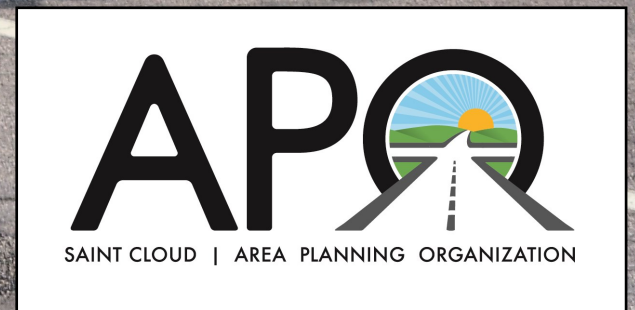


Transportation Improvement Program FY 2025-2028

*Prepared by the Saint Cloud Area Planning Organization
Sept. 12, 2024*



Disclaimer

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



Public Notice of Rights Under Title VI

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

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

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

Aviso Público de Derechos Bajo el Título VI

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

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

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

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

Ogaysiis Guud Ee Xuquuqda Xuquuqda II

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

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

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La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) y con la Ley de Rehabilitación de 1973 (Ley de Rehabilitación) y con los estatutos y reglamentos en todos los programas y actividades. El Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990 (ADA en inglés) requiere que todas las agencias de gobierno estatales y locales tomen las medidas adecuadas para asegurar que la comunicación con los aplicantes, participantes

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

Resolution #2024-04

Approving the 2025-2028 Saint Cloud Area Planning Organization Transportation Improvement Program

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RESOLUTION #2024-04

**Approving the 2025-2028 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 2025-2028 Transportation Improvement Program (TIP) is an implementation of the Saint Cloud Area Planning Organization's fiscally constrained Metropolitan Transportation Plan, Looking Ahead 2050; and

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

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

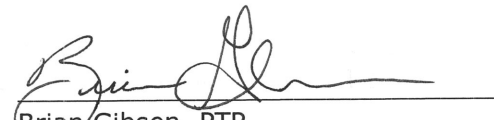
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR par 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;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

WHEREAS, the Saint Cloud Area Planning Organization has solicited a 30-day public comment period on the draft FY 2025-2028 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

Using federal monies for transportation infrastructure is one way in which local jurisdictions and agencies can afford to complete necessary components of the regional transportation network. However, additional scrutiny is needed to ensure those federal funds are being adequately spent to complete the projects they are intended.

One of the many roles the Saint Cloud Area Planning Organization (APO) has is to provide that level of assurance to the federal and state government as well as to residents in our community.

The Transportation Improvement Program (TIP) serves as a detailed plan of all federally funded surface transportation projects set to occur over the next four years within the APO's metropolitan planning area (MPA). In addition, the TIP also details any projects that are completed by the Minnesota Department of Transportation (MnDOT) within the APO's MPA.

The APO's TIP contains seven sections.

The [Introduction](#) establishes the groundwork for understanding this federally required document. This section provides a brief description of the APO and the role the organization plays in regional long-range surface transportation planning. From there, the Introduction outlines how projects are deemed eligible to receive the

limited federal funds available to the APO's member jurisdictions as well as the various funding sources that can be utilized to fund local transportation projects. Finally, the Introduction establishes how projects within the APO's TIP are financially sound – meaning a jurisdiction will be able to actually deliver a project on schedule if given federal funding support – as well as how APO staff intend to inform community members of the proposed federal and/or MnDOT funded projects within the planning area.



Dump truck traveling along a stretch of Stearns CSAH 75 in Saint Joseph. Photo courtesy of Saint Cloud APO.

[Chapter One](#) dives into each of the federally funded (or MnDOT sponsored) projects occurring within the APO's planning area between 2025 and 2028. The project pages within this chapter identify the following:

- Project location and/or summary.
- Scope of work.
- Estimated project costs.
- Funding sources.

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 within 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.

Transportation projects identified in the APO’s TIP serve a purpose – to help the region achieve its long-term vision for the future. In 2024, the Saint Cloud APO’s Policy Board adopted its Metropolitan Transportation Plan (MTP) Looking Ahead 2050. This long-range plan outlines six visionary statements the region has set out to achieve by 2050. Those statements include:

1. System and Environmental Stewardship: Protecting and preserving our existing infrastructure and environmental assets.

2. Multimodal Connections: Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.
3. Congestion Management: Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.
4. Transportation Safety: Reducing fatalities and serious injuries by planning, designing, and building safe infrastructure and improving driving behavior.
5. Interregional Connections: Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
6. Technological Advancements: Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region’s existing transportation network.

To assist local jurisdictions and agencies in the identification of future transportation investments, the federal government has required planning agencies like the APO to utilize performance measures to help inform investment decisions. Performance-based planning and programming (PBPP) is used to understand the current shortcomings within a transportation system in order to allocate funding to the areas with the greatest need for improvement.



A car crash at the intersection of Northway Drive and Ninth Avenue N in Saint Cloud. Photo courtesy of Saint Cloud APO.

The federal government has required the APO to develop a set of data-driven performance measures and targets designed to ensure:

1. Progress is being made toward these goals.
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's member jurisdictions will be able to achieve the long-range transportation goals established in the MTP.

Receiving any of the 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. Anticipated future revenue sources are then estimated followed by an analysis to determine if the jurisdiction or agency can afford the required local match necessary to leverage the federal funds.

When it comes to the development and amendment of the APO's TIP, public feedback is critical. 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 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 completes.

[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. This process is guided by the APO’s Stakeholder Engagement Plan (SEP) which serves as the roadmap for APO staff, advisory committees, and decision-makers on how to engage the community in a way that ensures equal and equitable opportunities to participate in the planning and programming process.



APO staff during a public engagement event at the Whitney Senior Center in Saint Cloud. Photo courtesy of Saint Cloud APO.

Accountability is a major component of the TIP. As such, it is important to document the status of 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 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 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.

Congressionally Directed Spending (CDS): Congressionally Directed Spending (CDS) is allocated by the U.S. Senate Committee on Appropriations. CDS funds are requested by Senators to as a means to advocate for programs critical to the nation, their constituents, and their states. CDS funds can be used to promote economic development, education, health care initiatives, and other worthy investments.

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.

CDS: Congressionally Directed Spending.

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.

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

IIJA: Infrastructure Investment and Jobs Act (2021).
IM: Interstate Maintenance.
ITS: Intelligent Transportation System.
LF: Local Funds.
***LOCAL STREETS:** Local Project Not Associated with a Road.
LOS: Level of Service.
LOTTR: Level of Travel Time Reliability.
MAP-21: Moving Ahead for Progress in the 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.

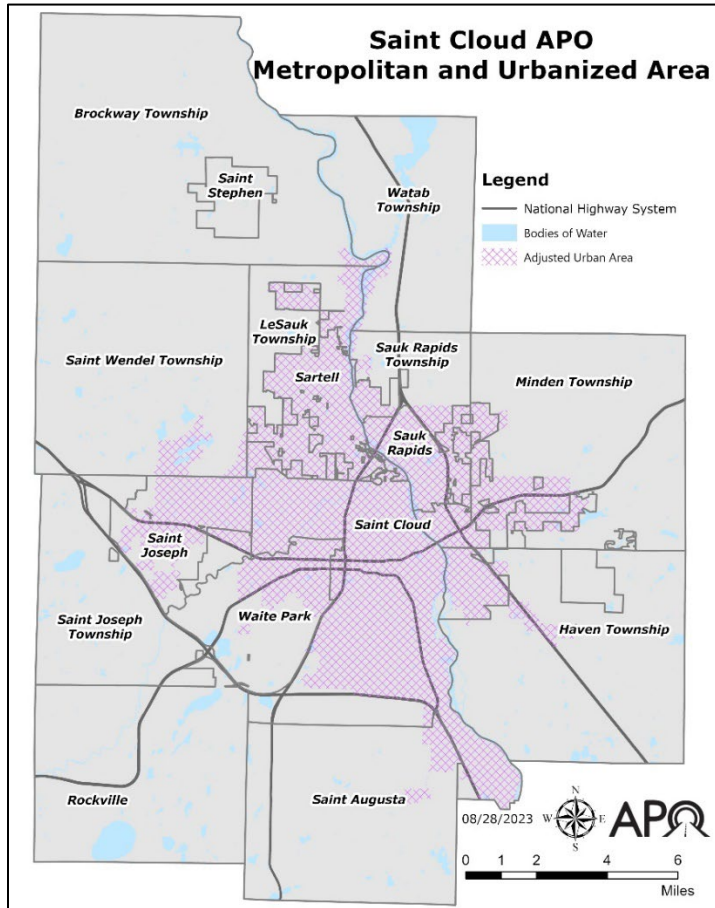


Figure I.1: APO Planning Area Map.

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.

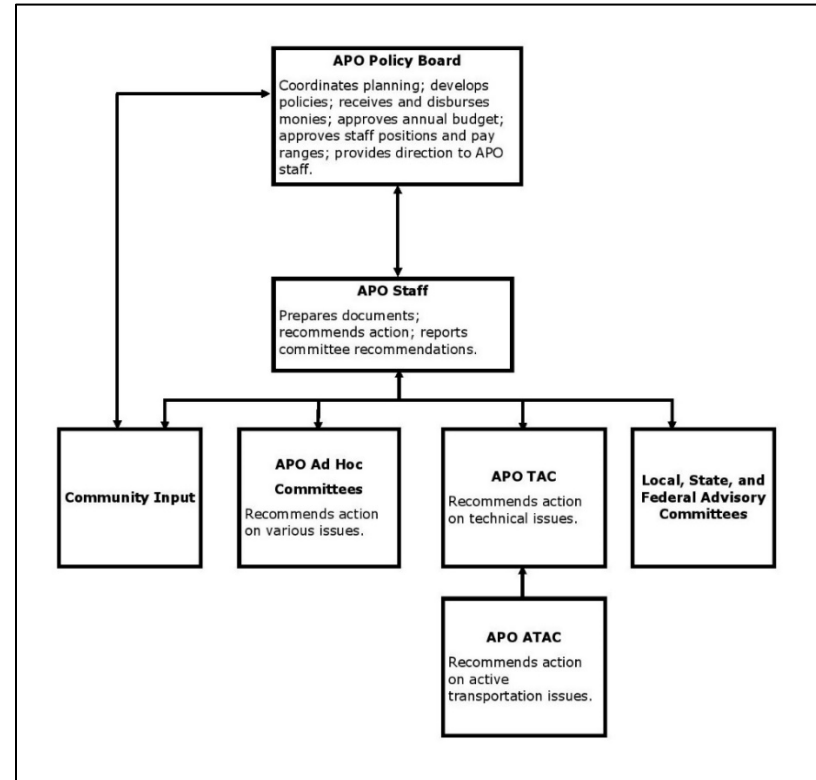


Figure I.2: APO Organizational Chart.

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.

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

The TIP and Its Connection to the Metropolitan Transportation Plan

As previously stated, projects reflected in the fiscal year (FY) 2025-2028 TIP originate from the [Saint Cloud APO's Metropolitan Transportation Plan \(MTP\)](https://bit.ly/35Qwgwp) (<https://bit.ly/35Qwgwp>). The MTP contains a list of short-, mid-, and long-range transportation projects that are

planned for the metropolitan area over a minimum 20-year time frame.

Projects identified in the MTP

The APO's MTP has identified 39 expansion projects for the metropolitan planning area to tentatively be completed by 2050. Those projects are listed in Figure I.3 and mapped in Figure I.4.

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
BC3	35 th Street NE	MN 15 to US 10	Rural four-lane undivided roadway with shared use path on one side
BC5	CSAH 29	Fifth Avenue NE/CR 57 to CSAH 1/Mayhew Lake Road	Rural three-lane roadway with shared use path on one side
BC2	Benton Drive	First Street/CSAH 29 to 18 th Street NW	Urban three-lane roadway with on-road bike lane facilities
BC4	CSAH 29	CSAH 1/Mayhew Lake Road to 35 th Avenue NE	Rural two-lane undivided roadway with no multimodal features
BC6	CSAH 29	Fifth Avenue NE/CR 57 to US 10	Rural three-lane roadway with shared use path on one side
BC1	CSAH 1/Mayhew Lake Road	35 th Street/CSAH 29 to MN 23	Urban/rural four-lane divided roadway with shared use path on one side
BC10	CSAH 8	Second Street SE to MN 23	Urban three-lane roadway with no multimodal features
SH2	County owned roadways adjacent to US 10	15 th Avenue S in Saint Cloud to southern border of Haven Township	Unspecified scope of work
ST2	CSAH 133/Second Street in Sartell	Existing CSAH 133 to 19 th Avenue (3/4 mile)	Urban two-lane roadway with a shared use path on one side
ST8	CR 134 in Saint Cloud	Sauk River Bridge to Pinecone Road	Urban four-lane divided roadway with shared use path on one side
ST4	CSAH 75 (Second Street S) in Saint Cloud	MN 15 to 33 rd Avenue S	Urban six-lane roadway with sidewalks on both sides
ST1	CSAH 1 in Saint Cloud	Ninth Avenue N to CR 120	Urban four-lane undivided roadway with shared use path on one side

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
SC9	Heatherwood Road	47 th Street to 60 th Street S	Urban roadway (50% three-lane, 50% two-lane) with a shared use path on one side and a sidewalk on the other
SC1	40 th Street S	Cooper Avenue to Roosevelt Road	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other
SC2	40 th Street S	Oak Grove Road to Cooper Avenue	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other
SC6	322 nd Street	CSAH 133 to CSAH 4	Urban three-lane roadway with shared use path on one side and sidewalk on the other
SC3	Third Street N	31 st Avenue N to Ninth Avenue N	Urban four-lane divided roadway with a constrained (8-foot wide) shared use path on one side – will widen multimodal component to 10-feet where possible
SC10	West Saint Germain Street	Seventh Street S/22 nd Street S to 33 rd Street S	Urban three-lane roadway with a shared use path on one side and sidewalk on the other
SC5	Pinecone Road S	CR 134 to CSAH 120	Urban four-lane divided roadway with a shared use path on one side and a sidewalk on the other
SC4	Ninth Avenue N	15 th Street N to Eighth Street N/Veterans Drive	Urban four-lane divided roadway with sidewalks on both sides
SC7	Clearwater Road/Ninth Avenue S	University Drive to 22 nd Street S	Urban three-lane roadway with no planned multimodal components
SC8	Cooper Avenue	Overpass over I-94	Urban two-lane roadway with shared use path on one side and sidewalk on the other
SJ9	Gateway Avenue	Minnesota Street to Lake Sarah	Urban two-lane roadway with a shared use path on one side and a sidewalk on the other
SJ5	20 th Avenue SE	Intersection of Jade Road and College Avenue to 16 th Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other
SJ11	Westwood Parkway	Current terminus to Pearl Drive	Urban four-lane roadway with a shared use path on one side and a sidewalk on the other
SJ3	Field Street	Seventh Avenue to 16 th Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other
S1	Leander Avenue	CSAH 120 to Heritage Drive	Urban three-lane roadway with shared use path on one side
S3	19 th Avenue N	11 th Street to 15 th Street	Urban two-lane roadway with shared use path on one side
S2	Roberts Road	Pinecone Road to CSAH 4	Urban three-lane roadway with shared use path on one side

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
S8	Fourth Avenue S	Second Street S to Fourth Street S	Urban three-lane roadway with shared use path on one side
S9	15 th Street N	Pinecone Road to 19 th Avenue N	Urban two-lane roadway with turn lanes and a shared use path on one side
S6	Heritage Drive	Huntington Drive (west leg) to CSAH 1	Urban three-lane roadway with shared use path on one side
S7	Heritage Drive	Pinecone Road to 19 th Avenue S	Urban three-lane roadway with shared use path on one side
S18	23 rd Street S	Seventh Avenue S to Leander Avenue	Urban three-lane roadway with shared use path on one side
S19	15 th Street S	Pinecone Road to Roberts Road	Urban two-lane roadway with on street parking, a shared use path on one side, and a sidewalk on the other
S20	Beetle Boulevard	17 th Street S to Scout Drive	Urban two-lane roadway with on street parking, a shared use path on one side, and a sidewalk on the other
S5	Pinecone Road	Heritage Drive to Second Street S	Urban four-lane roadway with a shared use path on one side
SR9	13 th Avenue NE	Existing 19 th Street N to Golden Spike Road	Urban two-lane rural roadway with sidewalk on one side
WP1	10 th Avenue N	Third Street N to Division Street	Urban four-lane roadway with a shared use path on one side

Figure I.3: A table of Looking Ahead 2050 roadway expansion projects.

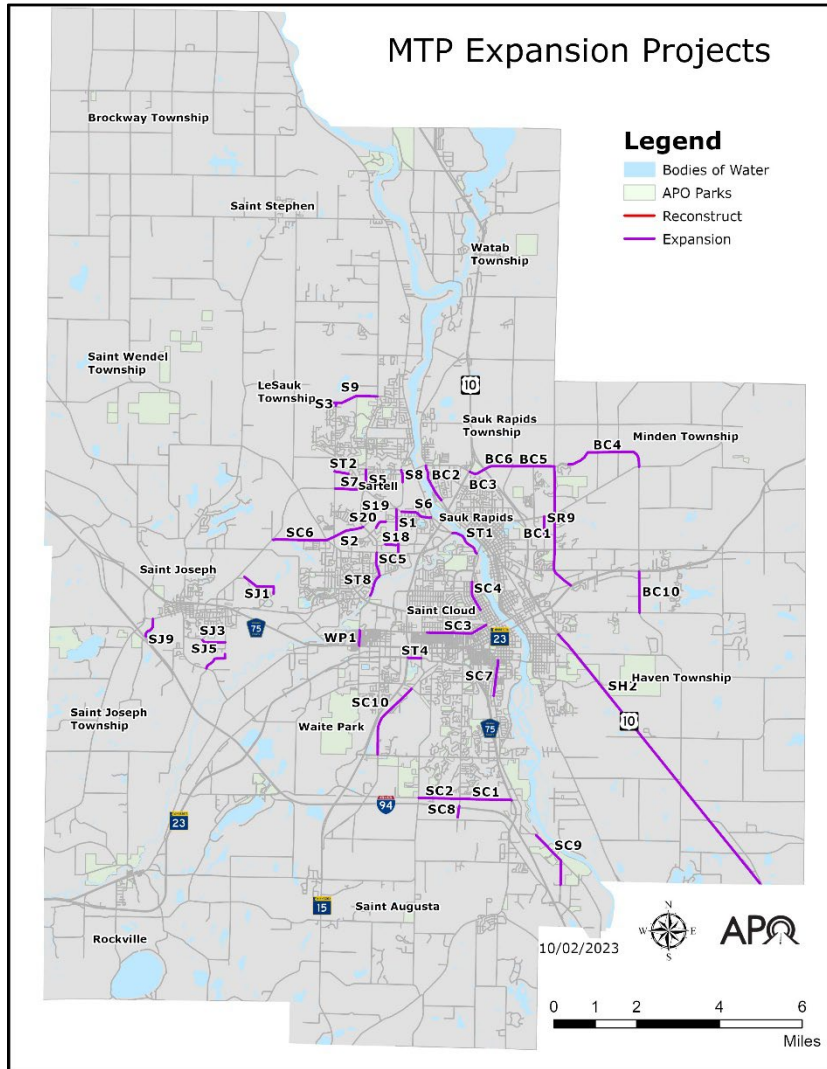


Figure I.4: Looking Ahead 2050 roadway expansion projects.



Figure I.5: Crews working on the reconstruction of the US 10/MN 23 interchange in Saint Cloud. Photo courtesy Saint Cloud APO.

In addition, the APO has also identified 79 major reconstruction projects that are tentatively scheduled to be completed by 2050. That information can be found in Figure I.6 and mapped in Figure I.7.

Project ID	Project Location	Beginning and Ending Termini
BC7	CSAH 3	CSAH 1/Mayhew Lake Road to APO eastern planning boundary
BC11	CR 57	CSAH 3 to CSAH 29
BC8	CSAH 33	Third Street N to Ninth Street
BC9	CSAH 8	MN 23 to CR 45/CR 80
SH1	CR 62/17 th Street SW	Tee-to-Green Street to CSAH 20
ST10	CSAH 2 in Brockway Township	421 st Street to CSAH 1
ST11	CSAH 1 in Brockway Township	CSAH 17 to northern Stearns County border
ST12	CSAH 138 in Waite Park and Saint Joseph Township	MN 23 to CR 121
ST13	CSAH 136 in Saint Cloud and Saint Augusta	CR 115 to 33 rd Street S
SC11	22 nd Street S	Oak Grove Road to Cooper Avenue
SC19	Lincoln Avenue SE	Seventh Street SE to northern city limits
SC15	Centennial Drive/10 th Street N	Ninth Avenue N to 33 rd Avenue
SC20	East Saint Germain Street	Mississippi River to US 10
SC16	University Drive	Mississippi River to 15 th Avenue SE
SC18	Wilson Avenue SE	Seventh Street SE to Division Street
SC17	12 th Street N	MN 15 to 33 rd Avenue N
SC13	Fifth Avenue S	Ninth Avenue S to Ramsey Place
SC12	Ninth Avenue N	Fourth Street S to University Drive
SC14	Ninth Avenue N	Fourth Street S to Veterans Drive/Eighth Street N
SC22	255 th Street	CR 136 to CR 75
SC23	County Road 74	33 rd Street S to 40 th Street S

Project ID	Project Location	Beginning and Ending Termini
SC21	250 th Street	CR 136 to CR 74
SJ11	Second Avenue NW	Minnesota Street to CSAH 75
SJ13	Minnesota Street W	CSAH 2 to College Avenue
SJ17	Callaway Street	College Avenue to Fourth Avenue SE
SJ13	College Avenue	Minnesota Street to CSAH 75
SJ14	Baker Street	Second Avenue SE to Minnesota Street E
SJ15	Northland Drive	CSAH 75 to 200 LF north of Jasmine Lane E
SJ16	Field Street	College Avenue to Seventh Avenue SE
S15	19 th Avenue S	Sixth Street S to First Street S
S10	Townline Road	CSAH 4 to First Street N
S4	LeSauk Drive	Riverside Drive to Dehler Drive
S14	Pinecone Road	CSAH 120 to Roberts Road
S16	2-1/2 Street N	Pinecone Road to 19 th Avenue S
S17	Heritage Drive	Pinecone Road to west leg of Huntington Drive
S11	2-1/2 Street N	Pinecone Road to Third Avenue N
S13	12 th Street N	Pinecone Road to Riverside Drive
S12	Seventh Street N	Pinecone Road to Riverside Drive
S21	35 th Street N	Pinecone Road to Blackberry Circle West
SR1	Second Avenue S	Benton Drive to 10 th Street S
SR19	11 th Street N	First Avenue N to Second Avenue N
SR18	First Avenue N	Benton Drive to 11 th Street N

Project ID	Project Location	Beginning and Ending Termini
SR2	Second Avenue S	10 th Street S to Searle Street
SR3	11 th Street N	Second Avenue N to Sixth Avenue N
SR12	First Street S	Second Avenue S to Summit Avenue
SR4	Fourth Avenue N	Eighth Street N to 13 th Street N
SR5	Fifth Street S	Summit Avenue to US 10
SR6	11 th Street N	Sixth Avenue N to Summit Avenue
SR7	Second Avenue N	Eighth Street N to 11 th Street N
SR8	Ninth Avenue N	Second Street N to 11 th Street N
SR10	Sixth Avenue South and North	First Street S to 11 th Street N
SR13	10 th Avenue NE	CSAH 3 to CSAH 29
SR14	Summit Avenue	Second Street N to Ninth Avenue N
SR15	Benton Drive	Third Street N to Second Avenue N
SR16	18 th Street N	MN 15 to 4-1/2 Avenue N
SR17	18 th Street N	Ninth Avenue N to 4-1/2 Avenue N
SR11	Summit Avenue	Benton Drive to Second Street N
WP2	Waite Avenue	Third Street N to First Street N
WP5	Second Avenue S	Second Street S/MN 23 to Division Street
WP3	10 th Avenue S	Division Street to Second Street S/MN 23
WP6	Second Avenue N	Division Street to Third Street N
WP4	10 th Avenue S	Second Street S/MN 23 to Seventh Street S
M1	MN 23	US 10/MN 23 interchange project

Project ID	Project Location	Beginning and Ending Termini
M2	I-94	From eastern planning area boundary to western planning area boundary
M3	MN 15	Bridge 73019 over MN 15
M4	I-94	Bridges 73877 (westbound) and 73878 (eastbound) over Sauk River in Saint Joseph Township
M5	MN 15	Bridge 05003 over US 10
M6	MN 23	0.455 miles east of 93 rd Avenue to MN 15 in Waite Park, eastbound and westbound
M7	MN 95	From junction with MN 23 to eastern planning boundary (entire project extends to Benton/Mille Lacs County line)
M8	I-94	Bridges 73855 and 73856 over MN 15
M9	MN 23	MN 15 to Fourth Avenue in Saint Cloud
M10	I-94	Bridge 73873 over MN 15
M11	US 10	CR 40 (Halfway Crossing) to Benton CSAH 4
M12	US 10	1.2 miles east of MN 23 to southern planning boundary (eastbound lanes only)
M13	MN 15	Stearns CSAH 47 in Saint Augusta to Benton CSAH 33
M14	I-94	Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2
M15	MN 23	1.1 miles east of CSAH 12 west of Richmond to 0.5 miles east of 93 rd Avenue, eastbound and westbound
M16	I-94	Bridge 73869 (westbound) and 73870 (eastbound) over CSAH 2
M17	I-94	East end of Bridge 73865 and 73866 1.5 miles west of MN 23 to southeast end of bridges 73853 and 73854 over CSAH 75

Figure I.6: A table of Looking Ahead 2050 roadway system preservation/reconstruction projects.

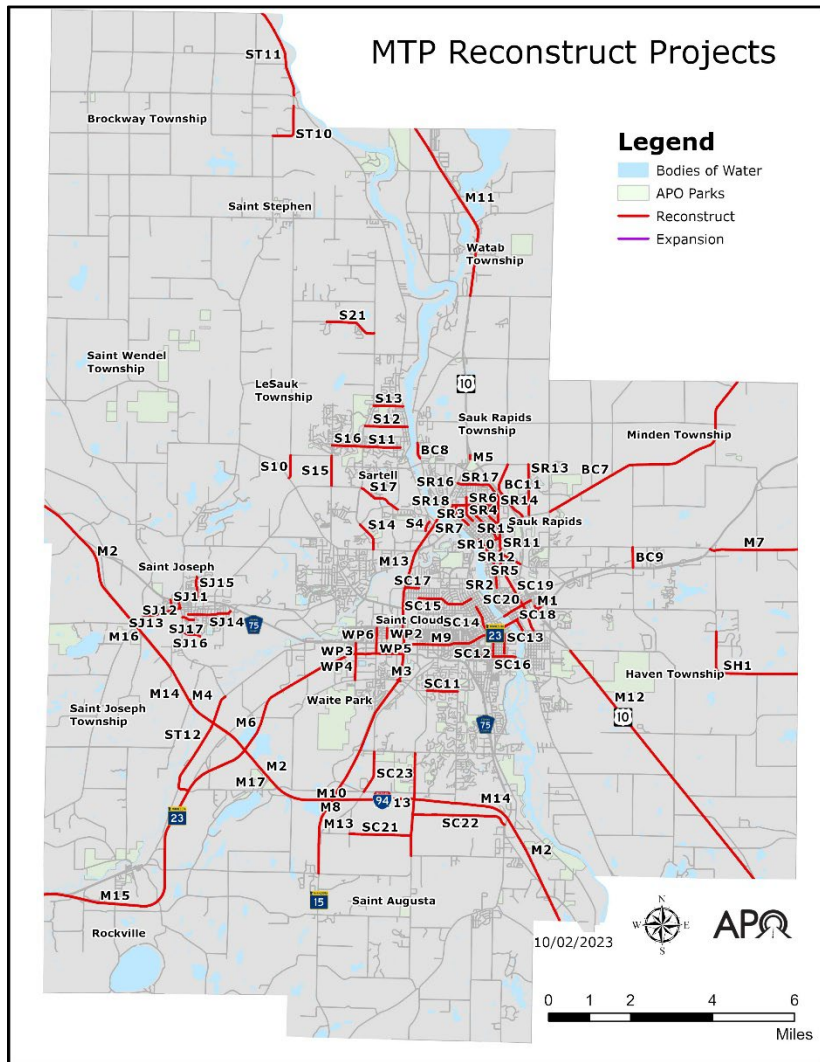


Figure I.7: Looking Ahead 2050 system preservation/roadway reconstruction projects.

Other projects within the MTP

The regional transportation visionary 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 visionary statements and objectives established in that framework.

Those vision statements include:

1. **System and Environmental Stewardship:** Protecting and preserving our existing infrastructure and environmental assets.
2. **Multimodal Connections:** Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.
3. **Congestion Management:** Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.
4. **Transportation Safety:** Reducing fatalities and serious injuries by planning, designing, and building safe infrastructure and improving driving behavior.
5. **Interregional Connections:** Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
6. **Technological Advancements:** Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region's existing transportation network.

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.

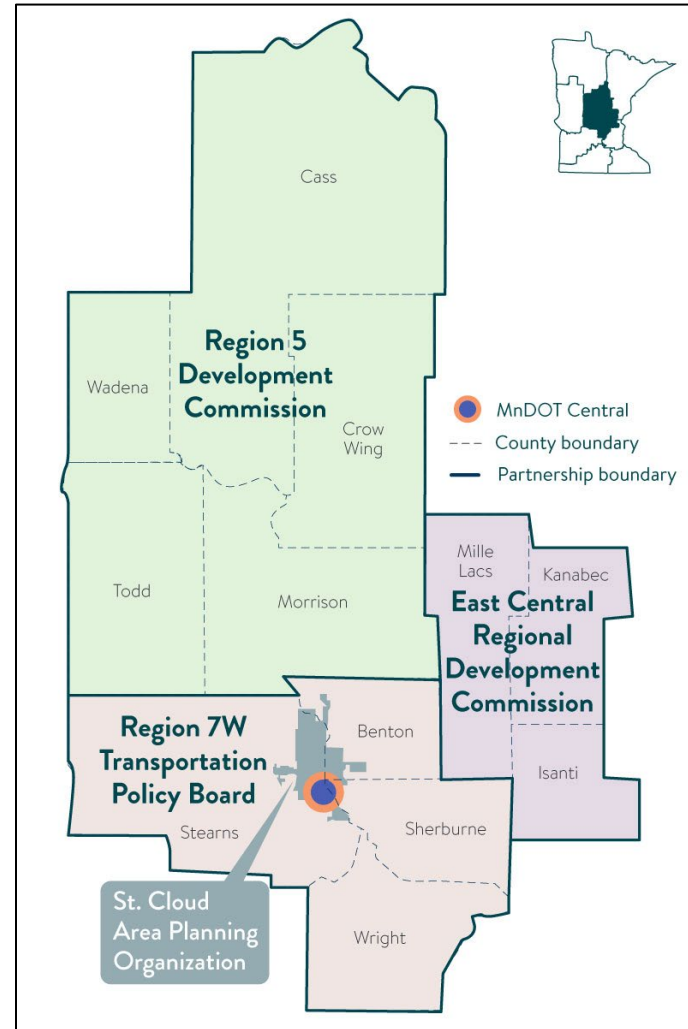


Figure 1.8: Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.

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.

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.

Bridge Formula Program (BFP)

The Bridge Formula Program (BFP) – established with the 2021 Infrastructure Investment and Jobs Act (IIJA) – is designed to fund highway bridge replacement, rehabilitation, preservation, protection, or construction projects on public roadways.

Carbon Reduction Program (CRP)

The CRP program, established as a result of the 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.

Congressionally Directed Spending (CDS)

Congressionally Directed Spending (CDS) is allocated by the U.S. Senate Committee on Appropriations. CDS funds are requested by Senators to as a means to advocate for programs critical to the nation, their constituents, and their states. CDS funds can be used to promote economic development, education, health care initiatives, and other worthy investments including transportation infrastructure. These funds are denoted in the TIP as DEMO.

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>). 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 indicates 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 indicates 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 review, score, and rank those submitted applications using a technical merit scoring rubric developed in conjunction with the APO's TAC and approved by the APO's Policy Board prior to the start of the solicitation process.

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

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

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

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

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

Transportation Alternatives (TA) Scoring Process

Jurisdictions within the APO's MPA interested in applying for [Transportation Alternatives \(TA\)](http://www.dot.state.mn.us/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 MnDOT District 3 Office by the jurisdiction, MnDOT 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 2025-2028 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.



Figure I.9: APO staffers presenting to members of the APO’s Policy Board.

Chapter One: FY 2025-2028 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 2025-2028 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 2025-2028). 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 2025-2028 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 2025-2028 TIP.

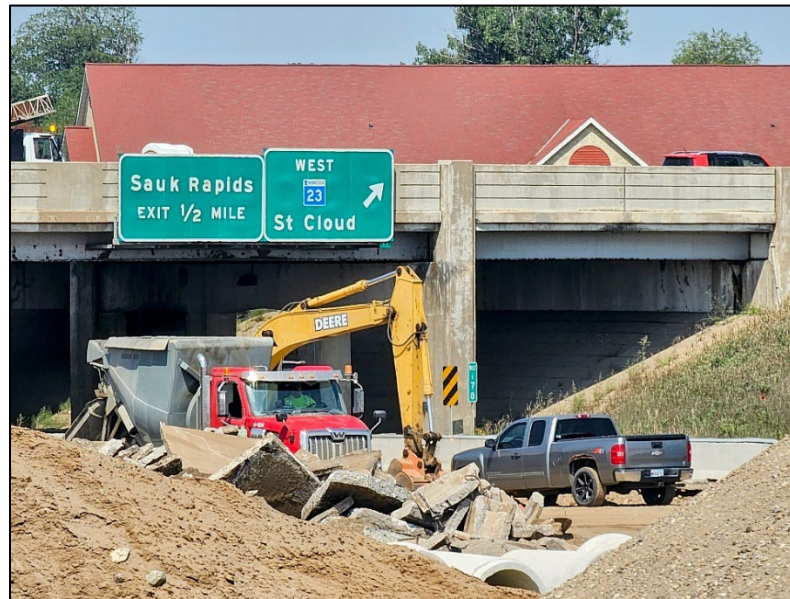


Figure 1.1: Crews working on the US 10/MN 23 interchange reconstruction project. Photo courtesy Saint Cloud APO.

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 one fixed route replacement CNG bus	\$729,000	FHWA: \$583,200 LF: \$145,800
TRF-0048-25H	Purchase one Dial-a-Ride replacement CNG bus	\$367,000	FTA: \$311,950 LF: \$55,050

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: April 19, 2024: This project was originally for four class 700 buses, however during the annual TIP update Metro Bus received funding for three of these vehicles from the state and will only need to replace one bus. Estimated project cost has dropped from \$2,196,000 to \$729,000.

TRF-0048-25H: April 19, 2024: This project was added to the TIP during the annual update.



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 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRS-0048-25C	Purchase five Dial-a-Ride replacement CNG buses	\$1,835,000	FHWA: \$1,468,000 LF: \$367,000



Photo courtesy of Saint Cloud APO

Status updates

TRS-0048-25C: April 19, 2024: This project was added to the TIP during the annual update.

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: \$197,200

Fiscal year: 2025

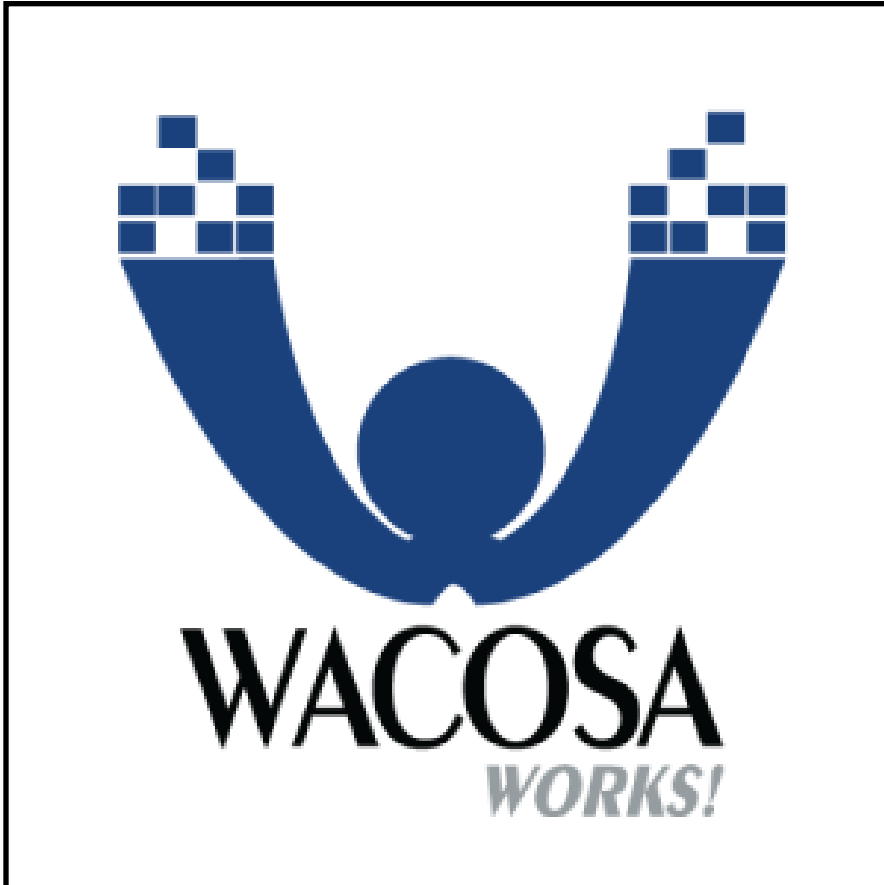


Photo courtesy of WACOSA

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. **March 19, 2024:** The cost of this project has decreased from \$228,000 to \$197,200 per MnDOT's Office of Transit and Active Transportation. This change will be reflected in the annual TIP update.

Programmed Funds Breakdown	Total
FTA	\$157,760
LF	\$39,440

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 \$3,000,000

Construction year: 2025

Project Description

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

Project Numbers:

005-070-014
005-070-014CRP

Funding Sources: HSIP and CRP

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA HSIP (005-070-014)	\$750,000
FHWA CRP (005-070-014CRP)	\$440,000
LF (005-070-014 AND 005-070-014CRP)	\$1,810,000

Status updates

May 9, 2024: During the annual TIP update the cost of this project has increased from \$1.2 million to \$3 million. In addition, this project was awarded \$440,000 in Carbon Reduction Program funds as reflected in 005-070-014CRP.



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

Construction 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 and SF

Project Scope: 0.1 miles

Programmed Funds Breakdown

Total

FHWA	\$1,960,000
SF	\$240,000
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 Sherburne County CR 61 Realignment

Estimated project cost: \$1,600,000

Construction year: 2025



Photo courtesy Saint Cloud APO.

Project Description

Realignment of Sherburne County Road 61 intersection with US 10. This project will also include construction of a westbound acceleration lane on US 10.

Project Numbers:

071-596-013
7103-67

Funding Source: STBGP<5K and Minnesota Legislative Directed Funding

Project Scope: 0.4 miles

Programmed Funds Breakdown

Total

FHWA (7103-67 ONLY)	\$600,000
LF (Minnesota Legislative Directed Funding) (071-596-013 ONLY)	\$1,000,000

Status updates

June 28, 2024: Due to a sizeable portion of the funding to complete this project has been allocated from the Minnesota State Legislature and is set to sunset on June 30, 2025, unless construction is completed, Sherburne County will need to begin work on this project prior to the adoption of the 2025-2028 TIP. As a result, this project will be added to the 2024-2027 TIP. Anticipated Policy Board approval is August 2024.

Project Sponsor: Sherburne County

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

2025 Stearns County CSAH 2/Minnesota Street Roundabout



Photo courtesy Saint Cloud APO

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

Estimated project cost \$1,800,000

Construction year: 2025

Project Description

Install a roundabout at the intersection of CSAH 2 and Minnesota Street near Saint Joseph.

Project Numbers:
 073-070-028
 073-070-028CRP

Funding Source: HSIP and CRP

Project Scope: 0.5 miles

Programmed Funds Breakdown	Total
FHWA HSIP (073-070-028)	\$500,000
FHWA CRP (073-070-028CRP)	\$940,000
LF (073-070-028 AND 073-070-028CRP)	\$360,000

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. **June 29, 2024:** During the annual TIP update, the cost of this project has increased from \$1.1 million to \$1.8 million. This project was also awarded \$940,000 in CRP funds through the Central Minnesota Area Transportation Partnership. Taken together, this project will now be receiving \$1,440,000 in federal funding assistance and local match contributions will now be \$360,000.

2025 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 2025

Project Number: 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	\$774,944
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Project Sponsor: Stearns County

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

2025 Stearns County CSAH 75 Bridge Replacement

Project Description

Replace bridge 6819 over the Sauk River.

Advance Construction

Payback FY 2025.

Project Number: 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 IIJA funding, the AC Payback has been moved up from FY 2026 to being split between 2024 (\$1,393,992) and 2025 (\$741,128). Anticipated approve of this administrative modification will be in April 2023. **March 2023:** Environmental documentation submitted. Plans about to be submitted. **Nov. 17, 2023:** Bids awarded. Work will begin Nov. 27, 2023. **March 21, 2024:** Work is currently underway. Project to be completed by June 2024.



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
Advance Construction Payback	\$741,128

Project Sponsor: Stearns County

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

2025 Sartell Electric Vehicle Police Squad Cars

Estimated project cost \$216,780

Purchase year: 2025



Photo courtesy Sartell Police Department

Project Description

Purchase of four electric vehicle police vehicles.

Advance Construction: Payback in 2026.

Project Numbers:

2025: 220-080-007

2026: 220-080-007AC

Funding Source: CRP

Programmed Funds Breakdown	Total
Advance Construction Payback (2026 ONLY)	\$165,333
LF (2025 ONLY)	\$51,447

Status updates

June 28, 2024: This project was awarded Carbon Reduction Program funds from the Saint Cloud APO during the spring CRP solicitation. Due to the City wanting to initiate a purchase order during fall 2024, this project will need to be amended in the 2024-2027 TIP. Anticipated Policy Board approval of the amendment is in August.

Project Sponsor: City of Sartell

Project Contact: Chief of Police Brandon Silgjord, 320-251-8186 brandon@sartellmn.com

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: STBGTPAP 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

Initiation of Planning Effort: 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 Dynamic Message Signs

Estimated project cost \$530,000

Construction year: 2025

Project Description

Dynamic Message Signs (DMS) installation at multiple locations along I-94 from US 71 in Sauk Centre to MN 15 in Saint Cloud.

Project Number: 8823-375

Funding Source: NHPP

Project Scope: 40.5 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. **June 28, 2024:** Per MnDOT District 3 Traffic Engineering staff, this project will no longer include work being done along MN 24 in Clearwater from the I-94 interchange to Stearns CSAH 75 (outside of the APO's planning area). With the change in project scope, an amendment is needed. Anticipated approval will be in August 2024.

Project Sponsor: MnDOT District 3

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

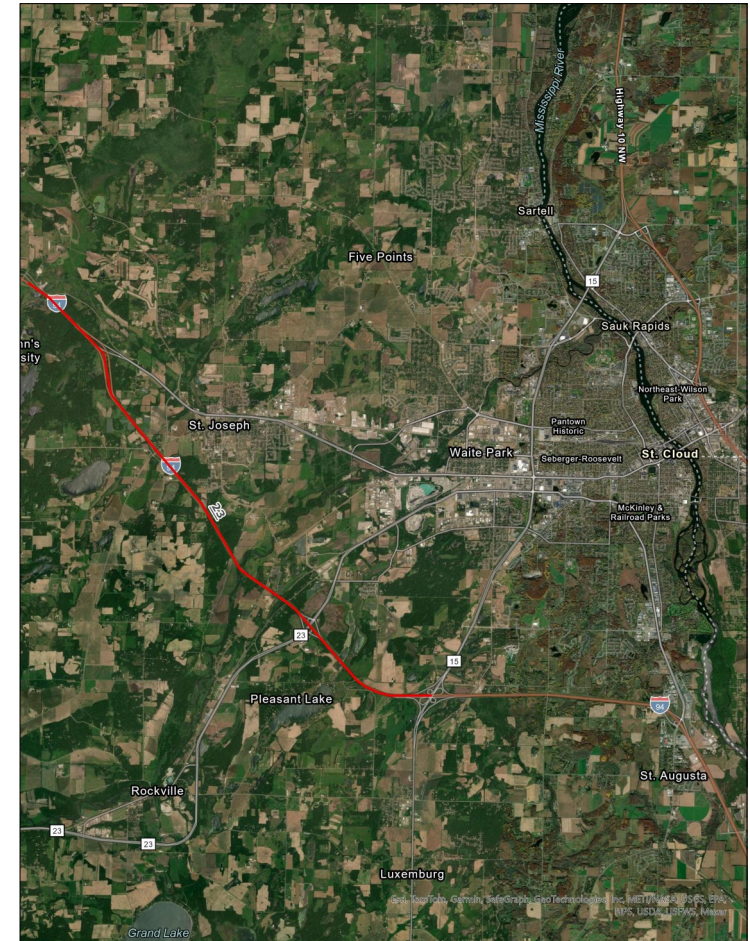


Photo courtesy Saint Cloud APO

2025 MnDOT MN 23 and US 10

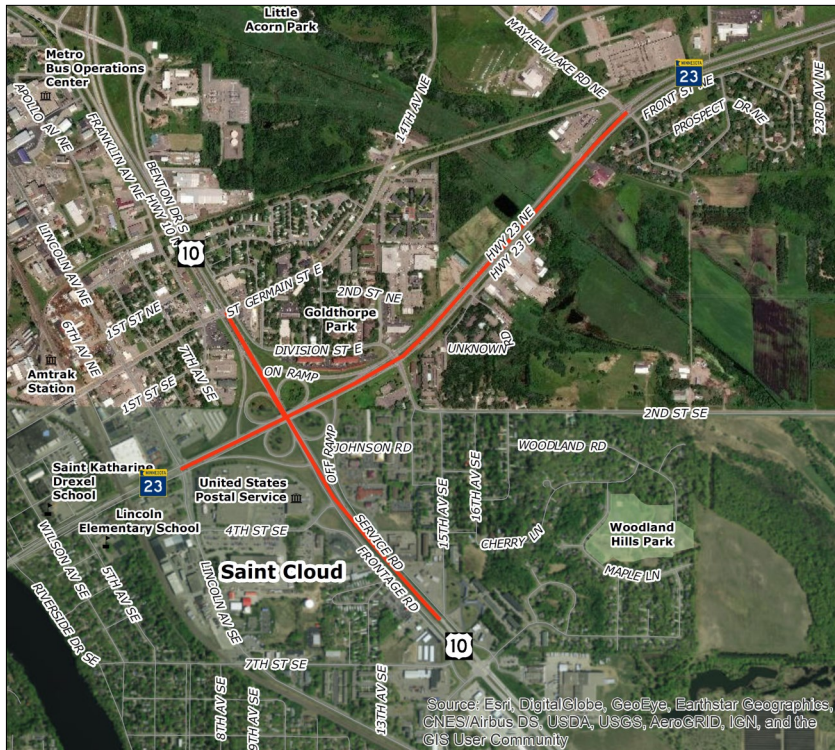


Photo courtesy Saint Cloud APO

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 Number: 0503-91AC2

Advance Construction
Payback in 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.

Programmed Funds Breakdown	Total
Advanced Construction Payback	\$2,956,474

Project Sponsor: MnDOT District 3

Project Contact: Darren Nelson, Project Development Manager 218-828-5760 darren.nelson@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
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. **April 19, 2024:** During the annual TIP update this project - the replacement of five Dial-a-Ride CNG buses -was removed.

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-0048-26I:

Project Sponsor: Saint Cloud Metro Bus

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

2026 Benton County CSAH 29 Corridor Extension

Estimated project cost \$6,250,000

Construction year: 2026

Project Description

Construction of a new alignment for Benton CSAH 29 from CSAH 1 (Mayhew Lake Road) to CSAH 3 (Golden Spike Road NE).

Project Number: 005-596-006

Funding Source: DEMO

Project Scope: N/A

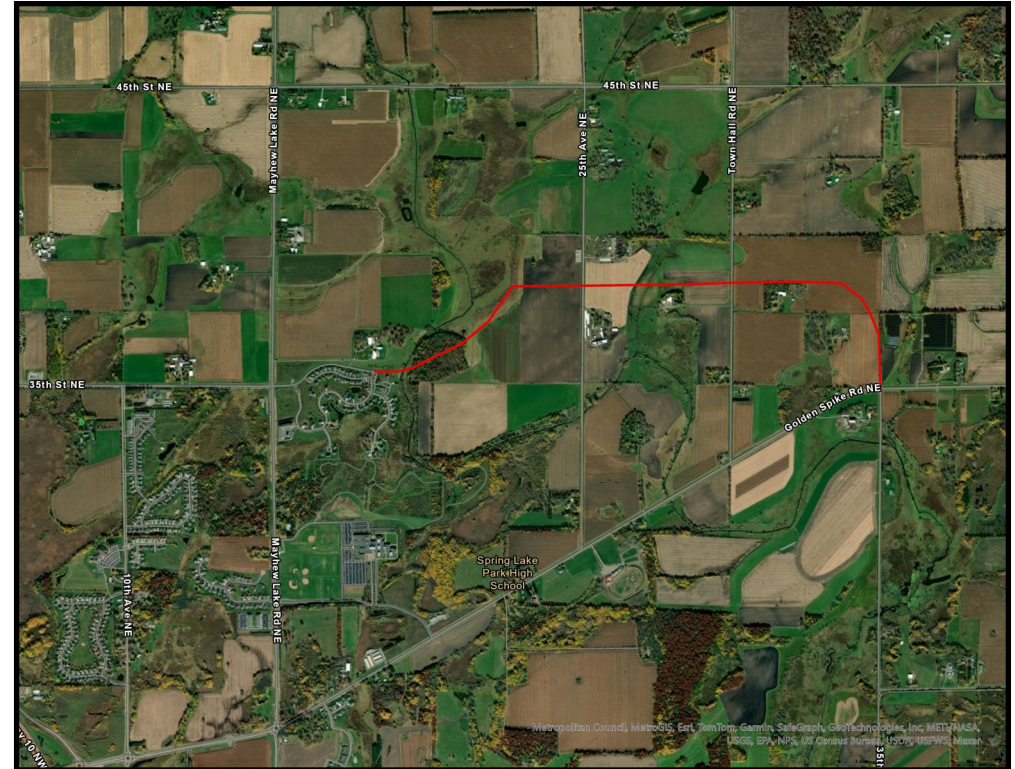


Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA (Congressionally Directed Spending)	\$5,000,000
LF	\$1,250,000

Project Sponsor: Benton County

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

Status updates

2026 Benton County CSAH 3 Reclamation

Estimated project cost \$4,721,760

Construction year: 2026



Photo courtesy Saint Cloud APO

Project Description

Full depth reclamation and bituminous overlay of Benton CSAH 3 (Golden Spike Road NE) from CSAH 1 (Mayhew Lake Road) to County Road 44 (55th Street NE).

Advance Construction:

Payback in 2027 and 2028

Project Numbers:

2026: 005-603-035

2027: 005-603-035AC1

2028: 005-603-035AC2

Funding Source: STBGP 5K-200K

Project Scope: 7.3 miles

Programmed Funds Breakdown

Total

LF (2026 Only)	\$1,768,425
Advanced Construction Payback (2027 Only)	\$2,000,000
Advanced Construction Payback (2028 Only)	\$953,335

Project Sponsor: Benton County

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

Status updates

2026 Sherburne County Transverse Rumble Strips

Estimated project cost \$675,000

Construction year: 2026

Project Description

Installation of transverse rumble strips at **County Road 65** (both north and south of the intersection with CSAH 3); **County Road 62** (west of CSAH 20 intersection); **County Road 61** (west of the CSAH 20 intersection); **CSAH 20** (north and south of the intersection with CSAH 16); and **CSAH 20** (north and south of the intersection with CSAH 3).

Additional project work includes added rumble strips and ground-in wet reflective pavement markings outside of the APO's planning area.

Project Number: 071-070-050

Funding Source: HSIP

Project Scope: 66 miles (a majority of this is occurring outside of the APO's planning area).



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA	\$607,500
LF	\$67,500

Project Sponsor: Sherburne County

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

Status updates

2026 Stearns County CSAH 75 Signal Replacement

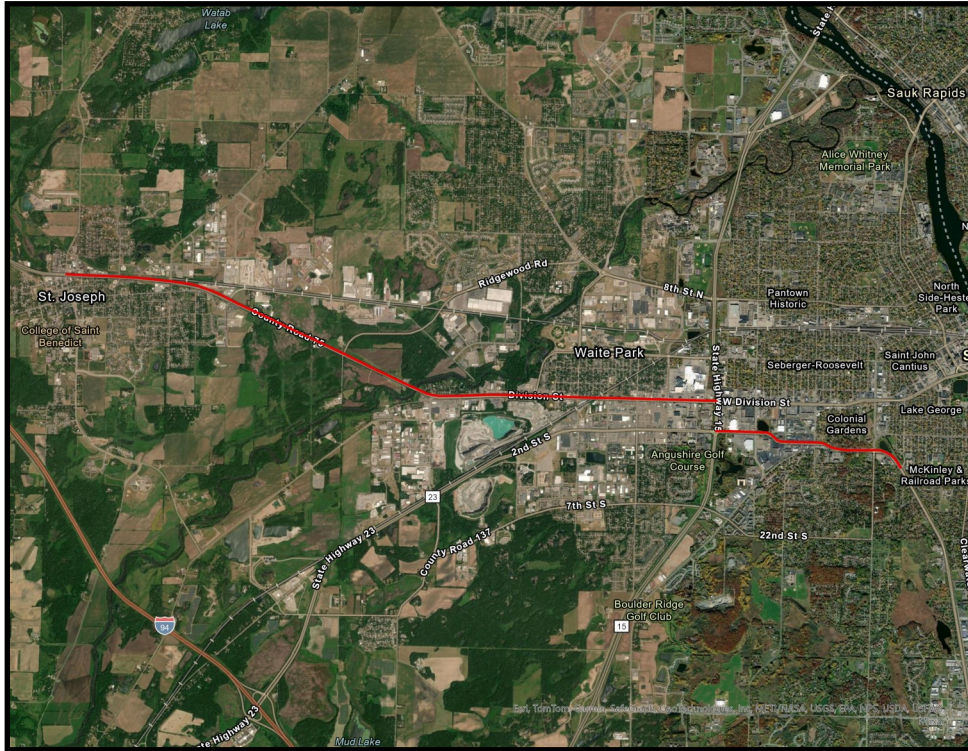


Photo courtesy Saint Cloud APO

Estimated project cost \$3,000,000

Construction year: 2026

Project Description
 Replacement of traffic signals along CSAH 75 from CSAH 2 in Saint Joseph to Washington Memorial Drive in Saint Cloud.

Project Number: 073-675-043

Funding Source: NHPP

Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$2,377,668
LF	\$622,332

Status updates

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

2026 Saint Cloud 22nd Street S Reconstruction

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

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

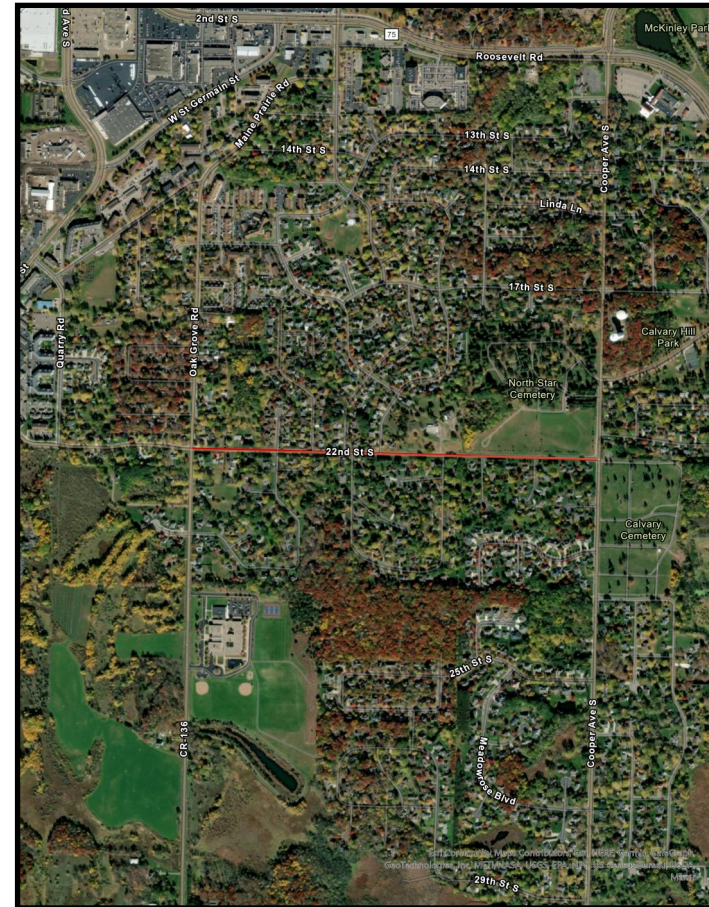


Photo courtesy Saint Cloud APO

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 Saint Cloud Lincoln Avenue SE Sidewalks

Estimated project cost \$125,000

Construction year: 2026

Project Description
 Construction of a sidewalk along Lincoln Avenue SE from Fourth Street SE to Seventh Street SE.

Project Number: 162-120-008
Funding Source: CRP
Project Scope: N/A

Programmed Funds Breakdown	Total
FHWA	\$95,333
LF	\$29,667



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

Status updates

2026 Sartell Pinecone Road/Seventh Street N Signal



Photo courtesy Saint Cloud APO

Estimated project cost \$550,000

Construction year: 2026

Project Description

Install a traffic signal at the intersection of Pinecone Road and Seventh Street N.

Project Number: 220-070-001

Funding Source: HSIP

Project Scope: 0.1 miles

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 \$637,900

Construction year: 2026

Project Description

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

Project Number: 220-090-005

Funding Source: STBG TAP 5K-200K

Project Scope: 0.5 miles



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. **June 28, 2024:** During the annual TIP update, the project cost for this has increased from \$486,450 to \$637,900. The City of Sartell was also successful in receiving \$97,290 in state funds from the Active Transportation Infrastructure program. This is reflected under local funds and includes a cost increase of city funds to \$151,450.

Programmed Funds Breakdown

	Total
FHWA	\$389,160
LF	\$248,740

Project Sponsor: City of Sartell

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

2026 Sauk Rapids Second Avenue S

Estimated project cost: \$4,350,000

Construction year: 2026



Photo courtesy Saint Cloud APO

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

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

Project Sponsor: City of Sauk Rapids

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

2026 Sauk Rapids Second Avenue S Railroad Crossing

Estimated project cost: \$737,834

Construction year: 2026



Photo courtesy Saint Cloud APO

Project Description

Construction of a sidewalk across the BNSF railroad tracks along Second Avenue S between Sixth Street S and South Benton Drive.

Advance Construction:
Payback in 2028.

Project Numbers:
2026: 191-090-003
2028: 191-090-003AC

Funding Source: STBG TAP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown	Total
Advance Construction Payback (FY 2028 ONLY)	\$590,267
LF	\$147,567

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

Status updates

2026 Sauk Rapids Electric Vehicle Charging Station

Estimated project cost: \$230,000

Construction year: 2026



Photo courtesy Saint Cloud APO

Project Description

Installation of an electric vehicle (EV) charging station in the public parking lot at the corner of Second Avenue N and First Street N.

Project Number: 191-080-007

Funding Source: CRP

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$179,334
LF	\$50,666

Status updates

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: \$7,702,000

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: 0.3 miles

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.

April 19, 2024: During the annual TIP update, the cost for this project has increased from \$7.6 million to \$7.702 million with the additional \$102,000 coming from the state trunk highway match.

Programmed Funds Breakdown	Total
FHWA (Bridge Formula Program)	\$6,000,000
SF	\$1,702,000

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: \$400,000

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. **April 19, 2024:** During the annual TIP update, the project cost for this has increased from \$350,000 to \$400,000. Both federal and local contributions increased by \$25,000.

Programmed Funds Breakdown	Total
FHWA	\$200,000
LF	\$200,000

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 five replacement Dial-a-Ride CNG buses	\$2,160,000	FHWA: \$1,728,000 LF: \$432,000
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: April 19, 2024: During the annual TIP update, the number of buses purchased has decreased from six to five. This has dropped the project cost from \$2,670,000 to \$2,160,000.

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 Right-of-Way Acquisition



Photo courtesy Saint Cloud APO

Estimated project cost \$3,930,000

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 and DEMO
Project Scope: 3 miles

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. **April 2024:** During the annual TIP update, this project received \$2.2 million in Congressionally Directed Spending. In addition, this project has increased in cost, from \$3,050,400 to \$3,930,000.

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

Programmed Funds Breakdown	Total
FHWA	\$943,774
FHWA (Congressionally Directed Spending)	\$2,200,000
LF	\$786,226

2027 Saint Cloud APO Carbon Reduction Program

Estimated project cost: \$337,500

Construction year: 2027

Project Description

Saint Cloud APO funding setaside for the Carbon Reduction Program. This project is a placeholder to reflect allocated CRP funds to the APO in FY 2027. At such a time when funding has been awarded, this setaside will be removed from the TIP and properly programmed to a corresponding project — resulting in an amendment to the TIP.

Project Number: 8803-CRPL-27

Funding Source: CRP

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA	\$270,000
LF	\$67,500

Project Sponsor: Saint Cloud Area Planning Organization

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

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	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 MN 23/Bel Clare Drive J-Turn

Estimated project cost: \$1,500,000

Construction year: 2027

Project Description

Construction of a J-turn at the intersection of MN 23 and Bel Clare Drive.

Project Number: 7305-133

Funding Source: DEMO

Project Scope: 1 mile



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA (Congressionally Directed Spending)	\$1,200,000
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SF	\$300,000
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Status updates

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: \$3,100,000

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. **April 19, 2024:** During the annual TIP update, the project cost for this increased from \$3 million to \$3.1 million.

Programmed Funds Breakdown	Total
FHWA	\$2,790,000
SF	\$310,000

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

2028 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-28A	Operating assistance	\$13,343,952	FTA: \$1,600,000 LF: \$11,743,952
TRF-0048-28B	Paratransit operating	\$6,719,658	LF: \$6,719,658
TRF-0048-28C	Northstar commuter operating	\$1,608,152	LF: \$1,608,152

Status updates

TRF-0048-28A:

TRF-0048-28B:

TRF-0048-28C:



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

2028 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-28D	Purchase maintenance tools and equipment	\$59,000	FTA: \$47,200 LF: \$11,800
TRF-0048-28E	Purchase three replacement operations vehicles	\$135,000	FTA: \$108,000 LF: \$27,000
TRF-0048-28F	Purchase office equipment, IT, and communications projects	\$372,000	FTA: \$297,600 LF: \$74,400



Photo courtesy of Saint Cloud APO

Status updates

TRF-0048-28D:

TRF-0048-28E:

TRF-0048-28F:

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

2028 Saint Cloud Metro Bus CIP Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-28G	Bus shelters	\$25,000	FTA: \$20,000 LF: \$5,000
TRF-0048-28H	Facility improvements	\$600,000	FTA: \$480,000 LF: \$120,000
TRF-0048-28I	Purchase nine Dial-a-Ride replacement CNG buses	\$2,565,000	LF: \$2,565,000

Status updates

TRF-0048-28G:

TRF-0048-28H:

TRF-0048-28I:



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

2028 Stearns County CSAH 1 Reconstruction

Estimated project cost: \$2,500,000

Construction year: 2028



Photo courtesy Saint Cloud APO

Project Description

Reconstruction of Stearns County CSAH 1 from CSAH 17 to the northern county line.

Project Number: 073-601-055

Funding Source: STBGP 5K-200K

Project Scope: N/A

Programmed Funds Breakdown

Total

FHWA	\$1,448,675
LF	\$1,051,325

Status updates

Project Sponsor: Stearns County

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

2028 Saint Cloud Sidewalk and Pedestrian Crossing

Estimated project cost: \$225,000

Construction year: 2028

Project Description

Filling in sidewalk gaps along 13th Street S from 11th Avenue S to Ninth Avenue S. Install a pedestrian activated crossing at the intersection of 13th Street S and Ninth Avenue S.

Project Number: 162-090-009

Funding Source: STBG TAP 5K-200K

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

Total

FHWA	\$180,000
LF	\$45,000

Status updates

Project Sponsor: City of Saint Cloud

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

2028 Saint Cloud APO Carbon Reduction Program

Estimated project cost: \$337,500

Construction year: 2028

Project Description

Saint Cloud APO funding setaside for the Carbon Reduction Program. This project is a placeholder to reflect allocated CRP funds to the APO in FY 2028. At such a time when funding has been awarded, this setaside will be removed from the TIP and properly programmed to a corresponding project — resulting in an amendment to the TIP.

Project Number: 8803-CRPL-28

Funding Source: CRP

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown	Total
FHWA	\$270,000
LF	\$67,500

Project Sponsor: Saint Cloud Area Planning Organization

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

2028 MnDOT MN 23 Mill and Overlay

Estimated project cost: \$16,970,000

Construction year: 2028



Photo courtesy Saint Cloud APO

Project Description

Mill and overlay of eastbound and westbound lanes of MN 23 from approximately 93rd Avenue to MN 15 through the City of Waite Park.

Project Number: 7305-131

Funding Source: NHPP

Project Scope: 5.5 miles

Programmed Funds Breakdown

Total

FHWA	\$11,480,220
SF	\$2,619,780
LF	\$2,870,000

Status updates

Project Sponsor: MnDOT District 3

Project Contact: Russell Fellbaum, Project Development Manager 320-247-3138 russell.fellbaum@state.mn.us

2028 MnDOT I-94 Intelligent Transportation Systems

Estimated project cost: \$750,000

Construction year: 2028

Project Description

Installation of fiber optic cable and cameras along I-94 from Stearns CSAH 75/Roosevelt Road to Stearns County CSAH 2.

Project Number: 7380-275

Funding Source: NHPP

Project Scope: 13 miles

Programmed Funds Breakdown

Total

FHWA	\$675,000
SF	\$75,000

Status updates

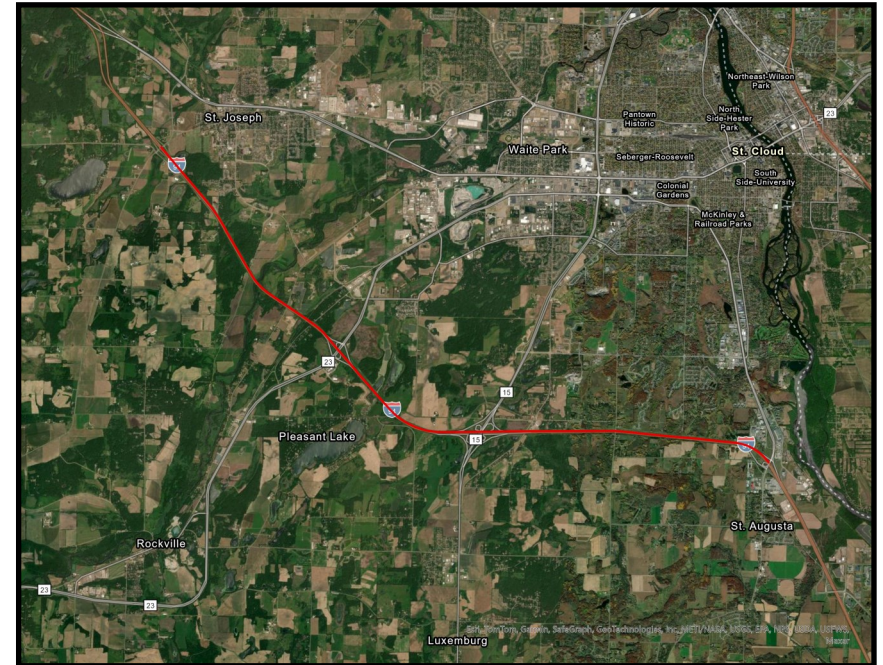


Photo courtesy Saint Cloud APO

Project Sponsor: MnDOT District 3

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

2028 MnDOT I-94/MN 15 Lighting Replacement

Estimated project cost: \$2,500,000

Construction year: 2028

Project Description

Replacement of current lighting system at the I-94/MN 15 interchange with LED lights.

Project Numbers:

7380-282
7380-282CRP

Funding Source: NHPP and CRP

Project Scope: N/A



Photo courtesy Saint Cloud APO

Programmed Funds Breakdown

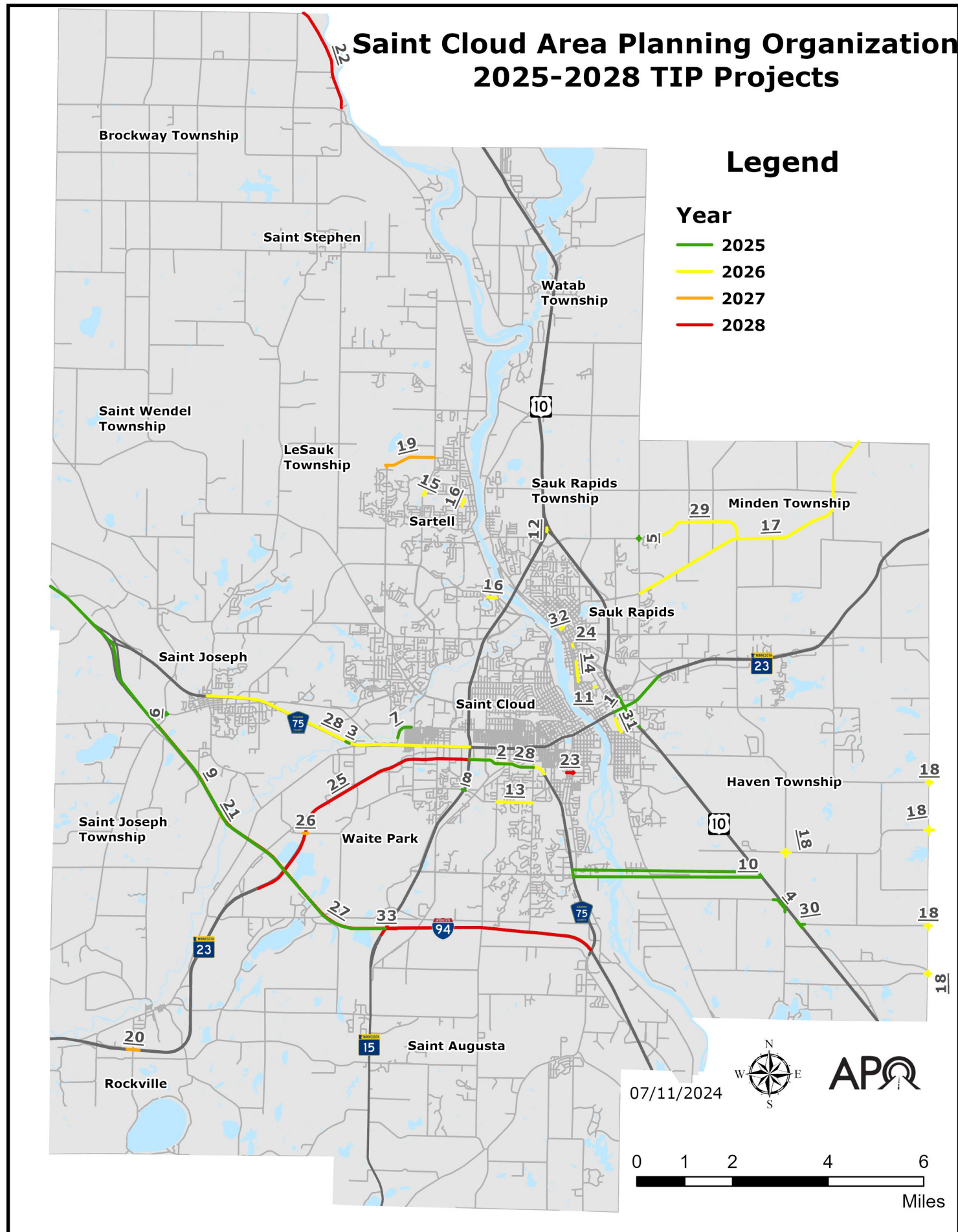
Total

FHWA NHPP (7380-282)	\$624,000
FHWA CRP (7380-282CRP)	\$1,376,000
SF (7380-282 AND 7380-282CRP)	\$500,000

Status updates

Project Sponsor: MnDOT District 3

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



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2025	MnDOT	MN 23, US 10	Reconstruction
2	2025	Stearns County	CSAH 75	Resurfacing
3	2025	Stearns County	CSAH 75 Bridge 6819	Bridge Replacement
4	2025	Sherburne County	County Road 65/45th Avenue	Realignment
5	2025	Benton County	CSAH 1	Roundabout
6	2025	Stearns County	CSAH 2	Roundabout
7	2025	City of Waite Park	Lake Wobegon Trail Extension	Shared-Use Path
8	2025	MnDOT	CSAH 137 Bridge 73019 over MN 15	Overlay
9	2025	MnDOT	I-94	ITS Project
10	2025	Saint Cloud APO	Mississippi River Crossing	Environmental Documentation
11	2026	MnDOT	4-1/2 Street NE	Railroad Signal Replacement
12	2026	MnDOT	MN 15 Bridge 05003	Bridge Replacement
13	2026	City of Saint Cloud	22nd Street S	Reconstruction
14	2026	City of Sauk Rapids	Second Avenue S	Reconstruction
15	2026	City of Sartell	Intersection of Pinecone Road and Seventh Street N	Signal Installation
16	2026	City of Sartell	Heritage Drive Riverview Intermediate School	Shared-Use Path/Sidewalk
17	2026	Benton County	CSAH 3	Reclamation
18	2026	Sherburne County	Intersection: CR 65 and CSAH 3 CR 62 and CSAH 20 CR 61 and CSAH 20 CSAH 20 and CSAH 16 CSAH 20 and CSAH 3	Rumble Striping
19	2027	City of Sartell	15th Street N	Right of Way Acquisition
20	2027	MnDOT	MN 23	J-Turn
21	2027	MnDOT	I-94 Bridges 73877 and 73878	Overlay
22	2028	Stearns County	CSAH 1	Reconstruction
23	2028	City of Saint Cloud	13th Street S and Ninth Avenue S	Sidewalk/Pedestrian Crossing
24	2026	City of Sauk Rapids	Second Avenue S	Sidewalk
25	2028	MnDOT	MN 23	Mill and Overlay
26	2027	MnDOT	MN 23	J-Turn
27	2028	MnDOT	I-94	ITS Project
28	2026	Stearns County	CSAH 75	Traffic Signal Revision
29	2026	Benton County	CSAH 29	New Alignment
30	2025	Sherburne County	County Road 61	Realignment
31	2026	City of Saint Cloud	Lincoln Avenue SE	Sidewalk
32	2026	City of Sauk Rapids	Public Parking Lot	EV Charging Station
33	2028	MnDOT	I-94	Lighting

Figure 1.2: Map of the APO's FY 2025-2028 TIP roadway 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 2025-2028 TIP projects (sans transit and the City of Sartell's police vehicle project) in comparison to both BIPOC populations and low-income households within the MPA.

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

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

Figure 2.6 identifies block groups within the MPA with concentrations of multiple historically underrepresented communities: BIPOC, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people 65 and older, and people 18 and younger. Figure 2.7 identifies the location of the FY 2025-2028 TIP projects (sans transit and the Sartell police vehicle project) in comparison to these communities.



Figure 2.1: Photo of Key Row Community Apartments located in south Saint Cloud. These apartments are located in a Census block group with a large concentration of low-income households. Photo courtesy Saint Cloud APO.

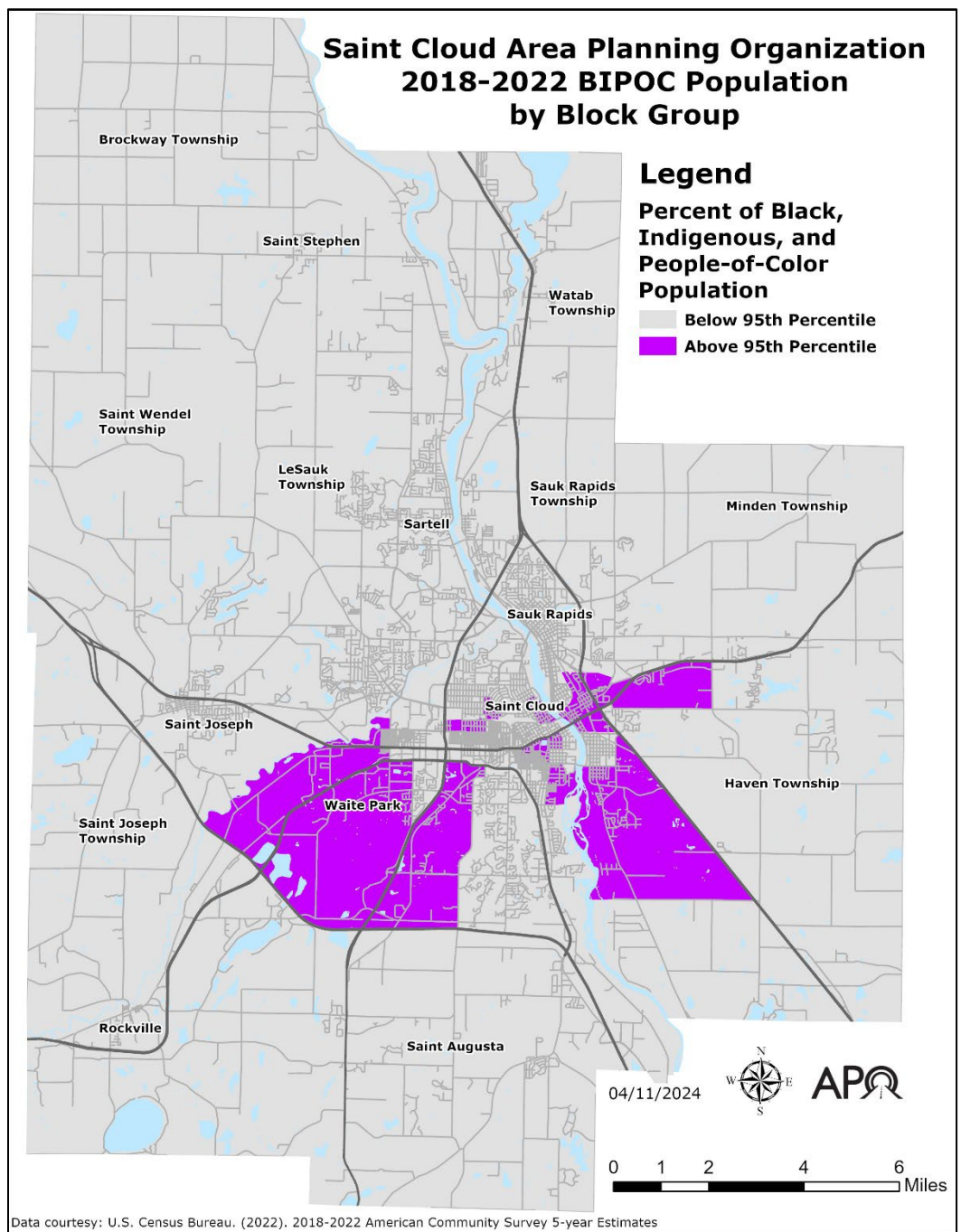


Figure 2.2: Locations of Census block groups within the APO’s planning area with high concentrations of Black, Indigenous, and People-of-Color (BIPOC) populations. According to the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates, a total of 31,040 residents (out of 139,467) have been identified as being BIPOC. This corresponds to a regional average of 22.3% of the APO’s planning area population. The shaded Census block groups having a BIPOC population within the 95th percentile for the region. In other words, these block groups have the largest concentrations of BIPOC populations within the metro. Data courtesy of U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates.

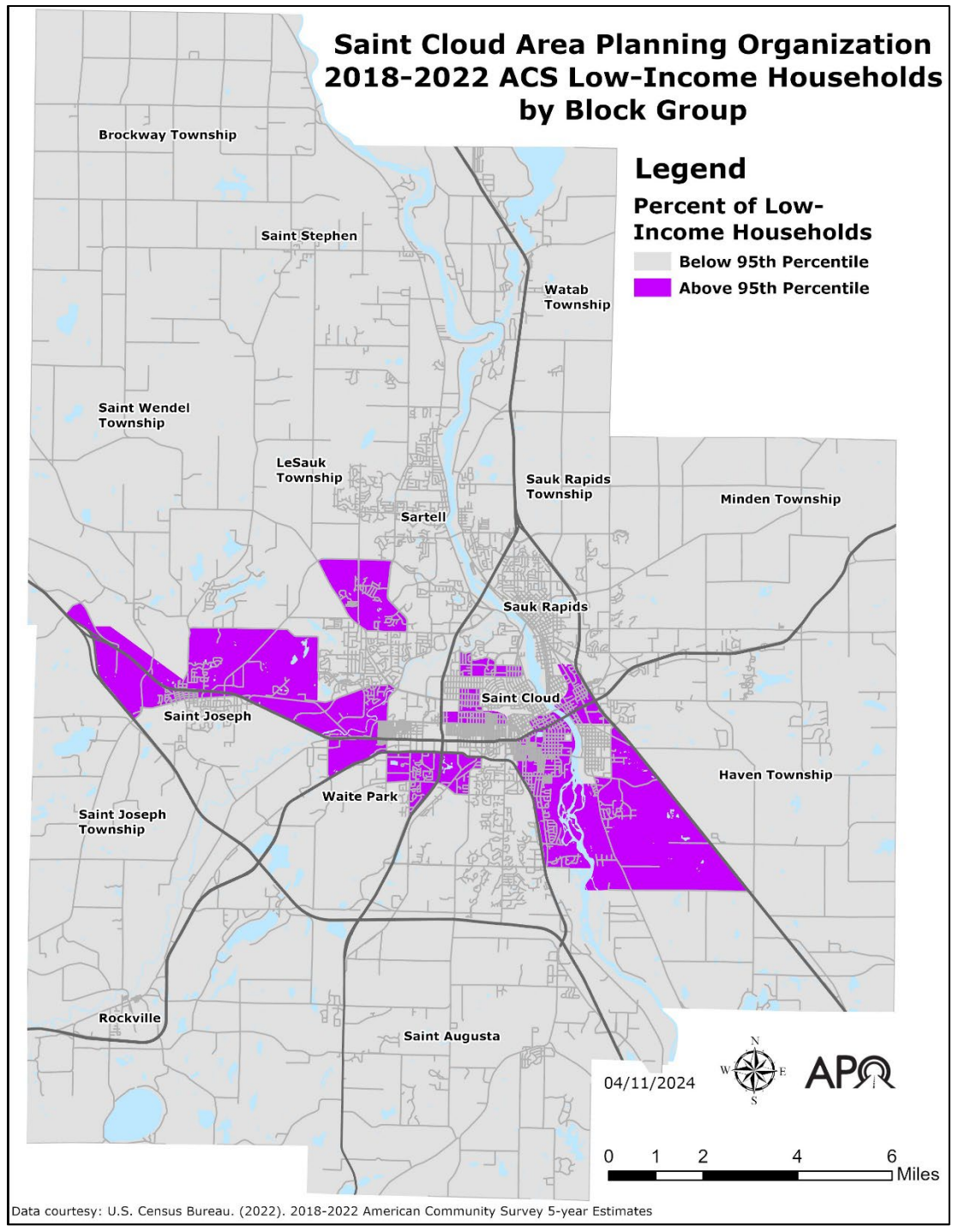
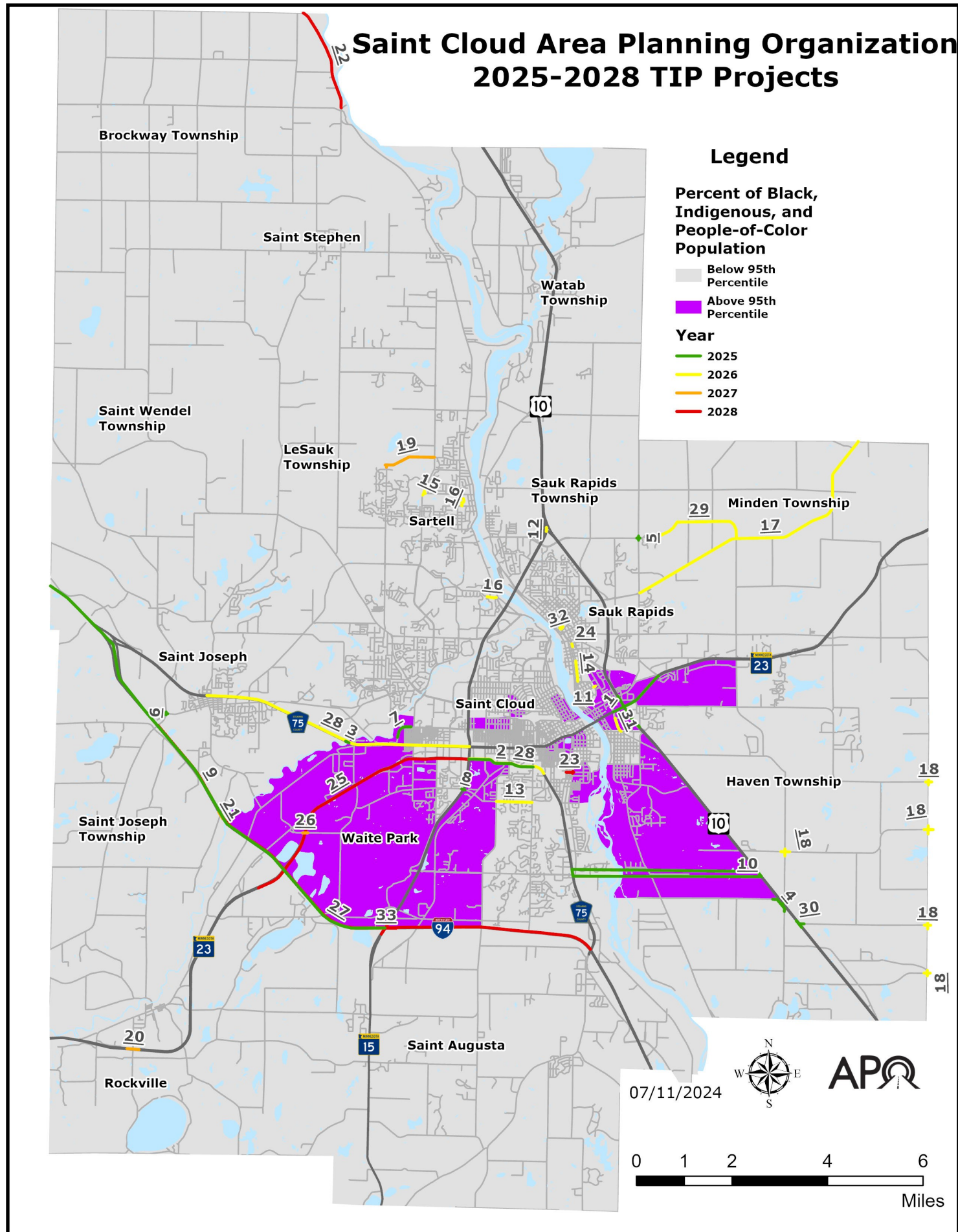
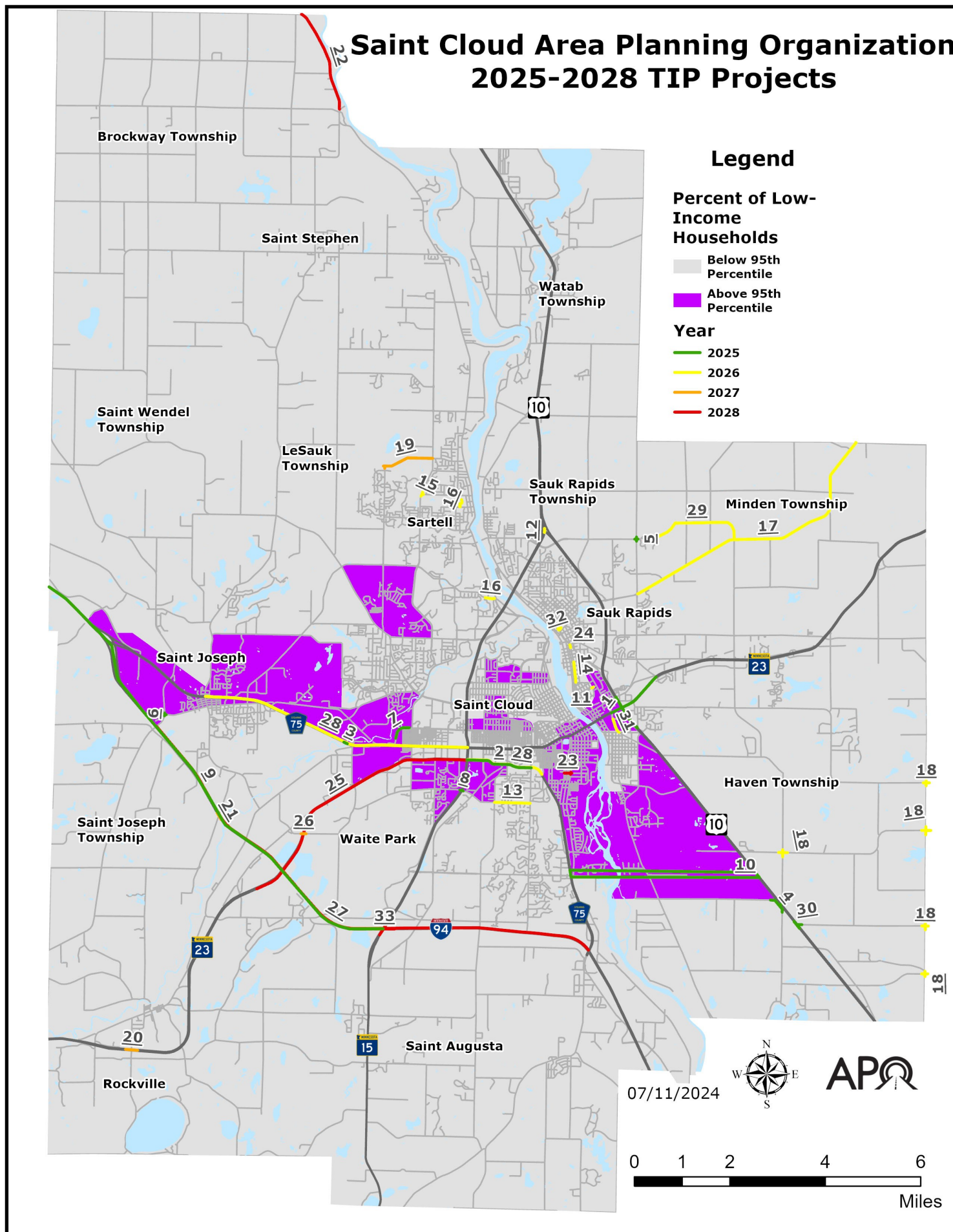


Figure 2.3: Locations of Census block groups within the APO’s planning area with high concentrations of low-income household populations. According to the U.S. Census Bureau’s 2018-2022 ACS Five Year Estimates, a total of 7,646 households (out of 54,560) have been identified as low-income. This corresponds to a regional average of 14.0% 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 2018-2022 ACS Five Year Estimates.



Project ID	Fiscal Year	Sponsor	Route	Work Type
1*	2025	MnDOT	MN 23, US 10	Reconstruction
2*	2025	Stearns County	CSAH 75	Resurfacing
3*	2025	Stearns County	CSAH 75 Bridge 6819	Bridge Replacement
4*	2025	Sherburne County	County Road 65/45th Avenue	Realignment
5	2025	Benton County	CSAH 1	Roundabout
6	2025	Stearns County	CSAH 2	Roundabout
7*	2025	City of Waite Park	Lake Wobegon Trail Extension	Shared-Use Path
8*	2025	MnDOT	CSAH 137 Bridge 73019 over MN 15	Overlay
9*	2025	MnDOT	I-94	ITS Project
10*	2025	Saint Cloud APO	Mississippi River Crossing	Environmental Documentation
11*	2026	MnDOT	4-1/2 Street NE	Railroad Signal Replacement
12	2026	MnDOT	MN 15 Bridge 05003	Bridge Replacement
13*	2026	City of Saint Cloud	22nd Street S	Reconstruction
14	2026	City of Sauk Rapids	Second Avenue S	Reconstruction
15	2026	City of Sartell	Intersection of Pinecone Road and Seventh Street N	Signal Installation
16	2026	City of Sartell	Heritage Drive Riverview Intermediate School	Shared-Use Path/Sidewalk
17	2026	Benton County	CSAH 3	Reclamation
18	2026	Sherburne County	Intersection: CR 65 and CSAH 3 CR 62 and CSAH 20 CR 61 and CSAH 20 CSAH 20 and CSAH 16 CSAH 20 and CSAH 3	Rumble Striping
19	2027	City of Sartell	15th Street N	Right of Way Acquisition
20	2027	MnDOT	MN 23	J-Turn
21*	2027	MnDOT	I-94 Bridges 73877 and 73878	Overlay
22	2028	Stearns County	CSAH 1	Reconstruction
23*	2028	City of Saint Cloud	13th Street S and Ninth Avenue S	Sidewalk/Pedestrian Crossing
24	2026	City of Sauk Rapids	Second Avenue S	Sidewalk
25*	2028	MnDOT	MN 23	Mill and Overlay
26*	2027	MnDOT	MN 23	J-Turn
27*	2028	MnDOT	I-94	ITS Project
28*	2026	Stearns County	CSAH 75	Traffic Signal Revision
29	2026	Benton County	CSAH 29	New Alignment
30	2025	Sherburne County	County Road 61	Realignment
31*	2026	City of Saint Cloud	Lincoln Avenue SE	Sidewalk
32	2026	City of Sauk Rapids	Public Parking Lot	EV Charging Station
33*	2028	MnDOT	I-94	Lighting

Figure 2.4: Map of the APO's FY 2025-2028 TIP roadway project locations and the proximity to Census block group areas with high concentrations of BIPOC populations based on the 2018-2022 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*	2025	MnDOT	MN 23, US 10	Reconstruction
2*	2025	Stearns County	CSAH 75	Resurfacing
3*	2025	Stearns County	CSAH 75 Bridge 6819	Bridge Replacement
4*	2025	Sherburne County	County Road 65/45th Avenue	Realignment
5	2025	Benton County	CSAH 1	Roundabout
6*	2025	Stearns County	CSAH 2	Roundabout
7*	2025	City of Waite Park	Lake Wobegon Trail Extension	Shared-Use Path
8*	2025	MnDOT	CSAH 137 Bridge 73019 over MN 15	Overlay
9*	2025	MnDOT	I-94	ITS Project
10*	2025	Saint Cloud APO	Mississippi River Crossing	Environmental Documentation
11*	2026	MnDOT	4-1/2 Street NE	Railroad Signal Replacement
12	2026	MnDOT	MN 15 Bridge 05003	Bridge Replacement
13*	2026	City of Saint Cloud	22nd Street S	Reconstruction
14	2026	City of Sauk Rapids	Second Avenue S	Reconstruction
15	2026	City of Sartell	Intersection of Pinecone Road and Seventh Street N	Signal Installation
16	2026	City of Sartell	Heritage Drive Riverview Intermediate School	Shared-Use Path/Sidewalk
17	2026	Benton County	CSAH 3	Reclamation
18	2026	Sherburne County	Intersection: CR 65 and CSAH 3 CR 62 and CSAH 20 CR 61 and CSAH 20 CSAH 20 and CSAH 16 CSAH 20 and CSAH 3	Rumble Striping
19	2027	City of Sartell	15th Street N	Right of Way Acquisition
20	2027	MnDOT	MN 23	J-Turn
21	2027	MnDOT	I-94 Bridges 73877 and 73878	Overlay
22	2028	Stearns County	CSAH 1	Reconstruction
23*	2028	City of Saint Cloud	13th Street S and Ninth Avenue S	Sidewalk/Pedestrian Crossing
24	2026	City of Sauk Rapids	Second Avenue S	Sidewalk
25*	2028	MnDOT	MN 23	Mill and Overlay
26	2027	MnDOT	MN 23	J-Turn
27*	2028	MnDOT	I-94	ITS Project
28*	2026	Stearns County	CSAH 75	Traffic Signal Revision
29	2026	Benton County	CSAH 29	New Alignment
30	2025	Sherburne County	County Road 61	Realignment
31*	2026	City of Saint Cloud	Lincoln Avenue SE	Sidewalk
32	2026	City of Sauk Rapids	Public Parking Lot	EV Charging Station
33	2028	MnDOT	I-94	Lighting

Figure 2.5: Map of the APO's FY 2025-2028 TIP project locations and the proximity to Census block group areas with high concentrations of low-income household populations based on the 2018-2022 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.

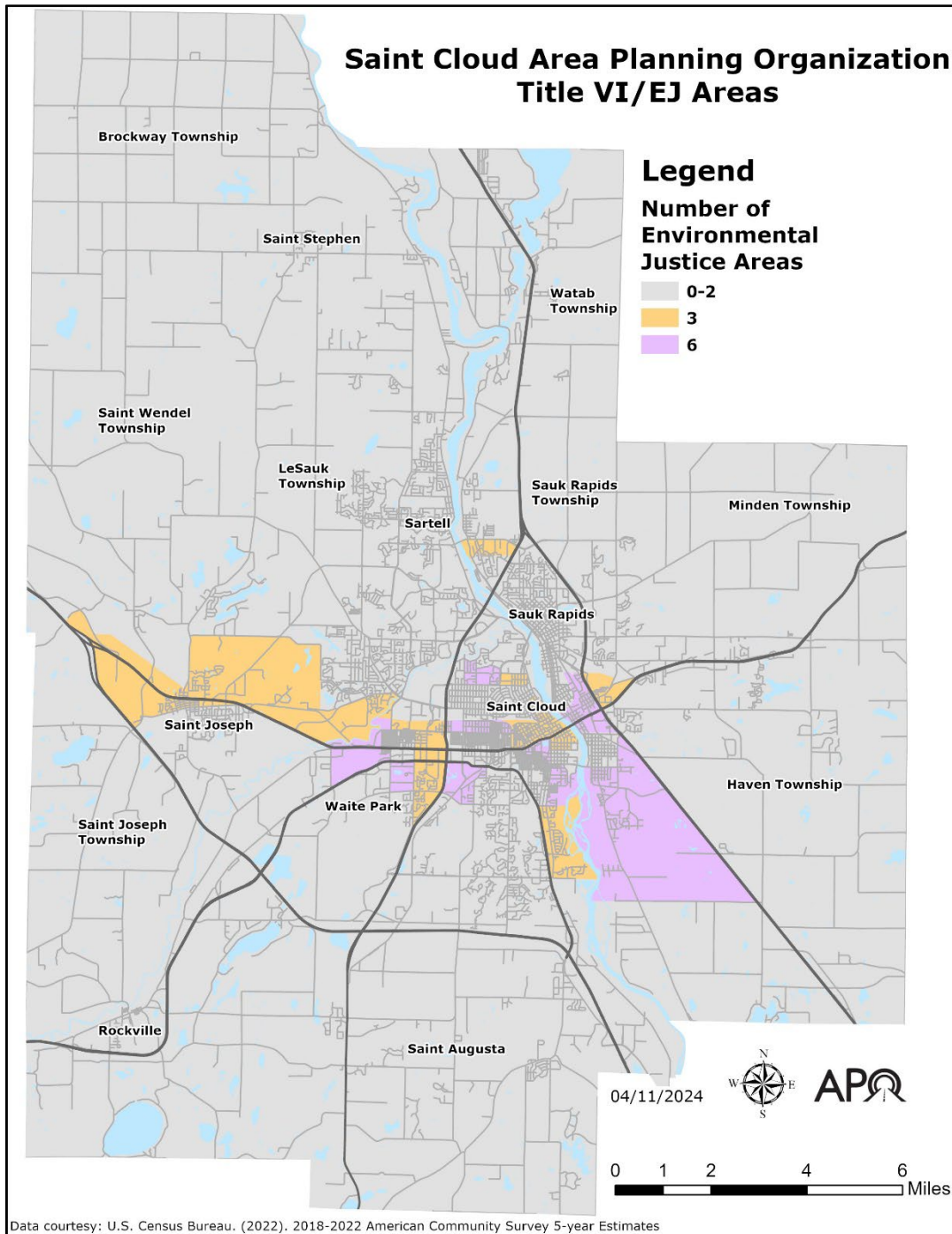
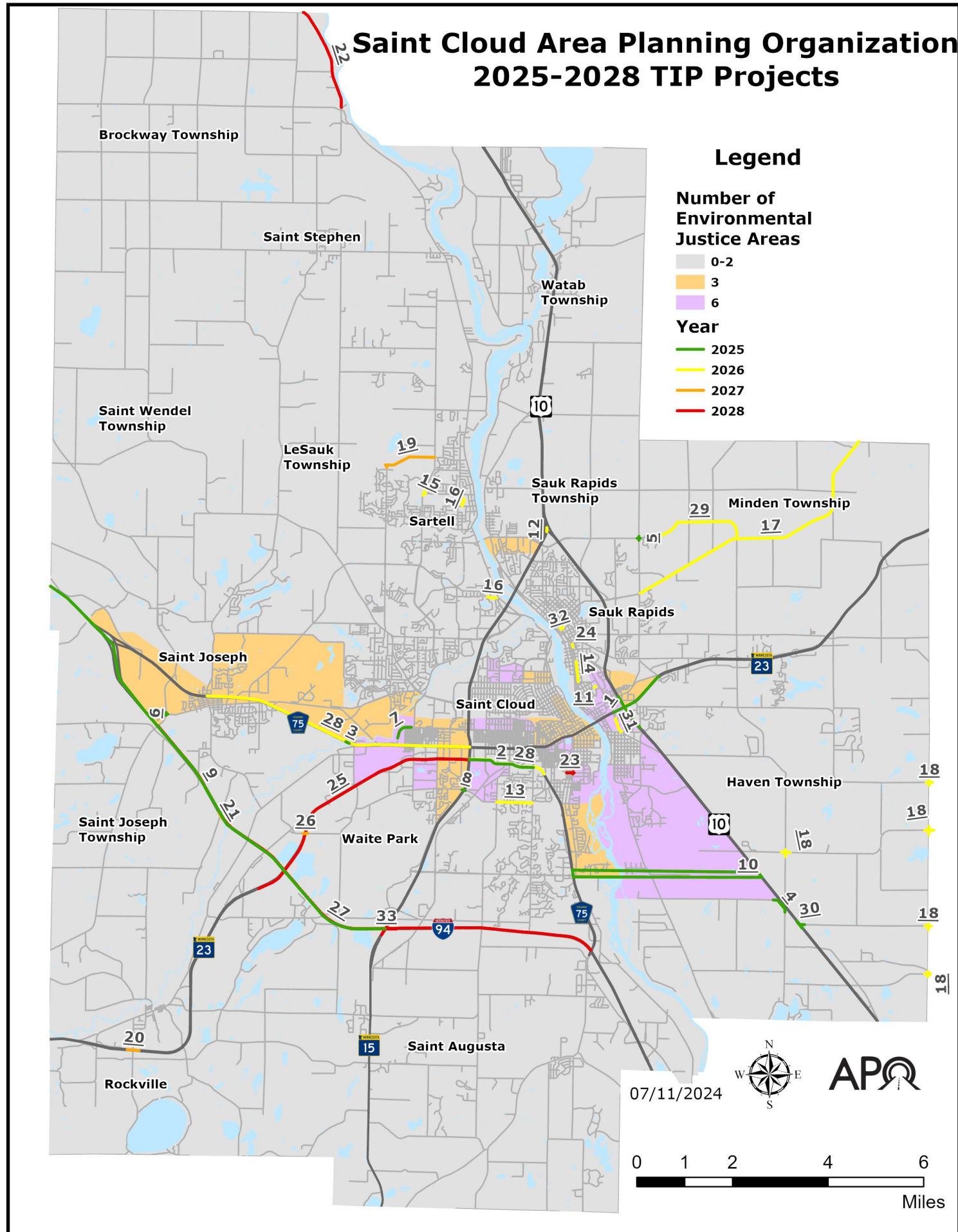


Figure 2.6: APO EJ and Title VI sensitive areas map encompassing BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Data courtesy of U.S. Census Bureau's 2018-2022 ACS Five Year Estimates.



Project ID	Fiscal Year	Sponsor	Route	Work Type
1*	2025	MnDOT	MN 23, US 10	Reconstruction
2*	2025	Stearns County	CSAH 75	Resurfacing
3*	2025	Stearns County	CSAH 75 Bridge 6819	Bridge Replacement
4*	2025	Sherburne County	County Road 65/45th Avenue	Realignment
5	2025	Benton County	CSAH 1	Roundabout
6*	2025	Stearns County	CSAH 2	Roundabout
7*	2025	City of Waite Park	Lake Wobegon Trail Extension	Shared-Use Path
8*	2025	MnDOT	CSAH 137 Bridge 73019 over MN 15	Overlay
9*	2025	MnDOT	I-94	ITS Project
10*	2025	Saint Cloud APO	Mississippi River Crossing	Environmental Documentation
11*	2026	MnDOT	4-1/2 Street NE	Railroad Signal Replacement
12	2026	MnDOT	MN 15 Bridge 05003	Bridge Replacement
13*	2026	City of Saint Cloud	22nd Street S	Reconstruction
14	2026	City of Sauk Rapids	Second Avenue S	Reconstruction
15	2026	City of Sartell	Intersection of Pinecone Road and Seventh Street N	Signal Installation
16	2026	City of Sartell	Heritage Drive Riverview Intermediate School	Shared-Use Path/Sidewalk
17	2026	Benton County	CSAH 3	Reclamation
18	2026	Sherburne County	Intersection: CR 65 and CSAH 3 CR 62 and CSAH 20 CR 61 and CSAH 20 CSAH 20 and CSAH 16 CSAH 20 and CSAH 3	Rumble Striping
19	2027	City of Sartell	15th Street N	Right of Way Acquisition
20	2027	MnDOT	MN 23	J-Turn
21	2027	MnDOT	I-94 Bridges 73877 and 73878	Overlay
22	2028	Stearns County	CSAH 1	Reconstruction
23*	2028	City of Saint Cloud	13th Street S and Ninth Avenue S	Sidewalk/Pedestrian Crossing
24	2026	City of Sauk Rapids	Second Avenue S	Sidewalk
25*	2028	MnDOT	MN 23	Mill and Overlay
26	2027	MnDOT	MN 23	J-Turn
27*	2028	MnDOT	I-94	ITS Project
28*	2026	Stearns County	CSAH 75	Traffic Signal Revision
29	2026	Benton County	CSAH 29	New Alignment
30	2025	Sherburne County	County Road 61	Realignment
31*	2026	City of Saint Cloud	Lincoln Avenue SE	Sidewalk
32	2026	City of Sauk Rapids	Public Parking Lot	EV Charging Station
33	2028	MnDOT	I-94	Lighting

Figure 2.7: Map of the APO's FY 2025-2028 TIP roadway 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 2018-2022 ACS Five Year Estimates, a total of 31,040 MPA residents (out of 139,467) have identified as BIPOC. This corresponds to a regional average of 22.3%. Any block group with a BIPOC population within the 95th percentile (as shown in Figure 2.2) is considered to have a high BIPOC percentage.

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

According to the U.S. Census Bureau's 2018-2022 ACS Five Year Estimates, a total of 7,646 MPA households (out of 54,560) have been identified as low-income. This

corresponds to a regional average of 14.0%. 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.

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

The projects, identified in Figure 2.10, include several safety improvements and roadway reconstruction projects. Transit projects are excluded from this list because they benefit nearly the entire APO planning area. In a similar fashion, the City of Sartell's police vehicle purchase has also been left off this list due to the vehicles being used across the city. In addition, the APO's Carbon Reduction Program setaside is also excluded from this list.

	Population	Population Percentage	TIP Investment	Percentage of TIP Investment
BIPOC population	31,040	22.3%	\$40,003,177	50%
Non-BIPOC population	108,427	77.7%	\$39,884,494	50%
Total	139,467	100%	\$79,887,671	100%

Figure 2.8: BIPOC population within the APO planning area and TIP project investments within the APO area excluding transit projects, the City of Sartell’s police vehicle project, and the APO’s CRP setasides. Population data courtesy of U.S. Census Bureau, 2018-2022 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	7,646	14.0%	\$34,703,177	43%
Non-low-income households	46,914	86.0%	\$45,184,494	57%
Total	54,560	100%	\$79,887,671	100%

Figure 2.9: Low-income households within the APO planning area and TIP project investments within the APO area excluding transit projects, the City of Sartell’s police vehicle project, and the APO’s CRP setasides. Household data courtesy of U.S. Census Bureau, 2018-2022 American Community Survey Five Year Estimates. TIP data courtesy of Saint Cloud APO.

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

and the addition of bicycle and pedestrian facilities to neighborhoods.

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

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

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BIPOC Area	Low-Income Household Area
1	HIGHWAY MN 23, US 10	0503-91AC2	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 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 2 OF 2)	\$0	\$0	Yes	Yes
2	HIGHWAY CSAH 75	073-675-041AC2	2025	STEARNS COUNTY	**AC**: STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 2 OF 2).	\$0	\$0	Yes	Yes
3	HIGHWAY CSAH 75	073-675-042AC2	2025	STEARNS COUNTY	**AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 2 OF 2)	\$0	\$0	Yes	Yes
4	LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED SP 071-596-008)	\$1,300,000	\$300,000	Yes	Yes
4	LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45 TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED SP 071-596-008)	\$1,200,000	\$240,000	Yes	Yes
5	HIGHWAY CSAH 1	005-070-014	2025	BENTON COUNTY	BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	\$2,450,000	\$1,700,000	No	No
5	HIGHWAY CSAH 1	005-070-014CRP	2025	BENTON COUNTY	**CRP**BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	\$550,000	\$110,000	No	No
6	HIGHWAY CSAH 2	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	\$555,555	\$55,555	No	Yes
6	HIGHWAY CSAH 2	073-070-028CRP	2025	STEARNS COUNTY	**CRP**CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	\$1,244,445	\$304,445	No	Yes
7	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
8	HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, -REOVERLAY	\$1,200,000	\$223,774	Yes	Yes
9	HIGHWAY I 94	8823-375	2025	MNDOT	**ITS**I-94, DMS, CAMERAS AND FIBER AT MULTIPLE LOCATIONS FROM US 71 IN SAUK CENTRE TO MN 15 IN ST CLOUD	\$530,000	\$130,000	Yes	Yes
10	LOCAL STREETS	091-070-028	2025	ST. CLOUD APO	**MN296**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	Yes	Yes
11	LOCAL STREETS	05-00128	2026	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM AT M343, 4 1/2 ST NE, ST CLOUD, BENTON COUNTY	\$400,000	\$200,000	Yes	Yes
12	HIGHWAY MN 15	0509-37	2026	MNDOT	**BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE	\$7,702,000	\$1,702,000	No	No
13	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
14	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	No
15	LOCAL STREETS	220-070-001	2026	SARTELL	PINECONE ROAD/7 TH ST NORTH INTERSECTION, INSTALL SIGNAL SYSTEM	\$550,000	\$150,000	No	No

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BIPOC Area	Low-Income Household Area
16	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	\$637,900	\$248,740	No	No
17	HIGHWAY CSAH 3	005-603-035	2026	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55 TH ST NE), FULL DEPTH RECLAIM (PAYBACK IN 2027 & 2028)(ASSOCIATED WITH SAP 005-603-036)	\$4,721,760	\$1,768,425	No	No
18	LOCAL STREETS	071-070-050	2026	SHERBURNE COUNTY	VARIOUS SHERBURNE COUNTY ROADS/INTERSECTIONS, INSTALL RUMBLE STRIPS AND 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS	\$675,000	\$67,500	No	No
19	LOCAL STREETS	220-080-006	2027	SARTELL	**MN307**15 TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19 TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	\$3,930,000	\$786,226	No	No
20	HIGHWAY MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN	\$1,200,000	\$120,000	No	No
21	HIGHWAY I 94	7380-269	2027	MNDOT	I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	\$3,100,000	\$310,000	Yes	No
22	HIGHWAY CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	\$2,500,000	\$1,051,325	No	No
23	LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13 TH ST, CONSTRUCT SIDEWALK FROM 9 TH AVE TO 11 TH AVE AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9 TH AVE IN THE CITY OF ST CLOUD	\$225,000	\$45,000	Yes	Yes
24	LOCAL STREETS	191-090-003	2026	SAUK RAPIDS	**AC**2 ND AVE S, FROM BENTON DRIVE TO 6 TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2028)	\$737,834	\$147,567	No	No
25	HIGHWAY MN 23	7305-131	2028	MNDOT	MN 23, FROM 0.455 MI E OF 93 RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY	\$16,970,000	\$5,489,780	Yes	Yes
26	HIGHWAY MN 23	7305-133	2027	MNDOT	**MNN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE	\$1,500,000	\$300,000	Yes	No
27	HIGHWAY I 94	7380-275	2028	MNDOT	I-94, FROM STEARNS CSAH 75/ROOSEVELT ROAD TO STEARNS CSAH 2, FIBER OPTIC CABLE, CAMERAS AND NID'S	\$750,000	\$75,000	Yes	Yes
28	HIGHWAY CSAH 75	073-675-043	2026	STEARNS COUNTY	STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS	\$3,000,000	\$622,332	Yes	Yes
29	HIGHWAY CSAH 29	005-596-006	2026	BENTON COUNTY	**MN309**BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS	\$6,250,000	\$1,250,000	No	No
30	HIGHWAY US 10	7103-67	2025	SHERBURNE COUNTY	US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	\$600,000	\$0	No	No
30**	HIGHWAY US 10	071-596-013	2025	SHERBURNE COUNTY	**CHAP 5**US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	\$1,000,000	\$0	No	No
31	LOCAL STREETS	162-120-008	2026	SAINT CLOUD	**CRP**LINCOLN AVE SE; CONSTRUCT SIDEWALK FROM 4 TH ST SE TO 7 TH ST SE IN THE CITY OF ST CLOUD	\$125,000	\$29,667	Yes	Yes
32	N/A	191-080-007	2026	SAUK RAPIDS	**CRP**INSTALL ELECTRIC VEHICLE CHARGING STATION IN PARKING LOT AT 2 ND AVE N & 1 ST ST N IN THE CITY OF SAUK RAPIDS	\$230,000	\$50,666	No	No
33	HIGHWAY I 94	7380-282CRP	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	\$1,720,000	\$344,000	Yes	No
33	HIGHWAY I 94	7380-282	2028	MNDOT	I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	\$780,000	\$156,000	Yes	No

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	BIPOC Area	Low-Income Household Area
Total						\$79,887,671	\$25,048,637	Yes: 18 No: 15	Yes: 16 No: 17

*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.

**The \$1 million contribution for project 071-596-013 is being covered through an obligation by the Minnesota State Legislature during the 2021 state legislative session. As such, the \$1 million associated with this line item is not reflected in the total local/state match required.

Figure 2.10: A list of FY 2025-2028 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 2050. 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 2025-2028 TIP. An analysis of how those performance measures/targets are being tracked and/or implemented as part of the APO’s FY 2025-2028 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, 2022 targets were based on the totals for 2017, 2018, 2019, 2020, and 2021 then divided by five. Subsequently, 2023 targets are based on the total of 2018, 2019, 2020, 2021, and 2022 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 2024 Target	2022 APO Baseline Measurement	APO’s 2024 Target
Number of Fatalities	352.4	8.2	8.0
Rate of Fatalities (per 100 million vehicle miles traveled)	0.582	0.629	0.626

PM 1 Performance Measure	MnDOT's 2024 Target	2022 APO Baseline Measurement	APO's 2024 Target
Number of Serious Injuries	1,463.4	28.4	23.0
Rate of Serious Injuries (per 100 million vehicle miles traveled)	2.470	2.169	1.946
Number of Non-Motorized Fatalities and Serious Injuries	258.4	6.2	6.2

Figure 3.1: A list of incorporated PM1 performance measures in the APO's FY 2025-2028 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 2024, while the APO selected a yearly target of 8.0 fatalities for 2024. The APO's regional 2022 baseline measurement for fatalities was 8.2. 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 2025-2028 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 and 005-070-014CRP); the installation of rumble strips and ground in wet reflective paint on various Sherburne County roads (071-070-050); 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.

While there are currently no Interstate pavement projects programmed within the APO’s MPA, there is one non-Interstate NHS pavement project programmed – the 2028 mill and overlay of MN 23 (7305-131).

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 2025-2028 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)	2022 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%	91.6%	90%	90%
Percentage of pavements of the	2%	2%	0.0%	1%	1%

PM2 Performance Measure	MnDOT's 2023 Target (2 Year)	MnDOT's 2025 Target (4 Year)	2022 APO Baseline Measurement	APO's 2023 Target (2 Year)	APO's 2025 Target (4 Year)
Interstate System in Poor condition					
Percentage of pavements of the non-Interstate NHS in Good condition	55%	55%	63.1%	65%	65%
Percentage of pavements of the non-Interstate NHS in Poor condition	2%	2%	0.3%	1%	1%
Percent of NHS bridges classified as in Good condition	30%	35%	22.0%	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 2025-2028 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:

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

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)	2022 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%	99.8%	91%	91%
Truck Travel Time Reliability (TTTR) Index (minutes)	1.4	1.4	1.14	1.22	1.22

Figure 3.3: A list of the incorporated PM3 performance measures in the APO's FY 2025-2028 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 99.8%, 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 1.14 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.

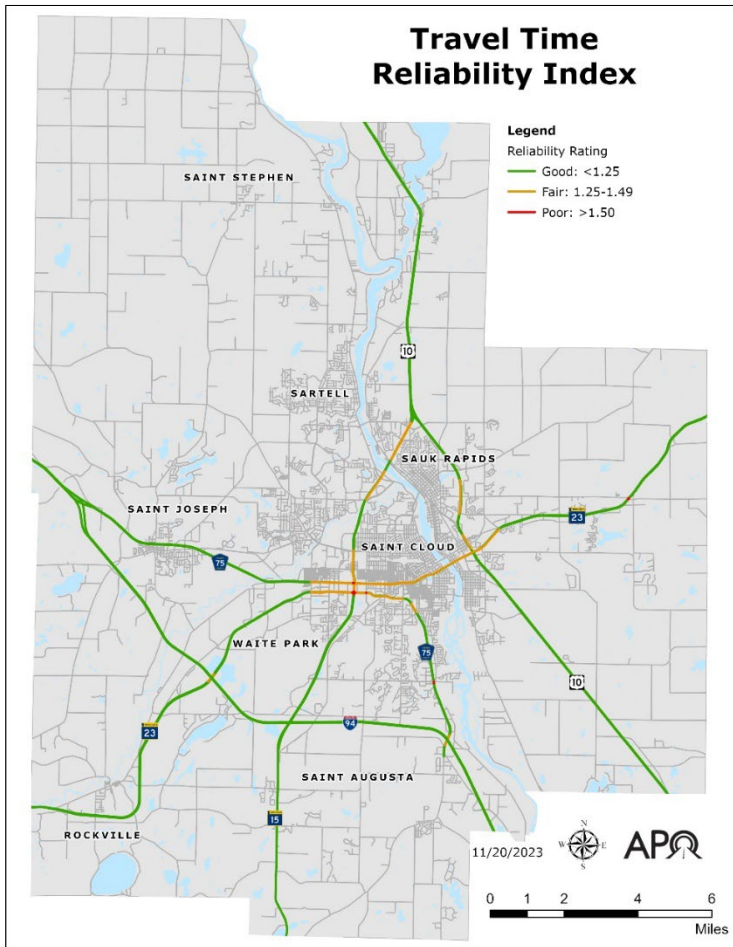


Figure 3.4: A map of the travel time reliability ratings for the Interstate and NHS roadways within the APO’s planning area.

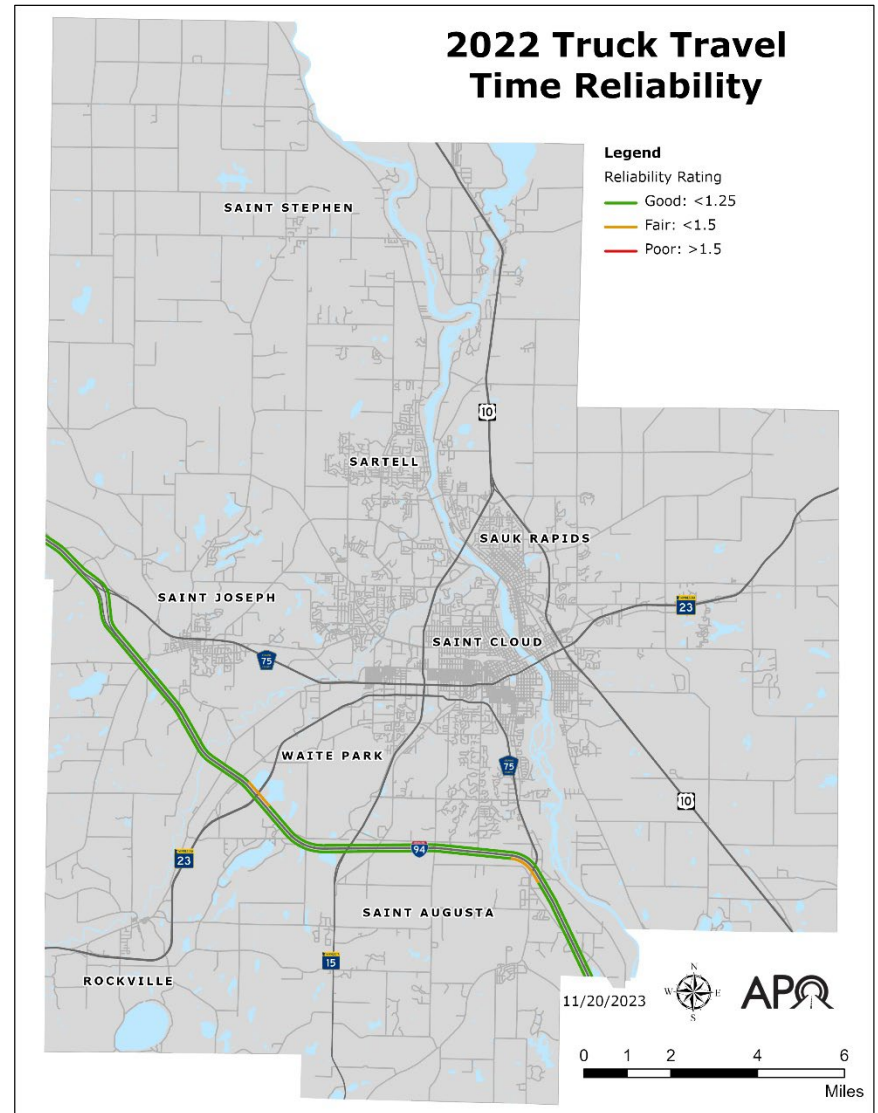


Figure 3.5: A map of the truck travel time reliability of Interstate 94 within the APO’s planning area.

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 2023 performance targets for percentage of assets that have met or exceeded their ULB; the 2023 baseline measurement; the percentage point difference between the 2023 target and baseline; and the 2024 targets.

Transit Asset Management SGR	Metro Bus 2023 Targets	2023 Metro Bus Baseline Measurement	2023 Performance Percentage Point Difference	Metro Bus 2024 Targets
Equipment (non-revenue service vehicles)	0.00%	0.00%	0.00	0.00%
Rolling Stock (revenue vehicles) – Class 700 buses	13.89%	20.51%	-6.62	8.00%

Transit Asset Management SGR	Metro Bus 2023 Targets	2023 Metro Bus Baseline Measurement	2023 Performance Percentage Point Difference	Metro Bus 2024 Targets
Rolling Stock (revenue vehicles) – Class 400 buses	16.67%	37.14%	-20.47	0.00%
Rolling Stock (revenue vehicles) – MCI buses	0.00%	0.00%	0.00	0.00%
Infrastructure (rail, fixed guideway, track signals, and systems)	N/A	N/A	N/A	N/A
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 2025-2028 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.

Currently, Saint Cloud Metro Bus is not meeting its SGR targets for both the Rolling Stock (revenue vehicles) – Class 700 buses and the Rolling Stock (revenue vehicles) – Class 400 buses (with baseline measurements 6.62 and 20.47 percentage points over the anticipated 2023 target, respectively).

According to Saint Cloud Metro Bus's Chief Operations Officer, securing replacement fixed route and DAR buses has been an ongoing issue over the past number of years – an issue FTA's National Transit Database (NTD) analysts

have also been made aware. For starters, due to the supply chain issues caused because of the COVID-19 global pandemic in 2020, buses that were slated to be purchased were delayed due to issues related to bus manufacturers. As of the drafting of this document, Metro Bus has not received vehicles that were programmed in previous versions of the TIP. This includes:

- TRS-0048-20T: Five Class 400 buses.
- TRS-0048-20TA: One Class 700 bus.
- TRS-0048-21TD: Two Class 700 buses.
- TRS-0048-22TA: Three Class 400 buses.
- TRS-0048-24F: Eight Class 400 buses.

Additionally, federal funding for vehicle replacements in Minnesota is distributed by MnDOT's Office of Transit and

Active Transportation (OTAT). During this process, all urban transit systems receiving 5307 FTA funding within the state must provide OTAT with a complete list of all vehicles and vehicle conditions within their current fleet every two years. Once OTAT has received this from all urban transit agencies, the limited federal *highway* funds allocated by the state for the purchase of replacement transit vehicles are distributed to transit agencies based on individual vehicle condition. Vehicles in most need of replacement across the state are then prioritized for federal funding assistance. As a result, federal funds distributed to Metro Bus for vehicle replacement through this process is dependent upon the several factors: the vehicle condition of the Metro Bus fleet, the vehicle condition of the Metro Bus fleet in comparison to fleets of other urban transit agencies across the state, and the amount of federal highway funds available from OTAT to replace vehicles. This means Metro Bus vehicles in need of replacing due to reaching the end of their ULB (or exceeding their ULB) may not receive federal funding assistance to be replaced in a timely manner.

To address this lack of available federal funding, Metro Bus has two vehicle replacement projects, one in 2026 for the purchase of 23 Class 700 fixed route buses (TRF-0048-26I) and one in 2028 for the purchase of nine Class 400 DAR buses (TRF-0048-28I) programmed into the APO's FY 2025-2028 TIP funded entirely through local funds – including through Metro Bus's capital reserve funds – as a way to play “catch-up” regarding SGR.

Additional examples of programmed projects in the FY 2025-2028 TIP that will help achieve these targets include:

- The purchase of one Class 700 CNG fixed route bus in 2025 (TRS-0048-25B).

- The purchase of one Class 400 CNG DAR bus in 2025 (TRF-0048-25H).
- The purchase of five Class 400 CNG DAR buses in 2025 (TRS-0048-25C).
- The purchase of five Class 400 CNG DAR buses in 2027 (TRS-0048-27A).

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 in a timely fashion.

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 2023 – Saint Cloud Metro Bus has met all safety targets except for total safety events for the fixed route bus service (see Figure 3.11). 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.

Examples of programmed projects in the FY 2025-2028 TIP that will help either achieve or maintain these targets include:

- Funding allocated for operating assistance (TRF-0048-25A; TRF-0048-26A; TRF-0048-27A; and TRF-0048-28A).
- Funding allocated for paratransit operating assistance (TRF-0048-25B; TRF-0048-26B; TRF-0048-27B; TRF-0048-28B).
- Funding allocated for Northstar Commuter Bus operating assistance (TRF-0048-25C; TRF-0048-26C; TRF-0048-27C; and TRF-0048-28C).

- The purchase of one Class 700 CNG fixed route bus in 2025 (TRS-0048-25B).
- The purchase of one Class 400 CNG DAR bus in 2025 (TRF-0048-25H).
- The purchase of five Class 400 CNG DAR buses in 2025 (TRS-0048-25C).
- The purchase of 23 Class 700 CNG DAR buses in 2026 (TRF-0048-26I).
- The purchase of five Class 400 CNG DAR buses in 2027 (TRS-0048-27A).
- The purchase of nine Class 400 CNG DAR buses in 2028 (TRF-0048-28I).

These TIP projects are anticipated to positively impact target achievement by providing funding for Metro Bus operations – which includes safety instruction and planning – as well as 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.

Mode of Transit Service	2023 Metro Bus Targets for Total Fatalities	2023 Metro Bus Baseline Measurements for Total Fatalities	Performance Target Achieved (Yes/No)	Metro Bus 2024 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 2025-2028 TIP and performance targets for those performance measures.

Mode of Transit Service	2023 Metro Bus Targets for Fatalities per 65,000 VRM	2023 Metro Bus Baseline Measurements for Fatalities per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2024 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 2025-2028 TIP and performance targets for those performance measures.

Mode of Transit Service	2023 Metro Bus Targets for Total Injuries	2023 Metro Bus Baseline Measurements for Total Injuries	Performance Target Achieved (Yes/No)	Metro Bus 2024 Targets for Total Injuries
Fixed Route Bus	2	1	Yes	2
Paratransit Bus	2	1	Yes	2
Commuter Bus	0	0	Yes	0

Figure 3.9: A list of the incorporated PTASP injuries safety performance measures in the APO's FY 2025-2028 TIP and performance targets for those performance measures.

Mode of Transit Service	2023 Metro Bus Targets for Total Injuries per 65,000 VRM	2023 Metro Bus Baseline Measurements for Total Injuries per VRM 65,000	Performance Target Achieved (Yes/No)	Metro Bus 2024 Targets for Total Injuries per 65,000 VRM
Fixed Route Bus	0.20	0.07	Yes	0.20
Paratransit Bus	0.10	0.10	Yes	0.10
Commuter Bus	0.10	0.00	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 2025-2028 TIP and performance targets for those performance measures.

Mode of Transit Service	2023 Metro Bus Targets for Total Safety Events	2023 Metro Bus Baseline Measurements for Total Safety Events	Performance Target Achieved (Yes/No)	Metro Bus 2024 Targets for Total Safety Events
Fixed Route Bus	2	3	No	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 2025-2028 TIP and performance targets for those performance measures.

Mode of Transit Service	2023 Metro Bus Targets for Total Safety Events per 65,000 VRM	2023 Metro Bus Baseline Measurements for Total Safety Events per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2024 Targets for Total Safety Events per 65,000 VRM
Fixed Route Bus	0.25	0.20	Yes	0.25
Paratransit Bus	0.15	0.10	Yes	0.15
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 2025-2028 TIP and performance targets for those performance measures.

Mode of Transit Service	2023 Metro Bus Targets for System Reliability (65,000 VRM/failure)	2023 Metro Bus Baseline Measurements for System Reliability	Performance Target Achieved (Yes/No)	Metro Bus 2024 Targets for System Reliability
Fixed Route Bus	<3	2.21	Yes	<3
Paratransit Bus	<3	1.20	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 2025-2028 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 2024-2025 regional comprehensive safety action plan which will include a comprehensive set of projects and strategies to address the safety issues identified as a result of the planning effort.

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 1.9 percentage points. This replacement, combined with other bridge replacements programmed in previous TIPs (including, but not limited to, the MN 23 bridges 9021/9022 constructed during 2023 and 2024 and the CSAH 75 bridge 6819 also constructed during 2023 and 2024) will improve overall NHS bridge conditions

within the MPA by 4.4 percentage points – as shown in Figure 3.14.

Another example of this is the one programmed project to be completed on MN 23. This project – a 2028 mill and overlay of MN 23 from roughly 93rd Avenue to MN 15 will improve pavement condition in the areas from fair/poor condition to good. Accordingly, with this project, non-Interstate NHS pavement condition will improve by 6.7 percentage points. Combined with a previously programmed TIP project (CSAH 75 resurfacing from TH 15 to Cooper Avenue in 2022), non-Interstate NHS pavement in good condition will increase by 8.1 percentage points by 2028 as reflected in Figure 3.15.

It should be noted that additional pavement work may be associated with the two J-turn projects programmed on MN 23 (7305-132 and 7305-133). However, without knowing the full extent of the pavement impact, APO staff have opted to omit these projects from the analysis.

Even with the added increase in pavement quality conditions APO staff understand that normal degradation of pavement within other areas of the planning area can and more than likely will bring down the overall average.

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	2022	2028	Percentage Point Change
Good	22.0%	26.4%	+4.4
Fair	78.0%	73.6%	-4.4
Poor	0.0%	0.0%	0

Figure 3.14: A comparison of NHS bridge conditions before and after the completion of bridge replacement projects programmed into the APO's FY 2025-2028 TIP.

Non-Interstate NHS Pavement Condition	2022*	2028	Percentage Point Change
Good	63.1%	71.2%	+8.1
Fair	36.6%	28.6%	-7.9
Poor	0.3%	0.1%	-0.2

*Non-Interstate pavement condition for CSAH 75 was not collected in 2022. Therefore, the 2022 data reflected here uses 2022 non-Interstate NHS pavement condition data for all non-Interstate NHS roadways as well as 2021 pavement condition for CSAH 75.

Figure 3.15: A comparison of non-Interstate NHS pavement conditions before and after the completion of NHS pavement projects programmed into the APO's FY 2025-2028 TIP.



Figure 3.16: The intersection of CSAH 75 and College Avenue in the City of Saint Joseph. Photo courtesy of Saint Cloud APO.

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 2025-2028 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 2025-2028 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 2025-2028 TIP.

Benton County

Overall Historical Financial Condition

Over a 10-year period – 2014 through 2023 – Benton County has allocated on average 75% of overall local

transportation related dollars to system preservation of the current transportation system. This has left approximately

25% of overall local transportation related dollars to be expended on new transportation related projects.

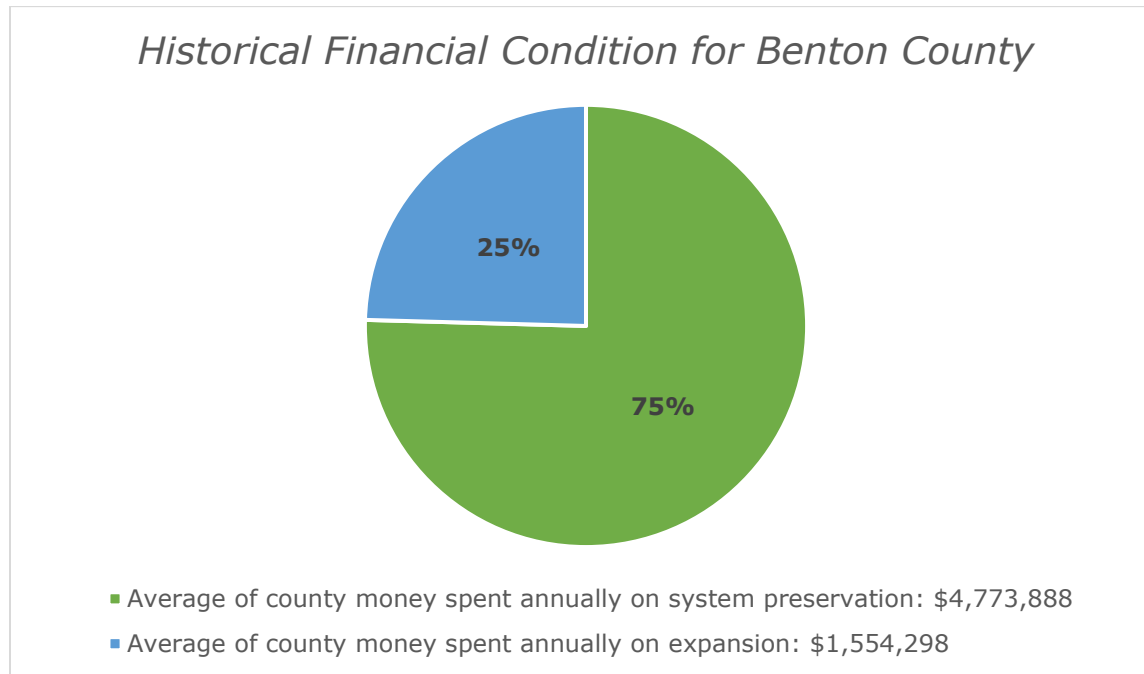


Figure 4.1: Local investment for system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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	\$7,267,753	\$0	\$7,267,753
2023	\$13,389,052	\$0	\$13,389,052
Total	\$47,738,884	\$15,542,978	\$63,281,862
Average	\$4,773,888	\$1,554,298	\$6,328,186
Percentage of Total County Expense	75%	25%	100%

Figure 4.2: Local investment for system preservation and expansion within Benton County from 2014-2023. 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.

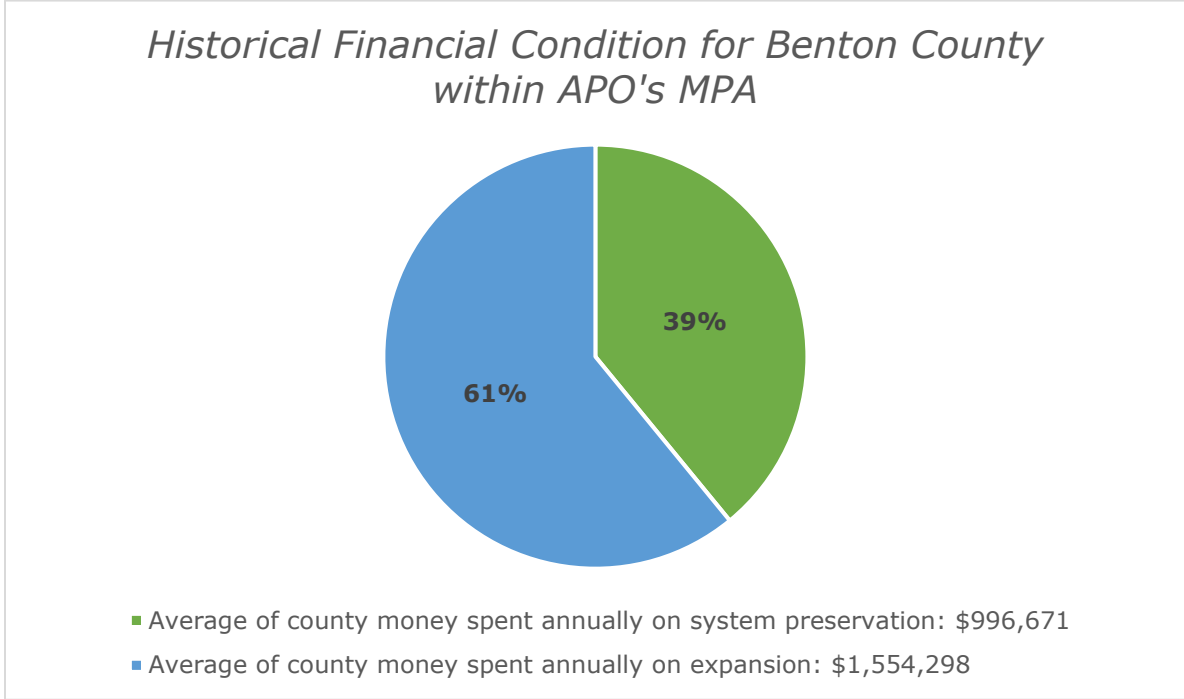


Figure 4.3: Local investment for system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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	\$872,130	\$0	\$872,130
2023	\$1,606,686	\$0	\$1,606,686
Total	\$9,966,707	\$15,542,978	\$25,509,685
Average	\$996,671	\$1,554,298	\$2,550,968
Percentage of Total County Expense	39%	61%	100%

Figure 4.4: Local investment for system preservation and expansion within the portion of Benton County within the APO's MPA from 2014-2023. 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 2025 County Funds	Projected 2026 County Funds	Projected 2027 County Funds	Projected 2028 County Funds	Total 2025-2028 Projected County Funds
General Tax Levy	\$0	\$0	\$0	\$0	\$0
State-Aid Funds	\$2,352,007	\$7,155,000	\$4,540,000	\$1,200,000	\$15,247,007
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$3,165,400	\$11,525,000	\$200,000	\$3,325,000	\$18,215,400
Total Projected County Funds	\$5,517,407	\$18,680,000	\$4,740,000	\$4,525,000	\$33,462,407

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 2025 County Funds	Projected 2026 County Funds	Projected 2027 County Funds	Projected 2028 County Funds	Total 2025-2028 Projected County Funds
General Tax Levy	\$0	\$0	\$0	\$0	\$0
State-Aid Funds	\$282,241	\$2,410,714	\$544,800	\$144,000	\$3,381,755
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$1,266,160	\$1,125,000	\$80,000	\$1,330,000	\$3,801,160
Total Projected County Funds	\$1,548,401	\$3,535,714	\$624,800	\$1,474,000	\$7,182,915

Figure 4.6: Projected County transportation funding sources and amounts for the portion of Benton County within the APO's MPA to be used toward transportation projects. Data courtesy of Benton County Highway Department.

Fiscal Constraint within APO's MPA

Figure 4.7 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Benton County within the APO's MPA. In total, \$2,801,337 is available for system preservation projects during fiscal years 2025-2028. The remaining \$4,381,578 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (39% of Total)	Historical Expansion Investment (61% of Total)
2025	\$1,548,401	\$603,876	\$944,525
2026	\$3,535,714	\$1,378,928	\$2,156,786
2027	\$624,800	\$243,672	\$381,128
2028	\$1,474,000	\$574,860	\$899,140
Total	\$7,182,915	\$2,801,337	\$4,381,578

Figure 4.7: A total of available revenue for the portion of Benton County within the APO's MPA by year from 2025 through 2028. Data courtesy of Benton County Highway Department.

During this time frame, Benton County has two system preservation projects within the APO’s MPA programmed into the TIP requiring a county match of \$3,578,425 in year of expenditure dollars. In addition, the county also has one capacity expansion project within the APO’s TIP requiring a county match of \$1,250,000.

Based upon current assumptions, Benton County will need to tap into the larger countywide budget to meet the fiscal constraint requirements to complete the two system preservation projects programmed within the APO’s 2025-2028 TIP.

Figure 4.8 demonstrates the projected county funds allocated based on historic funding for both system preservation and expansion expenditures for the entirety of Benton County.

Year	Total Projected County Funds	Historical System Preservation Investment (75% of Total)	Historical Expansion Investment (25% of Total)
2025	\$5,517,407	\$4,138,055	\$1,379,352
2026	\$18,680,000	\$14,010,000	\$4,670,000
2027	\$4,740,000	\$3,555,000	\$1,185,000
2028	\$4,525,000	\$3,393,750	\$1,131,250
Total	\$33,462,407	\$25,096,805	\$8,365,602

Figure 4.8: A total of available revenue for Benton County by year from 2025 through 2028. Data courtesy of Benton County Highway Department.

Because Benton County can reallocate county funds spent outside of the APO’s planning boundary to finance both system preservation projects as well as the capacity expansion project, Benton County will maintain fiscal constraint.

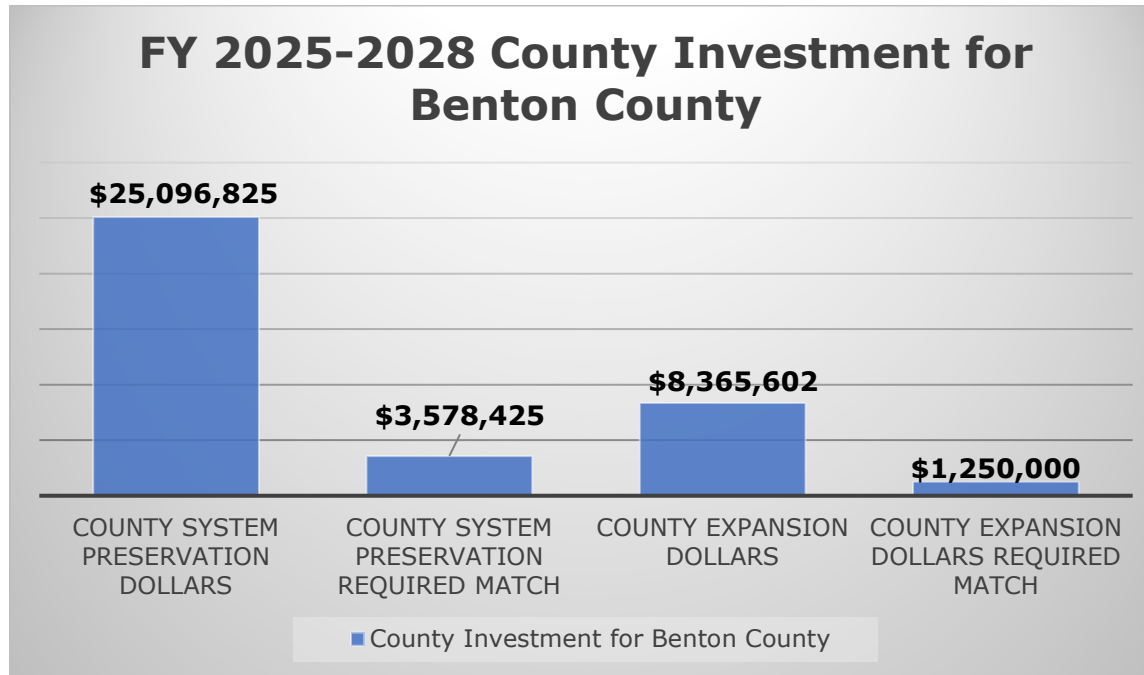


Figure 4.9: Total fiscal constraint for Benton County for TIP cycle FY 2025-2028. Data courtesy of Benton County Highway Department.

Sherburne County

Overall Historical Financial Condition

Over a 10-year period – 2014 through 2023 – 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.

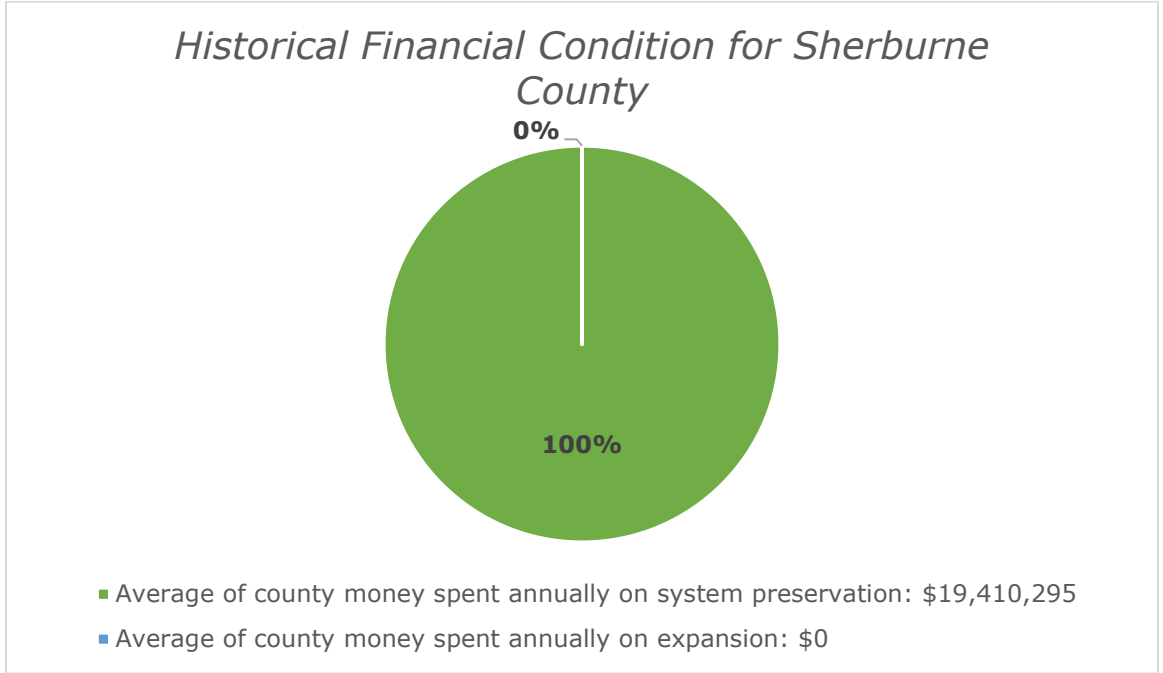


Figure 4.10: Local investment for system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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
2023	\$20,357,329	\$0	\$20,357,329
Total	\$194,102,951	\$0	\$194,102,951
Average	\$19,410,295	\$0	\$19,410,295
Percentage of Total County Expense	100%	0%	100%

Figure 4.11: Local investment for system preservation and expansion within Sherburne County from 2014-2023. 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.

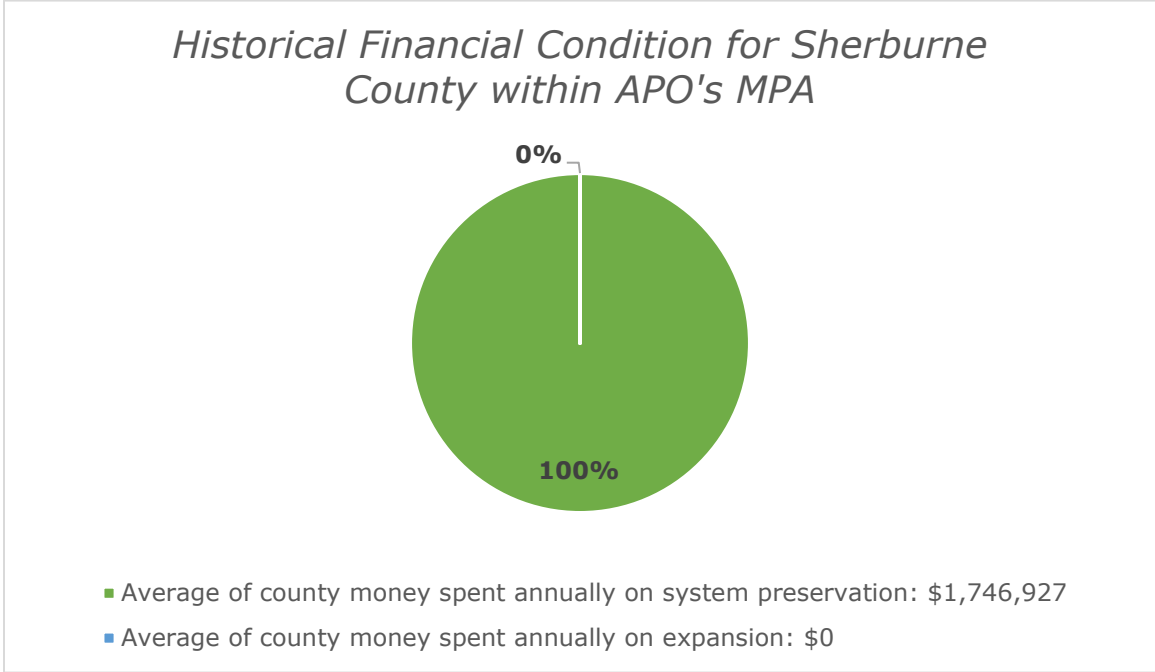


Figure 4.12: Local investment for system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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
2023	\$1,832,160	\$0	\$1,832,160
Total	\$17,469,266	\$0	\$17,469,266
Average	\$1,746,927	\$0	\$1,746,927
Percentage of Total County Expense	100%	0%	100%

Figure 4.13: Local investment for system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2014-2023. 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 2025 County Funds	Projected 2026 County Funds	Projected 2027 County Funds	Projected 2028 County Funds	Total 2025-2028 Projected County Funds
General Tax Levy	\$5,156,000	\$5,006,000	\$6,452,000	\$4,792,000	\$21,406,000
State-Aid Funds	\$5,317,000	\$2,773,000	\$5,508,000	\$2,776,000	\$16,374,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$6,073,000	\$8,392,000	\$7,396,000	\$3,530,000	\$25,391,000
Total Projected County Funds	\$16,546,000	\$16,171,000	\$19,356,000	\$11,098,000	\$63,171,000

Figure 4.14: Projected County transportation funding sources and amounts for Sherburne County to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.

Future Financial Condition within APO's MPA

Like the current financial condition, Sherburne County reasonably estimates spending approximately 9% of the county's entire transportation related revenue within the APO planning area. 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 2025 County Funds	Projected 2026 County Funds	Projected 2027 County Funds	Projected 2028 County Funds	Total 2025-2028 Projected County Funds
General Tax Levy	\$464,040	\$450,540	\$580,680	\$431,280	\$1,926,540
State-Aid Funds	\$478,530	\$249,570	\$495,720	\$249,840	\$1,473,660
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$546,570	\$755,280	\$665,640	\$317,700	\$2,285,190
Total Projected County Funds	\$1,489,140	\$1,455,390	\$1,742,040	\$998,820	\$5,685,390

Figure 4.15: 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 4.16 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Sherburne County within the APO's MPA. In total, \$5,685,390 is available for system preservation projects during fiscal years 2025-2028. 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)
2025	\$1,489,140	\$1,489,140	\$0
2026	\$1,455,390	\$1,455,390	\$0
2027	\$1,742,040	\$1,742,040	\$0
2028	\$998,820	\$998,820	\$0
Total	\$5,685,390	\$5,685,390	\$0

Figure 4.16: A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2025 through 2028. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County has two system preservation projects within the APO's MPA programmed into the TIP requiring a county match of \$367,500 in year of expenditure dollars. In addition, Sherburne County is taking the lead on the

County Road 61 realignment project with US 10 (7103-67 and 071-596-013). However, the funding for this project will be coming from MnDOT’s direct allocation of federal funding as well as state legislative directive funding. Sherburne County does not have any cost participation associated with this project.

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

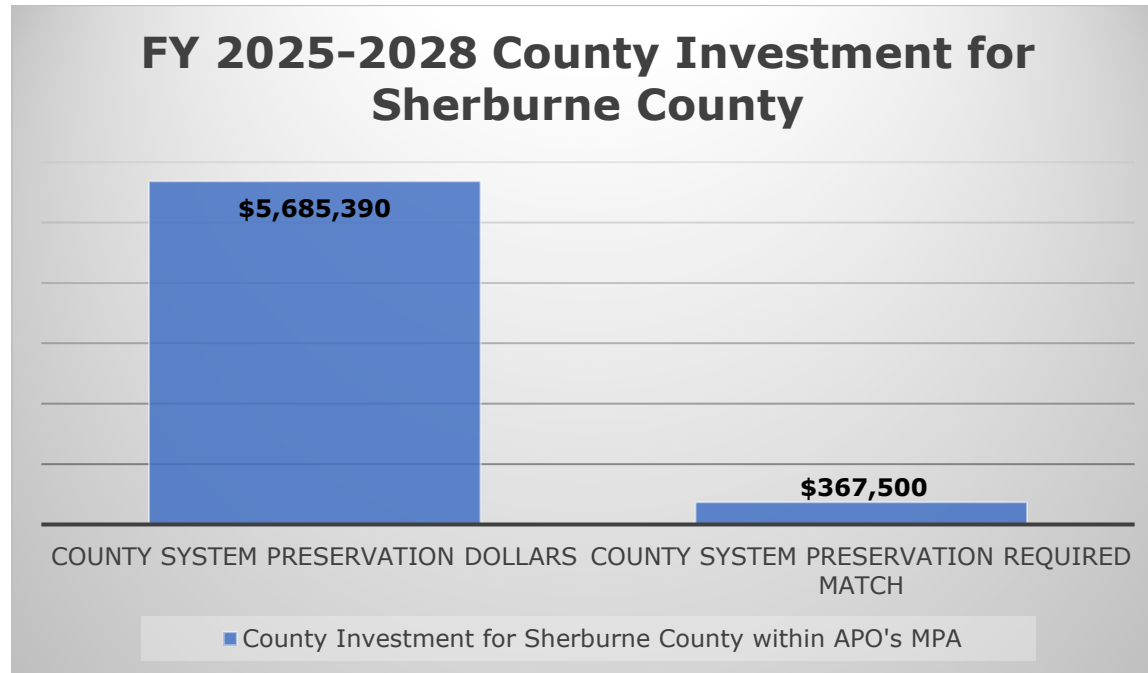


Figure 4.17: Total fiscal constraint for Sherburne County within the APO’s MPA for TIP cycle FY 2025-2028. Data courtesy of Sherburne County Highway Department.

Stearns County

Overall Historical Financial Condition

Over a 10-year period – 2014 through 2023 – Stearns County has allocated on average 100% of overall local transportation related dollars to system preservation of the current transportation system.

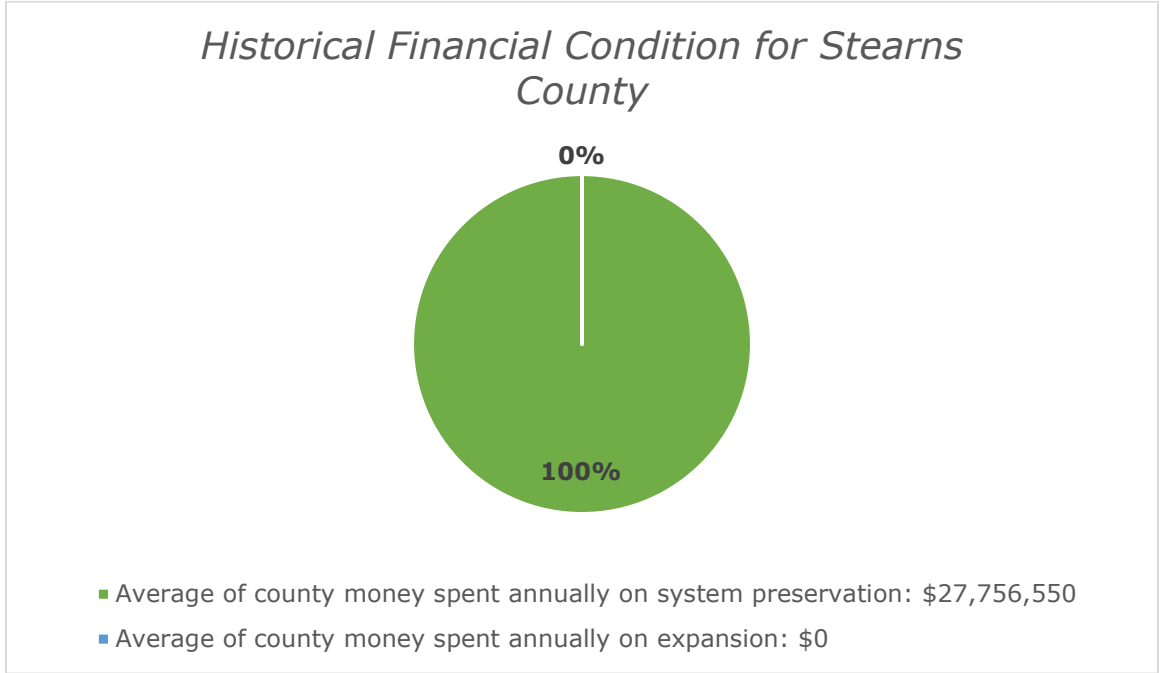


Figure 4.18: Local investment for system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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
2023	\$47,590,049	\$0	\$47,590,049
Total	\$277,565,499	\$1,220,000	\$278,785,499
Average	\$27,756,550	\$122,000	\$27,878,550
Percentage of Total County Expense	100%	0%	100%

Figure 4.19: Local investment for system preservation and expansion within Stearns County from 2014-2023. 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.

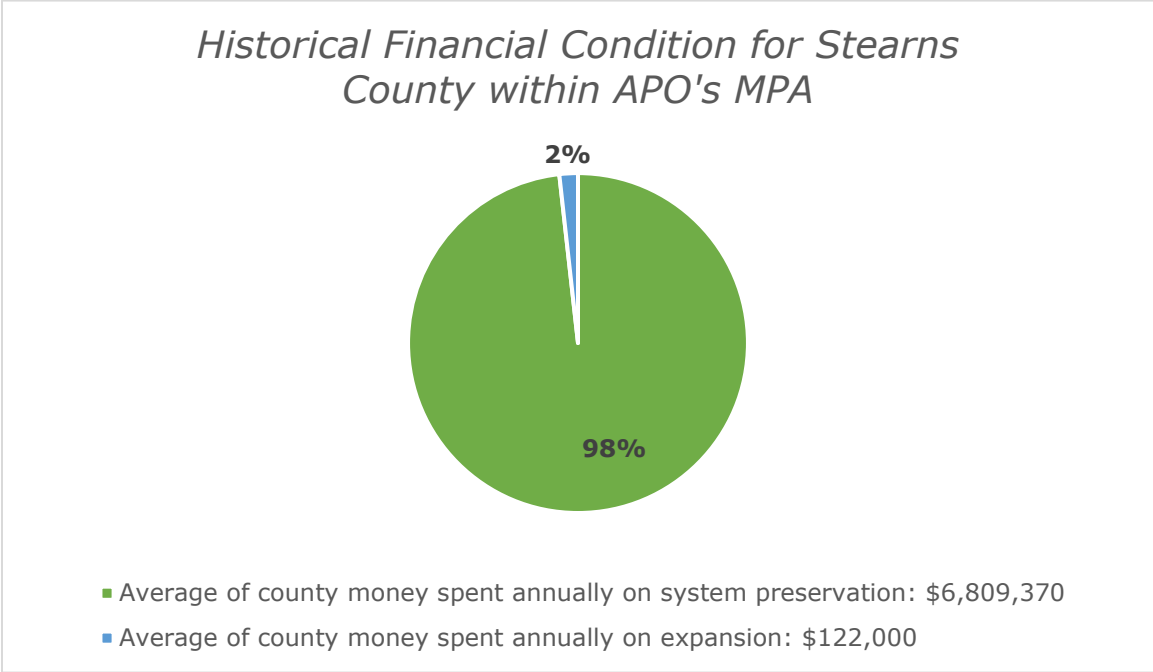


Figure 4.20: Local investment for system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.

Year	System Preservation	Expansion	Total County Investment
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
2023	\$14,601,099	\$0	\$14,601,099
Total	\$68,093,702	\$1,220,000	\$69,313,702
Average	\$6,809,370	\$122,000	\$6,931,370
Percentage of Total County Expense	98%	2%	100%

Figure 4.21: Local investment for system preservation and expansion within the portion of Stearns County within the APO's MPA from 2014-2023. 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 2025 County Funds	Projected 2026 County Funds	Projected 2027 County Funds	Projected 2028 County Funds	Total 2025-2028 Projected County Funds
General Tax Levy	\$9,075,000	\$9,175,000	\$9,275,000	\$9,375,000	\$36,900,000
State-Aid Funds	\$16,500,000	\$16,755,000	\$17,090,000	\$17,400,000	\$67,745,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$9,500,000	\$9,500,000	\$9,500,000	\$1,500,000	\$30,000,000
Total Projected County Funds	\$35,075,000	\$35,430,000	\$35,865,000	\$28,275,000	\$134,645,000

Figure 4.22: 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 2025 County Funds	Projected 2026 County Funds	Projected 2027 County Funds	Projected 2028 County Funds	Total 2025-2028 Projected County Funds
General Tax Levy	\$1,633,500	\$1,651,500	\$1,669,500	\$1,687,500	\$6,642,000
State-Aid Funds	\$2,970,000	\$3,015,900	\$3,076,200	\$3,132,000	\$12,194,100
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other County	\$1,710,000	\$1,710,000	\$1,710,000	\$270,000	\$5,400,000
Total Projected County Funds	\$6,313,500	\$6,377,400	\$6,455,700	\$5,089,500	\$24,236,100

Figure 4.23: 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 4.24 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, \$23,751,378 is available for system preservation projects during fiscal years 2025-2028. The remaining \$484,722 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (98% of Total)	Historical Expansion Investment (2% of Total)
2025	\$6,313,500	\$6,187,230	\$126,270
2026	\$6,377,400	\$6,249,852	\$127,548
2027	\$6,455,700	\$6,326,586	\$129,114
2028	\$5,089,500	\$4,987,710	\$101,790
Total	\$24,236,100	\$23,751,378	\$484,722

Figure 4.24: A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2025 through 2028. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has five system preservation projects within the APO's MPA programmed into the TIP, requiring a local match of \$2,033,657 in year of expenditure dollars. In addition, Stearns County will be providing \$573,750 in

local cost participation for signal replacement along MN 23 as part of the 2028 MnDOT mill and overlay project (7305-131). Overall, Stearns County has enough funding to finance these projects and thereby maintains fiscal constraint.

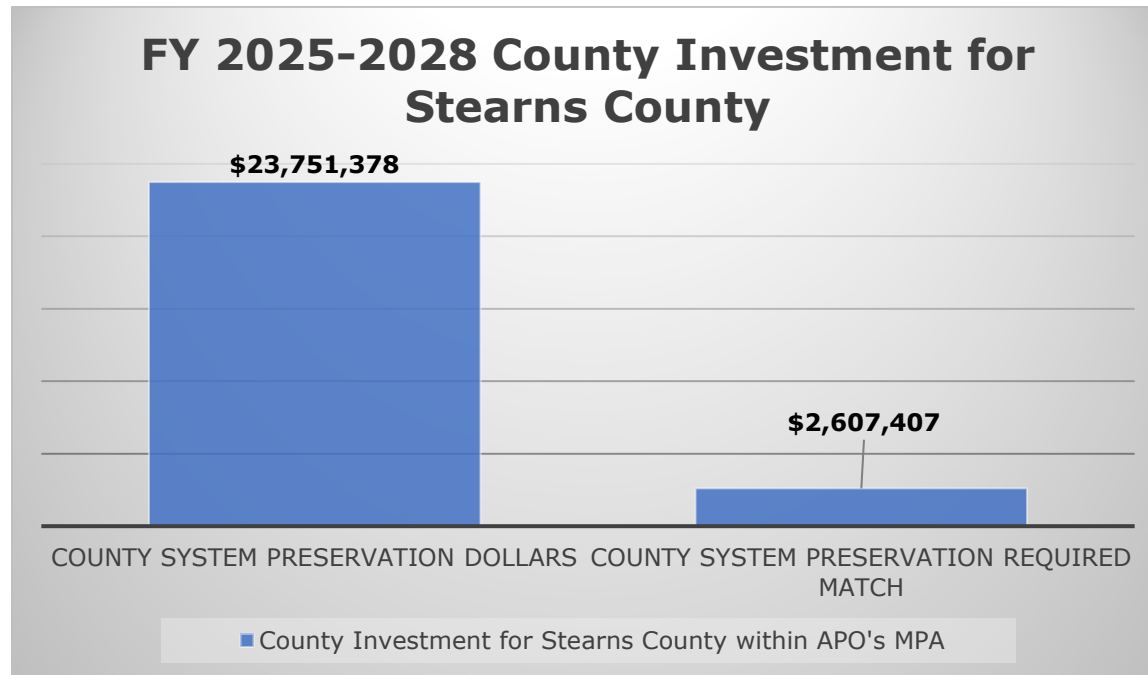


Figure 4.25: Total fiscal constraint for Stearns County within the APO's MPA for TIP cycle FY 2025-2028. Data courtesy of Stearns County Highway Department.

City of Saint Cloud

Historical Financial Condition

Over a 10-year period – 2014 through 2023 – the City of Saint Cloud has allocated on average 83% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 17% of overall local transportation related dollars to be expended on new transportation related projects.

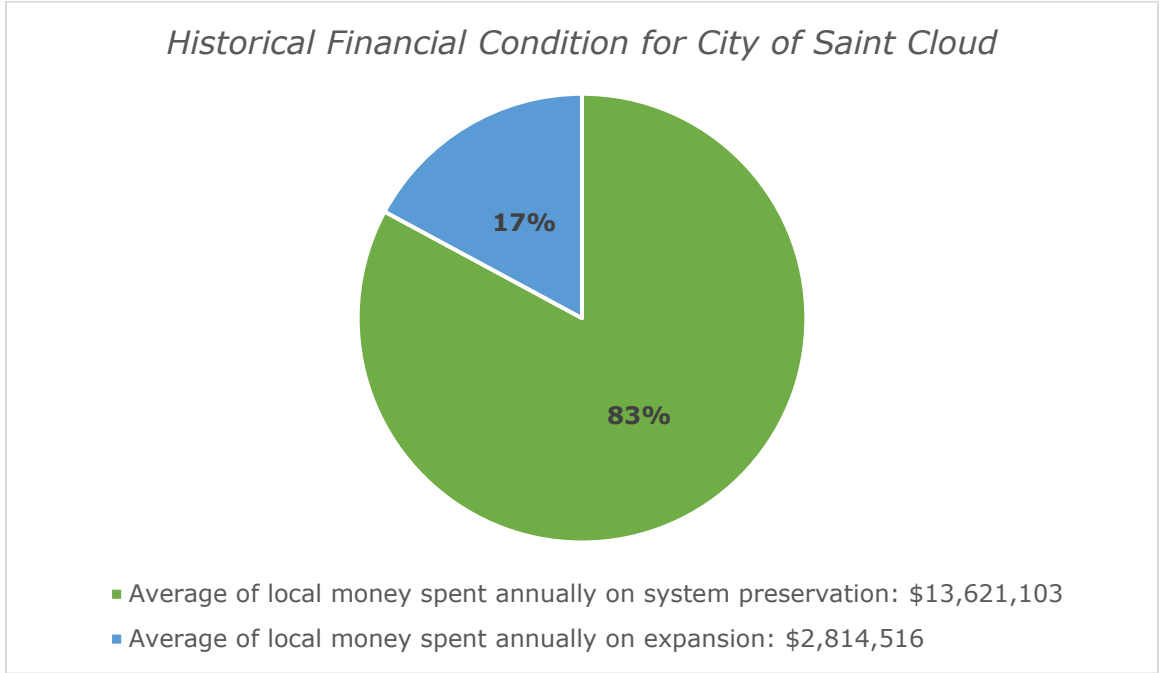


Figure 4.26: Local investment for system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.

Year	System Preservation	Expansion	Total Local Investment
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
2023	\$18,187,300	\$0	\$18,187,300
Total	\$136,211,026	\$28,145,160	\$164,356,186
Average	\$13,621,103	\$2,814,516	\$16,435,619
Percentage of Total Local Expense	83%	17%	100%

Figure 4.27: Local investment for system preservation and expansion in the City of Saint Cloud from 2014-2023. 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 2025 Local Funds	Projected 2026 Local Funds	Projected 2027 Local Funds	Projected 2028 Local Funds	Total 2025-2028 Projected Local Funds
General Tax Levy	\$0	\$0	\$0	\$0	\$0
State-Aid Funds	\$2,000,000	\$5,300,000	\$3,500,000	\$300,000	\$11,100,000
Assessments	\$4,235,000	\$7,600,000	\$4,300,000	\$1,500,000	\$17,635,000
Bonding	\$7,400,000	\$9,900,000	\$6,600,000	\$4,300,000	\$28,200,000
Other Local	\$7,800,000	\$9,600,000	\$8,500,000	\$7,500,000	\$33,400,000
Total Projected Local Funds	\$21,435,000	\$32,400,000	\$22,900,000	\$13,600,000	\$90,335,000

Figure 4.28: 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 4.29 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, \$74,978,050 is available for system preservation projects during fiscal years 2025-2028. The remaining \$15,356,950 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation (83% of Total)	Historical Expansion Investment (17% of Total)
2025	\$21,435,000	\$17,791,050	\$3,643,950
2026	\$32,400,000	\$26,892,000	\$5,508,000
2027	\$22,900,000	\$19,007,000	\$3,893,000
2028	\$13,600,000	\$11,288,000	\$2,312,000
Total	\$90,335,000	\$74,978,050	\$15,356,950

Figure 4.29: A total of available revenue for the City of Saint Cloud by year from 2025 through 2028. 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. The City has two expansion projects programmed into the TIP requiring a local match of \$74,667 in year of expenditure dollars. Finally, the City of Saint Cloud is providing \$286,875 in local cost participation for signal replacement along MN 23 as part of the 2028 MnDOT mill and overlay project (7305-131).

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

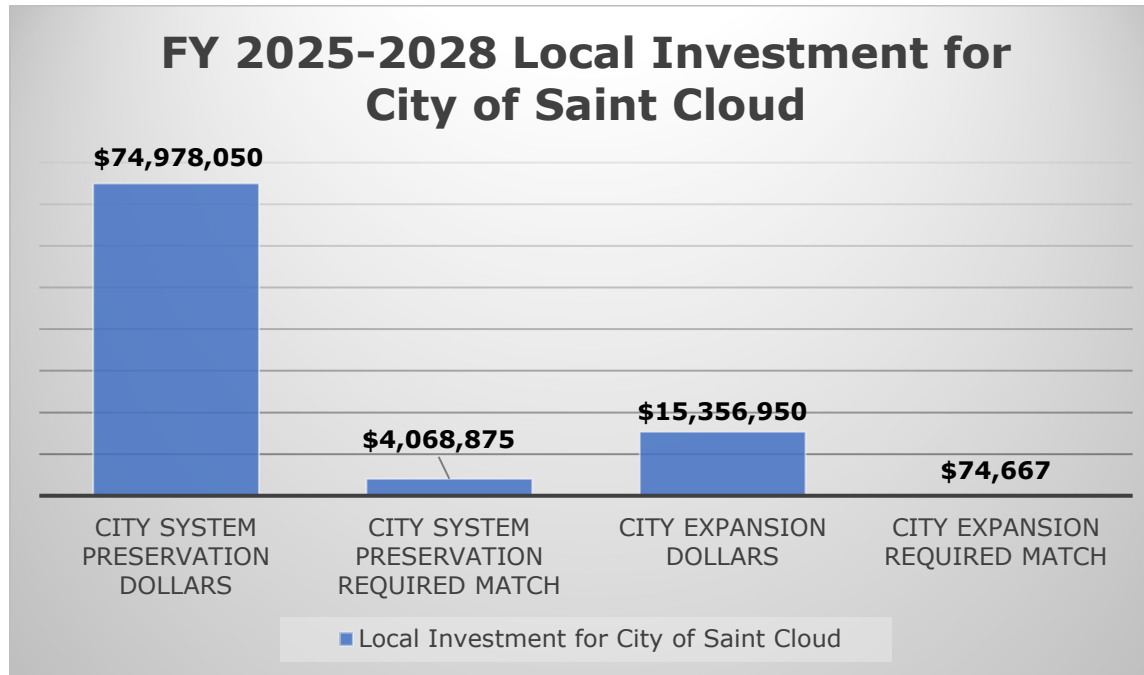


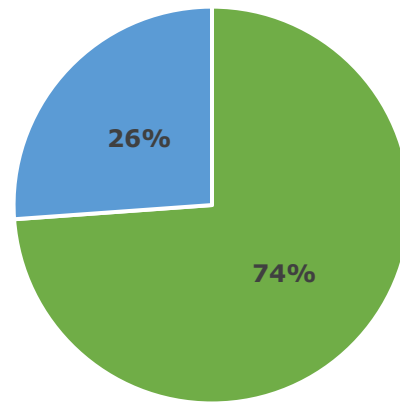
Figure 4.30: Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2025-2028. Data courtesy of City of Saint Cloud.

City of Saint Joseph

Historical Financial Condition

Over a 10-year period – 2014 through 2023 – the City of Saint Joseph has allocated on average 74% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 26% of overall local transportation related dollars to be expended on new transportation related projects.

Historical Financial Condition for City of Saint Joseph



- Average of local money spent annually on system preservation: \$1,730,855
- Average of local money spent annually on expansion: \$612,582

Figure 4.31: 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
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
2023	\$1,442,031	\$0	\$1,442,031
Total	\$17,308,545	\$6,125,821	\$23,434,366
Average	\$1,730,855	\$612,582	\$2,343,437
Percentage of Total Local Expense	74%	26%	100%

Figure 4.32: Local investment for system preservation and expansion in the City of Saint Joseph from 2014-2023. 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 2025 Local Funds	Projected 2026 Local Funds	Projected 2027 Local Funds	Projected 2028 Local Funds	Total 2025-2028 Projected Local Funds
General Tax Levy	\$66,000	\$60,750	\$56,500	\$50,000	\$233,250
State-Aid Funds	\$75,000	\$80,000	\$95,000	\$2,100,000	\$2,350,000
Assessments	\$1,015,415	\$1,273,180	\$980,000	\$5,643,710	\$8,912,305
Bonding	\$772,440	\$848,790	\$653,910	\$15,495,475	\$17,770,615
Other Local	\$150,000	\$250,000	\$16,000	\$944,000	\$1,360,000
Total Projected Local Funds	\$2,078,855	\$2,512,720	\$1,801,410	\$24,233,185	\$30,626,170

Figure 4.33: 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 4.34 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, \$22,663,366 is available for system preservation projects during fiscal years 2025-2028. The remaining \$7,962,804 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (74% of Total)	Historical Expansion Investment (26% of Total)
2025	\$2,078,855	\$1,538,353	\$540,502
2026	\$2,512,720	\$1,859,413	\$653,307
2027	\$1,801,410	\$1,333,043	\$468,367
2028	\$24,233,185	\$17,932,557	\$6,300,628
Total	\$30,626,170	\$22,663,366	\$7,962,804

Figure 4.34: A total of available revenue for the City of Saint Joseph by year from 2025 through 2028. Data courtesy of City of Saint Joseph.

During this time frame, the City of Saint Joseph does not have any projects programmed into the APO's TIP. Therefore, the City of Saint Joseph maintains fiscal constraint.

City of Sartell

Historical Financial Condition

Over a 10-year period – 2014 through 2023 – 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.

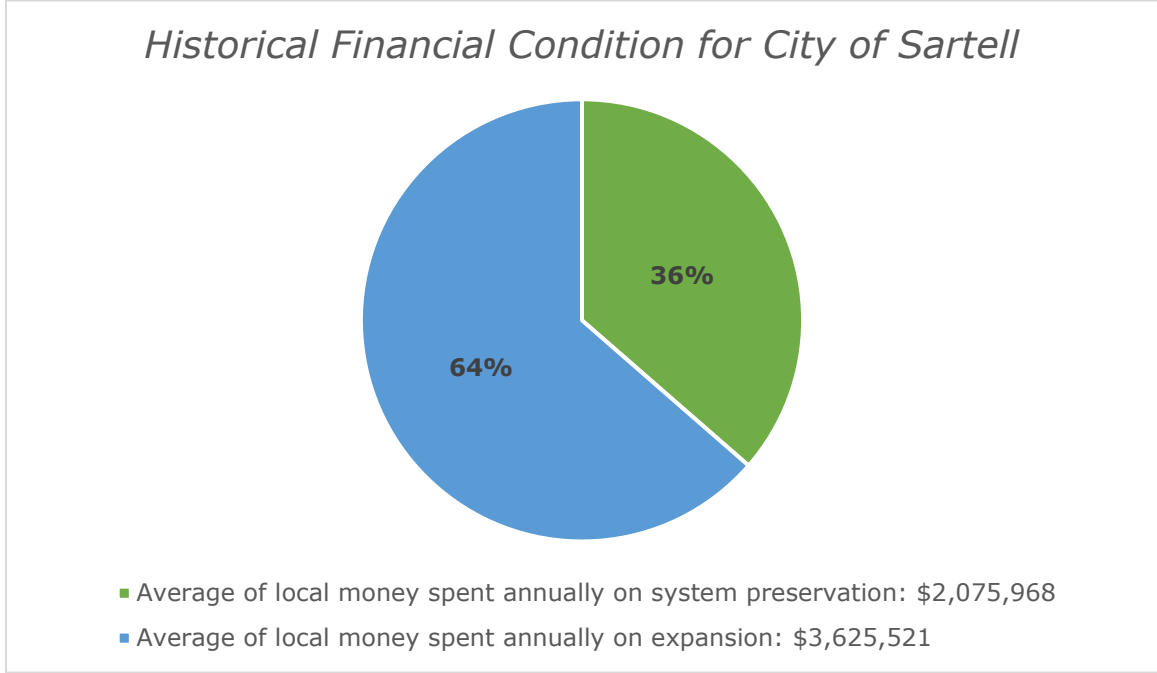


Figure 4.35: Local investment for system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.

Year	System Preservation	Expansion	Total Local Investment
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
2023	\$1,995,945	\$0	\$1,995,945
Total	\$20,759,684	\$36,255,213	\$57,014,896
Average	\$2,075,968	\$3,625,521	\$5,701,490
Percentage of Total Local Expense	36%	64%	100%

Figure 4.36: Local investment for system preservation and expansion in the City of Sartell from 2014-2023. 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 2025 Local Funds	Projected 2026 Local Funds	Projected 2027 Local Funds	Projected 2028 Local Funds	Total 2025-2028 Projected Local Funds
General Tax Levy	\$800,000	\$900,000	\$1,400,000	\$1,500,000	\$4,600,000
State-Aid Funds	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$4,000,000
Assessments	\$161,000	\$161,000	\$157,000	\$87,000	\$566,000
Bonding	\$10,000,000	\$0	\$0	\$0	\$10,000,000
Other Local	\$2,586,760	\$2,626,295	\$2,666,621	\$2,707,754	\$10,587,430
Total Projected Local Funds	\$14,547,760	\$4,687,295	\$5,223,621	\$5,294,754	\$29,753,430

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, \$10,711,235 is available for system preservation projects during fiscal years 2025-2028. The remaining \$19,042,195 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (36% of Total)	Historical Expansion Investment (64% of Total)
2025	\$14,547,760	\$5,237,194	\$9,310,566
2026	\$4,687,295	\$1,687,426	\$2,999,869
2027	\$5,223,621	\$1,880,504	\$3,343,117
2028	\$5,294,754	\$1,906,111	\$3,388,643
Total	\$29,753,430	\$10,711,235	\$19,042,195

Figure 4.38: A total of available revenue for the City of Sartell by year from 2025 through 2028. Data courtesy of City of Sartell.

During this time frame, the City of Sartell does not have a system preservation project programmed into the TIP. The city, however, has four expansion projects programmed requiring a local match of \$1,139,123 in year of expenditure dollars. Overall, the City of Sartell has enough funding to finance these projects and thereby maintains fiscal constraint.

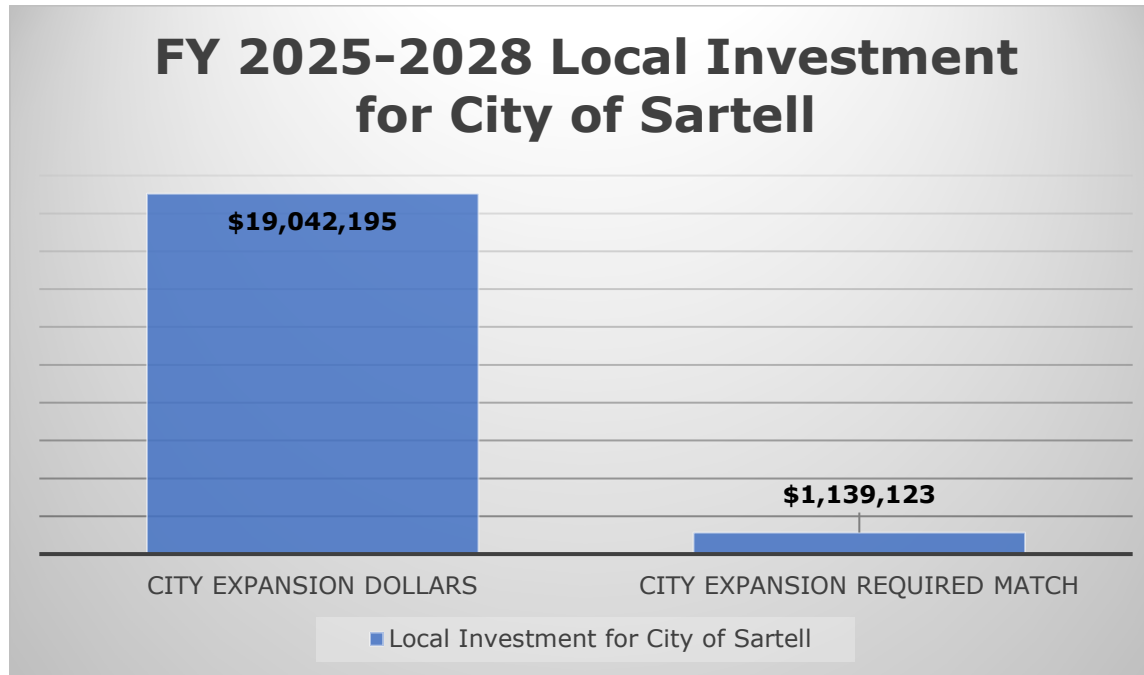


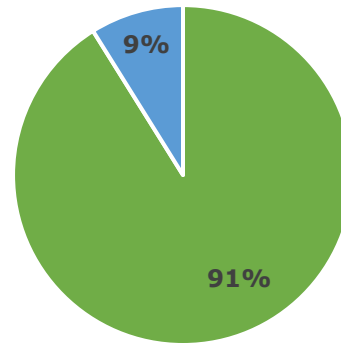
Figure 4.39: Total fiscal constraint for the City of Sartell for TIP cycle FY 2025-2028. Data courtesy of City of Sartell.

City of Sauk Rapids

Historical Financial Condition

Over a 10-year period – 2014 through 2023 – the City of Sauk Rapids has allocated on average 91% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 9% of overall local transportation related dollars to be expended on new transportation related projects.

Historical Financial Condition for City of Sauk Rapids



- Average of local money spent annually on system preservation: \$4,499,461
- Average of local money spent annually on expansion: \$438,730

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
2014	\$2,372,698	\$2,957,841	\$5,330,539
2015	\$4,432,645	\$642,806	\$5,075,451
2016	\$2,558,317	\$781,827	\$3,340,144
2017	\$4,017,190	\$4,826	\$4,022,016
2018	\$1,938,290	\$0	\$1,938,290
2019	\$3,649,415	\$0	\$3,649,415
2020	\$5,948,319	\$0	\$5,948,319
2021	\$4,633,013	\$0	\$4,633,013
2022	\$6,095,586	\$0	\$6,095,586
2023	\$9,349,139	\$0	\$9,349,139
Total	\$44,994,612	\$4,387,300	\$49,381,912
Average	\$4,499,461	\$438,730	\$4,938,191
Percentage of Total Local Expense	91%	9%	100%

Figure 4.41: Local investment for system preservation and expansion in the City of Sauk Rapids from 2014-2023. 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 2025 Local Funds	Projected 2026 Local Funds	Projected 2027 Local Funds	Projected 2028 Local Funds	Total 2025-2028 Projected Local Funds
General Tax Levy	\$920,000	\$950,000	\$970,000	\$1,000,000	\$3,840,000
State-Aid Funds	\$0	\$1,200,000	\$0	\$0	\$1,200,000
Assessments	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0
Other Local	\$2,315,300	\$1,811,200	\$427,000	\$552,500	\$5,106,000
Total Projected Local Funds	\$3,235,300	\$3,961,200	\$1,397,000	\$1,552,500	\$10,146,000

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, \$9,232,860 is available for system preservation projects during fiscal years 2025-2028. The remaining \$913,140 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (91% of Total)	Historical Expansion Investment (9% of Total)
2025	\$3,235,300	\$2,944,123	\$291,177
2026	\$3,961,000	\$3,604,692	\$356,508
2027	\$1,397,000	\$1,271,270	\$125,730
2028	\$1,552,500	\$1,412,775	\$139,725
Total	\$10,146,000	\$9,232,860	\$913,140

Figure 4.43: A total of available revenue for the City of Sauk Rapids by year from 2025 through 2028. Data courtesy of City of Sauk Rapids.

During this time frame, the City of Sauk Rapids has one system preservation project programmed into the TIP requiring a local match of \$2,950,000 in year of expenditure dollars. In addition, the City has two expansion projects programmed into the TIP requiring a local match of \$198,233 in year of expenditure dollars. Overall, the City of Sauk Rapids has enough funding to finance this project and therefore maintains fiscal constraint.

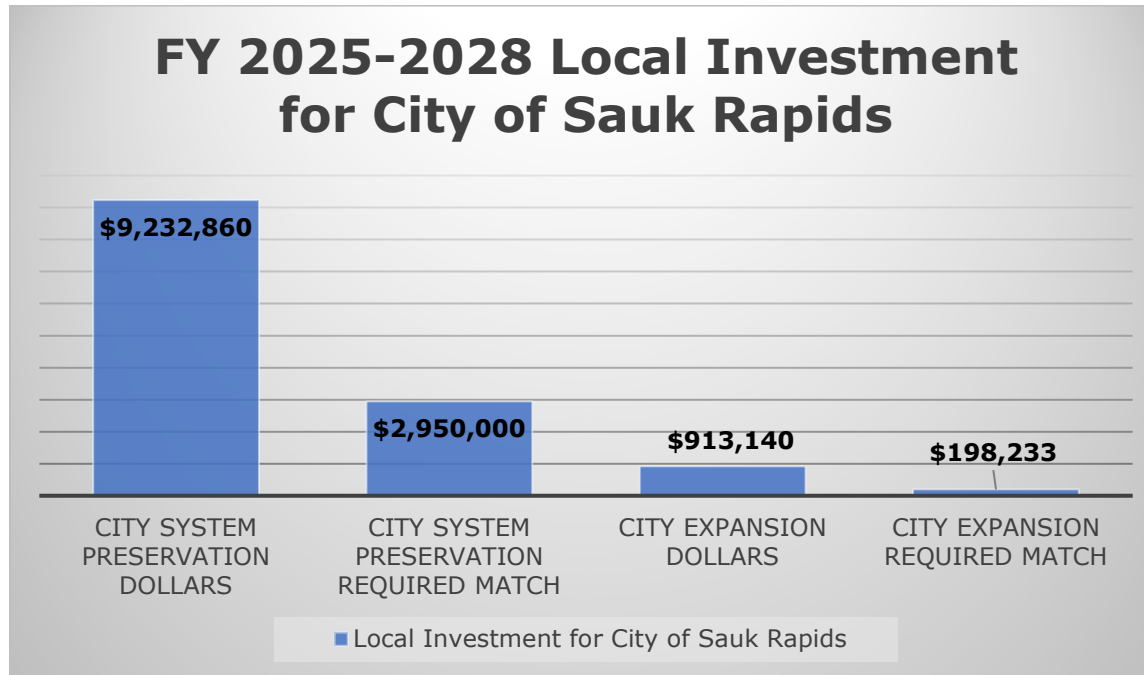


Figure 4.44: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2025-2028. Data courtesy of City of Sauk Rapids.

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 Schlunz, 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.

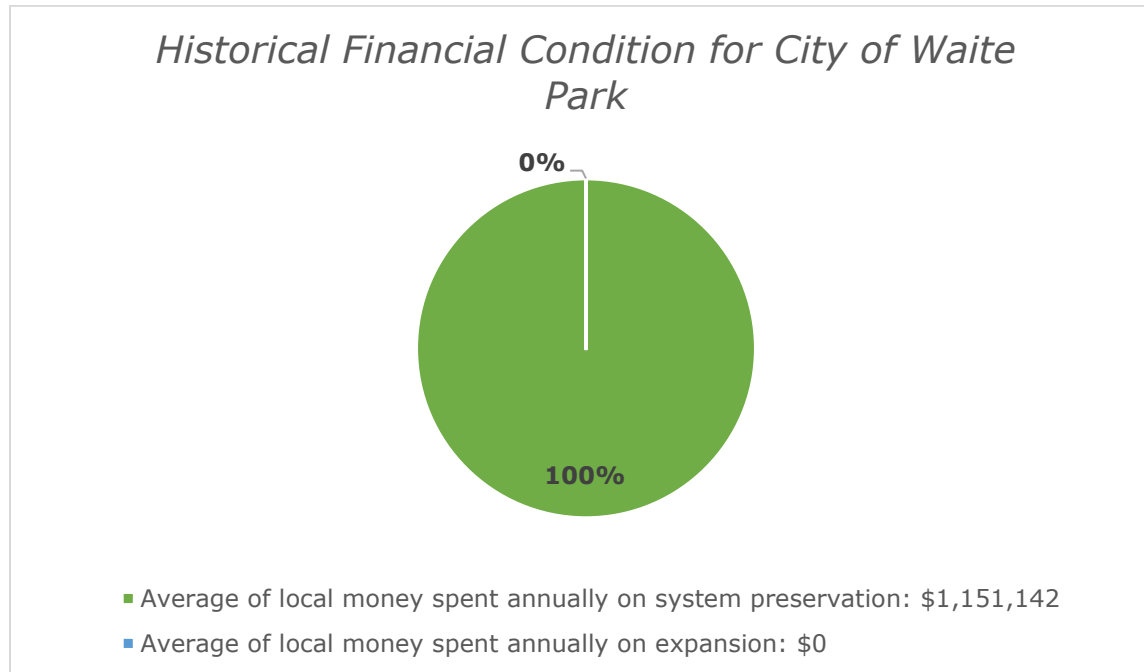


Figure 4.45: Local investment for system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.

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
2023	\$2,195,000	\$0	\$2,195,000
Total	\$6,906,850	\$0	\$6,906,850
Average	\$1,151,142	\$0	\$1,151,142
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 2018-2023. 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 2025 Local Funds	Projected 2026 Local Funds	Projected 2027 Local Funds	Projected 2028 Local Funds	Total 2025-2028 Projected Local Funds
General Tax Levy	\$1,100,000	\$1,212,000	\$1,267,000	\$1,352,000	\$4,931,000
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	\$800,000	\$2,000,000	\$1,962,000	\$675,000	\$5,437,000
Total Projected Local Funds	\$2,280,000	\$3,592,000	\$3,609,000	\$2,407,000	\$11,888,000

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, \$11,888,000 is available for system preservation projects during fiscal years 2025-2028.

Year	Total Projected Local Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2025	\$2,280,000	\$2,080,000	\$0
2026	\$3,592,000	\$3,592,000	\$0
2027	\$3,609,000	\$3,609,000	\$0
2028	\$2,407,000	\$2,407,000	\$0
Total	\$11,888,000	\$11,888,000	\$0

Figure 4.48: A total of available revenue for the City of Waite Park by year from 2025 through 2028. 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. In addition, the City is also providing \$2,009,375 in cost participation for the MnDOT 2028 mill and overlay (system preservation) project on MN 23 (7305-131). Per conversations between APO and city staff during the development of the 2050 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)
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
2028	\$2,407,000	\$1,925,600	\$481,400
Total	\$11,888,000	\$9,510,400	\$2,377,600

Figure 4.49: A total of assumed revenue for the City of Waite Park by year from 2025 through 2028 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. In addition, the city is still able to provide the \$2,009,375 in local funding for the MN 23 system preservation project. Therefore, the City of Waite Park will maintain fiscal constraint.

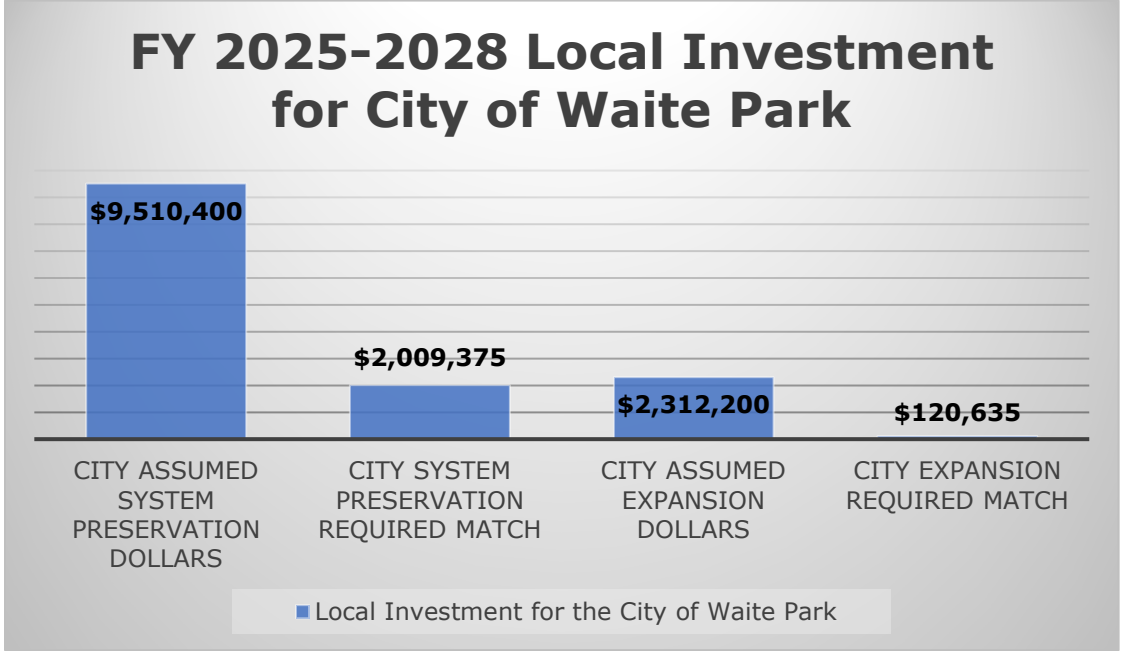


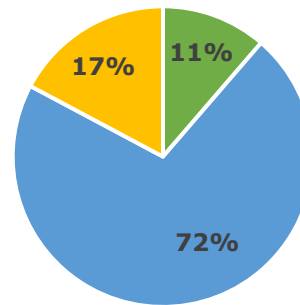
Figure 4.50: Total fiscal constraint for the City of Waite Park for TIP cycle FY 2025-2028. Data courtesy of City of Waite Park.

Saint Cloud Metro Bus

Historical Financial Condition

Over a 10-year period – 2014 through 2023 – Saint Cloud Metro Bus has historically obtained funding for transit related projects (both operating and capital improvement) from fares/other local funds, state funds, and tax levied local funds.

Historical Financial Condition for Saint Cloud Metro Bus



- Average Fares/Other Local Funds: \$1,767,033
- Average State Funds: \$11,148,781
- Average Tax Levy Local Funds: \$2,685,753

Figure 4.51: Historic split of local and state revenues for Saint Cloud Metro Bus from 2014 through 2023. Data courtesy of Saint Cloud Metro Bus.

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
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
2023	\$2,016,366	\$11,248,762	\$3,341,409	\$16,606,537
Total	\$17,670,331	\$111,487,807	\$26,857,534	\$156,015,671
Average	\$1,767,033	\$11,148,781	\$2,685,753	\$15,601,567
Percentage of Total Local Funds	11%	72%	17%	100%

Figure 4.52: Historic split of local and state revenues for Saint Cloud Metro Bus from 2014 through 2023. 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 that can be utilized to budget for additional projects – as the need arises – that may or may not be fully covered though these revenue sources. Drawdowns from the capital reserve fund are indicated as a “revenue” source in the table below.

Transit Funding Source	Projected 2025 Funds	Projected 2026 Funds	Projected 2027 Funds	Projected 2028 Funds	Total 2025-2028 Projected Funds
Local Tax Levy	\$3,350,000	\$3,520,500	\$3,610,575	\$3,700,840	\$14,181,915
Fares/Other Local	\$1,229,684	\$1,235,833	\$1,242,012	\$1,555,009	\$5,262,538
State Funds	\$15,136,788	\$15,452,030	\$15,755,804	\$17,971,715	\$64,316,338
Federal Operating Assistance	\$1,500,000	\$1,500,000	\$1,600,000	\$1,600,000	\$6,200,000
Capital Reserves	\$0	\$6,200,000	\$0	\$0	\$6,200,000
Total Projected Local Funds	\$21,216,472	\$27,908,363	\$22,208,392	\$24,827,564	\$96,160,791

Figure 4.53: Projected local transit funding sources for Saint Cloud Metro Bus for FY 2025-2028. 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 – \$96,160,791 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of \$75,875,662. The remaining dollars – a total of \$20,285,129 – 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 through fiscal year 2025. Metro Bus has two vehicle replacement projects programmed in FY 2025 using STBGP funding. With this guidance, MnDOT is contributing half of the necessary \$512,800 in year-of-expenditure dollars for these 2025 STBGP funded projects to match the Federal grant – the equivalent of \$256,400. 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). The remaining vehicle replacement projects programmed into the APO’s TIP will require Metro Bus to leverage the full 20% local match required to accept the federal grants.

During fiscal years 2025-2028, Saint Cloud Metro Bus has 22 capital projects programmed into the TIP requiring a local match of \$19,308,850 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
2025	\$21,216,472	\$18,177,500	\$3,038,972
2026	\$27,908,363	\$18,661,600	\$9,246,763
2027	\$22,208,392	\$18,964,800	\$3,243,592
2028	\$24,827,564	\$20,071,762	\$4,755,802
Total	\$96,160,791	\$75,875,662	\$20,285,129

Figure 4.54: A total of available revenue for Saint Cloud Metro Bus by year from 2025 through 2028. Data courtesy of Saint Cloud Metro Bus.

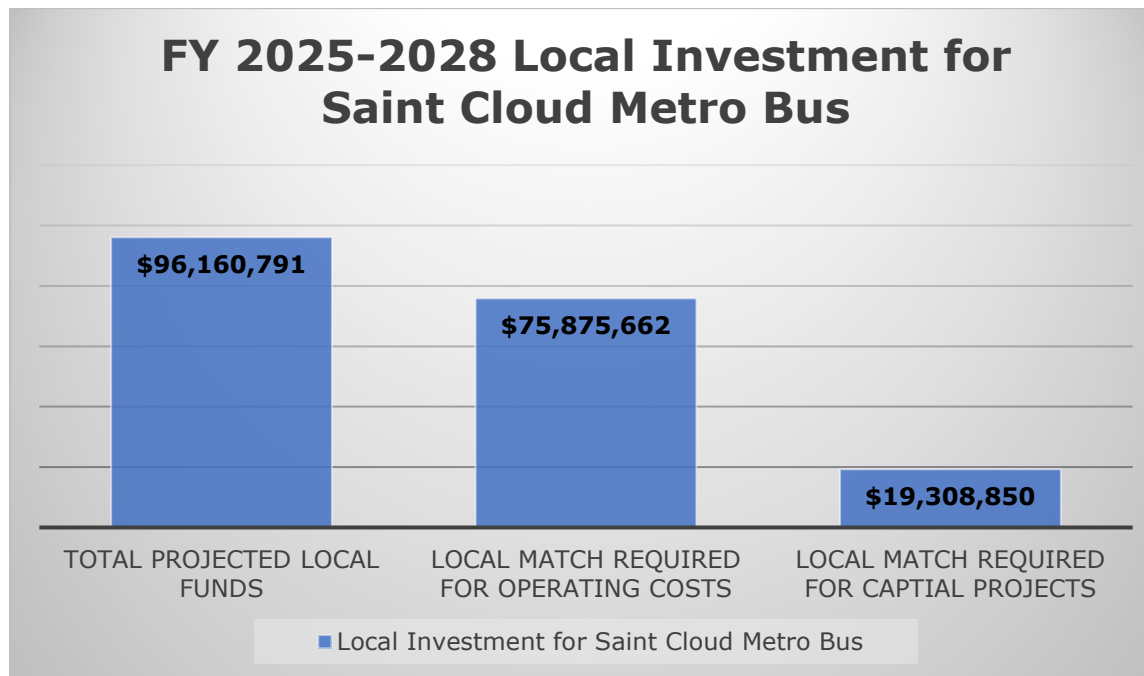


Figure 4.55: Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2025-2028. Data courtesy of Saint Cloud Metro Bus.

Minnesota Department of Transportation (MnDOT District 3)

MnDOT District 3 encompasses a 13-county area comprised of the counties of Aitkin (a portion of), Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wright, and Wadena. In total, MnDOT District 3 supports

among other items 1,586 centerline miles of state, U.S., and interstate highways along with 426 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 – 2014 through 2023 – MnDOT District 3 has allocated on average 77% of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 23% of overall state transportation related dollars to be expended on new transportation related projects.

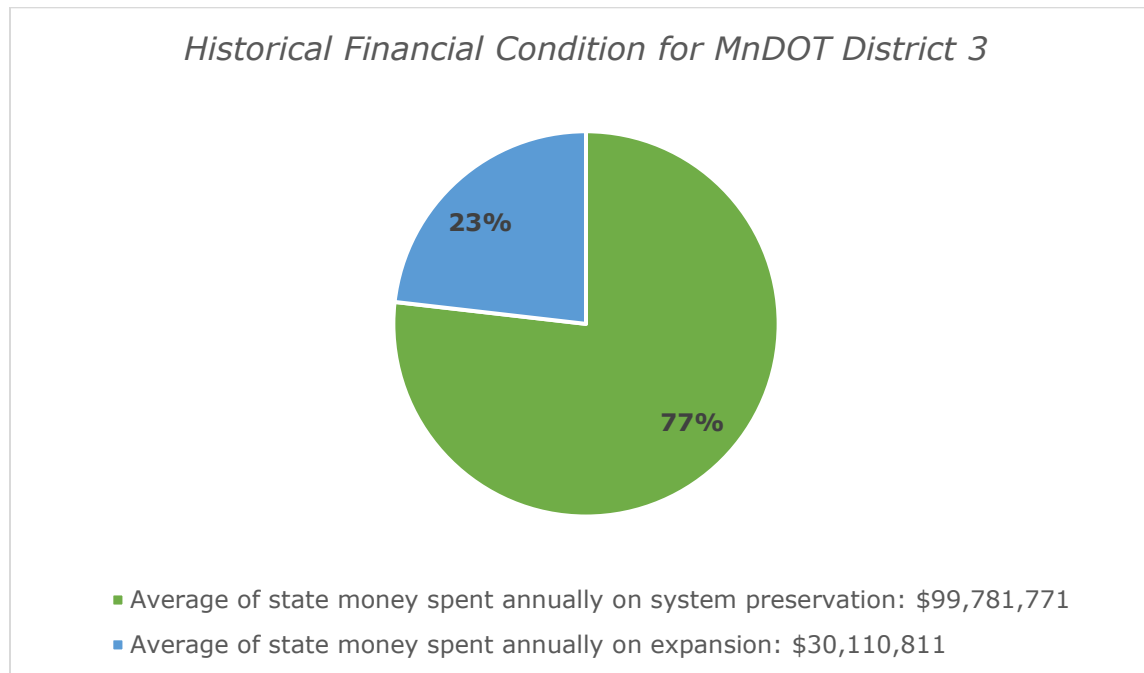


Figure 4.56: State investment for system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
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
2023	\$107,857,949	\$0	\$107,857,949
Total	\$997,817,705	\$301,108,110	\$1,298,925,815
Average	\$99,781,771	\$30,110,811	\$129,892,582
Percent of Total State Expense	77%	23%	100%

Figure 4.57: State investment on system preservation and expansion within entire MnDOT District 3 from 2014 through 2023. 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 – 2014 through 2023 – MnDOT District 3 has allocated on average 100% of overall state transportation related dollars to system preservation of the current transportation system within the APO’s MPA. No capacity expansion projects have been completed by MnDOT District 3 within the MPA over the past 10 years.

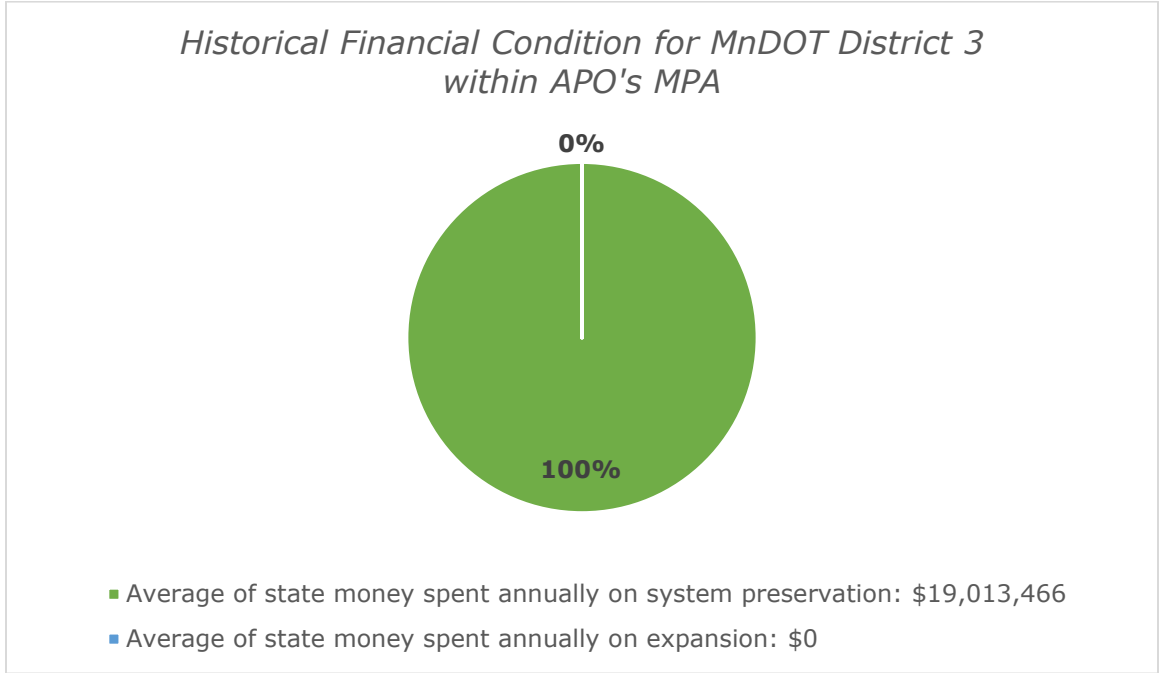


Figure 4.58: State investment for system preservation and expansion within the MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.

Year	System Preservation	Expansion	Total State Investment
2014	\$14,911,971	\$0	\$14,911,971
2015	\$40,020,744	\$0	\$40,020,744
2016	\$30,095,575	\$0	\$30,095,575
2017	\$16,881,806	\$0	\$16,881,806
2018	\$15,543,177	\$0	\$15,543,177
2019	\$25,736,975	\$0	\$25,736,975
2020	\$5,950,014	\$0	\$5,950,014
2021	\$7,758,484	\$0	\$7,758,484
2022	\$3,435,152	\$0	\$3,435,152
2023	\$29,800,763	\$0	\$29,800,763
Total	\$190,134,662	\$0	\$190,134,662
Average	\$19,013,466	\$0	\$19,013,466
Percent of Total State Expense	100%	0%	100%

Figure 4.59: State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2014 through 2023. 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 setasides, 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 as well as Congressionally Directed Spending (CDS) – formerly known as earmarks. In all these examples, funding is highly competitive and should not be depended upon for planning purposes.

State Transportation Funding Source	Projected 2025 State Funds	Projected 2026 State Funds	Projected 2027 State Funds	Projected 2028 State Funds	Total 2025-2028 Projected State Funds
State Non-Project Specific Maintenance	\$30,159,000	\$30,159,000	\$31,060,000	\$31,060,000	\$122,438,000
State Project Specific Funds	\$90,713,384	\$129,410,555	\$91,644,989	\$61,686,111	\$373,455,039
Districtwide Set Asides	\$33,605,880	\$37,844,445	\$36,510,011	\$34,983,889	\$142,944,225
Bonding	\$126,100,000	\$0	\$0	\$58,000,000	\$184,100,000
Total State Funds Projected	\$280,578,264	\$197,414,000	\$159,215,000	\$185,730,000	\$822,937,264

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 setasides – 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 2025 State Funds	Projected 2026 State Funds	Projected 2027 State Funds	Projected 2028 State Funds	Total 2025-2028 Projected State Funds
State Non-Project Specific Maintenance	\$2,322,243	\$2,322,243	\$2,391,620	\$2,391,620	\$9,427,726
State Project Specific Funds	\$6,956,474	\$7,700,000	\$4,300,000	\$12,840,000	\$31,796,474
APO Share of District Set Asides	\$2,587,653	\$2,914,022	\$2,811,271	\$2,693,759	\$11,006,705
Bonding	\$0	\$0	\$0	\$0	\$0
Total State Funds Projected	\$11,866,370	\$12,936,265	\$9,502,891	\$17,925,379	\$52,230,905

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, \$52,230,905 is available for system preservation projects during fiscal years 2025-2028. There is no funding set aside for expansion projects.

Year	Total State Funds Projected	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2025	\$11,866,370	\$11,866,370	\$0
2026	\$12,936,265	\$12,936,265	\$0
2027	\$9,502,891	\$9,502,891	\$0
2028	\$17,925,379	\$17,925,379	\$0
Total	\$52,230,905	\$52,230,905	\$0

Figure 4.62: A total of available revenue for MnDOT District 3 within the APO's MPA by year from 2025 through 2028. Data courtesy of MnDOT District 3.

During this time frame, MnDOT has 11 system preservation projects programmed into the TIP requiring a match of \$6,180,554 in year of expenditure dollars. In addition, MnDOT is also providing some of the local match for a Sherburne County-led project – the County Road 65 realignment/access consolidation project with US 10 (071-596-008) This will require a match of \$240,000 in year of expenditure dollars. MnDOT will also be providing a portion of the District's federal funding allocation

(\$600,000) to support the Sherburne County-led County Road 61 realignment and westbound acceleration lane project (7103-67). No additional state trunk highway funds will be applied to the County Road 61 project. Taken together, MnDOT will need to have a total of \$6,420,554 to match federally funded projects within the APO’s MPA in year of expenditure dollars.

MnDOT District 3 is also the recipient of one FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of a subrecipient – WACOSA. This funding provided by the state is separate from that allocated to MnDOT District 3. MnDOT – as a whole – must prove fiscal constraint as part of the development of the STIP, which includes the allocation of funding for these transit projects. More information relating to MnDOT’s fiscal constraint can be found within the most recent copy of the [STIP \(https://bit.ly/37kEfl3\)](https://bit.ly/37kEfl3).

In fiscal year 2025 WACOSA was awarded a grant to purchase a replacement vehicle. The replacement vehicle slated to be replaced is estimated to cost \$197,200 requiring a local match of \$39,440. Of note, this is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO’s MPA.

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

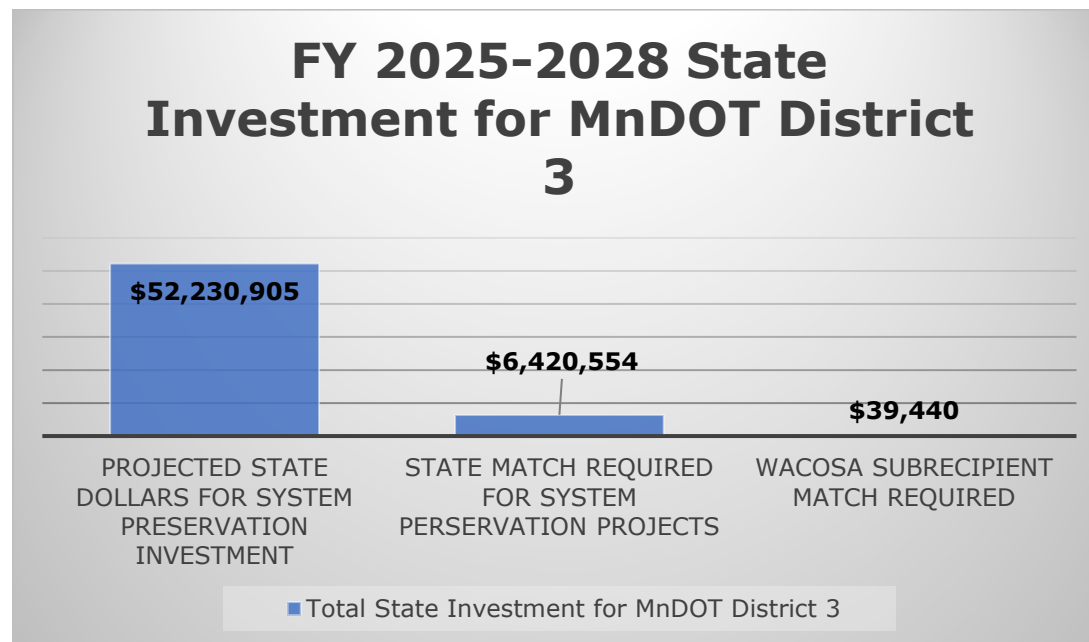


Figure 4.63: Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2025-2028. Data courtesy of MnDOT District 3.

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 2025-2028 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 the City of Saint Cloud (\$100,000) with the remaining balance being drawn down from the APO's budget reserves – to be replenished through the increase of dues paid by member jurisdictions/agencies to the APO over a 10-year period.

Since execution of this study is being handled by the APO, it is necessary to document this project within the TIP. 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.

In addition to the environmental study, the APO is also a direct recipient of federal funding through the Carbon Reduction Program (CRP). In both FY 2027 and FY 2028 the APO has been allocated \$270,000 in federal CRP funds. These funds will

require a local match of \$67,500 each year to fully leverage those dollars. To account for these funds (which have not formally been programmed), the APO must list each project within the FY 2025-2028 TIP as a setaside. At such a time when a solicitation for the FY 2027 and FY 2028 CRP is conducted (anticipated in October 2024) and awarded (anticipated February 2025), these setasides will be removed from the TIP and properly programmed to a corresponding project – resulting in an amendment to the TIP. At such a time, the recipient of those CRP funds will need to ensure their selected project is fiscally constrained through the jurisdictional analysis contained in this chapter.

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 2025-2028 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2025-2028 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2025-2028 TIP was distributed via email to members of the APO's TAC and Policy Board in May and June 2024, respectively.

In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 2025-2028 TIP was open to public review for a period of 30 calendar days starting on July 17, 2024.

Upon release of the draft FY 2025-2028 TIP on July 17, 2024, for the official 30-day public review period, the APO initiated several outreach efforts.

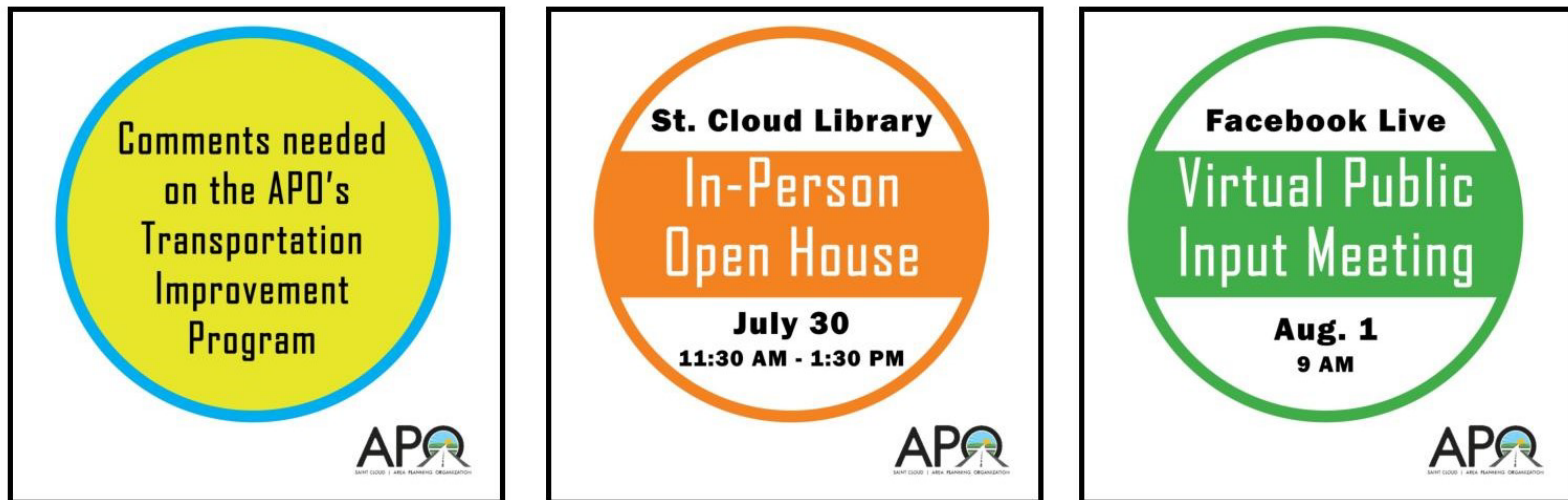


Figure 5.1: Social media advertisements for the TIP public comment period.

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/).

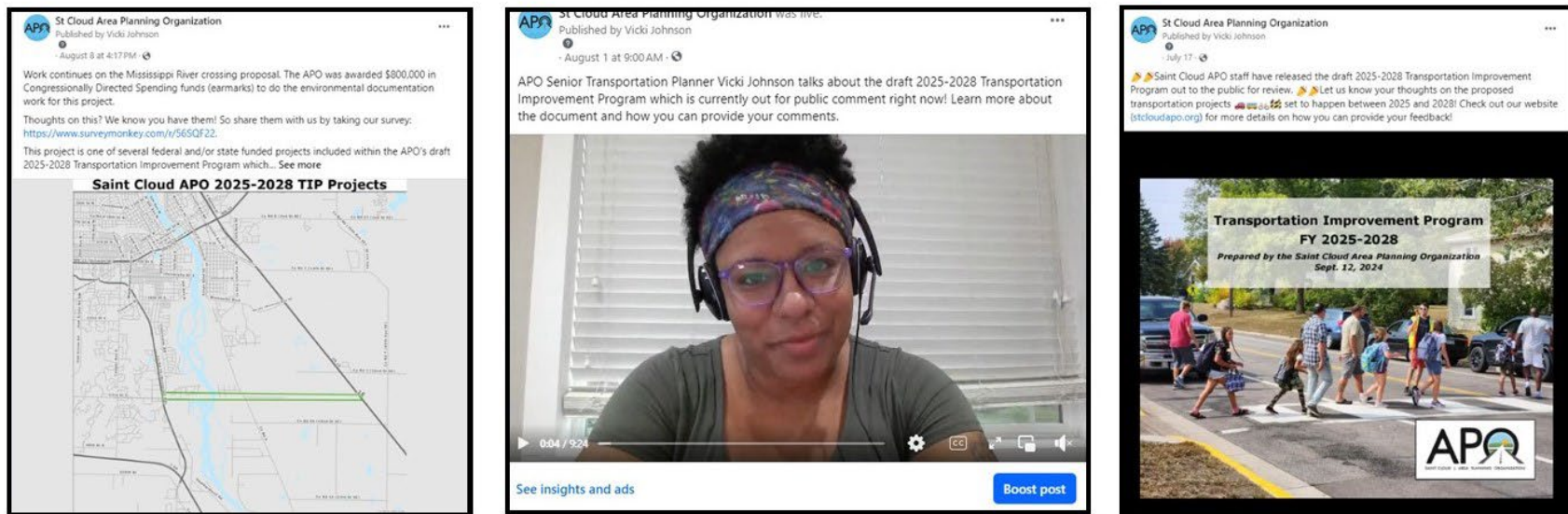


Figure 5.2: Sample of Facebook posts related to the summer 2025-2028 TIP public engagement.

Several surveys were created via SurveyMonkey to solicit feedback on the proposed Federal and state funded projects that were included in the FY 2025-2028 TIP. These surveys were also posted on the APO's Facebook page and emailed to individuals on the interested stakeholders list and those who have expressed interest in various planning activities of the APO.

APO staff hosted two TIP open houses. An in-person open house was held at the Saint Cloud branch of the Great River Regional Library (1300 West Saint Germain Street, Saint Cloud) from 11:30 a.m. to 1:30 p.m. on Tuesday, July 30. One person attended this event. A virtual open house was hosted on Thursday, Aug. 1 via Facebook Live. This open house began around 9 a.m. An estimated 30 people were reached with this video. No one reacted or shared the post.

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

Date Received	Source	Comment	Disposition
07/30/2024	In-person open house	<p>The following is a list of comments/questions that came about during the conversation with the one individual who attended the APO's in-person open house at the library:</p> <ol style="list-style-type: none"> 1. What is the City of Saint Cloud/the APO doing in terms of active transportation planning in the region? 2. More active transportation facilities in Saint Cloud and the region need to be built. This includes safe facilities along major corridors such as MN 23/Division. It is not a great environment to walk or bike along. 3. How does Metro Bus plan its routes and stops? Where are they allowed to operate? 4. Downtown could be more walkable and bike-friendly. It still seems car-centric, with 	<p>During the course of this event, APO staff were able to have a conversation with this individual. Additional/specific responses to these questions are below:</p> <ol style="list-style-type: none"> 1. In 2022, the Saint Cloud APO developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) in order to understand the active transportation network (sidewalks, shared use paths, trails, bike lanes) on a regional level. In addition, APO staff have been working closely with the three local school districts to develop Safe Routes to School plans. The Saint Cloud School District had plans completed between 2019 and 2021; the Sauk Rapids-Rice School District had plans completed in 2023-2024; and the Sartell-Saint Stephen School District will have plans completed in 2024-2025. 2. See the point above regarding ongoing planning efforts for active transportation. Additionally, MnDOT is planning for a two phased mill and overlay project (including signal replacement) of MN 23 through the APO's planning area. The first portion of this project through Waite Park is programmed for 2028. The second portion is slated to be completed in the early 2030s. As part of that planning effort, MnDOT is considering the inclusion of additional pedestrian components to enhance the walkability of that corridor. While this is still in the early stages, it is encouraging the state is prioritizing active transportation users. 3. Metro Bus route planning/stop locations are handled by Metro Bus. Metro Bus does have some general guidance on stop placements along existing routes depending on the community context (stops closer together in the urban core versus stops farther out in more rural areas).

Date Received	Source	Comment	Disposition
		<p>a lot of parking and a lack of bike lanes.</p> <ol style="list-style-type: none"> 5. What does operations funding for Metro Bus include? 6. What are the differences in the types of buses Metro Bus funds, and their uses? 7. Is Metro Bus obligated to use the funds for their intended purpose, or can use funds on other items? 8. If Metro Bus wanted to build Bus Rapid Transit (BRT) lanes, who would be in charge of building or funding them? 9. How can the APO fix congestion on Hwy 23/Division Street, particularly at the intersections of Hwy 15? 10. There is one notable gap in the active transportation network on CSAH 75 just east of 33rd Avenue S. The sidewalk ends abruptly and does not continue to 33rd Avenue S. 	<p>Currently, Metro Bus is undergoing a system restructuring process as part of its long-range plan development Metro Bus Forward (https://ridemetrobust.com/forward/). Metro Bus is overseen by a commission which includes the cities of Saint Cloud, Sartell, Sauk Rapids, and Waite Park. Each of these communities' levies taxpayer dollars to fund the service. If additional cities (such as Saint Joseph) were to join the commission, taxpayers would be responsible to help fund the service.</p> <ol style="list-style-type: none"> 4. Walkability/bikeability improvements to the downtown area have become a priority for the city in recent years as part of their commitment to revitalize downtown (bring in housing/attract new businesses). Saint Cloud is considered a Bicycle Friendly Community (BFC) and is committed to exploring ways to improve upon this. APO staff will forward this comment on to city staff with Saint Cloud. 5. Operations funding is primarily used to fund expenses such as salaries for employees and other overhead expenses (electricity, copiers, supplies, etc.). 6. Metro Bus has three main types of vehicles – Fixed Route (Class 700), Dial-a-Ride (Class 400), and MCI (Northstar Commuter Buses). The fixed route buses are those that operate on a specific route. They are the typical ones that you will see. The Dial-a-Ride buses are used primarily for paratransit services (transit services for those who are unable to use the fixed route service due to a disability). The MCI buses are used for the Northstar bus service. These buses provide the connection between Saint Cloud and the Big Lake Northstar Commuter Rail station. 7. Yes, Metro Bus is obligated to use the funds as programmed. If Metro Bus needs to reallocate funding this would result in an amendment to the APO's TIP. 8. BRT lanes would be a regional conversation. More than likely, this would need to be a joint conversation between Metro Bus and the respective city, county, or state

Date Received	Source	Comment	Disposition
		<p>11. What improvements are they making to University Drive S?</p> <p>12. What is a J-turn?</p> <p>13. What is WACOSA?</p> <p>14. What are the area cities doing to address electric vehicles and charging stations in the region?</p> <p>15. What is CNG that Metro Bus uses? Is it clean energy, and does it pollute less?</p>	<p>roadway the BRT lanes would be placed on. But serious planning efforts would need to take place prior to the actual construction/implementation of a BRT service.</p> <p>9. The APO is a planning agency and is not responsible for implementing various construction projects. That is strictly on the roadway authority to do (in this case, MnDOT). The APO had completed an operations study on the MN 15 corridor in 2020. The results of this study had provided MnDOT (and APO jurisdictions potentially impacted – Waite Park, Saint Cloud, and Stearns County) with options to consider for improvements at the MN 15 intersections with MN 23/Division Street. A link to the study can be found here: https://tinyurl.com/4d7v7v74.</p> <p>10. APO staff would assume that the gap in the active transportation network on the north side of CSAH 75 is there due to proximity of the roadway to the drainage pond. Adequate room for infrastructure is probably not available. However, APO staff will forward this comment on to Stearns County for their consideration.</p> <p>11. The City of Saint Cloud is doing a full utility and street construction project of University Drive from Kilian Boulevard to 15th Avenue SE. The second portion of this project will be a mill and overlay with sidewalk improvements/new shared use path facility construction from University Bridge to CSAH 75/Roosevelt Road. More details on that project can be found here: https://www.ci.stcloud.mn.us/Blog.aspx?CID=12. Note, this project is not funded using federal dollars and is therefore not included in the APO's TIP.</p> <p>12. A J-turn is a type of intersection improvement in which vehicles approaching a J-turn intersection on the intersecting roadway will need to make a right turn and do a U-turn to either complete a through movement or to complete a left-turn. More information on J-turns can be found here: https://www.dot.state.mn.us/roadwork/j-</p>

Date Received	Source	Comment	Disposition
			<p>turns/. The intent behind the J-turn is to reduce the likelihood of t-bone (right angle) crashes.</p> <p>13. WACOSA is an organization that works with adults with disabilities to either employ these individuals or connect people with disabilities to various employment and/or volunteering opportunities within the Saint Cloud area.</p> <p>14. The discussion of electric vehicles (EVs) and EV charging stations is still relatively new to the region. As part of the APO's update to the long-range transportation plan (Looking Ahead 2050), the APO outlines its intent to conduct a region wide study about EV charging station locations. This study will likely occur within the next five years. More information on this can be found in Chapter 10 of the APO's draft MTP which can be accessed by visiting www.lookingahead2050.org.</p> <p>15. CNG is compressed natural gas. This type of fuel is an alternative to diesel. While still considered a fossil fuel, CNG is does burn cleaner than diesel fuel (typically found in buses).</p>
08/13/2024	Email	<p>"I don't have any comments on 2025-2028 but I do want to say that what you "planned" for the east side of st. Cloud this summer was a complete disaster and showcases your ineptitude in your position. Whoever thought it was a good idea to shut down 2/3 of the ways to cross the river for the entire summer should be required to vacate their position immediately.</p> <p>Thank you for listening!"</p>	<p>Good afternoon --</p> <p>Thank you so much for reaching out to me in regards to the APO's 2025-2028 Transportation Improvement Program.</p> <p>While the Saint Cloud Area Planning Organization (APO) does transportation planning, the actual construction of projects and the timeline those projects are completed is handled at the city/county/state level. I reached out to the City of Saint Cloud's City Engineer Zac Borgerding and Public Works Director Tracy Hodel about your specific comment. Mr. Borgerding was able to provide the following insight as to the bridge work being done in Saint Cloud this summer.</p> <p><i>The timelines of the closures were coordinated so that these bridges were not closed simultaneously. Veterans Bridge was</i></p>

Date Received	Source	Comment	Disposition
			<p><i>closed from June to July 3rd, and University Bridge was closed from July 12th to August 12th. We understand the closures and detours affect traffic, but this is the case whether the closures are staggered a year apart or weeks apart.</i></p> <p><i>Both projects received outside funding for needed improvements. Leveraging these outside funding sources to maximize the improvements that could be constructed with the funding dollar amount was also considered when programming this year's construction projects as the funding amounts were set and do not adjust for inflation if not done until future years.</i></p> <p>To add further context to Mr. Borgerding's second paragraph: The cost of materials for various parts of transportation projects has skyrocketed in recent years for several reasons (inflation, lack of availability, etc.). Whatever sort of outside funds the city has received to complete these roadway improvements is essentially capped -- they cannot go back and ask for more because the cost of the project has increased dramatically. The rising cost of a project will ultimately be paid for by city taxpayers. In order to prevent the local costs from going up (increasing the cost of the project ultimately means other necessary roadway work will be delayed or taxpayers would have to pay more money for these projects), the city opted to go forward with both projects this summer. While not ideal, especially with all of the work going on already on the east side of town (the MnDOT led interchange reconstruction at US 10/MN 23), the city's intent was to complete the necessary repairs in both a timely and cost effective manner.</p> <p>Again, thank you for reaching out to me. I hope that you have a great day.</p> <p>Any other questions or comments, please don't hesitate to reach out.</p>

Figure 5.3: Public comment disposition matrix.

Chapter Six: Monitoring Progress

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

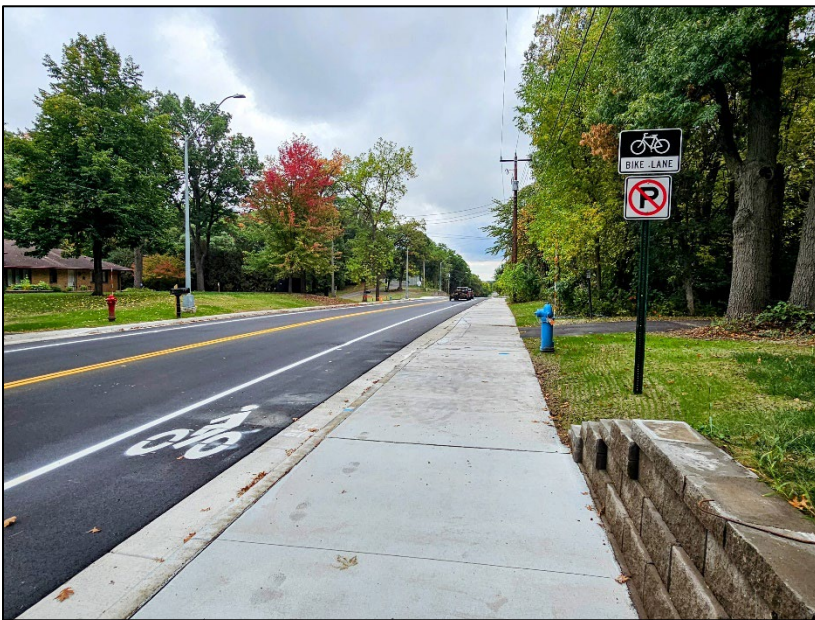
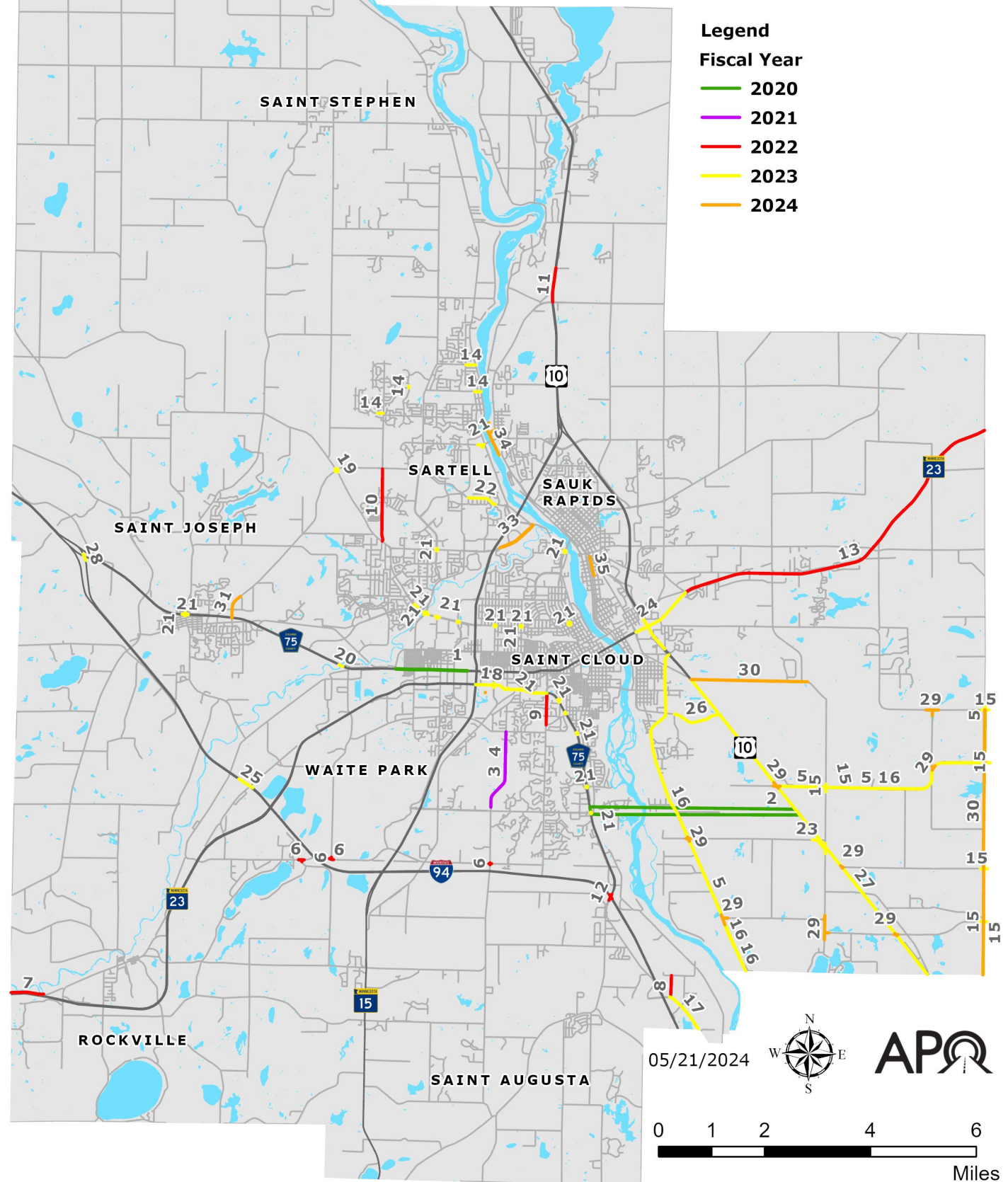


Figure 6.1: Photo of Cooper Avenue S in Saint Cloud. This street reconstruction project received Federal funding in FY 2022 and FY 2023. Photo courtesy of Saint Cloud APO.

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 2020-2023, FY 2021-2024, FY 2022-2025, FY 2023-2026, and FY 2024-2027), have been updated with this TIP (FY 2025-2028). The projects programmed in FY 2020, FY 2021, FY 2022, FY 2023, and FY 2024, however, are presently being constructed and have dropped out of this updated TIP. They are listed below in the following table.

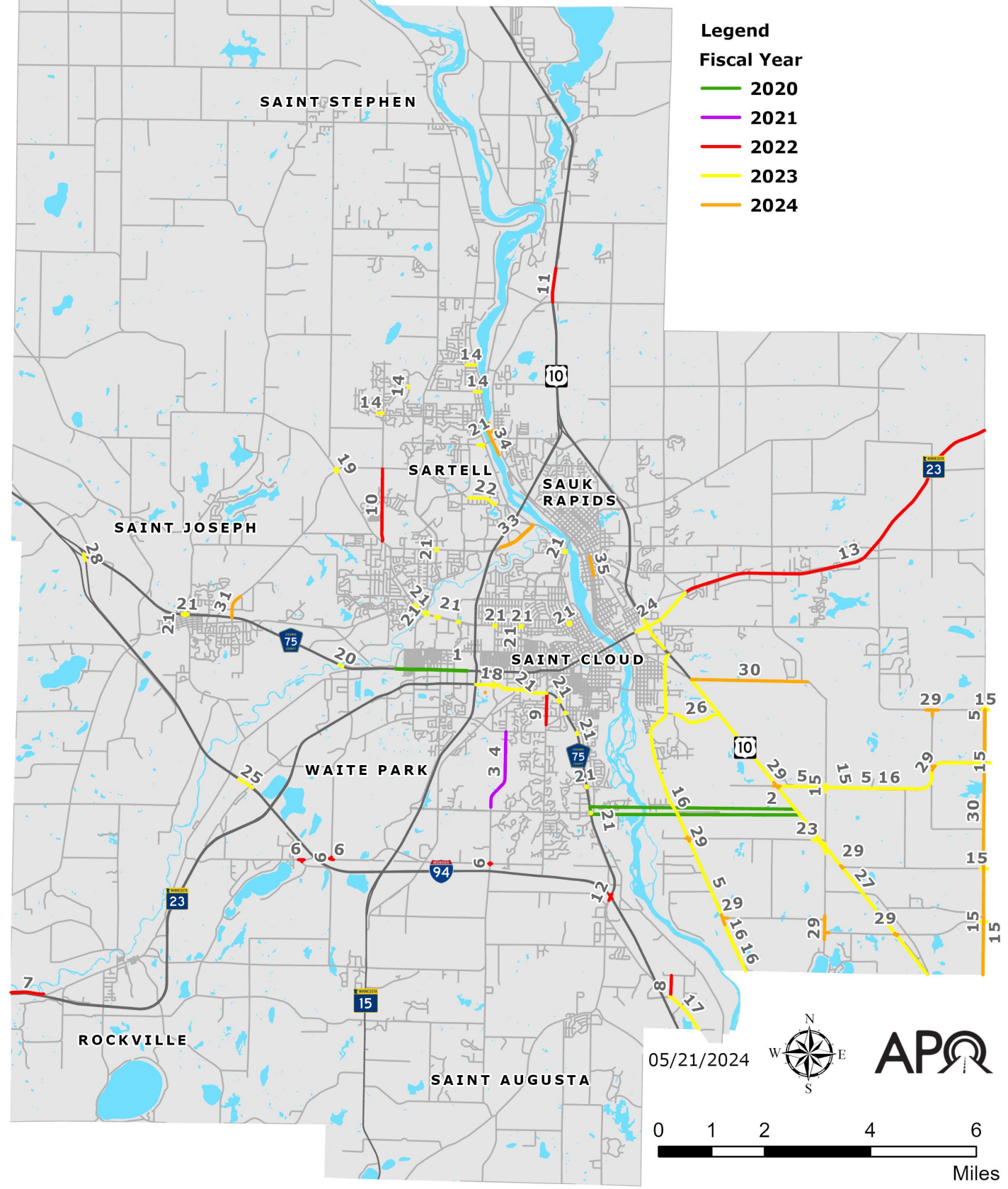
2020-2024 Annual Listing of Obligated Projects (ALOP)



Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2020	Stearns County	CSAH 75 — 15th Avenue in Waite Park to Park Avenue in Saint Cloud	Rehabilitation
2	2020	Saint Cloud APO	Mississippi River Crossing	Corridor Study
3	2021	City of Saint Cloud	County Road 136/Oak Grove Road SW	Reconstruction
4	2021	City of Saint Cloud	County Road 136/Oak Grove Road SW	Active Transportation Infrastructure
5	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
6	2022	Stearns County	CSAH 136 and County Road 122 CSAH 6 and CSAH 137 CSAH 6 and County Road 137	Lighting
7	2022	Stearns County	ROCORI Trail	Shared-Use Path
8	2022	City of Saint Cloud	Beaver Island Trail	Shared-Use Path
9	2022	City of Saint Cloud	Cooper Avenue (MSAS 141)	Reconstruction
10	2022	City of Sartell	19th Avenue	Reconstruction
11	2022	MnDOT	US 10	Box Culvert and Median Cable Barrier
12	2022	MnDOT	I-94	Dynamic Message Sign Replacement
13	2022	MnDOT	MN 23	Fiber Optic Installation
15	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
16	2023	Sherburne County	CSAH 3 and CSAH 8	Edge Line Striping
17	2023	Stearns County	Beaver Island Trail	Shared-Use Path
18	2023	Stearns County	CSAH 75 — MN 15 to Cooper Avenue	Resurfacing
19	2023	Stearns County	CSAH 4/CSAH 133	Roundabout
20	2023	Stearns County	CSAH 75 — Bridge 6819	Replacement

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

2020-2024 Annual Listing of Obligated Projects (ALOP)



Project ID	Fiscal Year	Sponsor	Route	Work Type
21	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
22	2023	City of Sartell	Heritage Drive	Shared-Use Path
14	2023	City of Sartell	Seventh Street N 12th Street N 13th Avenue N Third Street N	Active Transportation Infrastructure
23	2023	MnDOT	County Road 65/42nd Street and US 10	New Railroad Signal
24	2023	MnDOT	MN 23/US 10	Interchange Reconstruction
25	2023	MnDOT	I-94 — Bridges 73875 and 73876	Bridge Overlay
26	2023	MnDOT	MN 301	Retaining Wall Rehabilitation
27	2023	MnDOT	US 10	Median Cable Barrier
28	2023	MnDOT	I-94 — Bridge 73868	Bridge Overlay
29	2024	Sherburne County	CSAH 3 and US 10 CSAH 3 and CR 78 CSAH 8 and CSAH 16 CSAH 8 and CR 65 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) CR 61 and US 10 CR 62 and CR 78	Lighting
30	2024	Sherburne County	CSAH 7 CSAH 20	Mumble Strips
31	2024	Stearns County	CSAH 133	Expansion
32	2024	City of Saint Cloud	Stearns History Museum	EV Charging Station
33	2024	Stearns County	County Road 120	Mill and Overlay
34	2024	City of Sartell	Paper Mill Trail	Engineering Study
35	2024	City of Sauk Rapids	Second Avenue S	Reconstruction

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 2024
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. 28, 2024: Four buses are currently on the production line.
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. 28, 2024: In progress. Purchase order has been issued for 35' CNG replacement bus.
N/A	TRANSIT	TRF-9503-20	2020	WACOSA	PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$87,000	Completed	Feb. 13, 2024: Vehicle has been delivered. Grant agreement to be closed.
1	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	Completed	Nov. 17, 2023: Final payment has been made. Project is complete.
2	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	Completed	Feb. 6, 2024: Project was completed in November 2023.
N/A	TRANSIT	TRF-9503-21	2021	WACOSA	SECTION 5310: WACOSA, PURCHASE ONE (1) REPLACEMENT <30 (CLASS 400) BUS	\$89,610	In Progress	Feb. 13, 2024: Vehicle has been ordered but has not been delivered. Grant agreement was amended by \$27,100 total due to vehicle pricing increase.
N/A	TRANSIT	TRF-0048-21L	2021	SAINT CLOUD	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS	\$1,250,000	In Progress	Feb. 28, 2024: Estimated completion in 2024.
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. 28, 2024: In progress. Purchase order has been issued for 35' CNG replacement buses.
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	Completed	Feb. 13, 2024: Grant agreement is closed.
3	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	Completed	Oct. 13, 2023: Project is complete.
4	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	Completed	Oct. 13, 2023: Project is complete.
N/A	TRANSIT	TRF-0048-22D	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	\$63,000	Completed	Feb. 28, 2024: Project is complete.
N/A	TRANSIT	TRF-0048-21I	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$25,000	Completed	Feb. 28, 2024: Project is complete.
N/A	TRANSIT	TRF-0048-22H	2022	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT	\$15,000	Completed	Feb. 28, 2024: 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. 28, 2024: In progress. Purchase order has been issued.
N/A	TRANSIT	TRF-9503-22	2022	SAINT CLOUD	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$128,000	Rescinded	Oct. 13, 2023: Vehicle order has been rescinded.
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	Completed	Feb. 13, 2024: Grant agreement is closed.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2024
5	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	Completed	Nov. 17, 2023: Project is complete.
6	LOCAL STREETS	073-070-024	2022	STEARNS COUNTY	RURAL INTERSECTION LIGHTING AT VARIOUS STEARNS CO ROAD INTERSECTIONS	\$96,000	Completed	Nov. 17, 2023: Final payment has been made. Project is complete.
1	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	Completed	Nov. 17, 2023: Final payment has been made. Project is complete.
7	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	Constructed	March 22, 2024: Working on final paperwork. Project construction is complete. There are a few areas where turf didn't take and those are being addressed.
8	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	Constructed	March 20, 2024: Construction completed in 2023. Minor construction punch list (turf acceptance) remaining. Change in Construction Status was approved Nov. 11, 2023. 1% retainage remains on the project.
9	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	Constructed	March 20, 2024: Construction happened during summer of 2023. Cooper Avenue S is currently open to traffic. Change in Construction Status sent with Semi-Final Completion Date: 09/27/2023.
10	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	Constructed	March 5, 2024: The project is substantially complete. Final punch list items remain spring 2024. Project closeout will take place in early 2024.
11	HIGHWAY US 10	0502-115	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.5 MI NW OF BENTON CSAH 33. PLACE HIGH TENSION MEDIAN CABLE GUARDRAIL FROM 66 TH STREET TO CSAH 33	\$1,400,000	Completed	Nov. 20, 2023: The project is complete and open to traffic.
12	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	Feb. 28, 2024: This project is getting close to ready to go as of Feb. 2, 2024.
13	HIGHWAY MN 23	0503-92	2022	MNDOT	MN 23, INSTALL FIBER OPTIC FROM BENTON CSAH 1 TO MN 25 IN FOLEY	\$380,000	Suspended	Feb. 28, 2024: Project has been suspended by Benton County at this time. It is not known if or when the project will continue.
N/A	TRANSIT	TRF-0048-23H	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; OPERATING ASSISTANCE	\$10,930,300	Completed	Oct. 17, 2023: Fiscal year 2023 operations ended Sept. 30, 2023.
N/A	TRANSIT	TRF-0048-23A	2023	SAINT CLOUD	ST CLOUD MTC - PARATRANSIT OPERATING	\$5,422,000	Completed	Oct. 17, 2023: Fiscal year 2023 operations ended Sept. 30, 2023.
N/A	TRANSIT	TRF-0048-23B	2023	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER	\$541,700	Completed	Oct. 17, 2023: Fiscal year 2023 operations ended Sept. 30, 2023.
N/A	TRANSIT	TRF-0048-23D	2023	SAINT CLOUD	SECT 5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	\$115,000	In Progress	Feb. 28, 2024: 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	Completed	Feb. 28, 2024: Project is complete.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2024
N/A	TRANSIT	TRF-0048-23I	2023	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	\$30,000	Completed	Feb. 28, 2024: Project is complete.
N/A	TRANSIT	TRF-0048-23J	2023	SAINT CLOUD	ST. CLOUD MTC; WESTERN TRANSIT CENTER	\$4,000,000	In Progress	Feb. 28, 2024: Land purchase is complete. Working with the City of Waite Park Planning Department on next steps in the zoning process.
15	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	Completed	April 1, 2024: Project is complete.
5	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	Completed	Nov. 17, 2023: Project is complete.
16	HIGHWAY	071-070-046	2023	SHERBURNE COUNTY	SHERBURNE COUNTY - VARIOUS COUNTY ROADWAYS, 6 INCH GROUND IN WET REFLECTIVE EDGE LINE STRIPING	\$44,444	Completed	Nov. 17, 2023: Project is complete.
7	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	Constructed	March 22, 2024: Working on final paperwork. Project construction is complete. There are a few areas where turf didn't take and those are being addressed.
17	LOCAL STREETS	073-090-012	2023	STEARNS COUNTY	BEAVER ISLAND TRAIL EXTENSION FROM ST CLOUD CITY LIMITS TO STEARNS CR 143 W OF CLEARWATER	\$1,225,000	Constructed	March 22, 2024: Project is substantially completed. Punch list work to be done in May/June.
18	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	Constructed	March 22, 2024: Working on final paperwork. Construction is complete.
19	HIGHWAY CSAH 4	073-070-025	2023	STEARNS COUNTY	STEARNS CSAH 4 AND CSAH 133, CONSTRUCT ROUND-A-BOUT.	\$1,800,000	Constructed	March 22, 2024: Working on final paperwork. Construction is complete.
20	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 22, 2024: Work is underway. Project anticipated to be completed by June 2024.
21	HIGHWAY	073-070-029	2023	STEARNS COUNTY	STEARNS COUNTY - VARIOUS INTERSECTIONS, UPGRADE SIGNAL HEADS AND COUNTDOWN TIMERS	\$684,000	In Progress	March 22, 2024: Work is underway. Project anticipated to be completed by June 2024.
9	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	Constructed	March 20, 2024: Construction happened during summer of 2023. Cooper Avenue S is currently open to traffic. Change in construction status sent with Semi-Final Completion Date: 09/27/2023.
22	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	Constructed	March 5, 2024: The project is substantially complete. Final punch list items remain spring 2024. Project closeout will take place in early 2024.
10	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	Constructed	March 5, 2024: The project is substantially complete. Final punch list items remain spring 2024. Project closeout will take place in early 2024.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2024
14	LOCAL STREETS	220-090-003	2023	SARTELL	CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL	\$458,740	Constructed	March 5, 2024: The project is substantially complete. Final punch list items remain spring 2024. Project closeout will take place in early 2024.
23	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	Feb. 28, 2024: This project has been pushed due to right-of-way problems.
24	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# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4 TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	\$44,480,000	In Progress	Feb. 28, 2024: 2024 work includes construction of east bound Highway 23 and westbound Highway 10, which includes adjacent roads (eastbound Highway 23 and Fourth Street bridges, accesses, frontage road connections and sidewalks/trails; also removal of old eastbound bridge). Highway 10 and 23 will be reduced to one lane of traffic in each direction in 2024. All to open by November 2024. The let amount for this project is \$39,158,236 (0503-91).
24	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	In Progress	Feb. 28, 2024: 2024 work includes construction of east bound Highway 23 and westbound Highway 10, which includes adjacent roads (eastbound Highway 23 and Fourth Street bridges, accesses, frontage road connections and sidewalks/trails; also removal of old eastbound bridge). Highway 10 and 23 will be reduced to one lane of traffic in each direction in 2024. All to open by November 2024. The let amount for this project is \$39,158,236 (0503-91).
24	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	In Progress	Feb. 28, 2024: 2024 work includes construction of east bound Highway 23 and westbound Highway 10, which includes adjacent roads (eastbound Highway 23 and Fourth Street bridges, accesses, frontage road connections and sidewalks/trails; also removal of old eastbound bridge). Highway 10 and 23 will be reduced to one lane of traffic in each direction in 2024. All to open by November 2024. The let amount for this project is \$39,158,236 (0503-91).
25	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	Completed	Nov. 20, 2023: Project was let on May 20, 2022, to New Look Contracting, Inc., for \$3,435,152 and construction is now complete.
26	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.	\$3,457,733	Completed	Nov. 20, 2023: Project was awarded to DBA MN Paving & Materials, Inc. for \$3,991,553.37. Construction was April-September 2023. Project is now complete. Notice of release of this highway to the City of Saint Cloud was officially signed over on Nov. 1, 2023, by MnDOT Commissioner.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2024
					IMPROVE DRAINAGE, MAINTAINABILITY AND SAFETY ADJACENT TO WALL.			
27	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	Feb. 28, 2024: Project was let on May 19, 2023, to Global Specialty Contractors, Inc. for \$8,754,236. District received additional \$1,197,764 in budget authority plus provided 10% match (\$119,776) from its SRC budget to cover increased costs. US 10 Little Falls to Halfway Crossing is complete; MN 65 Isanti/Anoka County line to S Cambridge and US 10 Saint Cloud to Clear Lake will be completed in 2024.
28	HIGHWAY I 94	7380-264	2023	MNDOT	I-94, OVERLAY BRIDGE NO 73868 AT THE CSAH 75 FLYOVER NW OF ST JOSEPH	\$2,058,000	Completed	Nov. 20, 2023: Project is complete and open to traffic. Project was let on May 19, 2023, to PCI Roads, LLC for \$1,977,076.06. Additional budget provided from Chapter 6 Bill to cover additional costs. STIP Admin modification amount was \$2,058,000.
N/A	TRANSIT	TRF-0048-24H	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$12,058,300	In Progress	Feb. 28, 2024: FY 2024 operations began on Oct. 1, 2023.
N/A	TRANSIT	TRF-0048-24I	2024	SAINT CLOUD	ST CLOUD MTC – PARATRANSIT OPERATING	\$5,584,700	In Progress	Feb. 28, 2024: FY 2024 operations began on Oct. 1, 2023.
N/A	TRANSIT	TRF-0048-24J	2024	SAINT CLOUD	ST CLOUD MTC – NORTHSTAR COMMUTER OPERATING	\$558,000	In Progress	Feb. 28, 2024: FY 2024 operations began on Oct. 1, 2023.
N/A	TRANSIT	TRF-0048-24E	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	\$80,000	In Progress	Feb. 28, 2024: Grant application process in progress.
N/A	TRANSIT	TRS-0048-24F	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE EIGHT (8) CLASS 400LF CNG REPLACEMENT BUSES	\$3,080,000	In Progress	Feb. 28, 2024: Grant application process in progress.
N/A	TRANSIT	TRF-0048-24G	2024	SAINT CLOUD	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	\$105,000	In Progress	Feb. 28, 2024: Grant application process in progress.
N/A	TRANSIT	TRF-0048-24K	2024	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	\$1,810,000	In Progress	Feb. 28, 2024: Grant application process in progress.
N/A	TRANSIT	TRF-9503-24	2024	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	\$228,000	In Progress	Feb. 13, 2024: Vehicle has not been ordered.
15	LOCAL STREETS	071-070-042AC	2024	SHERBURNE COUNTY	**AC**INSTALL INTERSECTION STREET LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS (PAYBACK 1 OF 1)	\$368,000	Completed	April 1, 2024: Project is completed.
29	LOCAL STREETS	071-070-044	2024	SHERBURNE COUNTY	INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS	\$524,000	In Progress	April 1, 2024: Preconstruction meeting to take place on April 2, 2024. Project anticipated to begin in mid-April.
30	LOCAL STREETS	071-070-045	2024	SHERBURNE COUNTY	INSTALL SINUSOIDAL RUMBLE STRIPS ON VARIOUS SHERBURNE COUNTY ROADS	\$180,000	In Progress	April 1, 2024: Waiting for CSAH 20 road construction to be completed in June 2024. Anticipate June 2024 rumble strips as well.
18	HIGHWAY CSAH 75	073-675-041AC	2024	STEARNS COUNTY	**AC** : STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 1 OF 2)	\$3,250,000	Constructed	March 22, 2024: Working on final paperwork. Construction is complete.
31	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	\$3,000,000	In Progress	March 22, 2024: Plans are at MnDOT. Project memorandum has been approved.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2024
					ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133			
20	HIGHWAY CSAH 75	073-675-042AC1	2024	STEARNS COUNTY	**AC**MN270**: CSAH 75, REPLACE BRIDGE 6819 OVER SAUK RIVER (PAYBACK 1 OF 2)	\$5,000,000	In Progress	March 22, 2024: Work is underway. Project anticipated to be completed by June 2024.
33	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	In Progress	March 22, 2024: Bid has been awarded. Work to begin in May 2024.
4	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 MULTIMODAL CORRIDOR (ASSOCIATED WITH 162-591-005)(PAYBACK 1 OF 1)	\$536,543	Completed	Oct. 13, 2023: Project is complete.
32	LOCAL STREETS	162-080-009	2024	SAINT CLOUD	**CRP**CITY OF ST CLOUD: INSTALL ELECTRIC VEHICLE CHARGING STATION, STEARNS HISTORY MUSEUM	\$250,000	In Progress	March 20, 2024: Amendment approved to reduce locations from five to one. Plans are at 90% complete. Next step is MnDOT review.
34	LOCAL STREETS	220-090-004	2024	SARTELL	**CRP** BIKEWAY ENGINEERING, SARTELL BRIDGE TO BENTON DRIE IN THE CITY OF SARTELL	\$224,800	In Progress	March 5, 2024: City has solicited qualifications and is waiting for approval from MnDOT to award design contract. Design will take place March through September 2024 with project closeout in October 2024.
35	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	In Progress	Feb. 26, 2024: Plans for this project are currently down at MnDOT Central Office being reviewed. Once MnDOT provides authorization the City will begin to advertise for bids. Bidding is anticipated to begin in March with construction planned for the 2024 construction season.
24	HIGHWAY MN 23, US 10	0503-91AC	2024	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 1 OF 2)	\$44,480,000	In Progress	Feb. 28, 2024: 2024 work includes construction of east bound Highway 23 and westbound Highway 10, which includes adjacent roads (eastbound Highway 23 and Fourth Street bridges, accesses, frontage road connections and sidewalks/trails; also removal of old eastbound bridge). Highway 10 and 23 will be reduced to one lane of traffic in each direction in 2024. All to open by November 2024.

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 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total	Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total		
									\$18,447,629	\$9,200,000	\$44,886,442				\$9,162,146	\$4,689,600	\$9,491,310	\$5,966,078			\$112,941,652	\$177,935,083		
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	Other (Local)	Project Total
TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	EP	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

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 2025-2028 Project Table

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA			Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total	
									\$194,002,859	\$9,200,000	\$53,053,746			\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313	
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	Other (Local)	Project Total
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 ONE (1) CLASS 700 REPLACEMENT CNG BUS	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	729,000				583,200	583,200									145,800	729,000
TRANSIT	TRF-0048-25H	2025	SAINT CLOUD	SECTION 5339: ST CLOUD MTC; PURCHASE ONE (1) CLASS 400LF CNG REPLACEMENT BUS	0	TR	TRANSIT VEHICLE PURCHASE	FTA	367,000										311,950				55,050	367,000
TRANSIT	TRS-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	1,835,000				1,468,000	1,468,000									367,000	1,835,000
TRANSIT	TRF-9503-25	2025	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	0	NB	TRANSIT VEHICLE PURCHASE	FTA	197,200										157,760				39,440	197,200
HIGHWAY CSAH 1	005-070-014	2025	BENTON COUNTY	BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	0	SH	ROUNDAABOUT	HSIP	2,450,000			750,000		750,000									1,700,000	2,450,000
HIGHWAY CSAH 1	005-070-014CRP	2025	BENTON COUNTY	**CRP**BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	0	SH	ROUNDAABOUT	CRP	550,000			440,000		440,000									110,000	550,000
LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR CROSSING (ASSOCIATED SP 071-596-008)	0.1	LP	NEW PAVEMENT -BIT	STBGP<5K	1,300,000			1,000,000		1,000,000									300,000	1,300,000

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									\$194,002,859	\$9,200,000	\$53,053,746				\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
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	Other (Local)	Project Total
LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR CROSSING (ASSOCIATED SP 071-596-008)	0.1	LP	NEW PAVEMENT - BIT	STBGP<5K	1,200,000			960,000		960,000						240,000		240,000		1,200,000
HIGHWAY US 10	7103-67	2025	SHERBURNE COUNTY	US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	0.4	MA	NEW PAVEMENT - BIT	STBGP<5K	600,000			600,000		600,000										600,000
HIGHWAY US 10	071-596-013	2025	SHERBURNE COUNTY	**CHAP 5** US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	0.4	MA	NEW PAVEMENT - BIT	DEMO	1,000,000														1,000,000	1,000,000
HIGHWAY CSAH 2	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUNT AT MINNESOTA ST IN ST JOSEPH	0.5	SH	ROUNDAABOUT	HSIP	555,555			500,000		500,000									55,555	555,555
HIGHWAY CSAH 2	073-070-028CRP	2025	STEARNS COUNTY	**CRP**CSAH 2, CONSTRUCT ROUND-A-BOUNT AT MINNESOTA ST IN ST JOSEPH	0.5	SH	ROUNDAABOUT	CRP	1,244,445			940,000		940,000									304,445	1,244,445
HIGHWAY CSAH 75	073-675-041AC2	2025	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM TH 15 TO COOPER AVE FULL DEPTH RESURFACING AND ADA IMPROVEMENTS (PAYBACK 2 OF 2).	1	RS	MILL AND BIT OVERLAY	NHPP	774,944							774,944	774,944							
HIGHWAY CSAH 75	073-675-042AC2	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							
N/A	220-080-007	2025	SARTELL	**AC**CRP**ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK IN 2026)	0	MA	N/A	CRP	51,447									165,333					51,447	216,780
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 APO	**MN296**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

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total		
									\$194,002,859	\$9,200,000	\$53,053,746				\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313		
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	Other (Local)	Project Total		
HIGHWAY I 94	8823-375	2025	MNDOT	**ITS**I-94, DMS, CAMERAS AND FIBER AT MULTIPLE LOCATIONS FROM US 71 IN SAUK CENTRE TO MN 15 IN ST CLOUD	40.5	TM	OTHER	NHPP	530,000				400,000	400,000							30,000	100,000	130,000		530,000	
HIGHWAY MN 23, US 10	0503-91AC2	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	
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	
HIGHWAY CSAH 29	005-596-006	2026	BENTON COUNTY	**MN309**BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS	0	MC	MAJOR CONSTRUCTION - BIT	DEMO	6,250,000	5,000,000				5,000,000										1,250,000	6,250,000	

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA				Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									\$194,002,859	\$9,200,000	\$53,053,746				\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
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	Other (Local)	Project Total
HIGHWAY CSAH 3	005-603-035	2026	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK IN 2027 & 2028)(ASSOCIATED WITH SAP 005-603-036)	7.3	RD	BITUMINOUS RECLAMATION	STBGP<5K	1,768,425									2,953,335					1,768,425	4,721,760
LOCAL STREETS	071-070-050	2026	SHERBURNE COUNTY	VARIOUS SHERBURNE COUNTY ROADS/INTERSECTIONS, INSTALL RUMBLE STRIPS AND 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS	66	SH	STRIPING	HSIP	675,000			607,500		607,500									67,500	675,000
HIGHWAY CSAH 75	073-675-043	2026	STEARNS COUNTY	STEARNS CSAH 75, FROM CSAH 2 TO WASHINGTON MEMORIAL DRIVE IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS	0	EN	TRAFFIC SIGNAL REVISION	NHPP	3,000,000			2,377,668		2,377,668									622,332	3,000,000
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	162-120-008	2026	SAINT CLOUD	**CRP**LINCOLN AVE SE; CONSTRUCT SIDEWALK FROM 4TH ST SE TO 7TH ST SE IN THE CITY OF ST CLOUD	0	MA	SIDEWALKS	CRP	125,000			95,333		95,333									29,667	125,000
LOCAL STREETS	220-070-001	2026	SARTELL	PINECONE ROAD/7TH ST NORTH INTERSECTION, INSTALL SIGNAL SYSTEM	0.1	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	0.5	BT	NEW TRAIL	STBGTAP 5K-200K	637,900			389,160		389,160									248,740	637,900
N/A	220-080-007AC	2026	SARTELL	**AC**CRP**ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK 1 OF 1)	0	MA	N/A	CRP	165,333						165,333		165,333							
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 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA					Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			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	Other (Local)	Project Total	
									\$194,002,859	\$9,200,000	\$53,053,746					\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
LOCAL STREETS	191-090-003	2026	SAUK RAPIDS	**AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK IN 2028)	0	RT	NEW TRAIL	STBG TAP 5K-200K	147,567									590,267					147,567	737,834	
N/A	191-080-007	2026	SAUK RAPIDS	**CRP**INSTALL ELECTRIC VEHICLE CHARGING STATION IN PARKING LOT AT 2ND AVE N & 1ST ST N IN THE CITY OF SAUK RAPIDS	0	MA	N/A	CRP	230,000			179,334		179,334									50,666	230,000	
HIGHWAY MN 15	0509-37	2026	MNDOT	**BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE	0.3	BI	BRIDGE REPLACEMENT	BFP	7,702,000		6,000,000			6,000,000						1,702,000		1,702,000		7,702,000	
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	400,000				200,000	200,000									200,000	400,000	
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 FIVE(5) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	STBGP 5K-200K	2,160,000				1,728,000	1,728,000									432,000	2,160,000	
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	
HIGHWAY CSAH 3	005-603-035A	2027	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK 1 OF 2)(ASSOCIATED WITH SAP 005-603-036)	7.3	RD	BITUMINOUS RECLAMATION	STBGP<5K	2,000,000						2,000,000		2,000,000								
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	**MN307**15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY	3	PL	RIGHT OF WAY PURCHASE	STBGP 5K-200K	3,930,000	2,200,000		943,774		3,143,774									786,226	3,930,000	

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA					Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			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	Other (Local)	Project Total	
				ACQUISITION IN CITY OF SARTELL																					
	8803-CRPL-27	2027	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2027	0	MA	MISCELLANEOUS AGREEMENT	CRP	337,500			270,000		270,000										67,500	337,500
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 MN 23	7305-133	2027	MNDOT	**MN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE	1	SH	CHANNELIZATION	DEMO	1,500,000	1,200,000				1,200,000						300,000		300,000			1,500,000
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	3,100,000			2,790,000		2,790,000						310,000		310,000			3,100,000
TRANSIT	TRF-0048-28A	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,343,952										1,600,000					11,743,952	13,343,952
TRANSIT	TRF-0048-28B	2028	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,719,658															6,719,658	6,719,658
TRANSIT	TRF-0048-28C	2028	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	0	TR	TRANSIT OPERATIONS	LF	1,608,152															1,608,152	1,608,152
TRANSIT	TRF-0048-28D	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	59,000										47,200					11,800	59,000
TRANSIT	TRF-0048-28E	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	135,000										108,000					27,000	135,000
TRANSIT	TRF-0048-28F	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	372,000										297,600					74,400	372,000
TRANSIT	TRF-0048-28G	2028	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-0048-28H	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	600,000										480,000					120,000	600,000
TRANSIT	TRF-0048-28I	2028	SAINT CLOUD	ST CLOUD MTC; PURCHASE NINE(9) CLASS 400LF CNG REPLACEMENT BUSES.	0	TR	TRANSIT VEHICLE PURCHASE	LF	2,565,000															2,565,000	2,565,000
HIGHWAY CSAH 3	005-603-035AC2	2028	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (PAYBACK 2 OF 2) (ASSOCIATED WITH SAP 005-603-036)	7.3	RD	BITUMINOUS RECLAMATION	STBGP<5K	953,335						953,335		953,335								
HIGHWAY CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	0	RC	MAJOR CONSTRUCTION - BIT	STBGP<5K	2,500,000			1,448,675		1,448,675										1,051,325	2,500,000

Saint Cloud Area Planning Organization FY 2025-2028 Project Table									Running STIP Total	FHWA Earmark	Running FHWA					Running Advanced Construction Payback Total			Running Total AC	Running FTA	Running TH Total			Running Other (Local)	Running Project Total
									\$194,002,859	\$9,200,000	\$53,053,746					\$9,742,367			\$5,269,821	\$9,491,310	\$6,220,554			\$115,494,882	\$189,530,313
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	Other (Local)	Project Total	
LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13TH ST, CONSTRUCT SIDEWALK FROM 9TH AVE TO 11TH AVE AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9TH AVE IN THE CITY OF ST CLOUD	0	RT	NEW TRAIL	STBGTAP 5K-200K	225,000			180,000		180,000									45,000	225,000	
LOCAL STREETS	191-090-003AC	2028	SAUK RAPIDS	**AC**2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (PAYBACK 1 OF 1)	0	RT	NEW TRAIL	STBGTAP 5K-200K	590,267						590,267		590,267								
	8803-CRPL-28	2028	ST. CLOUD APO	ST CLOUD APO SETASIDE -- CRP PROGRAM -- 2028	0	MA	MISCELLANEOUS AGREEMENT	CRP	337,500			270,000		270,000									67,500	337,500	
HIGHWAY MN 23	7305-131	2028	MNDOT	MN 23, FROM 0.455 MI E OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY	5.5	RS	MILL AND BIT OVERLAY	NHPP	16,970,000			11,480,220		11,480,220						2,619,780		2,619,780	2,870,000	16,970,000	
HIGHWAY I 94	7380-275	2028	MNDOT	I-94, FROM STEARNS CSAH 75/ROOSEVELT ROAD TO STEARNS CSAH 2, FIBER OPTIC CABLE, CAMERAS AND NID'S	13	TM	OTHER	NHPP	750,000				675,000	675,000								75,000	75,000	750,000	
HIGHWAY I 94	7380-282CRP	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	CRP	1,720,000			1,376,000		1,376,000						344,000		344,000		1,720,000	
HIGHWAY I 94	7380-282	2028	MNDOT	I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	NHPP	780,000			624,000		624,000						156,000		156,000		780,000	

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 in the 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 2025-2028 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-

Roadway Accessibility, Mobility, and Connectivity Performance Measures	Method of Calculation
	minute segments during all time periods other than 8 p.m. – 6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Interstate that are reliable.
Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	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 2025-2028 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 2025-2028 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

Roadway Metropolitan Vitality and Economic Development Performance Measures	Method of Calculation
	<p>days (8 p.m. – 6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment’s largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.</p>

Figure B.4: A list of the roadway metropolitan vitality and economic development performance measures incorporated into the APO’s FY 2025-2028 TIP and the method of calculation.

Roadway Management and Preservation Performance Measures	Method of Calculation
<p>Interstate System Pavement Conditions</p>	<p>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.</p>
<p>Non-Interstate NHS Pavement Conditions</p>	<p>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.</p>
<p>Pavement Maintenance</p>	<p>Measure of the number of years since last preservation treatment on a segment of roadway within the Federal-aid system.</p>
<p>Bridge Conditions</p>	<p>Percent of bridges by deck area classified in good, fair, and poor condition using the NBI ratings for deck, superstructure, substructure, and culvert.</p>

Figure B.5: A list of roadway management and preservation performance measures incorporated into the APO’s FY 2025-2028 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 2024

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 17, 2024, and concluding on Aug. 16, 2024.

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 2025-2028 TIP. While advance construction payback projects are reflected in the 2025-2028 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 17, 2024, through Aug. 16, 2024, a total of 52 people took part in at least one of the APO's 12 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

Two people participated in the Benton County TIP survey. No one participated in the Benton County portion of the overall TIP survey.

Benton County had three projects programmed to receive federal funding during the time period of fiscal years 2025 through 2028.

- **#5:** 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 \$3,000,000 with \$1,190,000 coming from federal funding and \$1,810,000 coming from local sources.
- **#17:** Benton County is proposing to do a full depth reclamation on Benton CSAH 3 (Golden Spike Road NE) from CSAH 1 (Mayhew Lake Road) to County Road 44 (55th Street NE) which is the APO's planning area boundary. The estimated project cost is \$4,721,760 with \$2,953,335 coming from federal funding and \$1,768,425 coming from local funding sources. *Please note that this project will continue another mile northeast to Popple Creek (the intersection of CSAH 3 and CSAH 4/65th Street NE). This extension will occur during the same construction season, however, because this falls outside of the APO's planning area, funding to complete this last mile will be funded entirely by the county through local funding sources. The cost to complete this section has NOT been included in the estimated project cost of \$4,721,760 quoted above.*
- **#29:** Benton County was a recipient of Congressionally Directed Spending (CDS) funding (formerly known as federal earmark funding) to complete a corridor extension of Benton CSAH 29 from CSAH 1 (Mayhew Lake Road) to CSAH 3 (Golden Spike Road NE). This capacity expansion project is tied to the larger, regional priority to complete an urban beltline corridor around the Saint Cloud metro. The estimated project cost is \$6,250,000 with the county receiving \$5,000,000 in CDS funds and \$1,250,000 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
5	1	1	0	0	0	0
17	0	1	1	0	0	0
29	1	1	0	0	0	0

Appendix C.1: Table indicating the responses to survey question 1 of the Benton County 2025-2028 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
<p>“Roundabouts on CSAH 1 at both Sauk Rapids High School entrances.”</p>	<p>The Saint Cloud APO, in conjunction with the City of Sauk Rapids, Benton County, and the Sauk Rapids-Rice School District, completed a corridor access and safety study of CSAH 1/Mayhew Lake Road in 2022 between CSAH 29 and MN 23. As a result of that study, the long-term vision for the corridor would include an expansion of the corridor (from two-lanes to four-lanes) and a multimodal trail along the corridor. Additionally, numerous safety concerns were identified at various intersections along this corridor, including access to Sauk Rapids-Rice High School. The recommendations from the study suggested incorporating roundabouts at both entrances to the school (access to the unnamed roadway as well as the Osauka Road entrance) as well as reconstructing the current roundabout at Golden Spike Road NE/CSAH 3, 15th Street, and 10th Street/14th Avenue. As part of that study, the consulting firm developed preliminary cost estimates to construct the roadway. In total, it is estimated to cost between \$14 and \$16 million (in 2022 dollars) to construct the entire corridor, not including right-of-way and easement costs, preliminary and final design costs, and construction engineering. After the conclusion of the study, Benton County is committed to exploring all options to ensure this corridor is built out and includes the roundabouts mentioned by this commenter.</p>

Appendix C.2: Table indicating the responses to survey question 2 of the Benton County 2025-2028 TIP survey and the Benton County portion of the overall TIP survey along with APO staff disposition of those comments.

The two people who participated in the Benton County 2025-2028 TIP survey provided the following ranking of the important transportation issues:

1. Increasing safety.
2. Adding more sidewalks/trails **AND** supporting the economy (TIE).
3. Maintaining roadways **AND** building new roadways (TIE).
4. Improving transit **AND** building an urban beltline around the Saint Cloud Metro (TIE).
5. Protecting the environment.
6. Preparing for driverless cars **AND** connecting our region to the Twin Cities Metro (TIE).

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

Sherburne County

One person participated in the Sherburne County TIP survey. No one 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 2025 through 2028.

- **#4:** 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 \$1,960,000 coming from federal funding, \$240,000 coming from state funding, and \$300,000 coming from local funding sources.
- **#30:** Sherburne County is taking the lead on a construction project at the intersection of County Road 61 and US 10. At the conclusion of the 2021 Minnesota Legislative session, the state had obligated funding to the Saint Cloud APO/Minnesota Department of Transportation (MnDOT) to conduct both a safety study on US 10 (from 32nd Street SE/Sherburne County CSAH 3 to 45th Avenue SE/Sherburne County Road 65) as well as fund an intersection safety project on US 10. After the completion of the US 10 safety study (which was funded using MnDOT funds obligated to complete a safety study along that corridor prior to the legislative action), there was an additional \$1 million remaining to construct the intersection safety project. As a result, MnDOT and Sherburne County have identified the US 10 intersection with CR 61 as the location for this project. The county and state are proposing to realign this intersection as well as construct a westbound acceleration lane. The total estimated project cost is \$1,600,000 with \$600,000 coming from federal funding and \$1,000,000 coming from the legislature. The county does not have any cost participation in this project.

- **#18:** Sherburne County is proposing to install transverse rumble strips at County Road 65 (both north and south of the intersection with CSAH 3); County Road 62 (west of the CSAH 20 intersection); County Road 61 (west of the CSAH 20 intersection); CSAH 20 (north and south of the intersection with CSAH 16); and CSAH 20 (north and south of the intersection with CSAH 3) within the APO’s planning area. The estimated project cost is \$675,000 with \$607,500 coming from federal funding and \$67,500 coming from local funding sources. *Please note, this project is part of a countywide project to add transverse rumble strips/rumble strips as well as ground-in wet reflective pavement markings along various roadways throughout Sherburne County. The costs reflected here reflect the full countywide project.*

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
4	0	0	1	0	0	0
30	0	0	0	0	1	0
18	0	0	0	0	1	0

Appendix C.3: Table indicating the responses to survey question 1 of the Sherburne County 2025-2028 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
“Lower speed limits all over.”	The determination of speed limits for roadways is a rather complex process that is primarily handled by the Minnesota Department of Transportation. Speed limits for most roadways are either set by state statute or are the results of a speed study conducted by MnDOT. In the case of a speed study being conducted, MnDOT will monitor the speed in which traffic is currently traveling along a roadway regardless of the posted speed. Adjustments will be made to the posted speed based on the 85 th percentile rule. For example if 85% of traffic is traveling at or below 50 mph on a 45 mph corridor there is a strong possibility the speed limit could be increased to 50 mph. Now, in 2019, the state legislature passed a law allowing cities to change the speed limits of roadways they own (not county or state roads) within their

Comment	Disposition
	city limits WITHOUT having to go through a MnDOT speed study. The recommendations for speed limits would need to be consistent and have some “defensible” methodology behind them. Note, this does not impact county-owned facilities. Efforts to explore the possibility of adjusting the speed limits within cities located in the APO’s planning area were done in 2020, however, there was not the political appetite at the time to make any regional adjustments. That said, speeding has been one of the leading contributors to fatal and serious injury crashes across Minnesota and work is being done at both the state and local level to address this through education, enforcement, and roadway engineering.

Appendix C.4: Table indicating the responses to survey question 2 of the Sherburne County 2025-2028 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 2025-2028 TIP survey provided the following ranking of the important transportation issues:

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

The following is a list of additional thoughts or comments about the draft TIP that were provided.

Comment	Disposition
“Time is past to build up biking infrastructure. The EBikes are here, now.”	E-bike popularity has certainly grown over the past number of years. However, there are still a lot of unanswered questions at the local level as to how to handle their presence. Currently, the top speed of an e-bike is 28 mph

Comment	Disposition
	(Class 3 e-bikes) with most e-bikes coming in at around 20 mph. While some of these e-bikes can “keep up” with vehicular traffic on some roadways, several may still fall short in terms of speed. Bike lanes or shared-use paths could continue to be a viable option. However, local cities (such as Saint Cloud) are in the process of considering ordinances that govern where e-bikes are allowed. It is important to note that while e-bikes are becoming more common, traditional bikes are still very much present in our communities and consideration for those who choose to bike (whether for commuting or recreational purposes) are needed to allow those users the ability to do so safely.

Figure C.5: Other comments provided on the draft TIP as part of Sherburne County’s 2025-2028 TIP survey and APO staff disposition of them.

Stearns County

Six people participated in the Stearns County TIP survey. No one 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 2025 through 2028.

- **#6:** 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 \$1,800,000 with \$1,440,000 coming from federal funding and \$360,000 coming from local funding.
- **#28:** Stearns County is proposing to replace several traffic signals along CSAH 75 from the intersection of CSAH 75 and CSAH 2 in Saint Joseph through the intersection of CSAH 75 and Washington Memorial Drive in Saint Cloud. The estimated project cost is \$3,000,000 with \$2,377,668 coming from federal funding and \$622,332 coming from local funding.
- **#22:** Stearns County is proposing to reconstruct CSAH 1 from CSAH 17 near the Rice bridge to the northern county line. The estimated project cost is \$2,500,000 with \$1,448,675 coming from federal funding and \$1,051,325 coming from local funding.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
6	0	3	1	0	1	1
28	1	0	2	1	1	1
22	1	1	0	3	0	1

Appendix C.6: Table indicating the responses to survey question 1 of the Stearns County 2025-2028 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
“Connecting the Beaver Island Bike/Walk trail to the Clearwater Bike/Walk trail. This would complete access for St Cloud to Clearwater corridor on a non-vehicular route.”	With the completion of several Beaver Island Trail extension projects over the past few years, it has become apparent the need to fill in the existing gaps to create a continuous corridor connecting Saint Cloud to Clearwater. Within the Saint Cloud APO’s planning area, one piece that is for sure still needed is the connection that would be done in conjunction with the Heatherwood Road construction. The City of Saint Cloud is committed to completing that section of the Beaver Island Trail with the Heatherwood Road extension. As to the connection between the end of the Beaver Island Trail at CR 143 and Warner Lake Park, as of July 2024, Stearns County is exploring funding opportunities to complete that final section within the near future.
“Intercity bike trail expansions/improvements.”	In 2022 the Saint Cloud APO (in conjunction with the other member city jurisdictions) developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) . As part of that plan, APO staff worked closely with city staff from Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park in identifying existing gaps in the network “most in need” of addressing. The plan also identified possible connections between cities to allow for continuous corridors. Finally, the plan did outline longer connections that would impact the county system. These longer stretches of roadway identified as being beneficial to having active transportation

Comment	Disposition
	<p>facilities added were part of the “regional bicycle network.” This network, if completed, would ideally help facilitate trips between our region and other regions (like Kimball, Foley, Cold Spring, Rice, etc.). Since these connections have been identified in a planning document, they are set up rather nicely in terms of seeking out federal grant opportunities to assist in completing these connections.</p>
<p>“#6 if I could be convinced it is needed and that it would not change the feel of the downtown area.”</p>	<p>The proposed roundabout at Minnesota Street/CSAH 2 is located near the Park and Ride on the outer edges of the City of Saint Joseph close to the I-94 interchange. When approaching this intersection on either West Minnesota Street or CSAH 2, you will see Rural Intersection Conflict Warning System (RICWS) signage (signs that flash when traffic entering/approaching the intersection). However, MnDOT has determined that these signs do not reduce or prevent crashes from occurring. A roundabout at this location would eliminate the need for the RICWS as well as allow traffic to flow better through this intersection given the current sight lines along CSAH 2. Based on the location, there shouldn’t be any impact to downtown Saint Joseph.</p>

Appendix C.7: Table indicating the responses to survey question 2 of the Stearns County 2025-2028 TIP survey and the Stearns County portion of the overall TIP survey along with APO staff disposition of those comments.

The three people who participated in the Stearns County 2025-2028 TIP survey provided the following ranking of the important transportation issues:

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

The following is a list of additional thoughts or comments about the draft TIP that were provided.

Comment	Disposition
None	Awesome! Thank you!
No	Awesome! Thank you!

Figure C.8: Other comments provided on the draft TIP as part of Stearns County’s 2025-2028 TIP survey and APO staff disposition of them.

City of Saint Cloud

Six people participated in the City of Saint Cloud TIP survey. No one participated in the City of Saint Cloud portion of the overall TIP survey.

The City of Saint Cloud had three projects programmed to receive Federal funding during the time period of fiscal years 2025 through 2028.

- **#13:** 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 \$5,600,000 with \$1,800,000 coming from federal funding and \$3,800,000 coming from local sources.
- **#31:** The City of Saint Cloud is proposing to fill in a sidewalk gap along Lincoln Avenue SE from Fourth Street SE to Seventh Street SE. The estimated project cost is \$125,000 with \$95,333 coming from federal funding and \$29,667 coming from local sources.
- **#23:** The City of Saint Cloud is proposing to fill in sidewalk gaps along 13th Street S between 11th Avenue S and Ninth Avenue S near South Junior High School. In addition, the City is looking to install a pedestrian activated crossing (Rectangular Rapid Flashing Beacon – RRFB) at the intersection of 13th Street S and Ninth Avenue S. The estimated project cost is \$225,000 with \$180,000 coming from federal funding and \$45,000 coming from local sources.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
13	5	0	0	0	0	1
31	4	0	1	0	0	0
23	2	3	1	0	0	0

Appendix C.9: Table indicating the responses to survey question 1 of the City of Saint Cloud 2025-2028 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
<p>“Reconstruct 322nd Street as a LONG-TERM SOLUTION. Not a few year resurface or patch that will soon be destroyed when the street is updated.”</p>	<p>The 322nd Street corridor has been brought up for many years to the local road authorities (City of Saint Cloud, LeSauk Township, Saint Wendel Township), Stearns County, City of Saint Joseph, and the Saint Cloud APO. It is a well-documented concern from residents living along the roadway of its deterioration as well as the high number of vehicles using the roadway as a connection between Saint Cloud and Saint Joseph, and the high rate of speed vehicles are traveling. From a federal funding standpoint, because 322nd Street is CURRENTLY deemed a local street and not a functionally classified roadway, it is AT THIS TIME ineligible to receive federal funding assistance. That being said, several factors are in play that have the potential of impacting 322nd Street. First, APO jurisdictions will need to complete an update to the functional classification system within the short-term. If a roadway designation change is warranted for 322nd Street, it could then be considered eligible for federal funding. Second, the City of Saint Cloud (in talks with both LeSauk and Saint Wendel townships) is looking at some concepts to address the current state of 322nd Street given some anticipated residential development along the corridor. In talking with the city’s Community Development Director, two options were being considered –a short-term, immediate fix to address the existing pavement condition and a longer-term fix which has the potential to reconstruct the entire roadway. However, the latter solution will cost a significant amount of money which neither the city nor the townships impacted have determined a property funding source(s) to help finance this project. Lastly, while not ideal at the APO level, 322nd Street is identified in our soon-to-be adopted Metropolitan Transportation Plan, Looking Ahead 2050. Which, if functional classification does change on this</p>

Comment	Disposition
	roadway would also help boost its chances of becoming eligible for federal funding assistance. APO staff will certainly pass along this comment to City of Saint Cloud staff as well as LeSauk Township representatives.
“Citywide bikeway network.”	As of 2011, the City of Saint Cloud has adopted a Complete Streets Policy which has committed the city to exploring active transportation options/infrastructure to be incorporated into new or reconstructed roadways within the city. Additionally, in 2022 the Saint Cloud APO (in conjunction with the other member city jurisdictions) developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) that details locations within the City of Saint Cloud that would be in “most need” of active transportation infrastructure as well identifies potential corridors that would be suited to the development of a region-wide bicycle network.
“How about a bike link from W St Germain/Osseo across Cooper to 1st St N (Hanson Carpet-Eich Motors area).”	In 2022 the Saint Cloud APO (in conjunction with other member city jurisdictions) developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) that details locations within the City of Saint Cloud that would be in “most need” of active transportation infrastructure as well identifies potential corridors that would be suited to the development of a region-wide bicycle network. Unfortunately, when that planning effort was finalized, this specific area was not included. However, given the current active transportation infrastructure improvements along the West Saint Germain Street corridor, this is something APO staff will be taking a closer look at when our ATP is updated. Additionally, APO staff will forward this comment on to the City of Saint Cloud staff for their consideration in the more immediate future.
“Extension of Heatherwood Road to I-94 Business Park.”	The City of Saint Cloud has identified the extension of Heatherwood Road from 47 th Street to 60 th Street (near the city’s wastewater treatment facility) as a top priority for the past number of years. In fact, the City has identified this

Comment	Disposition
	<p>project in both the APO’s existing long-range transportation plan (MAPPING 2045) as well as the soon-to-be adopted transportation plan (Looking Ahead 2050). As a result, inclusion in the APO’s long-range plans (known as Metropolitan Transportation Plans) makes projects such as the Heatherwood Road extension eligible to receive federal funding. As of Aug. 9 (when this comment was addressed), the City of Saint Cloud has identified this extension in their adopted 2025-2030 Capital Improvement Program for construction in 2026. The city is estimating the entire project (which will include a bridge crossing at Johnson Creek along with utility improvements) to cost approximately \$11.2 million (in 2023 dollars). Based on the funding breakdown, a majority of funds for this project will come from special assessments. However, the city has been known to approach the state legislature for bonding funds for this project in the past (however, previous attempts have been unsuccessful).</p>
<p>“Expanding one-way lanes near campus.”</p>	<p>APO staff can certainly forward this comment on to staff with the City of Saint Cloud. It is unclear if this commenter would like these streets to become two-ways with that expansion or not, but this information will be passed along to the city.</p>

Appendix C.10: Table indicating the responses to survey question 2 of the City of Saint Cloud 2025-2028 TIP survey and the City of Saint Cloud portion of the overall TIP survey and APO staff disposition of those comments.

Six people who participated in the City of Saint Cloud’s 2025-2028 TIP survey provided the following ranking of the important transportation issues:

1. Increasing safety.
2. Adding more sidewalks/trails.
3. Improving transit.
4. Protecting the environment.
5. Maintaining roadways.
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.

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

Comment	Disposition
"All of the projects are good!"	APO staff will be more than happy to pass those positive words along to City of Saint Cloud staff.
"No"	Wonderful! Thank you for participating in the APO's survey!
"Lower speeds, 20-25 on side roads and neighborhoods."	The determination of speed limits for roadways is a rather complex process that is primarily handled by the Minnesota Department of Transportation. Speed limits for most roadways are either set by state statute or are the results of a speed study conducted by MnDOT. In the case of a speed study being conducted, MnDOT will monitor the speed in which traffic is currently traveling along a roadway regardless of the posted speed. Adjustments will be made to the posted speed based on the 85 th percentile rule. For example if 85% of traffic is traveling at or below 50 mph on a 45 mph corridor there is a strong possibility the speed limit could be increased to 50 mph. Now, in 2019, the state legislature passed a law allowing cities to change the speed limits of roadways they own (not county or state roads) within their city limits WITHOUT having to go through a MnDOT speed study. The recommendations for speed limits would need to be consistent and have some "defensible" methodology behind them. Note, this does not impact county-owned facilities. Efforts to explore the possibility of adjusting the speed limits within cities located in the APO's planning area were done in 2020, however, there was not the political appetite at the time to make any regional adjustments. That said, speeding has been one of the leading contributors to fatal and serious injury crashes across Minnesota and work is being done at both the state and local level to address this through education, enforcement, and roadway engineering.

Figure C.11: Other comments provided on the draft TIP as part of the City of Saint Cloud's 2025-2028 TIP survey and APO staff disposition of them.

City of Sartell

Three people participated in the City of Sartell TIP survey. No one 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 2025 through 2028.

- **#15:** 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.
- **#16:** 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 \$637,900 with \$389,160 coming from federal funding, \$97,290 coming from the state’s Active Transportation Infrastructure Grant award, and \$151,450 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 city was successful in receiving Congressionally Directed Spending (CDS) funding (formerly known as federal earmark funding) to complete this right-of-way acquisition. The estimated project cost is \$3,930,000 with \$2,200,000 coming from CDS funds, \$943,774 coming from federal funding and \$786,226 coming from local sources.
- In addition to the three roadway projects, the City of Sartell has one more project programmed during the time period of fiscal years 2025-2028. During the spring 2024 Carbon Reduction Program solicitation, the City of Sartell was successful in receiving federal funding assistance to purchase four electric vehicle (EV) police vehicles. The estimated project cost would be \$216,780 with \$165,333 coming from federal funding and \$51,447 coming from local funding sources.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
15	1	0	1	1	0	0
16	0	2	1	0	0	0
31	0	0	1	1	1	0
Police Vehicles	0	0	0	1	2	0

Appendix C.12: Table indicating the responses to survey question 1 of the City of Sartell 2025-2028 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
<p>“Comprehensive regional trails connecting Sauk Rapids and Sartell.”</p>	<p>In 2022 the Saint Cloud APO (in conjunction with other member city jurisdictions) developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) that details locations within the City of Sartell that would be in “most need” of active transportation infrastructure as well identifies potential corridors that would be suited to the development of a region-wide bicycle network. Several corridors have been identified to better connect the two cities including along Benton CSAH 29 and Benton CSAH 33. APO staff will also forward these comments on to City of Sartell staff for further consideration.</p>

Appendix C.13: Table indicating the responses to survey question 2 of the City of Sartell 2025-2028 TIP survey and the City of Sartell portion of the overall TIP survey and APO staff disposition of those comments.

The three people who participated in the City of Sartell 2025-2028 TIP survey provided the following ranking of the important transportation issues:

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

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

City of Sauk Rapids

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

The City of Sauk Rapids had three projects programmed to receive federal funding during the time period of fiscal years 2025 through 2028.

- **#14:** 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.
- **#24:** The City of Sauk Rapids is proposing to construct a sidewalk along Second Avenue S between Benton Drive and Sixth Street S, crossing the BNSF railroad tracks. The estimated project cost is \$737,834 with \$590,267 coming from federal funding and \$147,567 coming from local funding.
- **#32:** The City of Sauk Rapids is proposing to install an electric vehicle (EV) charging station in the public parking lot near the Wash-n-Tan (at the corner of Second Avenue N and First Street N). The estimated project cost is \$230,000 with \$179,334 coming from federal funding and \$50,666 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
14	0	0	0	1	0	0
24	1	0	0	0	0	0
32	1	0	0	0	0	0

Appendix C.14: Table indicating the responses to survey question 1 of the City of Sauk Rapids 2025-2028 TIP survey and the City of Sauk Rapids portion of the overall TIP survey.

The one person who participated in the survey 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?

Comment	Disposition
"Bicycle Master Plan/staff."	While the City of Sauk Rapids does not have a bicycle master plan, the city had worked closely with Saint Cloud APO staff to develop a regional active transportation (walking/biking) plan. In 2022 the Saint Cloud APO (in conjunction with other member city jurisdictions) developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) that details locations within the City of Sauk Rapids that would be in "most need" of active transportation infrastructure as well

Comment	Disposition
	identifies potential corridors that would be suited to the development of a region-wide bicycle network. While not as “comprehensive” as city-led, city-specific planning effort, the APO’s regional active transportation plan begins the conversation among area cities about the importance of active transportation infrastructure and the need to facilitate better intercity and intracity connections.

Appendix C.15: Table indicating the responses to survey question 2 of the City of Sauk Rapids 2025-2028 TIP survey and the City of Sauk Rapids portion of the overall TIP survey and APO staff disposition of those comments.

The one person who participated in the Sauk Rapids 2025-2028 TIP survey provided the following ranking of the important transportation issues:

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

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

Comment	Disposition
“Lower speed limits to 20/25 mph.”	The determination of speed limits for roadways is a rather complex process that is primarily handled by the Minnesota Department of Transportation. Speed limits for most roadways are either set by state statute or are the results of a speed study conducted by MnDOT. In the case of a speed study being conducted, MnDOT will monitor the speed in which traffic is currently traveling along a roadway regardless of the posted speed. Adjustments will be made to the posted speed based on the 85 th percentile rule. For example if 85%

Comment	Disposition
	<p>of traffic is traveling at or below 50 mph on a 45 mph corridor there is a strong possibility the speed limit could be increased to 50 mph. Now, in 2019, the state legislature passed a law allowing cities to change the speed limits of roadways they own (not county or state roads) within their city limits WITHOUT having to go through a MnDOT speed study. The recommendations for speed limits would need to be consistent and have some “defensible” methodology behind them. Note, this does not impact county-owned facilities. Efforts to explore the possibility of adjusting the speed limits within cities located in the APO’s planning area were done in 2020, however, there was not the political appetite at the time to make any regional adjustments. That said, speeding has been one of the leading contributors to fatal and serious injury crashes across Minnesota and work is being done at both the state and local level to address this through education, enforcement, and roadway engineering.</p>

Appendix C.16: Other comments provided on the draft TIP as part of the City of Sauk Rapids's 2025-2028 TIP survey and APO staff disposition of them.

City of Waite Park

Twenty-five people participated in the City of Waite Park TIP survey. No one 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 2025 through 2028.

- **#7:** 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.

Twenty-five people responded to the question regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
7	9	1	3	4	7	1

Appendix C.17: Table indicating the responses to survey question 1 of the City of Waite Park 2025-2028 TIP survey and the City of Waite Park portion of the overall TIP survey.

Twenty-two people 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
<p>1) Lighted crosswalks to stop traffic on 10th Avenue North and Great Oak Circle and on 3rd Street N and 8th Avenue N to get to River’s Edge Park and the Wobegon trail safely. 2) Sidewalks/bike trail along 10th Avenue South from China Star to Menards to connect to Quarry Park and the Ledge Amphitheater.”</p>	<p>Lighting along existing facilities/roadway corridors typically isn’t specifically eligible for federal transportation funding. However, pedestrian scale lighting and other pedestrian crossing improvements are eligible for the state’s active transportation infrastructure program which could fund up to 100% of eligible construction expenses for the city. APO staff will certainly forward this request along to the City of Waite Park for their consideration. As to the second request, currently there are sidewalks along 10th Avenue in the requested section (China Star to Menards) on both sides of the roadway with the exception of facilities to cross the railroad tracks. However, those are sidewalk connections and NOT shared use facilities which would allow for bicycles to use these as well. This corridor was identified in the APO’s 2022 Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) as warranting some additional considerations for active transportation infrastructure improvements. APO staff will certainly forward this request on to the City of Waite Park staff for their consideration.</p>
<p>“The city of waite park needs to start worrying about the more important things within the city, like maybe trying to keep the police and fire departments instead of hiring st. cloud to do everything for them..”</p>	<p>While APO staff appreciate the concern this commenter has regarding additional funding for public services such as police and fire, these expenses unfortunately would not be eligible for federal transportation funding. That said, APO staff will certainly forward this comment to staff with the City of Waite Park for their consideration.</p>

Comment	Disposition
<p>“Bring back the Yellow Smiley Face water tower! With the Ledge being so popular, it would be a great way to remember Waite Park, the city with a smile. Not the current blue and green that looks like a random office building. Add appropriate trees/landscape and flowering hanging baskets (check out Cold Spring, amazing) to high traffic residential and commercial boulevards; 3rd street, 10th Ave, Division, Hwy 23, 2nd Ave and Waite Ave. There is ZERO curve appeal to Waite Park and with more people visiting The Ledge. Everyone thinks they’re in St. Cloud. Waite Park is missing a huge opportunity of making a first and lasting impression. Also, the popular splash pad needs more shaded picnic tables and a FENCE!”</p>	<p>While APO staff appreciates the comments regarding the need for the City of Waite Park to invest in additional beautification and/or placemaking efforts, the requests proposed would not be eligible for federal transportation funding opportunities. That said, APO staff will certainly pass this information along to staff with the City of Waite Park for their consideration.</p>
<p>“More bike paths”</p>	<p>The APO is committed to ensuring our transportation system is truly multimodal. This includes working with our local jurisdictions (as the cities and counties are the ones that actually will be responsible for constructing these facilities) to prioritize adding sidewalks and bike paths in addition to ensuring safe access to transit. In 2022 the APO staff (together with city staff) completed work on a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) to help city planners, engineers, and policy makers understand priority areas for placement of these types of infrastructure (sidewalks and bike paths).</p>
<p>“Connect sidewalk at 2nd Ave S and 7th St S to sidewalk at 7th and Dublin. I understand this stretch is at least partly in St. Cloud.”</p>	<p>APO staff have reached out to the Stearns County engineer regarding a proposed sidewalk along Seventh Street S as this is technically a county-owned roadway (County Road 137). According to the county engineer, sidewalk along this stretch has been discussed and there are talks between both the County and the City of Waite Park about adding the sidewalk (which would be a city expense) when the section of CR 137 is being reconstructed. The commenter is also correct that a portion of this stretch does fall within both the City of Waite Park and the City of Saint Cloud so this comment will also be</p>

Comment	Disposition
	forwarded on to both cities as well for their future consideration.
“More bike trails are always fun for people of all ages.”	We think so too!
“Include snowmobile trail access to Wobegon trail in St Joseph.”	APO staff is unsure if this commenter is referring to building/constructing a larger parking lot at the trailhead in Saint Joseph to fully accommodate snowmobile trailers. Because the Lake Wobegon Trail does allow for snowmobile usage during the winter months. APO staff can certainly pass this information along to the City of Saint Joseph for their consideration.
“A Dog Park.”	Funding to develop a dog park within the City of Waite Park would not be eligible for federal transportation dollars. That said, APO staff will certainly forward this comment along to city staff for their consideration.
“Lower the speed limits on current city streets.”	The determination of speed limits for roadways is a rather complex process that is primarily handled by the Minnesota Department of Transportation. Speed limits for most roadways are either set by state statute or are the results of a speed study conducted by MnDOT. In the case of a speed study being conducted, MnDOT will monitor the speed in which traffic is currently traveling along a roadway regardless of the posted speed. Adjustments will be made to the posted speed based on the 85 th percentile rule. For example if 85% of traffic is traveling at or below 50 mph on a 45 mph corridor there is a strong possibility the speed limit could be increased to 50 mph. Now, in 2019, the state legislature passed a law allowing cities to change the speed limits of roadways they own (not county or state roads) within their city limits WITHOUT having to go through a MnDOT speed study. The recommendations for speed limits would need to be consistent and have some “defensible” methodology behind them. Note, this does not impact county-owned facilities. Efforts to explore the possibility of adjusting the speed limits within cities located in the APO’s planning area were done in 2020, however, there was not the political

Comment	Disposition
	<p>appetite at the time to make any regional adjustments. That said, speeding has been one of the leading contributors to fatal and serious injury crashes across Minnesota and work is being done at both the state and local level to address this through education, enforcement, and roadway engineering.</p>
<p>“Existing road improvements.”</p>	<p>One of the goals the APO has is to protect and preserve our existing infrastructure and environmental assets. With that, funding that is funneled through the APO (federal funds) can only be used on certain roadways (designated as a collector or above). This means that a lot of local, neighborhood roadways, cannot receive funding through the APO. That being said, the City of Waite Park does have a five year capital improvement program (CIP) that is updated annually. This CIP contains a list of priority roadway improvements that the city is hoping to address (funding permitted) over the next five years or so. This includes not only major roadways, but also local neighborhood roadways as well. For more information on the City of Waite Park’s CIP, check out the APO’s Regional Infrastructure Investment Plan (RIIP) (https://tinyurl.com/323u8xcz).</p>
<p>“Walking trail.”</p>	<p>The APO is committed to ensuring our transportation system is truly multimodal. This includes working with our local jurisdictions (as the cities and counties are the ones that actually will be responsible for constructing these facilities) to prioritize adding sidewalks and bike paths in addition to ensuring safe access to transit. In 2022 the APO staff (together with city staff) completed work on a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) to help city planners, engineers, and policy makers understand priority areas for placement of these types of infrastructure (sidewalks and bike paths).</p>
<p>“Separate biking from where vehicles drive, stressing on safety for bike riders.”</p>	<p>As identified by the community outreach conducted as part of the APO’s 2022 Regional Active Transportation Plan (https://tinyurl.com/5cfmetms), most people do not feel comfortable biking on the road – either sharing the road with</p>

Comment	Disposition
	<p>vehicle traffic or biking in an on-road bike lane. Within the APO's Regional Active Transportation Plan, the primary focus for considering new bicycle/pedestrian facilities was if it could be grade separated (meaning building a separate facility from the roadway. While this may not always be possible in every instance – especially trying to retrofit areas that previously didn't have sidewalks/bike trails – it has been identified that building a separate facility where possible will be the most preferred option.</p>
<p>“a walkway to the theater?? Dumb place to add a trail. And walkers (who always have dogs) and bikers never fit well or work well on the SAME trail. Go to Lake Calhoun in MPLS and watch that s**t show!”</p>	<p>The proposed facility along 15th Avenue N will be on the western side of the roadway (closest to the Sauk River). There are already desire lines along this stretch (dirt paths worn down by people) currently, which indicates people are using this section right now. Additionally, this section of trail will not replace the sidewalk that is on the opposite side of the roadway. One of the biggest concerns the City had when proposing this facility was that the existing sidewalk on the eastern side of 15th Avenue N was just not wide enough to handle both cyclists and pedestrians. The proposed facility is expected to be 10-foot wide, which is the minimum standard to allow two-way directional traffic on a shared use path. While the current end of this trail will be at the theater, the City of Waite Park has indicated this is just the first phase of a project which ultimately will connect the cities of Waite Park and Rockville through the development of the ROCORI Trail. Once Phase I is completed, the city will look at completing Phase II, a facility to go behind the movie theater and connect to the existing facility on the CSAH 75 frontage road. After that, the final “phase” would be proposed along First Street S and connecting to County Road 138. Now that last section would be dependent upon where the proposed ROCORI Trail would connect – something that was discussed in the mid-2000s, but no final preferred alignment was selected.</p>

Comment	Disposition
"Made sure there are smooth sidewalks in all areas that are needed. For those in wheelchairs."	APO staff will certainly pass this information along to City of Waite Park staff.
"Safer routes to cross Waite park enroute to Wobegon trail head."	APO staff wish this commenter would have provided specific locations that need to be addressed in order to help the City of Waite Park in prioritizing those locations for improvement. That said, the City of Waite Park has been made aware of crossing concerns along County Road 138 between the railroad tracks and Third Street N. In that instance the city is currently exploring other options aside from the rectangular rapid flashing beacon (the push button flashing sign) to alert motorists that people are wanting to cross. While still in early conversations, the city knows this is a major concern for residents and is working with Stearns County to determine other possible solutions.
"Clean up your existing parks and public spaces. Make them safer. More lights."	While APO staff appreciate the comments regarding the concerns over the safety and overall cleanliness of existing public parks and spaces within the City of Waite Park, unfortunately, federal transportation dollars cannot be spent to assist the city in completing this effort. That said, APO staff will be more than happy to share those concerns with city staff. As to the lighting comment, while some transportation dollars can be used for lighting, typically those would be confined intersections or as part of a trail (shared use path)/sidewalk connection and not for areas like neighborhood parks/playgrounds or other public spaces. We can certainly forward this comment on as well to city staff to let them know that this is an overall concern (the lack of lighting) within the city.
"Safe bike crossings from south of Hwy 23 to Wobegon Trail."	Having a safe transportation network is important to the APO and its member jurisdictions. APO staff are curious to learn more about specific crossing locations this commenter would like to see improved or if this is just an overall statement. While there are some sidewalk connections both north and south of MN 23, APO/Waite Park staff know that there are some existing gaps within the city. In addition, a few crossing

Comment	Disposition
	<p>areas have been identified in which improvements should be prioritized – however, these are north of MN 23. APO staff will forward this comment on to city staff as well for their consideration as well.</p>
<p>“As someone who has cycled over 2,000 miles all over metro St. Cloud, I would say focus on connecting existing bike paths and create separated bike paths that actually go somewhere IN THE CITY (as opposed to the middle of nowhere).”</p>	<p>APO staff realize that there are several connection gaps in the existing sidewalk/bike network not only in Waite Park, but within neighboring cities as well. This is part of the reason why staff at the APO developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms). As part of this planning effort, APO staff mapped out existing facilities (sidewalks, bike lanes, shared use paths) and worked with the cities to identify “critical gaps” in the network that should be prioritized. This plan was developed in conjunction with the APO member cities and counties and is designed to be used to help the cities not only understand where fixes are needed but to show federal and/or state grant reviewers the importance completing these various connections are to the community. Additionally, as part of the APO’s Active Transportation Plan, APO staff were told by the community that a focus for new active transportation facilities should be on separating bikes/pedestrians from motor vehicle traffic. Within the APO’s Regional Active Transportation Plan, the primary focus for considering new bicycle/pedestrian facilities was if it could be grade separated (meaning building a separate facility from the roadway. While this may not always be possible in every instance – especially trying to retrofit areas that previously didn’t have sidewalks/bike trails – it has been identified that building a separate facility where possible will be the most preferred option.</p>
<p>“Make it to were all of the bike trails connect. Lake wabagon trail down to quarry Park and then on to the Rockville.”</p>	<p>APO staff realize that there are several connection gaps in the existing sidewalk/bike network not only in Waite Park, but within neighboring cities as well. This is part of the reason why staff at the APO developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms). As part of this planning effort, APO staff mapped out existing facilities</p>

Comment	Disposition
	<p>(sidewalks, bike lanes, shared use paths) and worked with the cities to identify “critical gaps” in the network that should be prioritized. This plan was developed in conjunction with the APO member cities and counties and is designed to be used to help the cities not only understand where fixes are needed but to show federal and/or state grant reviewers the importance completing these various connections are to the community. While the current end of this trail will be at the theater, the City of Waite Park has indicated this is just the first phase of a project which ultimately will connect the cities of Waite Park and Rockville through the development of the ROCORI Trail. Once Phase I is completed, the city will look at completing Phase II, a facility to go behind the movie theater and connect to the existing facility on the CSAH 75 frontage road. After that, the final “phase” would be proposed along First Street S and connecting to County Road 138. Now that last section would be dependent upon where the proposed ROCORI Trail would connect – something that was discussed in the mid-2000s, but no final preferred alignment was selected. It is uncertain if this particular path would deviate as far down as Quarry Park if it were to connect to Rockville. But that would be a consideration APO staff will pass along to city staff.</p>
<p>“Another extension of the bike trail to hook up with Beaver Island trail.”</p>	<p>As of right now, the plan to connect the Lake Wobegon Trail and the Beaver Islands Trail would have the Lake Wobegon Trail continue along the Healthy Living Trail on Third Street and then on to Waite Avenue N/44th Avenue N to Apollo High School. After that, the plan would be to have the connection continue as an on-road facility through Saint Cloud using 10th Street N, Centennial Drive, and 11th Street N. The City of Saint Cloud is in the process of allocating funding through their Capital Improvement Program (CIP) to complete the on-road connection of these two facilities.</p>
<p>“I would connect the bike trail to continue Westerly from the end (by McDonalds on 10th Ave) to a direction</p>	<p>To address the first component of this comment: The Lake Wobegon facility in Waite Park does continue to the east. This</p>

Comment	Disposition
<p>Easterly. I would also create a way to get from the Wobegon to the St. Cloud trail that goes through the Westwood area without having to bike down either County Road 134, or what (I think) is also called 134 that crosses the tracks by PAMS auto parts.”</p>	<p>eastern route uses the Healthy Living Trail along Third Street and then continues on to Waite Avenue N/44th Avenue N to Apollo High School. The ultimate goal is for the City of Saint Cloud to connect the end of the Lake Wobegon Trail facilities to the Beaver Islands Trail through a series of on-road connections using 10th Street N, Centennial Drive, and 11th Street N. As to the comment about the trail connecting with the Westwood facilities, will forward that information on to the City of Saint Cloud since that would technically be within their city limits.</p>
<p>“Linking up trails.”</p>	<p>APO staff realize that there are several connection gaps in the existing sidewalk/bike network not only in Waite Park, but within neighboring cities as well. This is part of the reason why staff at the APO developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms). As part of this planning effort, APO staff mapped out existing facilities (sidewalks, bike lanes, shared use paths) and worked with the cities to identify “critical gaps” in the network that should be prioritized. This plan was developed in conjunction with the APO member cities and counties and is designed to be used to help the cities not only understand where fixes are needed but to show federal and/or state grant reviewers the importance completing these various connections are to the community.</p>

Appendix C.18: Table indicating the responses to survey question 2 of the City of Waite Park 2025-2028 TIP survey and the City of Waite Park portion of the overall TIP survey and APO staff disposition of those comments.

The 25 people who participated in the City of Waite Park’s 2025-2028 TIP survey provided the following ranking of the important transportation issues:

1. Increasing safety.
2. Maintaining roadways.
3. Adding more sidewalks/trails.
4. Supporting the economy.
5. Protecting the environment.
6. Improving transit.

- 7. Building an urban beltline around the Saint Cloud Metro.
- 8. Building new roadways.
- 9. Connecting our region to the Twin Cities Metro.
- 10. Preparing for driverless cars.

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

Comment	Disposition
<p>“1) It would be great to have more walking/biking trails. 2) More support to keep the current trails safe. (Roving gangs and homeless people living along the Nelson Health trail.) 3) More smaller neighborhood parks, less giant regional parks. 4) A frontage road along highway 15 to cross the Sauk River between the MNDOT building and Hennen’s furniture.”</p>	<p>APO staff have responded to each comment as such. 1) In 2022 APO staff, together with city staff from Waite Park (and in conjunction with other local cities) developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms). As part of this planning effort, APO staff worked with the City of Waite Park to identify existing gaps in the trail network as well as identify areas for future facilities. Hopefully, as funding becomes available, some of those recommendations would be developed. 2) While the APO plays little to no role in enforcement of safety (such as additional police presence), there are ways to promote safety through infrastructure such as pedestrian-level lighting treatments. While typically not eligible for federal funding on its own, there are other funding sources, particularly at the state level, in which the City of Waite Park could explore installing some additional lighting along the various corridors. 3) While the APO appreciates this comment regarding more neighborhood parks, this falls outside of the APO’s scope of work. This comment has been forwarded on to the City of Waite Park. 4) APO staff reached out to MnDOT to discuss the request for a frontage road along MN 15. According to MnDOT staff, this was something that has not been considered by them due to the need to build another bridge across the Sauk River as well as a lack of available space to build a frontage road (the existing buildings would be too close to allow for a roadway).</p>
<p>“This ¼ mile long trail that the city wants to add going from the pickleball courts to Marcus Parkwood 18 is a waste of money and this money could be spent on more important stuff. I dc if this money is coming from</p>	<p>APO staff appreciate the comment regarding the feeling that funds for this infrastructure investment could be spent elsewhere in the city. It is unclear what this commenter would rather have the funding be spent on instead (as a way</p>

Comment	Disposition
the government it's a waste. This city is falling apart and they need to figure it out."	to further inform Waite Park staff/elected officials about what this person feels the city should be addressing). That said, APO staff will forward this on to the city.
"It needs a crosswalk west of 13th."	As part of the federal grant application in which this facility was funded, the City of Waite Park noted that due to the curve in the roadway (and the lack of vehicles being able to appropriately judge distance) as well as the number of vehicles traveling on the roadway (and the speed they travel at), the City noted they would like to discourage people from crossing Third Street N at that particular location. Now, the City does know that people do cross at that location, but by placing a marked crosswalk at 13th, they feel it would encourage people to walk in an area that may not be safe for them to do so.
"Stop raising taxes. Start being fiscally responsible and planning ahead with the money that you already get from taxes. Trails are a trend that will come to an end."	APO staff will certainly relay the comment about the need for the City of Waite Park to be fiscally responsible to city staff. Prior to the city being able to apply for the grant which funded this facility, the city needed to prove they would be able to complete this project in addition to maintaining their existing transportation system within the anticipated budget they were expecting over the next four years (2025-2028). In that regard, the city has set aside funds from their available budget to be able to afford the local responsibility of this project. As to the fact that trails are a trend, in several rounds of extensive public input as part of a separate APO-led planning initiative (our long-range transportation plan Looking Ahead 2050), APO staff heard from hundreds of residents from all over the Saint Cloud metro (including in Waite Park) that trails/sidewalks should be prioritized to ensure people can walk/bike in their community.
"Separate biking and vehicle traffic."	As identified by the community outreach conducted as part of the APO's 2022 Regional Active Transportation Plan (https://tinyurl.com/5cfmetms), most people do not feel comfortable biking on the road – either sharing the road with vehicle traffic or biking in an on-road bike lane. Within the

Comment	Disposition
	<p>APO's Regional Active Transportation Plan, the primary focus for considering new bicycle/pedestrian facilities was if it could be grade separated (meaning building a separate facility from the roadway. While this may not always be possible in every instance – especially trying to retrofit areas that previously didn't have sidewalks/bike trails – it has been identified that building a separate facility where possible will be the most preferred option.</p>
<p>“Better enforcement of distracted drivers. Sweeping shoulders more often due to excessive debris like glass, etc.”</p>	<p>While APO staff do not have the authority to fund enforcement of distracted drivers, APO staff have heard through extensive outreach efforts that many in the community (including in Waite Park) feel that distracted driving is a major problem within our communities. APO staff will forward this information on to the City of Waite Park staff in the hopes this will be addressed with local law enforcement. Similar to the enforcement situation, APO staff do not have the authority to fund activities such as street sweeping. But APO staff will certainly forward this information on to city staff to ensure excess debris can be dealt with in a timely manner.</p>
<p>“The mayor has never listened to the general population of Waite Park.”</p>	<p>APO staff are saddened to hear this commenter does not feel they are listened to. If there was a specific transportation issue this individual would need brought forth to the city, APO staff can certainly serve as that go-between with city staff.</p>
<p>“MAJOR improvements need to be made to intersections for the safety and comfort of pedestrians and cyclists. Intersections are too wide, too fast, have broken signals, chipping and rusting paint on signals, full of road debris, have no safe place to wait, and are unsafe for kids and everyone. Don't just put paths where it's convenient but put them where they are USEFUL. I would love to bike to the grocery store with my kids and not be terrified of the giant death machines barreling by while texting at the same time.”</p>	<p>APO staff are currently in the process of developing a Safe Streets and Roads for All (SS4A) plan for the Saint Cloud metro (including the City of Waite Park). This plan is designed to identify areas of concern and consider ways to address safety issues for all users including pedestrians and cyclists. More information on this planning effort can be found at bit.ly/stcloudss4a. Additionally, the APO's 2022 Regional Active Transportation Plan (https://tinyurl.com/5cfmetms) worked to identify priority areas for walking/biking in the community. This was done as a means to ensure that critical connections between</p>

Comment	Disposition
	neighborhoods and key destinations (grocery stores, health care facilities, parks, schools, jobs) could be made using active transportation facilities. The recommendations contained within the plan were developed in conjunction with city staff and can be used by city officials to plan for future construction activities.
"It seems like a big price tag for a strip of tar that will stretch for a couple of blocks."	Construction of a shared use path facility involves more than just laying down a strip of tar. Other components associated with constructing this facility would include needing to remove and ultimately replace existing curb and gutter and driveway accesses to some properties. In addition, the cost would also include ensuring the "roadbed" for the facility would be built up enough to allow the facility to be in use for a minimum of 20 years.
"Better signage showing where the bike trailhead is. I've been asked numerous times where it starts."	APO staff will certainly forward this comment on to city staff so they know this facility could use some improved wayfinding signage.

Appendix C.19: Other comments provided on the draft TIP as part of the City of Waite Park 2025-2028 TIP survey and APO staff disposition of them.

Saint Cloud Area Planning Organization

Four people participated in the Saint Cloud APO TIP survey. No one 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 2025 through 2028.

- **#10:** The Saint Cloud APO was a recipient of Congressionally Directed Spending (CDS) funds (formerly known as federal earmark funding) to lead the effort in completing 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 CDS funds, \$100,000 to be assessed to the City of Saint Cloud, and the remaining \$100,000 to be drawn from the APO's reserves – to be replenished through the increase of dues to member jurisdictions over a 10-year period.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
10	2	1	0	0	1	0

Appendix C.20: Table indicating the responses to survey question 1 of the Saint Cloud APO 2025-2028 TIP survey and the Saint Cloud APO portion of the overall TIP survey.

Three people 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
“A bridge farther south, such as Opportunity Drive instead of 33rd Street.”	APO staff will certainly forward this comment on to local officials. However, it should be noted that the location for this bridge on (or in close proximity to) 33 rd Street S was initially selected due to it being one component of a regional beltline, that if completed, would bypass the core metropolitan area. Because this “preferred” area was identified decades ago (early 1990s), various stages of beltline components have been constructed (including 33 rd Street S from CSAH 75 to MN 15 including the interchange of 33 rd Street S and MN 15). Additionally, the location of this potential bridge at 33 rd Street S would provide additional benefits to existing roadways – relieving congestion along MN 23 – as well as the current University Drive bridge. The work being proposed with this environmental documentation would be to consider all options (a do-nothing as well as several opportunities to finalize a preferred final alignment).
“Rail transit in St. Cloud area.”	The APO’s Policy Board has long supported the continuation of the Northstar Commuter Rail coming to Saint Cloud. While the federal funding used by the APO cannot be directed toward rail (we deal with highway dollars only), the APO’s Policy Board has made it known to state and federal leaders the importance rail transportation would have to the region.
“Walkability improvements.”	The Saint Cloud APO is committed to developing and maintaining a multimodal network. This includes ensuring the ability for people to not only travel safely and efficiently by motor vehicle but also by walking, biking, and taking transit.

Comment	Disposition
	To accomplish this, the APO has developed a Regional Active Transportation Plan (https://tinyurl.com/5cfmetms). As part of this planning effort, APO staff mapped out existing facilities (sidewalks, bike lanes, shared use paths) and worked with the cities to identify “critical gaps” in the network that should be prioritized. This plan was developed in conjunction with the APO member cities and counties and is designed to be used to help the cities not only understand where fixes are needed but to show federal and/or state grant reviewers the importance completing these various connections are to the community.

Appendix C.21: Table indicating the responses to survey question 2 of the Saint Cloud APO 2025-2028 TIP survey and the Saint Cloud APO portion of the overall TIP survey and APO staff disposition of those comments.

The four people who participated in the Saint Cloud APO 2025-2028 TIP survey provided the following ranking of the important transportation issues:

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

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

Comment	Disposition
"No to 33 rd Avenue Bridge"	APO staff will forward this comment to members of the APO's Policy Board noting the concerns this commentor has expressed regarding the 33 rd Street S bridge crossing corridor.
"I hope the bridge project includes pedestrian and bike infrastructure and not just lanes for cars."	It is the intent that the future Mississippi River crossing connection between 33 rd Street S/Roosevelt Road and US 10 will have multimodal facilities (sidewalks and/or bike trails) if constructed. This was outlined in the 2023 Mississippi River Crossing Study (https://tinyurl.com/bdcfnm58) conducted by the APO.

Figure C.22: Other comments provided on the draft TIP as part of the Saint Cloud APO's 2025-2028 TIP survey and APO staff disposition of them.

Saint Cloud Metro Bus

Two people participated in the Saint Cloud Metro Bus TIP survey. No one 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 2025 through 2028.

Two people responded to this question.

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

Appendix C.23: Table indicating the response to survey question 1 of the Saint Cloud Metro Bus 2025-2028 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 2025 through 2028.

Two people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Paratransit Operations	0	2	0	0	0	0

Appendix C.24: Table indicating the response to survey question 2 of the Saint Cloud Metro Bus 2025-2028 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 2025 through 2028.

Two people responded to this question.

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

Appendix C.25: Table indicating the response to survey question 3 of the Saint Cloud Metro Bus 2025-2028 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 seven projects proposed to receive Federal funding assistance during fiscal year 2025.

Two people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance Tools and Equipment	0	2	0	0	0	0
Operations Vehicles	0	1	0	1	0	0
Office Equipment, IT, and Communications	0	2	0	0	0	0
Facility Improvements	0	2	0	0	0	0

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Fixed Route Bus Replacement	0	2	0	0	0	0
Dial-a-Ride Bus Replacement (one vehicle)	1	1	0	0	0	0
Dial-a-Ride Bus Replacements (five vehicles)	1	1	0	0	0	0

Appendix C.26: Table indicating the response to survey question 4 of the Saint Cloud Metro Bus 2025-2028 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 2026 as well as one regionally significant project funded with local dollars.

Two people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance Tools and Equipment	0	1	1	0	0	0
Operations Vehicles	0	1	0	1	0	0
Office Equipment, IT, and Communications	0	1	0	1	0	0
Bus Shelters	1	1	0	0	0	0
Fixed Route Bus Replacements (23 vehicles)	1	1	0	0	0	0

Appendix C.27: Table indicating the response to survey question 5 of the Saint Cloud Metro Bus 2025-2028 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.

Two people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Dial-a-Ride Bus Replacements (five vehicles)	1	1	0	0	0	0
Maintenance Tools and Equipment	1	1	0	0	0	0
Office Equipment, IT, and Communications	0	2	0	0	0	0
Facility Improvements	1	1	0	0	0	0

Appendix C.28: Table indicating the response to survey question 6 of the Saint Cloud Metro Bus 2025-2028 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 2028 as well as one regionally significant project funded with local dollars.

Two people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance Tools and Equipment	0	2	0	0	0	0
Operations Vehicles	0	1	1	0	0	0
Office Equipment, IT,	0	1	0	1	0	0

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
and Communications						
Bus Shelters	1	1	0	0	0	0
Facility Improvements	0	2	0	0	0	0
Dial-a-Ride Bus Replacements (nine vehicles)	1	1	0	0	0	0

Appendix C.29: Table indicating the response to survey question 7 of the Saint Cloud Metro Bus 2025-2028 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.

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

Comment	Disposition
<p>“Expanding bus routes. Transitioning to cleaner green energy.”</p>	<p>Currently, Saint Cloud Metro Bus is working on a long-range planning effort – Metro Bus Forward – which outlines several changes to existing Metro Bus routes. However, the draft recommendations found within this plan do not immediately call for the expansion of the existing service. In fact, many of the recommendations include scaling back the service area to focus on having more frequent service (some buses operating every half hour instead of every hour). This recommendation was based on current staffing levels. Once Metro Bus is able to be fully staffed and can financially expand its service, the plan also outlines recommendations for expansion. More information on Metro Bus Forward can be found here: https://ridemetrobus.com/forward/.</p> <p>As to the comment about Metro Bus transitioning to cleaner, green energy. As of the 2021 Metro Bus fleet roster, 81.6% of fixed route buses and 52.8% of Dial-a-Ride buses use Compressed Natural Gas (CNG). This fuel is cleaner than diesel. Metro Bus is in the process of converting its entire</p>

Comment	Disposition
	fixed route and DAR fleet to CNG as existing diesel vehicles are replaced.

Appendix C.30: Table indicating the responses to survey question 2 of the Saint Cloud Metro Bus 2025-2028 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey and APO staff disposition of those comments.

The two people who participated in the Saint Cloud Metro Bus 2025-2028 TIP survey provided the following ranking of the important transportation issues:

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

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

Minnesota Department of Transportation

No one participated in the Minnesota Department of Transportation (MnDOT) TIP survey. No one participated in the MnDOT portion of the overall TIP survey.

MnDOT had 10 projects programmed to receive federal funding during the time period of fiscal years 2025 through 2028.

- **#8:** 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 \$1,200,000 with \$976,226 coming from federal funding and \$223,774 coming from state funding.
- **#9:** MnDOT is proposing to install dynamic message signs, cameras, and fiber optic cables along I-94 from US 71 in Sauk Centre to MN 15 in Saint Cloud. The estimated project cost is \$530,000 with \$400,000 coming from federal funding and \$130,000 coming from state funding.
- **#11:** 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 \$400,000 with \$200,000 coming from federal funding and \$200,000 coming from local/state funding.

- **#12:** 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 \$7,702,000 with \$6,000,000 coming from federal funding and \$1,702,000 coming from state funding.
- **#20:** 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.
- **#26:** MnDOT was a recipient of Congressionally Directed Spending (CDS) funds (formerly known as federal earmark funding) to construct a J-turn at the intersection of MN 23 and Bel Clare Drive near the City of Waite Park. The estimated project cost is \$1,500,000 with \$1,200,000 coming from CDS funds and \$300,000 coming from state funding.
- **#21:** 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 \$3,100,000 with \$2,700,000 coming from federal funding and \$310,000 coming from state funding.
- **#25:** MnDOT is proposing to complete a mill and overlay pavement treatment on MN 23 (both eastbound and westbound lanes) from just east of 93rd Avenue near Rockville to the intersection of MN 23 and MN 15 in the City of Waite Park/Saint Cloud. This project will also include the replacement of several traffic signals along the corridor. The estimated project cost is \$16,970,000 with \$11,480,220 coming from federal funding, \$2,619,780 coming from state funding, and \$2,870,000 coming from local cost participation from the City of Waite Park (\$2,009,375), the City of Saint Cloud (\$286,875), and Stearns County (\$573,750).
- **#27:** MnDOT is proposing to install fiber optic cable and traffic cameras along I-94 between the interchange with Stearns CSAH 75/Roosevelt Road in Saint Cloud (near McStop) and the interchange with Stearns CSAH 2 near Saint Joseph. The estimated project cost is \$750,000 with \$675,000 coming from federal funding and \$75,000 coming from state funding.
- **#33:** MnDOT is proposing to replace the lights at the interchange of I-94 and MN 15 with LED lights. The estimated project cost is \$2,500,000 with \$2,000,000 coming from federal funding and \$500,000 coming from state funding.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
8	-	-	-	-	-	-
9	-	-	-	-	-	-
11	-	-	-	-	-	-
12	-	-	-	-	-	-
20	-	-	-	-	-	-
26	-	-	-	-	-	-

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
21	-	-	-	-	-	-
25	-	-	-	-	-	-
27	-	-	-	-	-	-
33	-	-	-	-	-	-

Appendix C.31: Table indicating the responses to survey question 1 of MnDOT's 2025-2028 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

Two people participated in the WACOSA TIP survey. No one participated in the WACOSA portion of the overall TIP survey.

WACOSA had one project programmed to receive federal funding during the time period of fiscal years 2025 through 2028.

- WACOSA is proposing to purchase one replacement Class 400 bus during the calendar year 2025. The estimated project cost is \$197,200 with \$157,760 coming from federal funding and \$39,440 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
2025 Bus Replacement	2	0	0	0	0	0

Appendix C.32: Table indicating the responses to survey question 1 of WACOSA's 2025-2028 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
"Additional vehicles as needed to transport WACOSA participant/clients."	APO staff will certainly pass this along to WACOSA. In order to keep their existing fleet in operation to better serve WACOSA clients, federal funding assistance for vehicle

Comment	Disposition
	replacement helps significantly reduce the responsibility WACOSA has in purchasing vehicles. At this point, we are uncertain if WACOSA will be wanting/needing to expand their current vehicle fleet. However, if WACOSA desired to expand their current services/service area and would be in need of additional vehicles, APO staff would certainly be willing to assist them as able in coordinating with MnDOT's Office of Transit and Active Transportation to make that happen.

Appendix C.33: Table indicating the responses to survey question 2 of the WACOSA 2025-2028 TIP survey and the WACOSA portion of the overall TIP survey and APO staff disposition of those comments.

The two people who participated in the WACOSA 2025-2028 TIP survey provided the following ranking of the important transportation issues:

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

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

Full 2025-2028 TIP

No one took the full 2025-2028 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.

No rankings of important transportation issues were identified.

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 2025-2028

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	Yes / No	Introduction: Public Involvement (pg. 45) Chapter Five: Public Involvement (pg. 182-188) Appendix C: TIP Survey Public Comments (pg. 210-253)
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	Yes / No	Introduction pg. 26 Introduction: Saint Cloud Area

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Planning Organization (pg. 26-28) Introduction: The Transportation Improvement Program (pg. 28-29) Chapter Five: Public Involvement (pg. 182-188) Appendix C: TIP Survey Public Comments (pg. 210-253)
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. 26) Introduction: The Saint Cloud Area Planning Organization (pg. 26-28) Introduction: The Transportation Improvement Program (pg. 28-29)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326 (a)	TIP time period	TIP covers at least 4 years.	Yes / No	Introduction (pg. 26) Introduction: The Transportation Improvement Program (pg. 28-29)
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	Yes / No	Resolution #2024-04: Approving the 2025-2028 Saint Cloud Area Planning Organization Transportation Improvement Program (pg. 7-8)
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / NA	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	Yes / No	Introduction: Public Involvement (pg. 45) Chapter Five: Public Involvement (pg. 182-188) Appendix C: TIP Survey Public

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Comments (pg. 210-253)
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / NA	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	Yes / No	Introduction: Programming the TIP (pg. 39-40) Chapter Three: Performance Measures (pg. 112-128)
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	Yes / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan (pg. 30-38) Chapter Three: Performance Measures (pg. 112-128 with specific references on pgs. 114, 115, 118, 121-122, 123-124, 126-128)
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	Yes / No	Introduction: The Transportation Improvement

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Program (pg. 28-29) Chapter One: FY 2025-2028 TIP Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project Table (pg. 198-206)
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Yes / No	Introduction: Regionally Significant Projects (pg. 29) Chapter One: FY 2025-2028 TIP Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project Table (pg. 198-206)
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	Yes / No	Chapter One: FY 2025-2028 TIP

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project Table (pg. 198-206)
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 2025-2028 TIP Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project Table (pg. 198-206)
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	Yes / No	Chapter One: FY 2025-2028 TIP Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project Table (pg. 198-206)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
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 2025-2028 TIP Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project Table (pg. 198-206)
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	Yes / No	Chapter One: FY 2025-2028 TIP Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project Table (pg. 198-206)
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	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
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 (pg. 30-38) Introduction: Programming the TIP (pg. 39-40)
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. 45) Chapter Four: Financial Capacity Analysis (pg. 129-181)
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 (pg. 129-181)
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 (pg. 129-181; specifically found on pgs. 135-137; 142-143; 148-149; 152-153; 156; 159-160;

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				163-164; 166-168; 171-172; 178-179; 180-181)
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	Yes / No	Chapter Four: Financial Capacity Analysis (pg. 129-181; specifically found on pgs. 135-137; 142-143; 148-149; 152-153; 156; 159-160; 163-164; 166-168; 171-172; 178-179; 180-181)
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: Funding Sources (pg. 40-45) Introduction: Fiscal Constraint and Environmental Justice (pg. 45) Chapter One: FY 2025-2028 TIP Projects (pg. 47-98) Appendix A: Saint Cloud Area Planning Organization FY 2025-2028 Project

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Table (pg. 198-206)
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 (pg. 129-181)
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	Yes / No	Chapter Four: Financial Capacity Analysis (pg. 129-181; specifically found on pgs. 135-137; 142-143; 148-149; 152-153; 156; 159-160; 163-164; 166-168; 171-172; 178-179; 180-181)
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 (pg. 129-181; specifically found on pgs. 135-137; 142-143; 148-149; 152-153; 156; 159-160; 163-164; 166-168; 171-172; 178-179; 180-181)
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	

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
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. 45) Chapter Four: Financial Capacity Analysis (pg. 129-181; specifically found on pgs. 135-137; 142-143; 148-149; 152-153; 156; 159-160; 163-164; 166-168; 171-172; 178-179; 180-181)
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 (pg. 28-29) Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan (pg. 30-38)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
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 (pg. 28-29) Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan (pg. 30-38) Introduction: Programming the TIP (pg. 39-40) Introduction: Project Selection (pg. 42-45) Chapter Six: Monitoring Progress (pg. 189-197)
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 (pg. 189-197)
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.		

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
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 (pg. 189-197)
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.	Yes / No	Resolution #2024-04: Approving the 2025-2028 Saint Cloud Area Planning Organization Transportation Improvement Program (pg. 7-8) Introduction: Self Certification (pg. 45-46)

MPO comments:

The checklist was completed on Aug. 19, 2024. The APO is in the process of wrapping up work on the 2050 Metropolitan Transportation Plan with approval anticipated by no later than Oct. 12, 2024. The MTP section included in this draft reflects the priorities anticipated to be adopted with the 2050 MTP given the timing of the 2025-2028 Transportation Improvement Program approval and the approval of the 2050 MTP.