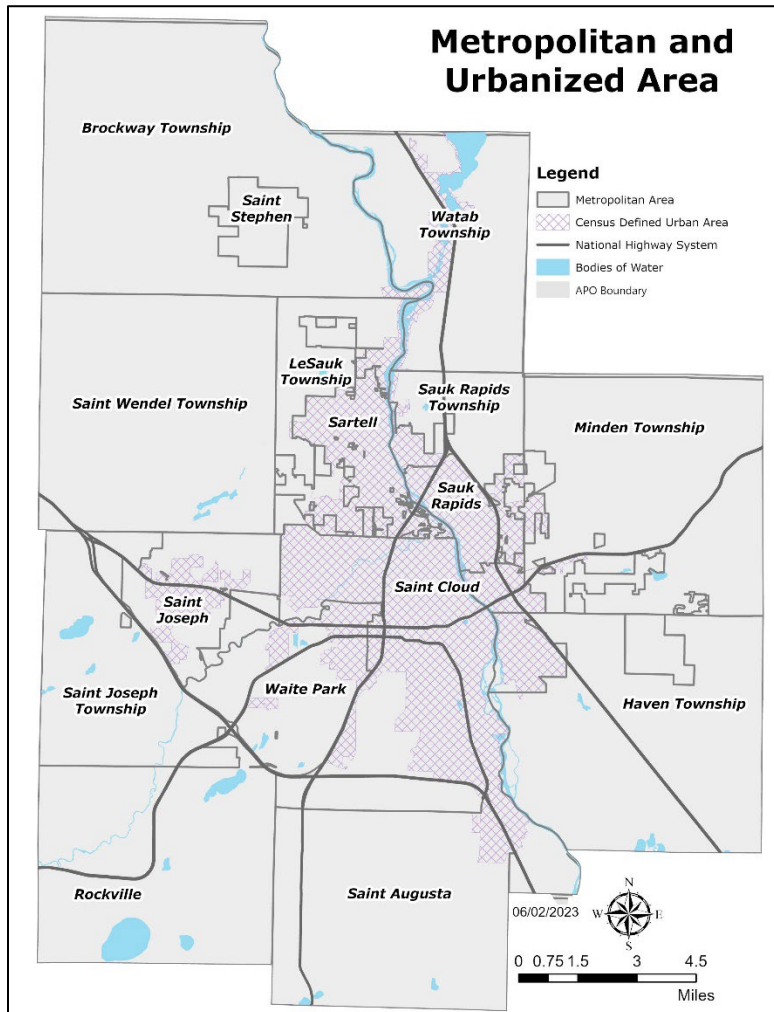


Figure I.1: APO Planning Area Map.

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.

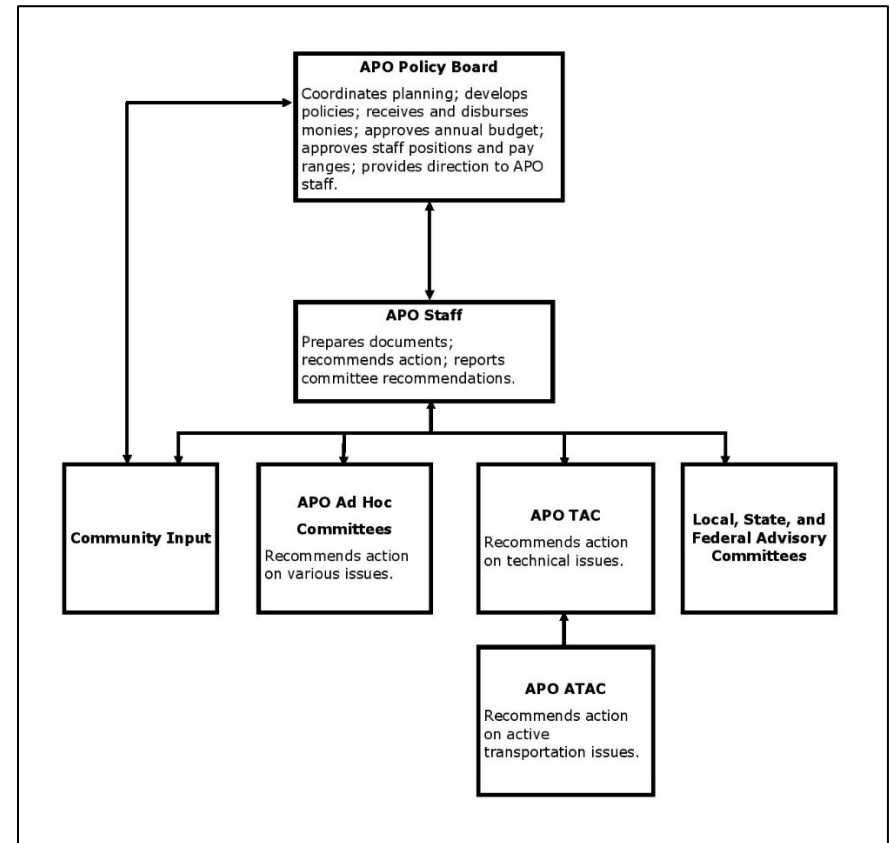


Figure I.2: APO Organizational Chart.

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/35Qwgp) (<https://bit.ly/35Qwgp>). 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.

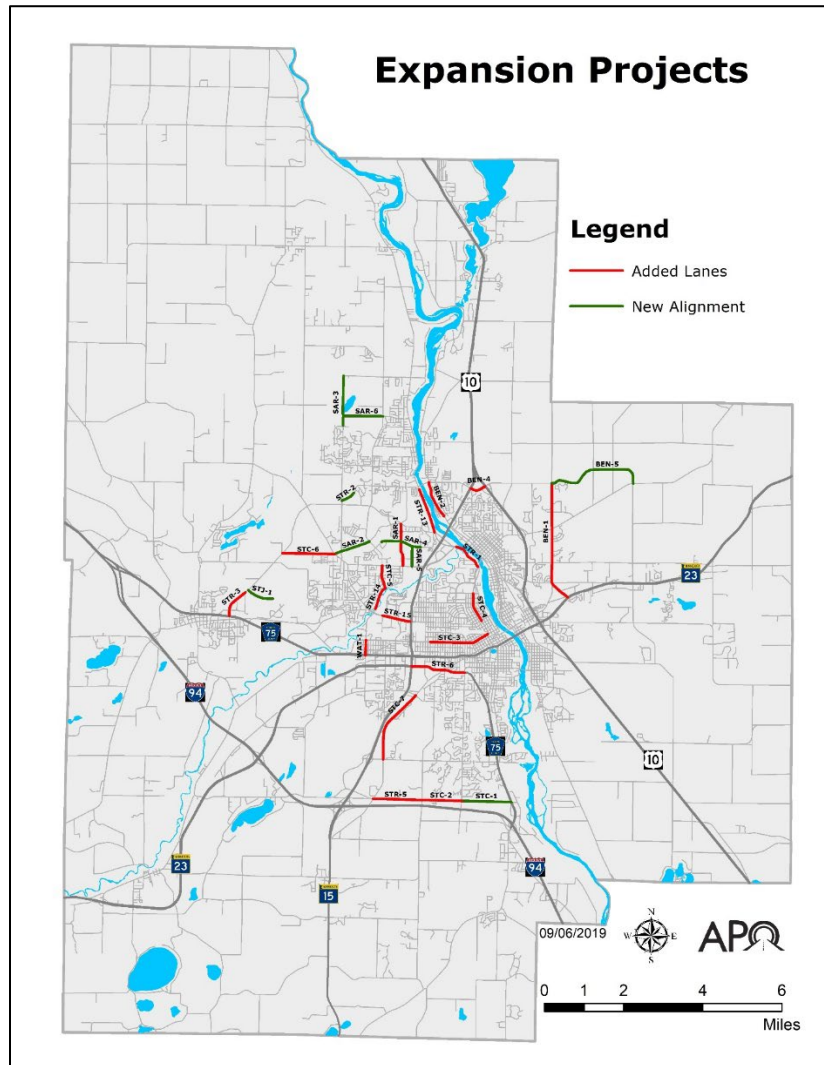


Figure I.4: MAPPING 2045 roadway expansion projects.



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.

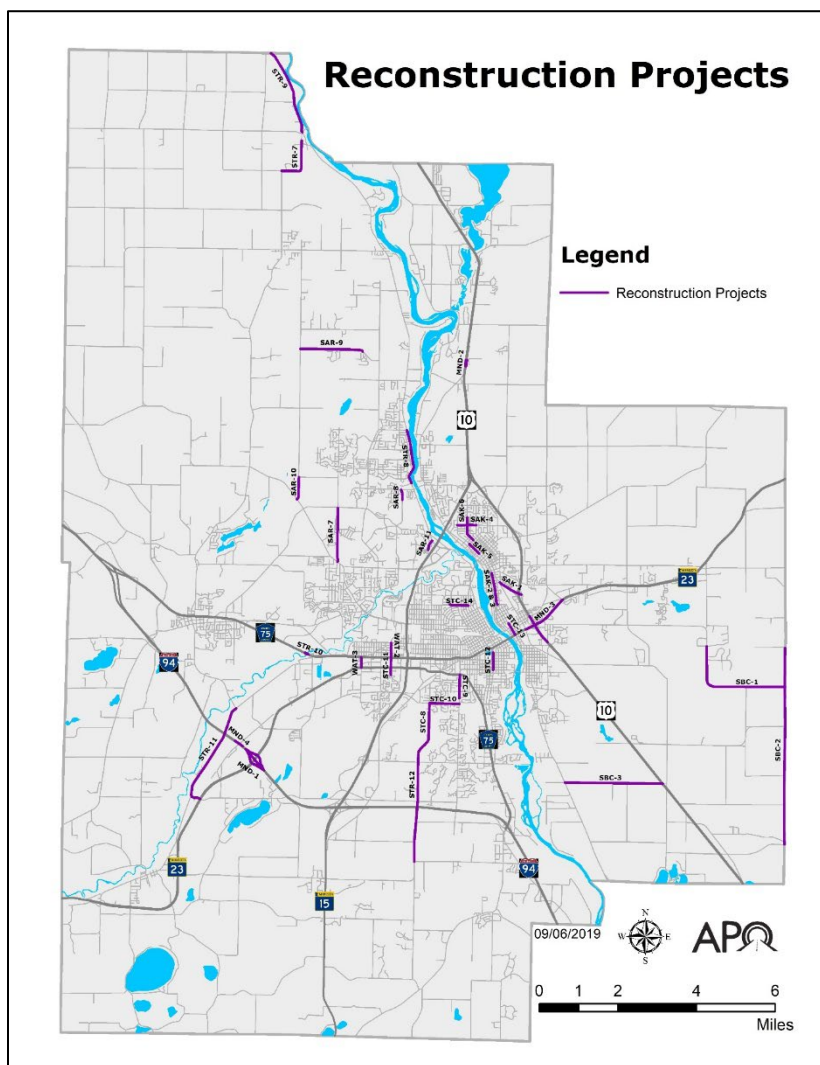


Figure I.7: MAPPING 2045 roadway reconstruction projects.

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.

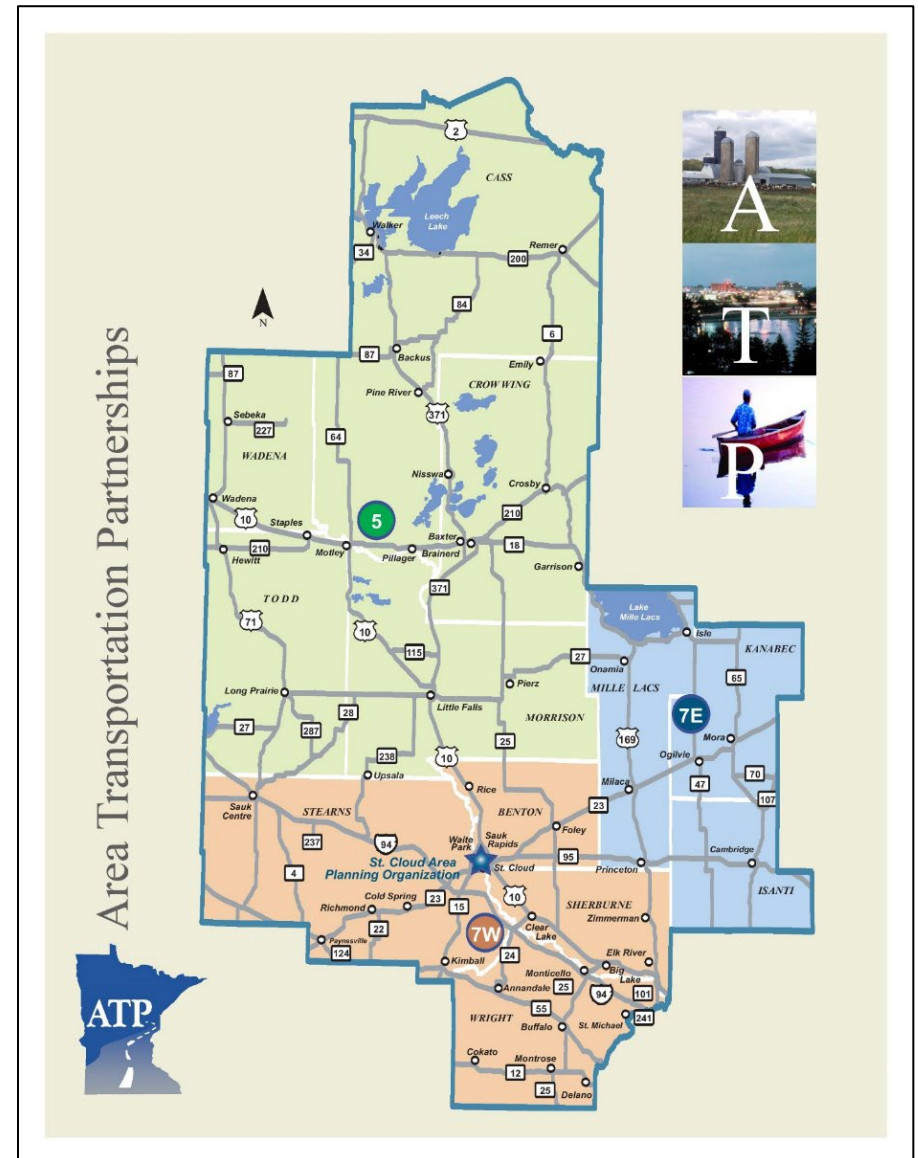


Figure 1.8: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

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 Infrastructure Investment and Jobs Act (IIJA) 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 funded almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

National Highway Performance Program (NHPP)

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

National Electric Vehicle Infrastructure (NEVI)

The NEVI formula program provided funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. EV charging stations funded using NEVI dollars must be non-proprietary, allow for open-access payment methods, be publicly available or available to authorized commercial motor vehicle operators from more than one company, and be located along designated FHWA Alternative Fuel Corridors (AFCs).

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	\$12,058,300	FTA: \$800,000 LF: \$11,258,300
TRF-0048-24I	Paratransit operating	\$5,584,700	LF: \$5,584,700
TRF-0048-24J	Northstar commuter operating	\$558,000	LF: \$558,000

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. **Oct. 17, 2023:** Project cost is increasing from \$11,550,000 to \$12,058,300. This will include a decrease in FTA funds (from \$1.5 million to \$800,000). Anticipated change to be approved in February 2024.

TRF-0048-24I: Sept. 18, 2020: Project is still in the planning stages. **Nov. 22, 2021:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024. **Nov. 8, 2022:** Starting date is estimated to be Oct. 1, 2023. Completion is estimated to be Sept. 30, 2024. **April 2023:** During the annual TIP update, the estimated project cost has increased from \$4,750,000 to \$5,775,000. **Oct. 17, 2023:** Project cost has decreased from \$5,775,000 to \$5,584,700.

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. **Oct. 17, 2023:** Project cost has decreased from \$1,450,000 to \$558,000.



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 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

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: \$228,000

Fiscal year: 2024

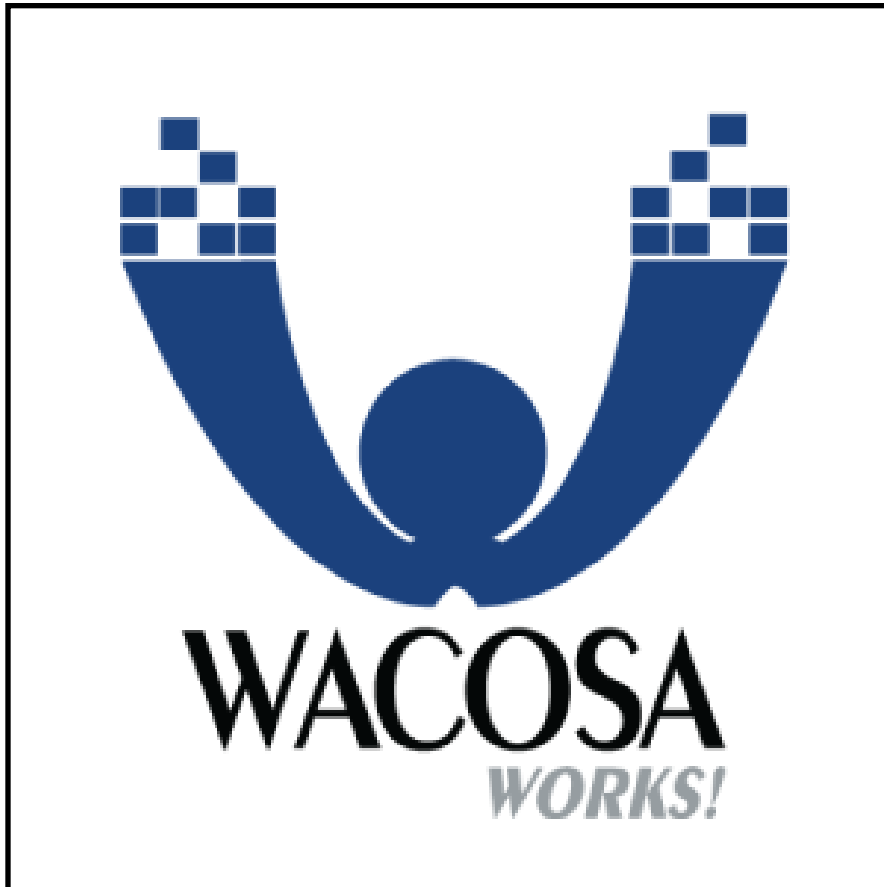


Photo courtesy of WACOSA

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. **Oct. 13, 2023:** Project cost is increasing from \$197,000 to \$228,000. Anticipated approval of the change will occur in February 2024.

Programmed Funds Breakdown		Total
FTA		\$182,400
LF		\$45,600

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. **Nov. 17, 2023:** Project was awarded to contractor. Project start date is spring of 2024 with a completion date of July 2024.

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. **Nov. 17, 2023:** Construction was suspended. Anticipated project will be completed by July 2024.



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 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: 073-675-041AC1

2025: 073-675-041AC2

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. **Nov. 17, 2023:** Project is complete.

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

Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Estimated project cost: \$3,000,000

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	\$1,541,645

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. **Nov. 17, 2023:** 60% plans are completed. Environmental document to be submitted by Dec. 1, 2023. Public meeting held Nov. 2, 2023. **Dec. 19, 2023:** Due to an anticipated increase in funding costs associated with the Elm Street intersection improvements, the cost has increased from \$2.5 million to \$3 million.

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: 073-675-042AC1

2025: 073-675-042AC2

Funding Source: STBGP 5K-200K

Project Scope: 0.2 miles

Status updates

Dec. 12, 2022: Federal earmark added to this project for \$1 million, dropping the local share from \$2,864,880 to \$1,864,880. **Feb. 14, 2023:** Due to additional IJIA 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. **Nov. 17, 2023:** Bids awarded. Work will begin Nov. 27, 2023.



Photo courtesy Saint Cloud APO

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: \$2,121,105

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	\$871,105

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. **Nov. 17, 2023:** Final plans have been reviewed by MnDOT and resubmitted. Final environmental document has been submitted (delay in getting State Historic Preservation Office concurrence). Right of way certificate has been submitted and approved. Latest estimate is \$2,121,104.80. Because revised project cost is under the 20% threshold to warrant an administrative modification, APO and MnDOT District 3 staff have completed a technical correction, adjusting the project cost from \$2.5 million to \$2,121,105.

Project Sponsor: Stearns County

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

2024 Saint Cloud County Road 136

Project Description

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

Project Number: 162-591-005AC

Funding Source: STBGAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

Total

Advance Construction Payback	\$99,000
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Status updates

Nov. 7, 2019: Estimated construction start date would be Spring 2021 with an anticipated completion by Fall 2021. **April 09, 2020:** The City was awarded \$424,000 in Transportation Alternatives funding from the Central Minnesota Area Transportation Partnership (ATP) for fiscal year 2024 to add 6' wide sidewalks and 6' wide bike lanes, curb and gutter from 22nd Street S to Oak Hill Elementary and adding 10' widened shoulders from Oak Hill Elementary to 33rd Street S. The city has elected to construct this portion of the project in 2021 with the existing reconstruction project. As a result, the total project cost has increased from \$1,400,000 to \$2,400,000. Due to expansion in project scope, the local match has increased from \$557,518 to \$1,027,518 for project 162-175-001 ONLY. **Oct. 21, 2020:** Project is currently being designed. Anticipate a late May 2021 start date. Project to be completed in fall 2021. **Dec. 21, 2020:** Due to available funding from State Aid, an additional \$127,000 in Federal funding has been added to the reconstruction project (162-175-001) therefore decreasing the local match from \$1,027,518 to \$900,518 and increasing the Federal contribution from \$842,482 to \$969,482. **Feb. 22, 2021:** Project cost estimate has increased the combined project cost from \$2.4 million to \$3,737,360. Local funding has increased for the roadway portion of the project (from \$900,518 to \$2,231,335) and the active transportation portion (from \$106,000 to \$112,543). **June 2021:** Per MnDOT, a funding swap is occurring between the City of Saint Cloud and Becker County. Saint Cloud is receiving \$325,000 out of the \$424,000 in TA funding in 2021 (Becker County's funding). This will decrease the amount of Federal reimbursement in FY 2024 to \$99,000 for this project. **Nov. 18, 2021:** Construction began in June 2021 with substantial completion in October 2021. **Nov. 8, 2022:** Landwehr Construction Inc. was awarded the low bid for this project on June 7, 2021. Project is substantially completed as of November 2022, with exception to landscaping punch list items. **Oct. 13, 2023:** Low bid amount: \$3,297,278.50. Working on finaling out project with paperwork. Change in Construction Status sent with Final Completion Date: 09/30/23. Final project cost is \$3,470,412.43 per Final Pay Voucher 9. Project is complete.



Photo courtesy Saint Cloud APO

Project Sponsor: City of Saint Cloud

Project Contact: Zac Borgerding, City Engineer 320-255-7249 zachary.borgerding@ci.stcloud.mn.us

2024 Saint Cloud EV Charging Stations

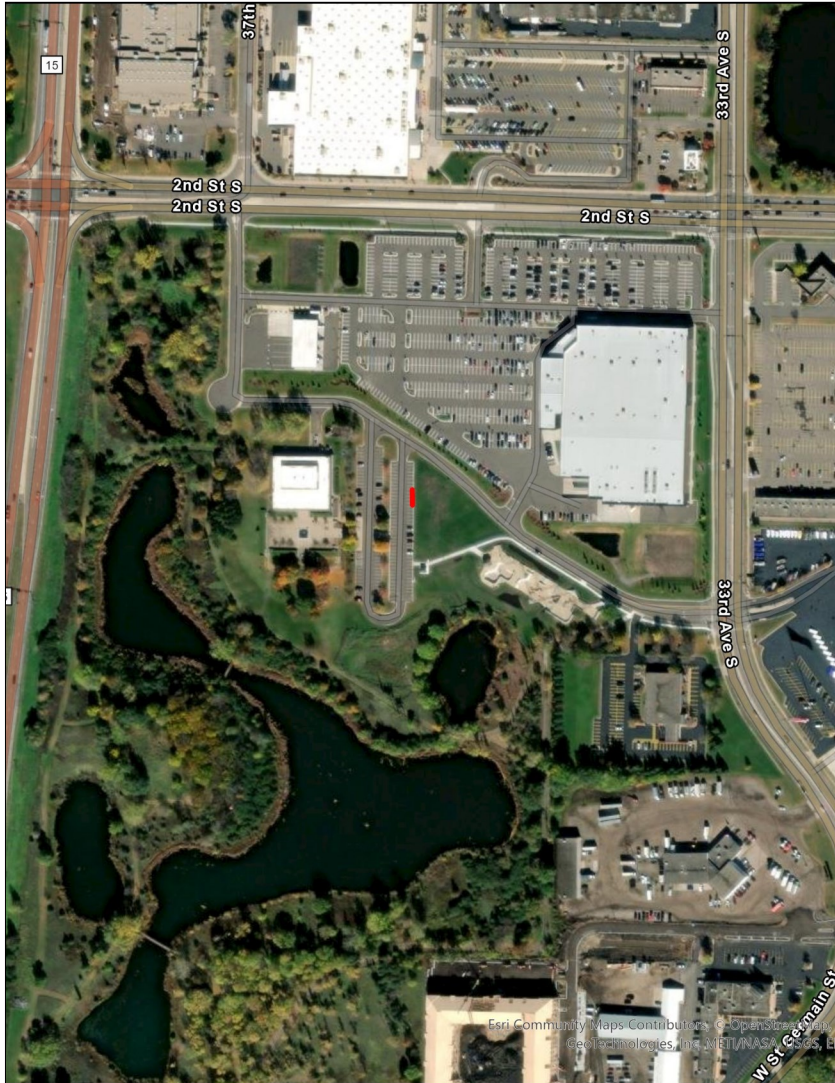


Photo courtesy Saint Cloud APO

Estimated project cost: \$250,000

Fiscal year: 2024

Project Description

Installation of one electric vehicle charging station at 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. **Dec. 18, 2023:** Project locations need to be reduced from five locations to one location due to changes with a partnership agreement with Xcel Energy. No changes in project cost are anticipated at this time.

Project Sponsor: City of Saint Cloud

Project Contact: Zac Borgerding, City Engineer 320-255-7249 zachary.borgerding@ci.stcloud.mn.us

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. **Nov. 16, 2023:** The project memorandum is complete and the City will be soliciting qualifications of design firms in December 2023. Design services will be awarded in January 2024. Design will take place January 2024-June 2024 with project closeout in July 2024.

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

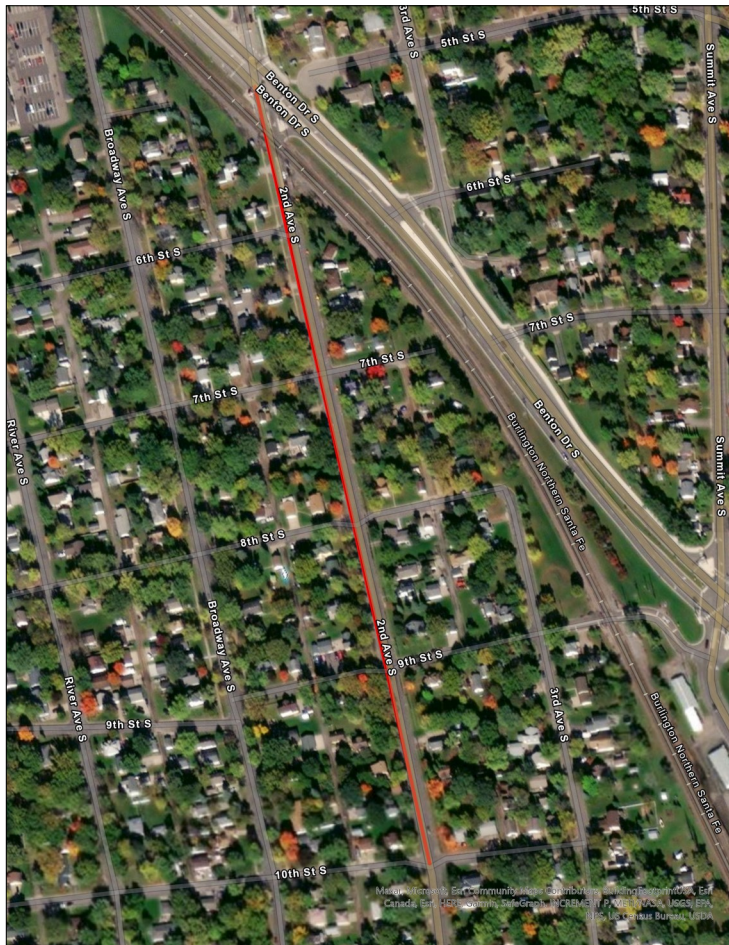


Photo courtesy Saint Cloud APO

Project Description

Reconstruction of Second Avenue S from 110 feet south of Benton Drive to 10th Street S. This project will also include sidewalk, ADA upgrades, lighting, drainage, and watermain improvements.

Project Number: 191-104-006

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. **Nov. 17, 2023:** CATEX (Categorical Exclusions form) is being reviewed by MnDOT. Letting is planned for January 2024. Construction start planned for May 2024. Construction substantial completion planned for October 2024. **Feb. 12, 2024:** MnDOT District 3 staff are facilitating a funding swap between the City of Sauk Rapids and Sherburne County. Originally, the Federal funding for this project was not available until FY 2025. However, due to the funding swap, Sauk Rapids will be fully able to construct and receive Federal funding in FY 2024. This project will no longer be advance constructed. Proposed administrative modification to occur by April 2024.

Programmed Funds Breakdown	Total
FHWA	\$1,135,120
LF	\$2,623,356

Project Sponsor: City of Sauk Rapids

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

2024 MnDOT MN 23 and US 10

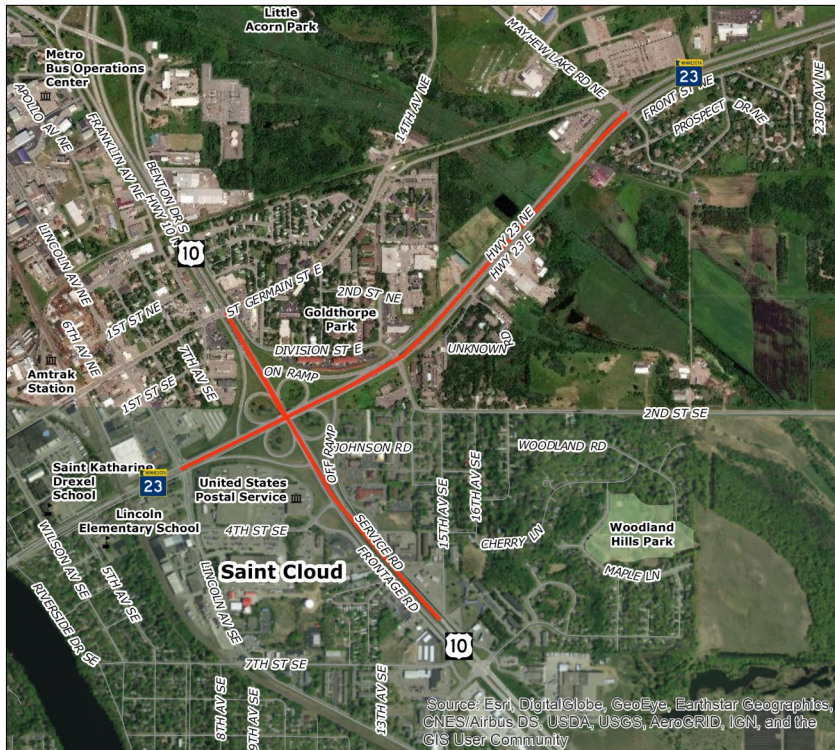


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
Advanced Construction Payback	0503-91AC: \$23,194,152 (2024 ONLY) 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. **Nov. 22, 2023:** Project has been authorized and was let on Feb. 20, 2023. The project is presently under construction and is expected to be completed in 2024. Let amount was \$43,678,235.93.

2024 MnDOT EV Charging Station

Estimated project cost: \$590,952

Construction year: 2024



Photo courtesy Saint Cloud APO

Project Description

Installation of an electric vehicle charging station at the AmeriInn hotel, 4385 Clearwater Road in Saint Cloud.

Project Number: 8823-435

Funding Source: NEVI

Project Scope: N/A

Status updates

April 12, 2024: Project to be added to the APO's 2024-2027 TIP per the Minnesota Department of Transportation's Office of Sustainability and Public Health. An exact location for this project has not been finalized as of April 12. An exact location will be firmed up within the next few weeks. **July 18, 2024:** Office of Sustainability and Public Health has announced the location to be at the AmeriInn at 4385 Clearwater Road in St. Cloud. This project has been awarded to Universal EV. In addition, the cost of this project has dropped from \$762,000 to \$590,952. A technical correction has been processed to the 2024-2027 TIP.

Programmed Funds Breakdown	Total
District C FHWA	\$472,762
Other/Local	\$118,190

Project Sponsor: MnDOT District 3

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

2025 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-25A	Operating assistance	\$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 three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000
TRF-0048-25F	Purchase office equipment, IT, and communication projects	\$535,000	FTA: \$428,000 LF: \$107,000



Photo courtesy of Saint Cloud Metro Bus

Status updates

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

TRF-0048-25E: Nov. 22, 2021: Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **Nov. 8, 2022:** Projects have not started. Starting date is estimated to be in 2025. Completion is estimated to be in 2026. **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. **Oct. 17, 2023:** Metro Bus is increasing the number of vehicles from two to three. Project cost is increasing from \$80,000 to \$120,000.

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-0048-25B:



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: \$228,000

Fiscal year: 2025

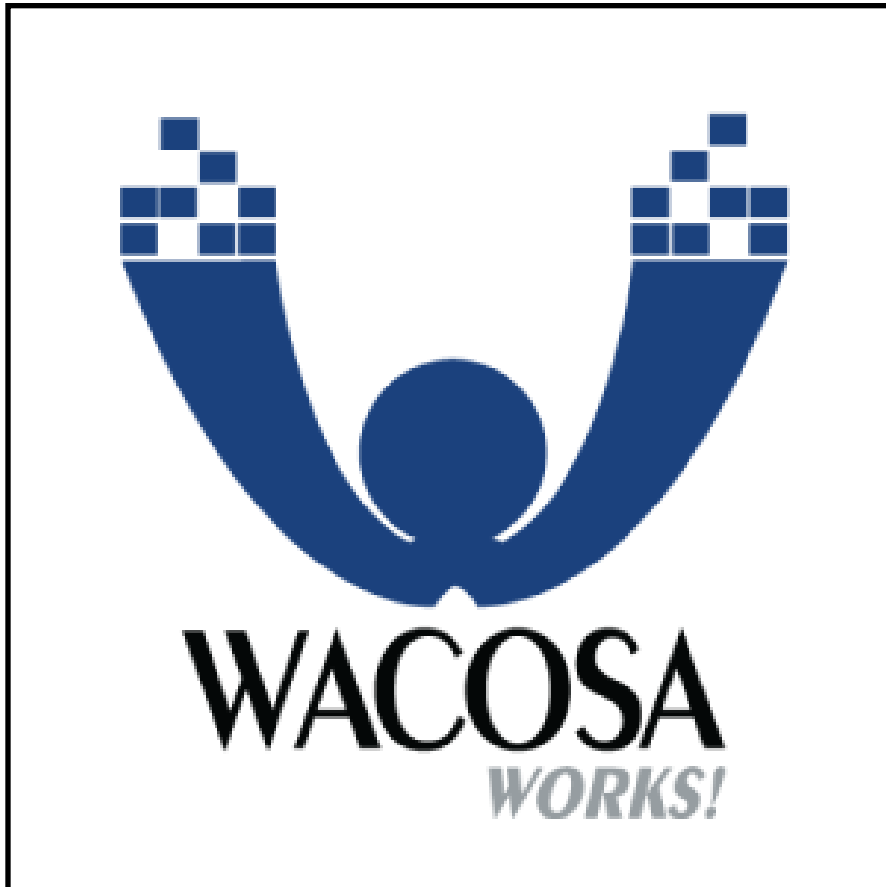


Photo courtesy of WACOSA

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. **Oct. 13, 2023:** The cost of this project has decreased from \$237,000 to \$228,000. A change to the TIP will be processed with anticipated approval in February 2024.

Programmed Funds Breakdown	Total
FTA	\$182,400
LF	\$45,600

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 Sherburne County CR 65 & 45th Avenue Realignment



Photo courtesy Saint Cloud APO.

Estimated project cost: \$2,500,000

Fiscal year: 2025

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.

Project Number: 071-596-008

Funding Source: STBGP<5K

Project Scope: 0.1 miles

Programmed Funds Breakdown	Total
FHWA	\$1,000,000
SF	\$1,200,000
LF	\$300,000

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. 17, 2023: Due to issues securing the proper easements from BNSF, the necessary right of way cannot be acquired to initiate this project in the FY 2024 construction season. Sherburne County is requesting to push this project back to FY 2025. An administrative modification to the TIP is anticipated for February 2024.

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. **Nov. 17, 2023:** Preliminary engineering has begun. Reviews have been requested for environmental document. Public meeting to be held in early 2024. Estimate will likely need to be adjusted to a total cost of \$1,700,000 but we can wait until we have a 60% plan/estimate to minimize number of TIP amendments.

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: STBG TAP 5K-200K

Project Scope: 0.4 miles

Programmed Funds Breakdown

Total

FHWA	\$482,542
SF	\$120,635

Status updates

Oct. 31, 2023: The project is on track with plans to submit the project memorandum in 2023. Preliminary survey and environmental review is also underway.

Project Sponsor: City of Waite Park

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

2025 Saint Cloud APO Environmental Documentation

Estimated project cost: \$1,000,000

Construction year: 2025

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

Oct. 6, 2023: Initiation of the project has been delayed from FY 2024 to FY 2025.

Project Sponsor: Saint Cloud Area Planning Organization

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

2025 MnDOT MN 15 Bridge Overlay at CSAH 137

Estimated project cost \$1,200,000

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	\$976,226
SF	\$223,774

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. **Nov. 22, 2023:** Construction cost estimate may need to increase from \$680,000 to \$748,000, which we will consider later with the update of the draft TIP/STIP. Project is currently scheduled for letting on June 24, 2024, and appears to be on track for the fiscal year it is programmed. **Jan. 18, 2024:** Due to an increase in the cost estimates for this project, MnDOT is proposing to increase this project cost from \$680,000 to \$921,000. Because this change will keep the project under \$1 million, this change will be processed as a technical correction. **Feb. 12, 2024:** Due to an increase in the cost estimates for this project, MnDOT is proposing to increase this project cost from \$921,000 to \$1,200,000.

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. **Nov. 22, 2023:** This project is scheduled for a Nov. 22, 2024, letting and is on track of deployment in 2025.

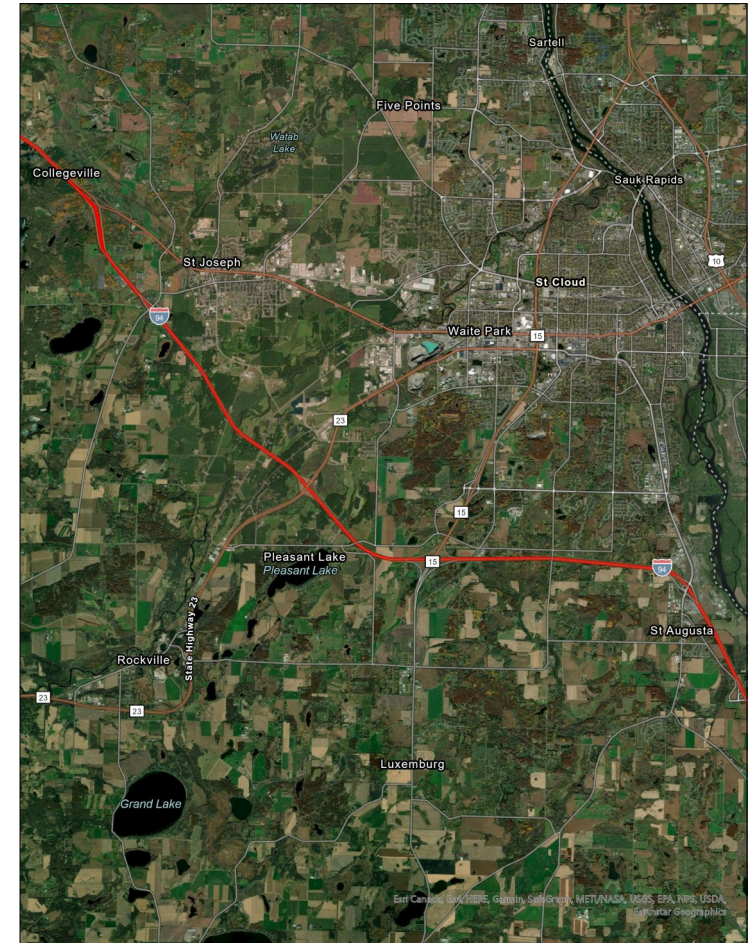


Photo courtesy Saint Cloud APO

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 three replacement operations vehicles	\$120,000	FTA: \$96,000 LF: \$24,000

Status updates

TRS-0048-26A: Nov. 8, 2022: No progress has been made on this project.
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. **Oct. 17, 2023:** Metro Bus is decreasing the number of vehicles from four to three. Project cost is decreasing from \$160,000 to \$120,000.



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 \$5,600,000

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

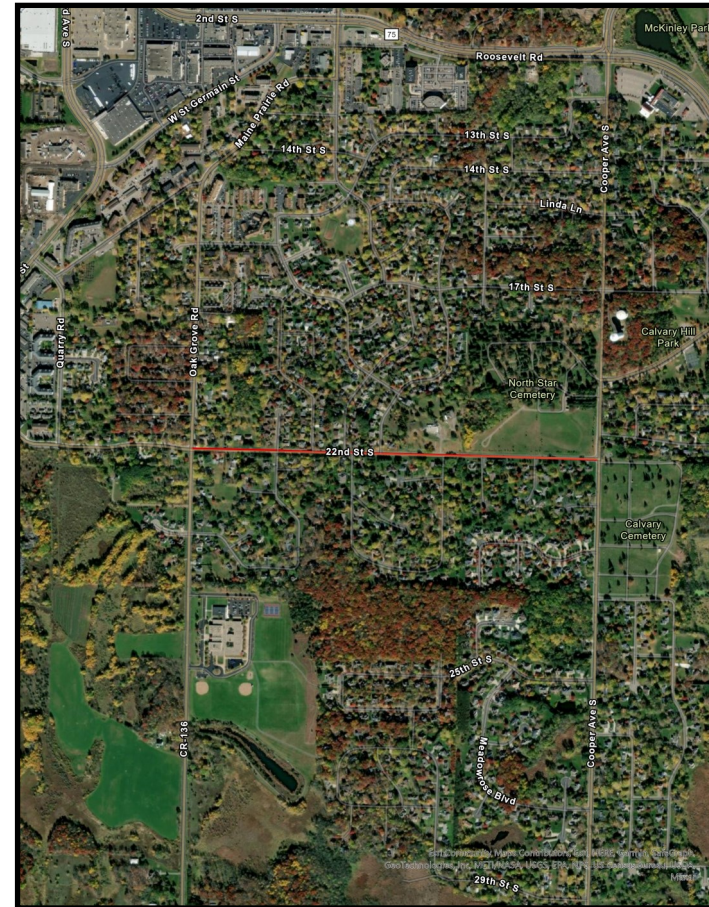


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA (2026 Only)	\$239,114
LF (2026 Only)	\$3,800,000
Advanced Construction Payback (2027 Only)	\$1,560,886

Project Sponsor: City of Saint Cloud

Project Contact: Zac Borgerding, City Engineer 320-255-7249
zachary.borgerding@ci.stcloud.mn.us

Status updates

Nov. 3, 2023: Due to the addition of sewer and watermain work for this project, the estimated project cost has increased from \$3,042,000 to \$5,600,000. No additional Federal funding will be available for this project so the additional \$2,558,000 will be funded by the City of Saint Cloud. Staff are working on acquiring the necessary right-of-way for the project. Survey work will commence in 2025.

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

Nov. 16, 2023: The project memorandum will be started and completed in 2024. Design will take place in 2025. Construction is budgeted for 2026.

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: STBGTP 5K-200K

Project Scope: N/A



Photos courtesy Saint Cloud APO

Status updates

Nov. 16, 2023: The project memorandum has been started and we are waiting agency responses. The City will be applying for AT funds to help cover the local match and free up funds for other crosswalk improvement projects. If the grant application is successful, the City may advance construction, but would not advance funding (city would fund the project cost). Design will take place in 2024/2025 with construction in 2025/2026 depending on AT Grant results.

Programmed Funds Breakdown

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

Nov. 17, 2023: Project has not been started. Anticipated letting date is January 2026. Anticipated construction start is May 2026. Anticipated construction substantial completion is October 2026.

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

Nov. 22, 2023: Project was advanced from year 2027 in District 3's 10-year CHIP to year 2026 of the TIP/STIP with special IIJA Bridge Formula Program (BFP) funding. Project is currently scheduled for letting on Aug. 29, 2025.

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

Nov. 22, 2023: Final estimate won't be available until state fiscal year 2026. The project manager will reach out to BNSF and the locals for a diagnostic review at the crossing. After the review, the PM will request the estimate from BNSF. The agreement will be written and sent out while the state requests federal authorization for the 50% portion. The project specific details will be discussed at the diagnostic. There is currently a signal in place. The 'most common' type of project (when a signal system already exists) is to replace the aging equipment with new. For the environmental documentation, MnDOT will request Section 106 (Historic Properties) and Section 7 (endangered species) for all 2026 projects in another year.

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	\$410,000	FTA: \$328,000 LF: \$82,000

Status updates

TRF-0048-27E:

TRF-0048-27F: Oct. 17, 2023: Metro Bus is decreasing the project cost from \$417,000 to \$410,000.



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

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
Nov. 16, 2023: The city completed a feasibility study and has identified right-of-way alignment location and amount. The City will work with their attorney and contract with an appraiser in 2026 for right-of-way purchase in 2027.

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

Nov. 22, 2023: This project is a newly programmed project in the TIP/STIP being funded with federal HSIP dollars. The project is scheduled for letting on Feb. 26, 2027. It is currently on track to meet its scheduled letting and construction in 2027.

Programmed Funds Breakdown

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

Nov. 22, 2023: This is a newly programmed project in the TIP/STIP. Project is currently scheduled letting on Dec. 4, 2026, and is on track for a 2027 season construction.

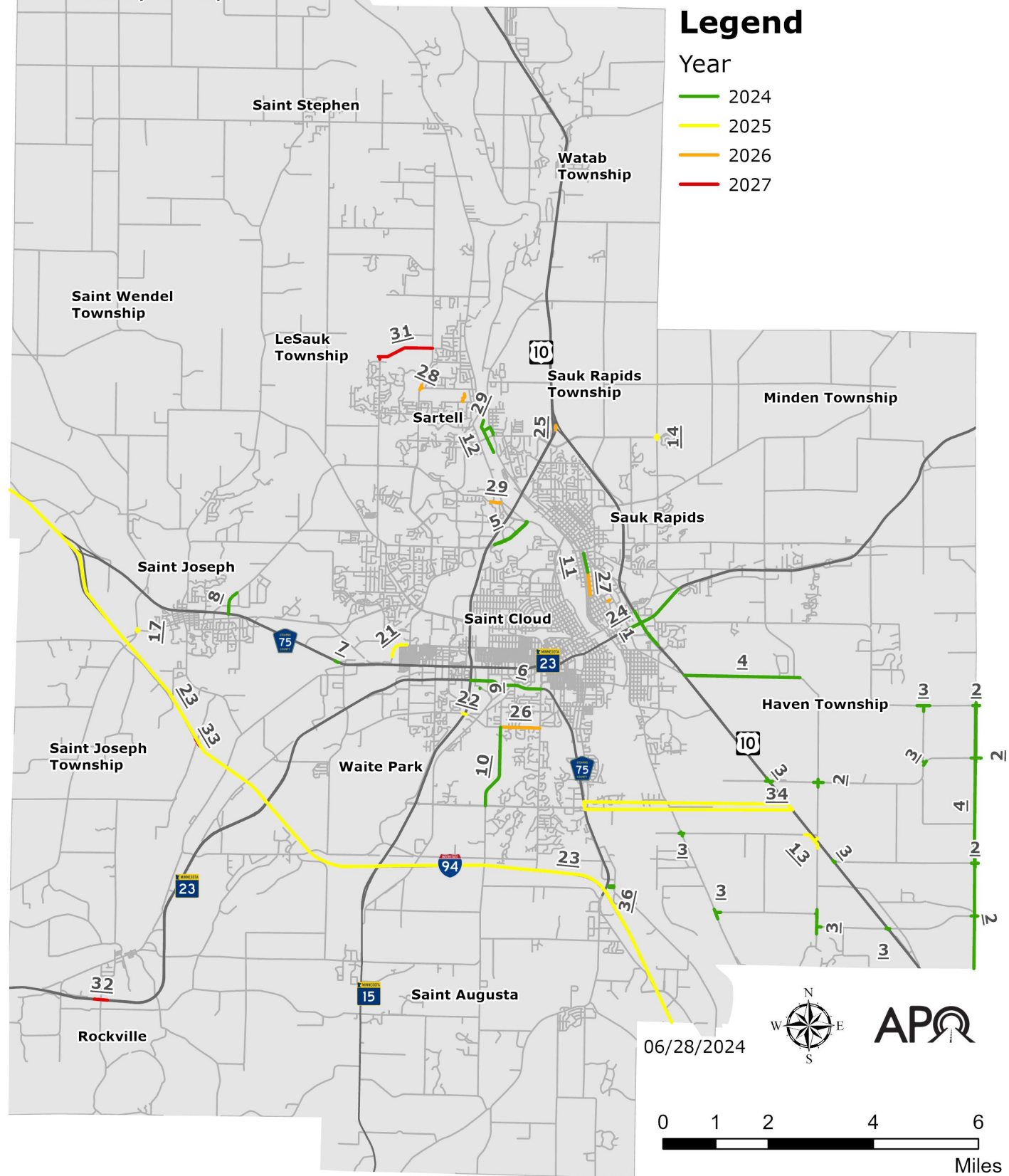
Programmed Funds Breakdown	Total
FHWA	\$2,700,000
SF	\$300,000

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

Saint Cloud Area Planning Organization 2024-2027 TIP Projects



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	Stearns County History Museum	EV Charging Station
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	2025	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	2025	Saint Cloud APO	Mississippi River crossing	Environmental Documentation
36	2024	MnDOT	AmericInn Hotel	EV Charging Station

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>).

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 2.6 identifies block groups within the MPA with concentrations of multiple historically underrepresented



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

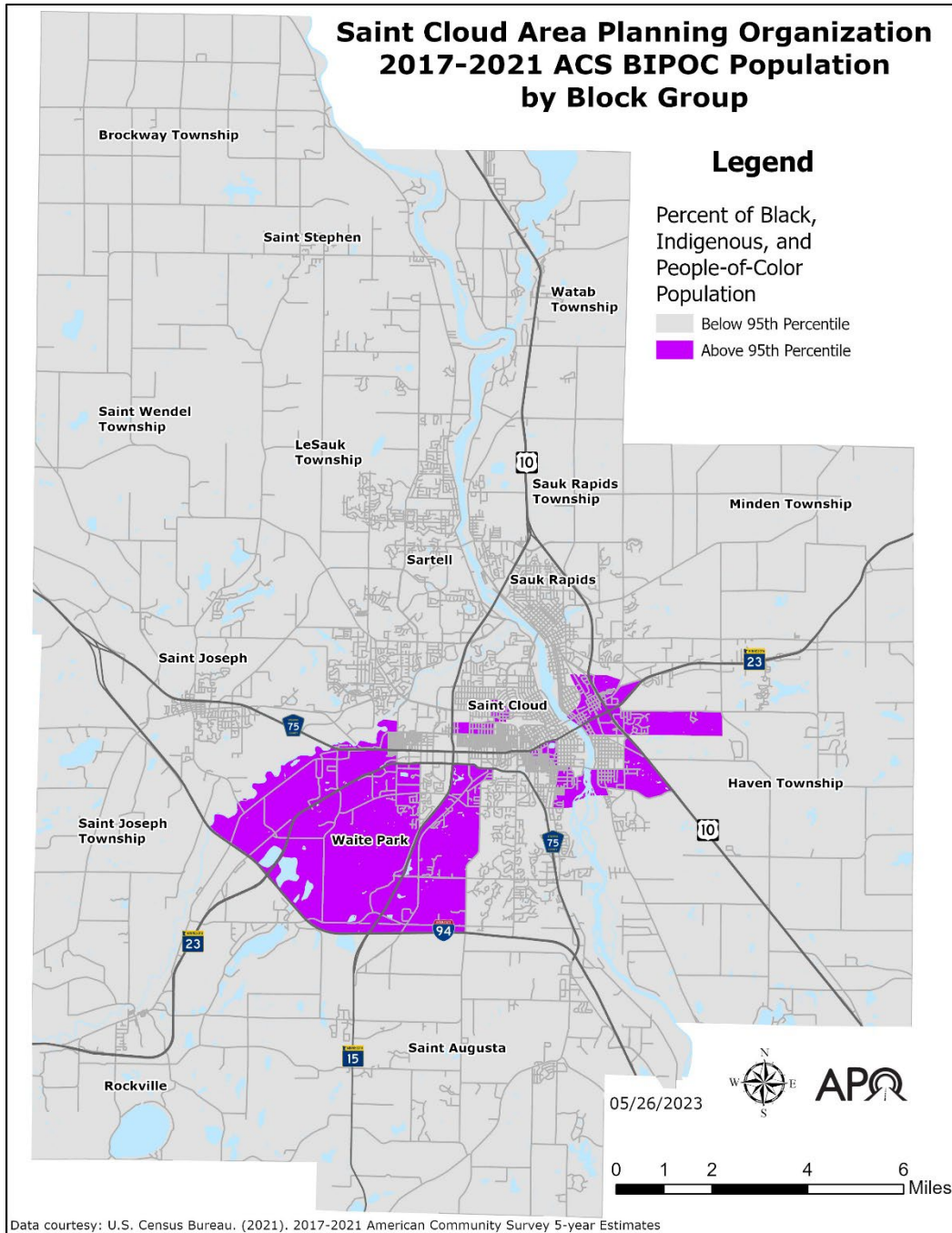


Figure 2.2: Locations of Census block groups within APO member jurisdictions with high concentrations of Black, Indigenous, and People of Color (BIPOC) populations. According to the U.S. Census Bureau’s 2017-2021 ACS Five Year Estimates, a total of 28,858 residents (out of 138,552) have been identified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

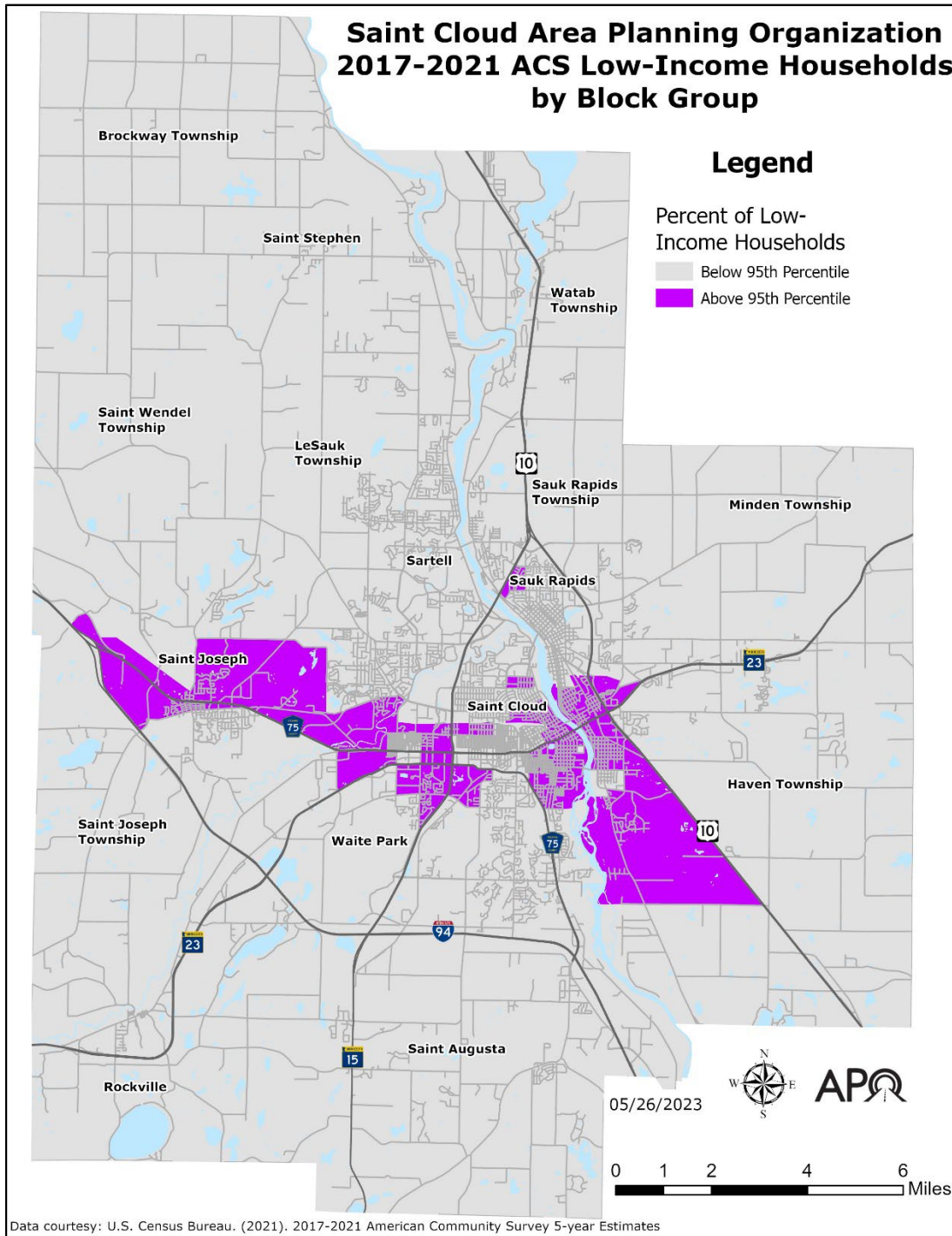
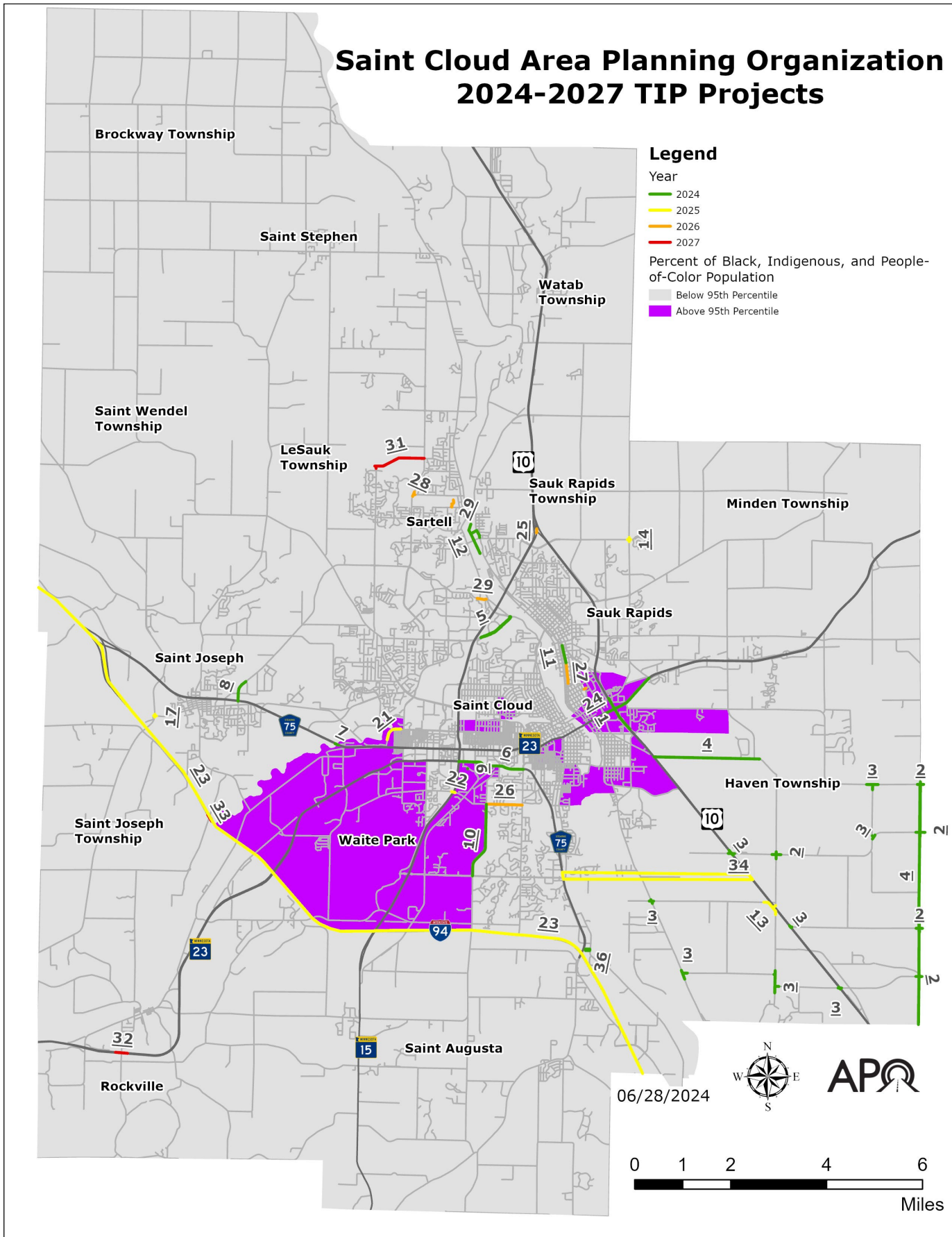
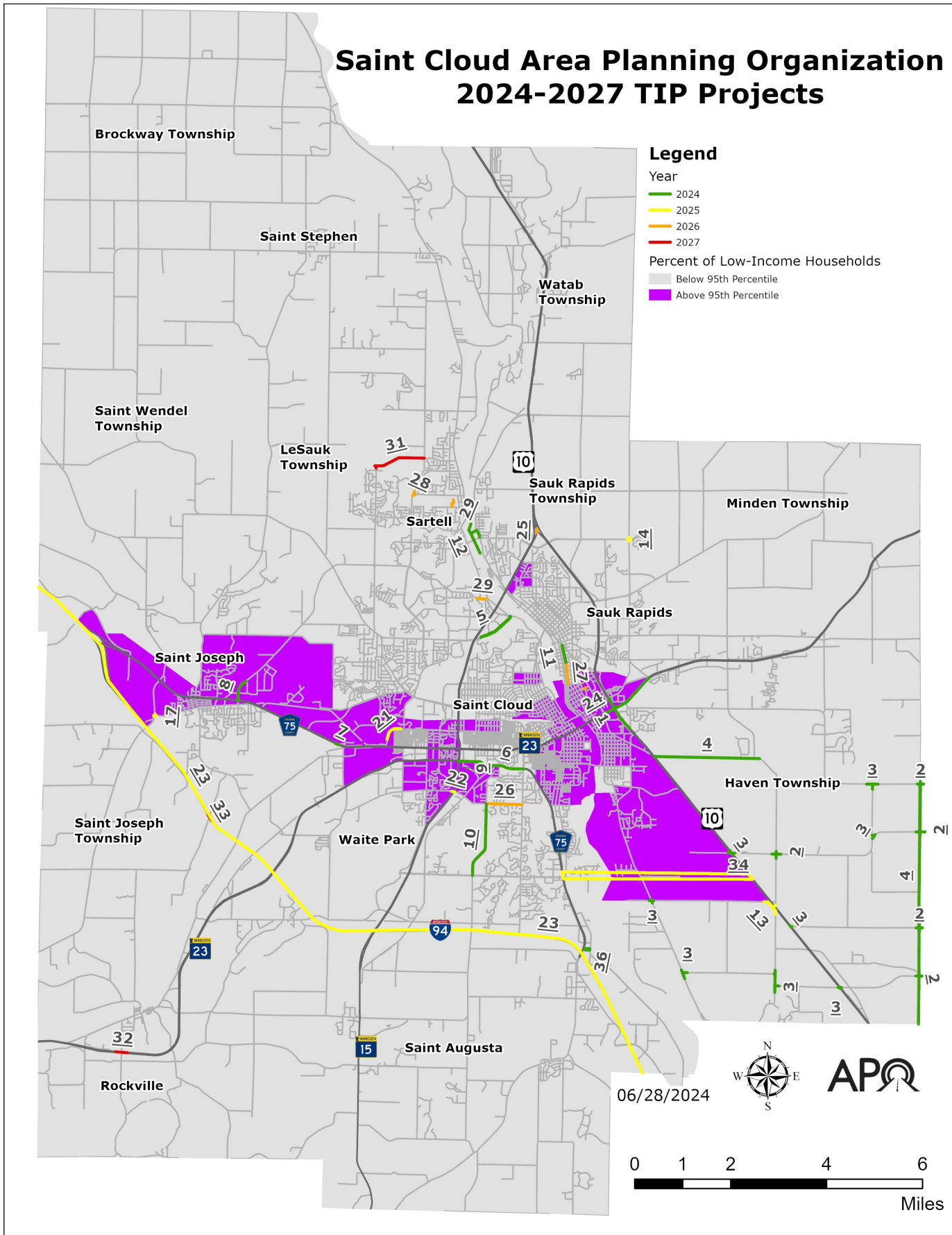


Figure 2.3: Locations of Census block groups within APO member jurisdictions with high concentrations of low-income household populations. According to the U.S. Census Bureau’s 2017-2021 ACS Five Year Estimates, a total of 7,538 households (out of 54,256) have been identified as low-income. This corresponds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



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	Stearns County History Museum	EV Charging Station
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	2025	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	2025	Saint Cloud APO	Mississippi River crossing	Environmental Documentation
36	2024	MnDOT	AmericInn Hotel	EV Charging Station

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	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*	2025	Sherburne County	County Road 65/45th Avenue	Realignment
14	2025	Benton County	CSAH 1	Roundabout
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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*	2025	Saint Cloud APO	Mississippi River crossing	Environmental Documentation
36	2024	MnDOT	AmericInn Hotel	EV Charging Station

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.

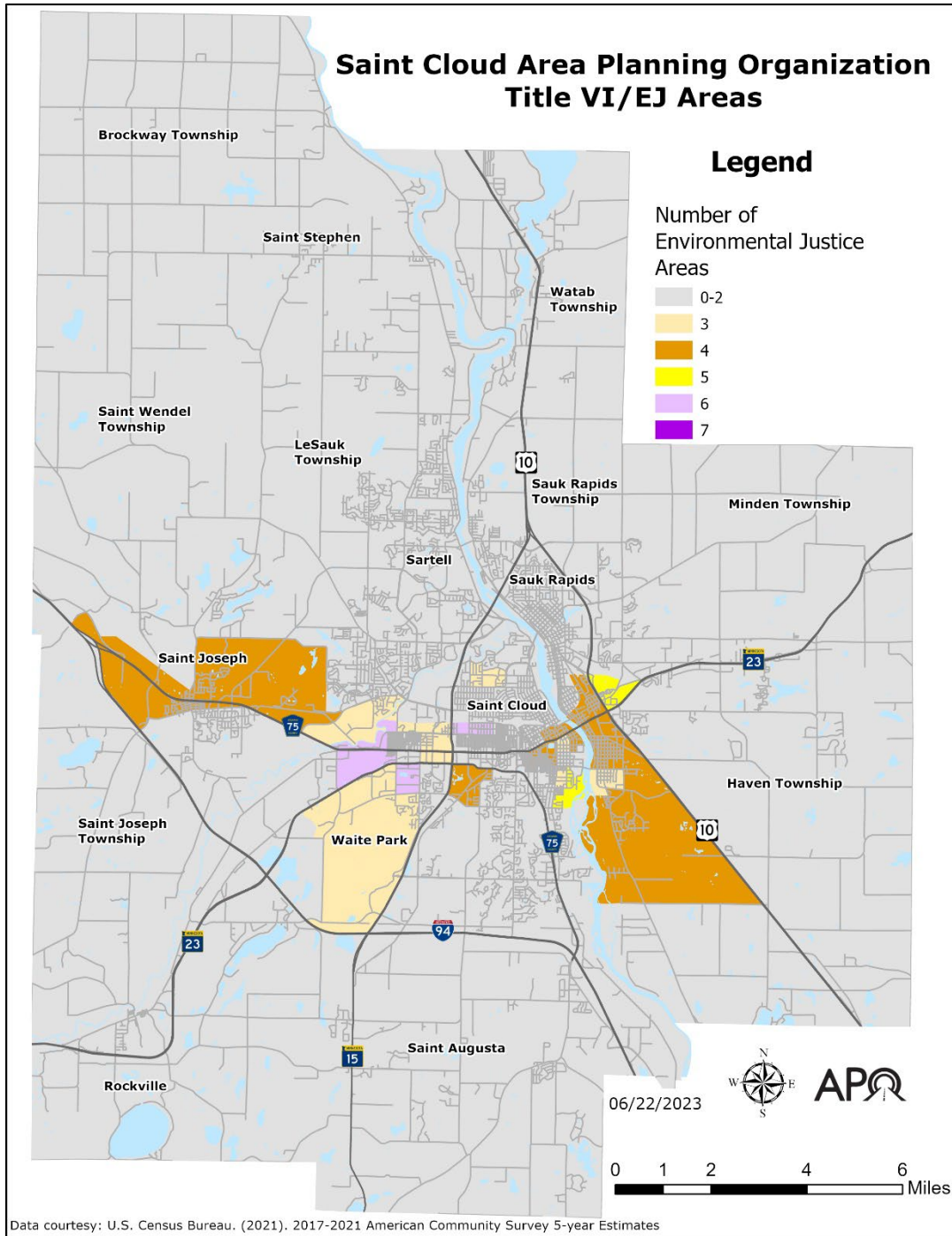
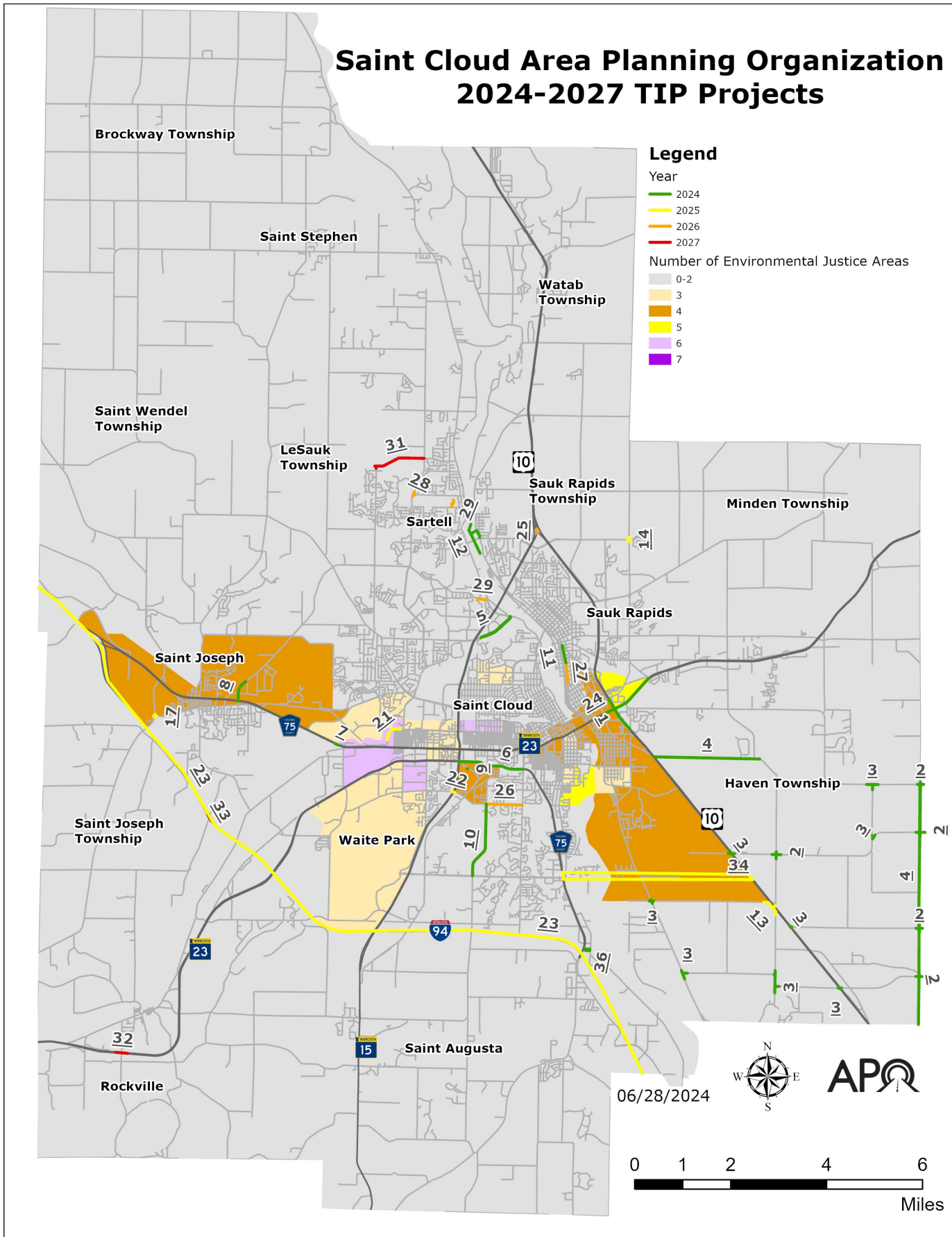


Figure 2.6: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau's 2017-2021 ACS Five Year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



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	Stearns County History Museum	EV Charging Station
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*	2025	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*	2025	Saint Cloud APO	Mississippi River crossing	Environmental Documentation
35	2024	MnDOT	AmericInn Hotel	EV Charging Station

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.

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%	\$8,713,177	19%
Non-BIPOC population	109,694	79.2%	\$36,256,183	81%
Total	138,552	100%	\$44,969,360	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%	\$21,187,177	47%
Non-low-income households	46,718	86.1%	\$23,782,183	53%
Total	54,256	100%	\$44,969,360	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	\$2,121,105	\$871,105	No	No
6	HIGHWAY CSAH 75	073-675-041AC1	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	073-675-042AC1	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	\$3,00,000	\$1,541,645	No	Yes
9	LOCAL STREETS	162-080-009	2024	SAINT CLOUD	**CRP**CITY OF ST. CLOUD; INSTALL ELECTRIC VEHICLE CHARGING STATION, STEARNS HISTORY MUSEUM	\$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	RECONSTRUCT 2 ND AVE S FROM 110' SOUTH OF BENTON DR TO 10 TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS	\$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	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING	\$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	\$921,000	\$171,936	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)	\$5,600,000	\$3,800,000	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	2025	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
36	LOCAL STREETS	8823-435	2024	MNDOT	**NEVI** I-94, S OF JCT 43 RD ST S AND CLEARWATER ROAD, NEAR EXIT 171 IN THE CITY OF ST CLOUD, INSTALL NEVI CHARGING STATION	\$590,952	\$118,190	No	No
Total						\$44,969,360	\$18,643,021	Yes: 11 No: 18	Yes: 17 No: 12

*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: 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%
Percentage of pavements of the non-Interstate	2%	2%	0.4%	1%	1%

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)
NHS in Poor condition					
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:

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

The analysis periods are:

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

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

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

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

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

Using the NPMRDS, the Level of Travel Time Reliability (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.

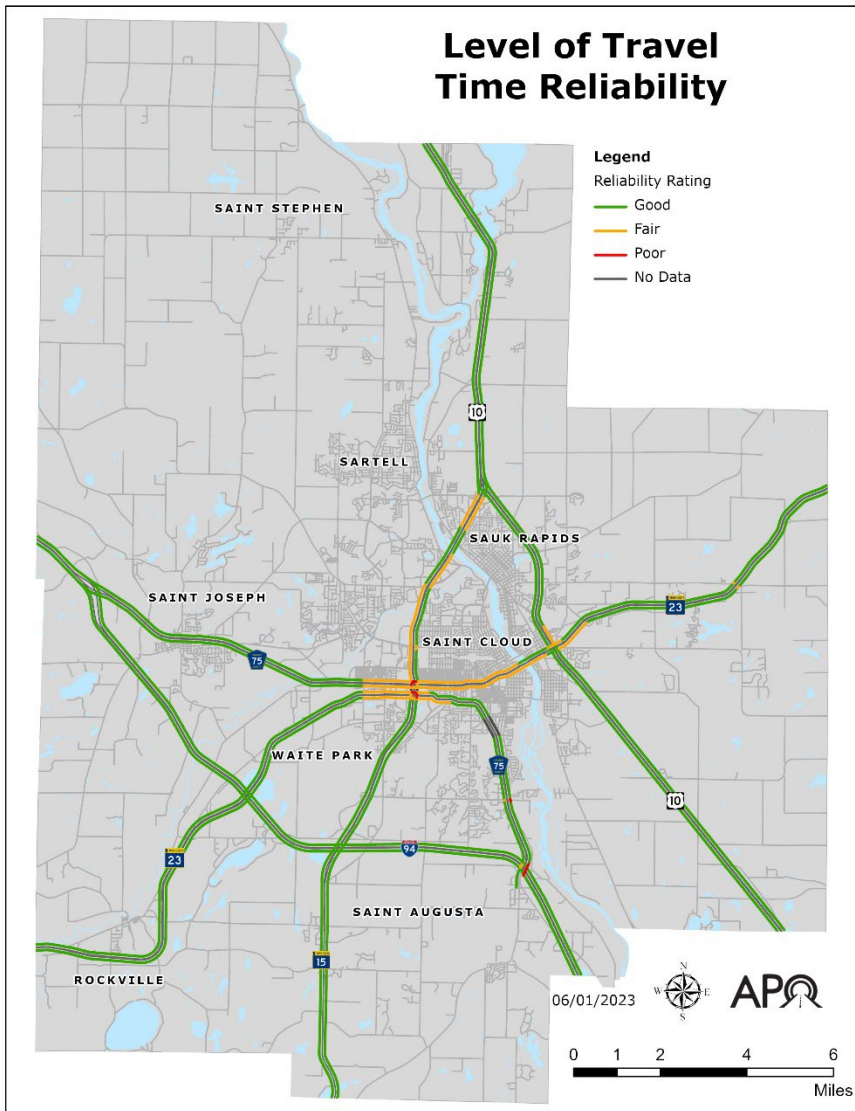


Figure 3.4: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO's planning area.

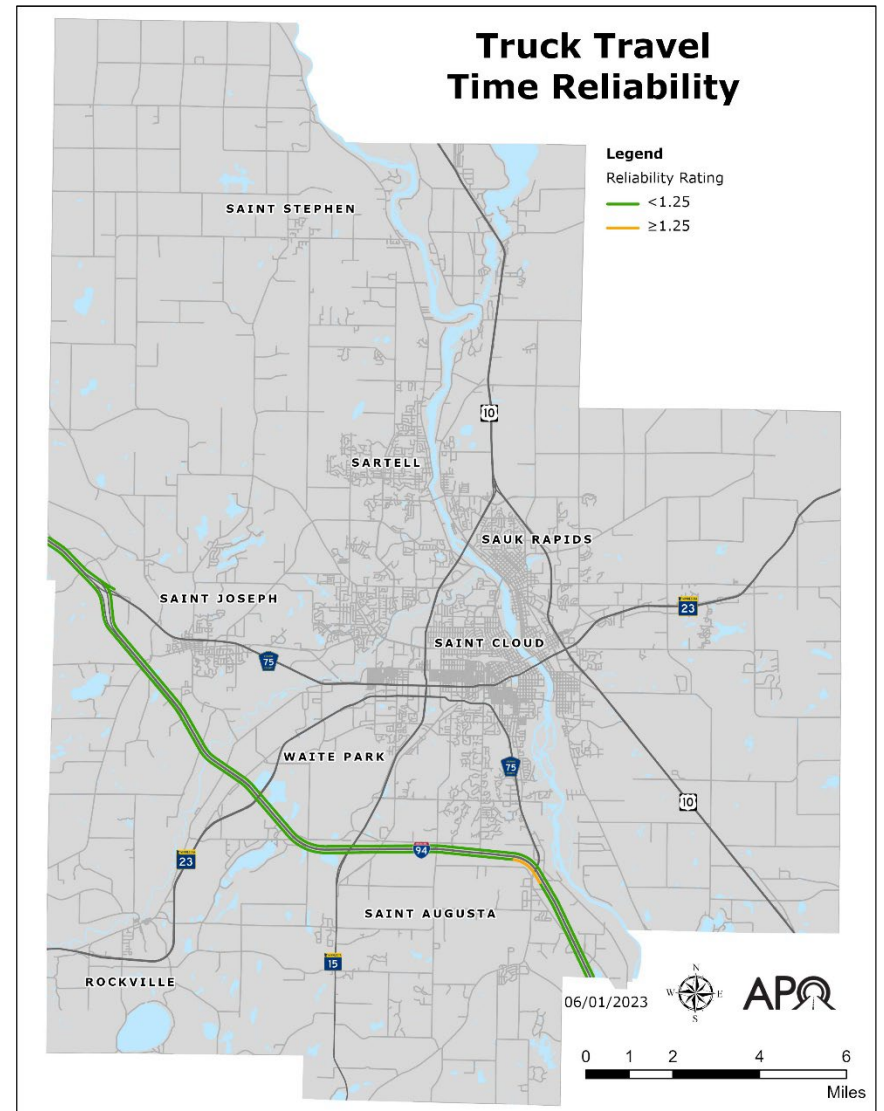


Figure 3.5: A map of the truck travel time reliability of Interstate 94 within the APO's planning area.

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.

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%
Rolling Stock (revenue vehicles) – Class 400 buses	0.00%	20.00%	-20.00	16.67%

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) – 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
Facilities (passenger and parking facilities)	0.00%	0.00%	0.00	0.00%
Facilities (administrative and maintenance facilities)	33.33%	33.33%	0.00	33.33%

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.

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 three replacement operations vehicles (project number TRF-0048-26E).

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

Public Transportation Agency Safety Plan (PTASP)

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

Figures 3.7 through 3.13 outline 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.

Based upon the most recent reportable data – for Federal Fiscal Year 2022 – Saint Cloud Metro Bus has met all safety targets except for total injuries per 65,000 VRM for the paratransit bus service (see Figure 3.10). It is unclear if these injuries occurred because of an error of the bus operator or passenger or if these were a result of a mechanical failure of the vehicle itself (i.e., a wheelchair

securement breaking or a ramp deployment issue). Regardless, Saint Cloud Metro Bus’s Chief Safety Officer (CSO) has stated the transit commission is committed to addressing safety concerns systemwide. This includes annual training to address operator conduct in bus maneuvering and defensive driving to proactively curb any incidents which would impact the targets established in the PTASP. In the event the injuries were the result of human error, the CSO stated a thorough review of the incident is conducted and an appropriate course of action is taken.

23 replacement Class 700 fixed route buses (TRF-0048-26I), 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. This in turn will not only increase system reliability but will ideally curb the possibility of injuries occurring on the vehicle fleet due to mechanical failures.

Examples of programmed projects in the FY 2024-2027 TIP that will help achieve these targets include: the purchase of

Mode of Transit Service	2022 Metro Bus Targets for Total Fatalities	2022 Metro Bus Baseline Measurements for Total Fatalities	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for Total Fatalities
Fixed Route Bus	0	0	Yes	0
Paratransit Bus	0	0	Yes	0
Commuter Bus	0	0	Yes	0

Figure 3.7: A list of the incorporated PTASP fatalities safety performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

Mode of Transit Service	2022 Metro Bus Targets for Fatalities per 65,000 VRM	2022 Metro Bus Baseline Measurements for Fatalities per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for Fatalities per 65,000 VRM
Fixed Route Bus	0	0	Yes	0
Paratransit Bus	0	0	Yes	0
Commuter Bus	0	0	Yes	0

Figure 3.8: A list of the incorporated PTASP fatalities per 65,000 VRM safety performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

Mode of Transit Service	2022 Metro Bus Targets for Total Injuries	2022 Metro Bus Baseline Measurements for Total Injuries	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for Total Injuries
Fixed Route Bus	2	0	Yes	2
Paratransit Bus	2	2	Yes	2
Commuter Bus	0	0	Yes	0

Figure 3.9: A list of the incorporated PTSAP injuries safety performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

Mode of Transit Service	2022 Metro Bus Targets for Total Injuries per 65,000 VRM	2022 Metro Bus Baseline Measurements for Total Injuries per VRM 65,000	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for Total Injuries per 65,000 VRM
Fixed Route Bus	0.20	0.00	Yes	0.20
Paratransit Bus	0.10	0.22	No	0.10
Commuter Bus	0.10	00.00	Yes	0.10

Figure 3.10: A list of the incorporated PTASP injuries per 65,000 VRM safety performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

Mode of Transit Service	2022 Metro Bus Targets for Total Safety Events	2022 Metro Bus Baseline Measurements for Total Safety Events	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for Total Safety Events
Fixed Route Bus	2	1	Yes	2
Paratransit Bus	3	1	Yes	3
Commuter Bus	0	0	Yes	0

Figure 3.11: A list of the incorporated PTASP total safety events safety performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

Mode of Transit Service	2022 Metro Bus Targets for Total Safety Events per 65,000 VRM	2022 Metro Bus Baseline Measurements for Total Safety Events per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for Total Safety Events per 65,000 VRM
Fixed Route Bus	0.25	0.07	Yes	0.25
Paratransit Bus	0.15	0.11	Yes	0.15

Mode of Transit Service	2022 Metro Bus Targets for Total Safety Events per 65,000 VRM	2022 Metro Bus Baseline Measurements for Total Safety Events per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for Total Safety Events per 65,000 VRM
Commuter Bus	0.10	0.00	Yes	0.10

Figure 3.12: A list of the incorporated PTASP total safety events per 65,000 VRM safety performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

Mode of Transit Service	2022 Metro Bus Targets for System Reliability (65,000 VRM/failure)	2022 Metro Bus Baseline Measurements for System Reliability	Performance Target Achieved (Yes/No)	Metro Bus 2023 Targets for System Reliability
Fixed Route Bus	<3	2.52	Yes	<3
Paratransit Bus	<3	1.69	Yes	<3
Commuter Bus	<3	0.00	Yes	<3

Figure 3.13: A list of the incorporated PTASP system reliability (65,000 VRM/failure) safety performance measures in the APO's FY 2024-2027 TIP and performance targets for those performance measures.

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 3.14: 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.

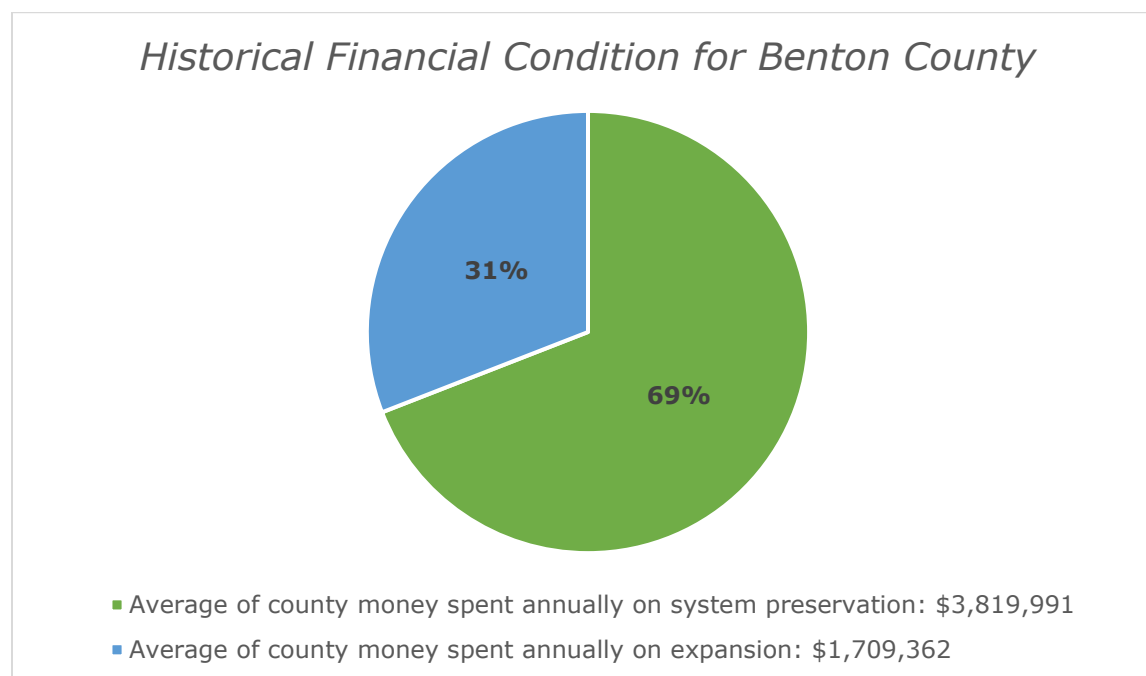


Figure 4.1: Local investment for system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

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
2022	\$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.

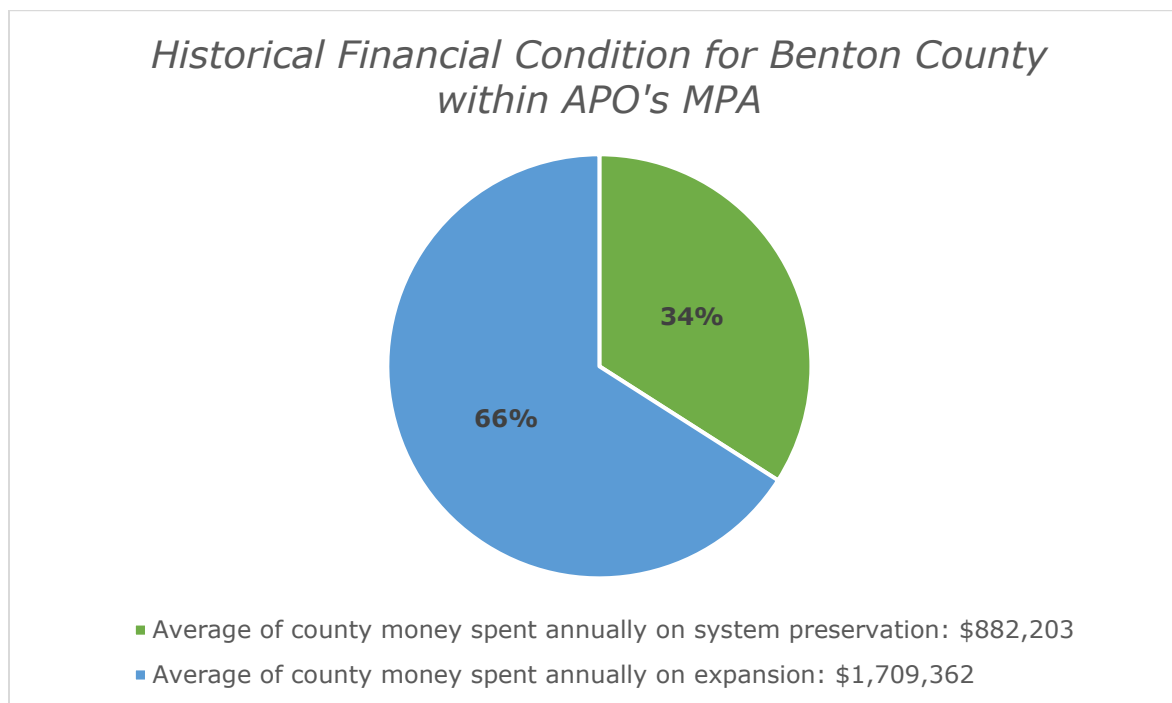


Figure 4.3: Local investment for system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.

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.

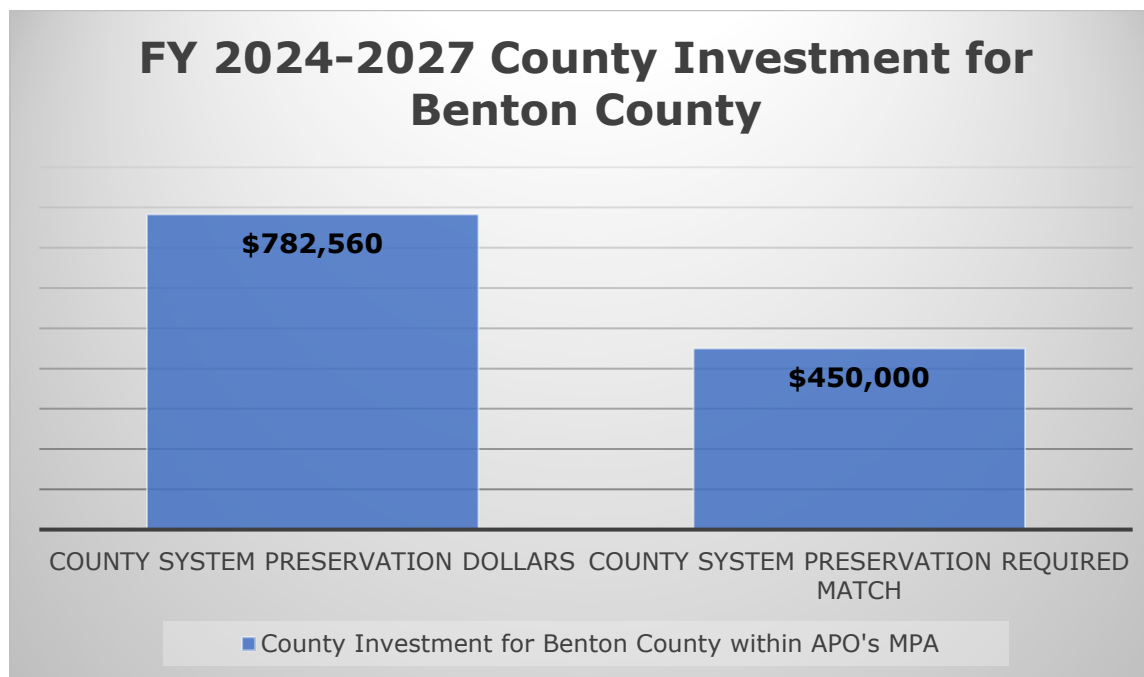


Figure 4.8: Total fiscal constraint for Benton County within the APO’s MPA for TIP cycle FY 2024-2027. Data courtesy of Benton County Highway Department.

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.

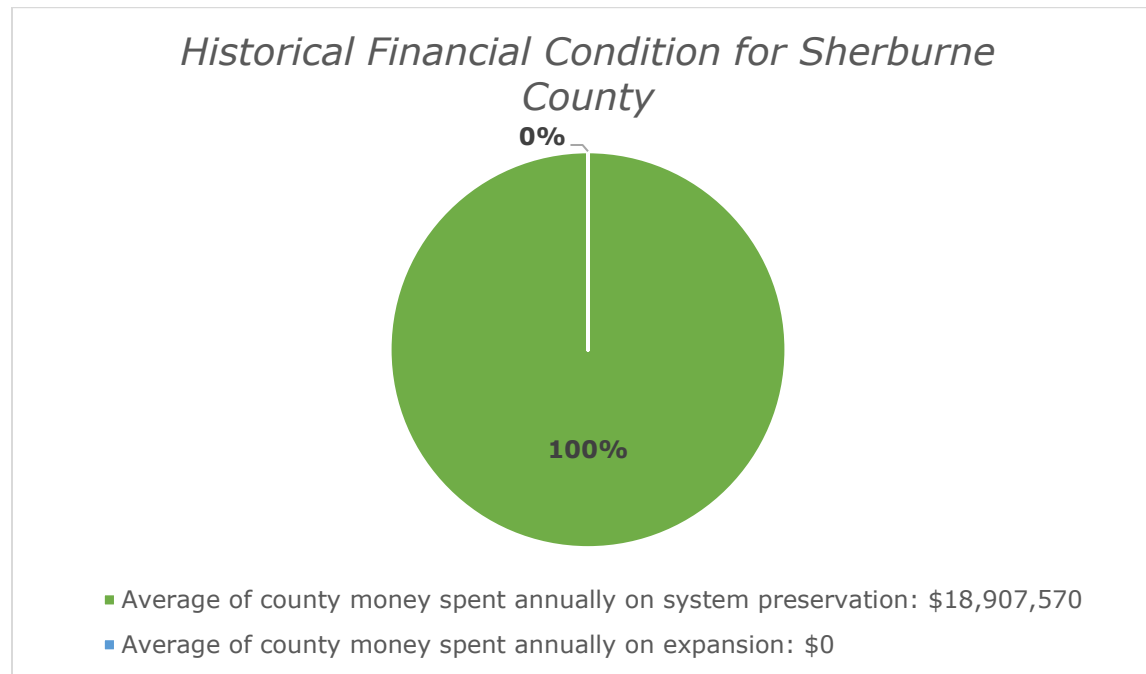


Figure 4.9: Local investment for system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

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.

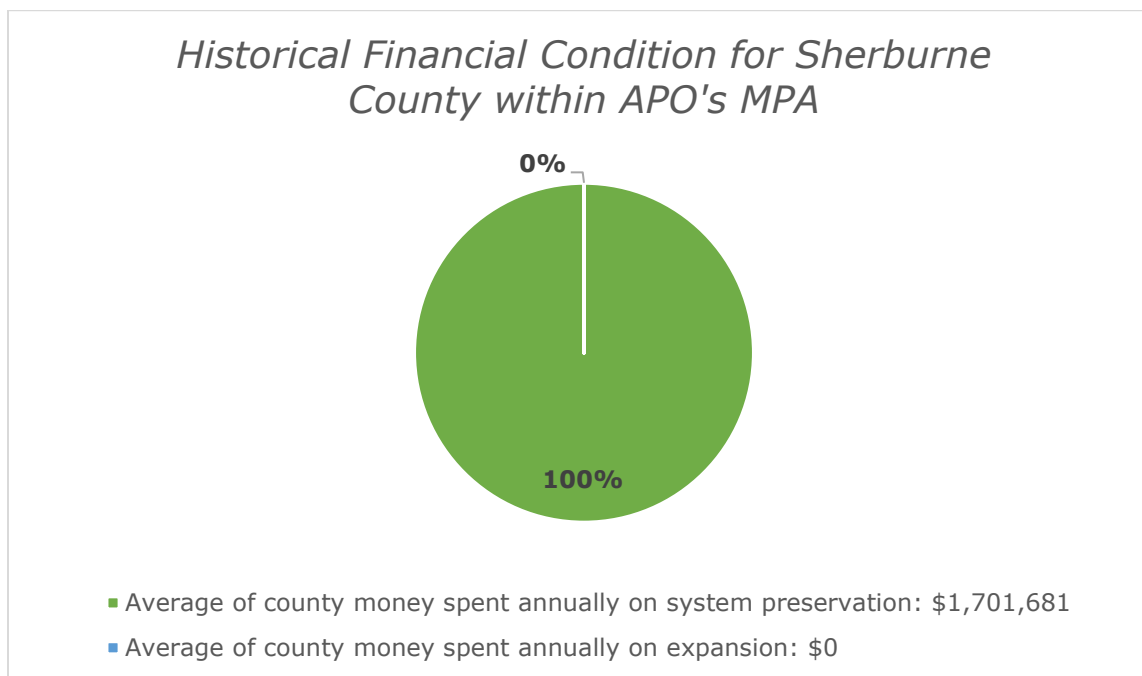


Figure 4.11: Local investment for system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

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.

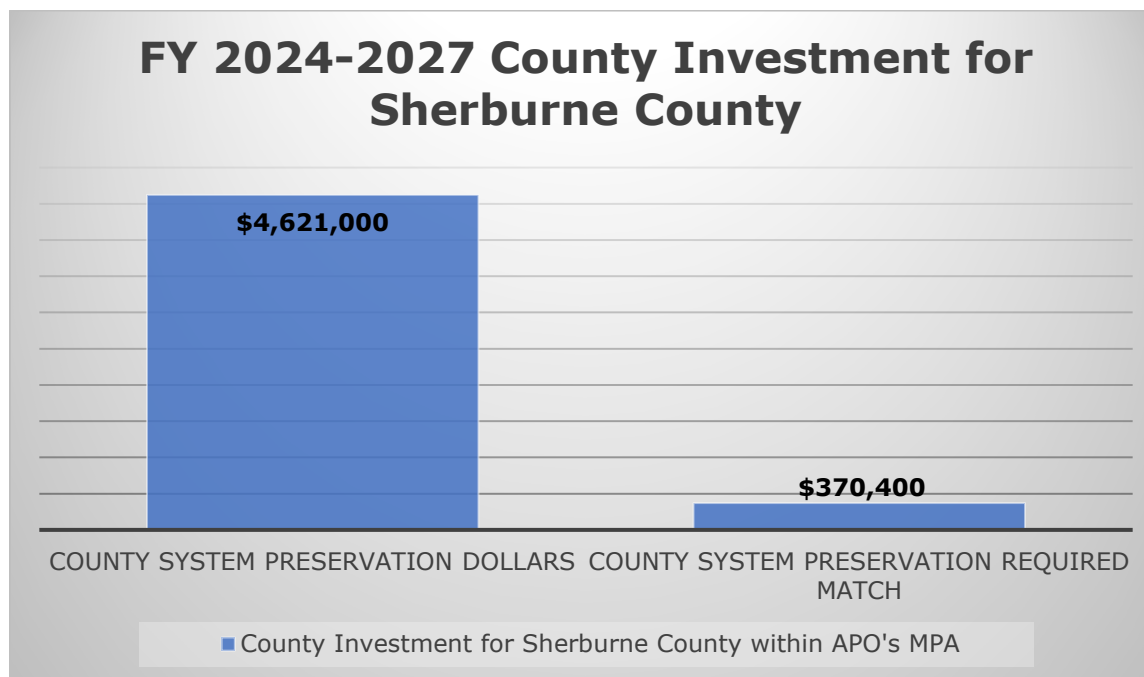


Figure 4.16: Total fiscal constraint for Sherburne County within the APO’s MPA for TIP cycle FY 2024-2027. Data courtesy of Sherburne County Highway Department.

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.

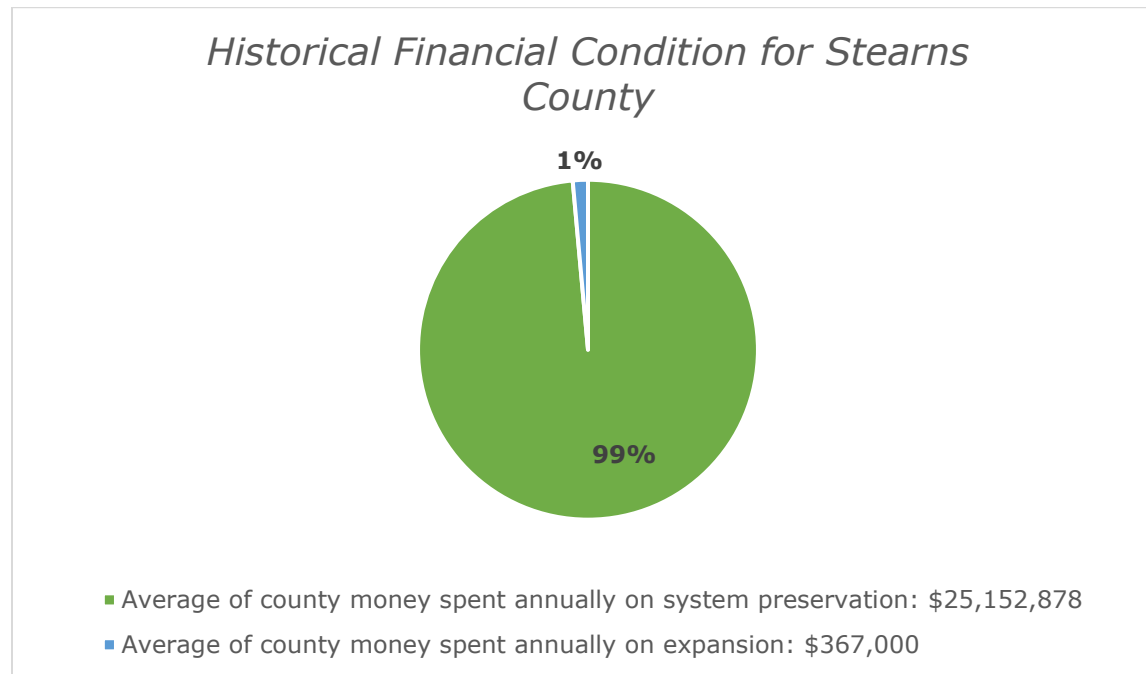


Figure 4.17: Local investment for system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

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.

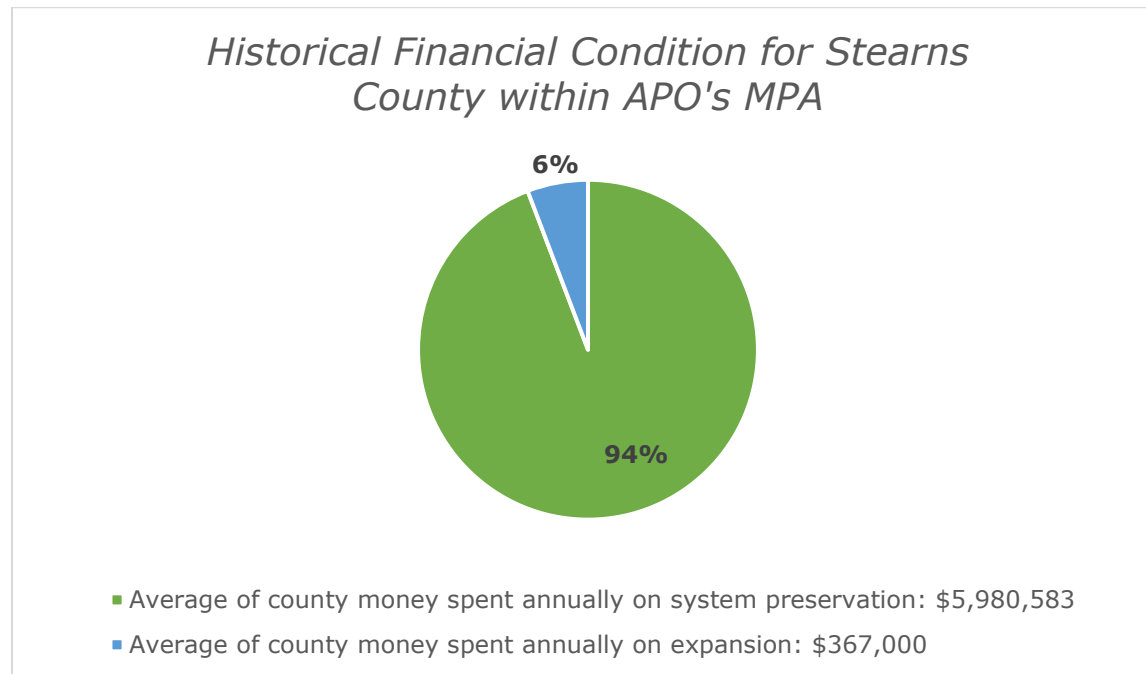


Figure 4.19: Local investment for system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

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 \$1,471,105 in year of expenditure dollars. The county also has one expansion project programmed requiring a local match of \$1,541,645. For this project (073-733-006), the County is partnering with the City of Saint Joseph.

The City is anticipated to contribute approximately \$560,000 to this project, resulting in the county's total contribution to this expansion project to be \$981,645. Overall, Stearns County has enough funding to finance these projects and thereby maintains fiscal constraint.

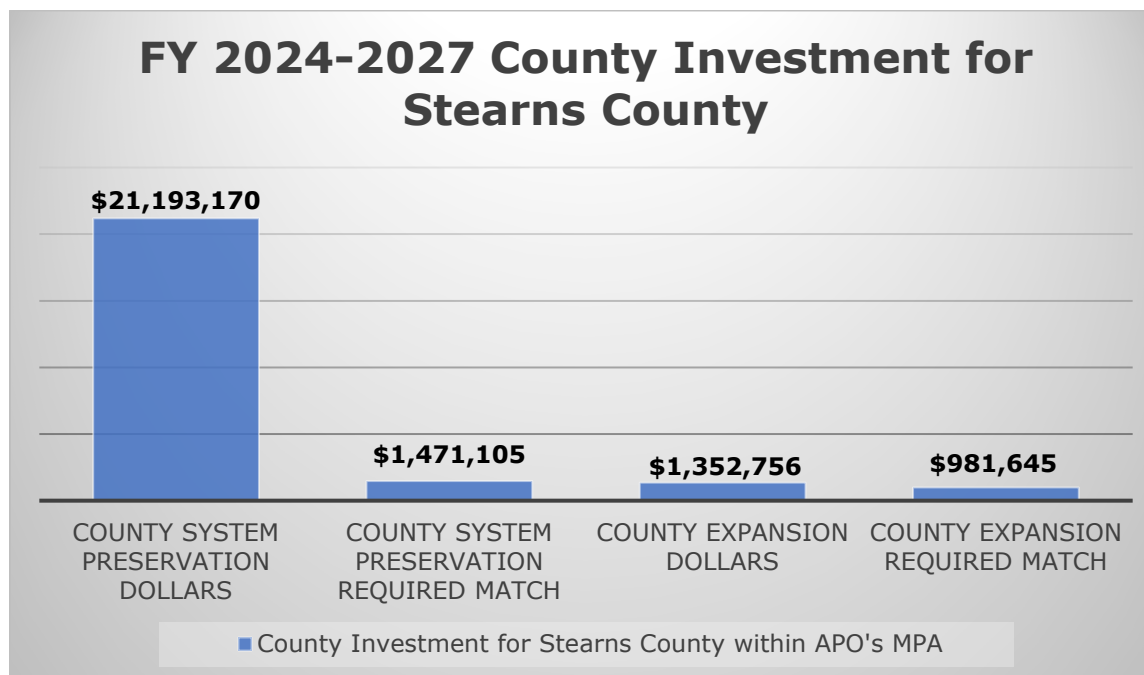


Figure 4.24: Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2024-2027. Data courtesy of Stearns County Highway Department.

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.

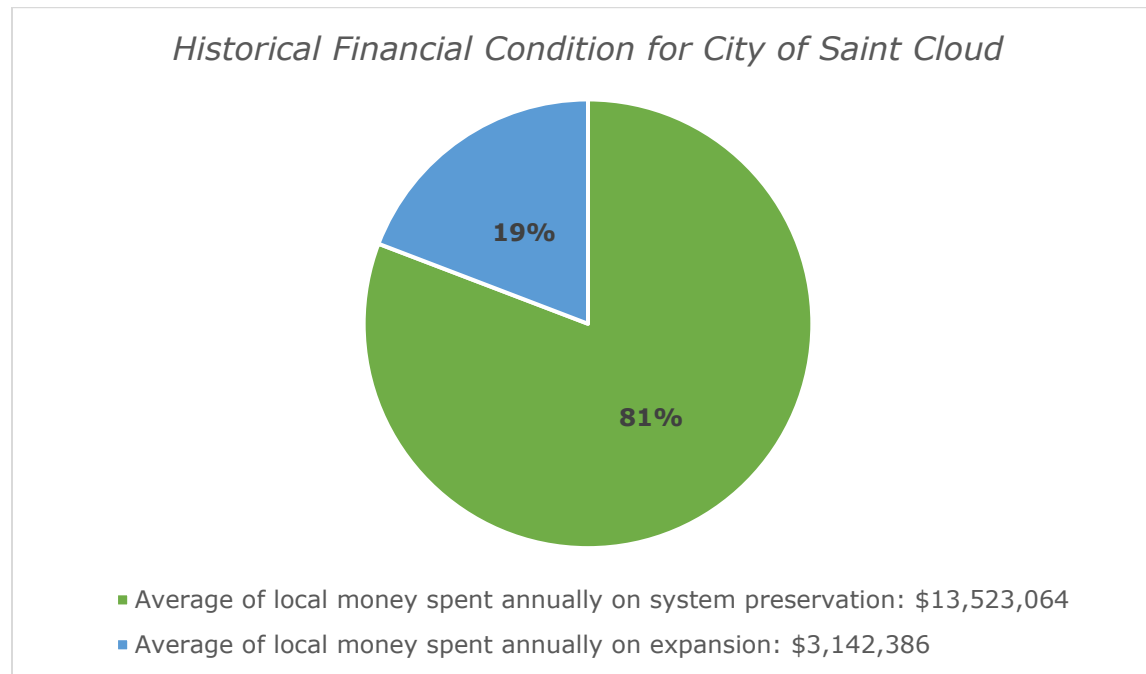


Figure 4.25 Local investment for system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

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 \$3,800,000 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.

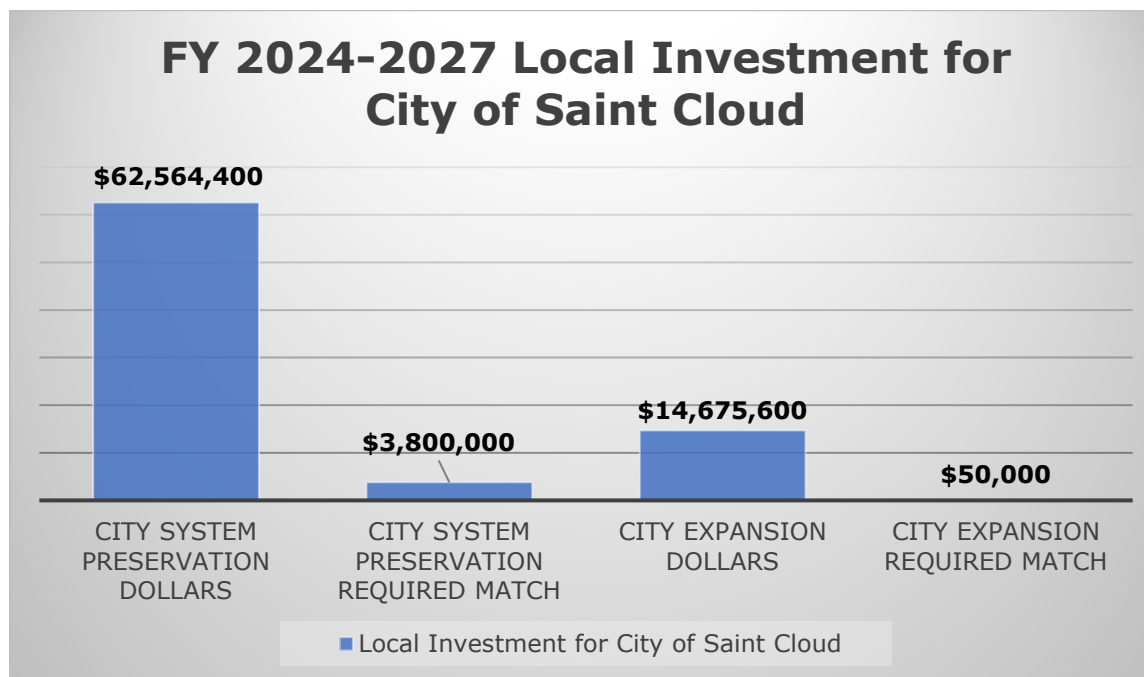


Figure 4.29: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2024-2027. Data courtesy of City of Saint Cloud.

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.

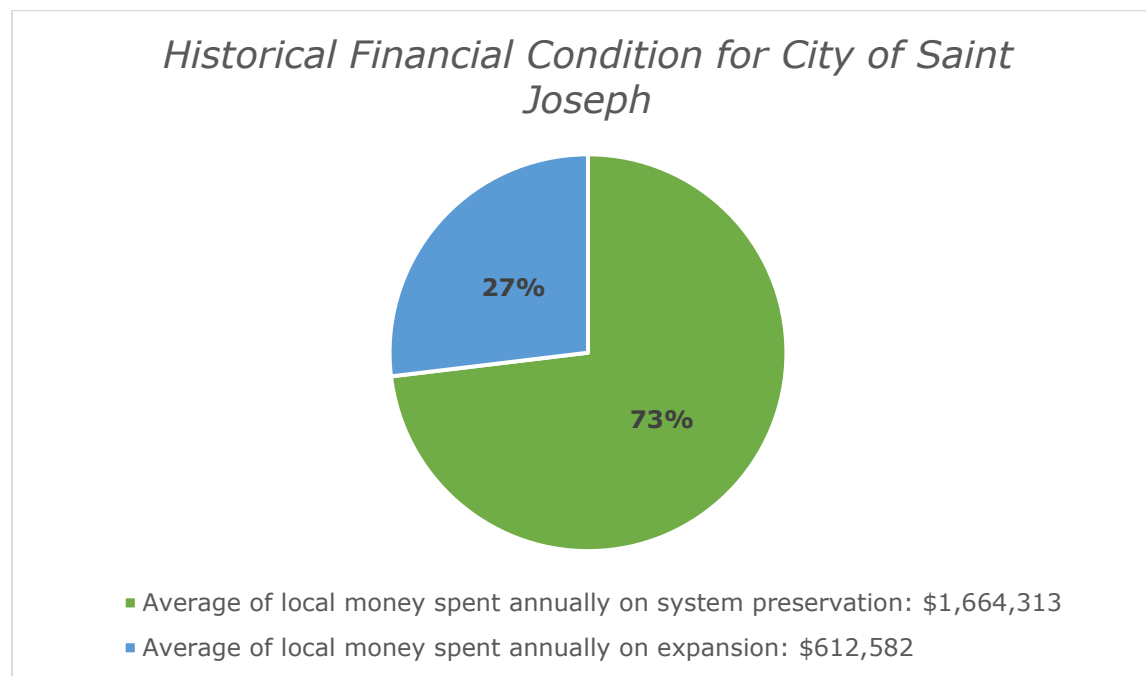


Figure 4.30: Local investment for system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.

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. However, the city is cost participating in the Stearns County CSAH 133 expansion project (073-733-006). The City will be doing water and sewer work in this area as well as the proposed intersection improvements at Elm Street as part of this project. The City will be contributing approximately \$560,000 to this expansion project – well within the City’s fiscal constraint.

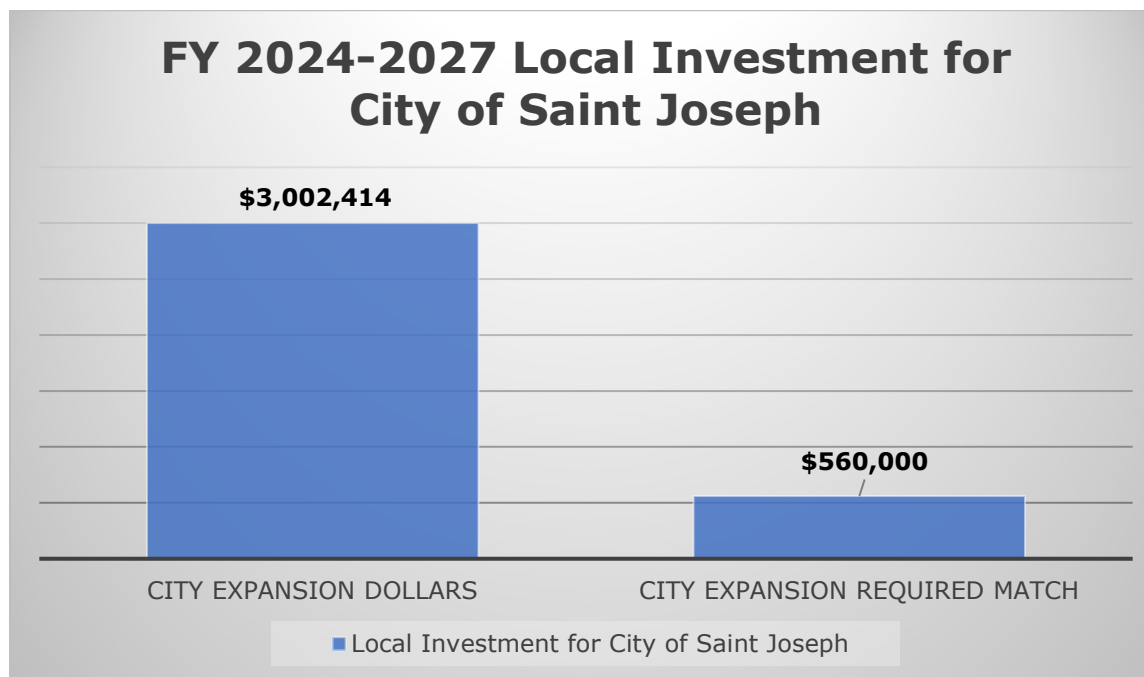


Figure 4.34: Total fiscal constraint for the City of Saint Joseph for TIP cycle FY 2024-2027. Data courtesy of City of Saint Joseph.

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.

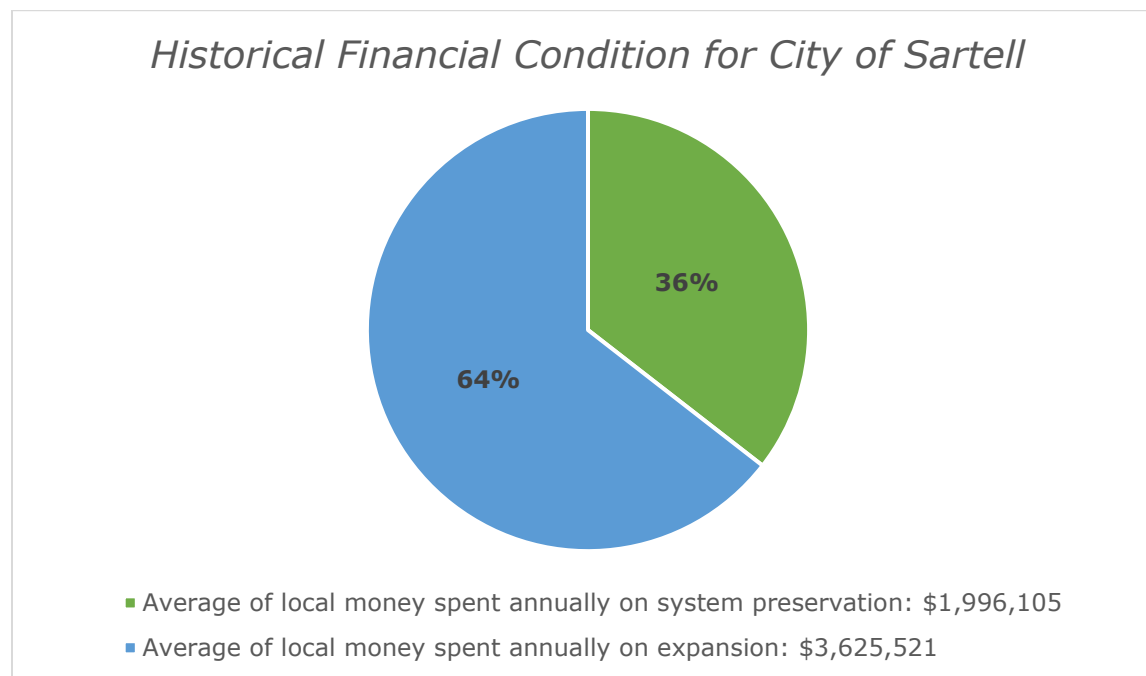


Figure 4.35: Local investment for system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

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 4.36: 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 4.37: 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 4.38 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 4.38: 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.

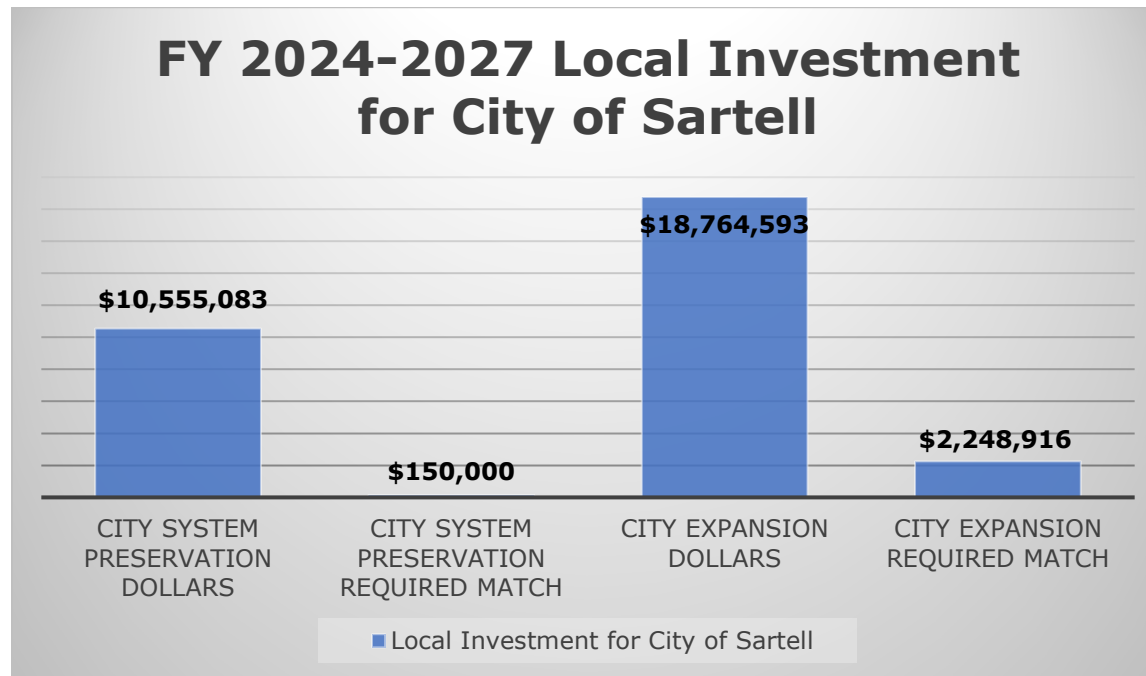


Figure 4.39: Total fiscal constraint for the City of Sartell for TIP cycle FY 2024-2027. Data courtesy of City of Sartell.

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.

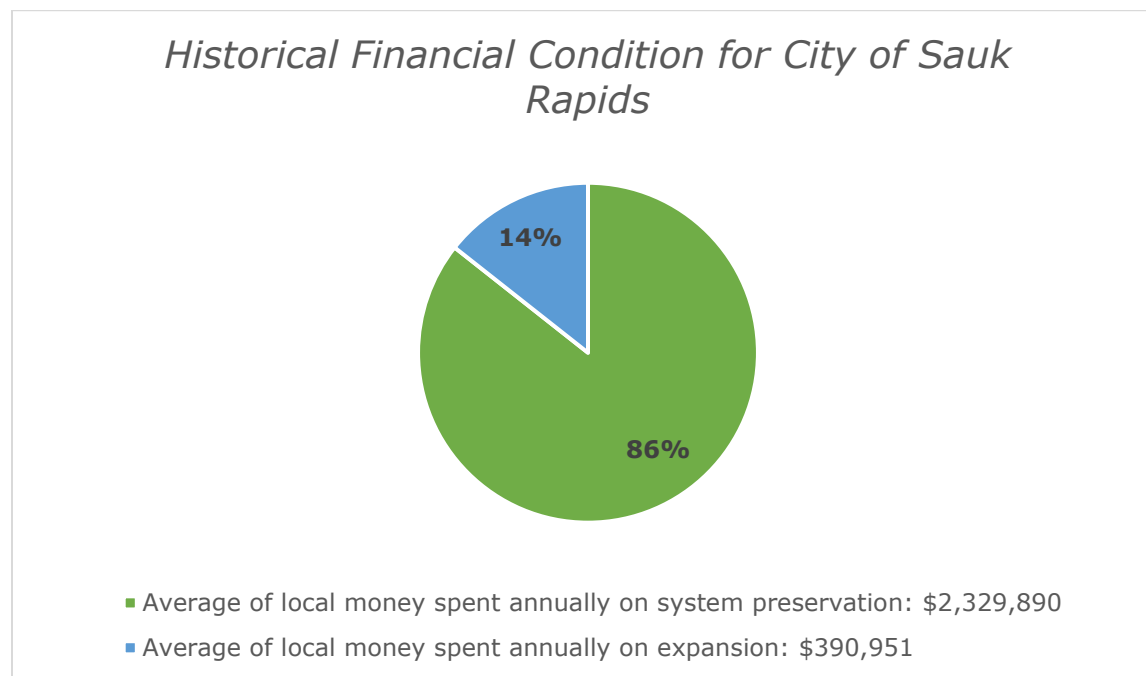


Figure 4.40: Local investment for system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.

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 4.41: 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 4.42: 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 4.43 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 4.43: 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.

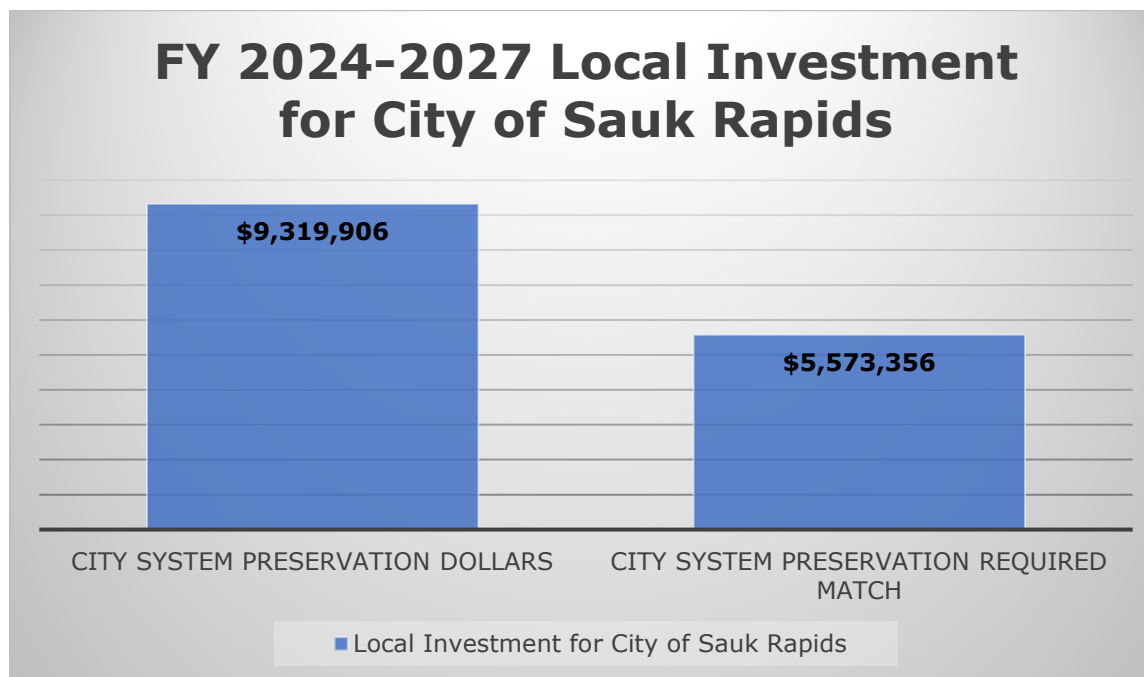


Figure 4.44: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2024-2027. Data courtesy of City of Sauk Rapids.

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.

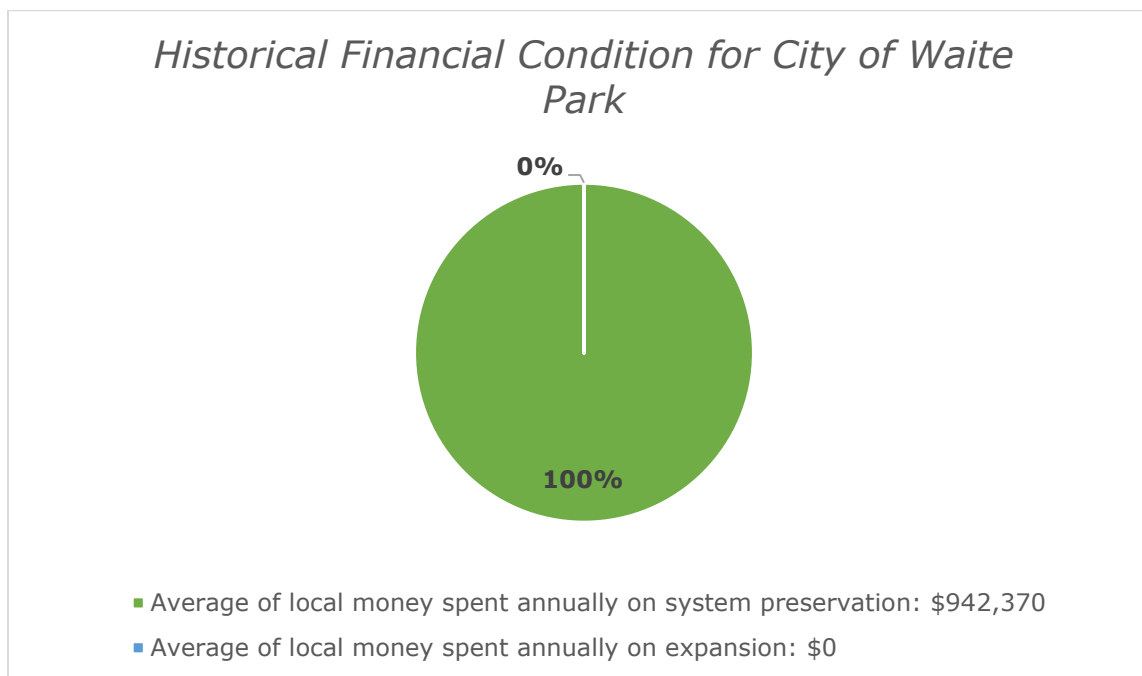


Figure 4.45: Local investment for system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

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 4.46: 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 4.47: 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 4.48 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 4.48: 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 4.49: 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.

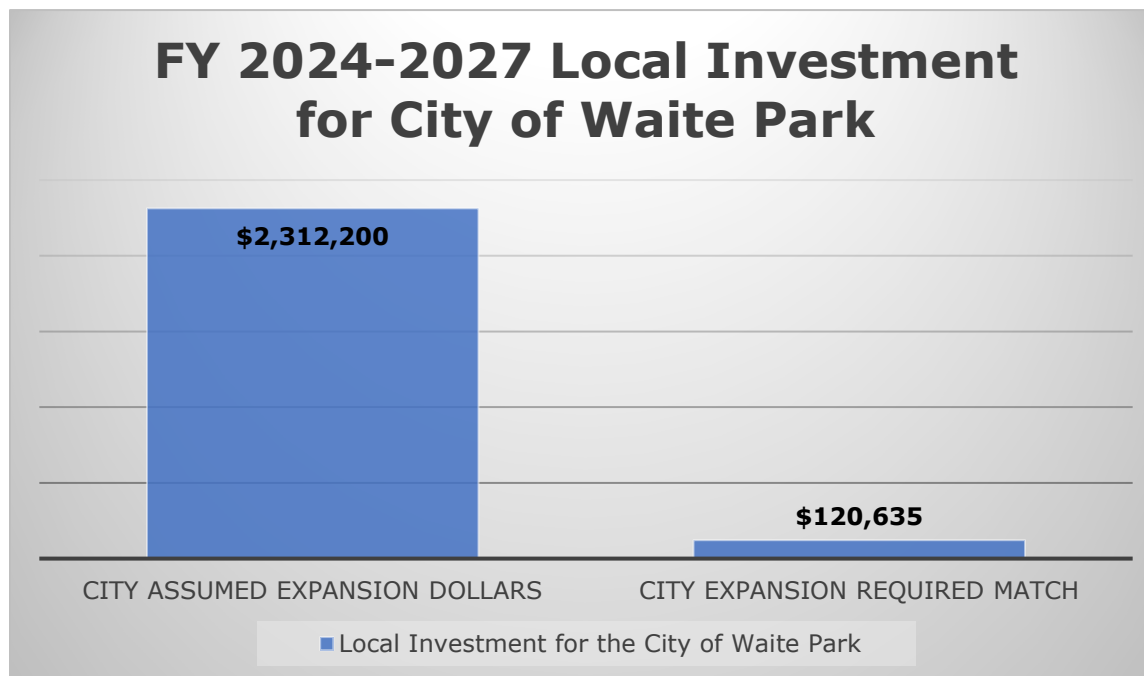


Figure 4.50: Total fiscal constraint for the City of Waite Park for TIP cycle FY 2024-2027. Data courtesy of City of Waite Park.

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.

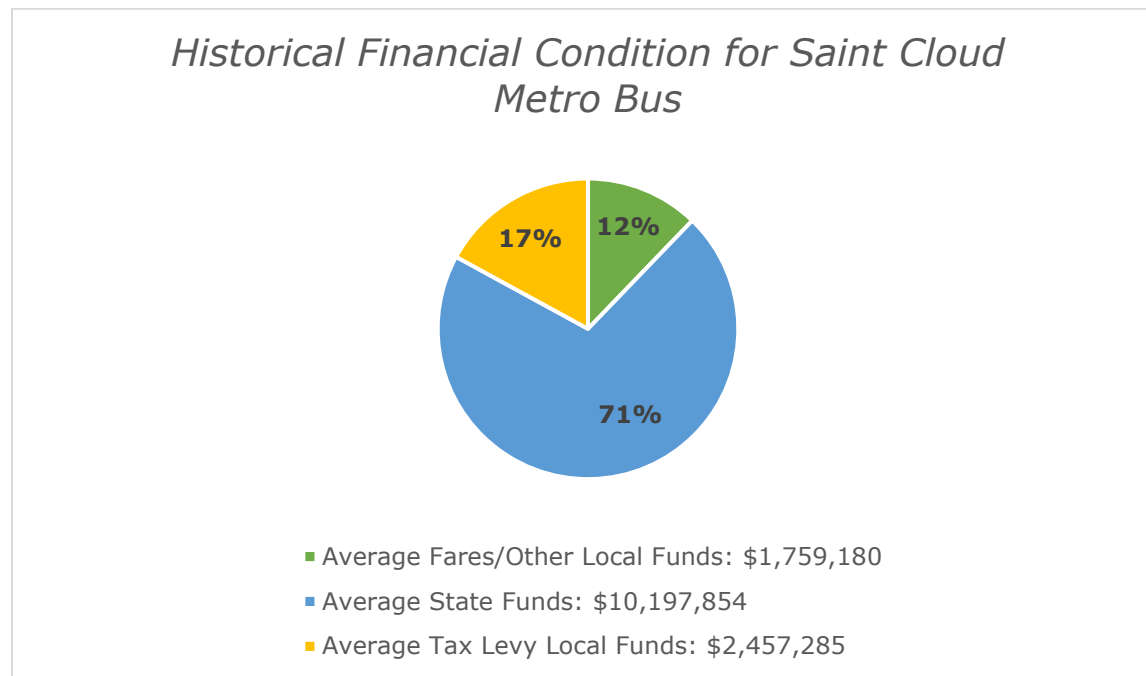


Figure 4.51: Historic split of local and state revenues for Saint Cloud Metro Bus from 2013 through 2022. Data courtesy of Saint Cloud Metro Bus.

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 4.52: 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 4.53: Projected local transit funding sources for Saint Cloud Metro Bus for FY 2024-2027. Data courtesy of Saint Cloud Metro Bus.

Fiscal Constraint

Figure 4.54 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 \$73,204,900. The remaining dollars – a total of \$20,257,638 – 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 \$17,239,800 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 4.54: A total of available revenue for Saint Cloud Metro Bus by year from 2024 through 2027. Data courtesy of Saint Cloud Metro Bus.

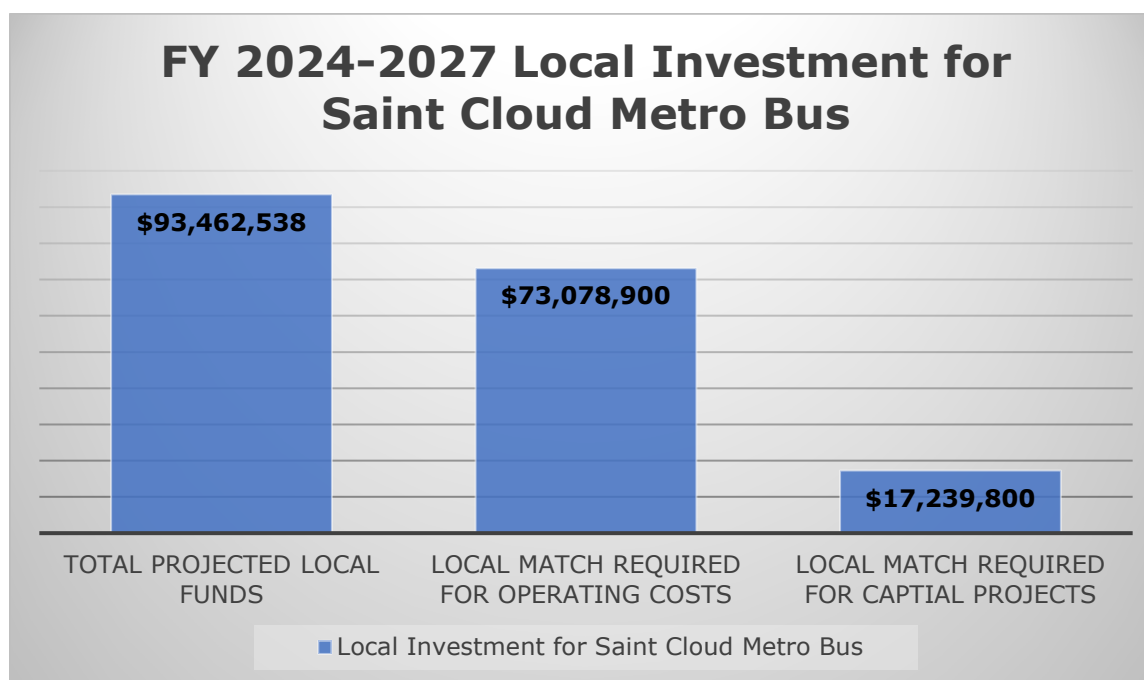


Figure 4.55: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2024-2027. Data courtesy of Saint Cloud Metro Bus.

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.

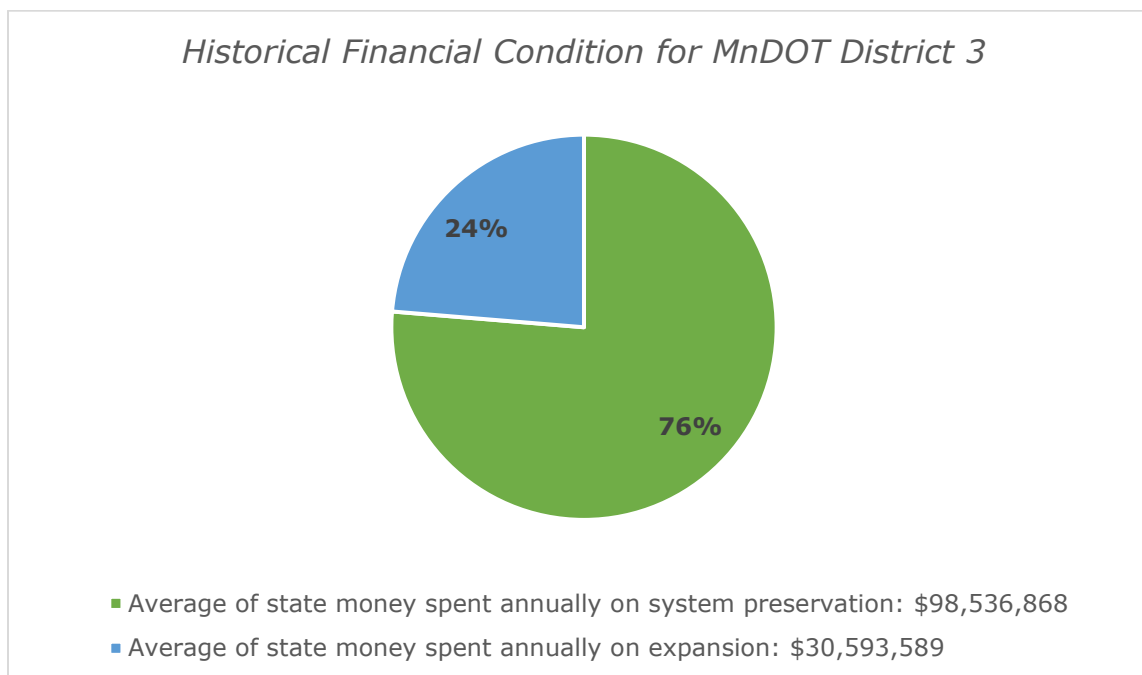


Figure 4.56: State investment for system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

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 4.57: 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.

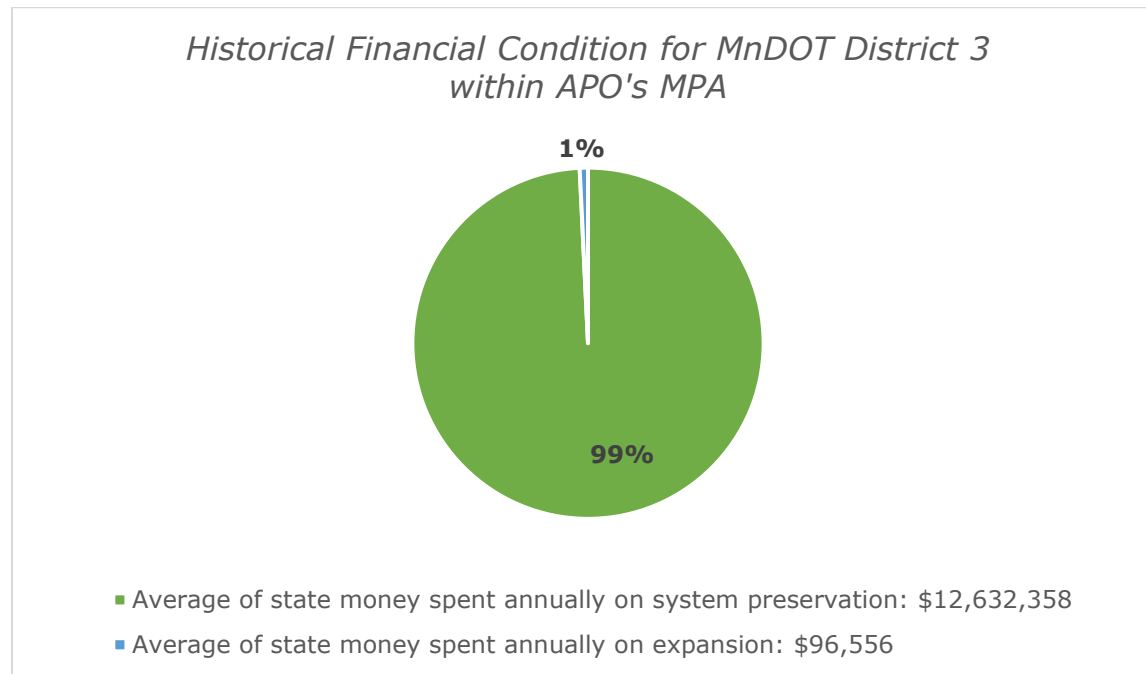


Figure 4.58: State investment for system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

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 4.59: 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 4.60: 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 4.61: 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 4.62 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 4.62: 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 \$2,496,936 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 \(https://bit.ly/37kEf13\)](https://bit.ly/37kEf13).

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 \$228,000 requiring a local match of \$45,600. In 2025, another vehicle is slated to be replaced costing an estimated \$228,000 requiring a local match of \$45,600. 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.

In addition to the WACOSA projects, MnDOT District 3 is also the recipient of funding through the National Electric Vehicle Infrastructure (NEVI) Program to construct an EV charging station along I-94 in FY 2024. Similar to WACOSA, the funding provided by the state is separate from that allocated to MnDOT District 3. The local match required for this \$590,952 project (\$118,190) will be coming from the state’s general fund.

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

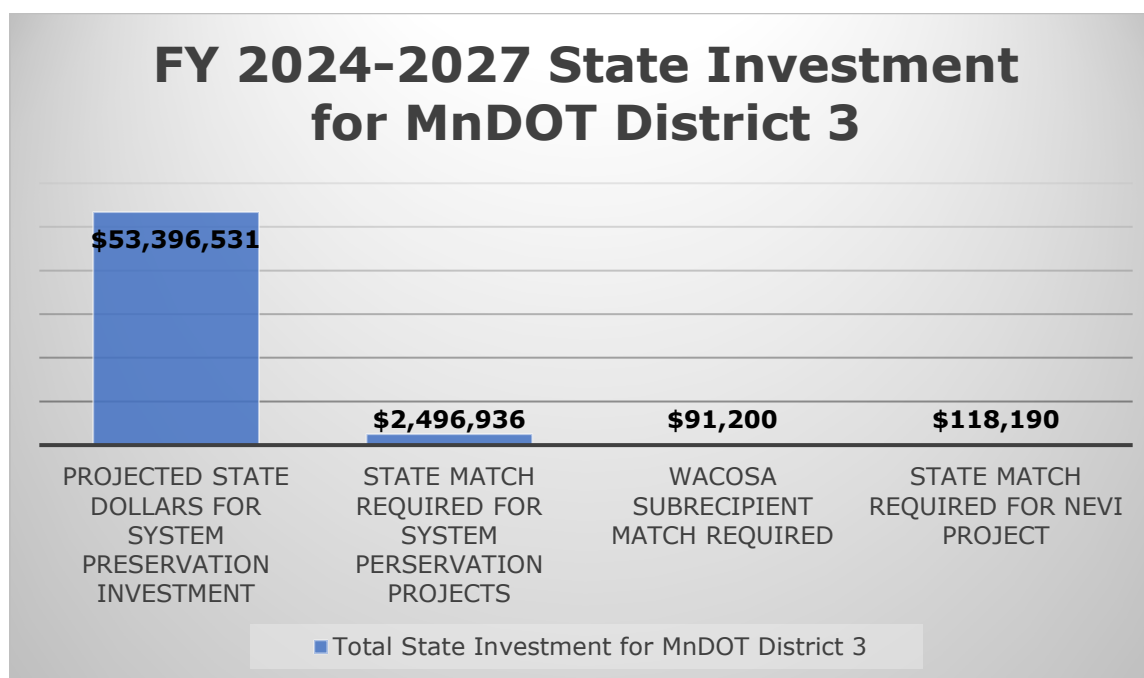


Figure 4.63: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2024-2027. Data courtesy of MnDOT District 3.

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.

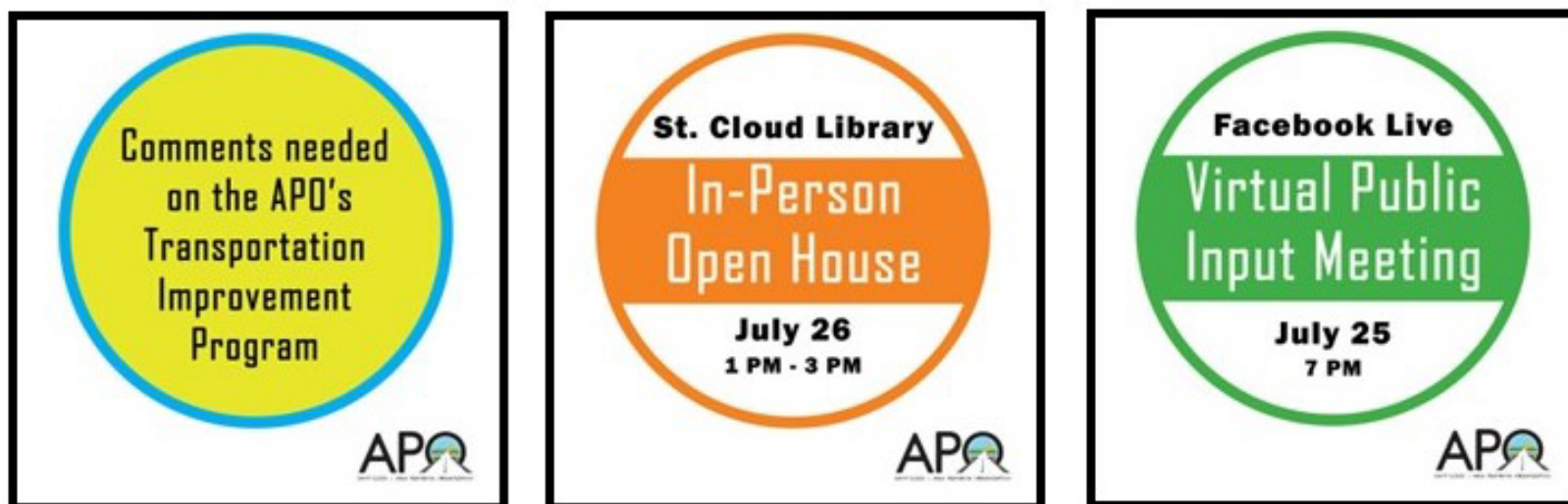


Figure 5.1: Social media advertisements for the TIP public comment period.

A copy of the draft TIP was posted on the [APO's website \(www.stcloudapo.org\)](http://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 \(www.facebook.com/stcloudapo\)](https://www.facebook.com/stcloudapo) and the [APO's Instagram account \(https://www.instagram.com/saintcloudapo/\)](https://www.instagram.com/saintcloudapo/). APO staff also posted a video regarding the TIP public comment period on the [APO's TikTok account \(https://www.tiktok.com/@saintcloudapo\)](https://www.tiktok.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.



Figure 5.2: Screenshot of the July 25, 2023, Facebook Live video of the 2024-2027 TIP.

APO staff hosted two TIP open houses. A virtual open house was hosted on Tuesday, Aug. 25 via Facebook Live. This open house began around 7 p.m. An estimated 17 people were reached with this video. No one reacted or shared the post. The second open house – 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 1-3 p.m. on Wednesday, July 26. One person attended this open house. Several public comments were received during this event.

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

Date Received	Source	Comment	Disposition
07/26/2023	In-Person Open House	<p>The City of Sartell/Stearns County just completed work on the CSAH 1/River Road project. This also included a bike trail. Are there any plans to extend that facility north?</p> <p>On the Beaver Island Trail, the City of Saint Cloud finished (or is working on) a section of the trail by the wastewater treatment plant. Stearns County is completing the facility from the southern city limits to almost Warner Lake Park. But there is a gap between McStop and the Industrial Park. Who is responsible for that and when would it be addressed?</p> <p>Make sure when talking about bicycle facilities across longer corridors that they are consistent – don't have them wind and weave.</p>	<p>Good afternoon – Thank you so much for coming to the library on Wednesday to discuss the draft 2024-2027 TIP.</p> <p>To follow up on some of the items we discussed.</p> <p>First, given your interest in active transportation, I've included a link to the APO's Regional Active Transportation Plan.</p> <p>https://stcloudapo.org/documents-resources/active-transportation-plan/.</p> <p>One of the big items to really take away is the identification of a regional active transportation network. This, ideally, focuses on long-distance connections to areas both within our planning area and outside of the planning area. If I remember right, we really wanted to keep those long-distance corridors spaced evenly across the metro as well as be as straightforward as possible (avoiding the constant jogs on different roadways). While it is a very high-level look at the region and NO funding has been tied to it (nor has any city truly vetted if the proposed network would fit on the proposed corridors as listed) it gives</p>

Date Received	Source	Comment	Disposition
			<p>us an idea of where we want to go as a region for active transportation.</p> <p>Second, your question on the CSAH 1 shared use path in Sartell. Currently, the off-road facility terminates at 12th Street N. You had wanted to know if the facility will be extended north. The answer is yes. I was able to talk to the city planner Kari Theisen yesterday and she said there are plans to extend that facility north. She did state that there is no exact time frame as to when this would be accomplished. But she did say it is a desire for the city to continue this facility north.</p> <p>Third, just to reiterate the Beaver Island Trail gap between McStop and the wastewater treatment plant. This project, according to our VERY preliminary long-range project identification process with the City of Saint Cloud, is slated to occur alongside the proposed Heatherwood Road extension. Now, we are finalizing our long-range plan projects so an estimated time frame is uncertain at this exact point in time. But what I do know is that the city has expressed a lot of interest in that area of the city because of the growth they are anticipating. As more development pressures are happening near the I-94 corridor, the city is really focusing on roadway connections in that area. So it could happen sooner rather than later. But at this time, I don't have a better answer than that.</p> <p>If you have any other questions, please feel free to reach out.</p> <p>Thanks again for coming out on Wednesday!</p>

Figure 5.3: Public comment disposition matrix.

Changes to the FY 2024-2027 TIP

After the adoption of the STIP – which incorporates the TIP – by FHWA and FTA, changes made to the document can be initiated by the respective sponsoring agency. These changes, as identified in the [APO’s Stakeholder Engagement Plan](https://tinyurl.com/2s4bef2h) (https://tinyurl.com/2s4bef2h) are defined as either technical corrections, administrative modifications, or amendments. The APO has elected to alter the TIP four times a year based upon an amendment schedule adopted by the organization’s TAC. The process to initiate these changes takes approximately four to six weeks which includes a 30-day public comment period for amendments. Changes made to the TIP will be brought before the Policy Board for consideration at regularly scheduled meetings in February, March, April, and May 2024.

December 2023

In November 2023, Stearns County and the City of Sauk Rapids requested technical corrections be made to the APO’s 2024-2027 TIP.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Change
Stearns County	073-596-010	2024	Project cost estimate changed from \$2,500,000 to \$2,121,105. With the change being less than 20% of the original estimate, a technical correction is the correct course of action.
City of Sauk Rapids	191-104-006 191-104-006AC	2024 2025	Clarifying the project description’s termini from Benton Drive to 110 feet south of Benton Drive.

Figure 5.4: A list of technical corrections made to the FY 2024-2027 TIP requested in November/December 2023.

Due to these changes being technical corrections, no public comment period was warranted. In addition, no action was needed by the APO’s TAC or Policy Board to complete these corrections.

January 2024

In January 2024, MnDOT requested a technical correction be made to the APO’s 2024-2027 TIP.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Change
MnDOT	7303-52	2024	Project cost estimate changing from \$680,000 to \$921,000. With the project remaining under \$1 million and the change also keeping the project under \$1 million, a technical correction is the correct action.

Figure 5.5: A list of the technical corrections made to the FY 2024-2027 TIP requested in January 2024.

Due to these changes being technical corrections, no public comment period was warranted. In addition, no action was needed by the APO's TAC or Policy Board to complete this correction.

February 2024

In December 2023, the Saint Cloud APO, Saint Cloud Metro Bus, WACOSA, City of Saint Cloud, Sherburne County, and Stearns County had made requests to change the FY 2024-2027 TIP. Given the nature of some of these changes, an amendment process to this document had been initiated.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Change
Saint Cloud APO	091-070-028	2024	Project is being pushed back from 2024 to 2025.
Saint Cloud Metro Bus	TRF-0048-24H	2024	Project cost is increasing from \$11,550,000 to \$12,058,300.
Saint Cloud Metro Bus	TRF-0048-24I	2024	Project cost is decreasing from \$5,775,000 to \$5,584,700.
Saint Cloud Metro Bus	TRF-0048-24J	2024	Project cost is decreasing from \$1,450,000 to \$558,000.
Saint Cloud Metro Bus	TRF-0048-25E	2025	Number of vehicles purchased is increasing from two to three. Project cost is increasing from \$80,000 to \$120,000.
Saint Cloud Metro Bus	TRF-0048-26E	2026	Number of vehicles purchased is decreasing from

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Change
			four to three. Project cost is decreasing from \$160,000 to \$120,000.
Saint Cloud Metro Bus	TRF-0048-27F	2027	Project cost is decreasing from \$417,000 to \$410,000.
WACOSA	TRF-9503-24	2024	Project cost is increasing from \$197,000 to \$228,000.
WACOSA	TRF-9503-25	2025	Project cost is decreasing from \$237,000 to \$228,000.
City of Saint Cloud	162-080-009	2024	Scope change. Project has dropped from five locations to one location.
City of Saint Cloud	162-153-003	2026	Project cost is increasing from \$3,042,000 to \$5,600,000.
Sherburne County	071-596-008	2024	Project is being pushed back from 2024 to 2025.
Stearns County	073-733-006	2024	Project cost is increasing from \$2,500,000 to \$3,000,000.

Figure 5.6: A list of all the proposed changes to the FY 2024-2027 TIP requested to be completed by February 2024.

A public comment period was open for 30 days from Wednesday, Dec. 20, 2023 through Friday, Jan. 19, 2024. Notice was published in the St. Cloud Times, the newspaper of record, along with being posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), 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/). APO staff also directly notified interested stakeholders – those who work specifically with traditionally underserved populations such as Black, Indigenous, People-of-Color (BIPOC); individuals with low-income; individuals with disabilities; limited English proficient individuals; and elderly populations – along with those who had directly expressed interest in APO planning activities via email.

APO staff developed an online survey as well to assist with gathering public feedback. A total of 97 people took part in the online survey.

In addition, APO staff hosted two public engagement events. The first, a virtual option via Facebook Live, was held on Tuesday, Jan. 9, 2024, starting at 11:30 a.m. No one provided comments. The second, an in-person open house at the Saint Cloud branch of the Great River Regional Library, was held from 2 to 4 p.m. on Thursday, Jan. 11, 2024. No one attended this event.

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
01/06/2024	Online Survey	Saint Cloud APO	091-070-028	This project needed to be done 20 years ago, no more delays	This project is strictly for the environmental documentation that is necessary to even remotely begin construction on this bridge crossing. While the delay is unfortunate, the reason for it is a result of timing. APO member jurisdictions had already established their 2024 budgets and were not able to accommodate increases needed to secure the \$200,000 necessary to begin this project. The one-year delay will allow the member jurisdictions to build in their cost sharing portion of this project into their respective budgets.
01/04/2024	Online Survey	Saint Cloud APO	091-070-028	I would support paying as much as another 50 to 60 dollars extra in property tax if the project is NOT delayed	APO staff will forward this information on to our Policy Board representatives. The main reason behind the delay for this project was due to the budget. APO member jurisdictions had already established their 2024 budgets and were not able to accommodate increases needed to secure the \$200,000 necessary to begin this project. The one-year delay will allow the member jurisdictions to build in their cost sharing portion of this project into their respective budgets.
01/04/2024	Online Survey	Saint Cloud APO	091-070-028	This needs to move forward, the congestion needs to get relief sooner	This funding would not be used for construction of the bridge. This project is strictly for the environmental documentation which will need to be done prior to any sort of construction being completed for this corridor. The main reason this project was delayed

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>was due to the fact the APO member jurisdictions had already established their 2024 budgets and were not able to accommodate increases needed to secure the \$200,000 necessary to begin this project. The one-year delay will allow the member jurisdictions to build in their cost sharing portion of this project into their respective budgets. In 2023, APO staff and consulting firm KLJ conducted a model forecasting simulation on the impacts this crossing would have on future (2050) traffic patterns. From the modeling results, there appears to be a significant benefit to constructing this corridor, especially in reducing congestion on MN 23 and MN 15. The APO Policy Board is well aware of the importance of completing this connection and the implications it would have on further reducing congestion throughout the core metro.</p>
01/04/2024	Online Survey	Saint Cloud APO	091-070-028	Disagree, the proposed crossing should be constructed asap.	<p>This funding would not be used for construction of the bridge. This project is strictly for the environmental documentation which will need to be done prior to any sort of construction being completed for this corridor. The main reason this project was delayed was due to the fact the APO member jurisdictions had already established their 2024 budgets and were not able to accommodate increases needed to secure the \$200,000 necessary to</p>

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					begin this project. The one-year delay will allow the member jurisdictions to build in their cost sharing portion of this project into their respective budgets. APO staff will certainly forward this comment on to APO Policy Board members.
01/04/2024	Online Survey	Saint Cloud APO	091-070-028	This connection will ease traffic as a whole across the metro, as people won't need to drive through town for access. Completing this project will be a leap forward in mitigating pass through congestion.	In 2023, APO staff and consulting firm KLJ conducted a model forecasting simulation on the impacts this crossing would have on future (2050) traffic patterns. From the modeling results, there appears to be a significant benefit to constructing this corridor, especially in reducing congestion on MN 23 and MN 15. The APO Policy Board is well aware of the importance of completing this connection and the implications it would have on further reducing congestion throughout the core metro.
01/04/2024	Online Survey	Saint Cloud APO	091-070-028	With inflation as it is will the price substantially increase more than \$200,000 by waiting? You could then just be trading dollars.	Because this is the environmental documentation portion of the project and not construction, there is minimal concern that by delaying this project that it will cause the cost to drastically increase because of inflation. The main reason this project was delayed was due to the fact the APO member jurisdictions had already established their 2024 budgets and were not able to accommodate increases needed to secure the \$200,000 necessary to begin this project. The one-year delay will allow the member jurisdictions to

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					build in their cost sharing portion of this project into their respective budgets.
12/21/2023	Online Survey	Saint Cloud APO	091-070-028	I think this project shouldn't be kicked down the road any further. There must be \$200,000 available somewhere. If it isn't, I doubt it will be in 2025.	While it is frustrating to have this project kicked down the road further, this is strictly for environmental planning, not construction. So there isn't as much concern that by delaying this project the cost will go up drastically due to inflation. The main reason this project was delayed was due to the fact the APO member jurisdictions had already established their 2024 budgets and were not able to accommodate increases needed to secure the \$200,000 necessary to begin this project. The one-year delay will allow the member jurisdictions to build in their cost sharing portion of this project into their respective budgets. The APO Policy Board has made it very clear that they will find a way to leverage the Federal funding provided through the Congressionally Directed Spending and will not be giving the funding back.
01/19/2024	Online Survey	Saint Cloud APO	091-070-028	Strongly agree (15) Agree (29) Neither agree nor disagree (21) Disagree (11) Strongly disagree (14)	APO staff will forward on the results of the survey to the APO Policy Board.
01/05/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24H	The money should go to help those who can't afford the service.	According to Metro Bus's Director of Finance, the increase in funding for operating assistance (i.e., fixed route

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>operations) is used to support the actual operations of the service itself – everything from operator wages and fuel to supporting the maintenance staff that ensures buses are in working order, etc. While these funds are unable to be reallocated to providing additional free or reduced fares for riders who would qualify, they are designed to ensure that Metro Bus service can continue.</p>
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24H	Charge more for the rides, don't let people freeload on the system, charge more, I'm tired of subsidizing the darn thing	<p>Funding for Metro Bus's operations does in part come from fares. However, fares alone would not be enough to sustain operations and increasing fares too much has the potential to impact those who most need the service, particularly those individuals with lower income or those who are on fixed income who would be unable to drive to access places like work, school, or medical appointments. Transit, like most transportation infrastructure, is subsidized through both state and federal funding (i.e., taxpayer dollars). This comment will also be forwarded on to Metro Bus staff for their consideration as they work to revamp their system through their long-range transit planning effort.</p>
01/02/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24H	I am very unfamiliar with the St. Cloud Metro Bus Service. There is not enough information in the question to inform me and I	<p>Saint Cloud Metro Bus is the urban transit provider for the communities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park. In addition to running 16 fixed routes throughout these cities,</p>

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
				<p>don't already know much; consequently I can't give any answer. While I don't use the St Cloud Bus service, I believe that St Cloud should have this service available and my general impression is that it needs to be improved and expanded. Someday I may want to use the local bus service and I would like to have a useful service to use. I have used local mass transit extensively in Salzburg, Austria during several study abroad programs (between 1982 and 2013) and wish we had such a service.</p>	<p>the transit commission is also responsible for providing paratransit (Dial-a-Ride) services for those who are unable to use the fixed route system for a variety of reasons. Metro Bus also contracts with Metro Transit (in the Twin Cities) to provide bus service via the Northstar Commuter Link to serve as a connection between Saint Cloud and the Northstar Commuter Rail station in Big Lake.</p> <p>As far as improvements or expansion of the Metro Bus service, Metro Bus is currently in the process of developing an update to its long-range transit plan. This plan will take a comprehensive look at the service Metro Bus currently provides and has the potential to propose changes to the service. More information on Metro Bus's long-range transit planning efforts can be found here: https://ridemetrobus.com/forward/.</p> <p>I apologize for the confusion regarding the lack of information for this question.</p>
12/21/2023	Online Survey	Saint Cloud Metro Bus	TRF-0048-24H	Why can't this \$200,000 local match increase be used to used for item #1?	The \$200,000 utilized by Metro Bus for their operating budget is a combination of fares, local tax levies, and other sources that are specifically used to support the transit commission's activities. Unfortunately, those funds

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					cannot be taken from transit to be used for this project.
01/19/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24H	Strongly agree (7) Agree (20) Neither agree nor disagree (30) Disagree (19) Strongly disagree (16)	APO staff will forward the responses from the SurveyMonkey to staff at Saint Cloud Metro Bus.
01/02/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24I	See comment above	APO staff has made this SurveyMonkey anonymous, so we are unable to determine which exact comment this is referring to.
01/19/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24I	Strongly agree (15) Agree (34) Neither agree nor disagree (28) Disagree (9) Strongly disagree (6)	APO staff will forward the responses from the Survey Monkey to staff at Saint Cloud Metro Bus.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24J	Make it pay for itself, oh it can't, another taxpayers boondoggle	Funding for Metro Bus's operations does in part come from fares. However, fares alone would not be enough to sustain operations and increasing fares too much has the potential to impact those who most need the service, particularly those individuals with lower income or those who are on fixed income who would be unable to drive to access places like work, school, or medical appointments. Transit, like most transportation infrastructure, is subsidized through both state and federal funding (i.e., taxpayer dollars). This comment will also be forwarded on to Metro Bus staff for their consideration as they work to

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					revamp their system through their long-range transit planning effort.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24J	North Star should be federally / state funded, or discontinued	This specific question pertains to the Northstar Commuter Bus operations – the bus route that connects passengers from Saint Cloud to the Big Lake train station and vice versa. For this specific project, operations funds would be used for things like operator wages, fuel, maintenance staff, etc. for the bus component of the system only. Funding for the commuter rail portion is unfortunately outside of the scope of this project as that is overseen by Metro Transit out of the Twin Cities. But this comment will be forwarded on to Metro Bus staff. In addition, members of the APO’s Policy Board have historically been supportive of seeking out additional funding from either state or federal sources to not only support the continuation of this line but also the expansion to Saint Cloud. This comment will also be passed along to the APO’s Policy Board members.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24J	We should not even be involved on this at a local level	APO staff is uncertain what is meant by this comment. Metro Bus utilizes local funding to support the bus component of the Northstar Commuter system. So the taxpayers at the local level should have some say on how that funding is being spent/managed.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24J	We need to get Northstar to St. Cloud and have trains	The Saint Cloud APO’s Policy Board has continued to support Northstar and is

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
				that run at more convenient times in the morning	<p>highly in favor of bringing the Northstar train to Saint Cloud as well as shifting this from a “commuter” line to more of an intercity rail – with multiple trains coming and going at different times to increase ridership and ease travel to the Twin Cities metro. This comment will be forwarded on to the APO’s Policy Board.</p> <p>As to the nature of this question, the Northstar Commuter operating funding is strictly for the bus portion of the Northstar system and would not impact the rail system.</p>
01/02/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24J	<p>Once again, my knowledge of the Northstar Commuter system is limited. I have occasionally checked into using the system and found it too limited for my needs. I would like a service like this that was available several times each day and for reasonable cost – this would necessitate a major change in our tax and transportation policies. Good Luck to all of us 😞</p>	<p>The Northstar Commuter Bus system (Northstar Link) provides a connection between Saint Cloud and the Big Lake train station. Since the Northstar Commuter Rail does not come up to Saint Cloud, this service provides a first/last-mile connection to the train. Unfortunately, due to the COVID-19 pandemic in 2020, the frequency of the train has decreased dramatically. In addition, funding support from several counties that provide funding for the train has been in jeopardy.</p> <p>The Saint Cloud APO’s Policy Board has continued to support Northstar and is highly in favor of bringing the Northstar train to Saint Cloud as well as shifting this from a “commuter” line to more of an intercity rail – with</p>

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					multiple trains coming and going at different times to increase ridership and ease travel to the Twin Cities metro. This comment will be forwarded on to the APO's Policy Board.
01/19/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-24J	Strongly agree (23) Agree (33) Neither agree nor disagree (20) Disagree (9) Strongly disagree (6)	APO staff will forward the responses from the SurveyMonkey to staff at Saint Cloud Metro Bus.
01/05/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-25E	Should purchase more busses as well as supervision vehicles.	Within the 2024-2027 Transportation Improvement Program, Metro Bus has budgeted for several bus purchases including the purchase of 23 new fixed route buses in fiscal year 2026. These did not show up in the SurveyMonkey because no changes to these projects have been made yet.
01/05/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-25E	I'm okay with this as long as we aren't trying to keep people in "nice" cars. If we need it because we don't have enough cars for daily duties, that's fine. I'm okay with government vehicles being older.	The vehicles that are being replaced have reached the end of their useful life. According to Metro Bus's Director of Finance, the most current vehicles (the older ones) in their system will be transferred to their "all staff" pool which will be used by staff for travel, meetings, travel trainings, etc. The new vehicles are typically outfitted for the Street Supervisors to use because they 1) get used the most (monitoring bus routes, addressing/responding to buses while in service) and 2) will be under factory warranty which will help address any wear and tear that occurs.

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-25E	Don't understand why, Both Street Supervisors Vehicles are 2 years old. Why spend more money on an additional vehicle?	According to previous versions of the APO's Transportation Improvement Program, the last time operations vehicles were budgeted for was in 2021 for the replacement of three operations vehicles. These vehicles in question won't be purchased until fiscal year 2025 (at the earliest, October 2024). The new vehicles are typically outfitted for the Street Supervisors to use because they 1) get used the most (monitoring bus routes, addressing/responding to buses while in service) and 2) will be under factory warranty which will help address any wear and tear that occurs. APO staff are unsure if these two-year-old vehicles will be the ones considered for the FY 2025 replacement or if they will be considered for the FY 2026 replacement schedule.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-25E	What due these people exactly due	According to Metro Bus's Chief Operations Officer, Street Supervisors duties primarily involve street operations. They are responsible for ensuring buses are running smoothly and on time as much as possible, addressing detours, responding to emergencies and accidents, assisting with general and passenger disturbances, ensuring compliance with fit for duty regulations, ensuring Metro Bus operators are following both state and federal regulations, and contacting

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					appropriate personnel for maintenance issues.
01/02/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-25E	Only people who know something should be trying to answer this survey – what in the world are “street supervisor vehicles”?	<p>I apologize for not being as clear in the survey and further explaining some of these questions for those who are not as familiar with the transportation/transit world.</p> <p>According to Metro Bus’s Chief Operations Officer, Street Supervisors duties primarily involve street operations. They are responsible for ensuring buses are running smoothly and on time as much as possible, addressing detours, responding to emergencies and accidents, assisting with general and passenger disturbances, ensuring compliance with fit for duty regulations, ensuring Metro Bus operators are following both state and federal regulations, and contacting appropriate personnel for maintenance issues. The vehicles to be purchased with these funds would be used by street supervisors to perform their general duties.</p>
01/19/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-25E	Strongly agree (5) Agree (24) Neither agree nor disagree (29) Disagree (16) Strongly disagree (17)	APO staff will forward the results of the SurveyMonkey to staff at Saint Cloud Metro Bus.
01/05/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-26E	Doesn’t this undo what they’re planning to do the	Metro Bus is looking to purchase a total of six operations vehicles – three in FY 2025 and three in FY 2026. Originally,

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
				year before? That doesn't make sense	they were planning on purchasing two in FY 2025 and four in FY 2026. Metro Bus is just adjusting the number of vehicles purchased in each year.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-26E	See question 5 comments, but they'd be 3 years by Fiscal year 2025	According to previous versions of the APO's Transportation Improvement Program, the last time operations vehicles were budgeted for was in 2021 for the replacement of three operations vehicles. These vehicles in question won't be purchased until fiscal year 2025 (at the earliest, October 2024). The new vehicles are typically outfitted for the Street Supervisors to use because they 1) get used the most (monitoring bus routes, addressing/responding to buses while in service) and 2) will be under factory warranty which will help address any wear and tear that occurs. APO staff are unsure if these two-year-old vehicles will be the ones considered for the FY 2025 replacement or if they will be considered for the FY 2026 replacement schedule.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-26E	If they are buying vehicles I would due it sooner than later costs are only rising	In order to be good stewards of public funding, Metro Bus opts to get as much usage out of vehicles as possible before they need to be replaced. In addition, these vehicles typically come with a factory warranty, so they want to ensure that they finish out the terms of service for that warranty before purchasing new vehicles. While vehicle prices are rising, Metro Bus also has to

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					consider the cost savings of keeping a smaller operations vehicle fleet (saving money on insurance liability premiums, fuel rate savings, parking fees, etc.) which may outweigh the cost savings of purchasing several new vehicles now.
01/02/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-26E	See above	APO staff has made this SurveyMonkey anonymous, so we are unable to determine which exact comment this is referring to.
01/19/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-26E	Strongly agree (18) Agree (47) Neither agree nor disagree (20) Disagree (5) Strongly disagree (3)	APO staff will forward the results of the SurveyMonkey to staff at Saint Cloud Metro Bus.
01/07/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-27F	Not enough of a cut	According to Metro Bus's Finance Director, the proposed facility improvements will possibly include replacing the diesel tank at the Operations facility, completing phase II of the trench drain replacement at the Operations facility, and some renovations at the Mobility Training Center (which hasn't had much in terms of renovations since 2013/2014). These projects are necessary for the continued operations of Metro Bus. This project is still four years away, so while the budgetary costs may have dropped now, there is still a possibility that as we get closer to FY 2027 we could see changes in the

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					amount of work and the cost of that work as well.
01/04/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-27F	We need the Metro bus to include nearby St. Joseph which has unique shopping and restaurants, CSB, and a link from CSB to SJU which includes Saint John's Prep School (dorm students) and the monastic community. St. Joe is quite close and part of the St. Cloud school district.	Saint Cloud Metro Bus and the City of Saint Joseph have been in talks for years regarding expanding service out to the city. However, there are many factors that would need to be in place before such service can be extended to the city, including levying taxes from Saint Joseph property owners to pay for the service as well as additional operators to drive buses and reconfiguration of existing routes to accommodate the service. Luckily, Saint Cloud Metro Bus is in the midst of updating their long-range transit plan Metro Bus Forward which will hopefully shed additional light on service expansion. For more information on Metro Bus's long-range transit plan, please check out https://ridemetrobus.com/forward/ .
01/02/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-27F	I always like spending less money – but if I have no idea what the changes affecting the users of a system will be – how can I possibly know if I think more or less funds are desirable?	According to Metro Bus's Finance Director, the proposed facility improvements will possibly include replacing the diesel tank at the Operations facility, completing phase II of the trench drain replacement at the Operations facility, and some renovations at the Mobility Training Center. Aside from the possible improvements at the Mobility Training Center, no real impacts to the end user will occur. It is important to note that this project is still four years away, so

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					while the budgetary costs may have dropped now, there is still a possibility that as we get closer to FY 2027 we could see changes in the amount of work and the cost of that work as well.
01/19/2024	Online Survey	Saint Cloud Metro Bus	TRF-0048-27F	Strongly agree (13) Agree (48) Neither agree nor disagree (27) Disagree (3) Strongly disagree (3)	APO staff will forward on the results of the SurveyMonkey to staff at Saint Cloud Metro Bus.
01/04/2024	Online Survey	WACOSA	TRF-9503-24	This is a great service we have many workers who use this and all of them mean so much to us	We will be happy to pass this along to WACOSA 😊
01/19/2024	Online Survey	WACOSA	TRF-9503-24	Strongly agree (21) Agree (46) Neither agree nor disagree (18) Disagree (7) Strongly disagree (3)	APO staff will forward on the results of the SurveyMonkey to staff at WACOSA.
01/05/2024	Online Survey	WACOSA	TRF-9503-25	This also makes what they did the year before to increase the budget moot	APO staff are confused by this comment. When projects enter the Transportation Improvement Program, agencies such as WACOSA attempt to budget the costs often times four years in advance in order to plan accordingly. However, in the case of bus purchases, COVID-19 and the supply chain/inflation issues that resulted caused the cost of buses to skyrocket. Based on current market conditions, it is estimated that the buses WACOSA will need are going to cost approximately \$228,000 apiece in both

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					2024 and 2025. WACOSA had to adjust their budgets to reflect this if they were planning on purchasing these vehicles with Federal funding. This was less about saving money per se and more about addressing their needs and updating their budgets to more realistic levels based on current market conditions.
01/04/2024	Online Survey	WACOSA	TRF-9503-25	Add a side walk.	This project only pertains to replacing an existing WACOSA vehicle with a newer one. A sidewalk along Sundial Drive near the WACOSA facility will need to be addressed by the City of Waite Park. This comment has been forwarded on to city staff as well as the city's APO Policy Board elected official.
01/19/2024	Online Survey	WACOSA	TRF-9503-25	Strongly agree (11) Agree (48) Neither agree nor disagree (25) Disagree (4) Strongly disagree (4)	APO staff will forward on the results of the SurveyMonkey to staff at WACOSA.
01/07/2024	Online Survey	City of Saint Cloud	162-080-009	If the power company wants to make money off ev's then they can put in the stations. That is stealing from tax payers for Co profit.	At a recent City Council meeting (Jan. 8), Councilmember Jake Anderson addressed this point. He pointed out that grants and programs such as the Carbon Reduction Program (which was used to fund 80% of the project cost) serves as a bridge between the public and private sector. As the region continues to build out the electrical charging stations and as the power grid is upgraded, the government is currently filling what he believes is a

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					<p>temporary role. After which, the private sector will be able to take over. In the interim, being able to provide convenient charging stations off major highways does provide economic benefits for the Saint Cloud area. The Saint Cloud Public Works Director stated that in addition, the installation of more EV charging stations reduces range anxiety for those that have EVs or are looking into purchasing them.</p>
<p>01/07/2024</p>	<p>Online Survey</p>	<p>City of Saint Cloud</p>	<p>162-080-009</p>	<p>Disappointed in Xcel Energy</p>	<p>It is rather unfortunate. According to the City of Saint Cloud, the city had originally applied for five locations but after submitting the grant application learned some of the proposed locations would require significant updates. The City then reached out to Xcel Energy about the concerns regarding the increased in infrastructure needs and Xcel mentioned they had some EV infrastructure funding they would be willing to use to partner with the City on. This agreement would have Xcel provide the majority of any additional infrastructure required and design related services. Saint Cloud would then be responsible for the chargers themselves and any related concrete work. As the project scope was being finalized this summer, Xcel Energy notified the city they no longer had any funding available to assist the city. As a result, the city had to adjust the scope of this project or possibly risk</p>

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					losing out on the \$200,000 in grant funding they had received.
01/05/2024	Online Survey	City of Saint Cloud	162-080-009	I wish you could do more to support people purchased ev. Like 2, one at Stearns History and one at the YMCA?	<p>The original project locations selected for this project did include a charging station at the YMCA. However, after finalizing the locations after submitting the grant for the EV charging stations, it was identified that some of the locations previously identified required significant infrastructure updates. This, according to the City of Saint Cloud's Public Works Director, would have substantially increased the cost of the project if they were to do the original five locations.</p> <p>That said, the City of Saint Cloud does have several EV charging stations scattered throughout the city. A map of their locations can be found here: https://www.energywisemn.com/find-chargers</p>
01/05/2024	Online Survey	City of Saint Cloud	162-080-009	Have xcel pay for it	According to the City of Saint Cloud, the city had originally applied for five locations but after submitting the grant application learned some of the proposed locations would require significant updates. The City then reached out to Xcel Energy about the concerns regarding the increased in infrastructure needs and Xcel mentioned they had some EV infrastructure funding they would be willing to use to partner with the City on. This agreement would have Xcel

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					provide the majority of any additional infrastructure required and design related services. Saint Cloud would then be responsible for the chargers themselves and any related concrete work. As the project scope was being finalized this summer, Xcel Energy notified the city they no longer had any funding available to assist the city. As a result, the city had to adjust the scope of this project or possibly risk losing out on the \$200,000 in grant funding they had received.
01/05/2024	Online Survey	City of Saint Cloud	162-080-009	Having at least two stations should be a goal. I wouldn't want to drive 20 minutes across town to charge. The museum + YMCA seems like a good middle ground.	The City of Saint Cloud does have several EV charging stations scattered throughout the city. A map of their locations can be found here: https://www.energywisemn.com/find-chargers .
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	From 5 down to 1 is too drastic	It is rather unfortunate. According to the City of Saint Cloud, the city had originally applied for five locations but after submitting the grant application learned some of the proposed locations would require significant updates. The City then reached out to Xcel Energy about the concerns regarding the increased in infrastructure needs and Xcel mentioned they had some EV infrastructure funding they would be willing to use to partner with the City on. This agreement would have Xcel provide the majority of any additional infrastructure required and design related services. Saint Cloud would

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>then be responsible for the chargers themselves and any related concrete work. As the project scope was being finalized this summer, Xcel Energy notified the city they no longer had any funding available to assist the city. As a result, the city had to adjust the scope of this project or possibly risk losing out on the \$200,000 in grant funding they had received.</p> <p>The City of Saint Cloud does have several EV charging stations scattered throughout the city. A map of their locations can be found here: https://www.energywisemn.com/find-chargers.</p>
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	More are needed	<p>The City of Saint Cloud does have several EV charging stations scattered throughout the city. A map of their locations can be found here: https://www.energywisemn.com/find-chargers. This project would have added five additional locations, but due to the increase in cost, it had to be adjusted to one.</p>
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	It should not be up to the city to provide EV charging stations. This should be left up to the private sector and be governed by demand.	<p>At a recent City Council meeting (Jan. 8), Councilmember Jake Anderson addressed this point. He pointed out that grants and programs such as the Carbon Reduction Program (which was used to fund 80% of the project cost) serves as a bridge between the public and private sector. As the region continues to build out the electrical</p>

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					<p>charging stations and as the power grid is upgraded, the government is currently filling what he believes is a temporary role. After which, the private sector will be able to take over. As to demand, EV vehicle sales within the region have continued to increase. According to the Minnesota Public Utilities Commission, EV sales statewide are continuing to grow. Most recent data (from early 2023) show just under 400 EVs are registered to people living within the APO's planning area.</p>
<p>01/04/2024</p>	<p>Online Survey</p>	<p>City of Saint Cloud</p>	<p>162-080-009</p>	<p>I would like to see one on the Highway 15 corridor and one on the Highway 10 corridor to start</p>	<p>One of the requirements for this grant (Carbon Reduction Program – which is contributing \$200,000 for this project) is that the location of this EV charging station needed to be less than a mile from a state trunk highway (MN 15, MN 23, US 10, I-94). This location does meet this criterion. In addition, the electrical infrastructure is currently in place to the point that it is not necessary to install a new electric line to serve the Stearns History Museum site.</p> <p>That said, this proposed location is only one of several EV charging stations throughout the City of Saint Cloud. Plug into MN has a website listing some of the EV charging station locations within the region: https://www.energywisemn.com/find-</p>

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					chargers . While it appears there aren't any directly along the US 10 corridor, there are additional ones along MN 15 as well as MN 23.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	Charging infrastructure is important to the integration of electric vehicles into the mainstream. If anything, access to charging stations should be increased rather than decreased.	It is important to note that this project will NOT be the only EV charging station located within the City of Saint Cloud. Plug into MN has a website listing some of the EV charging station locations within the region: https://www.energywisemn.com/find-chargers . This project, while not being able to deliver as many EV charging stations as previously anticipated, will still be adding to this growing network of chargers.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	More and more people are buying EVs and you want to install LESS charging stations at popular spots to meet demand? Poor move.	It is important to note that this project will NOT be the only EV charging station located within the City of Saint Cloud. Plug into MN has a website listing some of the EV charging station locations within the region: https://www.energywisemn.com/find-chargers . This project, while not being able to deliver as many EV charging stations as previously anticipated, will still be adding to this growing network of chargers.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	Why at a location that has low traffic? Do not install any.	Originally, the City of Saint Cloud had looked at installing EV charging stations at several locations across the city. However, some of the proposed locations would have required significant upgrades. The location at the Stearns History Museum was

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					<p>selected for several reasons. One, the requirements of the Carbon Reduction Program grant (the \$200,000 in Federal funding the city received). This mandated that any EV charging station funded with this program needed to be less than a mile from a state trunk highway (MN 15, MN 23, I-94, US 10). Of the original proposed locations, this was selected as it was thought to best serve a section of the City that did not have a charging station available, as well as through-travelers off of the MN 15/MN 23 corridors. Two, out of the original proposed locations, the electrical infrastructure at the Stearns History Museum was already in place to the point that it was not necessary to install a new electric line to serve the site.</p> <p>As to the comment regarding not installing any EV charging stations. At a recent City Council meeting (Jan. 8), Councilmember Jake Anderson addressed this point. He pointed out that grants and programs such as the Carbon Reduction Program (which was used to fund 80% of the project cost) serves as a bridge between the public and private sector. As the region continues to build out the electrical charging stations and as the power grid is upgraded, the government is currently filling what he believes is a</p>

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					temporary role. After which, the private sector will be able to take over.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	Should be paid for privately	At a recent City Council meeting (Jan. 8), Councilmember Jake Anderson addressed this point. He pointed out that grants and programs such as the Carbon Reduction Program (which was used to fund 80% of the project cost) serves as a bridge between the public and private sector. As the region continues to build out the electrical charging stations and as the power grid is upgraded, the government is currently filling what he believes is a temporary role. After which, the private sector will be able to take over.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	It's not the taxpayers responsibility to provide charging station, you bought it, it's your problem, not mine	At a recent City Council meeting (Jan. 8), Councilmember Jake Anderson addressed this point. He pointed out that grants and programs such as the Carbon Reduction Program (which was used to fund 80% of the project cost) serves as a bridge between the public and private sector. As the region continues to build out the electrical charging stations and as the power grid is upgraded, the government is currently filling what he believes is a temporary role. After which, the private sector will be able to take over.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	Start with one and monitor usage, but if demand exceeds capacity consider an additional station.	This proposed project is NOT the only EV charging station located within the City of Saint Cloud. In fact, there are several locations scattered throughout the City (some of which are privately

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					owned). Plug into MN has a website showing the locations of several charging stations in the region: https://www.energywisemn.com/find-chargers . According to the Saint Cloud Public Works Director, the purpose of wanting to install several EV charging stations across the city would allow EV owners a convenient charging station access to reduce range anxiety.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	Waste of taxpayer money to install any of these city should not get involved this should be done privately	At a recent City Council meeting (Jan. 8), Councilmember Jake Anderson addressed this point. He pointed out that grants and programs such as the Carbon Reduction Program (which was used to fund 80% of the project cost) serves as a bridge between the public and private sector. As the region continues to build out the electrical charging stations and as the power grid is upgraded, the government is currently filling what he believes is a temporary role. After which, the private sector will be able to take over.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	The city should not be installing EV charging stations, the city doesn't manage gas stations and it shouldn't manage EV charging stations either. If there is demand, a for profit business will provide.	At a recent City Council meeting (Jan. 8), Councilmember Jake Anderson addressed this point. He pointed out that grants and programs such as the Carbon Reduction Program (which was used to fund 80% of the project cost) serves as a bridge between the public and private sector. As the region continues to build out the electrical charging stations and as the power grid is upgraded, the government is

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					currently filling what he believes is a temporary role. After which, the private sector will be able to take over.
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	What neighborhood would pose the most demand? I assume it is what you are proposing	<p>This proposed EV charging station is NOT the only EV charging stations located within the City of Saint Cloud. Plug into MN has a list of several EV charging stations located throughout the city: https://www.energywisemn.com/find-chargers.</p> <p>The Stearns History Museum was selected for several reasons. One, the requirements of the Carbon Reduction Program grant (the \$200,000 in Federal funding the city received). This mandated that any EV charging station funded with this program needed to be less than a mile from a state trunk highway (MN 15, MN 23, I-94, US 10). Of the original proposed locations, this was selected as it was thought to best serve a section of the City that did not have a charging station available, as well as through-travelers off of the MN 15/MN 23 corridors. Two, out of the original proposed locations, the electrical infrastructure at the Stearns History Museum was already in place to the point that it was not necessary to install a new electric line to serve the site.</p>
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	But why there	The Stearns History Museum was selected for several reasons. One, the

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					<p>requirements of the Carbon Reduction Program grant (the \$200,000 in Federal funding the city received). This mandated that any EV charging station funded with this program needed to be less than a mile from a state trunk highway (MN 15, MN 23, I-94, US 10). Of the original proposed locations, this was selected as it was thought to best serve a section of the City that did not have a charging station available, as well as through-travelers off of the MN 15/MN 23 corridors. Two, out of the original proposed locations, the electrical infrastructure at the Stearns History Museum was already in place to the point that it was not necessary to install a new electric line to serve the site.</p>
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	<p>That's fine reduce the number of charging stations. But if you are going to put in only one, put it at a park, or the YMCA, or the library where it would 1) get used and 2) encourage using those locations. The museum might fit #2... but it wouldn't be used.</p>	<p>The Stearns History Museum was selected for several reasons. One, the requirements of the Carbon Reduction Program grant (the \$200,000 in Federal funding the city received). This mandated that any EV charging station funded with this program needed to be less than a mile from a state trunk highway (MN 15, MN 23, I-94, US 10). Of the original proposed locations, this was selected as it was thought to best serve a section of the City that did not have a charging station available, as well as through-travelers off of the MN 15/MN 23 corridors. Two, out of the original proposed locations, the</p>

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					<p>electrical infrastructure at the Stearns History Museum was already in place to the point that it was not necessary to install a new electric line to serve the site.</p> <p>That said, the location at the Stearns History Museum is NOT the only EV charging station location within the City of Saint Cloud. Plug into MN has a list of several other EV charging stations within the region: https://www.energywisemn.com/find-chargers</p>
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	It is relieving to see there is some investment being made here, and allowing for more time to determine "best" locations for charging stations.	The City of Saint Cloud along with several private entities within the city limits have been making investments in building up the EV infrastructure in Central Minnesota. While the Stearns History Museum location is just one of the new proposed stations, there are several already located in the city. Plug into MN shows a list of some of those locations: https://www.energywisemn.com/find-chargers .
01/04/2024	Online Survey	City of Saint Cloud	162-080-009	I think Stearns County Museum is not an ideal spot, I don't think that is a good charge and wait area. I feel the Library makes more sense.	The Stearns History Museum was selected for several reasons. One, the requirements of the Carbon Reduction Program grant (the \$200,000 in Federal funding the city received). This mandated that any EV charging station funded with this program needed to be less than a mile from a state trunk highway (MN 15, MN 23, I-94, US 10).

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					<p>Of the original proposed locations, this was selected as it was thought to best serve a section of the City that did not have a charging station available, as well as through-travelers off of the MN 15/MN 23 corridors. Two, out of the original proposed locations, the electrical infrastructure at the Stearns History Museum was already in place to the point that it was not necessary to install a new electric line to serve the site.</p>
<p>01/04/2024</p>	<p>Online Survey</p>	<p>City of Saint Cloud</p>	<p>162-080-009</p>	<p>YMCA or Great River library will offer the public more access to these stations, increasing revenue for more usage. On the other hand, the EV station at the museum might increase museum visitation by a fraction. Weighing the revenue versus traffic to the museum is a must-for consideration. Installing a station where it will be used infrequently might be uneconomical and wasteful of EV funds.</p>	<p>The Stearns History Museum was selected for several reasons. One, the requirements of the Carbon Reduction Program grant (the \$200,000 in Federal funding the city received). This mandated that any EV charging station funded with this program needed to be less than a mile from a state trunk highway (MN 15, MN 23, I-94, US 10). Of the original proposed locations, this was selected as it was thought to best serve a section of the City that did not have a charging station available, as well as through-travelers off of the MN 15/MN 23 corridors. Two, out of the original proposed locations, the electrical infrastructure at the Stearns History Museum was already in place to the point that it was not necessary to install a new electric line to serve the site.</p> <p>While the other locations were considered, ultimately the cost to do</p>

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					<p>the necessary infrastructure upgrades to either the YMCA or the Library would have far exceeded the budget the City was planning on spending to complete the project.</p>
<p>01/04/2024</p>	<p>Online Survey</p>	<p>City of Saint Cloud</p>	<p>162-080-009</p>	<p>More discussion is needed on creating an infrastructure of charging stations. It is necessary, but one expensive and inconvenient station for a quarter million isn't a sound decision.</p>	<p>Discussions have been occurring not only in Saint Cloud, but also across the Saint Cloud Metro (Sartell and Sauk Rapids for sure). In addition, the state has taken an interest in wanting to develop an EV alternative fuels corridor along I-94, running right through Central Minnesota, to allow for the continued build out of this infrastructure.</p> <p>The challenge with installing EV stations is supplying the proper electrical lines out to an area. In addition, the stipulations of this grant required the city to provide four ports/plugs at each location they were planning on installing stations at. The City has also opted to go with the DC Fast Chargers which are much more expensive than other alternatives (such as a Level 2 Charger – which will take more time to charge a vehicle). As a result, they opted for the Stearns History Museum site because it was a site that had the initial electrical infrastructure needed to accommodate the type of charging station required by the grant.</p>

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01/02/2024	Online Survey	City of Saint Cloud	162-080-009	We need more than one EV charging station! The history museum may be an okay site since it's near Costco and the interstate, but one station is insufficient. The amount of money spent on this is minimal and should be increased.	It is important to note that this project will NOT be the only EV charging station located within the City of Saint Cloud. Plug into MN has a website listing some of the EV charging station locations within the region: https://www.energywisemn.com/find-chargers . This project, while not being able to deliver as many EV charging stations as previously anticipated, will still be adding to this growing network of chargers.
01/02/2024	Online Survey	City of Saint Cloud	162-080-009	EV is the future, which is now! We need to find the funding.	There are several funding opportunities for EV infrastructure. Programs such as the Carbon Reduction Program – the grant which provided 80% of the funding for this project – is one of them. The City did explore other funding opportunities through Xcel Energy, however, that did not pan out.
01/02/2024	Online Survey	City of Saint Cloud	162-080-009	We need more EV charging stations!	It is important to note that this project will NOT be the only EV charging station located within the City of Saint Cloud. Plug into MN has a website listing some of the EV charging station locations within the region: https://www.energywisemn.com/find-chargers . This project, while not being able to deliver as many EV charging stations as previously anticipated, will still be adding to this growing network of chargers.
12/21/2023	Online Survey	City of Saint Cloud	162-080-009	Why would the city install an EV charging station at a remote location, such as	The Stearns History Museum was selected for several reasons. One, the requirements of the Carbon Reduction

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				<p>the History Museum? City Hall proximity, one of the City parking lots, or some other high traffic area would seem to be way more appropriate to me. Has any funding assistance request been forwarded to Tesla, or other EV manufacturers?</p>	<p>Program grant (the \$200,000 in Federal funding the city received). This mandated that any EV charging station funded with this program needed to be less than a mile from a state trunk highway (MN 15, MN 23, I-94, US 10). Of the original proposed locations, this was selected as it was thought to best serve a section of the City that did not have a charging station available, as well as through-travelers off of the MN 15/MN 23 corridors. Two, out of the original proposed locations, the electrical infrastructure at the Stearns History Museum was already in place to the point that it was not necessary to install a new electric line to serve the site.</p> <p>While the other locations were considered, ultimately the cost to do the necessary infrastructure upgrades to either the YMCA or the Library would have far exceeded the budget the City was planning on spending to complete the project.</p> <p>To the knowledge of APO staff, the City of Saint Cloud has not reached out to EV manufacturers for assistance in funding EV charging infrastructure. The City has, however, reached out for funding assistance from Xcel Energy to complete this project. Unfortunately,</p>

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					Xcel Energy was unable to assist at this time.
01/19/2024	Online Survey	City of Saint Cloud	162-080-009	Strongly agree (28) Agree (26) Neither agree nor disagree (9) Disagree (13) Strongly disagree (14)	APO staff will forward the results of the SurveyMonkey with City of Saint Cloud staff.
01/19/2024	Online Survey	City of Saint Cloud	162-153-003	I would like to see the multimodal part of 22 nd to be like 33 rd with bike lane separated from the cars to encourage safer use by all age groups.	As part of this project, the City of Saint Cloud is also proposing to incorporate bike lanes and sidewalk along this stretch of roadway. The proposed active transportation facilities along this corridor (from Oak Grove Road SW/County Road 136 to Cooper Avenue) will fill in an existing gap in the active transportation network. To assist with the construction of the bike lanes and sidewalks for this corridor, the City is currently seeking additional grant funding to help offset the cost of this improvement.
01/05/2024	Online Survey	City of Saint Cloud	162-153-003	Develop the area a bit – it was *the school* (besides oak hill) back in the 90s... put some life into it!	APO staff is unsure what this commentor is trying to address. This project will upgrade the roadway corridor – investing the proposed \$5.6 million into making this corridor an urban section (curb and gutter, multimodal components).
01/05/2024	Online Survey	City of Saint Cloud	162-153-003	Infrastructure is always good money spent.	We think so too!
01/04/2024	Online Survey	City of Saint Cloud	162-153-003	Add a sidewalk	As part of this project, the City is also proposing to transform this section into a multimodal corridor by adding sidewalks and a bike lane. By doing

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					this, the last remaining gap of active transportation infrastructure on 22 nd Street S in this area will be filled. The City is currently pursuing additional Federal funding to assist in helping to pay for this component.
01/04/2024	Online Survey	City of Saint Cloud	162-153-003	If they are digging up road due to everything at once it will save money in the long run	This is exactly why the City is proposing to do this work simultaneously.
12/21/2023	Online Survey	City of Saint Cloud	162-153-003	I'm only this far into the survey, but I'm hoping 322 nd street is further in the survey.	Unfortunately, 322 nd Street is not included in this survey. The Transportation Improvement Program primarily deals with roadways on the functional classification system (arterials and collectors). As it stands in early 2024, 322 nd Street is considered a local roadway and would not be eligible for Federal funding. However, the City is aware of the growing concerns about the condition of 322 nd Street. The City also has identified this project as an "Unprogrammed Priority Project" meaning the City has this on its radar, but has not identified a funding source in the short term (between 2024 and 2028) to be able to complete the necessary construction. This comment will also be forwarded on to the city engineer and APO Policy Board representatives from Saint Cloud for their consideration.

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
01/19/2024	Online Survey	City of Saint Cloud	162-153-003	Strongly agree (15) Agree (35) Neither agree nor disagree (24) Disagree (18) Strongly disagree (3)	APO staff will forward the results of the SurveyMonkey to City of Saint Cloud staff.
01/04/2024	Online Survey	Sherburne County	071-596-008	Please do not delay; also include acceleration lanes.	According to the Sherburne County engineering department, the requests for the proper easements needed to complete this project were submitted in mid-2023, however, due to a lack of response from BNSF, they unfortunately had to delay the start of this project. Without proper permitting from BNSF, which owns the railroad track and the adjacent right-of-way, the county cannot begin this endeavor. County officials are hopeful they will be able to secure the necessary easement/acquire the necessary right-of-way in order to begin this project as soon as possible. As to the comment regarding acceleration lanes on US 10 (I am assuming), US 10 falls under MnDOT jurisdiction and would not be part of the scope of this project. That said, MnDOT is aware of certain issues surrounding the safety/traffic conditions on this stretch of US 10. In April 2023, MnDOT had completed a planning study on this corridor which had included either a J-turn at this intersection (low-cost option) or a tight diamond interchange (high-cost option) at this location. More information on

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					this completed MnDOT study can be found here: https://www.dot.state.mn.us/d3/projects/h10stcto/
01/04/2024	Online Survey	Sherburne County	071-596-008	Taking on the railroad companies is a monumental task.	It really can be at times. Coordination with the railroad, however, is critical to this project. And more time is needed to ensure that this is done.
01/19/2024	Online Survey	Sherburne County	071-596-008	Strongly agree (21) Agree (40) Neither agree nor disagree (18) Disagree (7) Strongly disagree (6)	APO staff will forward the results of the SurveyMonkey with Sherburne County staff.
01/04/2024	Online Survey	Stearns County	073-733-006	Always busy there	Stearns County as well as the City of Saint Joseph understand that this area is busy. Especially given the queue lengths on eastbound CSAH 75 turning on to northbound CSAH 133. The hope for this project would be to help more efficiently (and safely) move traffic through this area.
01/02/2024	Online Survey	Stearns County	073-733-006	I stopped trying to answer questions; this survey was not intended for me – or if it was, you need to completely rewrite it and then it would need to be a thick book. I hope somebody has useful input for you !	I am sorry that this survey wasn't easy to understand/complete. Part of the difficulty/hurdles with topics like the APO or the Transportation Improvement Program is having to balance the information that we need the community to react to (the proposed changes) as well as provide enough understanding on what exactly the APO or TIP is so people feel confident when providing feedback. We will continue to work on making our materials easier to understand,

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					hopefully without needing to develop a thick book for people 😊
01/02/2024	Online Survey	Stearns County	073-733-006	I hope this will improve ability to take a left turn out of Coburns onto Co Rd. 133, as it is near impossible. Adding more lanes will make it even more difficult.	The proposed intersection improvements at Elm Street include the construction of a roundabout. While adding additional lanes may make the ability to turn left out of Coborn's onto CSAH 133 a bit more challenging, it is the hope that the roundabout and Elm Street realignment will improve current conditions to allow for an easier connection.
01/19/2024	Online Survey	Stearns County	073-733-006	Strongly agree (16) Agree (38) Neither agree nor disagree (27) Disagree (8) Strongly disagree (5)	APO staff will forward the results of the SurveyMonkey with Stearns County staff.

Figure 5.7: Public comment disposition from comments made on the TIP changes taking place during the public comment period from Dec. 18, 2023, through Jan. 19, 2024.

Accompanying the changes to the projects mentioned above and upon the direction of FTA, APO staff initiated changes to the Transit Asset Management (TAM) and Public Transportation Agency Safety Plan (PTASP) section of Chapter 3. This included adding the National Transit Database (NTD) reporting information regarding facilities – both passenger and parking facilities as well as administrative and maintenance facilities – as part of the TAM section. In addition, APO staff included baseline 2022 measurements and status on their achievement for each of the seven safety targets included in the Saint Cloud Metro Bus PTASP.

The proposed changes were discussed at the APO's TAC meeting on Feb. 1, 2024, as well as the APO's Policy Board meeting on Feb. 7, 2024.

March/April 2024

In February 2024, the Minnesota Department of Transportation and the City of Sauk Rapids had made requests to change the FY 2024-2027 TIP. Given the nature of some of these changes, an amendment process to this document had been initiated.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Change
MnDOT	7303-52	2025	Project cost is increasing from \$921,000 to \$1,200,000.
City of Sauk Rapids	191-104-006 191-104-006AC	2024 2025	Project is undergoing funding swap and will no longer need to be Advance Constructed.

Figure 5.8: A list of all the proposed changes to the FY 2024-2027 TIP requested to be completed by April 2024.

A public comment period was open for 30 days from Wednesday, Feb. 14, 2024, through Friday, March 15, 2024. Notice was published in the St. Cloud Times, the newspaper of record, along with being posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), 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/). APO staff also directly notified interested stakeholders – those who work specifically with traditionally underserved populations such as Black, Indigenous, People-of-Color (BIPOC); individuals with low-income; individuals with disabilities; limited English proficient individuals; and elderly populations – along with those who had directly expressed interest in APO planning activities via email.

APO staff developed an online survey as well to assist with gathering public feedback. A total of 11 people took part in the online survey.

In addition, APO staff hosted two public engagement events. The first, a virtual option via Facebook Live, was held on Friday, Feb. 23, 2024, starting at 9 a.m. No one provided comments. The second, an in-person open house at the Saint Cloud branch of the Great River Regional Library, was held from 11:30 a.m. to 1:30 p.m. on Tuesday, Feb. 27, 2024. One person attended this event.

However, given the immediate nature of the request by the City of Sauk Rapids to not delay the bidding and letting processes, MnDOT had reached out to APO staff to advance the approval of that administrative modification prior to the proposed April 11 Policy Board meeting. As a result, the City of Sauk Rapids administrative modification was approved by the APO's Policy Board at the March 14 meeting. This administrative modification was not brought before the TAC for consideration and recommending action.

The MnDOT amendment was brought before the TAC at the March 28 meeting and approved by the Policy Board at its April 11 meeting.

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
02/27/2024	In-Person Public Meeting	N/A	N/A	Comments from this person included concerns about Northstar and the need for it to come to Saint Cloud.	APO staff present during the event stated while the APO's funding cannot be spent on Northstar, the APO's Policy Board has continually expressed support for the extension from Big Lake to Saint Cloud and has even lobbied for additional studies and funding to complete this connection both at the state and federal levels.
03/15/2024	Online Survey	MnDOT	7303-52	Strongly agree (2) Agree (4) Neither agree nor disagree (4) Disagree (1)	APO staff will forward the results of the SurveyMonkey with MnDOT staff.
03/15/2024	Online Survey	City of Sauk Rapids	191-104-006	Strong agree (5) Agree (4) Neither agree nor disagree (2)	APO staff will forward the results of the SurveyMonkey with City of Sauk Rapids staff.

Figure 5.9: Public comment disposition from comments made on the TIP changes taking place during the public comment period from Feb. 14 through March 15, 2024.

June 2024

In April 2024, MnDOT had made a request to change the FY 2024-2027 TIP. Given the nature of this change, an amendment process to this document had been initiated.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Change
MnDOT	8823-435	2024	Project is being added to the TIP.

Figure 5.10: A list of the proposed change to the FY 2024-2027 TIP requested to be completed by June 2024.

A public comment period was open for 30 days from Wednesday, April 17 through Friday, May 17, 2024. Notice was published in the St. Cloud Times, the newspaper of record, along with being posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), 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/). APO staff also directly notified interested stakeholders – those who work specifically with traditionally underserved populations such as Black, Indigenous, People-of-Color (BIPOC); individuals with low-income; individuals with disabilities; limited English proficient individuals; and elderly populations – along with those who had directly expressed interest in APO planning activities via email.

APO staff developed an online survey as well to assist with gathering public feedback. A total of eight people took part in the online survey.

In addition, APO staff hosted two public engagement events. The first, a virtual option via Facebook Live, was held on Friday, April 26, 2024, starting at 11:30 a.m. No one provided comments. The second, an in-person open house at the Saint Cloud branch of the Great River Regional Library, was held from 10:45 a.m. to 12:45 p.m. on Monday, April 29, 2024. Two people attended this event.

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
05/20/2024	Online Survey	MnDOT	8823-435	Strongly agree (1) Agree (2) Strongly disagree (1)	APO staffers will forward the results of the survey to MnDOT.
04/22/2024	Online Survey	MnDOT	8823-435	Strongly agree. When choosing a location, keep in mind that people may need the restroom and food and drink or services, a place for a dog to stretch. The only reason people use EV charging is that they are on a road trip and have probably been driving for a couple of hours previously.	This is a fair point to make. Given it does take some time to fully charge an EV, it is a good suggestion to have a station located on (or reasonably near) a variety of amenities such as food, restrooms, or other places for people to enjoy while they are waiting. This comment will be passed along to MnDOT for their consideration.
04/19/2024	Online Survey	MnDOT	8823-435	If it is going to be done, would suggest exit 164A or 171.	Duly noted. This recommendation will be passed along to MnDOT for their consideration.
04/18/2024	Online Survey	MnDOT	8823-435	This money should be spent elsewhere. The number of	The federal funding for this EV charging station – which will

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
				<p>EV's on the road versus gas vehicles is minimal. The money should be spent on the roads used by all the vehicles – not just for one group.</p>	<p>cover approximately 70% of the cost – is provided through the National Electric Vehicle Infrastructure (NEVI) Formula Program. As such, money spent using NEVI dollars has specific requirements on what it can be used for. These requirements include:</p> <ul style="list-style-type: none"> • Stations must be located no more than 50 miles apart along the Alternative Fuels Corridor (I-94 or I-35 are the AFCs within Minnesota). • Stations must be located less than 1 mile driving distance from the AFC exit. • Stations must have a minimum of four 150kW charging ports able to operate simultaneously. • Station must be open to the public 24/7 with no entry fee to access the chargers. <p>Additional roadway infrastructure is not an eligible expense using NEVI funding. While it is true that EVs make up a very small proportion of vehicles on the road today, a factor behind more people</p>

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>opting not to purchase an EV is because of “range anxiety” or the fear of not being able to find an EV charging station if they need it.</p>
04/17/2024	Online Survey	MnDOT	8823-435	<p>Strongly Agree. I would recommend exit 164A off Hwy 23 – the others either have no amenities at the exit or it is already fairly congested (171).</p>	<p>Duly noted. This recommendation will be passed along to MnDOT for their consideration.</p>
04/17/2024	Email	MnDOT	8823-435	<p>Thank you for reaching out about this. Yes, I have been hearing a bit about this. It’s doubtful that I will live long enough to ever purchase (at will) an electric vehicle. However, that being said, it seems only logical that charging stations would be placed at the very least, modestly trafficked and easy access locations. I suppose the Opportunity Drive exit will need charging stations eventually for e-v trucks, but is it really necessary to put charging stations for cars at that site now? I encourage you to strongly consider exit 171 at the McStop, at the very least. Thank you for being so inclusive in this arrangement.</p>	<p>This is a fair point to make. Given it does take some time to fully charge an EV, it is a good suggestion to have a station located on (or reasonably near) a variety of amenities such as food, restrooms, or other places for people to enjoy while they are waiting.</p> <p>The reason behind the five possible locations for the EV charging station has to do with the requirement to participate in the federal program (which will cover approximately 70% of the cost). To utilize the National Electric Vehicle Infrastructure (NEVI) Program to fund charging stations, those EV charging stations need to be located along an Alternative Fuels Corridor (I-94 and I-35</p>

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>are the AFCs in Minnesota). In addition, stations have be located no more than 50 miles apart. With stations being proposed near Saint Michael/Rogers, the identified exits (Opportunity Drive through exit 164A) were exits that would be within that 50 mile parameter.</p> <p>APO staff will pass along the recommendation for an EV charging station at 171 to MnDOT.</p>
04/23/2024	Email	MnDOT	8823-435	Is there a reason for government to meddle in an opportunity for private enterprise? Why should this be publicly funded or included as part of a public project?	Those are excellent questions. Several private entities have already taken steps to install EV charging stations within the Saint Cloud metro (primarily at car dealerships and area hotels). However, one of the barriers to a lack of EV ownership in this region (and the nation as a whole) is due to "range anxiety" or the fear that an EV owner would become stranded because there would be nowhere for them to publicly plug in. One way to help encourage the adoption of EVs (and ideally the means for the private sector to take the reins and build out charging infrastructure) is to have the

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>government step in temporarily to bridge the gap.</p> <p>The National Electric Vehicle Infrastructure (NEVI) federal program, while administered by MnDOT, does encourage both public and private entities to apply for funding to build these charging stations. However, to take advantage of these dollars (which will cover approximately 70% of the cost), the EV charging stations do need to be located within 50 miles of each other, on an alternative fuels corridor (like I-94), and meet other standards.</p> <p>While MnDOT is in charge of administering the grant, MnDOT is planning to enter into a contract with another public or private entity to take ownership and/or lease the property and maintain the EV charging infrastructure for at least five years.</p>
04/29/2024	In-Person Open House	MnDOT	8823-435	Don't select a location at MN 15 because there is nothing there within the one-mile distance. Also, the EV charging corridors should extend at least to Brainerd on US 10/MN 371.	APO staffers will certainly pass along this comment to MnDOT staff. As to adding EV charging stations along US 10/MN 371 to Brainerd, while that is certainly a great idea, the funding used for this

Date	Source	Agency / Jurisdiction	Proposed Project Number	Comments	Disposition
					<p>particular EV charging station – the National Electric Vehicle Infrastructure (NEVI) program – can only be used to install EV charging stations along a designated Alternative Fuels Corridor (AFC). In Minnesota, I-94 and I-35 are the two designated AFCs in the state.</p>
04/29/2024	In-Person Open House	MnDOT	8823-435	A good location for the EV charging station would be down at the Saint Augusta exit (McStop) or near Clearwater. The other option would be at the Loves Travel station near Rockville.	<p>APO staffers will certainly forward these comments on to MnDOT. The reason the Clearwater exit (Exit 178) was not considered for this program was due to the spacing requirements of the National Electric Vehicle Infrastructure (NEVI) formula program used to fund the charging stations. Per the NEVI program guidance (NEVI funds will pay approximately 70% of the cost of an EV charging station), charging stations must be located no more than 50 miles apart. Since a station is slated to be installed around the Rogers/Saint Michael area, the next stop which would be about 50 miles away would be at one of these exits to the Saint Cloud Metro.</p>

Figure 5.11: Public comment disposition from comments made on the TIP changes taking place during the public comment period from April 17 through May 17, 2024.

July 2024

In July 2024, MnDOT requested a technical correction be made to the APO's 2024-2027 TIP.

Agency/Jurisdiction	Project Number	Fiscal Year	Proposed Change
MnDOT	8823-435	2024	Refinement of generalized scope and cost estimate decrease from \$762,000 to \$590,952.

Figure 5.12: The technical correction made to the FY 2024-2027 TIP requested in July 2024.

Due to these changes being technical corrections, no public comment period was warranted. In addition, no action was needed by the APO's TAC or Policy Board to complete these corrections.

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)

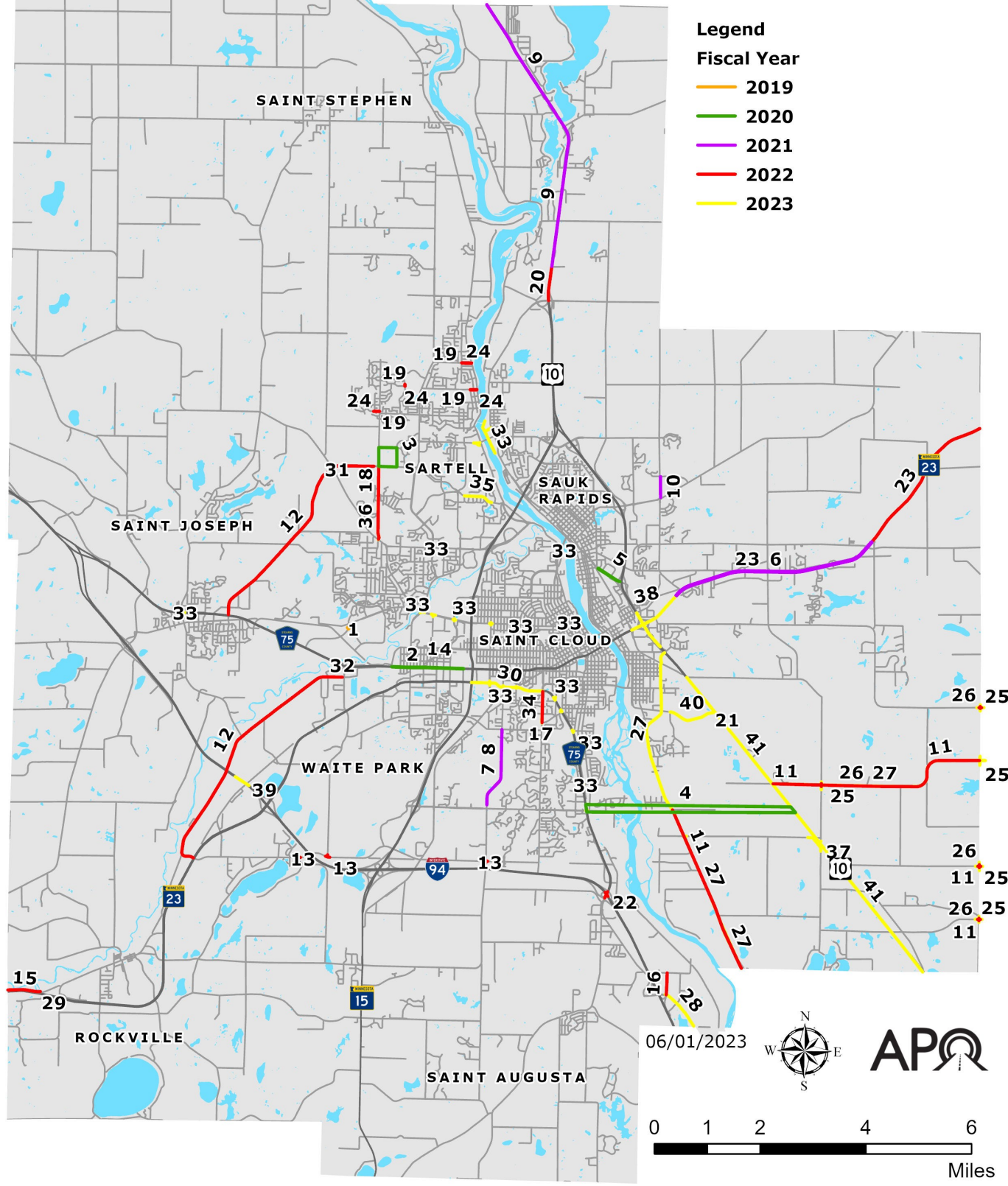
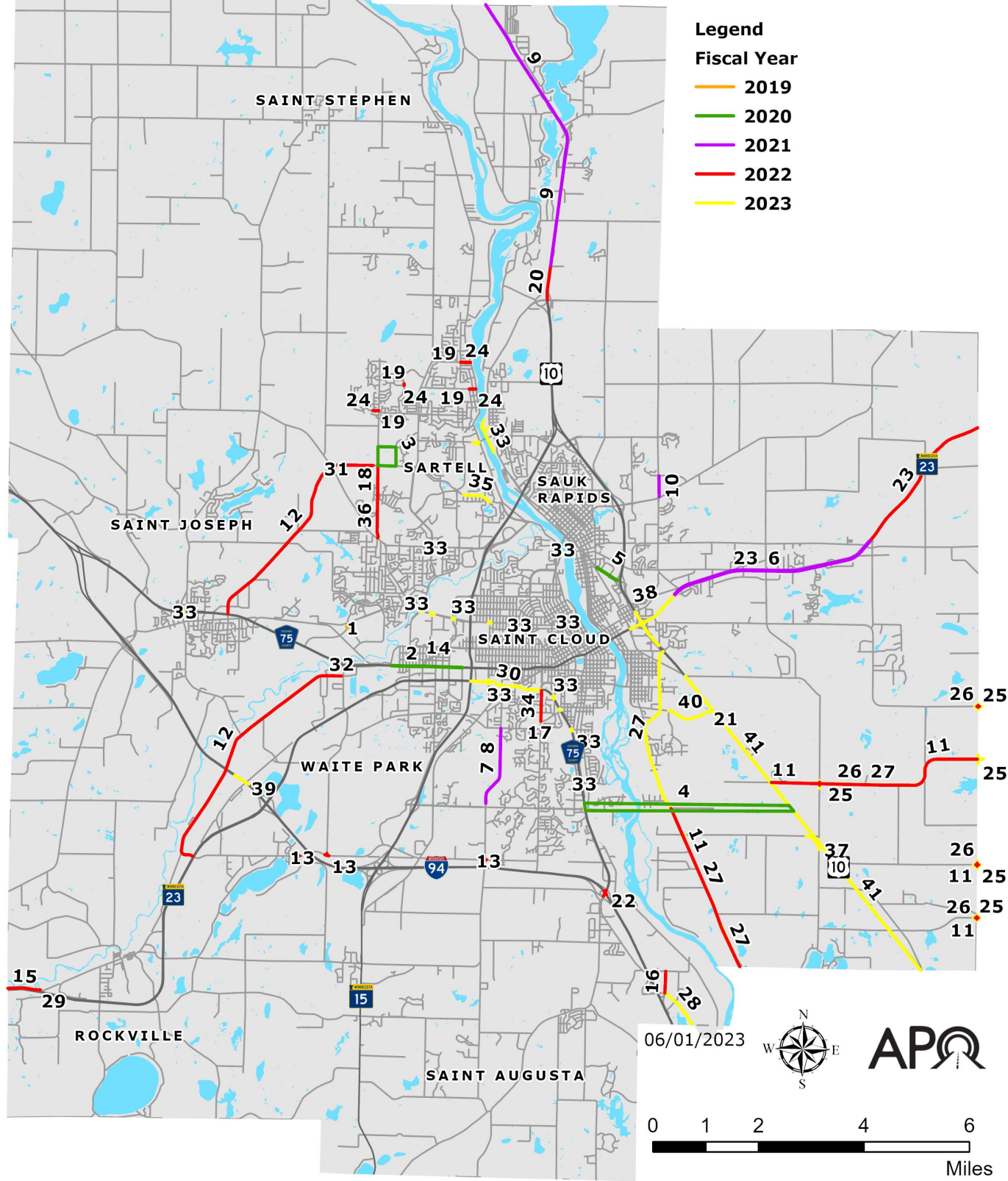


Figure 6.2: A map of the roadway, bridge, and active transportation projects previously programmed in the APO's Transportation Improvement Program.

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
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
									\$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
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
									\$184,548,205	\$1,250,000	\$32,194,253				\$31,666,831			\$1,560,886	\$9,229,600	\$3,573,774			\$0	\$107,883,747	\$154,442,260
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	12,058,300										800,000					11,258,300	12,058,300
TRANSIT	TRF-0048-24I	2024	SAINT CLOUD	ST CLOUD MTC -- PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	5,584,700															5,584,700	5,584,700
TRANSIT	TRF-0048-24J	2024	SAINT CLOUD	ST CLOUD MTC -- NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	558,000															558,000	558,000
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	228,000										182,400					45,600	228,000
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
HIGHWAY CSAH 75	073-675-041AC1	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								
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	3,000,000			1,458,355		1,458,355										1,541,645	3,000,000

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	
									\$184,548,205	\$1,250,000	\$32,194,253				\$31,666,831			\$1,560,886	\$9,229,600	\$3,573,774			\$0	\$107,883,747	\$154,442,260	
HIGHWAY CSAH 75	073-675-042AC1	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	2,121,105	1,250,000				1,250,000										871,105	2,121,105	
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	STBGTP 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 STATION, STEARNS HISTORY MUSEUM	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	RECONSTRUCT 2ND AVE S FROM 110' SOUTH OF BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS	0.4	RC	MAJOR CONSTRUCTION - BIT	STBGP 5K-200K	3,758,476			1,135,120		1,135,120										2,623,356	3,758,476	
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	2.3	MC	BRIDGE NEW	NHPP	23,194,152						23,194,152		23,194,152									

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		
									\$184,548,205	\$1,250,000	\$32,194,253			\$31,666,831			\$1,560,886	\$9,229,600	\$3,573,774			\$0	\$107,883,747	\$154,442,260		
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	
				BRIDGE OVER US 10. (PAYBACK 1 OF 2)																						
LOCAL STREETS	8823-435	2024	MNDOT	**NEVI** I-94, S OF JCT 43RD ST S AND CLEARWATER ROAD, NEAR EXIT 171 IN THE CITY OF ST CLOUD, INSTALL NEVI CHARGING STATION	0	MA	ELECTRONIC VEHICLE & CHARGING INFRASTRUCTURE	NEVI	590,952				472,762	472,762											118,190	590,952
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; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000										96,000						24,000	120,000
TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	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	228,000										182,400						45,600	228,000
HIGHWAY CSAH 1	005-070-014	2025	BENTON COUNTY	BENTON COUNTY CSAH 1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	0	SH	ROUNDABOUT	HSIP	1,200,000			750,000		750,000											450,000	1,200,000
LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING	0.1	LP	NEW PAVEMENT -BIT	STBGP<5K	2,500,000			1,000,000		1,000,000						1,200,000		1,200,000			300,000	2,500,000
HIGHWAY CSAH 2	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	0.5	SH	ROUNDABOUT	HSIP	1,100,000			500,000		500,000											600,000	1,100,000
HIGHWAY CSAH 75	073-675-041AC2	2025	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA	1	RS	MILL AND BIT OVERLAY	NHPP	774,944						774,944		774,944									

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
									\$184,548,205	\$1,250,000	\$32,194,253				\$31,666,831			\$1,560,886	\$9,229,600	\$3,573,774			\$0	\$107,883,747	\$154,442,260
				IMPROVEMENTS (PAYBACK 2 OF 2).																					
HIGHWAY CSAH 75	073-675-042AC2	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	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
LOCAL STREETS	091-070-028	2025	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
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	1,200,000			976,226		976,226						223,774		223,774			1,200,000
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 BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 2 OF 2)	2.3	MC	BRIDGE NEW	NHPP	2,956,474						2,956,474		2,956,474								
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

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
									\$184,548,205	\$1,250,000	\$32,194,253			\$31,666,831			\$1,560,886	\$9,229,600	\$3,573,774			\$0	\$107,883,747	\$154,442,260	
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; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	120,000										96,000					24,000	120,000
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	4,039,114			239,114		239,114				1,560,886						3,800,000	5,600,000
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 RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL	0	BT	NEW TRAIL	STBGTAP 5K-200K	486,450			389,160		389,160										97,290	486,450
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

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
									\$184,548,205	\$1,250,000	\$32,194,253				\$31,666,831			\$1,560,886	\$9,229,600	\$3,573,774			\$0	\$107,883,747	\$154,442,260
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	410,000										328,000					82,000	410,000
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								
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 2024-2027 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 2024-2027 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 2024-2027 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 2024-2027 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 2024-2027 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 22 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.

Benton County

One person participated in the Benton County TIP survey. One person also participated in the Benton County portion of the overall TIP survey.

Benton County had one project programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #14: Benton County is proposing to construct a roundabout at the intersection of CSAH 29 and CSAH 1 in Sauk Rapids. The estimated project cost is \$1,200,000 with \$750,000 coming from Federal funding and \$450,000 coming from local 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
14	1	1				

Appendix C.1: Table indicating the responses to survey question 1 of the Benton County 2024-2027 TIP survey and the Benton County portion of the overall TIP survey.

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

Comment	Disposition
Improve traffic control along County Road 1 by the High School.	A corridor study of Benton CSAH 1/Mayhew Lake Road from MN 23 to Benton CSAH 29 was completed at the end of 2022. This study looked at ways to improve safety and access along the corridor as well as develop a long-term vision for the roadway. The results of this study (https://tinyurl.com/ztrrdskf) provided several recommendations to improve the corridor including the ultimate expansion of the roadway from two lanes to a four-lane divided roadway as growth and development continue to occur within this area of Sauk Rapids/Benton County. In addition, this study looked at several intersection control

Comment	Disposition
	<p>possibilities. When it comes to the area directly adjacent to the Sauk Rapids-Rice High School, the study recommended the construction of two roundabouts – one at Osauka Road and the other at the unnamed roadway just to the north of Osauka Road. In total, to implement the entire vision for the Mayhew Lake Road corridor, the estimated investment would be between \$14 and \$16 million (2022 dollars – the cost will likely go up due to inflation). That said, the County is prepared to phase this project as it is able to (i.e., when funding becomes available). While the answer to the traffic control situation will not be immediate, the County is aware of the concerns around this corridor. This comment will also be shared with the Benton County Engineer.</p>
<p>Bike trail along Hwy 23 going east</p>	<p>While there is some abandoned rail lines along MN 23 heading east that would be eligible for a Rails to Trails conversion, the discussions with the County several years ago indicated that it would be rather difficult to construct a trail here. The main difficulty stems from a good portion of railway bed which would be used for this facility is actually owned by private landowners. So the cost of acquiring the right-of-way to construct the facility would not make it feasible at this time. However, the APO is aware of the desire to expand upon the regional bicycle network. This is why APO staff have developed the Regional Active Transportation Plan (https://tinyurl.com/5x5wfh7f). While this plan does not identify a long-distance bicycle corridor along MN 23 heading east, it does identify a parallel route along Benton CSAH 3/Golden Spike Road. While the recommendations found within this plan are not fiscally constrained, they do provide a larger multijurisdictional conversation on regional active transportation connectivity within and outside the APO’s planning area. This comment will also be shared with the Benton County Engineer.</p>

Appendix C.2: Table indicating the responses to survey question 2 of the Benton County 2024-2027 TIP survey and the Benton County portion of the overall TIP survey along with APO staff disposition of those comments.

The one person who participated in the Benton County 2024-2027 TIP survey provided the following ranking of the important transportation issues:

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

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

Sherburne County

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

Sherburne County had three projects programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #3: Sherburne County is proposing to install rural intersection lighting at the following 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.
- #4: Sherburne County is proposing to install sinusoidal rumble strips (aka, mumble strips) on CSAH 7 and CSAH 20. The estimated project cost is \$180,000 with \$162,000 coming from Federal funding and \$18,000 coming from local funding sources.
- #13: 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 \$1,000,000 coming from Federal funding, \$1,200,000 coming from state funding, and \$300,000 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
3		1	1			
4					1	1
13			1			1

Appendix C.3: Table indicating the responses to survey question 1 of the Sherburne County 2024-2027 TIP survey and the Sherburne 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 Sherburne County to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Wide shoulders on County Road 8 for bike lane	Sherburne County Road 8 has been identified as a long-distance regional corridor as part of the APO's Regional Active Transportation Plan (https://tinyurl.com/5x5wfh7f). However, the portion identified as part of the plan would only go until the proposed location of the 33 rd Street S/US 10 connection of the urban beltline. While the recommendations found within this plan are not fiscally constrained, they do provide a larger multijurisdictional conversation on regional active transportation connectivity within and outside the APO's planning area. This comment will also be shared with the Sherburne County Engineer.

Appendix C.4: Table indicating the responses to survey question 2 of the Sherburne County 2024-2027 TIP survey and the Sherburne County portion of the overall TIP survey along with APO staff disposition of those comments.

The one person who participated in the Sherburne County 2024-2027 TIP survey provided the following ranking of the important transportation issues:

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

- 9. Protecting the environment.
- 10. Improving transit.

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

Stearns County

No one participated in the Stearns County TIP survey. One person participated in the Stearns County portion of the overall TIP survey.

Stearns County had three projects programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #8: 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 \$2,500,000 with \$1,458,355 coming from Federal funding and \$1,041,645 coming from local funding.
- #5: Stearns County is proposing to do a mill and overlay of County Road 120 just east of the northbound MN 15 entrance ramp to the roundabout at CSAH 1 in Sartell. This project includes the reconstruction of the roundabout at the intersection of County Road 120 and CSAH 1. The estimated project cost is \$2,500,000 with \$1,250,000 coming from Federal funding (Congressionally Directed Spending) and \$1,250,000 coming from local funding.
- #17: 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.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
8			1			
5			1			
17		1				

Appendix C.5: Table indicating the responses to survey question 1 of the Stearns County 2024-2027 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
Wide shoulders on County Road 2 for bike lane north and south of St. Joe	APO staff will forward this comment on to the Stearns County Engineer for their consideration.

Appendix C.6: Table indicating the responses to survey question 2 of the Stearns County 2024-2027 TIP survey and the Stearns County portion of the overall TIP survey along with APO staff disposition of those comments.

No rankings of important transportation issues were identified.

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

City of Saint Cloud

Three people participated in the City of Saint Cloud TIP survey. One person participated in the City of Saint Cloud portion of the overall TIP survey.

The City of Saint Cloud had two projects programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #9: The City of Saint Cloud is proposing to install electric vehicle charging stations at the following five locations throughout the city: Eastman Park, Saint Cloud Area YMCA, Great River Regional Library, Saint Cloud City Hall, and Stearns County History Museum. The estimated project cost is \$250,000 with \$200,000 coming from Federal funding and \$50,000 coming from local sources.
- #26: The City of Saint Cloud is proposing to reconstruct 22nd Street S from Oak Grove Road/County Road 136 to Cooper Avenue S. This project will also include the addition of active transportation (bicycle/pedestrian) infrastructure. The estimated project cost is \$3,042,000 with \$1,800,000 coming from Federal funding and \$1,242,000 coming from local 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
9	2				1	
26	2		1			

Appendix C.7: Table indicating the responses to survey question 1 of the City of Saint Cloud 2024-2027 TIP survey and the City of Saint Cloud 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 Saint Cloud to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
3rd Street from Highway 15 to at least Cooper Ave.	APO staff are uncertain if this comment pertains to do a resurfacing/reconstruction project or if this would involve a capacity expansion project. As it stands right now, the City of Saint Cloud is proposing to do a capacity expansion project on Third Street from 31 st Avenue N to Ninth Avenue N as part of the APO's most recently adopted long-range transportation plan (MAPPING 2045). This is also listed within the 2024-2027 TIP in the Introduction chapter. The timing on the construction of this project will be dependent upon the availability of funding. APO staff will also forward this comment on to City of Saint Cloud staff.
Fill gap on Beaver Island Trail from McDonald's to Industrial Park	The City of Saint Cloud is hoping to complete this gap with the construction of the Heatherwood Road connection – a proposed collector from 47 th Street to 60 th Street S. In the process of updating the APO's long-range transportation plan to planning horizon 2050, City of Saint Cloud staff have identified the Heatherwood Road expansion project as a top priority for the city – which will include the Beaver Island Trail connection. Timing on the construction of this project will be dependent upon the availability of funding. APO staff will also forward this comment on to City of Saint Cloud staff.

Appendix C.8: Table indicating the responses to survey question 2 of the City of Saint Cloud 2024-2027 TIP survey and the City of Saint Cloud portion of the overall TIP survey and APO staff disposition of those comments.

Three people who participated in the City of Saint Cloud's 2024-2027 TIP survey provided the following ranking of the important transportation issues:

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

One additional thought or comment about the draft TIP was provided.

Comment	Disposition
<p>Work with mndot to get 75 and 23 22 nd Ave through 2nd so there's no more traffic lights ti help start making safer 75 94 to 94 and 23 10 to 94</p>	<p>Traffic signals, while they can appear to (or sometimes even) cause delay, actually promote the orderly movement of traffic. And depending on the level of traffic – especially on the major corridors like CSAH 75, MN 23, MN 15 – their presence is essential to allowing traffic flow on intersecting roadways. For example, take the intersection of MN 23 and Cooper Avenue. Without a signal, traffic on Cooper Avenue may not be able to cross MN 23 effectively due to the heavy amount of traffic MN 23 carries. Without creating some sort of bypass system (i.e., elevating specific corridors or eliminating access points) it would be very difficult to eliminate traffic lights all together.</p> <p>The City of Saint Cloud’s Traffic System Services oversees the traffic signals for most of the APO’s planning area (with the exception of a few signals located within Benton County, the City of Sartell, and the City of Waite Park). However, the signals that are on the MnDOT system (MN 15, MN 23, and US 10) are operated by MnDOT. For the most part, there is an active coordination attempt by both entities when it comes to signal timing in the region. HOWEVER, much of the issue according to both City of Saint Cloud and MnDOT staff has to do with the sheer number of vehicles several intersecting roadways carry. Signals are designed to give the corridor with the most traffic priority. In the example above with Cooper Avenue and MN 23, the priority would be to continue to move traffic on MN 23 with as minimal interruption as possible. But when you have two intersecting roadways carrying relatively the same amount of traffic – like MN 23 and MN 15 – it makes it extremely difficult to balance.</p> <p>As to making CSAH 75, I-94, MN 23, and US 10 safer, the entities involved (Stearns County and MnDOT) and to a lesser extent the APO have some limited control on the aspect of safety. Most of the “fixes” these organizations can provide</p>

Comment	Disposition
	would be engineering in nature – designing a roadway/intersection. If this comment is referring to driving behavior, this unfortunately, would be outside the purview of the APO and would have to be handled by the respective law enforcement agencies.

Figure C.9: Other comments provided on the draft TIP as part of the City of Saint Cloud's 2024-2027 TIP survey and APO staff disposition of them.

City of Sartell

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

The City of Sartell had four projects programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #12: The City of Sartell is proposing to conduct an engineering study for a shared-use path connecting the Sartell pedestrian bridge to Benton Drive on the old paper mill site. The estimated project cost for this study is \$224,800 with \$179,800 coming from Federal funding and \$45,000 coming from local sources.
- #28: The City of Sartell is proposing to install a traffic signal at the intersection of Pinecone Road and Seventh Street N. The estimated project cost is \$550,000 with \$400,000 coming from Federal funding and \$150,000 coming from local sources.
- #29: The City of Sartell is proposing to construct a shared-use path on Heritage Drive – completing the connection from Amber Avenue S to CSAH 1. In addition, the city is partnering with the Sartell-Saint Stephen School District's Riverview Intermediate School to complete some sidewalk connections on school property. The estimated project cost is \$486,450 with \$389,160 coming from Federal funding and \$97,290 coming from local sources.
- #31: The City of Sartell is proposing to acquire right-of-way property for the future construction of the 15th Street N connection between Pinecone Road and 19th Avenue N. The estimated project cost is \$3,050,400 with \$943,774 coming from Federal funding and \$2,106,626 coming from local sources.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
12	6	3	1	1	2	
28	8	3	1	1		
29	2	6	2	2	2	
31	4	3	6		1	

Appendix C.10: Table indicating the responses to survey question 1 of the City of Sartell 2024-2027 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
Use your judgement Fitz. That's why you are there. Grizzly In	APO staff will pass this comment along to City of Sartell staff. Because Grizzly Lane is considered a local roadway (i.e., not a functionally classified roadway), unfortunately, it is not eligible to receive Federal transportation funding dollars. That said, APO staff will certainly pass along this concern to City of Sartell staff for their consideration.
Roundabout or traffic signal at 15th S and Pine Cone	APO staff will pass along this comment to City of Sartell staff for future consideration. Roundabouts and/or other intersection controls such as traffic signals will need to be further reviewed to determine if the level of traffic (and/or other safety concerns) warrant the change in intersection control. This possibility might also be considered as city staff continue their work to secure right-of-way and other efforts to complete the 15 th Street N corridor.
Add roundabouts to the rebuilding of town line road so it slows traffic down. Be sure it has a shoulder or bike path. Also redoing 40th? The road that goes in front of blackberry. That road is too narrow and doesn't have a much needed pathway for bikes and pedestrians.	<p>APO staff will certainly forward this comment along to City of Sartell staff for consideration. However, it should be noted that roundabouts should really only be considered if intersection control is needed/appropriate and not necessarily placed with the sole purpose of slowing down traffic.</p> <p>APO staff believe the commentor was referring to 35th Street N as that is the roadway near Blackberry Ridge. As it stands right now, the City of Sartell has identified 35th Street N as a reconstruction project from Townline Road to 12th Avenue N</p>

Comment	Disposition
	<p>as part of the most recently adopted long-range transportation plan – MAPPING 2045. While city staff are unsure of when this roadway corridor will be reconstructed – due to other priorities and/or funding constraints – this stretch of roadway has been identified as a need for the city. As APO staff work to update the long-range plan to planning horizon 2050, Sartell staff have once again identified this roadway as a priority for reconstruction (this time from Pinecone Road to Blackberry Circle West) which will also include some sort of active transportation facility.</p> <p>These comments were certainly be forwarded to City of Sartell staff.</p>
<p>#28: The traffic signal at the intersection of Pinecone Road and Seventh Street N</p>	<p>APO staff are unsure of what is meant by this comment.</p>
<p>Extend bike trail north along Mississippi River</p>	<p>In talking with city staff, they have identified a desire to extend the existing shared use path along Stearns CSAH 1/Riverside Drive north from its current terminus at 12th Street N. However, there is not a specific time frame for when this would be completed nor is there specific funding associated with this at this time.</p> <p>APO staff will forward this comment on to City of Sartell staff.</p>

Appendix C.11: Table indicating the responses to survey question 2 of the City of Sartell 2024-2027 TIP survey and the City of Sartell portion of the overall TIP survey and APO staff disposition of those comments.

Twelve of the 13 people who participated in the City of Sartell 2024-2027 TIP survey provided the following ranking of the important transportation issues:

1. Improving transit and increasing safety (TIED).
2. Adding more sidewalks/trails.
3. Maintaining roadways.
4. Supporting the economy.
5. Protecting the environment.
6. Building new roadways.
7. Connecting our region to the Twin Cities Metro.
8. Preparing for driverless cars.

9. Building an urban beltline around the Saint Cloud Metro.

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

Comment	Disposition
Go for it Fitz.	APO staff will certainly share this comment with City of Sartell staff.
Why does pine cone narrow down to single lanes between Walgreens and the heritage round about? That should be widened and the Walgreens round about redone to make it less confusing.	As far as the reasons behind Pinecone Road narrows in this spot, we can certainly reach out to the city. However, as part of the APO's long-range plan update to planning horizon 2050, the City of Sartell is looking considering options to expand that particular stretch of roadway from it's two-lane configuration to a three- or possibly four-lane roadway. At the moment, there would be some concerns in doing this project given some uncertainty about the CSAH 133 realignment – a study that was looking at taking CSAH 133 traffic off of this stretch of Pinecone and realigning it. A link to that study can be found here : https://tinyurl.com/3s68m3u4 . Once a final determination has been made, the city may look at reevaluating widening this roadway – which would more than likely result in a reconfiguration of the roundabout. This comment will be passed along to the City of Sartell staff as well.
What about a roundabout instead of a traffic signal at the intersection of Pinecone Road and Seventh Street N?	In a recent Intersection Control Evaluation (ICE) process, the City actually looked at various intersection control alternatives including a roundabout, a traffic signal, an all-way stop, or leaving it as is. During this analysis, it was recommended to install a traffic signal due to several factors including cost. Other factors, according to the city include the possible need for additional right of way to construct a roundabout – given the location of the nearby gas station, the city would likely have to deal with possible contaminated soils. The City also stated that based upon heavy directional flows during school start times and dismissal times, traffic would actually flow better with a signal as opposed to a roundabout.

Figure C.12: Other comments provided on the draft TIP as part of the City of Sartell's 2024-2027 TIP survey and APO staff disposition of them.

City of Sauk Rapids

No one participated in the City of Sauk Rapids TIP survey. One person responded to the City of Sauk Rapids portion of the overall TIP survey.

The City of Sauk Rapids had two projects programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #11: 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 \$3,758,476 with \$1,135,120 coming from Federal funding and \$2,623,356 coming from local funding.
- #27: The City of Sauk Rapids is proposing to reconstruct Second Avenue S from 10th Street S to the southern city limits. This project will also include sidewalk, Americans with Disabilities Act (ADA) improvements, lighting, drainage, sewer, and water main work. The estimated project cost is \$4,350,000 with \$1,400,000 coming from Federal funding and \$2,950,000 coming from local funding.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
11			1			
27			1			

Appendix C.13: Table indicating the responses to survey question 1 of the City of Sauk Rapids 2024-2027 TIP survey and the City of Sauk Rapids portion of the overall TIP survey.

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

No rankings of important transportation issues were identified.

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

City of Waite Park

No one participated in the City of Waite Park TIP survey. One person responded to the City of Waite Park portion of the overall TIP survey.

The City of Waite Park had one project programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #21: The City of Waite Park is proposing to construct a shared-use path along CSAH 81/15th Avenue from just north of the CSAH 75 intersection to slightly west of 10th Avenue – near Marcus Parkwood Cinema. The estimated project cost is \$603,177 with \$482,542 coming from Federal funding and \$120,635 coming from local sources.

One person responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
21	1					

Appendix C.14: Table indicating the responses to survey question 1 of the City of Waite Park 2024-2027 TIP survey and the City of Waite Park portion of the overall TIP survey.

One person provided a comment on the open-ended question asking residents: If there was sufficient funding for the City of Waite Park to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Connect ROCORI Trail to Lake Wobegon Trail	The connection of the ROCORI/Glacial Lakes Trail to the Lake Wobegon Trail is something APO staff have identified as a priority regional active transportation corridor. To date, the most recent study pertaining to the connection of these two facilities was a Rails to Trails plan done by Stearns County in 2007. Based upon that study, no exact alignment has been identified for the ROCORI Trail between its terminus in Rockville to Waite Park – though CSAH 138 was identified as a potential option. The City does hope to one day be able to work to connect the Lake Wobegon Trail to the ROCORI Trail. The shared-use path facility receiving Federal funding during this TIP cycle is considered Phase I of a multiphase effort to do just that. However, additional planning work (along with construction) will need to occur over the next several years in order to make this a reality.

Appendix C.15: Table indicating the responses to survey question 2 of the City of Waite Park 2024-2027 TIP survey and the City of Waite Park portion of the overall TIP survey and APO staff disposition of those comments.

No rankings of important transportation issues were identified.
 No additional thoughts or comments about the draft TIP were provided.

Saint Cloud Area Planning Organization

One person participated in the Saint Cloud APO TIP survey. One person also responded to the Saint Cloud APO portion of the overall TIP survey.

The Saint Cloud APO had one project programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #34: The Saint Cloud APO is leading the effort to complete the environmental process for the proposed Mississippi River bridge crossing corridor from the intersection of 33rd Street S and CSAH 75 to US 10. The estimated project cost is \$1,000,000 with \$800,000 coming from Federal funding (Congressionally Directed Spending) and \$200,000 to be assessed to local jurisdictions.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
34	1		1			

Appendix C.16: Table indicating the responses to survey question 1 of the Saint Cloud APO 2024-2027 TIP survey and the Saint Cloud APO portion of the overall TIP survey.

One person provided a comment on the open-ended question asking residents: If there was sufficient funding for the Saint Cloud APO to add one project to be considered for future Federal transportation funding opportunities, what project would you add?

Comment	Disposition
Sound barriers for local high-volume roads OR turning Hwy 15 into a freeway with exits at Highways 75 and 23 OR getting the Northstar rail all the way to St. Cloud and with more trains per day. I rarely can use the train due to its limited schedule.	Noise walls are constructed under certain circumstances. According to MnDOT, noise studies are typically initiated under two different scenarios: a major reconstruction project in which the road would be expanded with additional lanes for more than a mile or would significantly change the alignment of the road OR a retro-fit situation in which a stand-alone noise wall will be constructed. The latter will need to have areas ranked by existing noise levels, length of the barrier, and number of homes impacted. Noise walls must be both feasible and reasonable – i.e., if placed, would they be cost-effective and actually get the desired amount of sound reduction to be successful. In order to be considered effective, a noise barrier must reduce noise impacts by at

Comment	Disposition
	<p>least 5 decibels. APO staff is unsure if the commentor had a specific corridor (like MN 15) identified for this type of consideration.</p> <p>The APO completed a study looking at the operations of MN 15 in 2020. As part of this study, the consultants were tasked with looking at the corridor from Second Street S to 12th Street N and to figure out different solutions to help improve the efficiency of that corridor. One option proposed was to turn MN 15 into an expressway. HOWEVER, the cost to do this would be upwards of \$100 million (in 2020 dollars) for construction alone – not including right of way and environmental concerns. As a result, accomplishing a freeway style improvement would be extremely unlikely unless there would be a large capital investment. Results of that study can be found here: https://tinyurl.com/246bxkmt.</p> <p>Finally, completing the Northstar connection between Big Lake and Saint Cloud has been a major priority for the APO. While funding that supports the APO cannot be used for rail (we are only funded to oversee surface transportation), the APO’s Policy Board has been very vocal about this issue and has thrown the support behind efforts to further explore this option.</p> <p>Overall, it is important to note the APO is NOT an implementing agency. The role of the APO is to do regional transportation PLANNING and work with local jurisdictions (and agencies like MnDOT or Metro Bus) as they pursue implementation strategies.</p>

Appendix C.17: Table indicating the responses to survey question 2 of the Saint Cloud APO 2024-2027 TIP survey and the Saint Cloud APO portion of the overall TIP survey and APO staff disposition of those comments.

The one person who participated in the Saint Cloud APO 2024-2027 TIP survey provided the following ranking of the important transportation issues:

1. Protecting the environment.

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

One additional thought or comment about the draft TIP was provided.

Comment	Disposition
<p>Protecting the environment includes protecting living creatures and plants, air and water quality, reducing noise and light pollution.</p>	<p>Before any sort of infrastructure project is completed, implementing agencies (such as the county, city, or MnDOT) must complete environmental work which looks at a wide variety of environmental concerns including wildlife, air quality, water quality, soil health, etc. in accordance with various Federal and state environmental laws – like National Environmental Protection Act (NEPA) and Minnesota Environmental Policy Act (MEPA).</p> <p>In the case of the APO’s environmental work pertaining to the proposed Mississippi River crossing, the APO must work very closely with the MnDNR to ensure that any environmental impacts will be minimized or mitigated in the event of future construction of the facility.</p>

Figure C.18: Other comments provided on the draft TIP as part of the Saint Cloud APO’s 2024-2027 TIP survey and APO staff disposition of them.

Saint Cloud Metro Bus

No one participated in the Saint Cloud Metro Bus TIP survey. One person 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 2024 through 2027.

One person responded to this question.

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

Appendix C.19: Table indicating the response to survey question 1 of the Saint Cloud Metro Bus 2024-2027 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 2024 through 2027.

One person responded to this question.

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

Appendix C.20: Table indicating the response to survey question 2 of the Saint Cloud Metro Bus 2024-2027 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 2024 through 2027.

One person responded to this question.

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

Appendix C.21: Table indicating the response to survey question 3 of the Saint Cloud Metro Bus 2024-2027 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 2024.

One person responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Office Equipment		1				
Dial-a-Ride Bus Replacements	1					
Maintenance Equipment	1					
Facility Improvements		1				

Appendix C.22: Table indicating the response to survey question 4 of the Saint Cloud Metro Bus 2024-2027 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.

One person responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance Equipment	1					
Operations Vehicle Replacements			1			
Office Equipment		1				
Facility Improvements			1			
Fixed Route Bus Replacements		1				

Appendix C.23: Table indicating the response to survey question 5 of the Saint Cloud Metro Bus 2024-2027 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 2026.

One person responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Dial-a-Ride Bus Replacements	1					
Maintenance Equipment		1				
Operations Vehicle Replacements			1			
Office Equipment		1				
Bus Shelters	1					
Fixed Route Bus Replacements		1				

Appendix C.24: Table indicating the response to survey question 6 of the Saint Cloud Metro Bus 2024-2027 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 2027.

One person responded to this question.

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

Appendix C.25: Table indicating the response to survey question 7 of the Saint Cloud Metro Bus 2024-2027 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

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

No rankings of important transportation issues were identified.

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

Minnesota Department of Transportation

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

MnDOT had six projects programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- #22: 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 \$680,000 with \$553,656 coming from Federal funding and \$126,344 coming from state funding.
- #23: MnDOT is proposing to install dynamic message signs, cameras, and fiber optic cables along I-94 from US 71 in Sauk Centre to MN 23 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 \$530,000 with \$400,000 coming from Federal funding and \$130,000 coming from state funding.
- #24: MnDOT is proposing to replace the existing railroad crossing signal system at 4-1/2 Street NE in the City of Saint Cloud. The estimated project cost is \$350,000 with \$175,000 coming from Federal funding and \$175,000 coming from local/state funding.

- #25: MnDOT is proposing to replace the eastbound MN 15 bridge spanning US 10 north of the City of Sauk Rapids (bridge 05003). The estimated project cost is \$7,600,000 with \$6,000,000 coming from Federal funding and \$1,600,000 coming from state funding.
- #32: MnDOT is proposing to construct a J-turn at the intersection of MN 23 and Stearns County CSAH 8 in Rockville. The estimated project cost is \$1,200,000 with \$1,080,000 coming from Federal funding and \$120,000 coming from state funding.
- #33: MnDOT is proposing to overlay bridges 73877 and 73878 on I-94. These bridges span township road 477 in Saint Joseph Township. The estimated project cost is \$3,000,000 with \$2,700,000 coming from Federal funding and \$300,000 coming from state funding.

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
22		1		1		
23			1	1		
24		1	1			
25		1	1			
32		1		1		
33		1	1			

Appendix C.26: Table indicating the responses to survey question 1 of MnDOT's 2024-2027 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?

No rankings of important transportation issues were identified.

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

WACOSA

One person participated in the WACOSA TIP survey. One person also participated in the WACOSA portion of the overall TIP survey.

WACOSA had two projects programmed to receive Federal funding during the time period of fiscal years 2024 through 2027.

- WACOSA is proposing to purchase one replacement Class 400 bus during the calendar year 2024. The estimated project cost is \$197,000 with \$157,600 coming from Federal funding and \$39,400 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 \$237,000 with \$189,600 coming from Federal funding and \$47,400 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
2024 Bus Replacement	2					
2025 Bus Replacement	2					

Appendix C.27: Table indicating the responses to survey question 1 of WACOSA’s 2024-2027 TIP survey and the WACOSA portion of the overall TIP survey.

One comment was 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?

Comment	Disposition
A stop sign or flashing light for pedestrians crossing from WACOSA south to north (shredding facility)	WACOSA, unfortunately, does not own the road right of way to have them take the lead on this project. However, this comment will be forwarded to the City of Waite Park for their consideration.

Appendix C.28: Table indicating the responses to survey question 2 of the WACOSA 2024-2027 TIP survey and the WACOSA portion of the overall TIP survey and APO staff disposition of those comments.

The one person who participated in the WACOSA 2024-2027 TIP survey provided the following ranking of the important transportation issues:

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

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

Full 2024-2027 TIP

One person took the full 2024-2027 TIP survey which combined all of the project specific questions for the following agencies/jurisdictions: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Sartell, City of Sauk Rapids, City of Waite Park, Saint Cloud APO, Saint Cloud Metro Bus, MnDOT, and WACOSA.

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

The one person who participated in the full 2024-2027 TIP survey provided the following ranking of the important transportation issues:

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

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

Appendix D
MnDOT Checklist

Minnesota MPO TIP Checklist

MPO: Saint Cloud Area Planning Organization

Contact name: Vicki Johnson, Senior Transportation Planner

TIP time period: FY 2024-2027

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	<p>Introduction: Public Involvement pg. 38</p> <p>Chapter Five: Public Involvement pgs. 161-164</p> <p>Appendix C: TIP Survey Public Comments pgs. 186-211</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	<p>Introduction pg. 25</p> <p>Introduction: Saint Cloud Area Planning Organization pgs. 25-27</p> <p>Introduction: The Transportation Improvement Program pgs. 27-28</p> <p>Chapter Five Public Involvement pgs. 161-164</p> <p>Appendix C: TIP Survey Public Comments pgs. 186-211</p>
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / NA	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	Yes / No	Introduction pg. 25

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Introduction: Saint Cloud Area Planning Organization pgs. 25-27</p> <p>Introduction: The Transportation Improvement Program pgs. 27-28</p>
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	<p>Introduction pg. 25</p> <p>Introduction: The Transportation Improvement Program pg. 27-28</p>
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	Resolution #2023-09: Approving the 2024-2027 Saint Cloud Area Planning Organization Transportation Improvement Program pgs. 6-8
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	<p>Introduction: Public Involvement pg. 38</p> <p>Chapter Five: Public Involvement pgs. 161-164</p> <p>Appendix C: TIP Survey Public Comments pgs. 186-211</p>
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	<p>Introduction: Programming the TIP pgs. 34-35 (Reference to the APO's Transportation Performance Monitoring Report).</p> <p>Chapter Three: Performance Measures pgs. 98-110</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	<p>Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 28-34</p> <p>Chapter Three: Performance Measures pgs. 98-110 with specific references found on pgs. 100, 101, 104, 108, 109, and 110.</p>
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	<p>Introduction: The Transportation Improvement Program pgs. 27-28</p> <p>Chapter One: FY 2024-2027 TIP Projects pgs. 42-85</p> <p>Appendix A: Saint Cloud Area Planning Organization FY</p>

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				2024-2027 Project Table pgs. 174-182
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	<p>Introduction: Regionally Significant Projects pg. 28 (includes link to APO's Regional Infrastructure Investment Plan)</p> <p>Chapter One: FY 2024-2027 TIP Projects pgs. 42-85</p> <p>Appendix A: Saint Cloud Area Planning Organization 2024-2027 Project Table pgs. 174-182</p>
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	Chapter One: FY 2024-2027 TIP Projects pgs. 42-85

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Appendix A: Saint Cloud Area Planning Organization 2024-2027 Project Table pgs. 174-182
450.326(g)(2)	Individual project information	TIP includes estimated total cost (including costs that extend beyond the 4 years of the TIP).	Yes / No	Chapter One: FY 2024-2027 TIP Projects pgs. 42-85 Appendix A: Saint Cloud Area Planning Organization 2024-2027 Project Table pgs. 174-182
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	Chapter One: FY 2024-2027 TIP Projects pgs. 42-85 Appendix A: Saint Cloud Area Planning Organization 2024-2027 Project

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Table pgs. 174-182
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / NA	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / NA	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	Yes / No	Chapter One: FY 2024-2027 TIP Projects pgs. 42-85 Appendix A: Saint Cloud Area Planning Organization 2024-2027 Project Table pgs. 174-182
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	Chapter One: FY 2024-2027 TIP Projects pgs. 42-85 Appendix A: Saint Cloud Area Planning Organization 2024-2027 Project

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Table pgs. 174-182
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / NA	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	Yes / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 28-34 Introduction: Programming the TIP pgs. 34-36
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	Yes / No	Introduction: Fiscal Constraint and Environmental Justice pg. 40 Chapter Four: Financial Capacity Analysis pgs. 111-160
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 111-160

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 111-160 (specifically found on pgs. 117-118; 123-124; 129-130; 133-134; 140-141; 144-145; 147-148; 151-152; 158-159; and 160)
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 111-160 (specifically found on pgs. 117-118; 123-124; 129-130; 133-134; 140-141; 144-145; 147-148; 151-152; 158-159; and 160)
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Yes / No / NA	Introduction: TIP Funding Sources pgs. 36-38 Introduction: Fiscal Constraint and Environmental Justice pg. 40

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Chapter One: FY 2024-2027 TIP Projects pgs. 42-85</p> <p>Chapter Four: Financial Capacity Analysis pgs. 111-160 (specifically found on pgs. 117-118; 123-124; 129-130; 133-134; 140-141; 144-145; 147-148; 151-152; 158-159; and 160)</p> <p>Appendix A: Saint Cloud Area Planning Organization 2024-2027 Project Table pgs. 174-182</p>
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 111-160
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 111-160 (specifically

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				found on pgs. 117-118; 123-124; 129-130; 133-134; 140-141; 144-145; 147-148; 151-152; 158-159; and 160)
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Yes / No	Chapter Four: Financial Capacity Analysis pgs. 111-160 (specifically found on pgs. 117-118; 123-124; 129-130; 133-134; 140-141; 144-145; 147-148; 151-152; 158-159; and 160)
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / NA	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Yes / No	Introduction: Fiscal Constraint and Environmental Justice pg. 40 Chapter Four: Financial Capacity Analysis pgs. 111-160 (specifically found on pgs. 117-118; 123-124; 129-130; 133-134;

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				140-141; 144-145; 147-148; 151-152; 158-159; and 160)
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / NA	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		Introduction: The Transportation Improvement Program pgs. 27-28 Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 28-34
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Yes / No	Introduction: The Transportation Improvement Program pgs. 27-28 Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan pgs. 28-34

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				<p>Introduction: Programming the TIP pgs. 34-36</p> <p>Introduction: Project Selection pgs. 38-40</p> <p>Chapter Six: Monitoring Progress pgs. 165-173</p>
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Yes / No	Chapter Six: Monitoring Progress pgs. 165-173
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / NA	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	Yes / No	Chapter Six: Monitoring Progress pgs. 165-173
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR	Yes / No	Resolution #2023-09: Approving the 2024-2027 Saint Cloud Area Planning

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.		Organization Transportation Improvement Program pgs. 6-8 Introduction: Self Certification pgs. 40-41

MPO comments:

Checklist was completed on Aug. 18, 2023. Due to amendments/administrative modifications to this document between its adoption and the adoption of the 2025-2028 Transportation Improvement Program specific page numbers may vary slightly. Any concerns should be addressed with Senior Transportation Planner Vicki Johnson at ikeogu@stcloudapo.org.