



St. Cloud Metropolitan Area

Transportation Improvement Program FY 2015-2019

Adopted July 24, 2014

This Report was prepared by the St. Cloud Area Planning Organization (APO) in cooperation with state and local officials, local transit operators and other affected transportation planning and implementing agencies. It was financed in part by the U.S. Department of Transportation.

The contents of this report reflect the views of the St. Cloud Area Planning Organization, which is responsible for the facts, and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the Department of Transportation. This report does not constitute a standard, specification or regulation.



TABLE OF CONTENTS

Chapter 1: EXECUTIVE SUMMARY	
Chapter 2: INTRODUCTION	
Transportation Improvement Program (TIP)	2-1
Chapter 3: PLANNING PROCESS AND SELF-CERTIFICATION	
Planning Process	3-1
Public Participation	3-2
Self-Certification	3-3
Chapter 4: PROGRAM PROCESS	4-1
Chapter 5: PREVIOUS TIP PROJECT UPDATES	5-1
St. Cloud APO 2014 Obligated Project Summary	5-2
FY 2015-2017 TIP Project Programming Updates	5-3
Project Status Report Form	5-5
Chapter 6: FY 2015-2019 TIP PROJECT LIST & MAP	6-1
St. Cloud APO FY 2015-2019 TIP Project Programming	6-2
New Projects in FY 2015-2019 TIP	6-6
St. Cloud APO 2015-2019 TIP Projects Map	6-7
Chapter 7: FINANCIAL CAPACITY ANALYSIS	
General Legislative & Policy Background	7-1
MAP-21 & Clean Air Act Amendment Financial TIP Requirements	7-1
Financial Analysis Preparation	7-1
Expansion & Maintenance Investment Category Definitions	7-2
Financial Capability Finding	7-3
Agency & Jurisdiction Financial Analysis & Capability Findings	
City of St. Cloud	7-4
City of Waite Park	7-6
City of Sartell	7-8
City of Sauk Rapids	7-10
City of St. Joseph	7-12
Stearns County	7-14
Benton County	7-16
Sherburne County	7-18
MnDOT District 3	7-20
St. Cloud APO	7-22
St. Cloud Metro Bus	7-24
Chapter 8: ENVIRONMENTAL JUSTICE ANALYSIS	
Background	8-1
Methodology	8-2
Identification of Minority & Low Income Populations	8-3
St. Cloud APO 2015-2019 TIP Projects	
Environmental Justice Analysis Minority Population by Census Block Group	
Map	8-4
St. Cloud APO 2015-2019 TIP Projects	
Environmental Justice Analysis Population Below Poverty Level by Census	
Block Group Map	8-5
Environmental Justice Analysis	8-6

Chapter 9: METROPOLITAN TRANSIT OVERVIEW

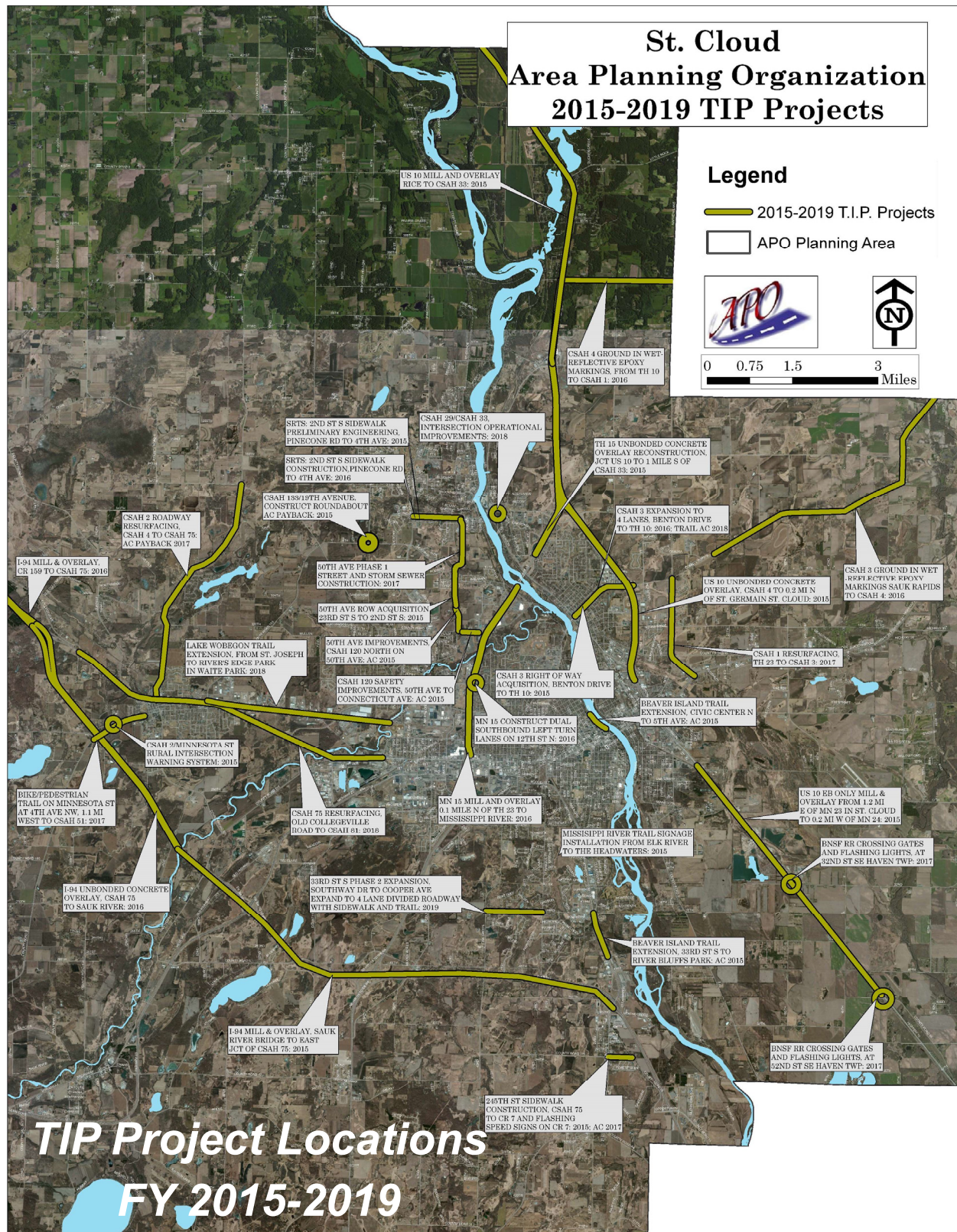
Facilities and Equipment	9-1
Dial-a-Ride System	9-1
Fixed Route Transit	9-2
Technologies	9-2
Northstar Commuter Services	9-2
Financial Capacity Analysis	9-2

APPENDICES

<i>Appendix A:</i>	Implementing Agencies, Technical Advisory Committee (TAC) Membership and APO Planning Area
<i>Appendix B:</i>	Affidavit of Publication for Public Information Meetings and Notices
<i>Appendix C:</i>	Process and Criteria for Prioritizing APO TIP Projects
<i>Appendix D:</i>	Central Minnesota Area Transportation Partnership (ATP) Operations and Policy Manual
<i>Appendix E:</i>	Non-Project Specific Local Maintenance/Operations Expense Definitions
<i>Appendix F:</i>	Financial Analysis by Jurisdiction
<i>Appendix G:</i>	Common Acronyms and STIP Codes: Route System, Program, and Proposed Fund Categories
<i>Appendix H:</i>	Self-Certification: Resolution and Checklist
<i>Appendix I:</i>	Disclosure of Lobbying Activities: Resolution and Form
<i>Appendix J:</i>	Public Comments Received & APO Response

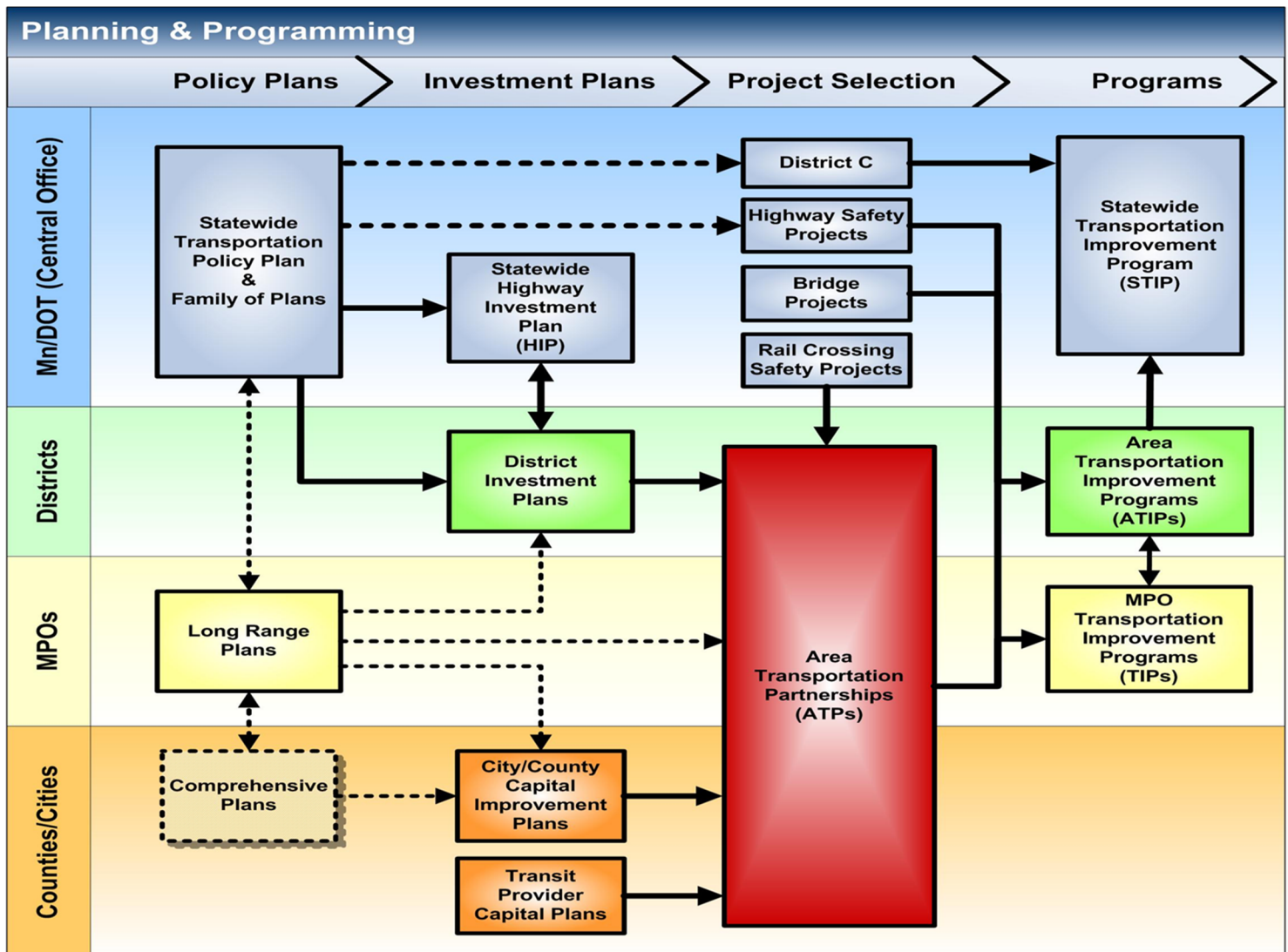
St. Cloud Area Planning Organization Transportation Improvement Program (TIP) FY 2015-2019

EXECUTIVE SUMMARY

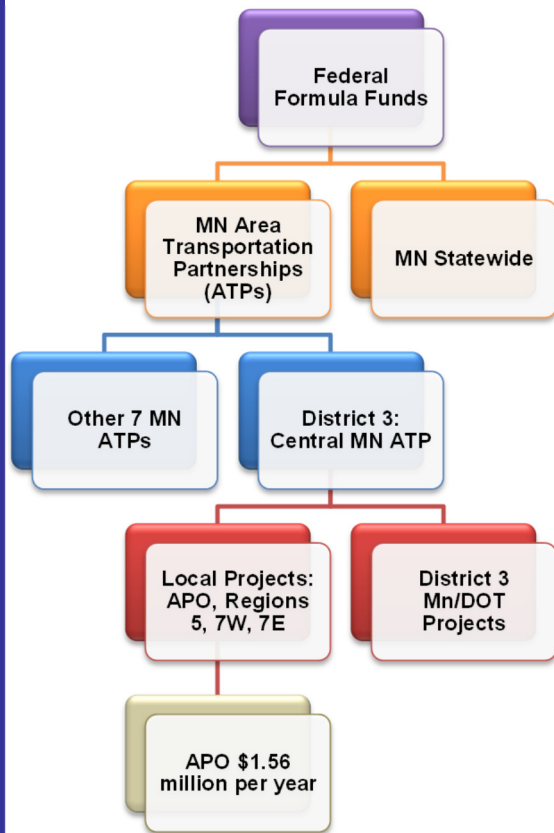


What is a Transportation Improvement Program (TIP)?

- A local, state, and federally approved document of staged, multi-year transportation improvements for the St. Cloud APO.
- A five year document that is updated and approved by the APO, state and federal agencies, and public transit operators every year.
- Metropolitan Planning Organizations (MPOs), such as the APO, and transit providers are required to have a minimum of four years represented in their TIP documents. The APO TIP is on a rotating 5-year/4-year cycle because the APO programs two years of federal funds every other year.
- The St. Cloud APO TIP document includes projects from the Minnesota Department of Transportation (MnDOT) District 3 in the APO planning area, St. Cloud Metro Bus projects, and local projects with federal funding. Local projects that are fully funded by a township, city, or county are **not** included in the APO TIP. All regionally significant projects regardless of funding source can also be included.
- Projects included in the TIP must be consistent with APO's Transportation Plan.



How are Projects Programmed into the TIP?



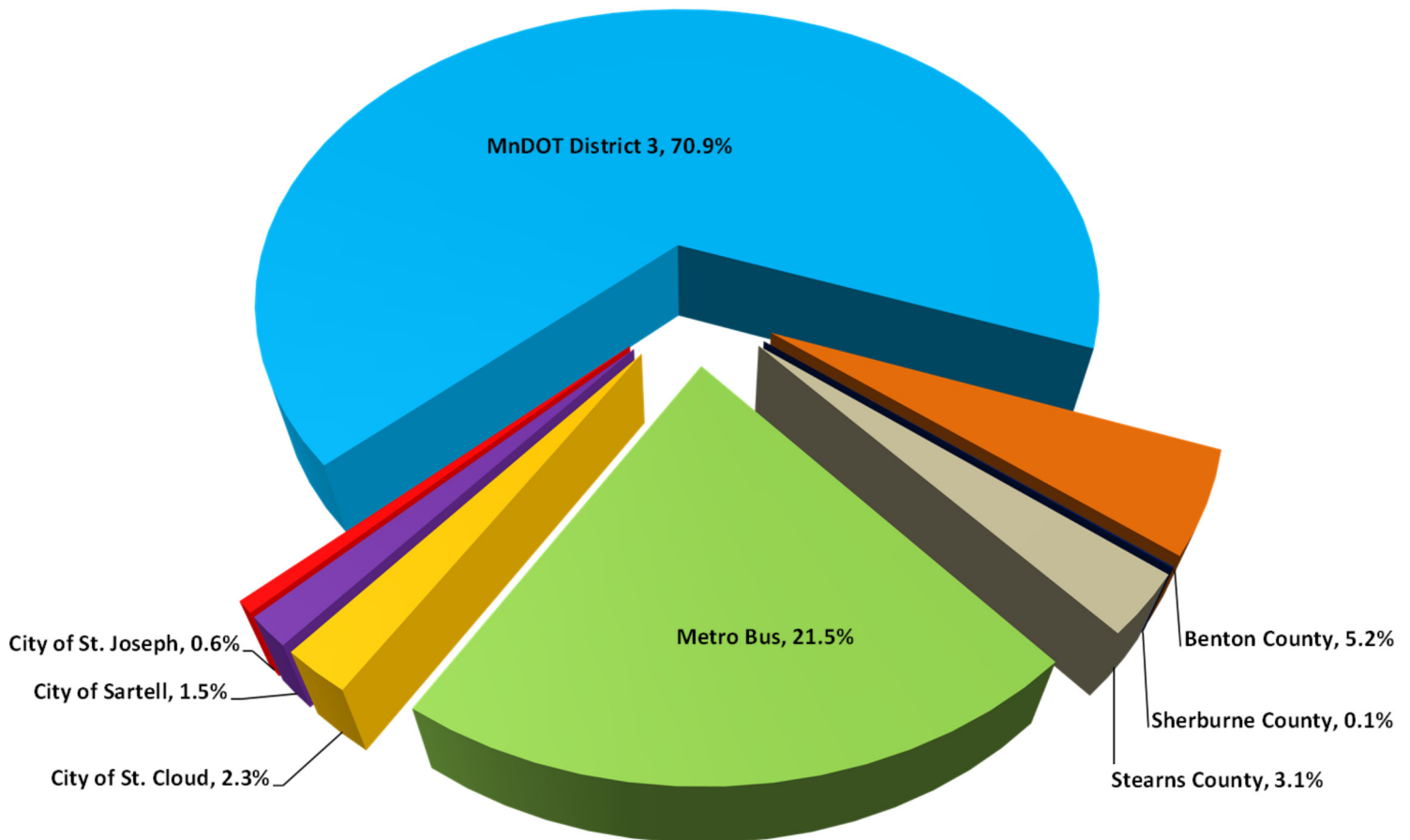
- The TIP project solicitation and development process begins in November every other year. Projects originate from three main areas: 1) APO Transportation System Management report, 2) APO Transportation Plan, and 3) implementing agency project submittals.
- Projects meeting the minimum qualifying criteria are prioritized by the APO Technical Advisory Committee (TAC) into one intermodal project list. Prioritization considerations include the following:
 - Technical engineering criteria developed by the Central MN Area Transportation Partnership;
 - APO non-technical considerations including public involvement, project deliverability, regional benefit, funding equity and non-vehicular accommodations;
 - APO sub-targeted local federal funding available.
- A prioritized list is then forwarded to the APO's Executive Board and APO Policy Board for approval or modification. The prioritized list is presented for public input at APO Policy Board meetings. Appendix C outlines the process and criteria for prioritizing APO TIP projects in greater detail.

New Projects for 2015-2019 APO TIP	Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
	LOCAL 999	2015	STEARNS COUNTY	CSAH 2 - MINNESOTA STREET RURAL INTERSECTION CONFLICT WARNING SYSTEM	HSIP	\$140,000
	PED/BIKE	2015	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PROJECT, PAYBACK IN 2017)	TAP STATEWIDE	\$56,755
	PED/BIKE	2015	SARTELL	**SRTS**INFRA. IN SARTELL, PRELIMINARY ENGINEERING INCLUDING THE ENVIRONMENTAL DOCUMENTS, DESIGN, PLANS, AND SPECIFICATION FOR SARTELL'S SRTS PROJECT	TAP 5K-200K	\$50,000
	US 10	2015	MNDOT	US 10, WB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 33, AND ON US, EB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 4, MILL AND OVERLAY	SF	\$2,300,000
	I 94	2015	MNDOT	SE END OF BRIDGE# 73865 (WB) AND BRIDGE# 73866 (EB) OVER SAUK RIVER TO NW END OF BRIDGE #73853 (WB) AND BRIDGE# 73854 (EB) OVER STEARNS CO CSAH 75, MILL AND OVERLAY	SF	\$2,999,470
	I 94	2015	MNDOT	I 94, FROM WRIGHT COUNTY CSAH 75 AT MONTICELLO TO MN 241, MILL AND OVERLAY EB ONLY, AND US 10, FROM 1.2 MI E OF MN 23 IN ST CLOUD TO 0.2 MI W OF MN 24, MILL AND OVERLAY EB ONLY	NHPP	\$6,000,000
	LOCAL 999	2015	MNDOT	LOCAL SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ST. CLOUD TO HEADWATERS	TAP Statewide	\$106,010
	MN 999	2015	MNDOT	TH SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ELK RIVER TO HEADWATERS	TAP Statewide	\$12,000
	MN 999	2015	MNDOT	TH SIGN FABRICATION FOR SP 8823-293	TAP Statewide	\$3,520
	PED/BIKE	2016	SARTELL	**SRTS**INFRA. IN SARTELL, CE AND CONSTRUCTION OF SIDEWALK AND CROSSING IMPROVEMENTS IN THE VICINITY OF PINE MEADOW ELEMENTARY, SARTELL MIDDLE AND HIGH SCHOOLS	TAP 5K-200K	\$494,459
	LOCAL 999	2016	BENTON COUNTY	BENTON COUNTY CSAH 3 FROM EAST LIMITS OF SAUK RAPIDS TO CSAH 4 IN BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS	HSIP	\$54,400
	LOCAL 999	2016	BENTON COUNTY	BENTON COUNTY CSAH 4 FROM US 10 TO CSAH 1 BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS	HSIP	\$21,250
	LOCAL 999	2016	SHERBURNE COUNTY	SHERBURNE COUNTY, 8' RUMBLE STRIP, 6' EDGELINE STRIPE ALONG VARIOUS COUNTY ROADS	HSIP	\$26,500
	PED/BIKE	2017	ST. JOSEPH	ON MINNESOTA STREET (STEARNS CO CSAH 2) IN ST. JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	TAP 5K-200K	\$1,181,800
	PED/BIKE	2017	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PAYBACK 1 OF 1)	TAP STATEWIDE	\$90,808
	CSAH 75	2018	STEARNS COUNTY	STEARNS COUNTY CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING	STP 5K-200K	\$1,575,000
	CSAH 33	2018	BENTON COUNTY	BENTON COUNTY CSAH 33, INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST ST.) CSAH 33 INTERSECTION IN SARTELL	STP<5K	\$500,000
	PED/BIKE	2018	BENTON COUNTY	**AC** CSAH 3 FROM BENTON DR TO TH 10 - ROADWAY EXPANSION, INCL BIKE/PED TRAIL (AC PAYBACK 1 OF 1)	TAP 5K-200K	\$120,431
	PED/BIKE	2018	STEARNS COUNTY	CONSTRUCT LAKE WOBEGON TRAIL EXTENSION FROM ST JOSEPH TO RIVERS EDGE PARK IN WAITE PARK	TAP STATEWIDE	\$1,650,000
	BB	2019	METRO BUS	REPLACE 2 CLASS 500 PARATRANSIT VEHICLES	STP	\$358,000
	MSAS 151/ LOCAL 999	2019	ST. CLOUD	33RD STREET SOUTH PHASE 2: SOUTHWAY DR TO COOPER AVE EXPAND TO 4 LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL	STP	\$3,400,000

Summary Funding Distribution for Projects by Jurisdiction or Agency

FY	Benton County	Sherburne County	Stearns County	Metro Bus	City of St. Cloud	City of Sartell	City of St. Joseph	MnDOT District 3
2015	\$2,708,242	\$100,000	\$762,716	\$8,636,051	\$879,439	\$832,000	\$0	\$53,719,435
2016	\$5,797,989	\$26,500	\$0	\$9,853,009	\$0	\$494,459	\$0	\$34,908,208
2017	\$638,000	\$0	\$1,779,608	\$10,200,981	\$0	\$1,555,000	\$1,181,800	\$23,730,000
2018	\$620,431	\$0	\$3,225,000	\$11,094,600	\$0	\$0	\$0	\$20,280,000
2019	\$0	\$0	\$0	\$358,000	\$3,400,000	\$0	\$0	\$0
Totals	\$9,764,662	\$126,500	\$5,767,324	\$40,142,641	\$4,279,439	\$2,881,459	\$1,181,800	\$132,637,643
% of Total	5.2%	0.1%	3.1%	21.5%	2.3%	1.5%	0.6%	70.9%

Percentage of Total FY 2015-19 TIP Funding by Agency or Jurisdiction



Note #1: Funding totals include a combination of local, state, and/or federal dollars programmed in the TIP.

Note #2: Funding is indicated based on project lead agency and not on project location.

Note #3: Funding totals for local jurisdictions do not include unsolicited FY 2016-2019 Highway Safety Improvement Program (HSIP) funds.

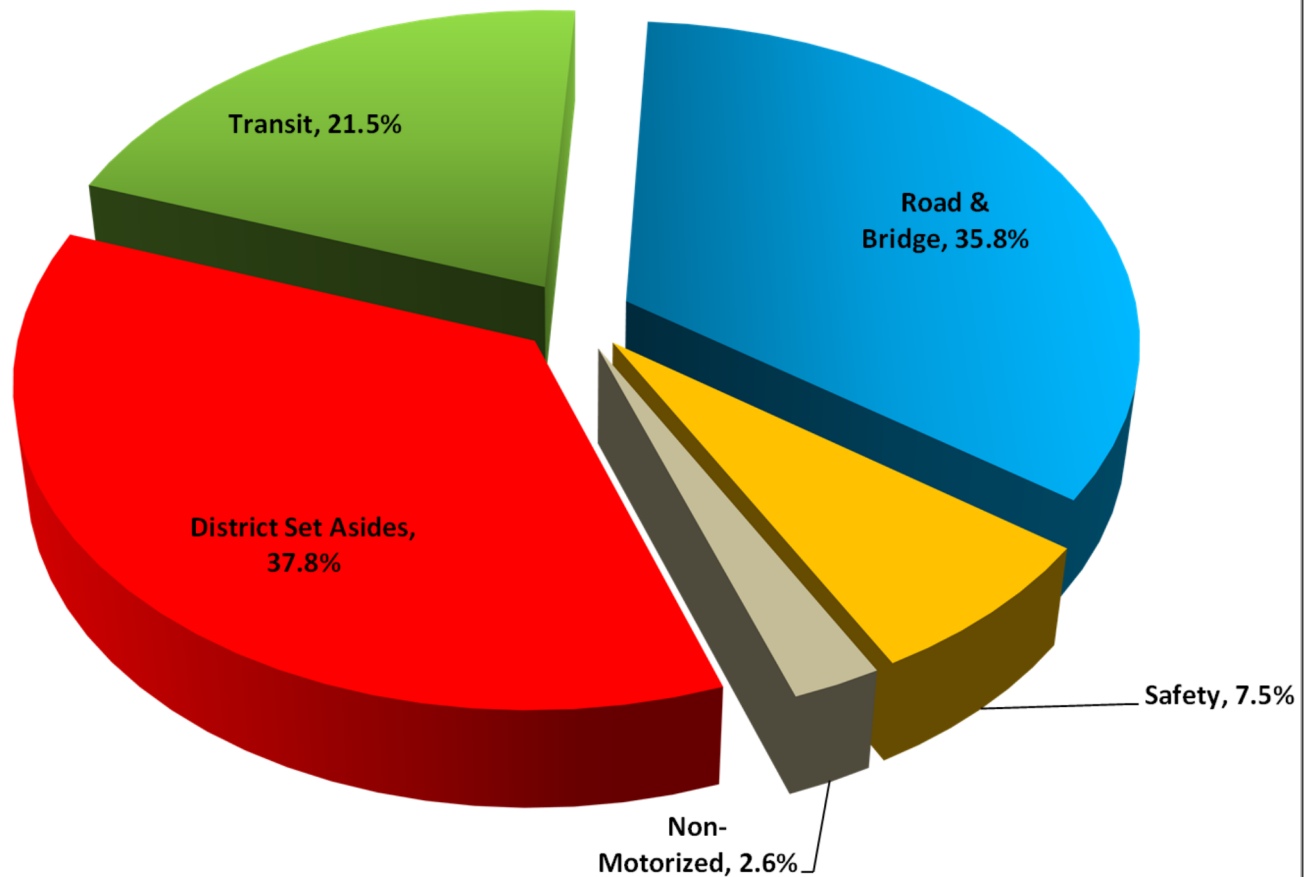
Note #4: Advance Construction (AC) paybacks are included in funding totals, but local match funds are not double counted from original fiscal year totals.

A project is generally considered regionally significant if: it adds one or more travel lanes for over one mile, or it involves the addition of an interchange, or it involves the re-configuration of an interchange such that a movement is added or eliminated. Local projects that are fully funded by a township, city, or county are not included in the APO TIP. Information on locally funded projects may be obtained from the individual jurisdiction's Capital Improvement Program.

Summary of Funding Distribution for Projects by Project Type

FY	Transit	Road & Bridge	Safety	Non-Motorized	District Set Asides
2015	\$8,636,051	\$33,768,147	\$805,961	\$1,107,724	\$23,320,000
2016	\$9,853,009	\$24,405,339	\$1,827,358	\$494,459	\$14,500,000
2017	\$10,200,981	\$3,881,800	\$5,600,000	\$1,272,608	\$18,130,000
2018	\$11,094,600	\$1,575,000	\$5,800,000	\$2,020,431	\$14,730,000
2019	\$358,000	\$3,400,000	\$0	\$0	\$0
Totals	\$40,142,641	\$67,030,286	\$14,033,319	\$4,895,222	\$70,680,000
% of Total	21.5%	35.8%	7.5%	2.6%	37.8%

Percentage of Total FY 2015-19 TIP Funding by Project Type



Note #1: Funding totals include a combination of local, state, and/or federal dollars programmed in the TIP.

Note #2: Advance Construction (AC) paybacks are included in funding totals, but local match funds are not double counted from original fiscal year totals.

Category Definition Notes:

“Transit” includes Metro Bus funding totals.

“Road and Bridge” projects do not include MNDOT District Set Asides, which may also be road and bridge focused.

“Safety” includes projects funded by HSIP, railroad crossing, other safety focused projects, and MnDOT Safety Improvement set asides.


“Non-Motorized” includes Transportation Alternatives Program (TAP) funding for bicycle and pedestrian projects and ADA set asides.


“District Set Asides” include Cooperative Agreements, Consultant Agreements, Misc Agreements, Landscaping, ROW, Misc. Road and Bridge repair, and Supplemental Agreements.


A project is generally considered regionally significant if: it adds one or more travel lanes for over one mile, or it involves the addition of an interchange, or it involves the re-configuration of an interchange such that a movement is added or eliminated. Local projects that are fully funded by a township, city, or county are not included in the APO TIP. Information on locally funded projects may be obtained from the individual jurisdiction's Capital Improvement Program.


Funding Program Descriptions

SURFACE TRANSPORTATION PROGRAM (STP): 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 project, eligible public roadways, pedestrian and bicycle infrastructure, and transit capital projects. This is the federal funding directly available to the APO member agencies through the project solicitation process.

 **Project Example:** FY 2016 Benton County construction of roadway expansion project to four lanes on CSAH 3 from Benton Dr. to TH 10.
STP Award: **\$1,632,400**, Total Programmed Project Cost: \$5,842,770 (Including FY 2018 Payback)


 **Project Example:** FY 2017 City of Sartell construction on 50th Ave./MSAS 117 from Heritage Dr. to N 0.5 miles in Sartell, grade and surface including storm sewer and drainage improvements.
STP Award: **\$547,600**, Total Programmed Project Cost: \$1,555,000

 **Project Example:** FY 2018 Stearns County resurfacing CSAH 75 from Old Collegeville Road to CSAH 81.
STP Award: **\$1,260,000**, Total Programmed Project Cost: \$1,575,000


 **Project Example:** FY 2019 City of St. Cloud construction of roadway expansion project to four lane divided on 33rd St. S from Southway Dr. to Cooper Ave. with sidewalk and trail.
STP Award: **\$1,300,000**, Total Programmed Project Cost: \$3,400,000

MINNESOTA 162 HIGH PRIORITY PROJECTS: Projects marked as **MN162** in TIP project table. Congressionally earmarked funding designated in the SAFETEA-LU Transportation Authorization Bill as “High Priority Projects”.


 **Project Example:** FY2015 ROW acquisition for Benton County CSAH 3 from Benton Dr. to TH 10 in Sauk Rapids. Earmarked Funding: **\$658,242** Total Programmed Project Cost: \$2,708,242

 **Project Example:** FY2015 ROW acquisition for City of Sartell 50th Ave./MSAS 117 from 23rd St. S to Heritage Dr. and from Heritage Dr. N to 2nd St. S, 1.8 miles.
Earmarked Funding: **\$470,001** Total Programmed Project Cost: \$590,000

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP): It is a core Federal-aid program. The goal of the program is to achieve a significant reduction in traffic fatalities and serious injuries on public roads, including non-State-owned public roads. The program requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on safety performance.

 **Project Example:** FY 2015 Stearns County rural intersection conflict warning system at CSAH 2 and Minnesota St. HSIP Award: **\$126,000** Total Project Cost: \$140,000

TRANSPORTATION ALTERNATIVES PROGRAM (TAP): The 2012 federal transportation funding bill MAP-21 established a new program to provide for a variety of alternative transportation projects, including many that were previously eligible activities under separately funded programs. TAP replaces the funding from pre-MAP-21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School, and several other discretionary programs, wrapping them into a single funding source.

 **Project Example:** FY2018 Stearns County construction of Lake Wobegon Trail extension from St. Joseph to Rivers Edge Park in Waite Park.
TAP Award: **\$922,678**, Total Programmed Project Cost: \$1,650,000

Funding Program Description Source: FHWA

Contact the APO if you have questions, comments, or need additional information.

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INTRODUCTION

Transportation Improvement Program (TIP)

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the St. Cloud metropolitan area. The TIP must be updated and approved at least every four years by the Metropolitan Planning Organization (MPO) in cooperation with the Minnesota Department of Transportation (MnDOT) and St. Cloud Metro Bus. The St. Cloud Area Planning Organization (APO), the MPO for the area, updates the TIP annually. The MnDOT Commissioner approves the TIP and incorporates the St. Cloud metropolitan area projects into the State Transportation Improvement Program (STIP).

The APO is responsible for development of the TIP and accomplishes this in cooperation with State agencies, local jurisdictions, St. Cloud Metro Bus, and other affected planning and implementing agencies. The responsibilities between the State and public transportation operators are clearly identified in written agreements (i.e. Memorandum of Understanding) with MnDOT and St. Cloud Metro Bus. The TIP development process begins within 90 days of the end of each program year. These agencies are represented on the Technical Advisory Committee (TAC) of the APO. TAC membership consists of technical representatives from three counties, six municipalities, two townships, St. Cloud Metro Bus, MnDOT and APO staff. A listing of implementing agencies, TAC membership, and an APO Planning Area map are included in Appendix A.

The FHWA and FTA must jointly find that this TIP is based on a continuing, comprehensive transportation planning process carried out cooperatively with MnDOT and St. Cloud Metro Bus. This finding is based, in part, on the Self-Certification included in the TIP.

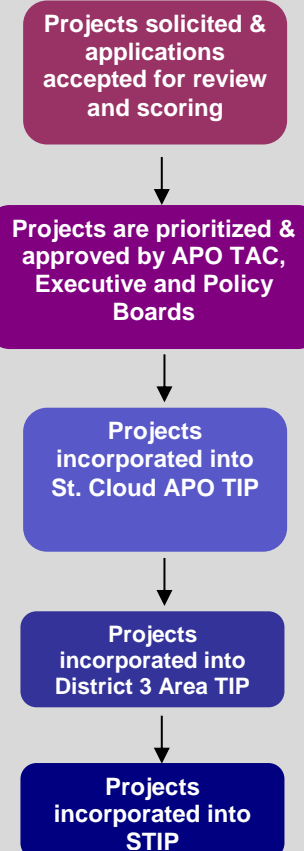
Federal transportation legislation requires states, MPOs and transit providers to have a minimum of four (4) years represented in their TIP/STIP documents. This four (4) year process is represented in this TIP document (FY 2015 to FY 2019) for local federal projects, MnDOT District 3 projects, and St. Cloud Metro Bus projects in the APO planning area. The APO solicits project applications every other year for local federal funding. Programming projects every other year allows for the consideration of programming larger projects. Project applications were submitted, prioritized, and approved this year (2014) for FY 2018 and FY 2019 funding. The four or five year programming period is consistent with the capital improvement programs of local implementing agencies and provides an adequate time-frame for programming projects from the St. Cloud Metropolitan Area 2035 Transportation Plan (Plan).

The TIP includes a list of all federal transportation projects within the St. Cloud Metropolitan Area consistent with the Plan and proposed for funding under Title 23, USC, or Title 49, USC. The St. Cloud APO TIP document includes projects from the Minnesota Department of Transportation (MnDOT) District 3 in the APO planning area, St. Cloud Metro Bus projects, and local projects with federal funding. The TIP also includes regionally significant projects, which might include A project is generally considered regionally significant if: it adds one or more travel lanes for over one mile, or it involves the addition of an interchange, or it

What is the TIP?

- A multi-year program of transportation improvements for the St. Cloud Metropolitan Area
 - Updated at least every two years by Metropolitan Planning Organization (MPO)

What is the TIP Approval Process?



involves the reconfiguration of an interchange such that a movement is added or eliminated. Local projects that are fully funded by a township, city, or county are not included in the APO TIP.state and not federal funding.

As a management tool for monitoring the progress of implementing the Plan, the TIP identifies criteria and a process for prioritizing implementation of the transportation projects and any changes in priorities from previous TIPs. It includes a list of major projects from the previous TIP that were implemented and identifies any significant delays in the planned implementation of other projects. A list of the previous TIP projects and their status can be found in Section 5.

The APO affords reasonable opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published and the TIP document is made readily available for review and comment. Appendix B contains a copy of the Public Information Meeting notices published in the St. Cloud Times, as well as the Affidavit of Publication for the meeting. The Public Participation element of the Plan details current and proposed methods for facilitating public input. To aid in the public involvement process the Draft 2015-2019 TIP was made available on the St. Cloud APO website (www.stcloudapo.org).

The TIP public participation process was consistent with the APO's Public Participation Plan, updated in December 2012 for MAP-21 compliance. The process provided stakeholders a reasonable opportunity to comment on the TIP. This TIP is financially 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, St. Cloud Metro Bus, and local jurisdictions who provided the APO with historic transportation expenditures and forecasted transportation revenue. Only projects for which funds can reasonably be expected to be available are included in the TIP. In developing the financial plan, the APO took into account all projects and strategies funded under Title 23, USC, and the Federal Transit Act, other federal funds, local sources, State assistance, and private participation.

This TIP also includes an environmental justice evaluation to determine if programmed projects will have a disproportionate impact on minority or low-income populations, consistent with the 1994 Executive Order 12898.

The TIP Public Participation Process is Compliant with MAP-21 Requirements:

- The process provided a reasonable opportunity for review and comment from all stakeholders including:
 - Citizens
 - Affected public agencies
 - Freight shippers
 - Providers of freight transportation services
 - Providers of transportation
 - Users of public transportation
 - Users of pedestrian & bicycle facilities
 - Representatives of the disabled
 - Indian tribal governments (to the extent practicable)
 - Federal land management agencies (to the extent practicable)
 - Other interested parties

PLANNING PROCESS & SELF-CERTIFICATION

Planning Process

The metropolitan transportation planning process includes both long-range and short-range strategies, facilitating the efficient movement of people and goods on an intermodal transportation system. Projects included in the TIP come from the Transportation System Management (TSM) Plan, the 2035 Transportation Plan, and from implementing agencies. This process involves two specific elements:

Long-Range:

Based on a time frame of twenty years or greater, these documents establish goals, examine past trends, and identify areas of future congestion based on forecasted land use. Projects originating from these documents may involve substantial costs and impacts.

Short-Range:

Based on a time frame of usually less than 5 years, these documents examine specific details of the transportation system. Emphasis is toward low-cost, low impact improvements to increase system efficiency and safety.

The policies and strategies developed at the long-range level (APO 2035 Transportation Plan: Table 3-2, pg. 3-5) provide a framework for the development of strategies at the short-range level. Long-range plans may affect the types of short-range strategies pursued in the interim. A combination of short-range operational strategies could preclude the implementation (and need) of a capital-intensive project, or possibly alter its design. Projects originating from these elements are merged into the program based on the APO's continuing, comprehensive planning process carried on cooperatively by the State and local communities.

MAP-21 requires the APO to consider eight general planning areas (to the right) when developing short and long-range transportation plan elements.

What are the MAP-21 Planning Areas & their Function?

- **Metropolitan Vitality**
 - Support economic vitality of the metro area through global competitiveness, productivity, and efficiency
- **Safety**
 - Support increased safety of the transportation system for motorized & non-motorized users
- **Security**
 - Support increased security of the transportation system for motorized & non-motorized users
- **Accessibility & Mobility**
 - Support increased accessibility & mobility options to move people and freight
- **Energy & Environment**
 - Protect & enhance the environment, promote energy consumption, improve quality of life & promote consistency between transportation improvements and State & local planned growth and economic patterns
- **System Connectivity**
 - Support the integration and connectivity of the transportation system, across and between modes, for people and freight
- **System Management**
 - Promote efficient system management and operation
- **System Preservation**
 - Support preservation of the existing transportation system

Public Participation

To the right is a list of public participation activities including interagency coordination for this TIP. The APO's TAC is involved in the TIP development and review process. The TAC provides a forum for the deliberation of regional transportation issues among state, regional, and local staff.

The APO's Policy Board has also instituted a public participation process for implementing agencies. To identify potential projects for which public participation is necessary, the project proposer answers the questions below about the project. A "yes" answer to any of the six questions means that a public information meeting is recommended prior to submittal for federal funding. This affords abutting property owners and other stakeholders the opportunity for specific involvement in the full scope of proposed improvements. After the meeting has been held, it is encouraged that a resolution be passed by the governing agency providing confirmation of the meeting. A "no" answer to all six questions means that no specific public involvement activities are needed for the project in the TIP process. It is also encouraged that a resolution be passed by the governing agency noting this finding.

1. *Will the proposed construction project expand the number of through traffic lanes?*
2. *Could the proposed construction project involve the purchase of right-of-way?*
3. *Could the adjacent property owners be assessed for a portion of the proposed construction project costs?*
4. *Could the proposed construction project expand the roadway curb-to-curb width by more than six feet?*
5. *Could the proposed construction project result in new parking restrictions?*
6. *Are there other reasons why the project may be controversial?*

In addition, the District 3 Area Transportation Partnership (ATP) has adopted policies relative to the project development process for TIP projects and the public involvement process. These policies are as follows:

1. *The project development process shall be initiated as soon as possible after final State Transportation Improvement Program (STIP) approval.*
2. *Local jurisdictions are encouraged to provide an annual update to their respective ATP sub-regions and District 3 State-Aid Engineer regarding the project development status of their programmed projects.*
3. *Cost and project delivery updates on programmed projects should be provided to the ATP sub-regions and District 3 State-Aid Engineer during the annual project solicitation period.*
4. *Project cost overruns will be managed by each ATP sub-region and subtracted from a sub-region's Federal funding target, if approved.*

Public Participation for TIP

- **11/18/13:** Project solicitation packets emailed & mailed.
- **11/24/13:** FY 2018-2019 project solicitation notice in St. Cloud Times
- **1/7/14:** FY 2018-2019 project applications due at APO office
- **1/9/14:** Preliminary review of FY 2018-2019 project applications at St. Cloud APO Executive Board meeting
- **1/16/2014:** Preliminary review of FY 2018-2019 project application submittals by Central MN ATP 3
- **2/6/14:** APO Technical Advisory Committee (TAC) prioritizes FY 2018-2019 project applications and makes funding recommendation to APO Executive Board
- **2/13/14:** APO Executive Board discusses FY 2018-2019 project applications and TAC recommendation. Sends funding recommendation back to APO TAC for reconsideration.
- **2/21/14:** APO TAC confirms funding recommendation for FY 2018-2019 projects to APO Policy Board.
- **2/27/14:** APO Policy Board meeting includes a public meeting on draft APO project prioritization and MnDOT proposed projects to all interested stakeholders. APO Policy Board approves programming of FY 2018-2019 projects.
- **3/5/14:** D3 Area Transportation Improvement Program (ATIP) Development Committee merges APO and regional priorities and develops draft D3 ATIP
- **4/3/14:** Central Minnesota ATP reviews, modifies, and approves draft ATIP
- **5/18/14:** Public Information & Review meeting notice for Draft FY 2015-2019 TIP published with St. Cloud Times
- **5/22/14:** APO Board approves Draft FY 2015-2019 TIP for 30-Day Public Comment Period
- **5/22/14:** Notice of Draft FY 2015-2019 TIP on APO website sent to MPCA, MnDOT, and St. Cloud Metro Bus for review and comment
- **6/24/14:** End of 30-day public comment period for Draft FY 2015-2019 TIP
- **7/24/14:** APO Policy Board approves final FY 2015-2019 TIP Document for inclusion in the STIP

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 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment 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 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Sections 1101(b) of the MAP-21 (Pub. L. 109-59) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US 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 27 regarding discrimination against individuals with disabilities.

The FHWA and FTA must jointly find that the TIP is based on a continuing, comprehensive transportation planning process carried out cooperatively by MnDOT, APO, and St. Cloud Metro Bus. This finding shall be based on the self-certification statement submitted by MnDOT and the APO. Joint certification action will remain in effect for three years unless a new certification determination is made sooner.

The APO certifies that the planning process meets these federal requirements through the actions stated below.

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;

The APO has been designated by the Governor as the MPO for the St. Cloud Urbanized Area. The APO is made up of representatives from twelve (12) local jurisdictions and agencies. It is an APO policy that all transportation-related planning is carried out through a *Continuing, Cooperative, and Comprehensive* (3-C) planning

process, as indicated in this section and other documents. The APO meets the requirements of FTA and FHWA by:

- a. Annual adoption of a Planning Work Program identifying work activities, products, funding sources and staff hours (approved October 2013).
 - b. Updating the Transportation Plan every four years (2035 Plan approved April 2010).
 - c. Annual consideration of TSM strategies to make efficient use of existing transportation systems (approved in November 2012).
 - d. Annual adoption of at least a four-year Transportation Improvement Program (approved August 2013).
 - e. Consideration of the general planning areas, identified in SAFETEA-LU/MAP-21 when adopting the 2035 Transportation Plan (approved April 2010) and the 2014-2017 TIP (approved August 2013).
2. **Title VI of the Civil Rights Act of 1964, as amended (42 USC 2000d-1) and 49 CFR part 21;**
 3. **49 USC 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;**
 4. **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;**
 5. **Section 324 of title 23, U.S.C regarding the prohibition of discrimination based on gender; and**

The APO maintains a Title VI Non-Discrimination Plan/Limited English Proficiency Plan. It was adopted on August 9, 2012. The document includes a list of processes to follow for Title VI assurances and auxiliary aids and services in the area to assist individuals with disabilities or other needs.

The APO must submit its Title VI Program to MnDOT every three years. The APO adopted its Report and submitted it to the MnDOT Office of Transit in August 2012. The APO will be updating the Title VI program to reflect the most recent FTA guidance from Circular 4702.1B (October 1, 2012). In addition, as a recipient of FTA funds, the APO maintains the following information, submitted to the MnDOT Office of Transit in August 2012:

- a. There are no lawsuits or complaints naming the applicant, which allege discrimination on the basis of race, color, or national origin with respect to service or other transit benefits.
- b. There are no pending applications for financial assistance, or financial assistance currently provided by other Federal agencies.
- c. There has been no civil rights compliance review activities conducted in the last three years.
- d. A signed FTA Civil Rights Assurance that all of the records and other information required under Title VI has

been compiled as appropriate, and maintained by the applicant.

- e. A signed DOT Title VI Standard Assurance. This assurance is maintained as a part of a one-time submission file kept by Mn/DOT.

- 6. **Sections 1201 of the MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US DOT funded projects;**
- 7. **23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;**

The APO must show a good faith effort to solicit Disadvantage Business Enterprises (DBEs) when procuring assistance from private contractors. The APO maintains a list of DBEs, which are contacted whenever an appropriate work task is contracted. The APO coordinates with the MnDOT Equal Employment Opportunity (EEO) Office and APO representatives to set DBE Goals for all projects. The APO Title VI and Non-Discrimination Plan addresses specific processes followed by the APO to meet these requirements.

- 8. **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;**
- 9. **Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.**

The APO submitted an Assurance Concerning Non-discrimination on the Basis of Handicap in August 2013. The 3-C planning activities of the APO are also sensitive to the needs of the elderly and handicapped persons by:

- a. Soliciting comments from the elderly and handicapped service agencies on the 2035 Transportation Plan.
- b. Giving consideration to elderly and handicapped needs relative to all transportation studies.
- c. Following the procedures outlined in the APO Title VI and Non-Discrimination Plan.

PROGRAM PROCESS

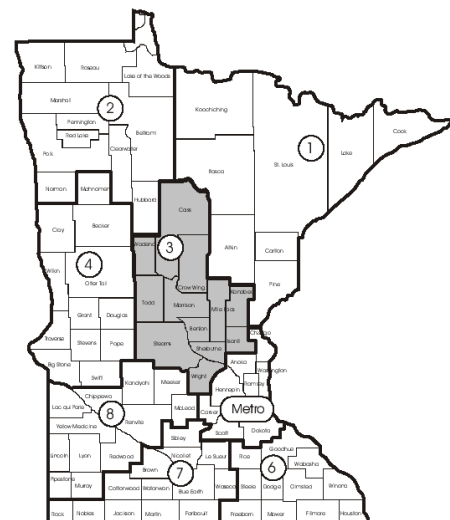
MnDOT has established eight (8) Area Transportation Partnerships (ATPs) throughout the State to manage the programming of federal transportation projects. Each of these ATPs is responsible for developing a financially constrained Area Transportation Improvement Program (ATIP) that is submitted for funding approval and incorporation into a financially constrained State Transportation Improvement Program (STIP). As the designated Metropolitan Planning Organization (MPO) for the St. Cloud Area, the APO must develop its own Transportation Improvement Program (TIP) that is incorporated into the Central Minnesota ATIP and the STIP.

Projects originate from three main areas: 1) TSM, 2) current (valid) Transportation Plan, and 3) implementing agencies who submit projects. All projects identified and programmed in the TIP must be consistent with the current APO Transportation Plan. Submitting agencies are instructed to apply inflation adjustments of 4% per year to project cost submittals to calculate year of construction cost estimate. These projects are then presented to the APO Policy Board and the public for initial review and comment. Projects not meeting the minimum qualifying criteria are eliminated from consideration (i.e. projects not consistent with the APO Transportation Plan). The remaining projects are grouped into three categories, road and bridge expansion, roadway safety and preservation, and transit.

Projects meeting the minimum qualifying criteria are then prioritized by the APO Technical Advisory Committee (TAC) into one intermodal project list. Prioritization considerations include the following: 1) technical engineering criteria developed by the ATP; 2) APO non-technical considerations including public involvement, project deliverability, regional benefit, funding equity and non-vehicular accommodations; 3) miscellaneous factors and 4) APO sub-targeted local federal funding availability. This prioritized list is then forwarded to the APO's Executive Board and APO Policy Board for approval or modification. Appendix C outlines the process and criteria for prioritizing APO TIP projects in greater detail.

Projects identified within the APO's local federal sub-target, as well as State and other regionally significant projects, are incorporated in the APO TIP. Projects in the TIP are subject to U.S. Department of Transportation approval of the STIP. Appendix D illustrates details of the entire Central Minnesota ATP process.

Projects programmed from the Central Minnesota ATP process are identified under Tab 6: 2015-2019 TIP Project Lists & Map. Tab 5: Previous TIP Project Updates has been included as a management tool for monitoring the progress of programmed projects and contains a status report of projects from the previous 2014-2017 TIP.



Mn/DOT Area Transportation Partnerships (ATPs)

PREVIOUS TIP PROJECT UPDATES

The Central Minnesota Area Transportation Partnership (ATP) requires the St. Cloud Area Planning Organization (APO) to submit annual updates for projects programmed in the TIP. The annual project updates allow the District (3) State-Aid Engineer to assess project costs and project development status for federally funded projects. The project updates also allow the APO Technical Advisory Committee (TAC) to meet and discuss at the beginning of every year, the status of currently programmed federal projects within the APO Area.

These status reports (i.e. project updates) 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 following pages include a 2015-2017 TIP project status table for federally programmed projects. This table lists projects as seen in the previous TIP that are still included in the current TIP and details project changes within the table. A 2014 Federally Obligated Project Summary is also included. This table indicates which projects received funding and how much funding each project received. The corresponding project update form distributed to APO TAC members in January 2014 is also included.

St. Cloud APO FY 2014 Obligated Project Summary

Route System	Project #	Fiscal Year	Who	Agency	Project Description	City Location	County Location	Program Code	Proposed Fund Type	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total	Current FY	Orig. FY	Project Update/Summary	Amount Obligated
BB	TRF-0048-140	2014	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES, 2 SMALL BUSES	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$288,000	\$0	\$0	\$72,000	\$360,000	2014	2014	Buses funded with State funds.	\$0
CSAH 3	005-603-027AC	2014	L	BENTON COUNTY	**AC** BENTON DRIVE TO TH 10 IN SAUK RAPIDS, CONDUCT ENVIRONMENTAL STUDY (AC PAYBACK, 1 OF 1)	SAUK RAPIDS	BENTON	PL	STP	\$0	\$0	\$130,137	\$0	\$0	\$0	\$0	\$130,137	2014	2014	Complete June 2014	\$130,137
CSAH 3	005-603-028	2014	L	BENTON COUNTY	**MN162** BENTON DRIVE TO TH 10, RIGHT OF WAY ACQUISITION (SAFETEA-LU)	SAUK RAPIDS	BENTON	RW	HPP	\$658,242	\$0	\$0	\$0	\$0	\$0	\$3,841,758	\$4,500,000	2015	2014	Moved to FY 2015	\$0
MN 15	7303-48	2014	S	SAINT CLOUD	**TED10** CONSTRUCT NEW INTERCHANGE AT TH 15 AND 33RD STREET IN SAINT CLOUD AND WAITE PARK, NEW BRIDGE #73046	SAINT CLOUD	STEARNS	AM	BF	\$0	\$0	\$0	\$0	\$0	\$8,400,000	\$4,000,000	\$12,400,000	2014	2014	construction. Completion expected by Fall 2014 with remaining landscape items finished in 2015.	\$12,400,000
MSAS 151/LOCAL 999	162-151-001	2014	L	SAINT CLOUD	33RD STREET SOUTH PHASE 1: 400' E OF CSAH 75 TO 500' W OF SOUTHWAY DRIVE, EXPAND TO 4-LANE, INCL ROUNDABOUT AT SOUTHWAY DR AND ASSOCIATED FRONTAGE ROAD REVISIONS	SAINT CLOUD	STEARNS	MC	STP	\$1,900,000	\$0	\$0	\$0	\$0	\$0	\$1,600,000	\$3,500,000	2014	2014	Project has been awarded and construction to begin June 30, 2014.	\$3,500,000
PED/BIKE 999	162-090-005	2014	L	SAINT CLOUD	**AC** EXTEND BEAVER ISLAND BIKE/PED TRAIL, ST CLOUD CIVIC CENTER NORTH TO 5TH AVENUE ALONG MISSISSIPPI RIVER IN ST CLOUD (AC PROJECT - PAYBACK IN 2015)	SAINT CLOUD	STEARNS	EN	TAP	\$493,465	\$601,439	\$0	\$0	\$0	\$0	\$1,955,096	\$3,050,000	2015	2014	Project will be re-bid with openings on July 1, 2014	TBD
LOCAL 999	220-117-002AC1	2014	L	SARTELL	**AC** GRADING, AGG BASE, BITUMINOUS SURFACING, CONCRETE CURB & GUTTER, ROUNDABOUTS, STORM SEWER & WATER MAIN FOR 50TH AVENUE FROM JCT. CR 120 & 50TH AVE TO 0.429 MI. N OF 50TH AVE (AC PAYBACK, 1 OF 2)	SARTELL	STEARNS	MC	STP	\$0	\$0	\$172,000	\$0	\$0	\$0	\$0	\$172,000	2014	2014	Complete	\$172,000
MSAS 117	220-117-003	2014	L	SARTELL	**MN162** ROW ACQUISITION FROM 23RD ST SOUTH TO HERITAGE DR AND FROM HERITAGE DR NORTH TO 2ND ST SOUTH, 1.8 MILES (SAFETEA-LU)	SARTELL	STEARNS	RW	HPP	\$470,001	\$0	\$0	\$0	\$0	\$0	\$119,999	\$590,000	2015	2014	Moved to FY 2015	\$0
PED/BIKE 999	191-591-002	2014	L	SAUK RAPIDS	**SRTS** INFRASTRUCTURE SAUK RAPIDS CONSTRUCTION ENGINEERING & CONSTRUCTION FOR SIDEWALKS ALONG 11TH STREET NORTH AND 6TH AVE NORTH	SAUK RAPIDS	BENTON	BT	SRTS	\$276,600	\$0	\$0	\$0	\$0	\$0	\$3,700	\$280,300	2015	2014	Open bids 06/25/2014 \$64,000 over in Engineer's Estimate Project will either be rescoped or re-let on 10/14/2014	\$0
LOCAL 999	071-070-023	2014	L	SHERBURNE COUNTY	COUNTYWIDE 6" EDGELINE STRIPING		SHERBURNE	SH	HSIP, LF	\$126,900	\$0	\$0	\$0	\$0	\$0	\$14,100	\$141,000	2014	2014	Open bids 07/08/2014	TBD
LOCAL 999	073-070-009	2014	L	STEARNS COUNTY	STEARNS COUNTY INTERSECTION STREET LIGHTING		STEARNS	SH	HSIP, LF	\$81,900	\$0	\$0	\$0	\$0	\$0	\$9,100	\$91,000	2014	2014	Awarded, not authorized or emcombered	\$91,000
CSAH 133	073-070-010	2014	L	STEARNS COUNTY	CSAH 133/19TH AVENUE, CONSTRUCT ROUNDABOUT	SARTELL	STEARNS	SH	HSIP, LF	\$405,000	\$0	\$0	\$0	\$0	\$0	\$45,000	\$450,000	2014	2014	Open bids Funding Authorized	\$450,000
CSAH 2	073-602-045	2014	L	STEARNS COUNTY	**AC** CSAH 4 TO CSAH 75, ROADWAY RESURFACING (AC PROJECT - PAYBACK IN 2017)		STEARNS	RS	STP	\$792,000	\$0	\$0	\$0	\$0	\$0	\$198,000	\$990,000	2014	2014	Open bids 06/27/2014	TBD
US 10	0502-107	2014	S	MNDOT	**TED12** INTERCHANGE IMPROVEMENTS AT TH 10 AND BENTON CSAH 3 IN SAUK RAPIDS (BENTON COUNTY IS THE LEAD AGENCY)		BENTON	AM	TED	\$0	\$0	\$0	\$0	\$0	\$0	\$2,934,000 (STATE) \$1,956,000 (LOCAL)	\$4,890,000	2014	2014	Under Construction (May to October)	Federal Authorizatio n \$1,688,800
US 10	0501-29	2014	S	MNDOT	TH 10 AND TH 23 INTERCHANGE AREA, RESURFACING	SAINT CLOUD	BENTON	RS	NHPP, SF	\$1,280,000	\$0	\$0	\$0	\$320,000	\$0	\$0	\$1,600,000	2014	2014	Let 6/1/2014 Awarded 7/2/14	\$1,096,609
MN 15	7321-48	2014	S	MNDOT	INSTALL TRAFFIC QUEUE DETECTION SYSTEM BETWEEN 3RD ST. AND 8TH ST. IN ST. CLOUD	SAINT CLOUD	STEARNS	SC	SF	\$0	\$0	\$0	\$0	\$200,000	\$0	\$0	\$200,000	None	2014	Project eliminated. Funding transferred to Rural Intersection Warning System general project.	\$0
MN 15	7321-50	2014	S	MNDOT	LANDSCAPING AT TH 15/STEARNS CO. CSAH 120 INTERCHANGE AREA IN ST. CLOUD AND SARTELL	MULTI	STEARNS	RB	SF	\$0	\$0	\$0	\$0	\$100,000	\$0	\$0	\$100,000	2014	2014	Let 5/16/2014 Awarded 6/3/2014	\$121,132
MN 999	7305-119	2014	S	MNDOT	**ADA** 2014 ADA PROJECT TH 23 IN ST. CLOUD AND WAITE PARK, INCLUDE FIBER OPTIC		DISTRICTWIDE	SC	SF	\$0	\$0	\$0	\$0	\$300,000 \$460,000	\$0	\$0	\$300,000 \$460,000	2014	2014	Project Let 4/25/2014 Awarded 5/14/14	\$395,095

St. Cloud APO FY 2015-2017 TIP Project Programming Updates

Route System	Project #	Fiscal Year	Who	Agency	Project Description	City Location	County Location	Program Code	Proposed Fund Type	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total	Current FY	Orig. FY	Project Update/Summary
BB-	TRS-0048-15	2015	L	METRO-BUS	ST-CLOUD METRO-BUS PURCHASE 3-SMALL BUSES	SAINT CLOUD	MULTICOUNTY	TR	STP-	\$320,000	\$0	\$0	\$0	\$0	\$0	\$160,000	\$480,000	2015	2014	Project funded with State Motor Vehicle Sales Tax Funding. APO STP funding was not reprogrammed to an APO priority. MnDOT reallocated the funding to a statewide priority. See APO Resolution #2014-04
PED/BIKE 999	162-090-005AC	2015	L	SAINT CLOUD	**AC** EXTEND BEAVER ISLAND BIKE/PED TRAIL, ST CLOUD CIVIC CENTER NORTH TO 5TH AVENUE ALONG MISSISSIPPI RIVER IN ST CLOUD (PAYBACK 1 OF 1)	SAINT CLOUD	STEARNS	EN	TAP	\$0	\$0	\$601,439	\$0	\$0	\$0	\$0	\$601,439	2015	2015	No Change
PED/BIKE 999	162-090-006AC	2015	L	SAINT CLOUD	**AC** BEAVER ISLAND TRAIL EXTENSION FROM 33RD STREET SOUTH TO MISSISSIPPI RIVER BLUFFS REGIONAL PARK IN THE CITY OF ST. CLOUD (AC PAYBACK 1 OF 1)	SAINT CLOUD	STEARNS	EN	TAP	\$0	\$0	\$278,000	\$0	\$0	\$0	\$0	\$278,000	2015	2015	No Change
PED/BIKE 999	233-090-001	2015	L	SAINT JOSEPH	MINNESOTA ST-W PEDESTRIAN TRAIL FROM 4TH AVE NW TO 0.25 MI WEST & MINNESOTA ST-W LIGHTING IMPROVEMENTS	SAINT JOSEPH	STEARNS	EN	TAP	\$110,000	\$0	\$0	\$0	\$0	\$0	\$335,000	\$445,000	2017	2015	Project termini extended and moved to FY 2017.
LOCAL 999	220-117-002AC2	2015	L	SARTELL	**AC** GRADING, AGG BASE, BITUMINOUS SURFACING, CONCRETE CURB AND GUTTER, ROUNDABOUTS, STORM SEWER AND WATER MAIN FOR 50TH AVE FROM JCT. CR 120 AND 50TH AVE TO 0.429 MI. N OF 50TH AVE (AC PAYBACK 2 OF 2)	SARTELL	STEARNS	MC	STP	\$0	\$0	\$192,000	\$0	\$0	\$0	\$0	\$192,000	2015	2015	No Change
LOCAL 999	071-070-025	2015	L	SHERBURNE COUNTY	VARIOUS COUNTY ROADS - 8" RUMBLE STRIP, 6" EDGE LINE STRIPE		SHERBURNE	SH	HSIP	\$90,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$100,000	2015	2015	No Change
CSAH 120	073-720-002AC	2015	L	STEARNS COUNTY	**AC** SAFETY IMPROVEMENTS FROM 500 FEET WEST OF 50TH AVENUE TO CONNECTICUT AVENUE IN SARTELL (AC PAYBACK 1 OF 1)	SARTELL	STEARNS	SC	STP	\$0	\$0	\$398,561 \$372,092	\$0	\$0	\$0	\$0	\$398,561 \$372,092	2015	2015	Increase in federal share.
US 10	0502-103	2015	S	MNDOT	**ELLA** BENTON CO CSAH 4 TO 0.2 MI N OF ST. GERMAIN W OF RAILROAD CROSSING NEAR ST. GERMAIN IN ST CLOUD, (WBL & EBL) UNBONDED CONCRETE OVERLAY, EB & WB AND ON TH 15 FROM JCT TH 10 TO 1.0 MI SOUTH/BENTON CSAH 33, RECONSTRUCTION - let date 6/6/14	SAINT CLOUD	BENTON	RC	NHS	\$15,103,628 \$14,400,000 \$11,540,000	\$0	\$0	\$0	\$3,775,907 \$3,600,000 \$2,885,000	\$0	\$98,900	\$372,092	2015	2015	Cost Increase. Description Change.
US 10	7103-58	2015	S	MNDOT	1.2 MI. E OF TH 23 IN ST. CLOUD TO 475 FT. W OF 52ND ST., MILL & OVERLAY		SHERBURNE	RS	STP, SF	\$1,632,000	\$0	\$0	\$0	\$408,000	\$0	\$0	\$2,040,000	2015	2015	Project line deleted. Work Moved to SP 8680-167

St. Cloud APO FY 2015-2017 TIP Project Programming Updates

Route System	Project #	Fiscal Year	Who	Agency	Project Description	City Location	County Location	Program Code	Proposed Fund Type	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total	Current FY	Orig. FY	Project Update/Summary
BB	TRS-0048-16	2016	L	METRO BUS	ST CLOUD METRO BUS PURCHASE 2 SMALL CNG BUSES	SAINT CLOUD	MULTICOUNTY	TR	STP	\$267,600	\$0	\$0	\$0	\$0	\$0	\$132,400 \$72,400	\$400,000 \$340,000	2016	2016	Cost Increase.
CSAH 3	005-603-029	2016	L	BENTON COUNTY	**AC** CSAH 3 FROM BENTON DRIVE TO TH 10 - EXPANSION TO FOUR LANES, INCL BIKE/PED TRAIL (AC PAYBACK IN 2018)	SAUK RAPIDS	BENTON	RS	STP	\$1,632,400	\$120,431	\$0	\$0	\$0	\$0	\$4,089,939 \$4,167,600 \$408,100	\$5,722,339 \$5,920,431 \$2,040,500	2016 (PARTIAL AC PAYBACK 2018)		Cost Increase. Description Change: Addition of Bike/Ped. trail to project. AC Payback of Bike/Ped. trail funds in 2018.
MN 15	7321-51	2016	S	MNDOT	**PV40** 0.1 MI N. OF JCT TH 23 TO S. END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST. N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL		STEARNS	SC	NHPP	\$1,778,400 \$1,538,256	\$0	\$0	\$0	\$444,600 \$384,564	\$0	\$0	\$2,223,000 \$1,922,820	2016	2016	Cost Increase. Description change.
MN 15	7321-51S	2016	S	MNDOT	**PV40** 0.1 MI N. OF JCT TH 23 TO S. END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST. N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL (HSIP PROJECT)		STEARNS	SC	HSIP	\$715,000 \$324,000	\$0	\$0	\$0	\$79,444 \$36,000	\$0	\$0	\$794,444 \$360,000	2016	2016	Cost Increase. Description change.
I 94	7380-223	2016	S	MNDOT	STEARNS CR 159 AT COLLEGEVILLE E TO STEARNS CO CSAH 75 (EB & WB), UNBONDED CONCRETE OVERLAY MILL & OVERLAY		STEARNS	RC	NHPP	\$3,150,000 \$6,048,000	\$0	\$0		\$350,000 \$672,000			\$3,500,000 \$6,720,000	2016	2016	Project line deleted. Work combined with Project SP 7380-239. Changed to mill and overlay.
I 94	7380-239	2016	S	MNDOT	**PV40M** FROM STEARNS CO CSAH 75 W OF ST. JOSEPH TO W END OF BR.S #73865 & #73866 OVER SAUK RIVER (EB & WB) UNBONDED CONCRETE OVERLAY AND ON I 94 FROM STEARNS CR 159 AT COLLEGEVILLE E TO STEARNS CO CSAH 75, MILL & OVERLAY		STEARNS	RS	NHPP	\$14,814,000 \$11,664,000	\$0	\$0	\$0	\$1,646,000 \$1,296,000	\$0	\$0	\$16,460,000 \$12,960,000	2016	2016	Added work from former SP #7380-239. Cost Increase.
MN 999	8803-ADA-16	2016	S	MNDOT	**ADA** 2016 ADA PROJECT		DISTRICTWIDE	SC	STP	\$200,000	\$0	\$0	\$0	\$50,000	\$0	\$0	\$250,000	2016	2016	Project identified.
CSAH 1	005-601-010	2017	L	BENTON COUNTY	BENTON COUNTY CSAH 1 FROM TH 23 TO CSAH 3 (GOLDEN SPIKE RD) IN BENTON COUNTY, ROADWAY RESURFACING	SAUK RAPIDS	BENTON	RS	STP	\$510,400	\$0	\$0	\$0	\$0	\$0	\$127,600	\$638,000	2017	2017	Description change.
MSAS 117	220-117-004	2017	L	SARTELL	ON SARTELL MSAS 117 (50TH AVE), FROM HERITAGE DR TO NORTH 0.5 MILES IN SARTELL, GRADE AND SURFACE, INCL. STORM SEWER AND DRAINAGE IMPROVEMENTS	SARTELL	STEARNS	RS	STP	\$547,600	\$0	\$0	\$0	\$0	\$0	\$1,007,400	\$1,555,000	2017	2017	Description change.
CSAH 2	073-602-045AC	2017	L	STEARNS COUNTY	**AC** STEARNS CSAH 4 TO CSAH 75, ROADWAY RESURFACING (AC PAYBACK 1 OF 1)		STEARNS	RS	STP	\$0	\$0	\$1,688,800 \$792,000	\$0	\$0	\$0	\$0	\$1,688,800 \$792,000	2017	2017	Increase in federal funding amount reflects increased project cost and change in funding type for local match amount in 2014.
RR	71-00124	2017	S	MNDOT	BNSF RR, INSTALL GATES AND FLASHING LIGHTS, T5, 32ND ST SE, HAVEN TOWNSHIP (1.5 MI SE ST. CLOUD)		SHERBURNE	SR	RRS	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	2017	2017	No Change
RR	71-00125	2017	S	MNDOT	BNSF RR, INSTALL GATES AND FLASHING LIGHTS, T14, 52ND ST SE, HAVEN TOWNSHIP (4 MI NW CLEAR LAKE)		SHERBURNE	SR	RRS	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000	2017	2017	No Change



St. Cloud Area Planning Organization
Federal Transportation Project Status Report

1. Federal Project Number: _____
2. Report Date: _____
3. Implementing Agency: _____
4. Project Contact: _____
5. Telephone: _____
6. Facility or Route: _____
7. Termini (From/To): _____
8. Project Description: _____
9. Initial Programmed FY: _____
10. Current Programmed FY: _____
11. Federal Funds Programmed in STIP: _____
12. State Funds Programmed in STIP: _____
13. Local Funds Programmed in STIP: _____
14. Total Funds Programmed in STIP: _____
15. Has the federal project development process been initiated (Y or N)? _____
Explain:

16. Is the project a candidate for advancement in the STIP (Y or N)? _____
17. Are there issues that may delay the project beyond its current program year (Y or N)? _____
Explain:

FY 2015-2019 TIP PROJECT LIST AND MAP

This section includes the programmed projects for FY 2015-2019 in the St. Cloud Metropolitan Planning Area. The project table is organized by project year. Submitting agencies are instructed to apply inflation adjustments of 4% per year to project cost submittals to calculate the year of construction cost estimate, which appears in the table. New projects are included in the full table and also listed separately in an additional table. The map at the end of this section shows project locations and visually differentiates new project locations.

St. Cloud APO FY 2015-2019 TIP Project Programming: 2015

Route System	Project #	Fiscal Year	Who	Agency	Description	City Location	County Name	Program Code	Proposed Funds	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total
BB	TRF-0048-15B	2015	L	METRO BUS	SECT 5307: ST. CLOUD FR TRANSIT OPERATING ASSISTANCE	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$1,252,074	\$0	\$0	\$6,318,884	\$7,570,958
BB	TRF-0048-15D	2015	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$50,000
BB	TRF-0048-15E	2015	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$8,000	\$0	\$0	\$2,000	\$10,000
BB	TRF-0048-15F	2015	L	METRO BUS	SECT 5307: CAPITALIZED PREVENTIVE MAINTENANCE	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$740,074	\$0	\$0	\$185,019	\$925,093
BB	TRF-0048-15V	2015	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
BB	TRF-0048-15W	2015	L	METRO BUS	SECT 5307: ST. CLOUD TRANSIT CAPITAL PURCHASE, ITS PROJECTS	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
BB	TRF-0048-15X	2015	L	METRO BUS	SECT 5307: OPERATIONS AUTOMOBILE	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$24,000	\$0	\$0	\$6,000	\$30,000
CSAH 133	073-070-010AC	2015	L	STEARNS COUNTY	**AC** CSAH 133/19TH AVENUE, CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)		STEARNS	SH	HSIP	\$0	\$0	\$167,400	\$0	\$0	\$0	\$0	\$167,400
LOCAL 999	071-070-025	2015	L	SHERBURNE COUNTY	VARIOUS COUNTY ROADS - 8" RUMBLE STRIP, 6" EDGE LINE STRIPE		SHERBURNE	SH	HSIP	\$90,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$100,000
LOCAL 999	073-070-011	2015	L	STEARNS COUNTY	CSAH 2 - MINNESOTA STREET RURAL INTERSECTION CONFLICT WARNING SYSTEM		STEARNS	SH	HSIP	\$126,000	\$0	\$0	\$0	\$0	\$0	\$14,000	\$140,000
CSAH 3	005-603-028	2015	L	BENTON COUNTY	**MN162** BENTON COUNTY CSAH 3: BENTON DRIVE TO TH 10, RIGHT OF WAY ACQUISITION (SAFETEA-LU)	SAUK RAPIDS	BENTON	RW	DEMO	\$658,242	\$0	\$0	\$0	\$0	\$0	\$2,050,000	\$2,708,242
PED/BIKE	073-591-003	2015	L	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PROJECT, PAYBACK IN 2017)		STEARNS		TAP STATEWIDE	\$0	\$90,808	\$0	\$0	\$0	\$0	\$56,755	\$56,755
MSAS 117	220-117-003	2015	L	SARTELL	**MN162** ROW ACQUISITION FROM 23RD ST SOUTH TO HERITAGE DR AND FROM HERITAGE DR NORTH TO 4TH AVE CONNECTION AT 2ND ST SOUTH, 1.8 MILES (SAFETEA-LU)	SARTELL	STEARNS	RW	DEMO	\$470,001	\$0	\$0	\$0	\$0	\$0	\$119,999	\$590,000
CSAH 120	073-720-002AC	2015	L	STEARNS COUNTY	**AC** SAFETY IMPROVEMENTS FROM 500 FEET WEST OF 50TH AVENUE TO CONNECTICUT AVENUE IN SARTELL (AC PAYBACK 1 OF 1)	SARTELL	STEARNS	SC	STP 5K-200K	\$0	\$0	\$398,561	\$0	\$0	\$0	\$0	\$398,561
PED/BIKE	162-090-005AC	2015	L	ST CLOUD	**AC** EXTEND BEAVER ISLAND BIKE/PED TRAIL, ST CLOUD CIVIC CENTER NORTH TO 5TH AVENUE ALONG MISSISSIPPI RIVER IN ST CLOUD (AC PAYBACK 1 OF 1)	SAINT CLOUD	STEARNS	EN	TAP 5K-200K	\$0	\$0	\$601,439	\$0	\$0	\$0	\$0	\$601,439
PED/BIKE	220-591-003	2015	L	SARTELL	**SRTS**INFRA. IN SARTELL, PRELIMINARY ENGINEERING INCLUDING THE ENVIRONMENTAL DOCUMENTS, DESIGN, PLANS, AND SPECIFICATION FOR SARTELL'S SRTS PROJECT		STEARNS	BT	TAP 5K-200K	\$40,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$50,000
PED/BIKE	162-090-006AC	2015	L	ST. CLOUD	**AC** BEAVER ISLAND TRAIL EXTENSION FROM 33RD STREET SOUTH TO MISSISSIPPI RIVER BLUFFS REGIONAL PARK IN THE CITY OF ST CLOUD (AC PAYBACK 1 OF 1)	SAINT CLOUD	STEARNS	EN	TAP 5K-200K	\$0	\$0	\$278,000	\$0	\$0	\$0	\$0	\$278,000
LOCAL 999	220-117-002AC2	2015	L	SARTELL	**AC** GRADING, AGG BASE, BITUMINOUS SURFACING, CONCRETE CURB AND GUTTER, ROUNDABOUTS, STORM SEWER AND WATER MAIN FOR 50TH AVE FROM JCT CR 120 AND 50TH AVE TO 0.429 MI N OF 50TH AVE (AC PAYBACK, 2 OF 2)	SARTELL	STEARNS	MC	STP 5K-200K	\$0	\$0	\$192,000	\$0	\$0	\$0	\$0	\$192,000
US 10	0502-103	2015	S	MNDOT	**PV40M**ELLA** ON TH 10, BENTON CSAH 4 TO 0.2 MI N OF ST. GERMAIN IN ST CLOUD (WBL & EBL), UNBONDED CONCRETE OVERLAY; AND ON TH 15, FROM TH 10 TO 1.0 MI SOUTH/BENTON CSAH 33, RECONSTRUCTION - let date 6/6/14	SAINT CLOUD	BENTON	RC	NHPP	\$15,103,628	\$0	\$0	\$0	\$3,775,907	\$0	\$98,900	\$18,978,435
US 10	0502-110	2015	S	MNDOT	US 10, WB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 33, AND ON US, EB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 4, MILL AND OVERLAY		BENTON	RS	SF	\$0	\$0	\$0	\$0	\$2,300,000	\$0	\$0	\$2,300,000
I 94	7380-247	2015	S	MNDOT	SE END OF BRIDGE# 73865 (WB) AND BRIDGE# 73866 (EB) OVER SAUK RIVER TO NW END OF BRIDGE #73853 (WB) AND BRIDGE# 73854 (EB) OVER STEARNS CO CSAH 75, MILL AND OVERLAY		STEARNS	RS	SF	\$0	\$0	\$0		\$2,999,470			\$2,999,470
I 94	8680-167	2015	S	MNDOT	I 94, FROM WRIGHT COUNTY CSAH 75 AT MONTICELLO TO MN 241, MILL AND OVERLAY EB ONLY, AND US 10, FROM 1.2 MI E OF MN 23 IN ST CLOUD TO 0.2 MI W OF MN 24, MILL AND OVERLAY EB ONLY		WRIGHT	RS	NHPP	\$5,196,000	\$0	\$0	\$0	\$804,000	\$0	\$0	\$6,000,000
LOCAL 999	088-090-001	2015	L	MNDOT	LOCAL SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ST. CLOUD TO HEADWATERS		MULTICOUNTY	BT	TAP Statewide	\$74,114	\$0	\$0		\$0		\$31,896	\$106,010
MN 999	8823-293	2015	S	MNDOT	TH SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ELK RIVER TO HEADWATERS		MULTICOUNTY	BT	TAP Statewide	\$9,600	\$0	\$0		\$0		\$2,400	\$12,000
MN 999	8823-293A	2015	S	MNDOT	TH SIGN FABRICATION FOR SP 8823-293		MULTICOUNTY	BT	TAP Statewide	\$2,816	\$0	\$0		\$0		\$704	\$3,520
MN 999	8823-243	2015	S	MNDOT	DISTRICTWIDE SIGNING UPGRADE PROJECT		DISTRICTWIDE	SC	SF	\$0	\$0	\$0	\$0	\$450,000	\$0	\$0	\$450,000
MN 999	8803-AM-15	2015	S	MNDOT	DISTRICTWIDE SETASIDE - COOPERATIVE AGREEMENTS - 2015		DISTRICTWIDE	AM	SF	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
MN 999	8803-CA-15	2015	S	MNDOT	DISTRICTWIDE SETASIDE - CONSULTANT AGREEMENTS - 2015		DISTRICTWIDE	CA	SF	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
MN 999	8803-MA-15	2015	S	MNDOT	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2015		DISTRICTWIDE	MA	SF	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$800,000
MN 999	8803-RB-15	2015	S	MNDOT	DISTRICTWIDE SETASIDE - LANDSCAPING - 2015		DISTRICTWIDE	RB	SF	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
MN 999	8803-RW-15	2015	S	MNDOT	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2015		DISTRICTWIDE	RW	SF	\$0	\$0	\$0	\$0	\$9,340,000	\$0	\$0	\$9,340,000
MN 999	8803-RX-15	2015	S	MNDOT	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2015		DISTRICTWIDE	RX	SF	\$0	\$0	\$0	\$0	\$5,900,000	\$0	\$0	\$5,900,000
MN 999	8803-SA-15	2015	S	MNDOT	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2015		DISTRICTWIDE	SA	SF	\$0	\$0	\$0	\$0	\$4,600,000	\$0	\$0	\$4,600,000

St. Cloud APO FY 2015-2019 TIP Project Programming: 2016

Route System	Project #	Fiscal Year	Who	Agency	Description	City Location	County Name	Program Code	Proposed Funds	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total
BB	TRF-0048-16B	2016	L	METRO BUS	SECT 5307: ST CLOUD RR OPERATING ASSISTANCE	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$1,277,115	\$0	\$0	\$7,145,000	\$8,422,115
BB	TRF-0048-16D	2016	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$50,000
BB	TRF-0048-16E	2016	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$8,000	\$0	\$0	\$2,000	\$10,000
BB	TRF-0048-16F	2016	L	METRO BUS	SECT 5307: ST CLOUD METRO BUS CAPITALIZED PREVENTIVE MAINTENANCE	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$736,715	\$0	\$0	\$184,179	\$920,894
BB	TRF-0048-16V	2016	L	METRO BUS	SECT 5307: TRANSIT CENTER IMPROVEMENTS	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
BB	TRF-0048-16W	2016	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
BB	TRS-0048-16	2016	L	METRO BUS	ST CLOUD METRO BUS PURCHASE 2 SMALL CNG BUSES	SAINT CLOUD	MULTICOUNTY	TR	STP 5K-200K	\$267,600	\$0	\$0	\$0	\$0	\$0	\$132,400	\$400,000
PED/BIKE	220-591-004	2016	L	SARTELL	**SRTS**INFRA. IN SARTELL, CE AND CONSTRUCTION OF SIDEWALK AND CROSSING IMPROVEMENTS IN THE VICINITY OF PINE MEADOW ELEMENTARY, SARTELL MIDDLE AND HIGH SCHOOLS		STEARNS	BT	TAP 5K-200K	\$395,567	\$0	\$0	\$0	\$0	\$0	\$98,892	\$494,459
CSAH 3	005-603-029	2016	L	BENTON COUNTY	**AC** CSAH 3 FROM BENTON DR TO TH 10 - ROADWAY EXPANSION, INCL BIKE/PED TRAIL (AC PROJECT - PAYBACK IN 2018)	SAUK RAPIDS	BENTON	RS	STP 5K-200K TAP 5K-200K	\$1,632,400	\$120,431	\$0	\$0	\$0	\$0	\$4,089,939	\$5,722,339
LOCAL 999	005-070-002	2016	L	BENTON COUNTY	BENTON COUNTY CSAH 3 FROM EAST LIMITS OF SAUK RAPIDS TO CSAH 4 IN BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS		BENTON	SH	HSIP	\$48,960	\$0	\$0	\$0	\$0	\$0	\$5,440	\$54,400
LOCAL 999	005-070-003	2016	L	BENTON COUNTY	BENTON COUNTY CSAH 4 FROM US 10 TO CSAH 1 BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS		BENTON	SH	HSIP	\$19,125	\$0	\$0	\$0	\$0	\$0	\$2,125	\$21,250
LOCAL 999	071-070-031	2016	L	SHERBURNE COUNTY	SHERBURNE COUNTY, 8" RUMBLE STRIP, 6" EDGELINE STRIPE ALONG VARIOUS COUNTY ROADS		SHERBURNE	SH	HSIP	\$23,850	\$0	\$0	\$0	\$0	\$0	\$2,650	\$26,500
MN 15	7321-51	2016	S	MNDOT	**PV40M** MN 25, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL		STEARNS	SC	NHPP	\$1,778,400	\$0	\$0	\$0	\$444,600	\$0	\$0	\$2,223,000
MN 15	7321-51S	2016	S	MNDOT	**PV40M** MN 25, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL (HSIP PROJECT)		STEARNS	SH	HSIP	\$715,000	\$0	\$0	\$0	\$79,444	\$0	\$0	\$794,444
I 94	7380-239	2016	S	MNDOT	**PV40M** I 94, FROM STEARNS CO CSAH 75 W OF ST. JOSEPH TO W END OF BR #73865 AND BR #73866 OVER SAUK RIVER, UNBONDED CONCRETE OVERLAY; AND ON I 94 FROM STEARNS CO CR 159 AT COLLEGEVILLE E TO STEARNS CO CSAH 75, MILL AND OVERLAY		STEARNS	RS	NHPP	\$14,814,000	\$0	\$0	\$0	\$1,646,000	\$0	\$0	\$16,460,000
MN 999	8803-AM-16	2016	S	MNDOT	DISTRICTWIDE SETASIDE - COOPERATIVE AGREEMENTS - 2016		DISTRICTWIDE	AM	SF	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
MN 999	8803-CA-16	2016	S	MNDOT	DISTRICTWIDE SETASIDE - CONSULTANT AGREEMENTS - 2016		DISTRICTWIDE	CA	SF	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
MN 999	8803-MA-16	2016	S	MNDOT	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2016		DISTRICTWIDE	MA	SF	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$800,000
MN 999	8803-RB-16	2016	S	MNDOT	DISTRICTWIDE SETASIDE - LANDSCAPING - 2016		DISTRICTWIDE	RB	SF	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
MN 999	8803-RW-16	2016	S	MNDOT	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2016		DISTRICTWIDE	RW	SF	\$0	\$0	\$0	\$0	\$600,000	\$0	\$0	\$600,000
MN 999	8803-RX-16	2016	S	MNDOT	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2016		DISTRICTWIDE	RX	SF	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
MN 999	8803-SA-15	2016	S	MNDOT	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2016		DISTRICTWIDE	SA	SF	\$0	\$0	\$0	\$0	\$4,870,000	\$0	\$0	\$4,870,000
MN 999	8803-SC-16	2016	S	MNDOT	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2016		DISTRICTWIDE	SC	SF	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
LOCAL 999	8803-SHL-16	2016	L	MNDOT	DISTRICTWIDE SETASIDE - HIGHWAY SAFETY IMPROVEMENT PROGRAM - 2016		DISTRICTWIDE	SH	HSIP	\$567,688	\$0	\$0	\$0	\$0	\$0	\$63,076	\$630,764

St. Cloud APO FY 2015-2019 TIP Project Programming: 2017

Route System	Project #	Fiscal Year	Who	Agency	Description	City Location	County Name	Program Code	Proposed Funds	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total
BB	TRF-0048-17B	2017	L	METRO BUS	SECT 5307: ST CLOUD RR OPERATING ASSISTANCE	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$1,302,658	\$0	\$0	\$7,770,000	\$9,072,658
BB	TRF-0048-17D	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$50,000
BB	TRF-0048-17E	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$8,000	\$0	\$0	\$2,000	\$10,000
BB	TRF-0048-17F	2017	L	METRO BUS	SECT 5307: ST CLOUD METRO BUS CAPITALIZED PREVENTIVE MAINTENANCE	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$786,658	\$0	\$0	\$196,665	\$983,323
BB	TRF-0048-17V	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
BB	TRF-0048-17W	2017	L	METRO BUS	SECT 5307: MAINTENANCE VEHICLE	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$28,000	\$0	\$0	\$7,000	\$35,000
BB	TRF-0048-17X	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, ITS PROJECTS	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
RR	71-00124	2017	A	MNDOT	BNSF RR, INSTALL GATES AND FLASHING LIGHTS, T5, 32ND ST SE, HAVEN TOWNSHIP		SHERBURNE	SR	RRS	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
RR	71-00125	2017	A	MNDOT	BNSF RR, INSTALL GATES AND FLASHING LIGHTS, T14, 52ND ST SE, HAVEN TOWNSHIP (4 MI NW CLEAR LAKE)		SHERBURNE	SR	RRS	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$350,000
CSAH 1	005-601-010	2017	L	BENTON COUNTY	BENTON COUNTY CSAH 1, FROM MN 23 TO CSAH 3 (GOLDEN SPIKE ROAD) IN BENTON COUNTY, ROADWAY RESURFACING		BENTON	RS	STP<5K	\$510,400	\$0	\$0	\$0	\$0	\$0	\$127,600	\$638,000
CSAH 2	073-602-045AC	2017	L	STEARNS COUNTY	**AC** STEARNS CSAH 4 TO CSAH 75, ROADWAY RESURFACING (AC PAYBACK 1 OF 1)		STEARNS	RS	STP<5K	\$0	\$0	\$1,688,800	\$0	\$0	\$0	\$0	\$1,688,800
MSAS 117	220-117-004	2017	L	SARTELL	SARTELL MSAS 117 (50TH AVE), FROM HERITAGE DR TO NORTH 0.5 MILES IN SARTELL, GRADE AND SURFACE, INCL. STORM SEWER AND DRAINAGE IMPROVEMENTS	SARTELL	STEARNS	RS	STP<5K	\$547,600	\$0	\$0	\$0	\$0	\$0	\$1,007,400	\$1,555,000
PED/BIKE	233-090-001	2017	L	ST. JOSEPH	ON MINNESOTA STREET (STEARNS CO CSAH 2) IN ST. JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	SAINT JOSEPH	STEARNS	BT	TAP 5K-200K	\$483,512	\$0	\$0	\$0	\$0	\$0	\$698,288	\$1,181,800
PED/BIKE	073-591-003AC	2017	L	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PAYBACK 1 OF 1)		STEARNS	BT	TAP STATEWIDE	\$0	\$0	\$90,808	\$0	\$0	\$0		\$90,808
MN 999	8803-AM-17	2017	S	MNDOT	DISTRICTWIDE SETASIDE - COOPERATIVE AGREEMENTS - 2017		DISTRICTWIDE	AM	SF	\$0	\$0	\$0	\$0	\$1,500,000	\$0	\$0	\$1,500,000
MN 999	8803-CA-17	2017	S	MNDOT	DISTRICTWIDE SETASIDE - CONSULTANT AGREEMENTS - 2017		DISTRICTWIDE	CA	SF	\$0	\$0	\$0	\$0	\$800,000	\$0	\$0	\$800,000
MN 999	8803-MA-17	2017	S	MNDOT	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2017		DISTRICTWIDE	MA	SF	\$0	\$0	\$0	\$0	\$400,000	\$0	\$0	\$400,000
MN 999	8803-RB-17	2017	S	MNDOT	DISTRICTWIDE SETASIDE - LANDSCAPING - 2017		DISTRICTWIDE	RB	SF	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
MN 999	8803-RW-17	2017	S	MNDOT	DISTRICTWIDE SETASIDE - RIGHT-OF-WAY - 2017		DISTRICTWIDE	RW	SF	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
MN 999	8803-RX-17	2017	S	611-	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2017		DISTRICTWIDE	RX	SF	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
MN 999	8803-SA-17	2017	S	MNDOT	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2017		DISTRICTWIDE	SA	SF	\$0	\$0	\$0	\$0	\$3,400,000	\$0	\$0	\$3,400,000
MN 999	8803-SC-17	2017	S	MNDOT	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2017		DISTRICTWIDE	SC	SF	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
LOCAL 999	8803-SHL-17	2017	L	MNDOT	DISTRICTWIDE SETASIDES - HIGHWAY SAFETY IMPROVEMENT PROGRAM - 2017		DISTRICTWIDE	SH	HSIP	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$288,889	\$2,888,889
MN 999	8803-SHS-17	2017	S	MNDOT	DISTRICTWIDE SETASIDES - DISTRICT 3 HSIP SETASIDE - 2017		DISTRICTWIDE	SH	HSIP	\$1,540,000	\$0	\$0	\$0	\$171,111	\$0	\$0	\$1,711,111

St. Cloud APO FY 2015-2019 TIP Project Programming: 2018

Route System	Project #	Fiscal Year	Who	Agency	Description	City Location	County Name	Program Code	Proposed Funds	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total
BB	TRF-0048-18B	2018	L	METRO BUS	SECT 5307: ST CLOUD RR OPERATING ASSISTANCE	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$1,328,711	\$0	\$0	\$8,600,000	\$9,928,711
BB	TRF-0048-18D	2018	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$40,000	\$0	\$0	\$10,000	\$50,000
BB	TRF-0048-18E	2018	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$8,000	\$0	\$0	\$2,000	\$10,000
BB	TRF-0048-18F	2018	L	METRO BUS	SECT 5307: ST CLOUD METRO BUS CAPITALIZED PREVENTIVE MAINTENANCE	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$840,711	\$0	\$0	\$210,178	\$1,050,889
BB	TRF-0048-18V	2018	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	ST CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$20,000	\$0	\$0	\$5,000	\$25,000
BB	TRF-0048-18W	2018	L	METRO BUS	SECT 5307: OPERATIONS AUTOMOBILE	SAINT CLOUD	MULTICOUNTY	B9	FTA	\$0	\$0	\$0	\$24,000	\$0	\$0	\$6,000	\$30,000
CSAH 75	073-675-037	2018	L	STEARNS COUNTY	STEARNS COUNTY CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING		STEARNS	RS	STP 5K-200K	\$1,260,000	\$0	\$0	\$0	\$0	\$0	\$315,000	\$1,575,000
CSAH 33	005-629-013	2018	L	BENTON COUNTY	BENTON COUNTY CSAH 33, INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST ST.)/CSAH 33 INTERSECTION IN SARTELL	SARTELL	BENTON	RC	STP<5K	\$400,000	\$0	\$0	\$0	\$0	\$0	\$100,000	\$500,000
PED/BIKE	005-603-029AC	2018	L	BENTON COUNTY	**AC** CSAH 3 FROM BENTON DR TO TH 10 - ROADWAY EXPANSION, INCL BIKE/PED TRAIL (AC PAYABCK 1 OF 1)	SAUK RAPIDS	BENTON	BT	TAP 5K-200K	\$0	\$0	\$120,431	\$0	\$0	\$0	\$0	\$120,431
PED/BIKE	073-090-010	2018	L	STEARNS COUNTY	CONSTRUCT LAKE WOBEGON TRAIL EXTENSION FROM ST JOSEPH TO RIVERS EDGE PARK IN WAITE PARK		STEARNS	BT	TAP STATEWIDE	\$922,678	\$0	\$0	\$0	\$0	\$0	\$727,322	\$1,650,000
MN 999	8803-AM-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - COOPERATIVE AGREEMENTS - 2018		DISTRICTWIDE	AM	SF	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
MN 999	8803-CA-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - CONSULTANT AGREEMENTS - 2018		DISTRICTWIDE	CA	SF	\$0	\$0	\$0	\$0	\$1,200,000	\$0	\$0	\$1,200,000
MN 999	8803-MA-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2018		DISTRICTWIDE	MA	SF	\$0	\$0	\$0	\$0	\$500,000	\$0	\$0	\$500,000
MN 999	8803-RB-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - LANDSCAPING - 2018		DISTRICTWIDE	RB	SF	\$0	\$0	\$0	\$0	\$30,000	\$0	\$0	\$30,000
MN 999	8803-RW-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2018		DISTRICTWIDE	RW	SF	\$0	\$0	\$0	\$0	\$2,000,000	\$0	\$0	\$2,000,000
MN 999	8803-RX-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - MISC. ROAD & BRIDGE REPAIR (BARC) - 2018		DISTRICTWIDE	RX	SF	\$0	\$0	\$0	\$0	\$6,000,000	\$0	\$0	\$6,000,000
MN 999	8803-SA-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS - 2018		DISTRICTWIDE	SA	SF	\$0	\$0	\$0	\$0	\$4,000,000	\$0	\$0	\$4,000,000
MN 999	8803-SC-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2018		DISTRICTWIDE	SC	SF	\$0	\$0	\$0	\$0	\$300,000	\$0	\$0	\$300,000
MN 999	8803-SHS-18	2018	S	MNDOT	DISTRICTWIDE SETASIDE - HIGHWAY SAFETY IMPROVEMENT PROGRAM - 2018		DISTRICTWIDE	SH	HSIP SF	\$1,900,000	\$0	\$0	\$0	\$211,111	\$0	\$0	\$2,111,111
LOCAL 999	8803-SHL-18	2018	L	MNDOT	DISTRICTWIDE SETASIDES - HIGHWAY SAFETY IMPROVEMENT PROGRAM - 2018		DISTRICTWIDE	SH	HSIP	\$2,600,000	\$0	\$0	\$0	\$0	\$0	\$288,889	\$2,888,889

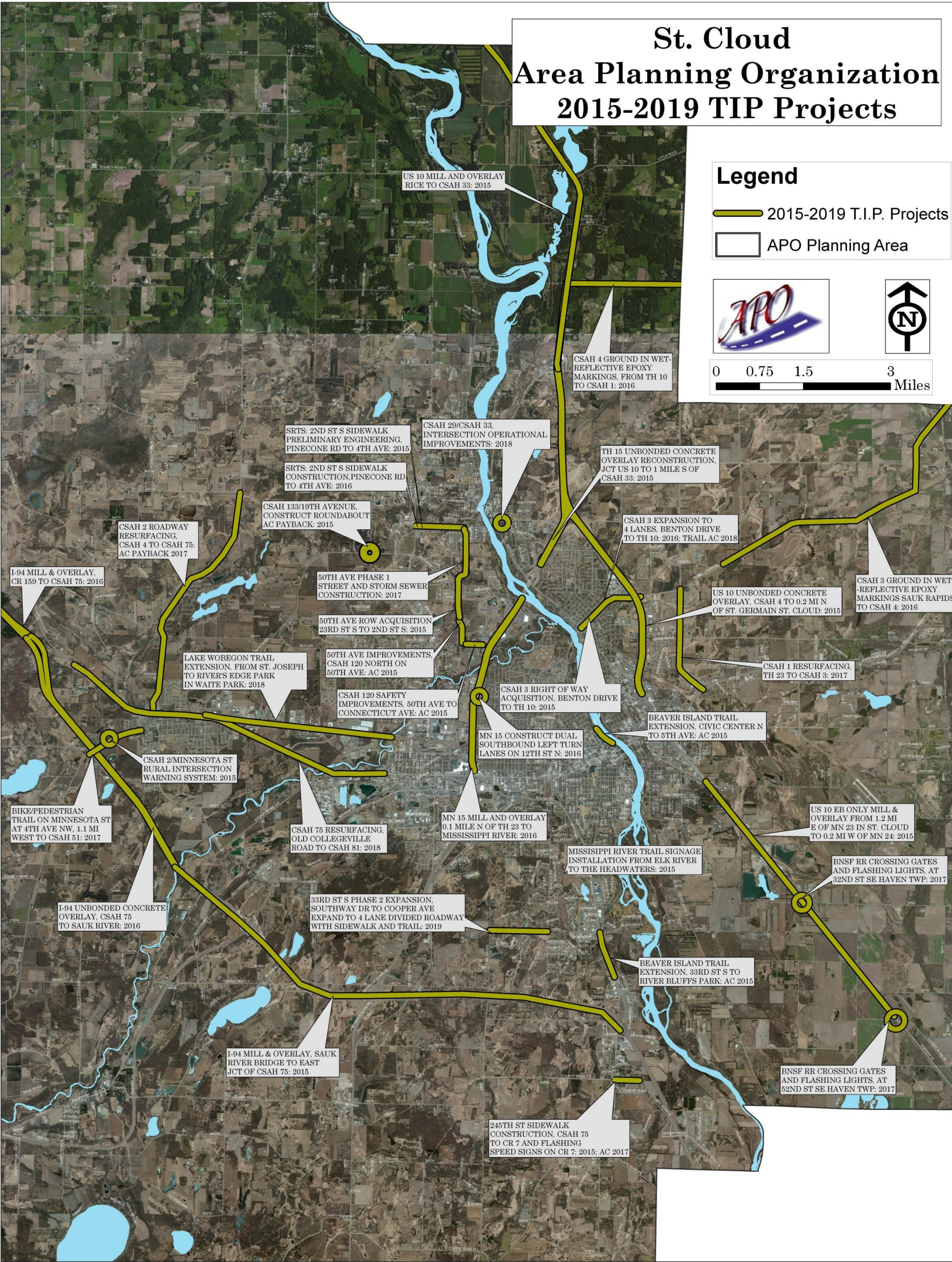
St. Cloud APO FY 2015-2019 TIP Project Programming: 2019

Route System	Project #	Fiscal Year	Who	Agency	Description	City Location	County Name	Program Code	Proposed Funds	Total FHWA	Total AC	Total AC Payback	FTA	Total TH	Bond	Other	Project Total
BB	TBD	2019	L	METRO BUS	REPLACE 2 CLASS 500 PARATRANSIT VEHICLES	SAINT CLOUD	MULTI COUNTY	B9	STP	\$160,000	\$0	\$0	\$0	\$0	\$0	\$198,000	\$358,000
MSAS 151/ LOCAL 999	TBD	2019	L	ST. CLOUD	33RD STREET SOUTH PHASE 2: SOUTHWAY DR TO COOPER AVE EXPAND TO 4 LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL	SAINT CLOUD	STEARNS	MC	STP	\$1,300,000	\$0	\$0	\$0	\$0	\$0	\$2,100,000	\$3,400,000

New Projects in FY 2015-2019 TIP

Route System	Project #	Fiscal Year	Who	Agency	Description	Proposed Funds	Total FHWA	Total AC	Total AC Payback	Total TH	Other	Project Total
LOCAL 999	073-070-011	2015	L	STEARNS COUNTY	CSAH 2 - MINNESOTA STREET RURAL INTERSECTION CONFLICT WARNING SYSTEM	HSIP	\$126,000	\$0	\$0	\$0	\$14,000	\$140,000
PED/BIKE	073-591-003	2015	L	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PROJECT, PAYBACK IN 2017)	TAP STATEWIDE	\$0	\$90,808	\$0	\$0	\$56,755	\$56,755
PED/BIKE	220-591-003	2015	L	SARTELL	**SRTS**INFRA. IN SARTELL, PRELIMINARY ENGINEERING INCLUDING THE ENVIRONMENTAL DOCUMENTS, DESIGN, PLANS, AND SPECIFICATION FOR SARTELL'S SRTS PROJECT	TAP 5K-200K	\$40,000	\$0	\$0	\$0	\$10,000	\$50,000
US 10	0502-110	2015	S	MNDOT	US 10, WB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 33, AND ON US, EB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 4, MILL AND OVERLAY	SF	\$0	\$0	\$0	\$2,300,000	\$0	\$2,300,000
I 94	7380-247	2015	S	MNDOT	SE END OF BRIDGE# 73865 (WB) AND BRIDGE# 73866 (EB) OVER SAUK RIVER TO NW END OF BRIDGE #73853 (WB) AND BRIDGE# 73854 (EB) OVER STEARNS CO CSAH 75, MILL AND OVERLAY	SF	\$0	\$0	\$0	\$2,999,470	\$0	\$2,999,470
I 94	8680-167	2015	S	MNDOT	I 94, FROM WRIGHT COUNTY CSAH 75 AT MONTICELLO TO MN 241, MILL AND OVERLAY EB ONLY, AND US 10, FROM 1.2 MI E OF MN 23 IN ST CLOUD TO 0.2 MI W OF MN 24, MILL AND OVERLAY EB ONLY	NHPP	\$5,196,000	\$0	\$0	\$804,000	\$0	\$6,000,000
LOCAL 999	088-090-001	2015	L	MNDOT	LOCAL SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ST. CLOUD TO HEADWATERS	TAP Statewide	\$74,114	\$0	\$0	\$0	\$31,896	\$106,010
MN 999	8823-293	2015	S	MNDOT	TH SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ELK RIVER TO HEADWATERS	TAP Statewide	\$9,600	\$0	\$0	\$0	\$2,400	\$12,000
MN 999	8823-293A	2015	S	MNDOT	TH SIGN FABRICATION FOR SP 8823-293	TAP Statewide	\$2,816	\$0	\$0	\$0	\$704	\$3,520
PED/BIKE	220-591-004	2016	L	SARTELL	**SRTS**INFRA. IN SARTELL, CE AND CONSTRUCTION OF SIDEWALK AND CROSSING IMPROVEMENTS IN THE VICINITY OF PINE MEADOW ELEMENTARY, SARTELL MIDDLE AND HIGH SCHOOLS	TAP 5K-200K	\$395,567	\$0	\$0	\$0	\$98,892	\$494,459
LOCAL 999	005-070-002	2016	L	BENTON COUNTY	BENTON COUNTY CSAH 3 FROM EAST LIMITS OF SAUK RAPIDS TO CSAH 4 IN BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS	HSIP	\$48,960	\$0	\$0	\$0	\$5,440	\$54,400
LOCAL 999	005-070-003	2016	L	BENTON COUNTY	BENTON COUNTY CSAH 4 FROM US 10 TO CSAH 1 BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS	HSIP	\$19,125	\$0	\$0	\$0	\$2,125	\$21,250
LOCAL 999	071-070-031	2016	L	SHERBURNE COUNTY	SHERBURNE COUNTY, 8" RUMBLE STRIP, 6" EDGELINE STRIPE ALONG VARIOUS COUNTY ROADS	HSIP	\$23,850	\$0	\$0	\$0	\$2,650	\$26,500
PED/BIKE	233-090-001	2017	L	ST. JOSEPH	ON MINNESOTA STREET (STEARNS CO CSAH 2) IN ST. JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	TAP 5K-200K	\$483,512	\$0	\$0	\$0	\$698,288	\$1,181,800
PED/BIKE	073-591-003AC	2017	L	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PAYBACK 1 OF 1)	TAP STATEWIDE	\$0	\$0	\$90,808	\$0		\$90,808
CSAH 75	073-675-037	2018	L	STEARNS COUNTY	STEARNS COUNTY CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING	STP 5K-200K	\$1,260,000	\$0	\$0	\$0	\$315,000	\$1,575,000
CSAH 33	005-629-013	2018	L	BENTON COUNTY	BENTON COUNTY CSAH 33, INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST ST.)/CSAH 33 INTERSECTION IN SARTELL	STP<5K	\$400,000	\$0	\$0	\$0	\$100,000	\$500,000
PED/BIKE	005-603-029AC	2018	L	BENTON COUNTY	**AC** CSAH 3 FROM BENTON DR TO TH 10 - ROADWAY EXPANSION, INCL BIKE/PED TRAIL (AC PAYABCK 1 OF 1)	TAP 5K-200K	\$0	\$0	\$120,431	\$0	\$0	\$120,431
PED/BIKE	073-090-010	2018	L	STEARNS COUNTY	CONSTRUCT LAKE WOBEGON TRAIL EXTENSION FROM ST JOSEPH TO RIVERS EDGE PARK IN WAITE PARK	TAP STATEWIDE	\$922,678	\$0	\$0	\$0	\$727,322	\$1,650,000
BB	TBD	2019	L	METRO BUS	REPLACE 2 CLASS 500 PARATRANSIT VEHICLES	STP	\$160,000	\$0	\$0	\$0	\$198,000	\$358,000
MSAS 151/ LOCAL 999	TBD	2019	L	ST. CLOUD	33RD STREET SOUTH PHASE 2: SOUTHWAY DR TO COOPER AVE EXPAND TO 4 LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL	STP	\$1,300,000	\$0	\$0	\$0	\$2,100,000	\$3,400,000

St. Cloud Area Planning Organization 2015-2019 TIP Projects



FINANCIAL CAPACITY ANALYSIS

General Legislative & Policy Background

The most recent surface transportation bill, MAP-21, and the Clean Air Act Amendments of 1990 (CAAA) have prescribed the following financial planning requirements for Metropolitan Planning Organizations (MPOs), state Departments of Transportation (DOTs), and public transit agencies.

- At the state level, MAP-21 requires a Long Range Statewide Transportation Plan. MAP-21 also requires at least a 4-year State Transportation Improvement Program (STIP). The STIP is to be *financially constrained*.
- At the metropolitan level, MPOs and transit operators are required to prepare a *financial plan* as part of the Long Range Plan and the Transportation Improvement Program (TIP).
- The financial plans must demonstrate how the Long Range Plan and TIP can be implemented, indicate public and private resources that are *reasonably expected to be available* (new funding sources such as tolls and congestion pricing, strategies to ensure funding availability must be identified), and recommend innovative financing techniques to finance projects and programs.
- Fiscal constraint is required by the federal metropolitan planning requirements specifically identified in 23 CFR 450.322 (f)(10)(viii) and 23 CFR 450.324 (o).
- In addition to federal metropolitan planning requirements (see above bullet), air quality regulations state metropolitan transportation plans and TIPs must be *fiscally constrained* consistent with DOT's metropolitan planning regulations in order to be found in conformity.

MAP-21 & CAAA Financial TIP Requirements

- 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 U.S.C. and the Federal Transit Act, other federal funds, local sources, state assistance, and private participation. The amount of funding assumed for future years from federal sources should not exceed currently authorized amounts;
- Show the amount of federal funds proposed to be obligated in each program year, the proposed sources of federal and non-federal funds, and the estimated cost for each project; and
- Meet all criteria in the Metropolitan and Statewide Planning Regulations.

Financial Analysis Preparation

To illustrate the **current financial condition** of each of the APO member jurisdictions requesting Federal funds, local transportation dollars expended on maintenance and operation of the existing system and on expansion of the existing system are summarized from 1989 to 2012.

Three (3) activities needed to be addressed in the TIP when preparing the Financial Analysis

- Current financial condition
 - Looks at overall financial health of agency or jurisdiction
- Future financial condition
 - Looks at an estimation of expense and revenue streams, while addressing future flows
- Financial capability finding
 - Looks at agency or jurisdiction ability to provide designated local match for federally funded projects while adequately maintaining & operating their existing transportation system

Summarized local maintenance and operation expenditures include traditional low-cost activities such as snow plowing, ditch mowing, pothole filling (see Appendix E), and non-traditional construction-oriented maintenance and operation activities, as defined by the investment definitions of preservation, management and operations, and replacement (see below).

To determine **future financial condition**, local transportation revenue available, local tax levies, special assessments, state, state-aid, bonding and any other miscellaneous local revenue streams were projected by each jurisdiction for the TIP program period. Projections include dollars to be spent on maintenance and operation and expansion of the system.

To determine if projected local funds are adequate to provide the necessary local match for Federal funds, without compromising maintenance and operation of the system, each jurisdiction's required local match must be estimated. A summary of federal funds and corresponding local match requirements are estimated for all projects, and all programmed federal projects are identified as either maintenance or expansion projects using the following investment category definitions.

Expansion & Maintenance Investment Category Definitions

- **Preservation:** To maintain existing systems at a minimum level that will provide for the safe movement of people and freight. Focus is on activities that retain or restore the existing condition without necessarily extending the service life or increasing capacity. Preservation includes traditional program categories of road repair, resurfacing, reconditioning and bridge repair.
- **Management and Operation:** To safely and efficiently manage and operate existing systems, effectively addressing critical safety and operations problems through minor and moderate cost improvements. Management and operations includes traditional program categories of cooperative agreements, enhancement, junkyard screening, planning, rest area beautification, safety capacity, safety high hazard, safety rail, and traffic management.
- **Replacement:** To enhance economic development by replacing eligible system pieces or elements; reduce barriers such as weight restrictions, bottlenecks and system disruptions. Replacement includes traditional program categories of bridge replacement and reconstruction. This category addresses system deficiencies and facilities that are identified as "end of useful life".
- **Expansion:** To attain a competitive advantage for the State by adding roadway capacity through construction of a new alignment roadway or adding additional travel lanes to an existing roadway. This category improves the safety and mobility of the transportation system.

The reason for preparing the **financial capability finding** is to determine if a jurisdiction that is programmed to receive federal funds can provide the local match requirement without compromising maintenance and operation of the existing system.

Local match amounts allocated to federal "Preservation", "Management and Operations" or "Replacement" projects are assumed to enhance maintenance and operation of the existing system. Local match amounts allocated to "Expansion" projects should not adversely impact a jurisdiction's historic local maintenance operation investment for a jurisdiction to be found in financial conformance.

Financial Capability Finding

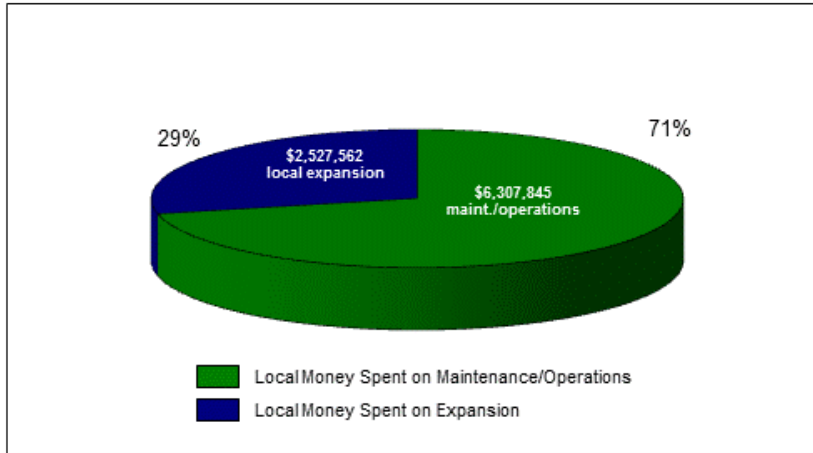
The pages that follow summarize the existing and forecasted financial condition of implementing agencies and the ability to provide adequate local funding to match federal dollars programmed in the 2015-2019 TIP.

The first (pie) chart illustrates historically how local transportation dollars have been spent on maintenance and operations and expansion projects. The second (bar) chart shows total projected local investments for maintenance and operations and expansion projects during the 2015-2019 TIP timeframe. The final (bar) chart represents local money available, less the historical average spent on maintenance and operations, to match federal funds programmed in the 2015-2019 TIP.

A brief financial capability summary narrative (i.e. finding) is included for each implementing agency. Detailed financial data used for the charts in this analysis is located in Appendix F.

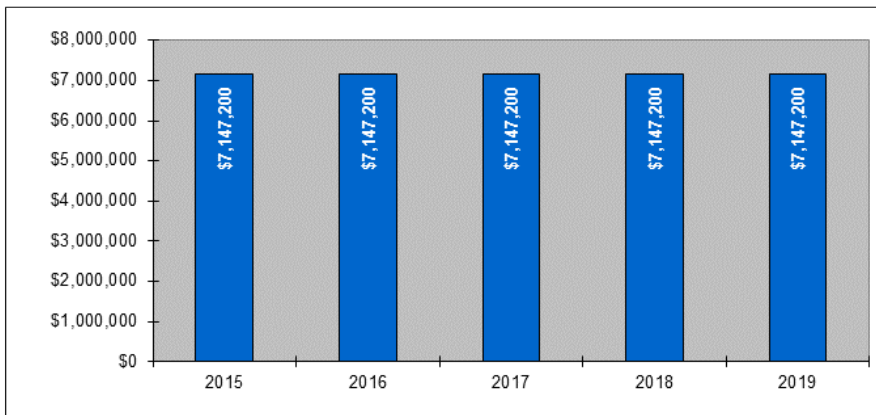
CITY OF ST. CLOUD

Current Financial Condition for City of St. Cloud: Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



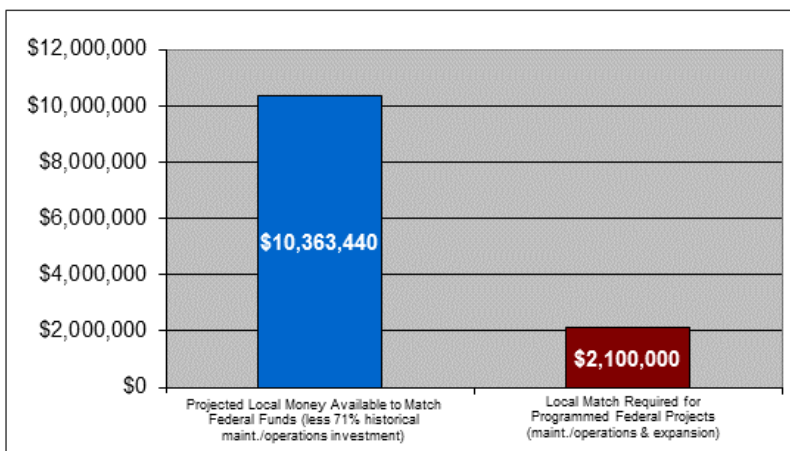
Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for City of St. Cloud: 2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for City of St. Cloud: 2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds



Financial Capability:
2015-2019 Projected Local Money
(minus 71% for maintenance/
operations) vs. Actual Local Money
Needed to Match Federal Funds
Programmed in the 2015-2019 TIP

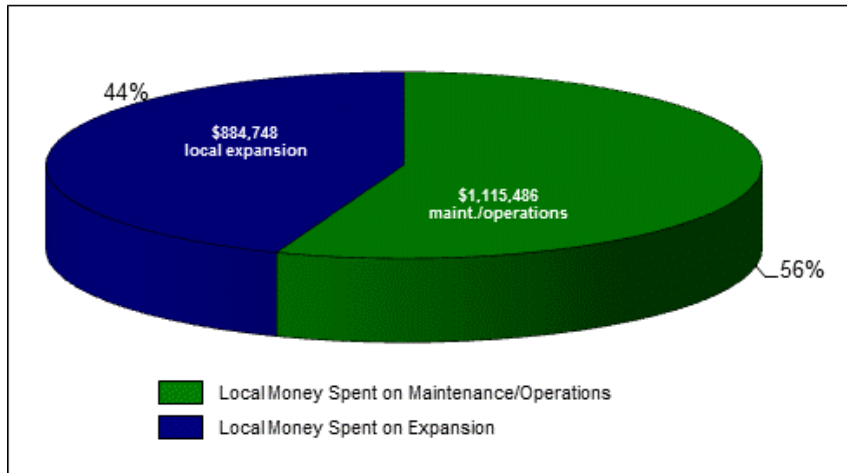
Financial Capability Finding: Based on historic overall local funding and maintenance investment levels, approximately \$10.3 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system.

This figure compares to a required local match of \$2.1 million for city of St. Cloud projects programmed in the 2015-2019 TIP. Accordingly, the city of St. Cloud will be able to provide this local match without compromising maintenance and operation of the existing system.

CITY OF WAITE PARK

Current Financial Condition for City of Waite Park

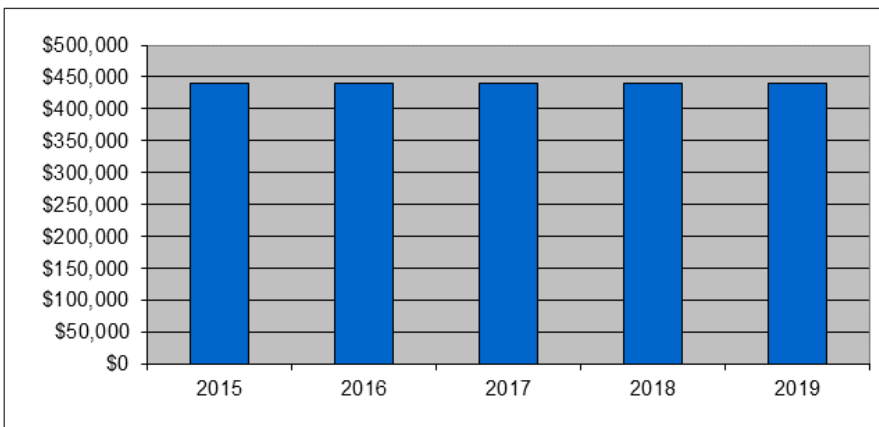
Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for City of Waite Park:

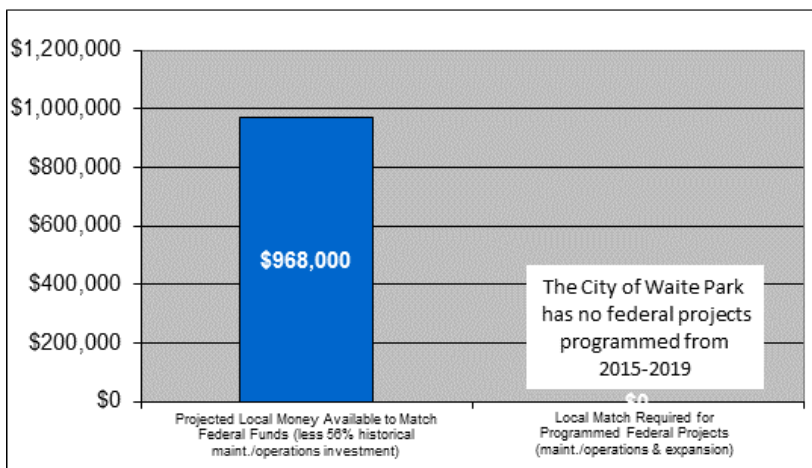
2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for City of Waite Park:

2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds



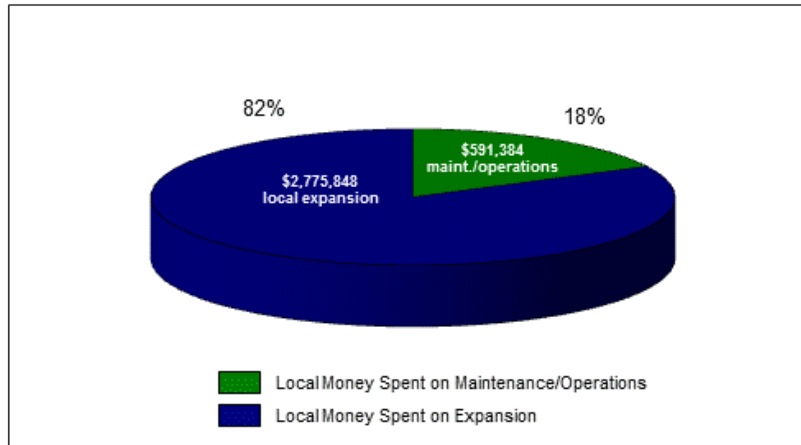
Financial Capability:
2015-2019 Projected Local Money
(minus 56% for maintenance/
operations) vs. Actual Local Money
Needed to Match Federal Funds
Programmed in the 2015-2019 TIP

Financial Capability Finding: Based on historic overall local funding and maintenance investment levels, approximately \$1 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. However, the City of Waite Park has no projects requiring local match in the 2015-2019 TIP.

CITY OF SARTELL

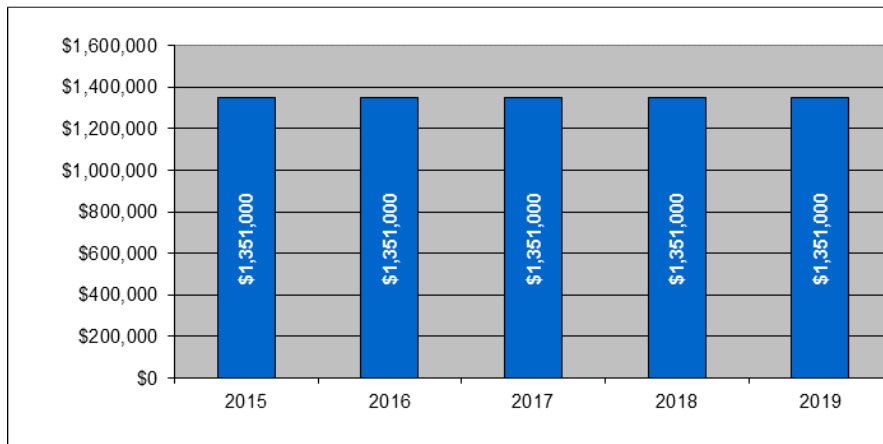
Current Financial Condition for City of Sartell:

Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



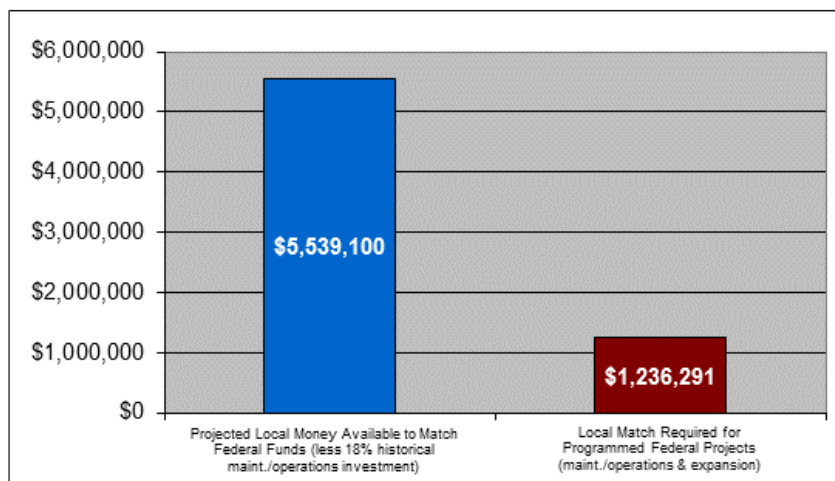
Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for City of Sartell: 2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for City of Sartell: 2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds

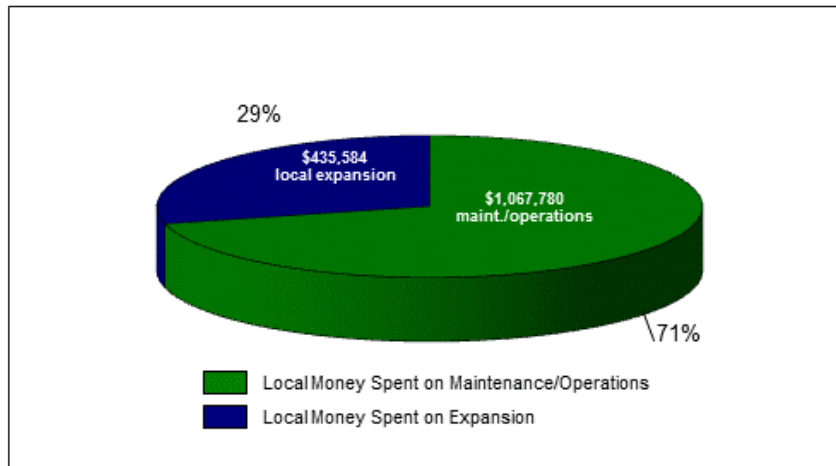


Financial Capability:
2015-2019 Projected Local
Money (minus 18% for
maintenance/ operations) vs.
Actual Local Money Needed to
Match Federal Funds
Programmed in the 2015-2019
TIP

Financial Capability Finding: Based on historic overall local funding and maintenance investment levels, approximately \$5.5 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. The necessary local match for city of Sartell projects in the 2015-2019 TIP is \$1,236,291. Sartell will be able to provide this local match without compromising maintenance and operation of the existing system.

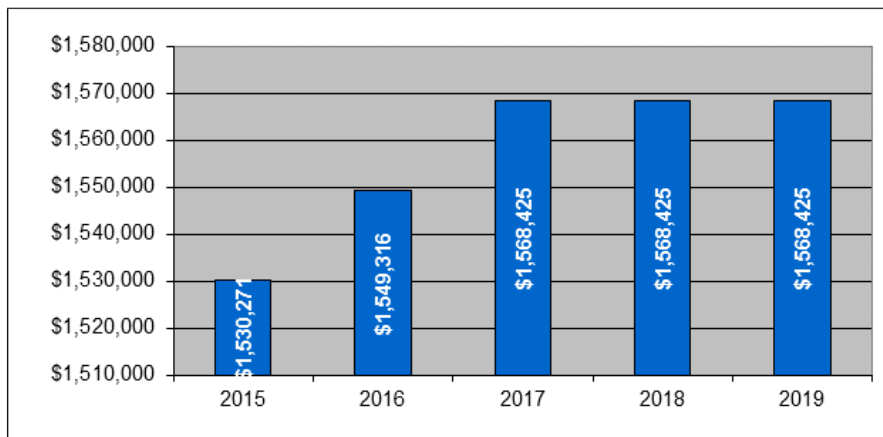
CITY OF SAUK RAPIDS

Current Financial Condition for City of Sauk Rapids: Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



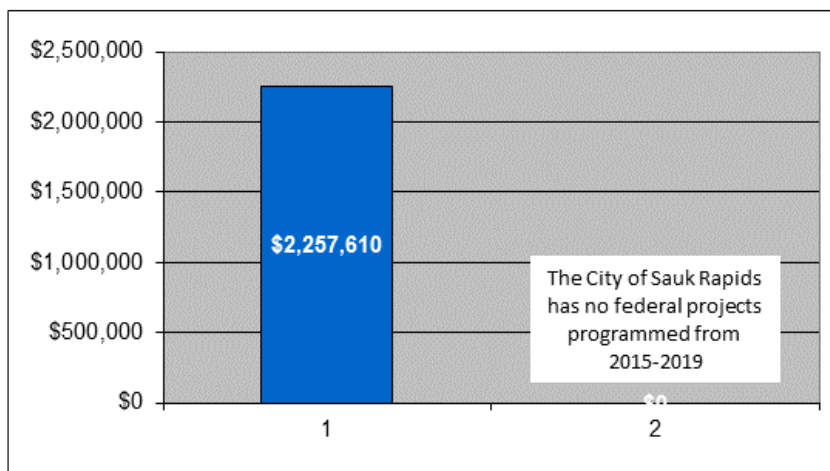
Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for City of Sauk Rapids: 2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for City of Sauk Rapids: 2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds

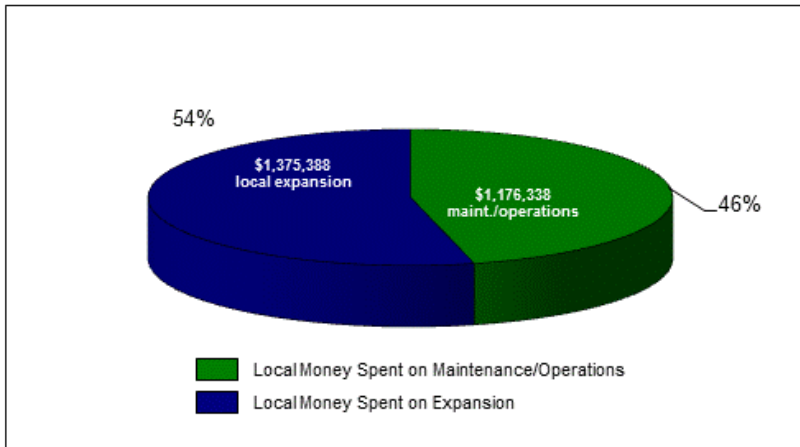


Financial Capability:
2015-2019 Projected Local Money
(minus 71% for maintenance/
operations) vs. Actual Local Money
Needed to Match Federal Funds
Programmed in the 2015-2019 TIP

Financial Capability Finding: Based on historic overall local funding and maintenance investment levels, approximately \$2.2 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. The city of Sauk Rapids has no federal projects requiring a local match in the 2015-2019 TIP.

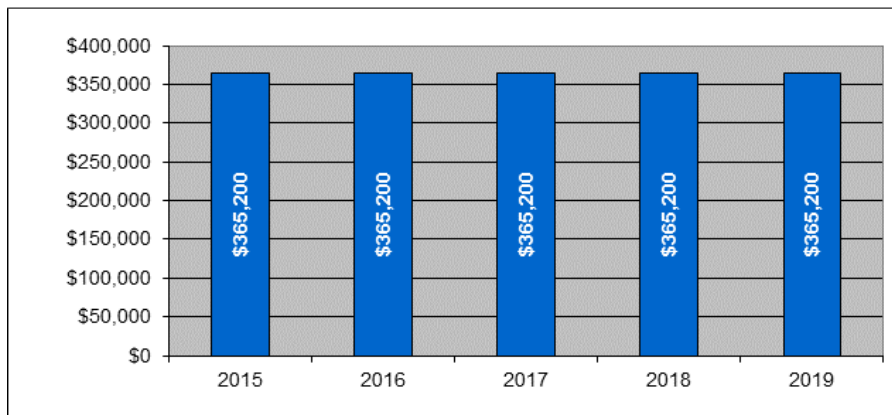
CITY OF ST. JOSEPH

Current Financial Condition for City of St. Joseph: Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



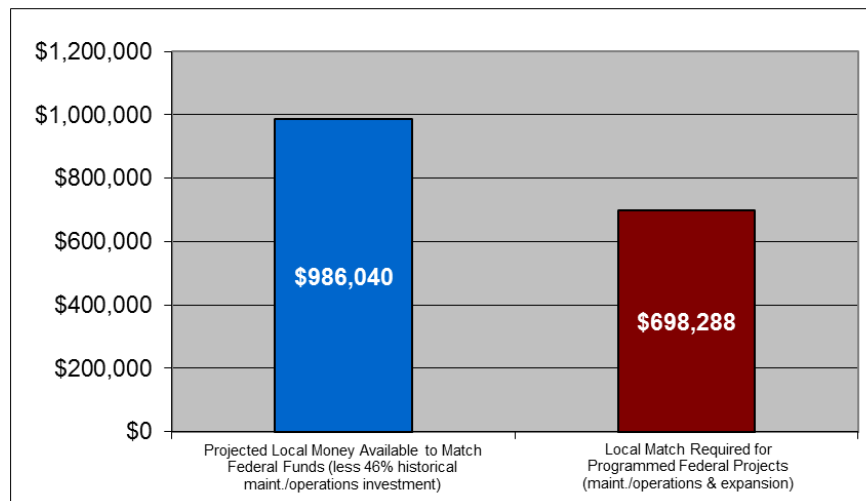
Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for City of St. Joseph: 2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for City of St. Joseph: 2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds



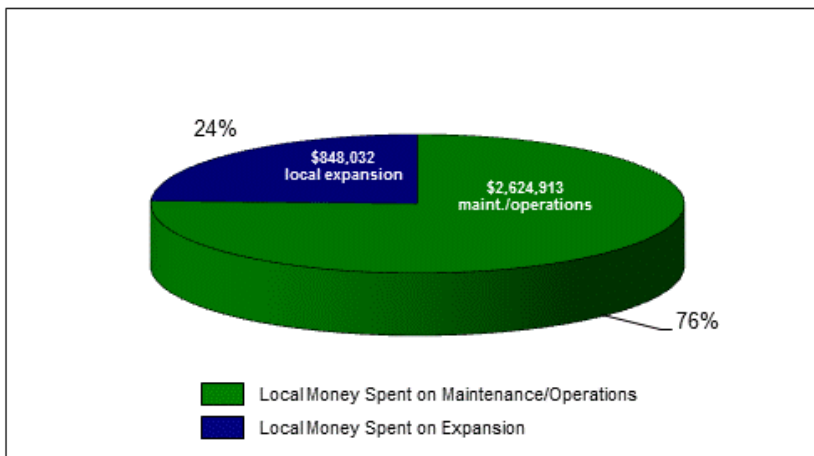
Financial Capability:
2015-2019 Projected Local Money
(minus 46% for maintenance/
operations) vs. Actual Local Money
Needed to Match Federal Funds
Programmed in the 2015-2019 TIP

Financial Capability Finding: Based on historic overall local funding and maintenance investment levels, \$986,040 will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. This figure compares to a required local match of \$698,288 for city of St. Joseph projects programmed in the 2015-2019 TIP. Accordingly, the city of St. Joseph will be able to provide this local match without compromising maintenance and operation of the existing system.

STEARNS COUNTY

Current Financial Condition for Stearns County:

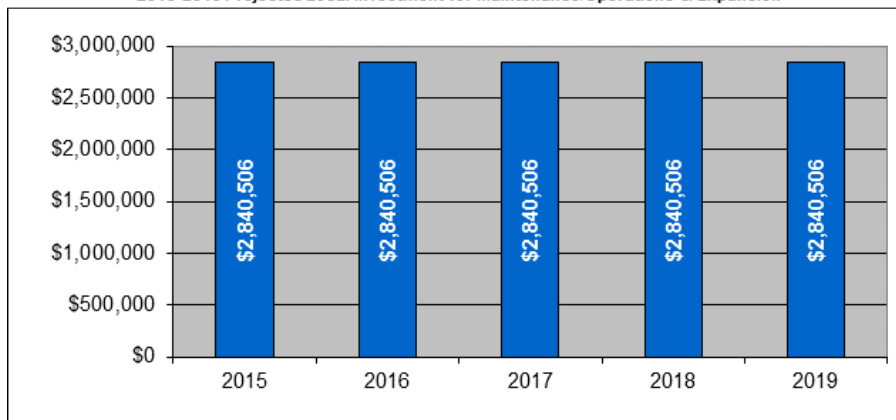
Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for Stearns County:

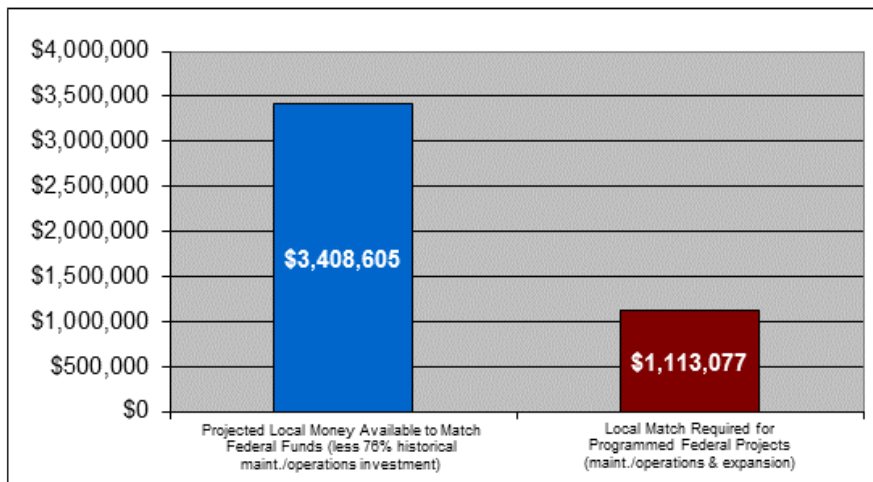
2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2014-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for Stearns County:

2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds



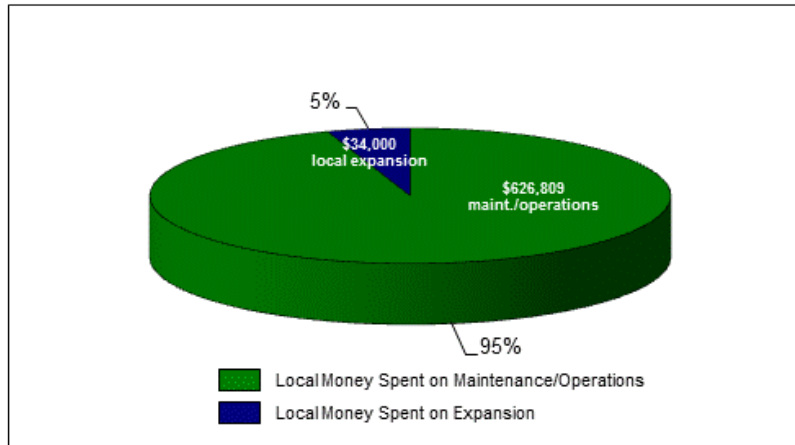
Financial Capability:
2015-2019 Projected Local Money
(minus 76% for maintenance/
operations) vs. Actual Local Money
Needed to Match Federal Funds
Programmed in the 2015-2019 TIP

Financial Capability Finding: Based on historic overall local funding and maintenance investment levels, approximately \$3.4 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. This figure is greater than the required local match of \$1.1 million for Stearns County projects programmed in the 2015-2019 TIP. Additionally, one federal project being matched is a pavement replacement project, which will improve overall maintenance of the existing system. Accordingly, Stearns County will be able to provide this local match without compromising maintenance and operation of the existing system.

BENTON COUNTY

Current Financial Condition for Benton County:

Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



Current Financial Condition:

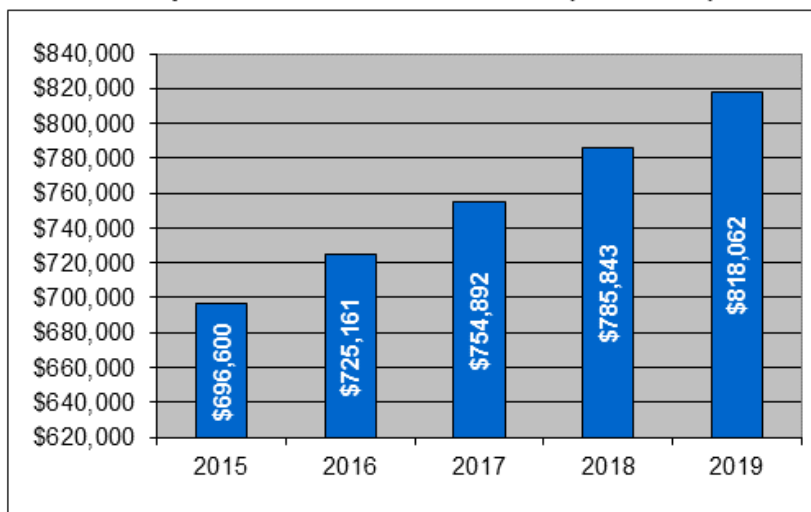
Local Investment on Maintenance/Operations and Expansion (1990-2012 Annual Average)

This is the historical total for **12%** of the County's expenditures. This is based on the percentage of County lane miles in the APO Planning Area.

The average per year historical maintenance/op. cost for **100%** of Benton County = **\$5,223,409**

Future Financial Condition for Benton County:

2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):

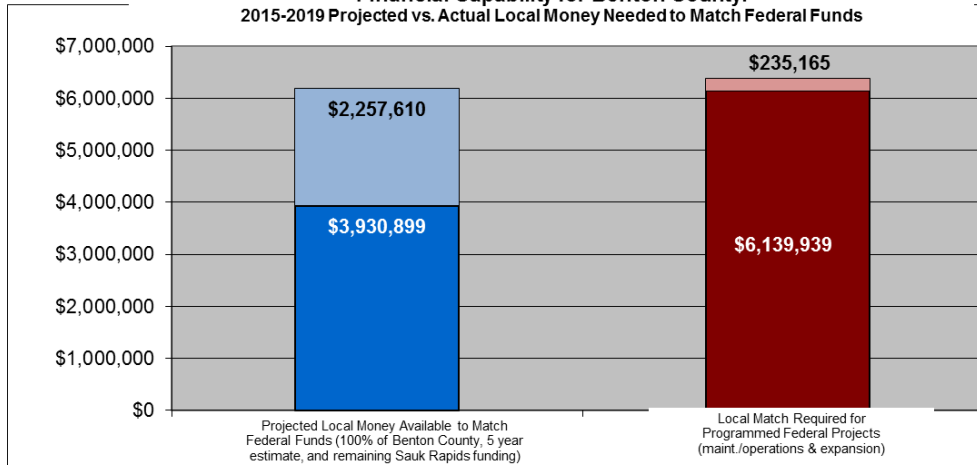
2015-2019 Projected Local Investment for Maintenance/Operations & Expansion

This is the total for **12%** of the County. This is based on the percentage of County lane miles in the APO Planning Area.

The projected 5-year total funds for **100%** of the County = **\$31,504,649**

Financial Capability for Benton County:

2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds



Total projected available matching funds are \$6,188,509.
Compared to \$6,139,939 needed for expansion projects.

Financial Capability:

2015-2019 Projected Local Money vs. Actual Local Money Needed to Match Federal Funds Programmed in the 2015-2019 TIP

Financial Capability:

The city of Sauk Rapids' available local match is included. Their remaining projected available funding is \$2,257,610. Total projected available matching funds are \$6,188,509. Compared to \$6,139,939 needed for expansion projects.

Total Projected Local Funds for 100% of Benton County (5 years)	Total Local Maintenance/ Oper. Cost for 100% of Benton County (5 years)	Projected Local Money Available to Match Federal Funds
\$31,504,649	\$27,573,750	\$3,930,899

See Appendix Page G-7 for details.

Financial Capability Finding: Based on historic funding and maintenance investment levels, \$3,930,899 is available to match federal funds from 2015 to 2019 without compromising the maintenance and operation of the existing system (100% Benton County). This analysis is derived from an alternate process of considering the county's 100% funding level and maintenance and operation costs, rather than only the 12% APO portion usually considered as available. This is due to the circumstance of need for local match for one-time projects.

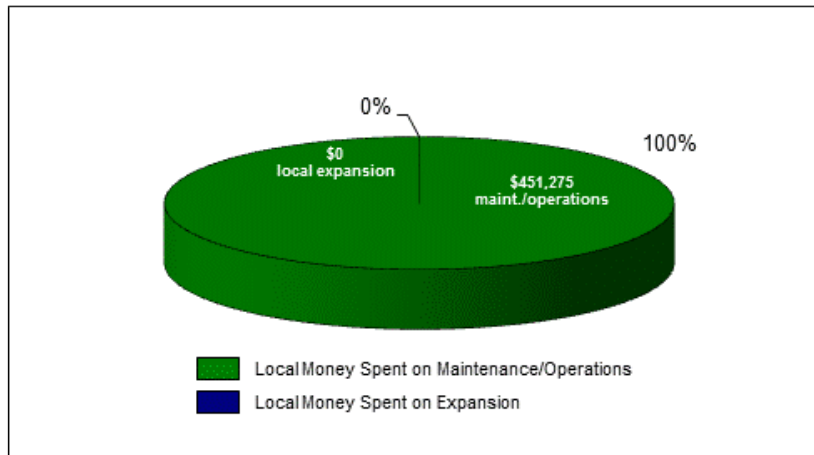
Four of the six projects requiring local match are classified as maintenance and operations projects. For example, project #005-601-010, requiring \$127,600 in local match, has a program code of RS, which means Resurfacing. The Resurfacing category is intended to restore the roadway surface and/or shoulders. These projects are not expansion projects, so they contribute to the maintenance and operations of the overall system in Benton County.

Benton County is required to provide the remaining local match requirement for expansion projects of \$6,139,939 without compromising maintenance and operation of the existing system. This is a \$2,209,040 shortfall in projected local match funding from the county. However, this match is for the expansion of CSAH 3 in the city of Sauk Rapids. According to the Agreement for Joint Construction of the project, the city is responsible for Right of Way costs within city limits. Therefore, the city of Sauk Rapids remaining projected available funding of \$2,257,610 was added to the amount available to match federal funding. This equals a total of \$6,188,509 projected available matching funds compared to \$6,139,939 needed for expansion projects. This is technically an excess of \$48,570, but this process is an illustrative estimate and this is a very small difference considering the overall project cost.

In addition, this process took a closer look at the percentage spent on maintenance and operations versus the amount spent on expansion (94% versus 6%, respectively). Benton County does not have an extensive history of expansion projects, which dilutes the percentage of funds typically used on these types of projects (see Appendix Page F-7). Due to this historical analysis, the average per year local maintenance cost amount was used to project the future local maintenance and operation cost estimates. This process is an estimate to illustrate local funding projections versus local spending on maintenance and operation expenses. To offset any negative available cost projections, Benton County may consider additional revenue sources such as a Bond in order to provide local match funding. The finding is supported by Benton County's resolutions for local match for the specified grant funded projects. In conclusion, Benton County (in partnership with the city of Sauk Rapids) will be able to provide this local match without compromising maintenance and operation of the existing system.

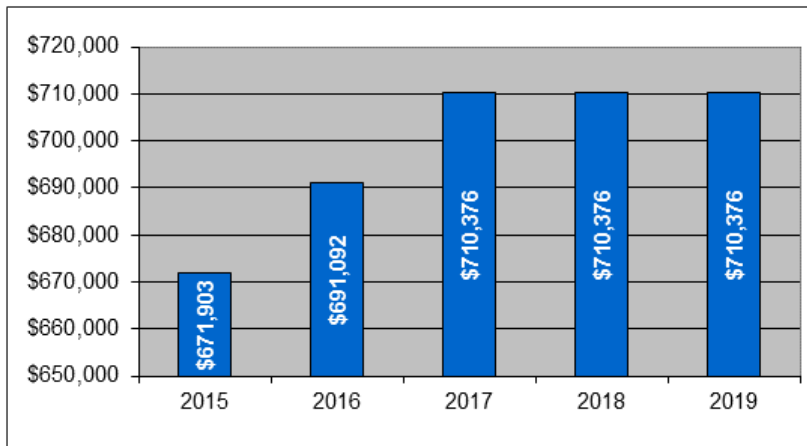
SHERBURNE COUNTY

Current Financial Condition for Sherburne County: Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



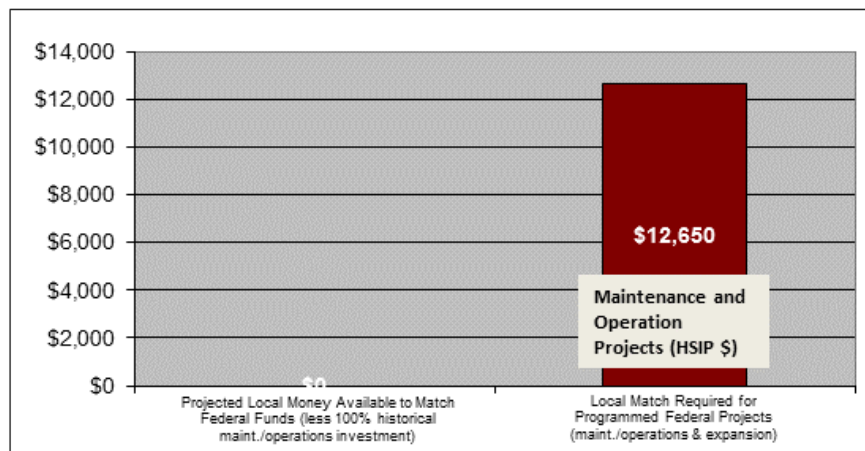
Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for Sherburne County: 2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2014-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for Sherburne County: 2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds



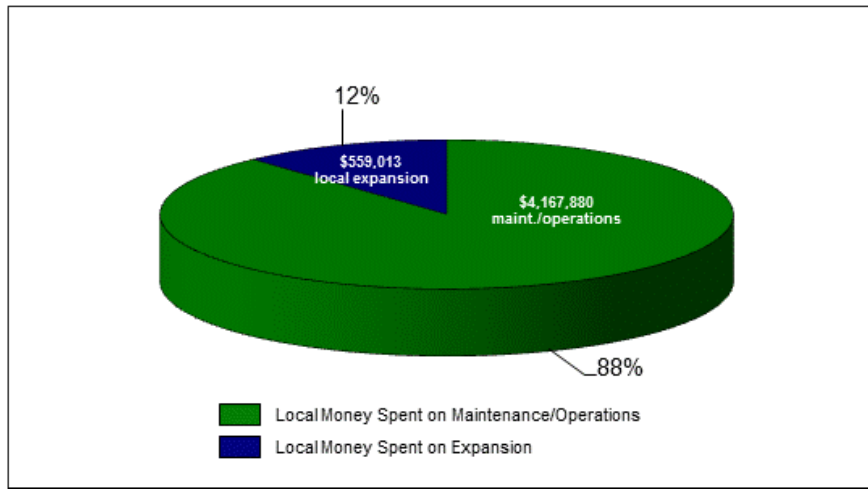
Financial Capability:
2015-2019 Projected Local Money
(minus 100% for maintenance/
operations) vs. Actual Local Money
Needed to Match Federal Funds
Programmed in the 2015-2019 TIP

Financial Capability Finding: Based on historic funding and maintenance investment levels (for Haven Township), \$0 are available to match federal funds from 2015 to 2019 without compromising maintenance and operation of the existing system. Sherburne County has two federal projects programmed in the FY 2015-2019 TIP that requires a local match of \$12,650. However, since **these projects are maintenance/operation projects**, the required local match can be provided by deferring another local maintenance/operation project without adverse maintenance/operation impacts to the existing system.

In addition, Sherburne County does not have an extensive history of expansion projects (in Haven Township), which dilutes the percentage of funds typically used on these types of projects (see Appendix Page F-8). Due to this historical analysis, the average per year local maintenance cost amount was used to project the future local maintenance and operation cost estimates. This process is an estimate to illustrate local funding projections versus local spending on maintenance and operation expenses. Without previous expansion projects to project an historical average, the projected amount was zero. In addition, the two projects in the TIP for Sherburne County are identified as “countywide”. Thus the financial analysis based on solely Haven Township is less than is actually available for a countywide project. Overall, Sherburne County will be able to provide this local match without compromising maintenance and operation of the existing system.

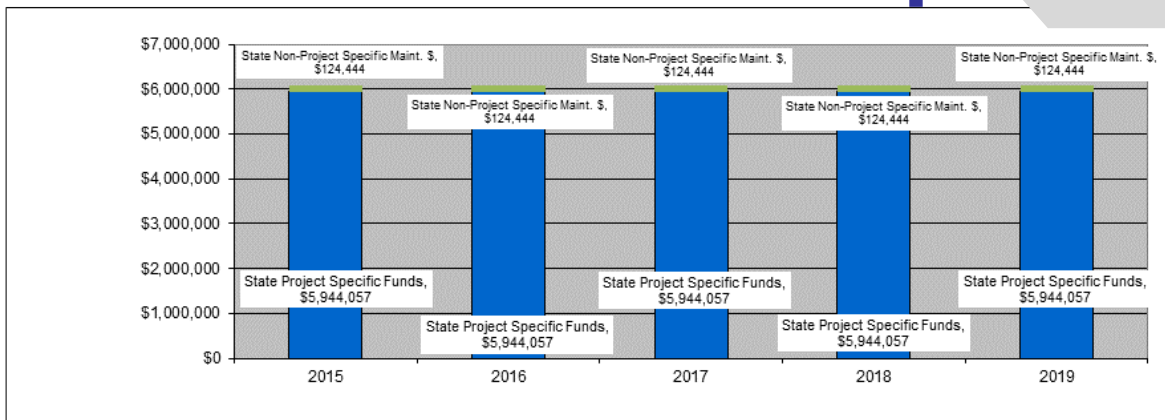
MnDOT DISTRICT 3

Current Financial Condition for MnDOT District 3: Local Investment on Maintenance/Operations & Expansion (1990-2012 Annual Average)



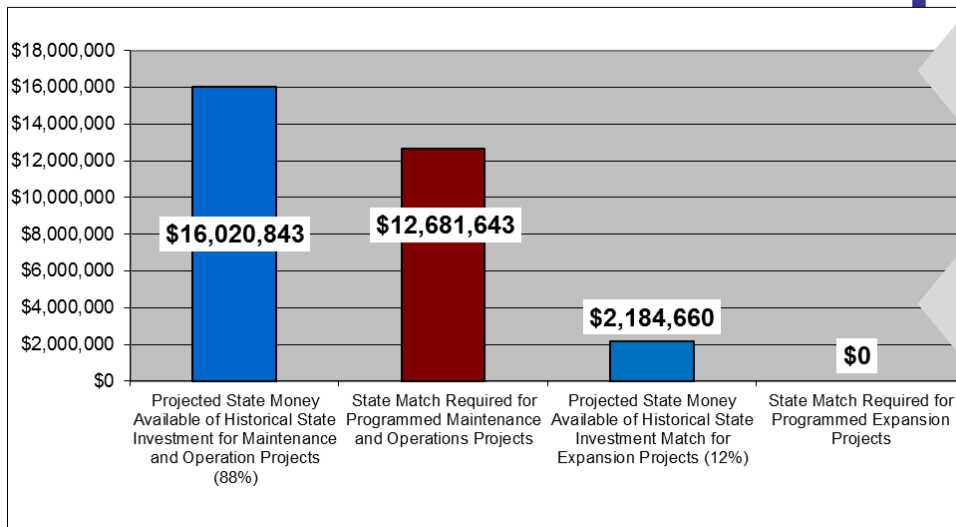
Current Financial Condition:
Local Investment on Maintenance/
Operations and Expansion
(1990-2012 Annual Average)

Future Financial Condition for MnDOT: 2015-2019 Projected Local Investment for Maintenance/Operations & Expansion



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Maintenance/
Operations & Expansion

Financial Capability for MnDOT District 3: 2015-2019 Projected vs. Actual Local Money Needed to Match Federal Funds



Financial Capability:
2015-2019 Projected Local Money
(minus 88% for maintenance/
operations) vs. Actual Local Money
Needed to Match Federal Funds
Programmed in the 2015-2019 TIP

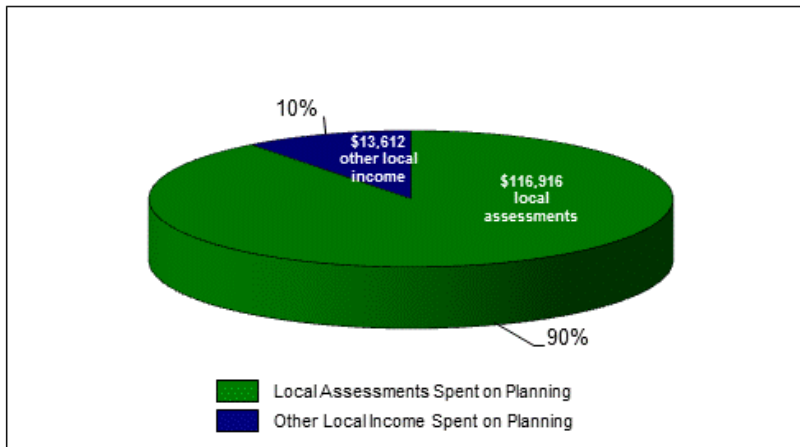
Financial Capability:
One-time projects are included in
the State Match Requirement. All of
the projects requiring match are
maintenance projects. See
Appendix Page F-9.

Financial Capability Finding: Based on historic funding and maintenance investment levels, approximately \$2.2 million will be available to match federal funds for expansion projects from 2015 to 2019. There are no expansion projects programmed requiring State match funds. All programmed projects are maintenance, safety or operations related projects that will improve maintenance and operation of the existing system. The projected State funding available for maintenance and operations projects is about \$16 million. The programmed projects require a State amount of \$12.6 million. Thus, MnDOT District 3 will be able to provide the local match without compromising the maintenance and operation of the existing system.

The MnDOT District 3 project programming method focuses on risk management of the system. The program is dynamic and responds to needs throughout the District. Following the risk management model, one-time projects are often included in the APO area. Some years there are more projects within the APO than others. This is why a historical average is used when looking at the overall amount of funding available to MnDOT District 3. See Appendix Page F-9 for further detail.

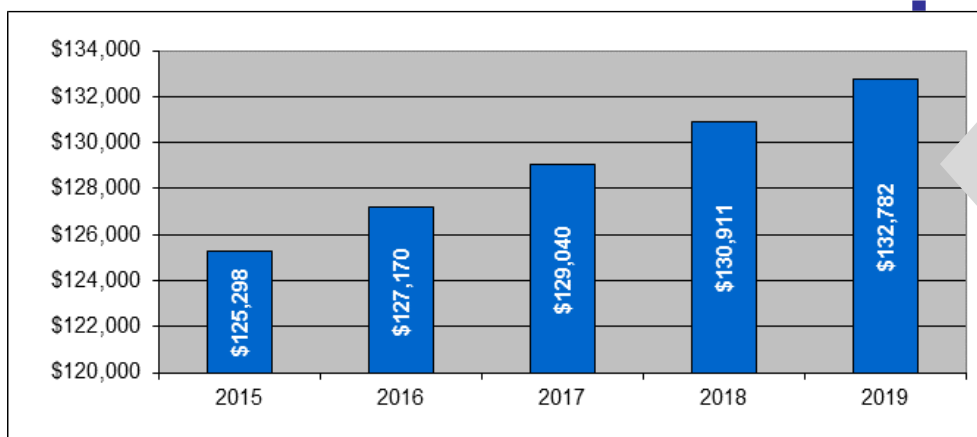
ST. CLOUD APO

Current Financial Condition for St. Cloud APO: Local Planning Funds (1990-2012 Annual Average)



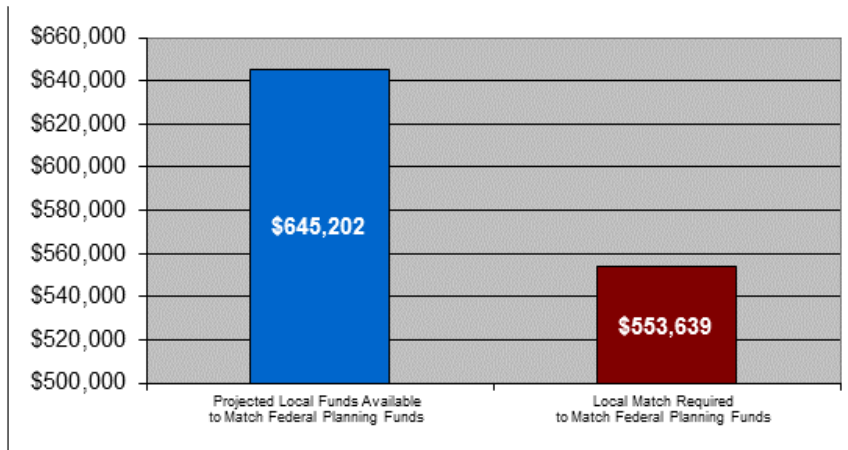
Current Financial Condition:
Local Investment for Planning
(1990-2012 Annual Average)

Future Financial Condition for St. Cloud APO 2014-2019 Projected Local Planning Revenue



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Planning

Financial Capability for St. Cloud APO: FY 2015 - 2019

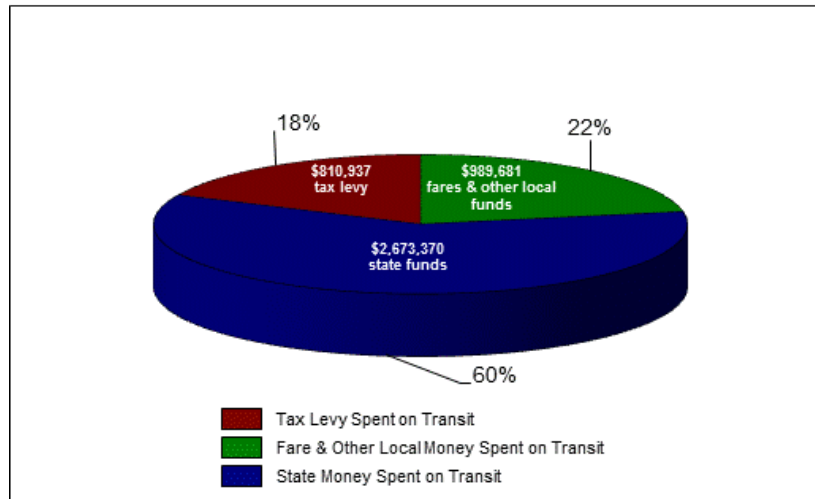


Financial Capability:
2015-2019 Projected Local Money
vs. Actual Local Money Needed to
Match Federal Planning Funds
from 2015-2019

Financial Capability Finding: The APO is anticipating approximately \$2,214,556 of federal planning funds from FY 2015 to 2019. These federal funds will require a total local match of \$553,639. When comparing this amount to projected local planning revenue, APO will have adequate funds to provide the local match.

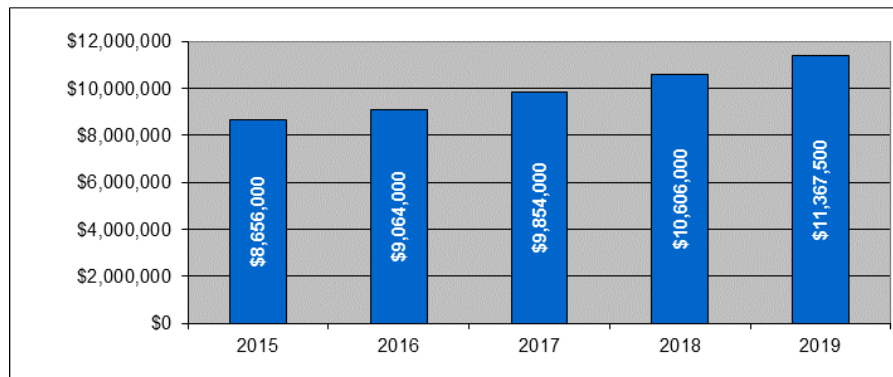
ST. CLOUD METRO BUS

Current Financial Condition for St. Cloud Metro Bus:
Local and State Revenues: 1990-2012 Annual Average



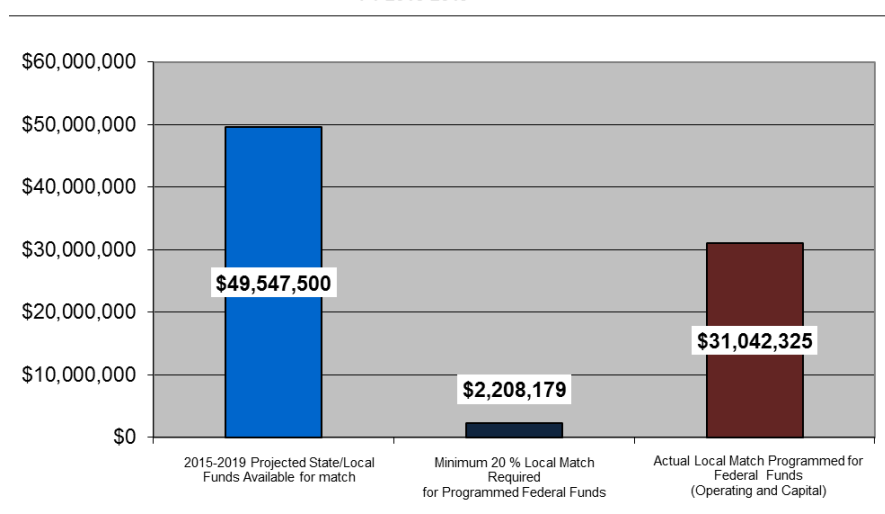
Current Financial Condition:
Local Transit Investment
1990-2012 Annual Average

Future Financial Condition for St. Cloud Metro Bus:
2015-2019 Projected State/Local Investment for Transit



Future Financial Condition (FFC):
2015-2019 Projected Local
Investment for Transit

Financial Capability Finding for St. Cloud Metro Bus:
FY 2015-2019



Financial Capability:
2015-2019 Projected Local Money
vs. Actual Local Money Needed to
Match Federal Transit Funds
Programmed in the TIP

Financial Capability Finding: St. Cloud Metro Bus has \$ 9,100,316 in federal funds programmed in the FY 2015-2019 TIP that will require a minimum (20%) match of \$1,820,179. Metro Bus will be able to provide their required local match for federal funds programmed. Metro Bus has \$31,042,325 of local and state match programmed to match federal funds in the FY 2015-2019 TIP, with a projected capacity of \$49,547,500. Metro Bus funding projection is sufficient to provide the programmed amount. Projects without federal funds, such as Dial-A-Ride services were not included in the TIP or in this financial analysis. Additional projects receiving federal funds will be added via TIP amendments. See Appendix F for project level details.

ENVIRONMENTAL JUSTICE ANALYSIS

Background

In 1994, President Clinton signed Executive Order 12898: "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." The Executive Order required that each Federal agency, to the greatest extent allowed by law, administer and implement its programs, policies, and activities that affect human health or the environment so as to identify and avoid "disproportionately high and adverse" effects on minority and low-income populations.

In order to clarify and expand upon Executive Order 12898 for purposes of federally funded transportation activities, the United States Department of Transportation (USDOT) issued an *Order to Address Environmental Justice in Minority Populations and Low-Income Populations*. The USDOT addressed persons belonging to any of the following groups: Black, Hispanic, Asian American, American Indian and Alaskan Native, Native Hawaiian or other Pacific Islander, and Low-Income.¹

According to the USDOT, there are three core principles of Environmental Justice:

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

¹ US Department of Transportation: *An Overview of Transportation and Environmental Justice*

- Black – a person having origins in any of the black racial groups of Africa.
- Hispanic – a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian – a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian Subcontinent.
- American Indian and Alaskan Native – a person having origins in any of the original people of North America and who maintains cultural identification through tribal affiliation or community recognition.
- Native Hawaiian or Other Pacific Islander – a person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- Low-Income – a person whose household income (or in the case of a community or group, whose median household income) is at or below the US Department of Health and Human Services poverty guidelines.

What is Environmental Justice (EJ)?

- The confluence of social and environmental movements, which deals with the inequitable impact on groups such as racial minorities, low-income, elderly, women, or children populations
 - The U.S. EPA defines EJ as the "fair treatment for people of all races, cultures, and incomes, regarding the development of environmental laws, regulations, and policies."
 - Over the last decade, attention to the impact of environmental pollution on particular segments of our society has been steadily growing.

As the primary forum for the cooperative development of regional transportation plans, Metropolitan Planning Organizations (MPO) are required to be in compliance with Title VI and incorporate EJ concerns. MPO responsibilities include:

- Identify low-income and minority populations so needs can be identified and addressed, and the benefits as well as the burdens of transportation investments can be fairly distributed throughout the planning area.
- Enhance existing analyses processes to ensure that the Long Range Plan and TIP comply with Title VI requirements.
- Evaluate the existing public involvement processes and improve if necessary to include minority and low-income populations in the decision making process.

The methodology utilized to meet these responsibilities and requirements entailed mapping census block group areas where low-income (poverty) and minority population concentrations exceeded the population averages for the APO planning area. The 2015-2019 TIP projects were overlaid on the population map and the potential impacts were visually analyzed. This chapter explains how the guidance of the USDOT 1997 Final Order (revised in 2012) was followed.

Methodology

In order to identify concentrations of low-income and minority populations, data on race/ethnicity, median household income, and poverty were examined for census block groups within the study area. This data was compared with data on race/ethnicity, median household income, and poverty for the entire study area. For purposes of this analysis, the study area was defined as the aggregate of the census blocks identified within or partially within the study area. Following the USDOT 2000 clarifications, minority and low-income populations were assessed separately.

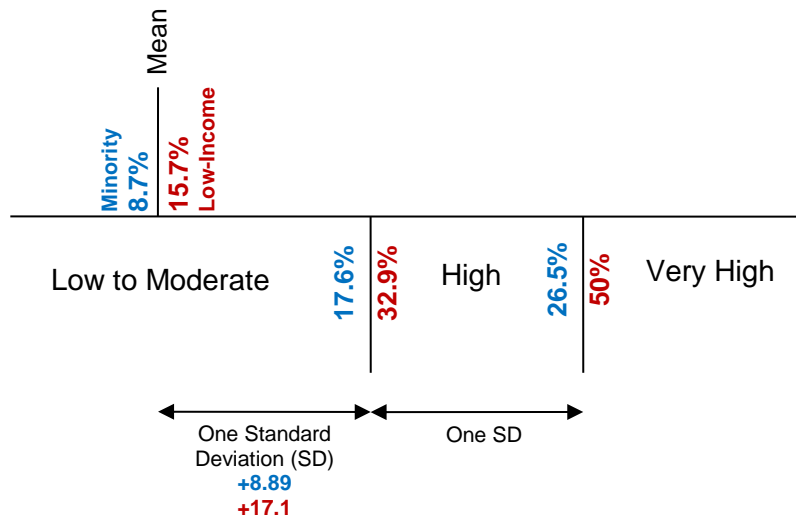
The first step to determine areas of potential impact involved creating thresholds equal to the percentages of each variable for the whole planning area. The planning area is equal to the sum of the block groups identified within, or partially within the study area.

The thresholds would then equal the total number exhibiting the characteristic of concern divided by the total.

- Population within or partially within the planning area who are a race/ethnicity other than “white non-Hispanic” (11,329) divided by the total population of the planning area (130,225) equals 8.7 percent.
- Population within the planning area living below poverty (20,450) divided by the total population (130,225) equals 15.7 percent.

The next and final steps involved in creating categories for very high impact, high impact, and low to moderate impact. The process included:

1. Calculating the standard deviation for each variable to create a low to moderate category equal to one standard deviation greater than the mean. The deviations from the means for minority (values to the left of bars) and low-income (values to the right of bars) populations are:



2. Querying for census block groups that experienced percentages less than or equal to the upper bound of the moderate range (17.6 percent for minority and 32.9 percent for low-income) and categorized them as low to moderate impact.
3. Repeat Step 2 for high and very high impacts regarding minority and low-income populations.

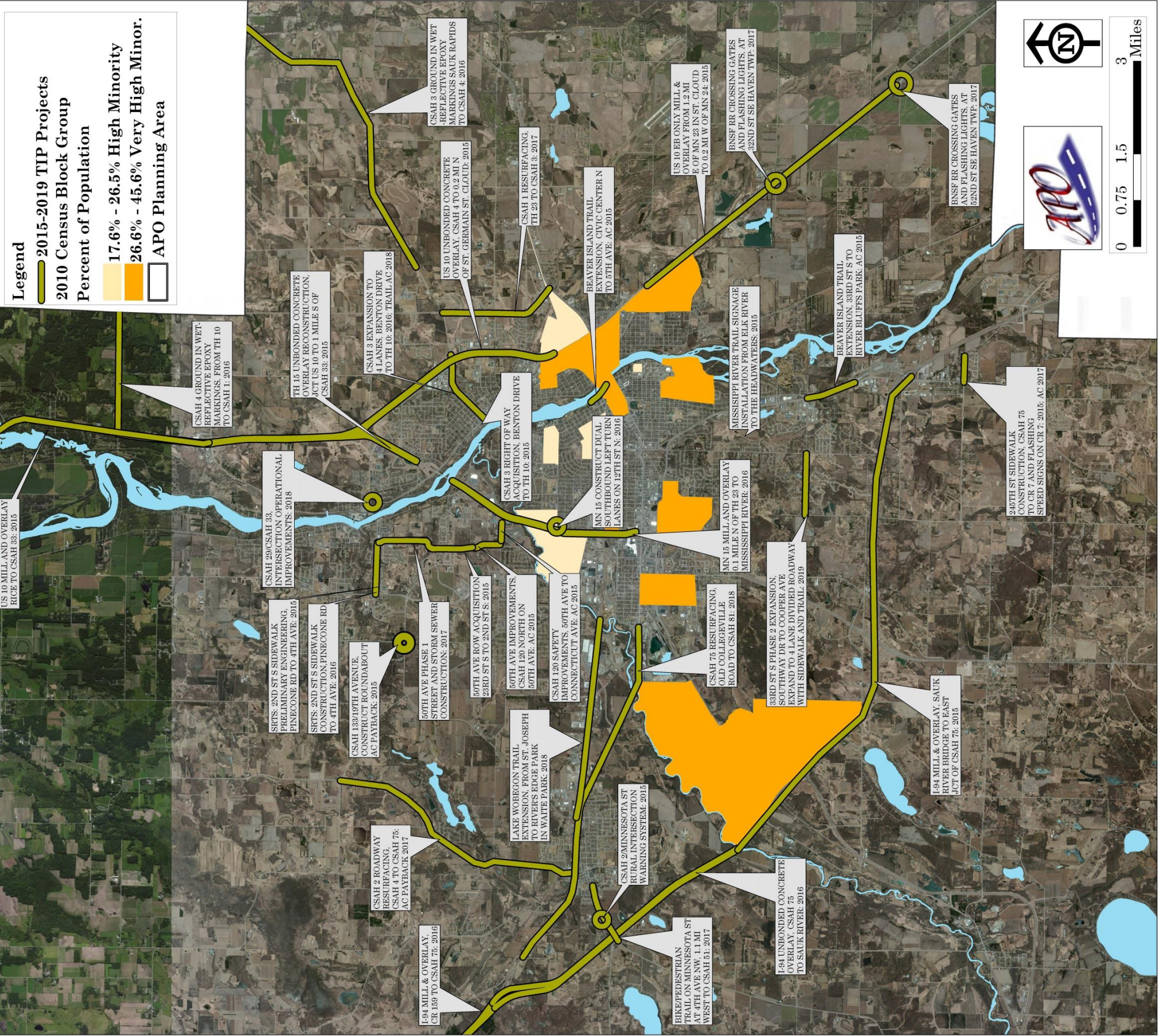
Identification of Minority & Low Income Populations:

	Very Low to Moderate	High	Very High
Minority	Less than or equal to 17.6%	Greater than 17.6% and less than or equal to 26.5%	Greater than 26.5%
Low-Income	Less than or equal to 32.9%	Greater than 32.9% and less or equal to 50%	Greater than 50%

4. Created maps illustrating very high minority and low-income population areas. Overlaid the map with 2015-2019 TIP projects.

The following pages include project maps illustrating the process.

St. Cloud Area Planning Organization 2015-2019 TIP Projects Environmental Justice Analysis Minority Population by Census Block Group



St. Cloud Area Planning Organization
2015-2019 TIP Projects
Environmental Justice Analysis
Population Below Poverty Level by Census Block Group

Legend

2015-2019 TIP Projects

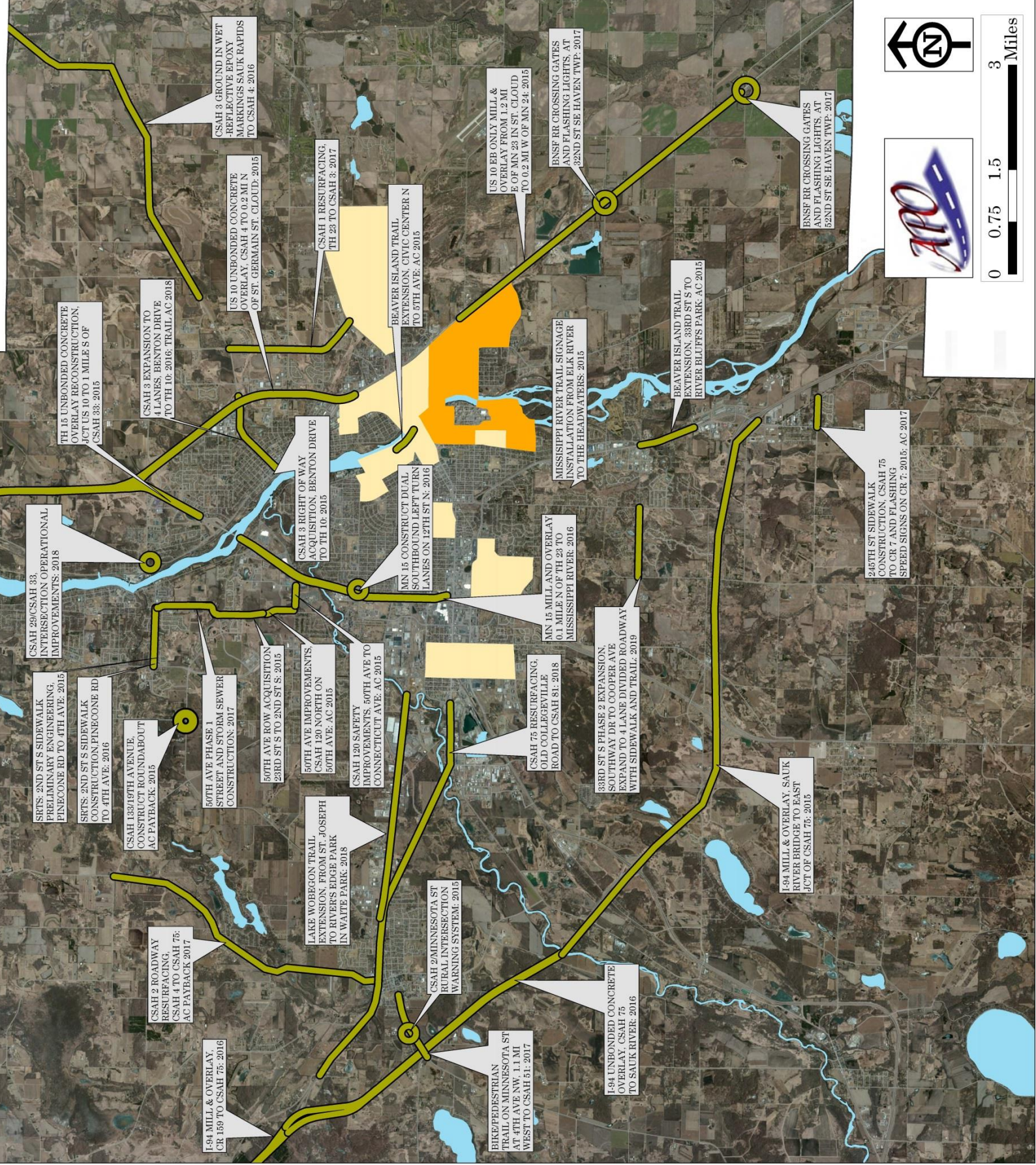
2010 Census Block Group

Percent of Population

32.9% - 50% High Poverty

> 50% Very High Poverty

APO Planning Area



Environmental Justice Analysis

A project was defined as having the potential to have an adverse effect on the environmental justice of an area if any portion of a project intersected with the defined boundaries of a Census block group with a high percentage of minority population or a block group with a high percentage of population below poverty level. Eleven (11) projects numbers representing eight projects intersect with block groups with a high percentage of minority population, and seven project numbers (five projects) intersect with block groups with a high percentage of population below poverty level. The projects identified in the table below include one bicycle and pedestrian project (identified as an AC payback), one safety project, six resurfacing projects, and one sign fabrication and installation project (identified with three project numbers). Overall, projects in Environmental Justice areas focus on safety and preservation of the roadway system. These projects are not expected to have adverse impacts on the block group population areas identified.

Projects in the TIP using federal funding with an adverse impact on an Environmental Justice area will need to identify and mitigate any adverse impacts from these projects. Mitigation of impacts will take place through the project development and implementation phases of the projects. During the construction phase, adverse impacts may occur due to delays, detours, noise, or dust. Once complete, however, projects in the TIP result in positive benefits such as increased capacity, lower commute times, increased safety, and the addition of bicycle and pedestrian facilities to neighborhoods.

St. Cloud APO FY 2015-2019 TIP Environmental Justice Analysis

Route System	Project #	Fiscal Year	Agency	Description	City Location	Project Total	High % of Minority Population Affected	High % of Population Below Poverty Level Affected
PED/BIKE	162-090-005AC	2015	ST CLOUD	**AC** EXTEND BEAVER ISLAND BIKE/PED TRAIL, ST CLOUD CIVIC CENTER NORTH TO 5TH AVENUE ALONG MISSISSIPPI RIVER IN ST CLOUD (AC PAYBACK 1 OF 1)	SAINT CLOUD	\$601,439	X	X
US 10	0502-103	2015	MNDOT	**PV40M**ELLA** ON TH 10, BENTON CSAH 4 TO 0.2 MI N OF ST. GERMAIN IN ST CLOUD (WBL & EBL), UNBONDED CONCRETE OVERLAY; AND ON TH 15, FROM TH 10 TO 1.0 MI SOUTH/BENTON CSAH 33, RECONSTRUCTION - let date 6/6/14	SAINT CLOUD	\$18,978,435	X	X
I 94	7380-247	2015	MNDOT	SE END OF BRIDGE# 73865 (WB) AND BRIDGE# 73866 (EB) OVER SAUK RIVER TO NW END OF BRIDGE #73853 (WB) AND BRIDGE# 73854 (EB) OVER STEARNS CO CSAH 75, MILL AND OVERLAY		\$2,999,470	X	
I 94	8680-167	2015	MNDOT	I 94, FROM WRIGHT COUNTY CSAH 75 AT MONTICELLO TO MN 241, MILL AND OVERLAY EB ONLY, AND US 10, FROM 1.2 MI E OF MN 23 IN ST CLOUD TO 0.2 MI W OF MN 24, MILL AND OVERLAY EB ONLY		\$6,000,000	X	X
LOCAL 999	088-090-001	2015	MNDOT	LOCAL SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ST. CLOUD TO HEADWATERS		\$106,010	X	X
MN 999	8823-293	2015	MNDOT	TH SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ELK RIVER TO HEADWATERS		\$12,000	X	X
MN 999	8823-293A	2015	MNDOT	TH SIGN FABRICATION FOR SP 8823-293		\$3,520	X	X
MN 15	7321-51	2016	MNDOT	**PV40M** MN 25, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL		\$2,223,000	X	
MN 15	7321-51S	2016	MNDOT	**PV40M** MN 25, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL (HSIP PROJECT)		\$794,444	X	
CSAH 1	005-601-010	2017	BENTON COUNTY	BENTON COUNTY CSAH 1, FROM MN 23 TO CSAH 3 (GOLDEN SPIKE ROAD) IN BENTON COUNTY, ROADWAY RESURFACING		\$638,000	X	X
CSAH 75	073-675-037	2018	STEARNS COUNTY	STEARNS COUNTY CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING		\$1,575,000	X	

METROPOLITAN TRANSIT OVERVIEW



Projects programmed in the TIP are identified in the Metropolitan Transit Commission (Metro Bus) Long Range Transit Plan, updated in 2010, in conjunction with the APO's 2035 St. Cloud Metropolitan Area Transportation Plan along with the annual Capital Improvement Program (CIP). The updated plan reflects programmed transit service and capital improvements with associated revenue and expense projections through the year 2035. Metro Bus will begin updating the 2035 long range transit plan with associated capital and operations forecasts in 2014 with completion in 2015.

Facilities and Equipment

Metro Bus identifies facility and equipment replacement needs and will be continuing to upgrade office computers and replacing maintenance tools and equipment for increasing productivity and keeping up with changes in technology. Metro Bus utilizes FTA Section 5339, 5307, STP, MnDOT and local capital funding programs for its capital program. Replacement of 23 fixed route buses was completed in 2014 with purchase of Compressed Natural Gas (CNG) fueled buses. All of the buses were manufactured by New Flyer located in St. Cloud. Metro Bus received a US DOT Clean Fuels grant in 2012 to construct a CNG fueling station and storage facility renovations for monitoring and safety improvements. Projected replacement of Dial-a-Ride buses will be completed periodically as programmed and will also be CNG fueled.

Metro Bus completed a remodeling construction project in 2014 of the downtown Mobility Training Center to house the Community Outreach, Travel Training and employee training programs with the aid of STP funds authorized through MnDOT Office of Transit. An Operations Center Facility Master Plan originally adopted in 2004, and updated annually, has served as a guide for future use and expansion of the facility. The master plan identified a vehicle storage addition extension to the existing Dial-a-Ride storage area, funded through the 2014 Minnesota Legislature's capital bonding program. Construction is projected to begin in early 2015. On-going replacement, improvement and expansion of the bus shelter and courtesy bench transit amenity program is completed annually.

Dial-a-Ride System

Metro Bus Dial-a-Ride (DAR) services will expand due to growth in aging and disabled population bases. The Community Outreach and Travel Training programs with help traditional ADA riders adapt to using fixed route services. For those that cannot utilize the Fixed Route system, ADA Specialized Services will continue to be the backbone of the DAR program. To aid Metro Bus with the DAR program and the small bus fleet replacement, STP funded small buses have been approved in 2016 and 2019.

What Facilities & Equipment Needs has Metro Bus Identified for Replacement?

- Expansion of Fixed Route transit routes
- Growth in ADA Dial-a-Ride services
- Vehicle storage facility expansion and roof replacement



- Replacement of Dial-a-Ride buses
- Expansion of Transit Amenity shelter and bench program
- Upgrade of fare collection systems to allow smart cards
- Two-way radio communications upgrade
- Continued investment in ITS and customer real time schedule technologies
- Replacement of office equipment, maintenance tools & equipment

Northstar Commuter Services

- Northstar Link commuter bus service ridership continues to grow
- Northstar Commuter Rail Phase II, extension from Big Lake to St. Cloud continues to be explored

Fixed Route Transit

The 2035 Long Range Plan identified Fixed Route system restructuring needs through restructuring and additional service hours. The Fixed Route operational plan identified improvements and expansion of services into St. Joseph, west and south St. Cloud, Waite Park, Sartell, Sauk Rapids, the SCSU area, including longer span of service, weeknights and weekends. Some service change recommendations delayed due to the economic recession are being reconsidered. Expansion of service was completed in 2014 to southwest Waite Park along with a restructuring of multiple routes to improve connections in the growing eastern side of Sartell. An update to that plan will be completed in 2015 with the aid of planning dollars through the APO and MnDOT.

Technologies

Continued ITS-related investments, including improved fixed route AVL applications, voice and visual stop annunciation, automated passenger counting, real-time web-based schedule information, and continued upgrading of the fixed route and Dial-a-Ride dispatch communications systems have also been programmed. The Transit Signal Priority system which became fully operational in 2003 will also receive improvements as part of the cooperative relationship with City of St. Cloud and MnDOT. Additional investments have been identified for upgrading fare collection systems to adopt smart cards and to the two-way radio communications system.

Northstar Commuter Services

Metro Bus operates the Northstar Link commuter bus service between St. Cloud and Big Lake with seven-day and special event service. Operating financial assistance was obtained from MnDOT for the first time in 2013 to assist Northstar Corridor Development Authority (NCD) member counties provide operating financing. Ridership continues to grow annually on the Link routes while extension of Northstar rail service remains an important transportation priority for the St. Cloud Metro Area.

Financial Capacity Analysis

The FTA issued Circular 7008.1 entitled Urban Mass Transportation Financial Capacity Policy. The Circular requires recipients of grants under Sections 3 (5309) and 9 (5307) to assess their financial capacity to undertake the programmed projects and successfully meet future operating and capital financial requirements. Metro Bus is in full compliance with this Circular completed on an annual basis. The APO has reviewed this report and has determined that Metro Bus has established their financial capacity to undertake projects programmed in the TIP.



Metro Bus has begun using Natural Gas as its primary vehicle fuel in 2014



New Flyer has been chosen as the supplier of the first CNG buses in the Metro Bus fleet – first in the state of Minnesota



All future Dial-a-Ride bus purchases will be CNG fueled

APPENDIX A

Implementing Agencies, TAC Membership & APO Planning Area

Implementing Agencies:

- City of Sartell
- City of Sauk Rapids
- City of St. Augusta
- City of St. Cloud
- City of St. Joseph
- City of Waite Park
- Benton County
- Sherburne County
- Stearns County
- Haven Township
- LeSauk Township
- Minnesota Department of Transportation
- Metro Bus (Metropolitan Transit Commission)

Technical Advisory Committee Membership:

Voting Members

Eligible voting membership shall be as listed below. In the absence of the voting member listed, a substitute (proxy) can serve. All representing agencies and jurisdictions listed as *Voting Members* are allowed one vote with the exception of St. Cloud, which is allowed two votes.

- 1) St. Cloud Area Planning Organization (APO):
 - a. Sr. Transportation Planner
 - b. Executive Director (*proxy* in absence of Sr. Transportation Planner)
 - c. Any APO staff (*proxy* in absence of Sr. Transportation Planner & Executive Director)
- 2) Metropolitan Transit Commission – Metro Bus:
 - a. Planning and Marketing Director
 - b. Any Appointed Metro Bus Staff (*proxy* in absence of Planning and Marketing Director)
- 3) Mn/DOT – District 3:
 - a. District Planning Director
 - b. District State Aid Engineer (*proxy* in absence of District Planning Director)
 - c. Any member of the District planning staff (*proxy* in absence of District Planning Director & District State Aid Engineer)
- 4) City of Sartell:
 - a. Planning and Community Development Director
 - b. City Engineer (*proxy* in absence of Planning & Community Development Director)
 - c. City Administrator (*proxy* in absence of Planning & Community Development Director & City Engineer)
 - d. Any City staff (*proxy* in absence of Planning & Community Development Director, City Engineer & City Administrator)
- 5) City of Sauk Rapids:
 - a. City Administrator
 - b. Public Works Technician (*proxy* in absence of City Administrator)
 - c. City Engineer or Planner (*proxy* in absence of City Administrator & Public Works Technician)
 - d. Any City staff (*proxy* in absence of City Administrator, Public Works Technician & City Engineer or Planner)
- 6) City of St. Augusta:
 - a. City Administrator

- b. City Engineer (*proxy* in absence of City Administrator)
 - c. Any City staff (*proxy* in absence of City Administrator & City Engineer)
- 7) City of St. Cloud (1 of 2):
 - a. Public Services Director
 - b. City Engineer (*proxy* in absence of Public Services Director)
 - c. Any City staff (*proxy* in absence of Public Services Director & City Engineer)
- 8) City of St. Cloud (2 of 2):
 - a. Planning & Community Development Director
 - b. City Planner (*proxy* in absence of Planning & Community Development Director)
 - c. Any City staff (*proxy* in absence of Planning & Community Development Director & City Planner)
- 9) City of St. Joseph:
 - a. City Administrator
 - b. Street Superintendent (*proxy* in absence of City Administrator)
 - c. City Engineer (*proxy* in absence of City Administrator & Street Superintendent)
 - d. Any City staff (*proxy* in absence of City Administrator, Street Superintendent or City Engineer)
- 10) Benton County:
 - a. County Engineer
 - b. Assistant County Engineer (*proxy* in absence of County Engineer)
 - c. Any County staff (*proxy* in absence of County Engineer & Assistant County Engineer)
- 11) Sherburne County:
 - a. County Engineer
 - b. Assistant County Engineer (*proxy* in absence of County Engineer)
 - c. Any County staff (*proxy* in absence of County Engineer & Assistant County Engineer)
- 12) Stearns County:
 - a. County Engineer
 - b. Assistant County Engineer (*proxy* in absence of County Engineer)
 - c. Any County staff (*proxy* in absence of County Engineer & Assistant County Engineer)
- 13) City of Waite Park:
 - a. Public Works Director
 - b. City Administrator (*proxy* in absence of Public Works Director)
 - c. City Engineer (*proxy* in absence of Public Works Director & City Administrator)
 - d. Any City staff (*proxy* in absence of Public Works Director, City Administrator or City Engineer)
- 14) Each Township: Township Engineer or Planner

Ex-Officio Members:

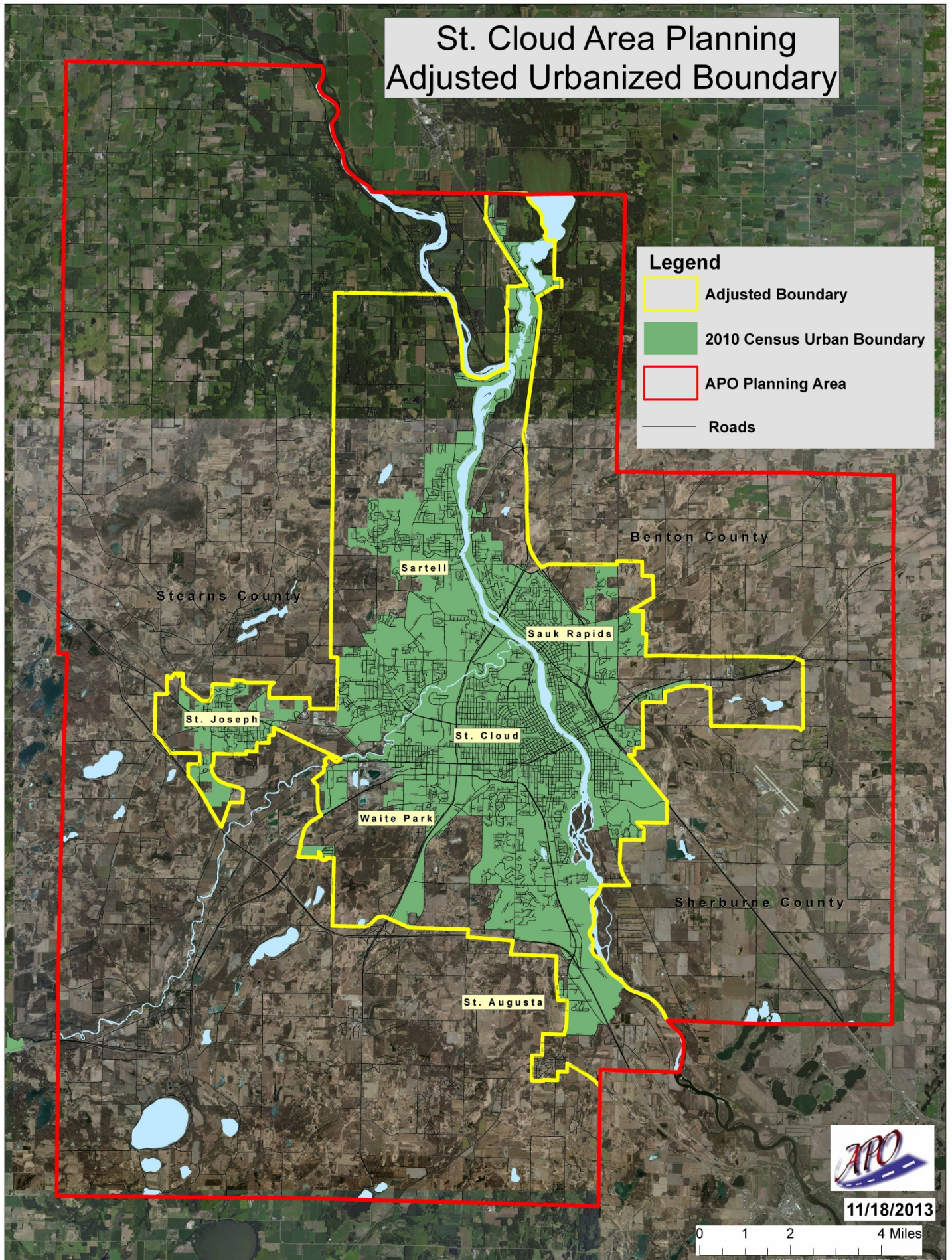
Ex-officio members may attend and participate in any Technical Advisory Committee meeting, but may not vote unless indicated above under appointment by proxy. They shall receive the Committee meeting agendas and minutes:

- 1) APO Executive and/or Policy Board Members
- 2) Environmental Protection Agency (EPA): Regional Office
- 3) Federal Highway Administration (FHWA): District Office
- 4) Federal Transit Administration (FTA): Regional Office
- 5) Minnesota Pollution Control Agency: Air Quality Division
- 6) Mn/DOT: District State Aid Engineer
- 7) Mn/DOT: Office of Transit and/or District Transit Project Manager
- 8) Mn/DOT: Office of Investment Management
- 9) St. Cloud APO Bike/Pedestrian Advisory Committee Representative

St. Cloud Area Planning Adjusted Urbanized Boundary

Legend

- Adjusted Boundary
- 2010 Census Urban Boundary
- APO Planning Area
- Roads



APPENDIX B

Affidavit of Publication for Public Information Meetings & Notices

Printers Affidavit of Publication

STATE OF MINNESOTA COUNTY OF STEARNS

Angela Amundson, being duly sworn on oath, says that she is the publisher or authorized agent and employee of the newspaper known as the St. Cloud Times, and has full knowledge of the facts which are stated below:

(a) The St. Cloud Times has complied with all of the requirements constituting a qualified newspaper, as defined by Minnesota Statutes 331A.01 to 331A.11 and other applicable laws, as amended.

(b) She further states that the printed Notification of Availability & Public Information Mtg. hereto attached as a part hereof was cut from the columns of the St. Cloud Times, and was printed and published therein in the English language, that it was so published on: Sunday, May 18, 2014. The following is a printed copy of the lower case alphabet from 'a' to 'z', both inclusive, and is hereby acknowledged as being the size and kind of type used in the composition and publication of said notice, to-wit:

abcdefghijklmnopqrstuvwxyz

Angela Amundson
Angela Amundson

Subscribed and sworn to before me

May 19, 2014

Emily A. Bristow
Emily A. Bristow

Notary Public, Minnesota

My commission expires January 31, 2016.

Rate Information

- | | |
|---|---|
| 1. Lowest classified rate paid by commercial users for comparable space: | 0.99 / 1.31 daily/Sunday per agate line |
| 2. Maximum rate allowed by law for the above matter: | 0.99 / 1.31 daily/Sunday per agate line |
| 3. Rate actually charged for 6pt line: | 0.99 / 1.31 daily/Sunday |
| 4. Rate actually charged for bold inch: | 17.85 / 22.05 daily/Sunday |
| 5. The rates above will carry a 10% surcharge for Thanksgiving and Christmas Day. | |

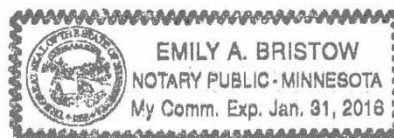
PUBLIC NOTICES

NOTIFICATION OF AVAILABILITY & PUBLIC INFORMATION MEETING: ST. CLOUD AREA PLANNING ORGANIZATION (APO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2015-2019

The APO in coordination with the Federal Highway Administration, Minnesota Department of Transportation, Minnesota Pollution Control Agency, St. Cloud Metro Bus, and local jurisdictions has prepared a draft TIP for FY 2015-2019. The primary purpose of the TIP document is to program transportation projects including roadway, bridge, bicycle, pedestrian, safety, and transit projects receiving state and/or federal funds in the St. Cloud Metropolitan Planning Area in the upcoming fiscal years. The full draft TIP will be available, pending approval, for review between Thursday, May 22, 2014 and Tuesday, June 24, 2014 at the following locations: APO Office: 1040 County Rd. 4, St. Cloud; APO website: www.stcloudapo.org; Great River Regional Library: 1300 W. St. Germain St., St. Cloud.

An Open Public Meeting of the APO Policy Board is scheduled for **Thursday, May 22, 2014 at 7:00 pm** at the Waite Park City Hall, 19 - 13th Ave. N, Waite Park, MN. A presentation on the draft TIP document will take place, and there will be an opportunity for public input. Please contact the APO Office at 320-252-7568 to request special accommodations to participate in this meeting.

Submit comments on the draft TIP by Tuesday, June 24, 2014 to Angie Stenson at St. Cloud APO, 1040 County Rd. 4, St. Cloud, MN 56303, FAX: 320-252-6557, EMAIL: stenson@stcloudapo.org
Publish: May 18, 2014



APPENDIX C

Process and Criteria for Prioritizing APO TIP Projects

The following documents are process and programming worksheets used during project solicitation years (every other year). This year's TIP cycle (2014) was a project solicitation year. The material from the 2013-2014 TIP project solicitation process is included as a reference.



MEMORANDUM

TO: St. Cloud Area Transportation Stakeholders
FROM: Angie Stenson, Senior Transportation Planner
RE: St. Cloud Metropolitan Area FY 2015-2019 Transportation Improvement Program (TIP) Solicitation and TIP Development Schedule
DATE: November 15, 2013

The St. Cloud APO is soliciting for FY 2018 and FY 2019 candidate federal projects for the five year Transportation Improvement Program (TIP). Federal transportation funding of \$1.85 million per year (\$3.7 million combined for FY 2018 & 2019) is available for eligible local projects. Project categories being considered for this solicitation include: Urban and Rural Road, Urban and Rural Bridge, Transit Capital, Preservation, Right-of-Way, and Project Development Studies.

Eligible projects will be prioritized at the February APO TAC, Executive Board, and Policy Board meetings. Prioritized projects will be recommended to the Central Minnesota Area Transportation Partnership (ATP) for inclusion in the Area Transportation Program (ATIP). The ATIP is a prioritized list of projects from a twelve county area of Central Minnesota that the ATP recommends for inclusion in the State Transportation Improvement Program (STIP). Once a project is in the STIP, it becomes eligible for federal transportation funding. Please review the TIP project solicitation and development schedule on the following page for the application deadline and meeting dates.

Project eligibility requirements and resources were discussed at the November 6th, 2013 Technical Advisory Committee meeting. These resources are included in the application packet attachments. The attachment titled "FY 2018 & 2019 APO & District 3 ATP Federal Road/Bridge Funding Eligibility Criteria" identifies all the qualifying criteria for a project to be considered eligible for this project solicitation. **Projects must completely address all qualifying criteria prior to the January 7, 2014 deadline to be considered for funding. A resolution from the implementing agency regarding assurance of local match must be submitted with the application by the application deadline.**

The 2035 Transportation Plan map and the roadway functional class map are attached for reference. **Expansion projects must be identified on the fiscally constrained 2035 Transportation Map to be eligible for consideration by the APO.** Likewise, the minimum functional classification, as identified on the Funding Eligibility Criteria list, must be met for a preservation project to be considered by the APO. The St. Cloud APO Federal Cost Increase Policy is also included. This policy identifies restrictions for repeat project applications requesting additional federal transportation funding through the APO's process. Additional procedures are identified in the application packet attachments. All applicants must ensure that their project meets the qualifying criteria and address any special criteria to complete the appropriate application materials pertaining to the proposed project.



Saint Cloud Area Planning Organization

1040 County Road 4, St. Cloud, MN 56303-0643

(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

TIP Development Schedule

DATE	ACTION
November 18, 2013	Federal-aid project solicitation packets emailed to agencies/jurisdictions within APO Planning Area.
January 7, 2014	Deadline for submittal of FY 2018-2019 project applications to APO Office. Deadline to submit resolution of local match support for applicant projects. Failure to submit local match resolution by 4:30 pm on January 7, 2014 will result in project ineligibility and project will not be considered for APO project list.
January 8, 2014	APO TAC Meeting held to discuss status of FY 2014-2017 programmed projects and preliminary review of FY 2018-2019 project applications.
January 9, 2014	Preliminary review of project applications by APO Executive Board.
January 16, 2014	Preliminary review of project application submittals by Central MN ATP.
February 6, 2014	APO TAC Meeting: Recommend draft APO project prioritization to APO Executive Board, including review and comment on proposed MnDOT projects.
February 13, 2014	APO Executive Board Meeting: Recommend draft APO prioritized project list to APO Policy Board, including review and comment on proposed MnDOT projects.
Mid-February, 2014	Public meeting notice published for draft APO project prioritization and MnDOT proposed projects.
February 27, 2014	APO Policy Board holds public meeting on draft APO project prioritization and MnDOT proposed projects to all interested stakeholders and approves programming of new projects.
March 5, 2014	ATIP Development Committee merges regional priorities and develops draft ATIP.
April 3, 2014	Central Minnesota ATP reviews, modifies, and approves draft ATIP.
Mid-April, 2014	Draft St. Cloud Metropolitan Area TIP document distributed to MnDOT and MPCA for review and comment.
Mid-May, 2014	Notice of TIP document public information meeting and 30-day comment period.
May 22, 2014	APO Policy Board holds public meeting on draft TIP document. TIP document is approved, subject to minor technical corrections.
August 14, 2014	APO Executive Board approves final TIP document.
Mid-August, 2014	Final review of TIP with MnDOT via Self-Certification Checklist.
Late-August, 2014	APO distributes final TIP document to MnDOT for inclusion in STIP.
September, 2014	MnDOT approves draft STIP and submits to FHWA.
November, 2014	FHWA approves STIP.

Completed project nomination forms are to be submitted no later than **Tuesday, January 7, 2014**. Applications received after this deadline will not be considered for funding. Please contact me at 320-252-7568 or stenson@stcloudapo.org if you have any questions regarding this solicitation or the enclosed forms.



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List of Attachments

Attachments in bold must be completed for each application submittal.

Attachment A	Map of St. Cloud APO TIP Solicitation Area
Attachment B	APO FY 20 16 & 2017 Federal Transportation Checklist <u>**Please ensure this checklist is submitted with application materials**</u>
Attachment C	Local Match Resolution
Attachment D	Multi-Jurisdictional Project Support Resolution
Attachment E	Public Participation Policy for TIP Project Submittals
Attachment F	Public Participation Certification Resolution (if applicable)
Attachment G	Federal Cost Increase Policy
Attachment H	District 3 ATP Management of Federal Projects Policy
Attachment I	Local Surface Transportation Program Funding Application Guidance
Attachment J	Local Surface Transportation Program Application
Attachment K	St. Cloud APO Federal Project Evaluation Worksheet (<u>Provided for reference only. APO staff will score applications</u>)
Attachment L	St. Cloud APO TSM Location Rankings & Project Initiation Information
Attachment M	Right-of-Way & Project Development Application Rules
Attachment N	Map of St. Cloud Metro Area 2035 Plan financially constrained projects. Fiscally Constrained Roadway Plan Project Table from 2035 Plan. (Projects eligible for consideration of “expansion” funding.)
Attachment O	Functional Classification Reference Map from 2035 Plan



Saint Cloud Area Planning Organization

Attachment B

1040 County Road 4, St. Cloud, MN 56303-0643
(320) 252-7568 • (320) 252-6557 (FAX) • E-mail: admin@stcloudapo.org • www.stcloudapo.org

FY 2018-2019 APO & District 3 ATP Federal Road/Bridge Funding Eligibility Criteria.

Projects must completely address all qualifying criteria prior to the January 7, 2014 deadline to be considered for funding.

Minimum ADT

Project meets minimum ADT requirements.
(2,000 existing urban, 3,000 non-existing urban)
(200 existing rural, 400 non-existing rural)

Minimum Functional Classification

Project is identified on the Mn/DOT Functional Classification Map and has the minimum functional classification.
(urban projects: collector or above)
(rural projects: major collector or above)

Permanent Improvement

Project is a permanent improvement.

Minimum Federal Funds Requested

The minimum \$200,000 federal funding amount is being requested.
(Minimum \$50,000 for right-of-way or project development studies)

Capital Improvement Program

The project is included in an adopted City or County Capital Improvement Program.

Consistency with APO Transportation Plan & submitting jurisdiction Comprehensive/Transportation Plan

The project is consistent with the APO 2035 financially constrained Transportation Plan & local Comprehensive or Transportation Plan.

Assured Coordination with all Jurisdictions

A letter or resolution of support for the project has been obtained from other roadway jurisdictions directly impacted by the project (sample resolution attached).

Assured Local Match by Applicant

A resolution from the implementing agency has been approved assuring that the necessary local matching funds will be provided for the project (sample resolution attached).

Movement of People and Goods

The project provides for or improves the movement of people and goods.

20-Year ADT

St. Cloud APO 20 year forecasted ADT has been used in the ATP funding application.

Project Cost Breakdown

Federal, local and total construction costs are itemized in the project description text.

Project Location Map

A project location map has been prepared.

Public Involvement

A resolution has been adopted by the implementing agency documenting that a specific public meeting has been held for the project or plan that includes the project
(optional – sample resolution attached)

ST. CLOUD APO FEDERAL PROJECT EVALUATION WORKSHEET		OVERALL RANKING
Agency Name: _____ Project (Work) Type: _____		
Route No.: _____ &/or Street Name: _____		
Beginning Termini: _____ Ending Termini: _____		
Project Evaluation Considerations	Comments	Rank - (H)igh (M)edium (L)ow
A) Accessibility and Mobility - Explain how the project increases the accessibility and mobility options for people and freight. APO 2035 "No Build" Forecast L.O.S. E / F <u>OR</u> > 10,000 2035 ADT High APO 2035 "No Build" Forecast L.O.S. C / D <u>OR</u> 5,000 to 10,000 2035 ADT Medium APO 2035 "No Build" Forecast L.O.S. A/B <u>OR</u> < 5,000 2035 ADT Low		
B) System Connectivity - Explain how the project enhances the integration and connectivity of the transportation system for people and freight. <i>Improves a Principal Arterial, Minor Arterial or Increases Structural Capacity to a 10 Ton Route: High</i> <i>Improves an Urban Collector: Medium</i> <i>Improves a Rural Major Collector: Low</i>		
C) Multimodal - Explain how the project promotes walking, bicycling, transit and other modes as an integral component of the transportation system. <i>Sidewalk and Designated Bikeway/Wide Shoulder: High</i> <i>Sidewalk or Designated Bikeway/Wide Shoulder: Medium</i> <i>No Multi-Modal Accommodations: Low</i>		
D) System Condition - Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations. <i>20+ Year Old Pavement or Structurally Deficient Bridge: High</i> <i>10-19 Year Old Pavement: Medium</i> <i>< 10 Year Old Pavement: Low</i>		
E) Safety - Explain how the project or elements of the project may improve safety. <i>Addresses APO TSM Crash Location or MnDOT Recommended RR Crossing Safety Improvement: High</i> <i>Addresses Other Documented Crash/Safety Location: Low</i>		
F) Economic Vitality - Explain how the project supports the economic development and job retention/creation goals in the community and region. <i>Improves Commercial/Industrial Access and Promotes Economic Development Plans and Recruitment Efforts: High</i> <i>Does not Directly tie to Improved Commercial/Industrial Access or Economic Development Plans or Recruitment Efforts: Low</i>		
G) Equity - Explain how APO provision of federal funding for the project will contribute to regional funding equity. <i>Jurisdiction is Below Equity Compared to % of VMT: High</i> <i>Jurisdiction is At or Near Equity Compared to % of VMT: Medium</i> <i>Jurisdiction is Above Equity Compared to % of VMT: Low</i>		
H) Project Deliverability - Identify the required federal NEPA document and discuss issues that may delay project deliverability (i.e. community concerns, funding, ROW, historical/cultural issues). <i>No Known Controversy or Issues: High</i> <i>Limited Potential for Controversy or Issues: Medium</i> <i>Significant Potential for Controversy or Issues: Low</i>		

St. Cloud Area Planning Organization
FY 2018 & 2019 Federal Formula Project Requests*

Project Information								
Project	(Sponsoring Agency) Jurisdiction	Project Type	Short Title Description	APO TAC Recommendation		Submitted Federal Request	Submitted Local Match	Total Project Cost
Road & Bridge (Expansion) - APO 2035 Plan Investment Target (\$1,060,000)								
33rd St. S: Southway Dr. to Cooper Ave.	City of St. Cloud	Roadway Expansion	Expansion of two-lane undivided roadway to a four-lane divided roadway with sidewalk and trail amenities.	\$1,300,000	38%	\$1,900,000	\$1,500,000	\$3,400,000
Expansion Target Range within 2% of Plan target (and consideration of minimum 30% federal project cost share) = \$1,125,000 - \$1,290,000			Total Road/Bridge Expansion Requests	\$1,300,000		\$1,900,000	\$1,500,000	\$3,400,000
Road & Bridge (Safety/Preservation) - APO 2035 Plan Investment Target (\$1,900,000)								
Benton Dr.: Second Ave. S to TH 10	City of Sauk Rapids	Roadway Reconstruction	Reconstruct Benton Dr. from 2nd Ave S to TH 10, roadway, sidewalk, drainage, and lighting.			\$1,785,000	\$1,785,000	\$3,570,000
County Rd 135 (2nd Ave S): CSAH 137/7th St. S to CSAH 75/Division St	Stearns County	Roadway Reclamation, Reconditioning & Resurfacing	County Road 135 Resurfacing from CSAH 137 to CSAH 75			\$400,000	\$100,000	\$500,000
CSAH 75: Old Collegeville Rd to CSAH 81	Stearns County	Roadway Reclamation, Reconditioning & Resurfacing	CSAH 75 Resurfacing from Old Collegeville Road to CSAH 81	\$1,260,000	80%	\$1,260,000	\$315,000	\$1,575,000
CSAH 29/1st St.: CSAH 33 intersection	Benton County	Intersection Operation Improvement	CSAH 29/CSAH 33 Intersection operational improvements	\$400,000	80%	\$400,000	\$100,000	\$500,000
9th Ave. S: 4th St. S to 22nd St. S	City of St. Cloud	Roadway Reclamation, Reconditioning & Resurfacing	Mill and resurface roadway surface and reconstruct pedestrian ramps as required for current ADA compliance.			\$1,120,000	\$280,000	\$1,400,000
Safety/Preservation Target Range within 2% of Plan target = \$1,670,000 - \$2,130,000			Total Safety/Preservation Requests	\$1,660,000		\$4,965,000	\$2,580,000	\$6,145,000
Transit, Bike & Pedestrian (Multi-Modal) - APO 2035 Plan Investment Target (\$160,000)								
Two Class 500 CNG Bus Replacements	St. Cloud Metro Bus	Bus Replacement	Replace two class 500 paratransit vehicles	\$160,000	45%	\$286,400	\$71,600	\$358,000
Multi-Modal Target Range within 2% of Plan target = \$0 - \$390,000			Total Multi-Modal Requests	\$160,000		\$286,400	\$71,600	\$358,000
				Federal		Local	Total	
Total of All Requests				\$3,120,000		\$7,151,400	\$4,151,600	\$9,903,000
APO Federal Funding Target (FY 2018 & 2019)				\$3,120,000				

*Projects listed in the order received and not in prioritized order.

APO Policy Board Federal Funding Approval February 27, 2014

St. Cloud Area Planning Organization FY 2018 & 2019 Federal Formula Fund Projects

Project Information						
Project	(Sponsoring Agency) Jurisdiction	Project Type	Short Title Description	Federal Funding Approved by APO Policy Board	Total Project Cost	Proposed Fiscal Year
33rd St. S: Southway Dr. to Cooper Ave.	City of St. Cloud	Roadway Expansion	Expansion of two-lane undivided roadway to a four-lane divided roadway with sidewalk and trail amenities.	\$1,300,000	\$3,400,000	2019
CSAH 75: Old Collegeville Rd to CSAH 81	Stearns County	Roadway Reclamation, Reconditioning & Resurfacing	CSAH 75 Resurfacing from Old Collegeville Road to CSAH 81	\$1,260,000	\$1,575,000	2018/2019
CSAH 29/1st St.: CSAH 33 intersection	Benton County	Intersection Operation Improvement	CSAH 29/CSAH 33 Intersection operational improvements	\$400,000	\$500,000	2018
Two Class 500 CNG Bus Replacements	St. Cloud Metro Bus	Bus Replacement	Replace two class 500 paratransit vehicles	\$160,000	\$358,000	2019
APO Federal Funding Target (FY 2018 & 2019)				\$3,120,000		

APPENDIX D

Central Minnesota ATP Operations & Policy Manual



Minnesota Department of Transportation

District 3 - Planning
7694 Industrial Park Road
Baxter, MN 56425

Office Tel: (218) 828-5779
Fax: (218) 828-5815

Memo

TO: Robert Hofstad
Office of Capital Programs and Performance Measures

FROM: Steve Volz
District Planning Director

DATE: April 12, 2010

SUBJECT: ATP-3 Area Transportation Improvement Program (ATIP) Amendment and Administrative Modification Policy

On April 8, 2010, ATP-3 took action to approve a policy that provides guidance on when formal action is required to amend its four-year Area Transportation Improvement Program (ATIP) and when such action is not warranted. The approved policy took into account the guidance developed by Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and the Mn/DOT Office of Capital Programs and Performance Measures (OCPM) for processing amendments and administrative modifications to the State Transportation Improvement Program (STIP).

ATP-3's policy builds upon its past practices for managing state and local projects in the ATIP, as outlined in the *ATP-3 Operations and Policy Manual*. ATP-3 made an effort to better translate its current ATIP management policies into an overarching ATIP amendment policy that is more closely aligned with the STIP amendment and administrative modification guidance developed by OCPM in consultation with FHWA and FTA. The result is a policy that better clarifies ATP-3's ATIP amendment requirements, serves to streamline the ATIP amendment decision-making process, and minimizes potential delays to projects that would otherwise require formal action by ATP-3.

The following is ATP-3's official approved guidance for considering ATIP amendments and administrative modifications. ATP-3 will be incorporating this guidance into future updates of the *ATP-3 Operations and Policy Manual*.

ATP Action Not Required:

1. The total cost of a project increases to warrant an amendment under OCPM's guidance. The increase is not caused by a scope change. The lead agency agrees to fund the difference in project cost. Fiscal constraint of the ATIP is maintained. For state projects, Mn/DOT District 3 may approve cost and scope changes so long as local federal projects are not adversely affected.

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Robert Hofstad, Office of Capital Programs and Performance Measures
Area Transportation Improvement Program (ATIP) Amendment and Modification Policy
April 12, 2010
Page 3

3. ATP-3 experiences an increase or reduction in its federal funding target that cannot be addressed as part of its normal ATIP update process. ATP-3 is asked to manage the increase or reduction in federal funding to ensure fiscal constraint of the ATIP is maintained. The changes required to the program are complicated and do not otherwise neatly conform to ATP-3's existing policy on managing increases and reductions in federal funding. ATP-3 meets to consider these requests and takes action as it deems appropriate.
4. Any unforeseen requirements necessitating an amendment that is not already covered by this policy.

Mn/DOT District 3 staff will provide regular updates to ATP-3 regarding changes to the ATIP and will keep members posted of actions that may require an amendment or administrative modification of the STIP. ATP-3 reserves the right to act independently from these policies at its discretion.

Please call if you wish to discuss or have questions relating this policy.

min

cc: ATP-3 Membership
Robert Busch - Mn/DOT District 3, Baxter
Shawn Chambers - Mn/DOT Mail Stop 440
Kelvin Howieson - Mn/DOT District 3, Baxter
Abigail McKenzie - Mn/DOT Mail Stop 440
Susan Moe - FHWA St. Paul Division
Jim Povlich - Mn/DOT District 3, St. Cloud
Mary Salfgren - Mn/DOT District 3, Baxter
Susan Siemens - Mn/DOT District 3, St. Cloud
Marisol Simon, FTA Region V
Derrell Turner, FHWA St. Paul Division

Robert Hofstad, Office of Capital Programs and Performance Measures
Area Transportation Improvement Program (ATIP) Amendment and Modification Policy
April 12, 2010
Page 2

2. There is a minor change in the scope of a project whereby the changes to the project scope remain consistent with the original intent of the programmed project. The lead agency agrees to fund the difference in project cost. Fiscal constraint of the ATIP is maintained.
3. The scope of a local project is changed to warrant an amendment under OCPM's guidance. The proposed scope is significantly different from the original programmed project. The region (e.g., RDC or MPO) originally responsible for ranking the project agrees with the change. Fiscal constraint of the ATIP is maintained.
4. The scope of a project is changed that also affects the overall total cost of the project. Both of these changes meet the amendment requirements under OCPM's guidance. The region (e.g., RDC or MPO) originally responsible for ranking the project agrees with the changes. The lead agency agrees to fund the difference in project cost. Fiscal constraint of the ATIP is maintained.
5. Advancements and deferrals of local projects recommended by the District 3 State Aid Engineer necessary to maintain fiscal constraint of the local federal aid program in the first year of the ATIP.
6. Advancements, deferrals, and additions of state trunk highway projects recommended by Mn/DOT District 3 to maintain fiscal constraint of the state trunk highway construction program in the first year of the ATIP.
7. A new project is being recommended for inclusion in the STIP, whereby the funding source(s) for this project do not involve the use of the federal formula funds targeted to ATP-3. These projects may include federal high priority, appropriations, and earmark projects determined by Congress and the President; FTA Section 5309 transit capital projects; Public Lands; Forest Highways, Scenic Byways, and various state funded projects determined by the State Legislature and Governor.
8. A new project is being recommended for inclusion in the STIP, whereby ATP-3 is not granted the opportunity to participate in the project solicitation and selection process. These type of projects include those listed in item 3 but may also include any federal or state funded projects where Mn/DOT is chiefly responsible for project selection. Recent examples include projects funded by the American Recovery and Reinvestment Act, Minnesota Chapter 152, Certain Allocated Funds, Safe Routes to School, Highway Safety Improvement Program, etc.

ATP Action Required:

1. The scope of a local project is changed to warrant an amendment under OCPM's guidance. The change in scope is significantly different from the original programmed project. The lead agency is not seeking additional federal funding. The region (e.g., RDC or MPO) responsible for originally ranking the project does not agree with the scope change. The lead agency is appealing the region's decision. ATP-3 meets to consider the request and takes action as it deems appropriate.
2. The total cost of a project increases to warrant an amendment under OCPM's guidance. The change in total project cost may affect either the original programmed project or is caused by a scope change to this project. The lead agency is seeking additional federal formula funding from ATP-3 to cover the difference. ATP-3 meets to consider the request and, if approval is granted, ensures fiscal constraint of the ATIP is maintained.

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CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP

OPERATIONS AND POLICY MANUAL

Adopted
June 20, 1996

Revised
October 20, 1999
November 2, 2001

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TABLE OF CONTENTS

CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP

OPERATIONS AND POLICY MANUAL

I.	INTRODUCTION	
A.	Purpose	I.1
B.	Background	I.2
1.	State Transportation Improvement Program and TEA-21	I.2
2.	Area Transportation Partnerships	I.2
3.	ATP, RDC and MPO Boundaries	I.3
II.	CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP	
A.	General	II.1
B.	Membership	II.1
C.	Terms/Appointments	II.3
D.	Roles and Responsibilities	II.4
E.	Attendance	II.4
F.	Committees	II.5
1.	ATIP Development Committee	II.5
2.	Transit Committee	II.6
III.	TRANSPORTATION INVESTMENT PROCESS	
A.	General	III.1
B.	Regional Federal Funding Targets	III.1
C.	Transportation Investment Goals	III.2
D.	District, RDC and MPO Involvement	III.4
1.	District	III.4
2.	Regional Development Commission	III.5
3.	Metropolitan Planning Organization	III.5
E.	Public Participation	III.6
IV.	DEVELOPMENT OF AREA TRANSPORTATION IMPROVEMENT PROGRAM	
A.	Candidate Project Solicitation	IV.1
1.	Local Projects	IV.4
2.	State Projects	IV.5
B.	Candidate Project Ranking	IV.6
1.	Local Projects	IV.6
2.	State Projects	IV.7
C.	Candidate Project Prioritization	IV.8
1.	Regional Prioritization Process	IV.8
2.	Regional Federal Funding Subtargets	IV.9
3.	Merging Regional Transportation Priorities	IV.12
D.	Minnesota Transportation Revolving Loan Fund	IV.13

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2019/999 & 11/02/2001

V.	MANAGEMENT OF AREA TRANSPORTATION IMPROVEMENT PROGRAM	
A.	General	V.1
B.	Managing Revisions to Project Cost Estimates	V.2
C.	Managing Changes in Project Scope	V.3
D.	Managing Increases and Reductions in Federal Funding	V.3
E.	Linking Projects in the STIP	V.4

VI.	GLOSSARY OF TERMS	VI.1
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LIST OF FIGURES

Figure I.1 -- ATP Boundary Map	I.3
Figure I.2 -- RDC/MPO Boundary Map	I.4
Table II.1 -- ATP Membership Numbers	II.1
Table II.2 -- ATP Membership List	II.2
Figure IV.1 -- Central Minnesota ATP ATIP Development Process	IV.3
Table IV.1 -- Target Formula	IV.9
Table IV.2 -- Regional Federal Funding Subtargets	IV.10
Figure IV.2 -- Central Minnesota ATP Mode Integration Strategy	IV.11
Figure IV.3 -- Central Minnesota ATP TRLF Project Selection and Approval Process	IV.14

LIST OF APPENDICES

APPENDIX 1	PROJECT NOMINATION FORMS
APPENDIX 2	IMPLEMENTATION GUIDANCE FOR STIP DEVELOPMENT
APPENDIX 3	ATP MEETING MINUTES
APPENDIX 4	CURRENT AREA TRANSPORTATION IMPROVEMENT PROGRAM
APPENDIX 5	FINANCIAL ANALYSIS
APPENDIX 6	DISTRICT WORK PLAN/PROJECT STUDIES PLAN

iv

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2019/999 & 11/02/2001

I. INTRODUCTION

A. PURPOSE

This Operations and Policy Manual was prepared and adopted by the Central Minnesota Area Transportation Partnership (Partnership). The manual provides the Partnership with an overall framework to develop the Area Transportation Improvement Program (ATIP). The ATIP is an integrated list of transportation priorities that the Partnership recommends for inclusion in the State Transportation Improvement Program (STIP). The manual offers guidance for managing the Partnership's operations. It also contains guidance for administering the projects in the ATIP after they have been included in the STIP and authorized for implementation.

The objectives of this manual are to:

1. Provide information regarding Mn/DOT's statewide transportation investment process
2. Identify membership, roles, and responsibilities of the Partnership
3. Establish uniform procedures for the solicitation, ranking, and selection of projects seeking federal funds
4. Set framework for the equitable distribution of federal funds for local projects
5. Provide guidance for integrating modal and regional transportation priorities
6. Establish procedures for managing projects programmed in the ATIP

The appendices of this manual provide the Partnership with supplementary information to support its operations. Appendix 1 includes the project nomination forms and evaluation criteria that will be used in the project selection process. Appendix 2 contains the *Guidance for Development of Minnesota's Statewide Transportation Improvement Program (STIP Guidance)*, consisting of information about the Transportation Equity Act for the 21st Century (TEA-21), the statewide investment process, the STIP development schedule, and STIP management. The STIP funding guidance is also included in this appendix and provides an updated estimate of available federal and state funds for which to develop the Partnership's ATIP. Appendices 3-7 are reserved for storing relevant materials associated with the Partnership's process: meeting minutes, current ATIP, financial analyses, the Mn/DOT District 3 Work Plan/Project Studies Plan, and the Minnesota Transportation Revolving Loan Fund.

While the manual attempts to standardize many recurring activities by establishing specific policies and procedures, there may be instances where the Partnership must act independently from the guidance prescribed herein. In these cases, the Partnership must operate in a manner consistent with the intent of the policies contained in this manual and those contained in the State's STIP guidance.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2019/999 & 11/02/2001

1.1

B. BACKGROUND

1. State Transportation Improvement Program and TEA-21

The passage of TEA-21 in 1998, built upon its predecessor the Intermodal Surface Transportation Efficiency Act, which created a new focus for transportation planning and programming for the Nation. Both acts required each state to produce a STIP. The STIP is a comprehensive three-year schedule of planned transportation projects eligible for federal transportation aid. The STIP is fiscally constrained according to the funding that the Partnership can reasonably expect to be available for the life of the document.

The STIP must include capital and most non-capital transportation projects proposed for funding under Title 23 (Highway) and Title 49 (Transit) of the U.S. Code. The STIP must also contain all regionally significant transportation projects requiring an action by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). For informational purposes, the STIP should include all regionally significant projects proposed to be funded with other federal and/or non-federal funds despite jurisdictional sponsor or mode.

TEA-21 requires states and metropolitan areas to emphasize public involvement in developing transportation plans and programs. Since many investment decisions included in the STIP have potentially far-reaching effects, TEA-21 requires planning processes to consider such factors as land use and the overall social, economic, energy, and environmental effects of transportation decisions. Since these planning activities provide input into the programming process, there must also be reasonable opportunities for public comment in the development of the STIP.

2. Area Transportation Partnerships

Minnesota has established a decentralized investment process relying upon the input and recommendations of eight Area Transportation Partnerships (ATPs) throughout the state. The primary role of the various ATPs is to bring together the transportation recommendations of the Regional Development Commissions (RDC), Metropolitan Planning Organizations (MPO), Mn/DOT, and other interests requesting federal transportation funding into an integrated list of transportation investments or draft ATIP.

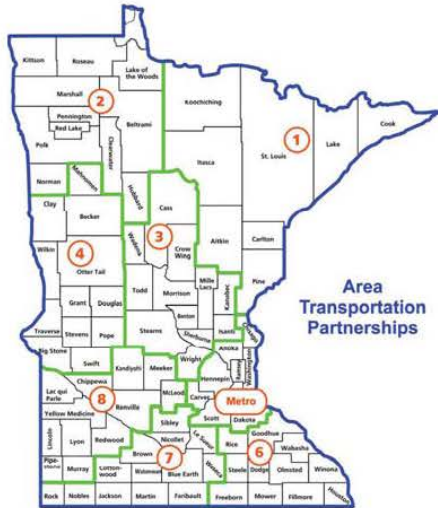
ATPs prepare their draft ATIPs annually. The ATPs cover a minimum three-year time frame. ATPs should respect the transportation priorities of the RDCs, MPOs, and the Mn/DOT Districts in developing their ATIPs. ATPs can elect to establish criteria to help in project selection. They can also develop policies and procedures to manage their individual programs and activities. Once the ATPs develop their draft ATIPs, they recommend that the document be included in the STIP.

1.2

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2019/999 & 11/02/2001

3. ATP, RDC, and MPO Boundaries

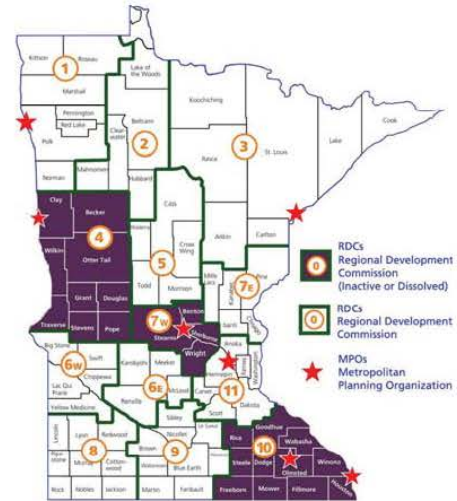
ATP boundaries generally follow Mn/DOT State Aid District boundaries. The geographic area represented by the Central Minnesota ATP encompasses a 12-county area. The counties included in this area are as follows: Benton, Cass, Crow Wing, Itasca, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wadena, and Wright. Aitkin County, which is part of the Mn/DOT District 3 State Aid area, was extended an opportunity to join the District 3 ATP but chose to align itself with its respective RDC area. Therefore, Aitkin County is now part of the District 1 ATP. Figure I.1 is a map illustrating the eight ATP boundaries.



Central Minnesota ATP Operations and Policy Manual - Rev. 1/02/01/999 & 11/02/2001

I.3

The area served by the Partnership has two active RDCs and one designated MPO. They include the Region 5 Development Commission, the East Central Regional Development Commission (Region 7E), and the St. Cloud Area Planning Organization. The Partnership's programming area also includes former Region 7W. That region has organized a special transportation advisory committee and separate policy board to assume programming responsibilities. The authority for this organization was made possible through a Joint Powers Agreement mutually executed by Benton, Sherburne, Stearns, and Wright Counties. Figure I.2 depicts the RDC and MPO boundaries.



Central Minnesota ATP Operations and Policy Manual - Rev. 1/02/001 & 11/02/2001

I.4

II. CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP

A. GENERAL

Sound planning and public involvement provide the basis for good transportation decisions. Planning processes must appropriately involve special interests, citizens, non-traditional partners, professionals, and regional and local governments. The products derived from these processes become the foundation for project selection. A group that respects these processes can best accomplish priority setting, involving tradeoffs between competing needs within an ATP's programming area.

B. MEMBERSHIP

The Partnership's successful operation rests with its membership. Persons serving on the Partnership must possess broad, multi-modal, and multi-jurisdictional perspectives and sensitivities regarding transportation issues. They should also be closely involved in the above described planning processes. According to the SIP Guidance, the Partnership must include representation from Mn/DOT District 3, the St. Cloud APO, and the area's RDCs at a minimum.

In response to the basic criteria mentioned above, the Partnership was established consisting of 18 voting and six non-voting members. Table II.1 reports the functional group representatives comprising the Partnership's membership. Functional groups are responsible for managing their appointments and appointing alternate members to attend meetings in the absence of regular voting members. Table II.2 on the following page lists the current voting and non-voting membership. Section II.C. contains specific guidance on how appointments are made.

Table II.1

PARTNERSHIP MEMBERSHIP			
Voting Members		Non-Voting Members	
Representing	No.	Representing	No.
Mn/DOT District 3	2	Mn/DOT District 3 Staff (ATP Facilitator)	3
RDC 5	2	RDC 5 Staff	1
RDC 7E	2	RDC 7E Staff	1
Former RDC 7W	2	Tribal Nation Advisor	1
St. Cloud APO	2		
County Engineer (North Half of District 3)	1		
County Engineer (South Half of District 3)	1		
City Engineer (North Half of District 3)	1		
City Engineer (South Half of District 3)	1		
Leech Lake Band	1		
Mille Lacs Band	1		
Rural Transit	1		
St. Cloud MTC	1		
TOTAL	18	TOTAL	6

Central Minnesota ATP Operations and Policy Manual - Rev. 1/02/01/999 & 11/02/2001

II.1

Table II.2
District 3 ATP Membership List

VOTING MEMBERS		
NAME/TITLE	PHONE	REPRESENTING
Steve Backlund, Morrison County Engineer	(320) 682-0020 Fax (320) 682-8510	RDC-5
Duane Black, Crow Wing County Engineer	(218) 824-1110 Fax (218) 824-1111	County Engineers No. Half of District 3
Toni Christensen, Transit Planner St. Cloud MTC	(320) 231-1489 Fax (320) 231-0499	St. Cloud MTC
Jim Dring, Cass County Commissioner	(218) 820-7488 Fax (218) 820-7488	RDC-5
Jacqueline Forner, Chisago-Jacobi Co. Transit Coordinator	(763) 689-8130 Fax (763) 689-8134	Rural Transit
Richard Holman, Itasca County Engineer	(763) 689-1870 Fax (763) 689-6823	RDC-7E
Kelvin Johnson, District 3 State Aid Engineer	(218) 828-2475 Fax (218) 828-2210	Mn/DOT District 3
Stephanie Kozak, Elk River Mayor	(763) 441-5955 Fax	Region 7W, Sherburne County Cities
Bob Kram, Benton County Engineer	(320) 968-5051 Fax (320) 968-5333	County Engineers, South Half
Mike Lundy, St. Cloud City Council	(320) 240-0000 Fax	St. Cloud APO
Malcolm Larson, Cambridge Twp. Clerk	(763) 689-2491 Fax	RDC-7E
Scott Mares, St. Cloud APO Transit Planner	(320) 232-7558 Fax (320) 232-6537	St. Cloud APO
Dick Mattson, Wright County Commissioner	(763) 682-3163 Fax (763) 682-7685	Former Region 7W, Wright County
Mike Melhorn, Planner	(320) 232-7438 Fax (320) 232-4199	Mille Lacs Band
Jim Povich, D3 ADP Planning & Programming	(320) 654-5192 Fax (320) 235-3257	Mn/DOT District 3
Aurette Vaughn, Int. Dev. Director/Tribal Roads & Coordination	(218) 315-6940 Fax (218) 315-8309	Leech Lake Band
Bruce Weathers, Moorhead City Engineer	(763) 271-3236 Fax (763) 295-4404	City Engineers South Half of District 3
Dany Wotke, Sault Rapids & Vireo Park City Engineer	(320) 232-4300 Fax (320) 259-4301	City Engineers North Half of District 3
NON-VOTING MEMBERS		
NAME/TITLE	PHONE	REPRESENTING
Bob Bollerbeck, Transportation Planner	(320) 979-4005 Fax (320) 979-4120	RDC-7E
Chris Etker, Transportation Planner	(218) 894-3228 Fax (218) 894-1328	RDC-5
Doug Johnson, BIA Membership	(218) 731-2011 Fax (218) 731-5547	Advisory Status
Mick Marston, District Director, Congressional Kennedy's Office	(763) 684-1600 Fax	
Mary Salgren, Transportation Planner	(218) 825-2154 Fax (218) 828-6105	Mn/DOT District 3
Shea Shores, Transit Planner	(320) 203-6157 Fax (320) 235-3257	Mn/DOT District 3
Steve Voss, District Planner	(218) 828-2475 Fax (218) 828-6105	Mn/DOT District 3

II.2

Central Minnesota ATP Operations and Policy Manual - Rev. 1/02/001 & 11/02/2001

C. TERMS/APPOINTMENTS

There are no prescribed terms or limits on service length for Partnership members. However, functional groups must review their membership at least every two years from the time of appointment or reappointment to the Partnership. Once appointed, members continue to serve on the Partnership until such time that the functional group appointing the member selects a new appointment.

Individuals may resign their membership on the Partnership. Resigning members should contact their respective functional group as early as possible to notify them of their decision so a new appointment can be made. Similarly, if a member becomes temporarily incapacitated or is unable to attend a meeting for any reason, they should contact their functional group so an alternate appointment may be assigned.

Each region is responsible for appointing two voting members to serve on the Partnership. At least one of these members must be an elected official. Further, each region is authorized one non-voting member who shall be an employee of an active RDC or MPO from within the region unless an employee from one of these agencies has already been appointed to serve as a voting member on the Partnership to represent the region. In former Region 7W, a Mn/DOT District 3 staff person shall perform the duties of a non-voting member since the district is currently responsible for facilitating the Partnership's ATP development process in that region.

The District 3 County Engineers' Group is responsible for appointing two county engineers to serve on the Partnership: one to represent the north half and the other to represent the south half of the Partnership's programming area. Similarly, the Mn/DOT District 3 City Engineers' Group is responsible for appointing two city engineers to serve on the Partnership to represent cities over 5,000 population: one to represent the north half and the other to represent the south half of the Partnership's programming area. Other functional groups, i.e., transit, tribal nations, etc. represented on the Partnership shall have discretion in making their appointments.

The Partnership shall appoint a Chair to preside over its meetings and to represent the body at various functions. A simple majority vote of the voting members present shall decide the appointment of the Chair. The Chair's term shall be a period of two years. The Partnership shall determine selection of the Chair at the final meeting of the ATP development process. The term of service shall commence at the first meeting of the next ATP development process following selection.

The Partnership shall also appoint a Vice Chair to preside over meetings of the Partnership and to represent the body at various functions in the Chair's absence. Appointment of the Vice Chair shall be determined in the same manner and during the same time frame as the Chair. The term of service for this appointment shall be two years. It shall commence at the first meeting of the next ATP development process following selection.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/1999 & 11/02/2001

11.3

F. COMMITTEES

The Partnership may establish various committees to provide support in the execution of its duties. Such committees typically serve in an advisory capacity to the Partnership unless otherwise noted, and may be formed on a permanent or temporary basis at the Partnership's discretion. These committees may be formed to conduct investment program reviews, to help in project solicitation and selection, or to study particular issues and concerns of the Partnership.

Membership composition may vary depending upon the committee's purpose or function. Generally, the Partnership should select committee members from its voting and non-voting membership. In selecting appointments, the Partnership must exercise good judgment. It must ensure fair and adequate representation in selecting the size and make up of each committee. Membership should also be established in a way that contributes toward the development of responsible products for the Partnership to consider.

The Partnership may authorize external appointments to serve on committees. In these instances, the Partnership must ensure that prospective appointees adequately reflect the interests of the groups they are representing, possess expertise in the area to be studied by the committee, or offer some special contribution to the committee which could not have otherwise been obtained from the existing membership on the Partnership.

There are two active standing committees to assist the Partnership. They include:

- 1) ATP Development Committee
- 2) Transit Committee

1. ATP Development Committee

The primary role of the ATP Development Committee is to merge the local and state transportation priorities of the RDCs, APO, and Mn/DOT District 3 into an integrated list of projects called the draft ATP. The committee presents its recommendation to the Partnership as a recommendation for approval. In addition to developing the draft ATP, the committee may advise the Partnership on other matters relating to the development and management of the ATP. However, the committee shall not serve as a policy making body unless the full Partnership has granted them permission to do so.

Membership shall consist of the following individuals: Mn/DOT District 3 State Aid Engineer; one representative from each RDC; one representative from the St. Cloud APO; one person representing transit; one representative from Mn/DOT District 3 Planning and Programming; and one person representing the area's tribal nations. An additional Mn/DOT District 3 staff person may be assigned to facilitate the activities of this committee. A RDC and APO planner may also participate, if not already in an ex-officio capacity represented on the regular membership of this committee.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/1999 & 11/02/2001

11.5

D. ROLES AND RESPONSIBILITIES

The role of the Partnership is multifaceted but focused primarily on the development of the draft ATP. This charge involves establishing and maintaining a process for soliciting and selecting candidate projects for inclusion in the draft ATP. It also involves developing relevant criteria to aid the Partnership in the screening and selection of projects.

Another one of its responsibilities is to manage the ATP following approval of the STP. The Partnership accomplishes this through the development and enactment of various policies and procedures governing such things as changes in project scopes or cost estimates that may result in revisions or amendments to the STP. These policies may also provide guidance to the Partnership in managing increases or reductions in federal or state funding that have been targeted to the area for implementing projects in the ATP.

Non-voting members play an important role in assisting the Partnership. Despite not having exclusive voting privileges, non-voting members may attend regular meetings of the Partnership. Further they may participate in the activities of, and hold full membership on, various committees of the Partnership. At regular meetings of the Partnership, non-voting members shall be identified during roll call and their name plates shall be distinct from the voting membership to reflect their status.

E. ATTENDANCE

The Partnership strongly encourages maximum attendance and participation at its meetings. The Chair shall take roll call at the beginning of each meeting. The Chair shall alert the Partnership of members who have two or more absences within a one year period. The Partnership may take appropriate action to encourage attendance. Such actions might include verbal or written notices to the functional group appointing the absentee member.

Voting members unable to attend a meeting may send an alternate member in their absence. Alternate members shall be entitled to vote. If neither the designated nor the alternate member can attend the meeting, the other delegate representative for that functional group (if there is more than one) shall not be entitled to cast a vote for the absent member.

11.4

Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/2001 & 11/02/2008

2. Transit Committee

The Transit Committee is responsible for soliciting transit vehicle capital requests within the geographic area served by the Partnership. The committee works in consultation with the Mn/DOT Office of Transit and local transit system managers to identify a list of candidate projects requesting federal transportation funding under the TEA-21 Surface Transportation Program. Projects to be funded by the Federal Transit Administration are not required to be reviewed by this committee.

After identifying a list of candidate projects, the committee reviews each request on the basis of need and develops a rank-ordered listing of projects to submit to the RDCs, APO, and District. In turn, these organizations are responsible for considering the committee's recommendations in developing their prioritized list of local transportation projects seeking federal funds for their regions.

Membership on the Transit Committee shall consist of one representative from each rural, small urban, and urban transit system within the Partnership's programming area. The Mn/DOT District 3 Transit Program Manager shall be assigned to this committee. The Mn/DOT District 3 Transit Program Manager shall be responsible for facilitating and presiding over the meetings of the committee. Each person assigned to serve on the committee shall be entitled to vote.

11.6

Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/2001 & 11/02/2008

III. TRANSPORTATION INVESTMENT PROCESS

A. GENERAL

The Partnership employs a decentralized approach to implement its transportation investment process. It does so by seeking the participation of the area's two active RDCs (Region 5 Development Commission and East Central Regional Development Commission) and one MPO (St. Cloud APO). A special transportation advisory committee and policy board have been created to assume the roles of these regional agencies in former Region 7W outside the St. Cloud APO's designated 20-year metropolitan planning area.

Decentralization of the Partnership's investment process assures that projects considered for federal funds reflect regional transportation priorities. Regional agencies participating in this process ensure the proposed projects being submitted adequately address their area's unique transportation needs. Since each region has its own designated policy board consisting of locally elected officials, there is a greater sense of political accountability back to the citizenry for the proposed projects. This results in increased ownership concerning the projects selected in each region.

The Partnership's decentralized investment process encourages effective use of existing organizational structures through the involvement of the APO and the area's two RDCs. This avoids unnecessary duplication. These regional planning bodies are logical forums for discussing significant transportation matters. They are further positioned to evaluate how certain transportation issues impact the development and quality of life within their respective regions.

B. REGIONAL FEDERAL FUNDING TARGETS

Regional targets are a flexible, short range (three-year) planning tool to assist ATPs in establishing a level of investment for addressing transportation issues and problems within their areas. Targets provide an estimate so the ATPs can develop their respective ATPs. They do not provide ATPs any assurance that they will receive their annual target amount of federal funds. The average annual targets should be expected to vary throughout the time frame of the STIP and its subsequent updates.

Each year, Mn/DOT Office of Investment Management updates the STIP funding guidance. This guidance contains the estimated federal aid highway and state trunk highway funding available for developing the three-year STIP. Target regional federal funding is an estimate of the federal highway funding available to the ATPs for developing their ATPs. This target funding excludes High Priority Project (DEMOS), Federal Lands (Forest Highway, Public Lands, and Indian Reservation Roads), Scenic Byways, Intelligent Transportation System (ITS) funding, and other discretionary programs.

The target formula is based on a 40/60 percent split between system size and system usage. Factors measuring system size and system usage are used as proxies for existing deficiencies and reflect future usage rather than a backlog of existing deficiencies. System size factors reflect Mn/DOT's commitment to preserving the existing transportation system and include the following: statewide bridge area, federal aid lane miles, and public transportation/buses. The usage factors capture the impact of vehicle use on the system and the contribution made by users to the highway trust fund. System usage factors include the following: total vehicle miles traveled (VMT), heavy commercial vehicle miles traveled (HCVMT), and forecasted population. For a more complete explanation of these factors and the target formula, refer to Appendix 2, the STIP Guidance.

In addition to setting the regional federal funding targets, Mn/DOT estimates the state funds available to each ATP programming area. Generally, the same percentages used in calculating the regional federal funding targets are used to determine the amount of state funds to be available to the Mn/DOT District Offices for exclusive use on the trunk highway system. The ATPs must include the projects where these funds are used in their ATPs. Conversely, projects funded with State Aid funds distributed to counties and municipalities over 5,000 population are not required to be included in the STIP unless these funds are used to match federal transportation funds.

Upon receipt of the regional federal funding targets, the Partnership develops state and local subtargets to provide Mn/DOT District 3 and local governments with a place to start in developing the draft ATP. In developing these subtargets, the Partnership targets 75 percent of its targeted available federal funds for projects on the trunk highway system. The remaining 25 percent of funds may be used for locally-sponsored transportation projects. Further, the Partnership allows for a modest level of over programming of the federal funds targeted to the area in preparing the draft ATP though there is no guarantee that it will receive this additional funding. These levels are set in the STIP funding guidance.

C. TRANSPORTATION INVESTMENT GOALS

The state's transportation investment process is based on statewide goals and objectives. These goals are drawn from statewide planning and policy studies. From these plans and studies, a set of principles has been created that are used to set transportation investment priorities for the state. There are four basic investment categories or goals: preservation, management and operations, replacement, and expansion. A greater emphasis should be placed on preservation and management of the existing transportation system, with safety as a key criterion in all the categories.

Shown below are priorities to be used in determining an appropriate level of investment for each category.

- Priority 1 - Preservation Goal: 30-40 percent of investment
- Priority 2 - Management and Operations Goal: 5-15 percent of investment
- Priority 3 - Replacement Goal: 25-35 percent of investment
- Priority 4 - Expansion Goal: 15-25 percent of investment

Definitions to these investment priorities, as taken from the state's STIP guidance, follow:

PRESERVATION: To maintain existing system at a minimum level that will provide for the safe movement of people and freight. A focus is on activities that retain or restore the existing condition without necessarily extending the service life or adding capacity. Traditional program categories include road repair, resurfacing, reconditioning, and bridge repair. Transit projects considered under this category include operating assistance for existing transit service, bus rehabilitation/refurbishing, bus replacement with same size bus, bus replacement due to end of useful life, and facility repair (garage, terminals, shelters, etc.).

MANAGEMENT AND OPERATION: To safely and efficiently manage and operate existing systems, effectively addressing critical safety and operations programs through minor and moderate cost improvements. Traditional program categories include cooperative agreements, right-of-way, enhancement, junkyard screening, planning, rest area/beautification, safety capacity, safety high hazard, safety rail, and traffic management. Transit activities include administration, training, studies, and planning activities.

REPLACEMENT: To enhance economic development by replacing eligible system pieces or elements; reduce barriers such as weight restrictions, bottlenecks, and system disruptions. Traditional program categories include bridge replacement and reconstruction. Transit projects under this category include bus replacement with larger size bus.

EXPANSION: To attain a competitive advantage for the state by reducing travel times and maintaining mobility; alternatives that do not favor drive alone person/vehicle should generally receive priority over adding all-purpose road lanes. Traditional program categories include major construction. Transit expansion projects include operating assistance for new transit service, fleet expansions, and construction of new facilities (garage terminals, shelters, etc.).

The investment ranges reflected above are based on historical averages. Actual levels of investment may vary from year to year depending on competing transportation needs. The Partnership should use these investment goals as a guide in evaluating its investment program. They should not be used in evaluating regional investment programs and projects which the Partnership does not include in its ATP. Further, the investment goals are not intended to restrict or disqualify projects from being considered for TEA-21 funds.

The Partnership may elect to develop its own investment goals which more closely reflect the transportation needs of the area. If the Partnership elects to do so, it should derive these goals from a comprehensive planning process that considers the use of TEA-21 management systems and is characterized by substantial public involvement.

D. DISTRICT, RDC, AND MPO INVOLVEMENT

1. District

Mn/DOT District 3 is involved in the Partnership's affairs in several ways. Part of this involvement entails assuring that a process exists to solicit, select, and prioritize projects for inclusion in the Partnership's ATP. In this capacity, Mn/DOT District 3 provides staff support to facilitate the Partnership's activities. Some of the duties performed by staff serving in this capacity include (illustrative only):

- Preparing agendas, mailings, and minutes pertaining to Partnership meetings
- Producing and presenting necessary information and materials to assist the Partnership in conducting their operations
- Working with the RDCs, APO, Partnership, and others, to help in candidate project solicitation and selection associated with ATP development
- Participating in and facilitating meetings to assist the Partnership and their committees/subcommittees in performing their duties

Not only does Mn/DOT District 3 provide support as described above, it also has two voting members on the Partnership. One of these members has been appointed to represent the state trunk highway construction program. The other person has been appointed to represent local road and bridge projects eligible for State Aid. The latter person is the designated Mn/DOT District 3 State Aid Engineer.

Another role of Mn/DOT District 3 is to manage the Partnership's ATP. This includes: managing revisions to cost estimates; increases, surpluses, and reductions in state or federal funding; and processing amendments or revisions to the STIP for both local and state projects. The Partnership has enacted various policies and procedures to assist Mn/DOT District 3 with these activities. Section V outlines some of these policies and provides additional information on the role of Mn/DOT District 3 in managing the STIP.

Finally, Mn/DOT District 3 is responsible for maintaining a process for programming candidate projects requesting federal funds in former Region 7W. Since this region has an inactive RDC, a special transportation advisory committee and policy board were established to review, rank, and prioritize the region's transportation projects. Mn/DOT District 3 staff provides support to these committees in a manner similar to the roles performed by the transportation planning staffs of the regions with active RDCs. This involves sending out application materials to solicit candidate projects and assisting parties in the application process for TEA-21 funding. It also involves facilitating the meetings of both the transportation advisory committee and policy committee.

2. Regional Development Commissions

RDCs are an integral component of the Partnership's ATP development process. They provide insight to the Partnership concerning the social, economic, and environmental issues facing their regions. This contributes to enhanced transportation decisions. They also serve as a clearinghouse for determining regional transportation priorities. They do this by involving counties, cities, transit, and other interests in their decision-making processes. Use of their advisory committees further strengthens the Partnership's program development process. These committees provide a technical resource for regions to help policy makers in making sound transportation decisions. Regional policy makers consider the recommendations of their advisory committees in approving the regional transportation priorities.

Under an agreement with Mn/DOT, RDCs receive state funding to develop and implement an annual transportation planning work program. As a condition for receiving this funding, RDCs provide local matching funds and have their work programs approved by Mn/DOT. Since the STP Guidance requires RDC membership on ATPs, the two RDCs in this area have programmed staff time in their work programs to support the activities of the Partnership. The balance of their work programs is dedicated toward conducting regional transportation planning and providing technical assistance to local governmental units. Products from implementing their work programs, such as regional long-range transportation plans, provide the basis for setting transportation priorities in the regions.

3. Metropolitan Planning Organization

The St. Cloud APO is the only designated MPO in the Partnership's programming area. The APO is responsible for maintaining a continuous, comprehensive, and coordinated (3-C) transportation planning process for the St. Cloud metropolitan area. As the designated MPO, it must prepare a Transportation Improvement Program (TIP) at least every two years for the metropolitan area.

Projects in the APO's metropolitan TIP must be consistent with the products derived from its planning process. Upon approval by the APO Policy Board and the Governor of Minnesota, the TIP becomes part of the STP. Therefore, the APO must ensure that the update of its TIP is compatible with the development of the STP. Since the Partnership's ATP represents the area's input into the STP, it is essential that the Partnership and APO coordinate their activities.

The APO's transportation planning processes are well established and should be useful to the Partnership in understanding the transportation priorities for the St. Cloud metropolitan area. The candidate projects identified through the APO's TIP development process provide input into the Partnership's ATP development process. Similar to the two RDCs in the area, the APO is complemented with a transportation advisory committee. This committee assists the agency in reviewing various alternatives to address existing and future transportation needs. Recommendations from this committee are then forwarded to the APO Policy Board where official action is taken.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/01/99 & 11/02/2001

III 5

E. PUBLIC PARTICIPATION

TEA-21, like ISTEA before it, emphasizes strong public participation in the development of transportation plans and programs. The Partnership's decentralized process for developing its draft ATP fulfills the spirit and intent of TEA-21. The decision to involve the RDCs and APO in the Partnership's investment decision making process greatly enhances its ability to ensure early and continuous public involvement in developing the draft ATP. These agencies provide a wide array of programs and services, and are highly integrated into the Partnership's programming activities.

In delivering these programs and services, opportunities are provided to involve the public. As public agencies, the RDCs and APO are responsible for making the products, processes, and services accessible to the public. Additionally, the organizational structures of these bodies provide a link to various constituencies within the regions they serve. Furthermore, all meetings are open to and accessible to the public. At these meetings, the public is invited to provide input into the activities of these agencies. In turn, the regions consider this input in developing their products and delivering services.

Mn/DOT District 3 uses the processes established by the RDCs and APO in executing its public participation activities. As previously cited in Section III.D, it also facilitates the public involvement activities in former Region 7W, an area without a functioning RDC. In addition to these activities, Mn/DOT District 3 staff regularly meets and receives input from the public, local governments, and other special interests in the development and execution of its trunk highway construction program.

The Partnership suggests that the RDCs and APO hold special public informational meetings prior to project solicitation to allow for early public involvement in the process. Mn/DOT District 3 would assume this role in former Region 7W. The public meetings are intended to provide the regions with input in order to identify candidate projects for the draft ATP. They also educate the public on the Partnership's ATP development process. If a region decides to hold one of these meetings, it should publish a public meeting notice in the official newspapers of the region.

To raise more public awareness, the Partnership encourages Mn/DOT District 3, the RDCs, and APO to send out press releases to all of the general circulation newspapers in the area announcing project solicitation at the beginning of the process. These agencies are encouraged to maintain continuous public involvement and contact with the media throughout the ATP development process. Mn/DOT Central Office publishes a notice in the State Register to provide for public review and comment of the Draft STP before the Mn/DOT Commissioner officially approves it.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/01/99 & 11/02/2001

III 6

IV. DEVELOPMENT OF AREA TRANSPORTATION IMPROVEMENT PROGRAM

A. CANDIDATE PROJECT SOLICITATION

The Partnership's project solicitation process stresses strong regional involvement. The RDCs, APO, and Mn/DOT District 3 are responsible for soliciting eligible candidate projects in their regions. Eligible projects include all projects requesting funding under Title 23 of the United States Code (USC) (highway) and Title 49 USC (transit). Mn/DOT District 3 is responsible for initiating the solicitation process and ensuring its completion (via the use of the Partnership). Figure IV.1 depicts the Partnership's ATP development process.

Only projects eligible for federal funding as defined above may be considered in the Partnership's solicitation process. A 20 percent local match (state or local funds) is required to leverage federal funding on most eligible projects. A ten percent local match is authorized for projects seeking funding under the TEA-21 Hazard Elimination Safety (HES). Mn/DOT permits overmatching of federal funds but limits this type of matching option to only locally-sponsored projects. State projects requesting federal funds must adhere to the local matching requirement.

All roadway construction projects must be on roads functionally classified as minor collector or above in rural and small urban areas. In metropolitan areas, roads must be classified as collector or above to be eligible. A maximum of 15 percent of <\$5,000 Surface Transportation Program (STP) funds may be spent on rural minor collectors. Statewide this amounts to a total of \$2.4 million, and Mn/DOT does not expect this amount to exceed \$3 million in any given year during the life of TEA-21. ATPs should consider their target funding level and needs on the remaining federal aid eligible system before recommending to fund projects on rural minor collectors.

The Bridge Replacement or Rehabilitation Program (BRRP) provides assistance for any eligible bridge on a public road as long as the length of the bridge is at least 20 feet. However, the state must spend a minimum of 15 percent, but not more than 35 percent, of the BRRP funding on projects not otherwise eligible for STP funding, i.e., off-system bridges. STP funding for bridge projects may be used on any federal eligible bridge on any public road and is not restricted by functional classification.

Projects competing for federal HES funding are not restricted from consideration on the basis of functional classification. The normal federal share for HES projects is 90 percent federal as noted above. Funding may be used for projects on any public road. Project utilizing HES funding, which include railroad-highway grade crossing safety projects, are required to complete an appropriate analysis to prove cost-effectiveness.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/01/99 & 11/02/2001

IV 1

Transportation Enhancement projects are transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the transportation system. This program provides for the implementation of a variety of projects ranging from restoration of historic transportation facilities, to bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff. Normally, these projects are funded at 80 percent federal. A 20 percent local financial match is required. However, a soft match may also be allowed. See the STP Guidance at Appendix 2 for more information on this topic.

The TEA-21 programs excluded from the Partnership's solicitation process include Federal Lands (Forest Highway, Public Lands, and Indian Reservation Roads) and Scenic Byways. These programs are funded by the U.S. DOT which will be principally involved in project selection regarding the use of these funds.

Transit capital and operating projects that receive FTA funding must appear in the STP. The Partnership does not solicit these types of activities. Instead, the Mn/DOT Office of Transit performs project solicitation and selection of these activities. To ensure inclusion in the STP, the Office of Transit provides its list of selected projects to the Partnership, which includes them in its ATP for informational purposes.

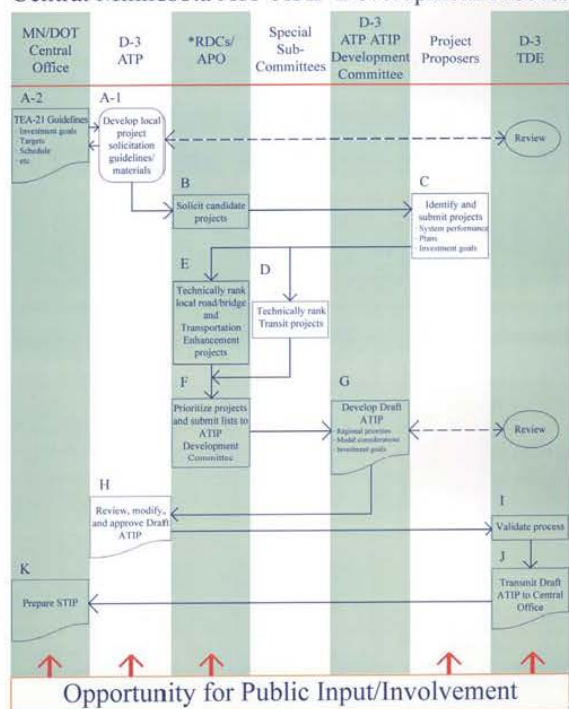
Federal formula funds are not to be used for the acquisition of right-of-way or preliminary engineering and construction Engineering. Although eligible for federal funding, these are not considered economical uses of such funds. Further, the Partnership has adopted a policy excluding these types of activities from being eligible for federal formula funds. An exception to this policy pertains to the enhancement provision which allows for the acquisition of easements, abandoned railroad corridors, and scenic or historic sites. This policy is consistent with the STP Guidance.

Even though planning activities are eligible for federal formula funds, the Partnership has taken action to preclude these types of activities for inclusion in its ATP. Planning includes those activities that take place before the selection of a preferred transportation alternative, i.e., planning studies, corridor studies, environmental documentation, ITS planning, etc. The Partnership --with help from the RDCs, APO, and Mn/DOT District 3-- must screen out projects which have been determined to be ineligible to qualify for federal funding under the process.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/01/99 & 11/02/2001

IV 2

Central Minnesota ATP ATIP Development Process



Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/1999 & 11/02/2001

IV.3

1. Local Projects

Local project solicitation is performed by the RDCs in Region 5 and 7E, the APO in the St. Cloud metropolitan area, and Mn/DOT District 3 in former Region 7W. Solicitation begins following the publication and release of the STIP Guidance although it may commence sooner at the discretion of the Partnership. The STIP Guidance provides the Partnership with the STIP development time line and regional federal funding target necessary for developing the ATP.

There are six basic categories of non-Mn/DOT projects that the Partnership solicits as part of its ATP development process. They include: Urban and Rural Road, Urban and Rural Bridge, Transportation Enhancement Activities, Transit Capital, Railroad-Highway Grade Crossing Safety, and Hazard Elimination Safety (HES). The Partnership has developed applications specifically designed for soliciting projects in each of these categories. Additionally, it has established criteria for each category to assist the regions in developing their list of transportation priorities.

The RDCs, APO, and Mn/DOT District 3 commence their solicitation activities by distributing complete project solicitation packets to all counties, cities over 5,000 population, and the Mille Lacs Band and Leech Lake Band. These packets include a complete set of project nomination forms pertaining to the six project categories noted above. Organizations receiving the complete packets are also furnished with general instructions concerning the solicitation process, i.e., submittal deadlines, qualifying criteria, etc. Appendix 1 of this manual contains copies of the project nomination forms used.

Cities less than 5,000, townships, city and county historical societies, the Minnesota Historical Society, the Minnesota Department of Natural Resources, the Mn/DOT Office of Railroads and Waterways, and area legislators are also notified of the Partnership's local project solicitation. These groups do not receive the complete set of project nomination forms described above. Instead, they are notified of the solicitation by letter. If they are interested in applying to any one of the six categories, they are instructed in the letter to contact their regional contact person or county engineer to obtain the appropriate project nomination form(s).

Deadlines for soliciting candidate projects vary according to the project nomination submitted. Generally the solicitation period for Urban and Rural Road and Bridge projects will remain open for the full duration. Solicitations for Transportation Enhancement Activities, Transit, and HES projects will terminate one or two weeks prior to allow time for review of the submitted applications by various committees/persons prior to the commencement of the regional ranking and prioritization processes.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/1999 & 11/02/2001

IV.4

2. State Projects

Mn/DOT District 3 begins its candidate project solicitation process by establishing several set-aside categories to provide the necessary funding for the development, maintenance, and operation of the trunk highway system. These categories include: right-of-way, supplemental agreements and cost overruns, cooperative construction agreements for participation in local projects, landscape partnerships, road repair, replacement of railroad crossings on trunk highways, and consultant services for planning.

The above districtwide set-asides are funded using only state funds, thus ensuring that the maximum amount of federal funds go toward the construction of transportation facilities. Mn/DOT District 3 staff persons, who are responsible for each of the above categories, estimate the amount of funds necessary for each set-aside. They base their estimates primarily on past and projected needs.

The next step in the process involves determining the size of Mn/DOT District 3's trunk highway construction program. This is accomplished by reviewing the statewide investment goals explained in Section III.C. of this manual. There are four statewide investment goals listed. They include: preservation, management and operations, replacement, and expansion.

Functional group leaders are responsible for identifying projects for consideration in the district's trunk highway construction program. To nominate a project, functional group leaders complete a Mn/DOT District 3 Project Scoping Document for each project seeking funding. Functional group leaders return their completed Project Scoping Documents to the Planning & Programming Section where staff assembles the requests and forwards them to other functional groups for further review and scoping. Project Scoping Documents are then returned to the Planning & Programming Section. Information about each project contained on the Project Scoping Documents are then summarized on a Master Project Scoping Document. Adjacent districts are also solicited during the same time period and asked to use the same process and forms.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/1999 & 11/02/2001

IV.5

B. CANDIDATE PROJECT RANKING

The Partnership uses various criteria to ensure all candidate projects solicited by the RDCs, APO, and Mn/DOT District 3 receive a fair and comprehensive review. Criteria are used to accomplish several objectives. *Qualifying Criteria* are used to decide whether a project is eligible to receive federal funding. *Ranking and Priority Criteria* are used to award points to projects on the basis of some set of factors or characteristics about a particular project. These criteria may be highly technical or complex on one extreme, or may be rather general on the other.

1. Local Projects

The Partnership has developed qualifying and ranking criteria to review locally submitted Urban and Rural Road and Urban and Rural Bridge projects for TEA-21 funding. The regions use specially designed computer software application that produces a technical score for road and bridge project submittals. The technical factors and ratings used to score these projects should be periodically monitored to ensure that the criteria reflects current transportation trends and is in keeping with the best use of TEA-21 funding.

Each region is responsible for establishing a process for reviewing and ranking all applications that are received in their area requesting Transportation Enhancement funds. In reviewing each application, regions should use the qualifying and priority criteria approved by the Partnership as a tool in determining each project's eligibility and ranking. The resultant ranking then provides a basis for each region to set their individual regional transportation priorities.

The Partnership's Transit Committee reviews the transit capital requests requesting federal highway funding under TEA-21. This committee has established a Public Transit Management System (PTMS) to forecast future transit vehicle needs. PTMS monitors the useful life of all transit vehicles within the Partnership's programming area. Useful life is evaluated according to each vehicle's classification, age, mileage, and condition. The committee uses the information from the PTMS in recommending the transit vehicle capital requests that they propose for inclusion in the draft ATP. The committee's recommendations are then forwarded to the regions where they are considered in setting regional transportation priorities.

The Mn/DOT Office of Freight, Railroads and Waterways (OFRW) prepares a rank-ordered listing of Railroad-Highway Grade Crossing Safety projects for the Partnership to consider in developing the draft ATP. Typical projects include safety improvements at crossing locations such as: signal installation, gate installation, signal modernization, circuitry upgrades, durable surface installation, etc.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/20/1999 & 11/02/2001

IV.6

In preparing its list for the Partnership, OFRW reviews the operating characteristics of the roadway and railroad, accident history, vehicle/pedestrian use, and various other safety related concerns in technically evaluating candidate projects. It also conducts site visits at various crossing locations. To rank the projects, OFRW compares potential projects with projects of similar types under consideration elsewhere in the state. Further it considers program goals, project deliverability, priorities of other interests, and the magnitude of the safety problem.

OFRW submits its rank-ordered list of projects to the Partnership before the project solicitation process commences. Mn/DOT District 3 is responsible for notifying local governments and other members of Mn/DOT District 3 staff to secure commitments for the required local matching funds. OFRW is responsible for securing commitments for the local matching funds on the projects sponsored by the rail companies. When there has been a commitment to match the federal funds by the sponsoring agency, the project is considered eligible to compete for TEA-21 funding. Mn/DOT District 3 staff will notify the regions of the eligible projects and give them a copy of OFRW's rank-ordered list to use in setting regional transportation priorities.

2. State Projects

Mn/DOT District 3 staff performs the ranking of trunk highway projects. Functional group leaders begin this process by individually ranking the candidate projects which they have identified for consideration in the district's trunk highway construction program. Each group leader uses a different set of criteria to rank projects within their area of responsibility. They use these criteria to develop a rank-ordered listing of projects which will be presented to internal district staff for review.

Mn/DOT District 3 staff holds a meeting to review the Master Project Scoping Documents, referenced in Section IV.A.2 of this manual. At this meeting, staff considers and approves the scoping and costs of the projects nominated. Staff proceeds to rank the projects and merge them into an integrated list representing the district's proposed trunk highway construction program. The integrated list is then financially-constrained according to the state and federal funding expected to be available to the district, plus allowable over programming.

Following the development of its proposed program, Mn/DOT District 3 forwards its rank-ordered list of projects to the regions for their review and comment. Since regions are only asked to review and comment on the district's federal submittals, districtwide set-asides for the development, maintenance, and operation of the trunk highway system, as well as other projects using exclusively state funds, are forwarded for informational purposes only.

relative importance. By going through this exercise, regions can ensure that the most important projects (regardless of mode) receive a high priority. See Figure IV.2 for an illustration of this suggested modal integration strategy.

As part of the regional prioritization process, regions are asked to review Mn/DOT District 3's proposed trunk highway construction program. Regions may provide comments to Mn/DOT District 3 on such things as the project's priority, program year, scope of work (type of fix), or other factors that may affect project development. Regions may also identify new projects not included in the district's proposed construction program. Mn/DOT District 3 will consider the comments made by the regions pertaining to the proposed trunk highway construction program.

Regions submit their two prioritized lists of state and local projects to the Partnership's staff facilitator at Mn/DOT District 3 so that the Partnership's ATP Development can begin merging the lists of transportation priorities from the regions.

2. Regional Federal Funding Subtargets

The Partnership has established regional federal funding subtargets to assist regions in setting their locally-sponsored transportation priorities. These subtargets were based on the methodology and data Mn/DOT uses in setting the target distributions for the ATPs around the state. Whereas Mn/DOT bases its formula on a 40/60 percent split between system size and usage, the Partnership has adopted a 50/50 split and has adjusted the six input factors accordingly to reflect the different weighted percentages. Table IV.1 reports the Partnership's target formula and provides the basis for determining each region's share of federal funding for locally-sponsored projects.

Table IV.1
TARGET FORMULA

MEASURE	FACTOR	WEIGHT
System Size 50%	Bridge Area	12.50%
	Federal Aid Lane Miles	31.25%
	Buses	6.25%
Usage 50%	Present VMT	20.85%
	HCVMT	4.15%
	Future 2025 Population	25.00%

Application of the above target formula resulted in the subtargets shown in Table IV.2 below. Note, Region 7W and APO were combined since some of the data used in calculating the ATP targets on a statewide basis was only available at a county level. Therefore, the APO and Region 7W consulted to determine their respective percentage split of 53.53 percent subtargets to the combined region. Table IV.2 lists the target percentages mutually agreed to by both regions.

C. CANDIDATE PROJECT PRIORITIZATION

Regional involvement is fundamental for identifying the area's transportation priorities. The Partnership has recognized the importance of this involvement and, as a result, has decentralized its investment decision-making process down to the regional level. The Partnership is committed to decentralization feeling that the regions are in a good position to make decisions concerning improvements to their transportation systems. Therefore, it has developed a process that provides regions with maximum flexibility in setting regional transportation priorities. The success of this process relies upon the expertise of various technical advisory committees and policy committees committed to making sound transportation decisions that effectively address local and regional needs.

1. Regional Prioritization Process

Regions are required to prepare and submit two prioritized lists of projects from their respective areas to the Partnership for consideration in the draft ATP. One of the lists is a prioritization of Mn/DOT District 3's proposed trunk highway program. The other list is a prioritization of all locally-sponsored projects. The local list must integrate all categories of local projects requesting TEA-21 funding. These categories include: Urban and Rural Road, Urban and Rural Bridge, Transportation Enhancement Activities, Transit Capital, Railroad-Highway Grade Crossing Safety, and Hazard Elimination Safety projects. In developing both the state and local project lists, regions should actively involve their advisory committees as well as their policy boards.

Regions may use a variety of factors to prioritize their list of local projects. The ATP recommends that regions develop and use regional significance to prioritize projects to provide an additional level of review beyond a project's technical evaluation.

Applicants, nominating a local road or bridge project for TEA-21 funding, are required to complete a *Project Description Form* as part of their application submittal. This form asks the applicant to describe the relationship of the proposed project to a local/regional plan and explain the degree to which the project is regionally-significant. Regions should review the applicant's response to these areas in prioritizing their local transportation projects. Again, regions may consider other factors as well in prioritizing their project lists.

The Partnership has developed a strategy that regions may use to develop their integrated list of local projects. The strategy is based on a three-tier scale which evaluates projects according to their relative importance within their particular mode. The strategy was introduced to acknowledge the difficulty in making apples-to-apples comparisons between projects of different transportation modes.

The strategy works by having regions first rank projects within the individual transportation modes according to the three groupings, i.e., urgent, important, and desired. After the projects have been grouped in this manner, regions can compare a project in one mode with a project from another mode using the three-tier scale of relative importance. The theory behind this concept is to merge all of the projects in one mode with projects in different modes that share the same

target formula update will be triggered when the data used in Mn/DOT's target formula to the ATPs has been updated or when the ATP determines a change is necessary.

Table IV.2
REGIONAL FEDERAL FUNDING SUBTARGETS

Region	Target
S	32.65%
7E	13.82%
7W	33.00%
APO	20.53%

The Partnership shall set aside 95 percent of the 25 percent total federal funds targeted for local projects to establish the regional targets. The remaining five percent shall be held back in a special *Uncommitted Reserve* category for the Partnership to use at its discretion to consider funding priorities exceeding each region's target amount.

Regions may use their targeted funding to program eligible local projects. Each region may elect to apply Mn/DOT's inflationary adjustment factors to any project it recommends for programming in the Draft ATP. Once a project is programmed in the ATP, the sponsoring local jurisdiction is held to the federal funding level agreed to by the region.

REGIONAL LISTS OF PROPOSED TRANSPORTATION PROJECTS				
Road/Bridge	Public Transit	Transportation Enhancements	RR/Highway Grade Crossing	Hazard Elimination Safety
Project 1 Project 2	Project 1		Project 1 Project 2	Project 1 Project 2
Project 3 Project 4 Project 5 Project 6 Project 7	Project 2 Project 3	Project 1	Project 3	
Project 8 Project 9 Project 10		Project 2		Project 3

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2015/555 & 11/02/2008

IV.11

3. Merging Regional Transportation Priorities

The Partnership has agreed to respect the regional priorities as long as the recommended projects are eligible for inclusion in the draft ATP. The ATP Development Committee has been delegated the task of merging the priorities from the regions. This process culminates with the committee developing a draft ATP recommendation for the Partnership to consider for approval and inclusion in the STIP.

The ATP Development Committee initiates this process by reviewing the prioritized lists submitted by the regions. After reviewing the lists, the next step calls for the committee to establish a process for merging the locally-sponsored projects, ensuring the process does not violate regional priorities. Upon deciding on an acceptable process, the committee proceeds to merge the projects. It continues to merge the regional lists until the federal funding subtargeted for locally-sponsored transportation projects is financially-constrained to the levels allowable in the STIP Guidance.

The committee continues to prepare a prioritized list of local projects for those projects exceeding the levels allowed in the STIP guidance. This is done so that projects are identified for possible advancement in case additional funding becomes available to the Partnership or if there is slippage to a project included in the approved STIP. The reader should note that these projects will need to be amended into the STIP if conditions warrant such action during the program year. Further, since these projects are not recommended in the draft ATP due to financial constraining requirements, project proposers will be required to re-submit their applications on these projects if they wish to be considered for federal funding in future ATP development processes.

After local projects have been merged, the ATP Development Committee begins to integrate Mn/DOT District 3's proposed trunk highway program into the list. After the trunk highway projects have been integrated with the local projects, the committee conducts a financial analysis of its recommended draft ATP. This analysis may consist of evaluating the draft ATP according to the following areas: statewide investment goals, modal mix, and distribution of investments by region. Following this analysis, the committee makes any necessary modifications to the draft ATP before recommending the document to the Partnership for approval.

The Partnership completes the ATP development process by holding a meeting to review, modify, and approve the draft ATP. The draft ATP is then forwarded to Mn/DOT District 3's Transportation District Engineer (TDE). The TDE reviews the draft ATP and validates that the process used to develop the draft document was open, participatory, and responsible. Finally, the TDE transmits the draft ATP to Mn/DOT's Office of Investment Management for inclusion in the draft STIP. The Partnership is provided an opportunity to review and comment on its element of the draft STIP before the document is approved by the Mn/DOT Commissioner and forwarded for review and approval to the U.S. DOT.

IV.12

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2015/555 & 11/02/2008

D. Minnesota Transportation Revolving Loan Fund

Minnesota established a Transportation Revolving Loan Fund (TRLF) in 1997. The purpose of the TRLF is to attract new funding into transportation, to encourage innovative approaches to financing transportation projects, and to help build needed transportation infrastructure by providing low-cost financing to eligible borrowers for transportation projects.

Eligible applicants include the state, counties, cities, and other governmental with projects eligible for federal-aid funding as set forth under Title 23 (Highways) or Title 23 (Transit Capital) of the United States Code and Minnesota Statutes 446A.085, subdivision 2 (1998). Eligible projects include (but are not limited to) road and bridge maintenance, repair, improvement, or construction; acquisition of right-of-way; rail and air safety projects; enhancement items; transit capital projects; and pre design studies. Additional information on Minnesota's TRLF program can be found at Appendix 7.

Figure IV.3 is a flowchart illustrating the process the Partnership has established for the TRLF program. The flowchart details the parties responsible for executing each step in the process starting with the solicitation of new TRLF candidates and ending with final submittal of the Partnership's prioritized list of projects seeking inclusion in the STIP. The Partnership and other agencies identified will use the information shown in the flowchart as a guide in routing applications through the process.

The Partnership is responsible for soliciting new TRLF project proposals within its programming area. The application period is the same as the schedule adopted by the Partnership in developing the draft ATP. The Partnership is required to review, rank, and prioritize the applications received. This takes place during the Partnership's normal program development process and schedule. If a project possessing regional significance is located within the APO's 20-year planning area, the APO must approve the application and place it in its TIP if finally approved by the Partnership in its ATP.

Applicants requesting federal funds as a source for loan repayment must meet all existing federal funding eligibility criteria shown in Section IV.A. of this manual. Federal funds may only be requested for the year following the program year that new candidate projects are being solicited by the Partnership, or any successive year thereafter. For example, if the Partnership is soliciting candidate projects for the third year of its three-year program, applicants requesting federal funds could do so beginning with the fourth year of the program (or the out year of the STIP).

Applicants seeking federal funding should make their request for the early years of the loan repayment to avoid long-term obligations of these funds by the Partnership. Regions must agree to commit future federal allocations if the TRLF application is approved for funding. Any federal funds that are committed for loan repayment will count against each region's local federal funding subtarget. See Section IV.C. If a region declines to commit future federal funds toward the financing of the project, the applicant will be asked if they wish to continue to pursue the project without federal funds and will be given an opportunity to resubmit their application.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2015/555 & 11/02/2008

IV.13



Regions must conduct a preliminary review of all TRLF applications submitted in their areas to determine their eligibility. After reviewing the applications, regions rank the TRLF applications regardless of the proposed loan repayment funding sources. The ranked list is prioritized and submitted with the region's other projects seeking federal funding and inclusion in the STIP. The prioritized list is then forwarded to the Partnership for review and approval. In turn, the Partnership merges the priorities of the regions and authorizes submittal of the program by Mn/DOT District 3 staff to the Mn/DOT Office of Investment Management (OIM).

OIM integrates and prioritizes District ATP's TRLF lists by applying certification evaluation criteria provided in administrative rules and the handbook accompanying the application. OIM submits its recommendations to Mn/DOT's Transportation Programming Investment Committee (TPIC) for certification and final approval by the Minnesota Public Facilities Authority (PFA). Please note a project does not receive final funding approval until it has been certified by Mn/DOT and a loan has been approved by the PFA.

IV.14

Central Minnesota ATP Operations and Policy Manual - Rev. 10/2015/555 & 11/02/2008

V. MANAGEMENT OF AREA TRANSPORTATION IMPROVEMENT PROGRAM

A. GENERAL

Once the STIP has been approved, the Mn/DOT District 3 Office is responsible for managing the projects that were recommended and included in the document. Since the STIP is a listing of approved projects seeking federal funds from each ATP, the Partnership has adopted several policies to aid in the management of its ATP. The ATP is a sub-set of the STIP showing both state and local projects from this area that were included in the STIP.

Mn/DOT District 3 is primarily involved in the day-to-day management of the ATP. Basically, this involvement can be broken down into two major areas: the management of the district's trunk highway program and the management of the locally-sponsored projects in the ATP. Mn/DOT District 3's Planning & Programming Section is primarily responsible for managing the trunk highway program, and the Mn/DOT District 3 State Aid Engineer, with input from regions, is responsible for managing the local projects in the ATP.

While the general overall responsibility for managing the ATP rests with Mn/DOT District 3, the Partnership has approved the use of various policies and criteria for managing changes affecting projects that have been selected for implementation in the STIP. Possible changes to the ATP include: dealing with revisions to project cost estimates; managing changes in project scope; and managing increases or reductions in federal funding. The level of direct Partnership involvement may vary depending on the change that is being requested.

The Partnership has adopted the following general policies to ensure the orderly management and delivery of the ATP.

1. The project development process shall be initiated as soon as possible after final State Transportation Improvement Program (STIP) approval.
1. Local jurisdictions are encouraged to provide an annual update to their respective region and the District 3 State Aid Engineer regarding the project development status of their programmed projects.
2. Local jurisdictions should provide cost and project delivery updates on programmed projects to their respective region and the District 3 State Aid Engineer during the annual project solicitation period.
3. A local project may be granted a maximum of two deferrals from its original program year.
 - a. The District 3 State Aid Engineer may grant the request, provided the deferral will not adversely affect other projects in the ATP.
 - b. If granting the request will adversely affect other projects in the ATP, the ATP shall consider the request.

4. A local project requiring a third deferral from its original program year shall be removed from the ATP. The lead agency for the project will be directed by the Partnership to utilize an alternative funding source, or re-compete for funding.
5. Regions with a local project that has been removed from the ATP because of project delivery failures or eligibility shall be granted the first right of refusal for programming new projects with the unexpended funding.
6. When selecting projects to advance to compensate for project slippage, the ATP's first priority shall be to maintain a 75 percent share to Mn/DOT District 3 and a 25 percent share to District 3 local jurisdictions.

B. MANAGING REVISIONS TO PROJECT COST ESTIMATES

A revision to a project cost estimate can occur when the project in the ATP has been let to a bidder for construction. The change occurs when the let amount of the project is different from the estimate used in programming the project in the ATP. Sometimes the let amount is less than the programmed estimate; other times it is greater than the estimate. When the amount is greater than the estimate, this can mean that a decision to approve an increase, which might include an increase in the amount of federal funds requested, could adversely affect other projects in the ATP.

The Partnership has recognized the importance of maintaining a commitment to projects included in its ATP. At the same time, they recognize that programmed amounts are estimates and, as such, are subject to change. However, they also recognize that approving an increase to a project cost could affect funding for another project where a commitment has been made. Therefore, the Partnership has developed guidance that provides for the approval of project cost increases.

The Partnership has granted Mn/DOT District 3 authority to approve increases to Mn/DOT projects in the ATP, as long as such action does not adversely affect locally-sponsored projects in the STIP. In other words, Mn/DOT District 3 is authorized to approve a project cost increase for one of its projects as long as the funding of a locally-sponsored project within the same program year is not affected. This is not to preclude another trunk highway project from adversely being affected by the action.

The Partnership has adopted a similar policy governing increases to local projects included in the ATP. This policy grants regions the authority to commit their future federal targeted funding to cover cost overruns of previously programmed local projects in the current ATP as long as there is no change to the original project scope. If a region agrees to such an increase, the local project sponsor must agree to upfront the cost of the overrun and be reimbursed for the amount programmed by the region in the year specified. Regions may not exceed their targeted funding level in approving such requests. Further, granting such a request shall not adversely affect funding of any state or local project in the ATP.

C. MANAGING CHANGES IN PROJECT SCOPE

Changes in project scope are discouraged by the Partnership. A change in project scope can result in project cost increases. If the recommended scoping changes are substantial, an amendment to the STIP may be required in order to authorize the change. If the change in project scope does not significantly alter the programming category of the project for which it was included in the STIP, an amendment would not be required. However, the change in scope could result in a project cost increase. If a scoping decision has affected the project cost, refer to Section V. B. of this manual for guidance.

If a project scope significantly alters the program category, the Partnership must proceed with an amendment to the STIP if the approval of such action is warranted. If the Partnership is not convinced that the project scoping change is warranted, it has the right to disapprove the request. If this occurs, the Partnership shall notify the project's sponsoring agency of its decision, and the sponsoring agency will be asked if they wish to proceed with the project as originally scoped or if they wish to proceed in developing the newly re-scoped project. If the sponsoring agency chooses to proceed with the re-scoped project, the project will be removed from the ATP, and will not be eligible for federal reimbursement.

D. MANAGING INCREASES AND REDUCTIONS IN FEDERAL FUNDING

The STIP is prepared based on an estimate of available federal funding. The estimate can be highly variable over time. Consequently, the Partnership's federal funding target can fluctuate from year-to-year depending on the new revenue forecasts prepared by Mn/DOT. Therefore, the Partnership has adopted policies to manage changes in federal funding to ensure that projects in the approved ATP can be implemented.

To manage increases in federal funding, the Partnership has adopted a policy to advance projects included in the ATP by year and then by priority. Before advancing a project, the Partnership must notify the sponsoring agency of the project for appropriate authorization. If projects in the approved ATP cannot be advanced in sufficient numbers to manage the federal funding increase, the Partnership shall maintain a list of projects that represent projects that were prioritized beyond the over programming levels authorized in the STIP for the last year of the ATP and consider them for advancement in the ATP. Since these projects were not in an approved STIP, an amendment to the STIP would be required before advancement could be authorized.

To manage reductions in federal funding, a policy has been adopted by the Partnership relating to the deferment of projects in the ATP. The policy is initiated by first asking sponsoring agencies with projects in the ATP to voluntarily defer their projects. If projects cannot be deferred in sufficient numbers to manage the funding decrease through this voluntary process, the Partnership shall be authorized to defer additional projects by priority order to the top of the list of the following year, and would continue this process until such time that the ATP is financially-constrained according to the new federal funding estimate.

E. LINKING PROJECTS IN THE STIP

Sometimes one or more jurisdictions may have projects that are programmed in different years of the ATP. In some cases, these projects may be closely tied to each other. In these instances, the sponsoring agencies may wish to link these projects together so they may be implemented in the same programming year. There are a number of reasons that might justify the linking of two or more projects in the ATP. One reason might include reducing the number of impediments caused by detours to the traveling public.

Another reason for linking two or more projects might be financial in nature where the linking of projects would be a more cost-effective alternative than implementing the projects separately. Additionally, linking the projects might allow for improved coordination between two or more jurisdictions. This is the case when the implementation of one of the projects in one year has an impact on another jurisdiction's project programmed in a different year. In these cases, it may be necessary to link the two projects together.

The Partnership has adopted a policy that makes it permissible to link projects in the ATP. The policy authorizes the Partnership to consider an agency's request to link two or more projects programmed in different years with one another in one program year on a case-by-case basis as long as the projects are included in an approved ATP. Before the Partnership shall consider such requests, sponsoring agencies are required to provide sound justification to warrant their requests. Of course, the Partnership will be responsible for ensuring the approval of these requests do not adversely impact other projects in the ATP without the consent of the agencies that might be affected by such action.

VI. GLOSSARY OF TERMS

Definitions that are germane to the understanding of this manual are listed below. The definitions are intended to establish consistency in the interpretation of the various terms used throughout this document as well as other commonly used transportation terms.

Access/Accessibility	The opportunity to reach a desired location within a certain time frame, without being impeded by physical or economic barriers.
Americans with Disabilities Act	The passage of the Americans with Disabilities Act in July 1990 gave direction to local agencies for ensuring full access to transportation persons with disabilities.
Area Transportation Improvement Program (ATIP)	The Area Transportation Improvement Program (ATIP) covers three years and includes all state and local projects financed with federal highway or transit assistance; other regionally significant projects; and all projects on the trunk highway system. Each Area Transportation Partnership prepares a draft ATIP for consideration and inclusion in the State Transportation Improvement Program (STIP). Once in the STIP, projects from the ATIP become eligible for federal transportation funding.
Area Transportation Partnership (ATP)	Groups that have been established in each of Mn/DOT's eight district areas to integrate state and local priorities and recommend area-wide transportation investment for a three-year program.
Affirmation Area Bikeway	An area that meets federal air quality standards. A facility intended to accommodate bicycle travel for recreational or commuting purposes. Bikeways are not necessarily separated facilities; they may be designed and operated to be shared with other travel modes.
Car Pool	An arrangement where people share the use and cost of privately owned automobiles in traveling to and from pre-arranged destinations.
Congestion Mitigation and Air Quality (CMAQ)	A program in the Intermodal Surface Transportation Efficiency Act that directs funds to programs and projects that improve air quality in areas that exceed federal standards for ozone and carbon monoxide.

County State-Aid Highway (CSAH)

The county state-aid highway (CSAH) system of approximately 30,100 miles provides for a secondary level of intra- and inter-county travel. Projects eligible under Intermodal Surface Transportation Efficiency Act for the following activities:

Enhancements

- Provision of facilities for pedestrians and bicycles.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs.
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Mitigation of water pollution due to highway runoff.

The main source of funding is the Surface Transportation Program, of which 10 percent is earmarked for these activities.

FAA
FHWA
FRA
FTA
Highways In Recreational Areas (HIRA)

Federal Aviation Administration of the U.S. Department of Transportation.
Federal Highway Administration of the U.S. Department of Transportation.
Federal Railroad Administration of the U.S. Department of Transportation.
Federal Transit Administration of the U.S. Department of Transportation.
A Highway In Recreational Areas Plan was prepared by Mn/DOT and the Department of Natural Resources in 1992. The Plan outlines a process and procedures for enhancing coordination for recreational projects along highway rights-of-way.

High Occupancy Vehicles (HOVs)	The term High Occupancy Vehicle is generally applied to vehicles carrying two or more people. Freeways, expressways and other large volume roads may have lanes designated for HOV use. HOV lanes may be designated for use by car pools, van pools, and buses. The term HOV is also sometimes used to refer to high occupancy vehicle lanes themselves.
Highway User Tax Distribution Fund (HUTDF)	The Highway User Tax Distribution Fund was established through a 1956 Constitutional Amendment and 1957 legislation. The Fund is dedicated to highway purposes and is made up of motor fuel taxes and motor vehicle registration fees.
Infrastructure (Transportation)	A term connoting the physical underpinnings of society at large. Applied to transportation it includes roads, bridges, rail networks, airports, public transit programs, sidewalks, and communications networks.
Intelligent Transportation System (ITS)	A system that uses computer and communications technology to provide information to travelers about road and transit conditions and to monitor, guide, or control the operation of vehicles. Included are concepts such as "freeway management systems," "urban signal control systems," and "automated highways."
Intermodal	Intermodal means using more than one form of transportation (mode) or part of the transportation system to meet the service needs of people and freight, with an emphasis on connecting different parts of the transportation system.
	Intermodalism focuses on the interrelationships among all of the parts of the transportation system, including the access linkages; the line-haul; and the transfers and interchanges among the modes. Intermodalism looks for ways to enhance the performance of the overall transportation system by considering how the components interrelate to make up the total trip.
Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)	ISTEA establishes a new vision for surface transportation in the United States, providing authorizations for highways, highway safety, and mass transportation. Officially expired in June 1998.

Metropolitan Council

The Metropolitan Council is the agency that prepares regional plans within the Minneapolis-St. Paul Metropolitan region comprised of Anoka, Carver, Dakota, Hennepin, Ramsey, Scott and Washington Counties.

Metropolitan Counties

A metropolitan county is any county designated in the 1990 census as part of a Metropolitan Statistical Area (MSA). Metropolitan statistical areas are defined by the Office of Management and Budget. An area qualifies as an MSA if it contains a city of 50,000 population. An MSA is defined in terms of entire counties. In addition to the county containing the main city, additional counties are included in an MSA if they are socially and economically integrated with the central county. An MSA may contain more than one city of 50,000 population and may cross state lines. In Minnesota, there are 16 metropolitan counties. They are Anoka, Benton, Carver, Chicago, Clay, Dakota, Hennepin, Isanti, Olmsted, Ramsey, St. Louis, Scott, Sherburne, Stearns, Washington and Wright Counties.

Metropolitan Planning Organization (MPO)

An organization of general purpose, locally elected officials and designated by the governor to coordinate transportation planning in an urbanized area of the state. The locations of the MPOs in Minnesota are Minneapolis/St. Paul, St. Cloud, Rochester, LaCrosse/LaCrescent, Duluth/Superior, Fargo/Moorhead and Grand Forks/East Grand Forks.

Metropolitan Statistical Area (MSA)

Metropolitan statistical areas are defined by the Office of Management and Budget. By current standards, an area qualifies for recognition as an MSA in one of two ways: if there is a city of at least 50,000 population, or a Census Bureau defined urbanized area of at least 100,000 (75,000 in New England). Except in the New England States, an MSA is defined in terms of entire counties. In addition to the county containing the main city, additional counties are included in an MSA if they are socially and economically integrated with the central county. An MSA may contain more than one city of 50,000 population and may cross state lines. The Minnesota Department of Transportation.

Mn/DOT

Mobility Mode	Being able to move easily from place to place. A transportation mode is a means of moving people and goods. Transportation modes include motor vehicles, transit, railroads, airplanes, ships and barges, pipelines, bicycles and walking.
Multimodal Municipal State-Aid Streets (MSAS)	Involving several modes of transportation. Municipal state-aid streets (MSAS) generally provide the secondary arterial function in urban municipalities (those over 5,000 in population) and total approximately 2,300 miles.
Motor Vehicle Excise Tax (MVET)	The Motor Vehicle Excise Tax is a sales tax on motor vehicle sales. A portion of MVET was once dedicated to transportation purposes, but now can be used for other government purposes identified by the Legislature.
National Highway System (NHS)	A classification of major highways authorized by the Intermodal Surface Transportation Efficiency Act comprised of Interstate Highways and roads designated as important for interstate travel, national defense, intermodal connections, and international commerce. Federal funds are designated for projects on the NHS. Official designation of the NHS was enacted into law in 1995.
Non-Attainment Area	An area that exceeds federal air quality standards for either carbon monoxide or ozone.
Person Trip	A person trip is a trip by one person in any mode of transportation. If more than one person uses the same means of travel then each person is considered as making one person trip.
Policy	A plan or course of action, designed to influence and determine decisions, actions, and other matters.
Regional Development Commission (RDC)	Any grouping of counties, cities, villages, or towns of a geographic region embodied in an Executive Order of the Governor or as established by the Regional Development Act of 1969; for the purpose of planning the solutions to economic, social, physical, transportation and governmental problems.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/29/1999 & 11/02/2001

V15

Regionally Significant Project	A project on facilities which serve regional transportation needs, such as access to and from the area outside of the region, major activity centers in the region, major planned developments, or transportation terminals. Regionally significant projects are usually expensive and would normally be included in the modeling of an area's transportation network.
Statewide Transportation Improvement Program (STIP)	The Statewide Transportation Improvement Program covers three years and includes all state and local projects financed with federal highway or transit assistance; other regionally significant projects; and all projects on the state trunk highway system.
Strategic Direction	Statements of strategic direction - or goals - to help point future activities toward the accomplishment of the overall mission and vision.
Strategic Management	An on-going process of learning and adaptation that has been initiated by the Minnesota Department of Transportation to guide it through a changing and uncertain environment towards the realization of its defined mission and vision.
Surface Transportation Program (STP)	A program in the Intermodal Surface Transportation Efficiency Act that funds the following eligible activities: <ul style="list-style-type: none"> • Highway construction, reconstruction, resurfacing, restoration, and rehabilitation. • Highway operational improvements. • Capital costs for transit projects and publicly owned intracity or intercity bus terminals or facilities. • Highway and transit safety improvements. • Surface transportation planning, highway and transit technology transfer activities, and research and development. • Capital and operating costs for traffic management and control. • Fringe and corridor parking facilities. • Car pool and van pool projects. • Most transportation control measures in the Clean Air Act. • Transportation enhancements. • Participation in wetland mitigation and wetland banking. • Bicycle facilities and pedestrian walkways. • State bicycle and pedestrian coordinator.

Sustainable Development	Meeting the needs of the present without compromising the ability of future generations to meet their own needs.
Target	A flexible short range estimate of federal funding for planning purposes to assist Area Transportation Partnerships in developing their Area Transportation Improvement Programs. Targets include all federal highway funding except that earmarked for congressionally-designated High Priority Projects as provided by the Transportation Equity Act for the 21st Century.
Telecommuting	Telecommuting means working at home or at a satellite telecommuting location close to home at least some days instead of daily commuting to the normal work place.
Traffic Calming	Any action or program that reduces street traffic and slows down motor vehicle traffic within neighborhoods, making these areas safer and more people oriented.
Transit	All forms of shared ridership; at least two persons riding per trip. The term includes fixed-route and para-transit services as well as ridesharing.
Transportation Equity Act for the 21st Century	Builds on the initiatives established under the Intermodal Surface Transportation Efficiency Act. TEA-21 covers the period 1998-2003. It combines the continuation and improvement of current federal programs with new initiatives to improve safety, protect and enhance communities and the natural environment, and promote economic growth through efficient and flexible transportation.
Transportation Improvement Program (TIP)	A three-year list of transportation project priorities prepared by Metropolitan Planning Organizations for urbanized areas with more than 50,000 people.
Transportation Management Area (TMA)	Includes all Metropolitan Planning Organizations with more than 200,000 persons. In the Intermodal Surface Transportation Efficiency Act, TMAs have increased authority and responsibility for transportation planning and programming activities. The Metropolitan Council in the Twin Cities metropolitan area is the only designated TMA in Minnesota.

Central Minnesota ATP Operations and Policy Manual - Rev. 10/29/1999 & 11/02/2001

V17

Transportation Partners	Federal, state, regional, metropolitan and local governments as well as private sector companies, associations, interest groups and individuals involved in transportation related activities.
Transportation System	A network of facilities and services for moving people, goods and services from one place to another; it includes roads, streets and highways, public transit, demand-response transportation, airports, railroads, waterway and marine transportation facilities, bicycle paths and pedestrian walkway.
Transportation System Management Measures	Techniques for increasing the efficiency, safety capacity or level of service of a transportation facility without increasing its size. Examples include traffic signal improvements, traffic control devices including installing medians and parking removal, channelization, access management, ramp metering, and restriping for highway occupancy vehicle (HOV) lanes.
Trunk Highway (TH)	The state trunk highway system provides the primary service on the intra and interstate level, and totals approximately 12,100 miles.
Urbanized Area	An urbanized area is comprised of an incorporated area and an adjacent densely settled surrounding area that together have a minimum population of 50,000. Source 1990 Census.
Vehicles Miles of Travel (VMT)	A unit to measure vehicle travel made by a private vehicle, such as an automobile, truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.
Vehicle Trip	A trip by a single vehicle regardless of the number of persons in the vehicle.

APPENDIX E

Non-Project Specific Local Maintenance/Operation Expense Definitions

General Maintenance/Operation Expense Definitions

A. Routine Maintenance Expenses

- Includes maintaining the status quo even though deteriorated. To keep at the original condition or use.

B. Repairs and Replacements

- Includes restoration to original condition. To make the surface as it was before, even though material used is better.

C. Betterments

- Any "improvement" over the original condition or design. The first time something is done to a roadway it is a betterment.

Specific Maintenance/Operation Expenditures

A. Routine Maintenance Expenses

1. Smoothing Surface
 - blading gravel roads
2. Minor Surface Repair
 - patching with bituminous
 - repairing/crack filling concrete
 - sealing patches
 - cleaning/sweeping roadways
 - crack filling with bituminous
 - blading shoulders with no extra material
3. Cleaning Culverts and Ditches
 - cleaning and thawing culverts
 - minor ditch cleaning
 - repairing title lines
 - marking culvert ends
 - picking debris off roadway
 - working on beaver dams
 - relaying culvert ends
 - maintaining driveways and approaches
 - checking driveways and utility permits
4. Brush and Weed Control
 - mowing grass and weed
 - spraying weeds and brush
 - minor clearing and grubbing
5. Snow and Ice Removal
 - maintaining snow fence
 - plowing and winging snow
 - sanding and salting roads
 - cleaning snow off bridges and rails
 - mixing sand material
 - fixing mail boxes
6. Traffic Services
 - maintaining posted signs
 - maintaining traffic signals
 - stripping pavement
 - patrolling roads for load restriction
 - putting up barricades
 - flagging for safety
 - road inspection

B. Repairs and Replacements

1. Reshaping
 - minor shoulder, roadbeds, ditch, or backslope reshaping
2. Resurfacing
 - spot graveling of roads
 - continuous graveling of roads
 - adding binder to the road surface
 - stabilizing the gravel surface
 - aggregate shouldering
3. Culverts, Bridges and Guard Rails
 - replacing, lowering or raising culverts
 - repairing bridges
 - painting bridges
 - repairing guard rails
 - repairing culverts
 - drainage ditch repair assessments
4. Washouts
 - repairing roadbed, shoulder, ditch, backslope and culvert washouts
5. Subgrade
 - prospecting for gravel
 - mud jacking pavement
 - repairing frost boils

C. Betterments

1. New Culverts, Rails or Tiling
 - delivery of new or larger culverts
 - installing new guard rails, tile lines, rip rap, erosion control, and
2. approaches or drives
 - culvert extensions
3. -drainage correction
 - Cuts & Fills
 - major reshaping of shoulders, roadbeds, ditches, and backslopes
 - filling swamps
 - rumble strips
 - repair of road dips
 - Seeding and Sodding
 - turf establishment
 - tree and shrub planting
4. Bituminous Treatment
 - spot retreating bituminous
 - bituminous overlays not approved as a construction project
 - seal coating bituminous and county forces
 - railroad crossing replacement
 - concrete overlays not approved as a construction project

City of St. Cloud --
Financial Capability Finding

Based on historic overall local funding and maintenance investment levels, approximately \$10.3 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system.

This figure compares to a required local match of \$2.1 million for city of St. Cloud projects programmed in the 2015-2019 TIP. Accordingly, the city of St. Cloud will be able to provide this local match without compromising maintenance and operation of the existing system.

City of St. Cloud Current Financial Condition:					
Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion					
Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$1,567,369	\$2,296,705	\$3,864,074	\$231,867	\$4,095,941
1991	\$1,659,189	\$4,288,490	\$5,947,679	\$534,578	\$6,482,257
1992	\$1,965,559	\$3,709,001	\$5,674,560	\$147,130	\$5,821,690
1993	\$2,019,425	\$3,194,194	\$5,213,619	\$500,252	\$5,713,871
1994	\$2,231,393	\$1,973,404	\$4,204,797	\$1,675,616	\$5,880,413
1995	\$2,485,000	\$2,171,986	\$4,656,986	\$1,188,014	\$5,845,000
1996	\$2,528,000	\$3,488,000	\$6,016,000	\$555,000	\$6,571,000
1997	\$2,629,000	\$2,637,000	\$5,266,000	\$877,000	\$6,143,000
1998	\$2,685,000	\$3,618,000	\$6,303,000	\$0	\$6,303,000
1999	\$2,874,000	\$2,851,000	\$5,725,000	\$1,598,000	\$7,323,000
2000	\$2,874,000	\$3,131,000	\$6,005,000	\$2,472,000	\$8,477,000
2001	\$3,037,000	\$3,014,000	\$6,051,000	\$3,686,000	\$9,737,000
2002	\$3,154,000	\$4,730,000	\$7,884,000	\$2,818,000	\$10,702,000
2003	\$3,577,000	\$1,358,000	\$4,935,000	\$4,324,000	\$9,259,000
2004	\$3,713,000	\$765,000	\$4,478,000	\$2,282,000	\$6,760,000
2005	\$3,777,000	\$2,458,000	\$6,235,000	\$3,718,000	\$9,953,000
2006	\$4,053,000	\$6,132,000	\$10,185,000	\$7,621,000	\$17,806,000
2007	\$4,281,000	\$5,405,000	\$9,686,000	\$710,000	\$10,396,000
2008	\$3,720,000	\$4,303,000	\$8,023,000	\$5,299,000	\$13,322,000
2009	\$3,642,000	\$1,445,000	\$5,087,000	\$3,147,000	\$8,234,000
2010	\$4,302,788	\$3,419,911	\$7,722,699	\$4,677,598	\$12,400,297
2011	\$4,434,139	\$3,445,765	\$7,879,905	\$4,916,491	\$12,796,396
2012	\$4,565,491	\$3,471,620	\$8,037,111	\$5,155,384	\$13,192,495
Total	\$71,774,353	\$73,306,076	\$145,080,429	\$58,133,931	\$203,214,360
Average	\$3,120,624	\$3,187,221	\$6,307,845	\$2,527,562	\$8,835,407
% of Total Local Expense	N/A	N/A	71%	29%	100%

Source: City of St. Cloud local tax levy, special assessments, bonding, state-aid or other miscellaneous local funds.
* Includes local funding invested in projects that fall within the defined maintenance categories in this Chapter.
** Includes local funding invested in projects that fall within the defined expansion category in this Chapter.

St. Cloud APO FY 2015-2019 TIP Project Programming: City of Saint Cloud

Route System	Project #	Fiscal Year	Agency	Project Description	Proposed Fund Type	Total FHWA	Total AC Payback	Local Match	Project Total
PED/BIKE 999	162-090-005AC	2015	SAINT CLOUD	**AC** EXTEND BEAVER ISLAND BIKE/PED TRAIL, ST CLOUD CIVIC CENTER NORTH TO 5TH AVENUE ALONG MISSISSIPPI RIVER IN ST CLOUD (AC PAYBACK 1 OF 1)	TAP	\$0	\$601,439	\$0	\$601,439
PED/BIKE 999	162-090-006AC	2015	SAINT CLOUD	**AC** BEAVER ISLAND TRAIL EXTENSION FROM 33RD STREET SOUTH TO MISSISSIPPI RIVER BLUFFS REGIONAL PARK IN THE CITY OF ST CLOUD (AC PAYBACK 1 OF 1)	TAP	\$0	\$278,000	\$0	\$278,000
MSAS 151/LOCAL 999	TBD	2019	SAINT CLOUD	33RD STREET SOUTH PHASE 2: SOUTHWAY DR TO COOPER AVE EXPAND TO 4 LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL	STP	\$1,300,000	\$0	\$2,100,000	\$3,400,000
Total Local Match								\$2,100,000	

City of St. Cloud Future Financial Condition:						
Projected Local Transportation Funds Invested in Maintenance/Operation and Expansion						
Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015-2019 Projected Local Funds
General Tax Levy	\$2,083,200	\$2,083,200	\$2,083,200	\$2,083,200	\$2,083,200	\$10,416,000
State-Aid Funds	\$2,664,000	\$2,664,000	\$2,664,000	\$2,664,000	\$2,664,000	\$13,320,000
Assessments	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$2,500,000	\$12,500,000
Bonding	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	\$12,000,000
Total Local Funds Projected	\$9,647,200	\$9,647,200	\$9,647,200	\$9,647,200	\$9,647,200	\$48,236,000
Total Local Funds Projected Less Assessments	\$7,147,200	\$7,147,200	\$7,147,200	\$7,147,200	\$7,147,200	\$35,736,000

Source: City of St. Cloud

City of St. Cloud Financial Capability

FY	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (71%*) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
2015	\$7,147,200	\$5,074,512	\$2,072,688	\$0	\$0	\$0
2016	\$7,147,200	\$5,074,512	\$2,072,688	\$0	\$0	\$0
2017	\$7,147,200	\$5,074,512	\$2,072,688	\$0	\$0	\$0
2018	\$7,147,200	\$5,074,512	\$2,072,688	\$0	\$0	\$0
2019	\$7,147,200	\$5,074,512	\$2,072,688	\$0	\$2,100,000	\$2,100,000
Total	\$35,736,000	\$25,372,560	\$10,363,440	\$0	\$2,100,000	\$2,100,000

* Based on the City of St. Cloud's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

City of Waite Park --
Financial Capability Finding

Based on historic overall local funding and maintenance investment levels, approximately \$1 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. However, the City of Waite Park has no projects requiring local match in the 2015-2019 TIP.

City of Waite Park Current Financial Condition:					
Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion					
Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$256,095	\$1,010,032	\$1,266,127	\$0	\$1,266,127
1991	\$266,872	\$198,897	\$465,769	\$0	\$465,769
1992	\$274,906	\$308,202	\$583,108	\$307,050	\$890,158
1993	\$283,135	\$650,087	\$933,222	\$0	\$933,222
1994	\$290,385	\$944,205	\$1,234,590	\$45,667	\$1,280,257
1995	\$298,615	\$945,692	\$1,244,307	\$129,200	\$1,373,507
1996	\$307,432	\$631,000	\$938,432	\$222,000	\$1,160,432
1997	\$314,486	\$27,078	\$341,564	\$996,771	\$1,338,335
1998	\$319,385	\$0	\$319,385	\$1,059,233	\$1,378,618
1999	\$326,439	\$0	\$326,439	\$2,300,000	\$2,626,439
2000	\$337,411	\$147,000	\$484,411	\$367,000	\$851,411
2001	\$347,012	\$565,500	\$912,512	\$107,000	\$1,019,512
2002	\$352,499	\$868,750	\$1,221,249	\$0	\$1,221,249
2003	\$360,141	\$2,122,000	\$2,482,141	\$644,330	\$3,126,471
2004	\$523,265	\$155,000	\$678,265	\$220,000	\$898,265
2005	\$650,989	\$956,400	\$1,607,389	\$0	\$1,607,389
2006	\$670,519	\$985,092	\$1,655,611	\$391,411	\$2,047,022
2007	\$881,663	\$549,000	\$1,430,663	\$178,000	\$1,608,663
2008	\$700,655	\$1,550,000	\$2,250,655	\$0	\$2,250,655
2009	\$650,464	\$0	\$650,464	\$7,562,000	\$8,212,464
2010	\$702,035	\$798,475	\$1,500,510	\$1,834,337	\$3,334,847
2011	\$728,836	\$814,454	\$1,543,290	\$1,939,847	\$3,483,138
2012	\$755,638	\$830,433	\$1,586,071	\$2,045,357	\$3,631,428
Total	\$10,598,876	\$15,057,298	\$25,656,174	\$20,349,204	\$46,005,378
Average	\$460,821	\$654,665	\$1,115,486	\$884,748	\$2,000,234
% of Total Local Expense	N/A	N/A	56%	44%	100%

Source: City of Waite Park local tax levy, special assessments, bonding, state-aid or other miscellaneous local funds.
* Includes local funding invested in projects that fall within the defined maintenance categories in this Chapter.
** Includes local funding invested in projects that fall within the defined expansion category in this Chapter.

St. Cloud APO FY 2015-2019 TIP Project Programming: City of Waite Park

Route System	Project #	Agency	Project Description	Project Type	FHWA	State	Advance Const.	Local Match	Total
N/A	N/A	N/A	No Programmed Projects		N/A	N/A	N/A	N/A	N/A

City of Waite Park Future Financial Condition:						
Projected Local Transportation Funds Invested in Maintenance/Operation and Expansion						
Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015 - 2019 Projected Local Funds
General Tax Levy	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000
State-Aid Funds	\$190,000	\$190,000	\$190,000	\$190,000	\$190,000	\$950,000
Assessments	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000	\$1,500,000
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000	\$1,000,000
Total Local Funds Projected	\$740,000	\$740,000	\$740,000	\$740,000	\$740,000	\$3,700,000
Total Local Funds Projected Less Assessments	\$440,000	\$440,000	\$440,000	\$440,000	\$440,000	\$2,200,000

Source: City of Waite Park

FY	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (56%*) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
2015	\$440,000	\$246,400	\$193,600	\$0	\$0	\$0
2016	\$440,000	\$246,400	\$193,600	\$0	\$0	\$0
2017	\$440,000	\$246,400	\$193,600	\$0	\$0	\$0
2018	\$440,000	\$246,400	\$193,600	\$0	\$0	\$0
2019	\$440,000	\$246,400	\$193,600	\$0	\$0	\$0
Total	\$2,200,000	\$1,232,000	\$968,000	\$0	\$0	\$0

* Based on the City of Waite Park's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

City of Sartell --
Financial Capability Finding

Based on historic overall local funding and maintenance investment levels, approximately \$5.5 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. The necessary local match for city of Sartell projects in the 2015-2019 TIP is \$1,236,291. Sartell will be able to provide this local match without compromising maintenance and operation of the existing system.

City of Sartell Current Financial Condition: Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion					
Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$59,000	\$294,379	\$353,379	\$438,948	\$792,327
1991	\$59,000	\$201,530	\$260,530	\$320,064	\$580,594
1992	\$59,000	\$168,153	\$227,153	\$1,589,327	\$1,816,480
1993	\$59,000	\$914,553	\$973,553	\$430,916	\$1,404,469
1994	\$59,000	\$209,998	\$268,998	\$891,543	\$1,160,541
1995	\$59,000	\$215,278	\$274,278	\$525,371	\$799,649
1996	\$59,000	\$223,506	\$282,506	\$858,709	\$1,141,215
1997	\$59,000	\$483,900	\$542,900	\$2,146,000	\$2,688,900
1998	\$94,000	\$218,000	\$312,000	\$1,432,500	\$1,744,500
1999	\$103,500	\$694,300	\$797,800	\$3,094,900	\$3,892,700
2000	\$115,000	\$0	\$115,000	\$1,500,000	\$1,615,000
2001	\$115,750	\$0	\$115,750	\$7,212,980	\$7,328,730
2002	\$115,750	\$24,798	\$140,548	\$3,089,384	\$3,229,932
2003	\$117,295	\$0	\$117,295	\$2,651,532	\$2,768,827
2004	\$129,159	\$1,217,422	\$1,346,581	\$6,076,635	\$7,423,216
2005	\$349,050	\$0	\$349,050	\$3,147,367	\$3,496,417
2006	\$349,050	\$1,705,630	\$2,054,680	\$2,950,231	\$5,004,911
2007	\$522,455	\$0	\$522,455	\$1,074,405	\$1,596,860
2008	\$547,800	\$875,552	\$1,423,352	\$721,644	\$2,144,996
2009	\$180,000	\$542,955	\$722,955	\$8,900,236	\$9,623,191
2010	\$373,900	\$153,000	\$526,900	\$4,567,000	\$5,093,900
2011	\$386,335	\$534,289	\$920,623	\$5,001,137	\$5,921,760
2012	\$405,938	\$547,609	\$953,547	\$5,223,666	\$6,177,213
Total	\$4,376,982	\$9,224,852	\$13,601,834	\$63,844,495	\$77,446,329
Average	\$190,304	\$401,081	\$591,384	\$2,775,848	\$3,367,232
% of Total Local Expense	N/A	N/A	18%	82%	100%

Source: City of Sartell local tax levy, special assessments, bonding, state-aid or other miscellaneous local funds.
* Includes local funding invested in projects that fall within the defined maintenance categories in this Chapter.
** Includes local funding invested in projects that fall within the defined expansion category in this Chapter.

St. Cloud APO FY 2015-2019 TIP Project Programming: City of Sartell

Route System	Project #	Fiscal Year	Agency	Project Description	Proposed Fund Type	Total FHWA	Total AC Payback	Local Match	Project Total
MSAS 117	220-117-003	2015	SARTELL	**MN162** ROW ACQUISITION FROM 23RD ST SOUTH TO HERITAGE DR AND FROM HERITAGE DR NORTH TO 4TH AVE CONNECTION AT 2ND ST SOUTH, 1.8 MILES (SAFETEA-LU)	DEMO	\$470,001	\$0	\$119,999	\$590,000
PED/BIKE	220-591-003	2015	SARTELL	**SRTS**INFRA. IN SARTELL, PRELIMINARY ENGINEERING INCLUDING THE ENVIRONMENTAL DOCUMENTS, DESIGN, PLANS, AND SPECIFICATION FOR SARTELL'S SRTS PROJECT	TAP	\$40,000	\$0	\$10,000	\$50,000
LOCAL 999	220-117-002AC2	2015	SARTELL	**AC** GRADING, AGG BASE, BITUMINOUS SURFACING, CONCRETE CURB AND GUTTER, ROUNDABOUTS, STORM SEWER AND WATER MAIN FOR 50TH AVE FROM JCT CR 120 AND 50TH AVE TO 0.429 MI N OF 50TH AVE (AC PAYBACK, 2 OF 2)	STP	\$0	\$192,000	\$0	\$192,000
PED/BIKE	220-591-004	2016	SARTELL	**SRTS**INFRA. IN SARTELL, CE AND CONSTRUCTION OF SIDEWALK AND CROSSING IMPROVEMENTS IN THE VICINITY OF PINE MEADOW ELEMENTARY, SARTELL MIDDLE AND HIGH SCHOOLS	TAP	\$395,567	\$0	\$98,892	\$494,459
MSAS 117	220-117-004	2017	SARTELL	SARTELL MSAS 117 (50TH AVE), FROM HERITAGE DR TO NORTH 0.5 MILES IN SARTELL, GRADE AND SURFACE, INCL. STORM SEWER AND DRAINAGE IMPROVEMENTS	STP	\$547,600	\$0	\$1,007,400	\$1,555,000
Required Local Match								\$1,236,291	

City of Sartell Future Financial Condition: Projected Local Transportation Funds Invested in Maintenance/Operation and Expansion						
Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015 - 2019 Projected Local Funds
General Tax Levy	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000	\$2,500,000
State-Aid Funds	\$151,000	\$151,000	\$151,000	\$151,000	\$151,000	\$755,000
Assessments	\$72,000	\$72,000	\$72,000	\$72,000	\$72,000	\$360,000
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$700,000	\$700,000	\$700,000	\$700,000	\$700,000	\$3,500,000
Total Local Funds Projected	\$1,423,000	\$1,423,000	\$1,423,000	\$1,423,000	\$1,423,000	\$7,115,000
Total Local Funds Projected Less Assessments	\$1,351,000	\$1,351,000	\$1,351,000	\$1,351,000	\$1,351,000	\$6,755,000

Source: City of Sartell

City of Sartell Financial Capability

	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (18%*) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
FY						
2015	\$1,351,000	\$243,180	\$1,107,820	\$10,000	\$119,999	\$129,999
2016	\$1,351,000	\$243,180	\$1,107,820	\$98,892	\$0	\$98,892
2017	\$1,351,000	\$243,180	\$1,107,820	\$0	\$1,007,400	\$1,007,400
2018	\$1,351,000	\$243,180	\$1,107,820	\$0	\$0	\$0
2019	\$1,351,000	\$243,180	\$1,107,820	\$0	\$0	\$0
Total	\$6,755,000	\$1,215,900	\$5,539,100	\$108,892	\$1,127,399	\$1,236,291

* Based on the City of Sartell's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

City of Sauk Rapids --
Financial Capability Finding

Based on historic overall local funding and maintenance investment levels, approximately \$2.2 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. The city of Sauk Rapids has no federal projects requiring a local match in the 2015-2019 TIP.

City of Sauk Rapids Current Financial Condition:

Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion

Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$288,830	\$428,391	\$717,221	\$132,010	\$849,231
1991	\$291,230	\$471,777	\$763,007	\$745,263	\$1,508,270
1992	\$349,530	\$354,092	\$703,622	\$318,760	\$1,022,382
1993	\$342,125	\$329,344	\$671,469	\$377,611	\$1,049,080
1994	\$342,930	\$82,050	\$424,980	\$828,045	\$1,253,025
1995	\$349,839	\$703,501	\$1,053,340	\$225,638	\$1,278,978
1996	\$391,828	\$82,484	\$474,312	\$498,761	\$973,073
1997	\$416,021	\$0	\$416,021	\$844,889	\$1,260,910
1998	\$432,228	\$450,137	\$882,365	\$0	\$882,365
1999	\$430,349	\$64,982	\$495,331	\$2,422,811	\$2,918,142
2000	\$490,544	\$22,239	\$512,783	\$483,483	\$996,266
2001	\$557,630	\$0	\$557,630	\$1,308,992	\$1,866,622
2002	\$514,339	\$0	\$514,339	\$187,762	\$702,101
2003	\$518,005	\$0	\$518,005	\$1,086,350	\$1,604,355
2004	\$641,673	\$813,582	\$1,455,255	\$0	\$1,455,255
2005	\$670,023	\$0	\$670,023	\$0	\$670,023
2006	\$695,516	\$3,253,841	\$3,949,357	\$0	\$3,949,357
2007	\$828,791	\$1,178,313	\$2,007,104	\$0	\$2,007,104
2008	\$877,226	\$55,260	\$932,486	\$0	\$932,486
2009	\$777,708	\$859,119	\$1,636,827	\$0	\$1,636,827
2010	\$818,761	\$849,054	\$1,667,815	\$210,976	\$1,878,790
2011	\$848,136	\$886,349	\$1,734,485	\$186,019	\$1,920,504
2012	\$877,512	\$923,644	\$1,801,156	\$161,063	\$1,962,219
Total	\$12,750,773	\$11,808,159	\$24,558,932	\$10,018,433	\$34,577,365
Average	\$554,381	\$513,398	\$1,067,780	\$435,584	\$1,503,364
% of Total Local Expense	N/A	N/A	71%	29%	100%

Source: City of Sauk Rapids local tax levy, special assessments, bonding, state-aid or other miscellaneous local funds.
* Includes local funding invested in projects that fall within the defined maintenance categories in this Chapter.
** Includes local funding invested in projects that fall within the defined expansion category in this Chapter.

City of Sauk Rapids Future Financial Condition:

Projected Local Transportation Funds Invested in Maintenance/Operation and Expansion

Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015 - 2019 Projected Local Funds
General Tax Levy	\$984,183	\$1,003,228	\$1,022,337	\$1,022,337	\$1,022,337	\$5,054,422
State-Aid Funds	\$490,738	\$490,738	\$490,738	\$490,738	\$490,738	\$2,453,690
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$55,350	\$55,350	\$55,350	\$55,350	\$55,350	\$276,750
Total Local Funds Projected	\$1,530,271	\$1,549,316	\$1,568,425	\$1,568,425	\$1,568,425	\$7,784,862
Total Local Funds Projected Less Assessments	\$1,530,271	\$1,549,316	\$1,568,425	\$1,568,425	\$1,568,425	\$7,784,862

Source: City of Sauk Rapids

City of Sauk Rapids Financial Capability

FY	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (71%*) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
2015	\$1,530,271	\$1,086,492	\$443,779	\$0	\$0	\$0
2016	\$1,549,316	\$1,100,014	\$449,302	\$0	\$0	\$0
2017	\$1,568,425	\$1,113,582	\$454,843	\$0	\$0	\$0
2018	\$1,568,425	\$1,113,582	\$454,843	\$0	\$0	\$0
2019	\$1,568,425	\$1,113,582	\$454,843	\$0	\$0	\$0
Total	\$7,784,862	\$5,527,252	\$2,257,610	\$0	\$0	\$0

* Based on the City of Sauk Rapids historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

St. Cloud APO FY 2015-2019 TIP Project Programming: City of Sauk Rapids

Route System	Project Number	Fiscal Year	Agency	Project Description	Project Type	FHWA	State	Advance Const.	Local Match	Total
N/A	N/A	N/A	N/A	NO PROGRAMMED PROJECTS	N/A	N/A	N/A	N/A	N/A	N/A
Total Match									N/A	

City of St. Joseph --
Financial Capability Finding

Based on historic overall local funding and maintenance investment levels, \$986,040 will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. This figure compares to a required local match of \$698,288 for city of St. Joseph projects programmed in the 2015-2019 TIP. Accordingly, the city of St. Joseph will be able to provide this local match without compromising maintenance and operation of the existing system.

City of St. Joseph Current Financial Condition: Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion					
Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$97,174	\$727,881	\$825,055	\$0	\$825,055
1991	\$112,343	\$0	\$112,343	\$0	\$112,343
1992	\$107,074	\$691,417	\$798,491	\$113,836	\$912,327
1993	\$140,071	\$766,559	\$906,630	\$0	\$906,630
1994	\$117,565	\$80,218	\$197,783	\$252,664	\$450,447
1995	\$115,662	\$30,411	\$146,073	\$0	\$146,073
1996	\$140,702	\$1,140,938	\$1,281,640	\$0	\$1,281,640
1997	\$172,133	\$0	\$172,133	\$300,787	\$472,920
1998	\$222,537	\$416,833	\$639,370	\$359,154	\$998,524
1999	\$115,619	\$992,390	\$1,108,009	\$261,112	\$1,369,121
2000	\$171,088	\$0	\$171,088	\$0	\$171,088
2001	\$192,207	\$0	\$192,207	\$936,428	\$1,128,635
2002	\$212,252	\$3,647,523	\$3,859,775	\$1,216,400	\$5,076,175
2003	\$218,619	\$606,726	\$825,345	\$245,742	\$1,071,087
2004	\$225,178	\$624,928	\$850,106	\$253,114	\$1,103,220
2005	\$231,934	\$0	\$231,934	\$1,709,740	\$1,941,674
2006	\$238,892	\$0	\$238,892	\$1,641,026	\$1,879,918
2007	\$20,630	\$4,654,334	\$4,674,964	\$4,853,510	\$9,528,474
2008	\$57,425	\$3,333,671	\$3,391,096	\$4,161,784	\$7,552,880
2009	\$137,726	\$170,625	\$308,351	\$4,853,510	\$5,161,861
2010	\$174,282	\$1,780,695	\$1,954,977	\$3,280,074	\$5,235,051
2011	\$176,371	\$1,865,121	\$2,041,493	\$3,491,706	\$5,533,199
2012	\$178,461	\$1,949,547	\$2,128,008	\$3,703,338	\$5,831,346
Total	\$3,575,945	\$23,479,818	\$27,055,763	\$31,633,925	\$58,689,688
Average	\$155,476	\$1,020,862	\$1,176,338	\$1,375,388	\$2,551,726
% of Total Local Expense	N/A	N/A	46%	54%	100%

Source: City of St. Joseph local tax levy, special assessments, bonding, state-aid or other miscellaneous local funds.
* Includes local funding invested in projects that fall within the defined maintenance categories in this Chapter.
** Includes local funding invested in projects that fall within the defined expansion category in this Chapter.

City of St. Joseph Future Financial Condition: Projected Local Transportation Funds Invested in Maintenance/Operation and Expansion						
Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015-2019 Projected Local Funds
General Tax Levy	\$85,000	\$85,000	\$85,000	\$85,000	\$85,000	\$425,000
State-Aid Funds	\$6,200	\$6,200	\$6,200	\$6,200	\$6,200	\$31,000
Assessments	\$363,000	\$363,000	\$363,000	\$363,000	\$363,000	\$1,815,000
Bonding	\$247,000	\$247,000	\$247,000	\$247,000	\$247,000	\$1,235,000
Other Local	\$27,000	\$27,000	\$27,000	\$27,000	\$27,000	\$135,000
Total Local Funds Projected	\$728,200	\$728,200	\$728,200	\$728,200	\$728,200	\$3,641,000
Total Local Funds Projected Less Assessments	\$365,200	\$365,200	\$365,200	\$365,200	\$365,200	\$1,826,000

Source: City of St. Joseph

City of St. Joseph Financial Capability						
FY	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (46%*) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
2015	\$365,200	\$167,992	\$197,208	\$0	\$0	\$0
2016	\$365,200	\$167,992	\$197,208	\$0	\$0	\$0
2017	\$365,200	\$167,992	\$197,208	\$698,288	\$0	\$698,288
2018	\$365,200	\$167,992	\$197,208	\$0	\$0	\$0
2019	\$365,200	\$167,992	\$197,208	\$0	\$0	\$0
Total	\$1,826,000	\$839,960	\$986,040	\$698,288	\$0	\$698,288

* Based on the City of St. Joseph's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

St. Cloud APO FY 2015-2019 TIP Project Programming: City of St. Joseph

Route System	Project #	Fiscal Year	Agency	Project Description	Proposed Fund Type	Total FHWA	Total AC Payback	Local Match	Project Total
PED/BIKE	233-090-001	2017	ST. JOSEPH	ON MINNESOTA STREET (STEARNS CO CSAH 2) IN ST. JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	TAP	\$483,512	\$0	\$698,288	\$1,181,800
Required Local Match								\$698,288	

Stearns County --
Financial Capability Finding

Based on historic overall local funding and maintenance investment levels, approximately \$3.4 million will be available to match federal funds from 2015 to 2019 without compromising maintenance of the existing system. This figure is greater than the required local match of \$1.1 million for Stearns County projects programmed in the 2015-2019 TIP. Additionally, one federal project being matched is a pavement replacement project, which will improve overall maintenance of the existing system. Accordingly, Stearns County will be able to provide this local match without compromising maintenance and operation of the existing system.

County of Stearns Financial Condition (APO Area): Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion					
Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$341,678	\$375,138	\$716,816	\$0	\$716,816
1991	\$405,189	\$500,520	\$905,709	\$0	\$905,709
1992	\$421,869	\$491,530	\$913,399	\$0	\$913,399
1993	\$410,010	\$497,100	\$907,110	\$0	\$907,110
1994	\$397,911	\$404,937	\$802,848	\$137,000	\$939,848
1995	\$406,796	\$554,140	\$960,936	\$0	\$960,936
1996	\$414,932	\$7,253,255	\$7,668,187	\$0	\$7,668,187
1997	\$266,931	\$374,492	\$641,423	\$0	\$641,423
1998	\$539,893	\$317,802	\$857,695	\$0	\$857,695
1999	\$490,500	\$827,206	\$1,317,706	\$0	\$1,317,706
2000	\$531,665	\$2,215,491	\$2,747,156	\$0	\$2,747,156
2001	\$556,591	\$2,224,865	\$2,781,456	\$1,110,173	\$3,891,629
2002	\$618,889	\$412,082	\$1,030,971	\$0	\$1,030,971
2003	\$637,455	\$726,399	\$1,363,854	\$0	\$1,363,854
2004	\$643,068	\$1,942,822	\$2,585,890	\$0	\$2,585,890
2005	\$844,073	\$1,436,066	\$2,280,139	\$1,293,180	\$3,573,319
2006	\$864,925	\$4,069,114	\$4,934,039	\$844,300	\$5,778,339
2007	\$966,199	\$4,879,973	\$5,846,172	\$4,283,550	\$10,129,722
2008	\$1,010,419	\$1,425,383	\$2,435,802	\$0	\$2,435,802
2009	\$1,010,419	\$4,424,557	\$5,434,976	\$5,063,483	\$10,498,459
2010	\$964,103	\$3,270,600	\$4,234,703	\$2,116,720	\$6,351,423
2011	\$999,830	\$3,413,738	\$4,413,568	\$2,257,685	\$6,671,253
2012	\$1,035,557	\$3,556,877	\$4,592,434	\$2,398,650	\$6,991,084
Total	\$14,778,902	\$45,594,087	\$60,372,989	\$19,504,741	\$79,877,730
Average	\$642,561	\$1,982,352	\$2,624,913	\$848,032	\$3,472,945
% of Total Local Expense	N/A	N/A	76%	24%	100%

Source: County of Stearns local tax levy, special assessments, bonding, state-aid or other miscellaneous local funds.
*Includes local funding invested in projects that fall within the defined maintenance categories in this Chapter.
** Includes local funding invested in projects that fall within the defined expansion category in this Chapter.

St. Cloud APO FY 2015-2019 TIP Project Programming: Stearns County

Route System	Project #	Fiscal Year	Agency	Project Description	Proposed Fund Type	Total FHWA	Total AC	Total AC Payback	Local Match	Project Total
CSAH 133	073-070-010AC	2015	STEARNS COUNTY	**AC** CSAH 133/19TH AVENUE, CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1)	HSIP	\$0	\$0	\$167,400	\$0	\$167,400
LOCAL 999	073-070-011	2015	STEARNS COUNTY	CSAH 2 - MINNESOTA STREET RURAL INTERSECTION CONFLICT WARNING SYSTEM	HSIP	\$126,000	\$0	\$0	\$14,000	\$140,000
PED/BIKE	073-591-003	2015	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PROJECT, PAYBACK IN 2017)	TAP	\$0	\$90,808	\$0	\$56,755	\$56,755
CSAH 120	073-720-002AC	2015	STEARNS COUNTY	**AC** SAFETY IMPROVEMENTS FROM 500 FEET WEST OF 50TH AVENUE TO CONNECTICUT AVENUE IN SARTELL (AC PAYBACK 1 OF 1)	STP	\$0	\$0	\$398,561	\$0	\$398,561
CSAH 2	073-602-045AC	2017	STEARNS COUNTY	**AC** STEARNS CSAH 4 TO CSAH 75, ROADWAY RESURFACING (AC PAYBACK 1 OF 1)	STP	\$0	\$0	\$1,688,800	\$0	\$1,688,800
PED/BIKE	073-591-003AC	2017	STEARNS COUNTY	**AC**SRTS**INFRA. IN ST. AUGUSTA, CONSTRUCTION OF SIDEWALK ALONG 245TH ST. FROM STEARNS CSAH 75 TO CSAH 7 AND FLASHING SPEED SIGNS ON CR 7 IN FRONT OF ST. MARY-HELP CHRISTIAN SCHOOL (AC PAYBACK 1 OF 1)	TAP	\$0	\$0	\$90,808	\$0	\$90,808
CSAH 75	073-675-037	2018	STEARNS COUNTY	STEARNS COUNTY CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING	STP	\$1,260,000	\$0	\$0	\$315,000	\$1,575,000
PED/BIKE	073-090-010	2018	STEARNS COUNTY	CONSTRUCT LAKE WOBEGON TRAIL EXTENSION FROM ST JOSEPH TO RIVERS EDGE PARK IN WAITE PARK	TAP	\$922,678	\$0	\$0	\$727,322	\$1,650,000
Required Local Match									\$1,113,077	

County of Stearns Future Financial Condition (APO Area):

Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015 - 2019 Projected Local Funds
General Tax Levy	\$1,037,938	\$1,037,938	\$1,037,938	\$1,037,938	\$1,037,938	\$5,189,690
State-Aid Funds	\$1,498,784	\$1,498,784	\$1,498,784	\$1,498,784	\$1,498,784	\$7,493,920
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$303,784	\$303,784	\$303,784	\$303,784	\$303,784	\$1,518,920
Total Local Funds Projected	\$2,840,506	\$2,840,506	\$2,840,506	\$2,840,506	\$2,840,506	\$14,202,530
Total Local Funds Projected Less Assessments	\$2,840,506	\$2,840,506	\$2,840,506	\$2,840,506	\$2,840,506	\$14,202,530

Source: Stearns County Highway Department & APO estimates - 14.5% of County totals were used based on percentage of County lane miles in APO Planning Area.

County of Stearns Financial Capability

FY	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (76%*) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
2015	\$2,840,506	\$2,158,785	\$681,721	\$70,755	\$0	\$70,755
2016	\$2,840,506	\$2,158,785	\$681,721	\$0	\$0	\$0
2017	\$2,840,506	\$2,158,785	\$681,721	\$0	\$0	\$0
2018	\$2,840,506	\$2,158,785	\$681,721	\$1,042,322	\$0	\$1,042,322
2019	\$2,840,506	\$2,158,785	\$681,721	\$0	\$0	\$0
Total	\$14,202,530	\$10,793,925	\$3,408,605	\$1,113,077	\$0	\$1,113,077

* Based on the Stearns County's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

Benton County -- Financial Capability Finding

Based on historic funding and maintenance investment levels, \$3,930,899 is available to match federal funds from 2015 to 2019 without compromising the maintenance and operation of the existing system (100% Benton County). This analysis is derived from an alternate process of considering the county’s 100% funding level and maintenance and operation costs, rather than only the 12% APO portion usually considered as available. This is due to the circumstance of need for local match for one-time projects.

Four of the seven projects requiring local match are classified as maintenance and operations projects. These projects are not expansion projects, so they contribute to the maintenance and operations of the overall system in Benton County.

Benton County is required to provide the remaining local match requirement for expansion projects of \$6,139,939 without compromising maintenance and operation of the existing system. This is a \$2,209,040 shortfall in projected local match funding from the county. However, this match is for the expansion of CSAH 3 in the city of Sauk Rapids. According to the Agreement for Joint Construction of the project, the city is responsible for Right of Way costs within city limits. Therefore, the city of Sauk Rapids remaining projected available funding of \$2,257,610 was added to the amount available to match federal funding. This equals a total of \$6,188,509 projected available matching funds compared to \$6,139,939 needed for expansion projects. This is technically an excess of \$48,570, but this process is an illustrative estimate and this is a very small difference considering the overall project cost.

In addition, this process took a closer look at the percentage spent on maintenance and operations versus the amount spent on expansion (94% versus 6%, respectively). Benton County does not have an extensive history of expansion projects, which dilutes the percentage of funds typically used on these types of projects. Due to this historical analysis, the average per year local maintenance cost amount was used to project the future local maintenance and operation cost estimates. This process is an estimate to illustrate local funding projections versus local spending on maintenance and operation expenses.

County of Benton Current Financial Condition (APO Area):

Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion

Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$104,427	\$76,386	\$180,813	\$0	\$180,813
1991	\$109,490	\$107,303	\$216,793	\$0	\$216,793
1992	\$110,138	\$88,534	\$198,672	\$0	\$198,672
1993	\$111,819	\$134,750	\$246,569	\$0	\$246,569
1994	\$111,541	\$179,888	\$291,429	\$0	\$291,429
1995	\$183,735	\$152,500	\$336,235	\$0	\$336,235
1996	\$187,735	\$0	\$187,735	\$0	\$187,735
1997	\$90,174	\$0	\$90,174	\$0	\$90,174
1998	\$188,000	\$999,694	\$1,187,694	\$0	\$1,187,694
1999	\$224,968	\$0	\$224,968	\$782,000	\$1,006,968
2000	\$224,968	\$726,425	\$951,393	\$0	\$951,393
2001	\$212,549	\$78,508	\$291,057	\$0	\$291,057
2002	\$217,276	\$512,581	\$729,857	\$0	\$729,857
2003	\$148,744	\$566,096	\$714,840	\$0	\$714,840
2004	\$172,363	\$694,296	\$866,659	\$0	\$866,659
2005	\$206,509	\$0	\$206,509	\$0	\$206,509
2006	\$198,980	\$85,976	\$284,956	\$0	\$284,956
2007	\$204,925	\$60,621	\$265,546	\$0	\$265,546
2008	\$149,134	\$446,891	\$596,025	\$0	\$596,025
2009	\$101,640	\$3,236,514	\$3,338,154	\$0	\$3,338,154
2010	\$266,160	\$414,662	\$680,822	\$0	\$680,822
2011	\$215,145	\$924,088	\$1,139,233	\$0	\$1,139,233
2012	\$219,443	\$971,032	\$1,190,475	\$0	\$1,190,475
Total	\$3,959,863	\$10,456,745	\$14,416,608	\$782,000	\$15,198,608
Average	\$172,168	\$454,641	\$626,809	\$34,000	\$660,809
% of Total Local Expense	N/A	N/A	95%	5%	100%

Average Total Local
Maintenance Cost for 12%
of Benton County

\$626,809

Average Total Local
Maintenance Cost for
100% of Benton County

\$5,223,409

County of Benton Future Financial Condition (APO Area):

Projected Local Transportation Funds Invested in Maintenance/Operation and Expansion

Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015 - 2019 Projected Local Funds
General Tax Levy	\$324,000	\$324,000	\$324,000	\$324,000	\$324,000	\$1,620,000
State-Aid Funds	\$372,600	\$372,600	\$372,600	\$372,600	\$372,600	\$1,863,000
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0
Total Local Funds Projected	\$696,600	\$725,161	\$754,892	\$785,843	\$818,062	\$3,780,558
Total Local Funds Projected Less Assessments	\$696,600	\$725,161	\$754,892	\$785,843	\$818,062	\$3,780,558

Source: Benton County Highway Department & APO estimates - 12% of County totals were used based on percentage of County lane miles in APO Planning Area.

Total Projected Local Funds for 100% of Benton County (5 years)	Total Local Maintenance/ Oper. Cost for 100% of Benton County (5 years)	Projected Local Money Available to Match Federal Funds
\$31,504,649	\$27,573,750	\$3,930,899

County of Benton Financial Capability

FY	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (95%) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
2015	\$696,600	\$661,770	\$34,830	\$0	\$2,050,000	\$2,050,000
2016	\$725,161	\$661,770	\$63,391	\$7,565	\$4,089,939	\$4,097,504
2017	\$754,892	\$661,770	\$93,122	\$127,600	\$0	\$127,600
2018	\$785,843	\$661,770	\$124,073	\$100,000	\$0	\$100,000
2019	\$818,062	\$661,770	\$156,292	\$0	\$0	\$0
Total	\$3,780,558	\$3,308,850	\$471,708	\$235,165	\$6,139,939	\$6,375,104

* Based on the Benton County's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

St. Cloud APO FY 2015-2019 TIP Project Programming: Benton County

Route System	Project #	Fiscal Year	Agency	Project Description	Proposed Fund Type	Total FHWA	Total AC	Total AC Payback	Local Match	Project Total
CSAH 3	005-603-028	2015	BENTON COUNTY	**MN162** BENTON COUNTY CSAH 3: BENTON DRIVE TO TH 10, RIGHT OF WAY ACQUISITION (SAFETEA-LU)	DEMO	\$658,242	\$0	\$0	\$2,050,000	\$2,708,242
CSAH 3	005-603-029	2016	BENTON COUNTY	**AC** CSAH 3 FROM BENTON DR TO TH 10 - ROADWAY EXPANSION, INCL BIKE/PED TRAIL (AC PROJECT - PAYBACK IN 2018)	STP & TAP	\$1,632,400	\$120,431	\$0	\$4,089,939	\$5,722,339
LOCAL 999	005-070-002	2016	BENTON COUNTY	BENTON COUNTY CSAH 3 FROM EAST LIMITS OF SAUK RAPIDS TO CSAH 4 IN BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS	HSIP	\$48,960	\$0	\$0	\$5,440	\$54,400
LOCAL 999	005-070-003	2016	BENTON COUNTY	BENTON COUNTY CSAH 4 FROM US 10 TO CSAH 1 BENTON COUNTY, GROUND IN WET-REFLECTIVE EPOXY MARKINGS	HSIP	\$19,125	\$0	\$0	\$2,125	\$21,250
CSAH 1	005-601-010	2017	BENTON COUNTY	BENTON COUNTY CSAH 1, FROM MN 23 TO CSAH 3 (GOLDEN SPIKE ROAD) IN BENTON COUNTY, ROADWAY RESURFACING	STP	\$510,400	\$0	\$0	\$127,600	\$638,000
CSAH 33	005-629-013	2018	BENTON COUNTY	BENTON COUNTY CSAH 33, INTERSECTION OPERATIONAL IMPROVEMENTS AT CSAH 29 (1ST ST.)/CSAH 33 INTERSECTION IN SARTELL	STP	\$400,000	\$0	\$0	\$100,000	\$500,000
PED/BIKE	005-603-029AC	2018	BENTON COUNTY	**AC** CSAH 3 FROM BENTON DR TO TH 10 - ROADWAY EXPANSION, INCL BIKE/PED TRAIL (AC PAYABCK 1 OF 1)	TAP	\$0	\$0	\$120,431	\$0	\$120,431
Required Local Match									\$6,375,104	

Sherburne County --

Financial Capability Finding

Based on historic funding and maintenance investment levels (for Haven Township), \$0 are available to match federal funds from 2015 to 2019 without compromising maintenance and operation of the existing system. Sherburne County has two federal projects programmed in the FY 2015-2019 TIP that requires a local match of \$12,650. However, since **these projects are maintenance/ operation projects**, the required local match can be provided by deferring another local maintenance/operation project without adverse maintenance/operation impacts to the existing system.

In addition, Sherburne County does not have an extensive history of expansion projects (in Haven Township), which dilutes the percentage of funds typically used on these types of projects. Due to this historical analysis, the average per year local maintenance cost amount was used to project the future local maintenance and operation cost estimates. This process is an estimate to illustrate local funding projections versus local spending on maintenance and operation expenses. Without previous expansion projects to project an historical average, the projected amount was zero. In addition, the two projects in the TIP for Sherburne County are identified as “countywide”. Thus the financial analysis based on solely Haven Township is less than is actually available for a countywide project. Overall, Sherburne County will be able to provide this local match without compromising maintenance and operation of the existing system.

County of Sherburne Current Financial Condition (APO Area):					
Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion					
Year	Non-Project Related Local Maintenance	Project Related Local Maintenance*	Total Local Maintenance	Local Expansion**	Total Local Investment
1990	\$82,127	\$72,799	\$154,926	\$0	\$154,926
1991	\$89,167	\$142,156	\$231,323	\$0	\$231,323
1992	\$101,577	\$75,830	\$177,407	\$0	\$177,407
1993	\$110,748	\$75,751	\$186,499	\$0	\$186,499
1994	\$112,519	\$147,464	\$259,983	\$0	\$259,983
1995	\$126,011	\$301,000	\$427,011	\$0	\$427,011
1996	\$137,828	\$25,485	\$163,313	\$0	\$163,313
1997	\$139,206	\$149,090	\$288,296	\$0	\$288,296
1998	\$91,178	\$0	\$91,178	\$0	\$91,178
1999	\$93,605	\$0	\$93,605	\$0	\$93,605
2000	\$96,413	\$0	\$96,413	\$0	\$96,413
2001	\$241,507	\$1,155,043	\$1,396,550	\$0	\$1,396,550
2002	\$225,625	\$1,109,580	\$1,335,205	\$0	\$1,335,205
2003	\$268,143	\$65,505	\$333,648	\$0	\$333,648
2004	\$283,098	\$32,234	\$315,332	\$0	\$315,332
2005	\$291,591	\$213,835	\$505,426	\$0	\$505,426
2006	\$300,339	\$220,250	\$520,589	\$0	\$520,589
2007	\$309,349	\$226,858	\$536,207	\$0	\$536,207
2008	\$318,629	\$233,664	\$552,293	\$0	\$552,293
2009	\$328,187	\$240,674	\$568,861	\$0	\$568,861
2010	\$340,018	\$348,688	\$688,706	\$0	\$688,706
2011	\$354,559	\$360,528	\$715,087	\$0	\$715,087
2012	\$369,099	\$372,369	\$741,468	\$0	\$741,468
Total	\$4,810,523	\$5,568,803	\$10,379,326	\$0	\$10,379,326
Average	\$209,153	\$242,122	\$451,275	\$0	\$451,275
% of Total Local Expense	N/A	N/A	100%	0%	100%

Source: County of Sherburne local tax levy, special assessments, bonding, state-aid or other miscellaneous local funds.

* Includes local funding invested in projects that fall within the defined maintenance categories in this Chapter.

** Includes local funding invested in projects that fall within the defined expansion category in this Chapter.

St. Cloud APO FY 2015-2019 TIP Project Programming: Sherburne County

Route System	Project #	Fiscal Year	Agency	Project Description	Proposed Fund Type	Total FHWA	Total AC Payback	Local Match	Project Total
LOCAL 999	071-070-025	2015	SHERBURNE COUNTY	VARIOUS COUNTY ROADS - 8" RUMBLE STRIP, 6" EDGELINE STRIPE	HSIP	\$90,000	\$0	\$10,000	\$100,000
LOCAL 999	071-070-031	2016	SHERBURNE COUNTY	VARIOUS COUNTY ROADS - 8" RUMBLE STRIP, 6" EDGELINE STRIPE	HSIP	\$23,850	\$0	\$2,650	\$26,500
Required Local Match								\$12,650	

County of Sherburne Future Financial Condition (APO Area):						
Projected Local Transportation Funds Invested in Maintenance/Operation and Expansion						
Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015 - 2019 Projected Local Funds
General Tax Levy	\$408,032	\$419,685	\$431,396	\$431,396	\$431,396	\$2,121,906
State-Aid Funds	\$263,871	\$271,407	\$278,980	\$278,980	\$278,980	\$1,372,217
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other Local	\$0	\$0	\$0	\$0	\$0	\$0
Total Local Funds Projected	\$671,903	\$691,092	\$710,376	\$710,376	\$710,376	\$3,494,123
Total Local Funds Projected Less Assessments	\$671,903	\$691,092	\$710,376	\$710,376	\$710,376	\$3,494,123

Source: Sherburne County Highway Department & APO estimates - 12% of County totals were used based on percentage of County lane miles in APO Planning Area.

County of Sherburne Financial Capability

FY	Projected/Historic Investment Situation			Local Match Required		
	Total Projected Local Investment (without local assessments)	Less (-) Historic Local Maintenance/ Operation Investment (100%*) of Total	Equals (=) Projected Local Dollars Available to Match Federal Funds	Local Match Required for Maintenance/ Operation Projects	Local Match Required for Expansion Projects	Total Local Match Required
2015	\$671,903	\$671,903	\$0	\$10,000	\$0	\$10,000
2016	\$691,092	\$691,092	\$0	\$2,650	\$0	\$2,650
2017	\$710,376	\$710,376	\$0	\$0	\$0	\$0
2017	\$710,376	\$710,376	\$0	\$0	\$0	\$0
2017	\$710,376	\$710,376	\$0	\$0	\$0	\$0
Total	\$3,494,123	\$3,494,123	\$0	\$12,650	\$0	\$12,650

* Based on the Sherburne County's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

MnDOT District 3 --
Financial Capability Finding

Based on historic funding and maintenance investment levels, approximately \$2.2 million will be available to match federal funds for expansion projects from 2015 to 2019.

There are no expansion projects programmed requiring State match funds.

All programmed projects are maintenance, safety or operations related projects that will improve maintenance and operation of the existing system.

The projected State funding available for maintenance and operations projects is about \$16 million. The programmed projects require a State amount of \$12.6 million. Thus, MnDOT District 3 will be able to provide the local match without compromising the maintenance and operation of the existing system.

MnDOT District 3 Current Financial Condition (APO Area): Historical Local Transportation Funds Invested in Maintenance/Operation and Expansion					
	Non-Project Related State Maintenance	Project Specific State Maintenance	Total State Maintenance	Total State Expansion	Total State Expansion & Maintenance
1989	\$950,000	\$190,000	\$1,140,000	\$0	\$1,140,000
1990	\$964,550	\$779,000	\$1,743,550	\$1,356,000	\$3,099,550
1991	\$1,490,320	\$0	\$1,490,320	\$0	\$1,490,320
1992	\$2,317,032	\$0	\$2,317,032	\$0	\$2,317,032
1993	\$1,855,003	\$0	\$1,855,003	\$775,000	\$2,630,003
1994	\$1,508,792	\$446,000	\$1,954,792	\$920,000	\$2,874,792
1995	\$1,170,863	\$1,374,000	\$2,544,863	\$840,000	\$3,384,863
1996	\$1,176,000	\$490,324	\$1,666,324	\$0	\$1,666,324
1997	\$1,293,600	\$1,488,973	\$2,782,573	\$724,090	\$3,506,663
1998	\$1,422,960	\$996,000	\$2,418,960	\$1,139,000	\$3,557,960
1999	\$1,565,256	\$1,198,520	\$2,763,776	\$0	\$2,763,776
2000	\$1,721,782	\$1,148,880	\$2,870,662	\$0	\$2,870,662
2001	\$1,893,960	\$748,329	\$2,642,289	\$439,630	\$3,081,919
2002	\$2,083,356	\$107,707	\$2,191,063	\$0	\$2,191,063
2003	\$2,291,691	\$218,156	\$2,509,847	\$0	\$2,509,847
2004	\$2,520,860	\$218,156	\$2,739,016	\$959,584	\$3,698,600
2005	\$2,772,946	\$1,213,419	\$3,986,365	\$0	\$3,986,365
2006	\$3,050,241	\$535,000	\$3,585,241	\$0	\$3,585,241
2007	\$3,355,265	\$1,087,916	\$4,443,181	\$0	\$4,443,181
2008	\$3,690,791	\$947,365	\$4,638,156	\$5,704,000	\$10,342,156
2009	\$4,059,870	\$23,040,830	\$27,100,700	\$0	\$27,100,700
2010	\$3,411,575	\$1,095,082	\$4,506,657	\$0	\$4,506,657
2011	\$3,534,900	\$503,365	\$4,038,265	\$0	\$4,038,265
2012	\$3,658,224	\$4,274,371	\$7,932,595	\$0	\$7,932,595
Total	\$53,759,837	\$42,101,393	\$95,861,230	\$12,857,304	\$108,718,534
Average	\$2,337,384	\$1,830,495	\$4,167,880	\$559,013	\$4,726,893
% of Total Local Expense	N/A	N/A	88%	12%	100%

Source: MnDOT District 3 State funds.
* Includes State funding invested in projects that fall within the defined maintenance categories in this Chapter.
** Includes State funding invested in projects that fall within the defined expansion category in this Chapter.
Note: Figures reflect estimates of dollars invested in the APO Planning Area. General, non-project specific, maintenance is increased 10 percent per year after 1996, as requested by MnDOT District 3 staff.

St. Cloud APO FY 2015-2019 TIP Project Programming: MnDOT

Route System	Project #	Fiscal Year	Agency	Description	Proposed Funds	Total FHWA	Total AC Payback	Total TH	Local Match	Project Total
US 10	0502-103	2015	MNDOT	**PV40M**ELLA** ON TH 10, BENTON CSAH 4 TO 0.2 MI N OF ST. GERMAIN IN ST CLOUD (WBL & EBL), UNBONDED CONCRETE OVERLAY; AND ON TH 15, FROM TH 10 TO 1.0 MI SOUTH/BENTON CSAH 33, RECONSTRUCTION - let date 6/6/14	NHPP	\$15,103,628	\$0	\$3,775,907	\$98,900	\$18,978,435
US 10	0502-110	2015	MNDOT	US 10, WB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 33, AND ON US, EB ONLY FROM .3 MI N OF 115 ST NW IN RICE TO CSAH 4, MILL AND OVERLAY	SF	\$0	\$0	\$2,300,000	\$0	\$2,300,000
I 94	7380-247	2015	MNDOT	SE END OF BRIDGE# 73865 (WB) AND BRIDGE# 73866 (EB) OVER SAUK RIVER TO NW END OF BRIDGE #73853 (WB) AND BRIDGE# 73854 (EB) OVER STEARNS CO CSAH 75, MILL AND OVERLAY	SF	\$0	\$0	\$2,999,470	\$0	\$2,999,470
I 94	8680-167	2015	MNDOT	I 94, FROM WRIGHT COUNTY CSAH 75 AT MONTICELLO TO MN 241, MILL AND OVERLAY EB ONLY, AND US 10, FROM 1.2 MI E OF MN 23 IN ST CLOUD TO 0.2 MI W OF MN 24, MILL AND OVERLAY EB ONLY	NHPP	\$5,196,000	\$0	\$804,000	\$0	\$6,000,000
MN 999	8823-293	2015	MNDOT	TH SEGMENTS OF MISSISSIPPI RIVER TRAIL SIGN INSTALLATION FROM ELK RIVER TO HEADWATERS	TAP	\$9,600	\$0	\$0	\$2,400	\$12,000
MN 999	8823-293A	2015	MNDOT	TH SIGN FABRICATION FOR SP 8823-293	TAP	\$2,816	\$0	\$0	\$704	\$3,520
MN 15	7321-51	2016	MNDOT	**PV40M** MN 25, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL	NHPP	\$1,778,400	\$0	\$444,600	\$0	\$2,223,000
MN 15	7321-51S	2016	MNDOT	**PV40M** MN 25, 0.1 MI N OF JCT TH 23 TO S END OF BRIDGE #05011 OVER MISSISSIPPI RIVER, MILL AND OVERLAY, INCLUDE CONSTRUCT DUAL SB LEFT TURN LANES AT 12TH ST N IN ST. CLOUD AND AT STEARNS CO CSAH 1 IN SARTELL (HSIP PROJECT)	HSIP	\$715,000	\$0	\$79,444	\$0	\$794,444
I 94	7380-239	2016	MNDOT	**PV40M** I 94, FROM STEARNS CO CSAH 75 W OF ST. JOSEPH TO W END OF BR #73865 AND BR #73866 OVER SAUK RIVER, UNBONDED CONCRETE OVERLAY; AND ON I 94 FROM STEARNS CO CR 159 AT COLLEGEVILLE E TO STEARNS CO CSAH 75, MILL AND OVERLAY	NHPP	\$14,814,000	\$0	\$1,646,000	\$0	\$16,460,000
RR	71-00124	2017	MNDOT	BNSF RR, INSTALL GATES AND FLASHING LIGHTS, T5, 32ND ST SE, HAVEN TOWNSHIP (1.5 MI SE ST CLOUD)	RRS	\$350,000	\$0	\$0	\$0	\$350,000
RR	71-00125	2017	MNDOT	BNSF RR, INSTALL GATES AND FLASHING LIGHTS, T14, 52ND ST SE, HAVEN TOWNSHIP (4 MI NW CLEAR LAKE)	RRS	\$350,000	\$0	\$0	\$0	\$350,000
MN 999	8803-SHS-17	2017	MNDOT	DISTRICTWIDE SETASIDES - DISTRICT 3 HSIP SETASIDE - 2017	HSIP	\$1,540,000	\$0	\$171,111	\$0	\$1,711,111
MN 999	8803-ADA-18	2018	MNDOT	DISTRICTWIDE SETASIDE - ADA - 2018	SF	\$0	\$0	\$250,000	\$0	\$250,000
MN 999	8803-SHS-18	2018	MNDOT	DISTRICTWIDE SETASIDE - HIGHWAY SAFETY IMPROVEMENT PROGRAM - 2018	HSIP	\$1,900,000	\$0	\$211,111	\$0	\$2,111,111

Required State Funds \$12,681,643

MnDOT District 3 Future Financial Condition (APO Area):

State Transportation Funding Source	Projected 2015 State Funds	Projected 2016 State Funds	Projected 2017 State Funds	Projected 2018 State Funds	Projected 2019 State Funds	Total 2015 - 2019 Projected State Funds
State Non-Project Specific Maint. \$	\$5,944,057	\$5,944,057	\$5,944,057	\$5,944,057	\$5,944,057	\$29,720,285
State Project Specific Funds	\$124,444	\$124,444	\$124,444	\$124,444	\$124,444	\$622,220
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other State	\$0	\$0	\$0	\$0	\$0	\$0
Total State Funds Projected	\$6,068,501	\$6,068,501	\$6,068,501	\$6,068,501	\$6,068,501	Historical projection \$30,342,505

Source: MnDOT District 3

MnDOT District 3 Financial Capability (APO Area)

	Projected/Historic Investment Situation			Local Match Required		
	Total Projected State Investment	Less (-) Historic State Maintenance/ Operation Investment (88%)*	Equals (=) Projected State Dollars Available to Match Federal	State Match Required for Maintenance/ Operation	State Match Required for Expansion	Total State Match
2015	\$6,068,501	\$5,340,281	\$728,220	\$9,879,377	\$0	\$9,879,377
2016	\$6,068,501	\$5,340,281	\$728,220	\$2,170,044	\$0	\$2,170,044
2017	\$6,068,501	\$5,340,281	\$728,220	\$171,111	\$0	\$171,111
2018	\$6,068,501	\$5,340,281	\$728,220	\$461,111	\$0	\$461,111
2019	\$6,068,501	\$5,340,281	\$728,220	\$0	\$0	\$0
Total	\$18,205,503	\$16,020,843	\$2,184,660	\$12,681,643	\$0	\$12,681,643

* Based on MnDOT District 3's historic maintenance/operation investment percentage of total local transportation funds 1990 to 2012.

St. Cloud APO -- Financial Capability Finding

The APO is anticipating approximately \$2,214,556 of federal planning funds from FY 2015 to 2019. These federal funds will require a total local match of \$553,639. When comparing this amount to projected local planning revenue, APO will have adequate funds to provide the local match.

St. Cloud APO Current Financial Condition

Historical Local Planning Revenue

Year	Local Assessments	Other Local Income	Total
1990	\$89,936	\$12,146	\$102,082
1991	\$98,948	\$11,862	\$110,810
1992	\$81,003	\$7,047	\$88,050
1993	\$81,003	\$4,588	\$85,591
1994	\$97,191	\$6,000	\$103,191
1995	\$113,151	\$10,017	\$123,168
1996	\$116,318	\$9,589	\$125,907
1997	\$143,567	\$13,638	\$157,205
1998	\$139,955	\$15,173	\$155,128
1999	\$136,953	\$14,674	\$151,627
2000	\$138,365	\$13,122	\$151,487
2001	\$136,205	\$12,878	\$149,083
2002	\$134,350	\$411	\$134,761
2003	\$114,138	\$48,015	\$162,153
2004	\$113,997	\$7,042	\$121,039
2005	\$116,536	\$7,032	\$123,568
2006	\$121,481	\$13,947	\$135,428
2007	\$128,852	\$20,531	\$149,383
2008	\$136,232	\$29,729	\$165,961
2009	\$115,256	\$13,227	\$128,483
2010	\$121,236	\$15,139	\$136,375
2011	\$107,087	\$14,502	\$121,589
2012	\$107,319	\$12,775	\$120,094
Total	\$2,689,079	\$313,084	\$3,002,163
Average	\$116,916	\$13,612	\$130,529
%	90%	10%	100%

Source: St. Cloud APO

St. Cloud APO Financial Capability

FY	Anticipated Federal CPG Funding	1990-2012 Average Historic Local Planning Revenue	2015 - 2019 Projected Local Planning Revenue	Local Match Requirement (20%)
2015	\$401,552	\$130,529	\$125,298	\$100,388
2016	\$421,628	\$130,529	\$127,170	\$105,407
2017	\$442,710	\$130,529	\$129,040	\$110,678
2018	\$463,792	\$130,529	\$130,911	\$115,948
2019	\$484,874	\$130,529	\$132,782	\$121,219
Total	\$2,214,556	\$652,645	\$645,202	\$553,639

Source: St. Cloud APO

St. Cloud APO Future Financial Condition:

Projected Local Planning Revenue

Local Revenue Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Total 2015 - 2019 Projected Local Funds
Assessments	\$115,298	\$117,170	\$119,040	\$120,911	\$122,782	\$595,202
Other Local Revenue	\$10,000	\$10,000	\$10,000	\$10,000	\$10,000	\$50,000
Total	\$125,298	\$127,170	\$129,040	\$130,911	\$132,782	\$645,202

Source: St. Cloud APO

St. Cloud Metro Bus --
Financial Capability Finding

St. Cloud Metro Bus has \$9,100,316 in federal funds programmed in the FY 2015-2019 TIP that will require a minimum (20%) match of \$1,820,179. Metro Bus will be able to provide their required local match for federal funds programmed. Metro Bus has \$31,042,325 of local and state match programmed to match federal funds in the FY 2015-2019 TIP, with a projected capacity of \$49,547,500. Metro Bus funding projection is sufficient to provide the programmed amount. Projects without federal funds, such as Dial-A-Ride services were not included in the TIP or in this financial analysis. Additional projects receiving federal funds will be added via TIP amendments. See Appendix F for project level details.

St. Cloud Metro Bus Current Financial Condition

Historical State/Local Transit Funds

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
1990	\$439,198	\$926,131	\$422,935	\$1,788,264
1991	\$448,098	\$843,930	\$604,954	\$1,896,982
1992	\$439,844	\$732,694	\$623,103	\$1,795,641
1993	\$522,502	\$810,450	\$620,485	\$1,953,437
1994	\$578,000	\$1,031,104	\$683,050	\$2,292,154
1995	\$631,242	\$1,214,732	\$693,500	\$2,539,474
1996	\$664,788	\$1,326,148	\$754,053	\$2,744,989
1997	\$704,000	\$1,607,192	\$693,000	\$3,004,192
1998	\$812,000	\$1,670,284	\$819,000	\$3,301,284
1999	\$832,242	\$1,742,468	\$1,127,378	\$3,702,088
2000	\$935,718	\$2,052,000	\$1,149,118	\$4,136,836
2001	\$939,479	\$2,192,887	\$1,531,036	\$4,663,402
2002	\$940,000	\$3,267,012	\$698,000	\$4,905,012
2003	\$1,003,090	\$3,349,850	\$759,950	\$5,112,890
2004	\$1,023,861	\$3,631,884	\$598,067	\$5,253,812
2005	\$1,200,967	\$3,704,436	\$671,830	\$5,577,233
2006	\$1,336,702	\$3,850,000	\$750,372	\$5,937,074
2007	\$1,400,000	\$3,968,000	\$787,774	\$6,155,774
2008	\$1,490,959	\$4,470,000	\$843,987	\$6,804,946
2009	\$1,578,556	\$4,607,867	\$872,441	\$7,058,864
2010	\$1,518,038	\$4,680,032	\$927,343	\$7,125,413
2011	\$1,670,000	\$4,718,000	\$1,046,545	\$7,434,545
2012	\$1,653,369	\$5,090,412	\$973,629	\$7,717,411
Total	\$22,762,653	\$61,487,513	\$18,651,550	\$102,901,717
Average	\$989,681	\$2,673,370	\$810,937	\$4,473,988
% of total local funds	22%	60%	18%	100%

Source: St. Cloud Metro Bus

St. Cloud Metro Bus Future Financial Condition:

Projected State/Local Funds

Local Transportation Funding Source	Projected 2015 Local Funds	Projected 2016 Local Funds	Projected 2017 Local Funds	Projected 2018 Local Funds	Projected 2019 Local Funds	Projected 2015-2019 Local Funds
Local Tax Levy	\$1,432,000	\$1,154,000	\$1,201,000	\$1,248,000	\$1,295,000	\$6,330,000
Fares/Other Local	\$1,824,000	\$1,910,000	\$1,998,000	\$2,084,667	\$2,171,667	\$9,988,333
State Funds	\$5,400,000	\$6,000,000	\$6,655,000	\$7,273,333	\$7,900,833	\$33,229,167
Total	\$8,656,000	\$9,064,000	\$9,854,000	\$10,606,000	\$11,367,500	\$49,547,500

Source: St. Cloud Metro Bus

St. Cloud Metro Bus Financial Capability

FY	Programmed Federal Funds	1990 - 2012 Average State/Local Funds Available	2015 - 2019 Projected State/Local Funds Available	Local Match Required for Transit Projects (20%)	Actual Local Match Programmed for Transit
2015	\$2,104,148	\$4,473,988	\$8,656,000	\$526,037	\$6,531,903
2016	\$2,101,830	\$4,473,988	\$9,064,000	\$525,458	\$7,483,579
2017	\$2,205,316	\$4,473,988	\$9,854,000	\$551,329	\$7,995,665
2018	\$2,261,422	\$4,473,988	\$10,606,000	\$565,356	\$8,833,178
2019	\$160,000	\$4,473,988	\$11,367,500	\$40,000	\$198,000
Total	\$8,832,716	\$22,369,940	\$49,547,500	\$2,208,179	\$31,042,325

St. Cloud APO FY 2015-2019 TIP Project Programming: Metro Bus

Route System	Project #	Fiscal Year	Who	Agency	Project Description	Proposed Fund Type	Total FHWA	FTA	Local Match	Project Total
BB	TRF-0048-15B	2015	L	METRO BUS	SECT 5307: ST. CLOUD FR TRANSIT OPERATING ASSISTANCE	FTA	\$0	\$1,252,074	\$6,318,884	\$7,570,958
BB	TRF-0048-15D	2015	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	FTA	\$0	\$40,000	\$10,000	\$50,000
BB	TRF-0048-15E	2015	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	FTA	\$0	\$8,000	\$2,000	\$10,000
BB	TRF-0048-15F	2015	L	METRO BUS	SECT 5307: CAPITALIZED PREVENTIVE MAINTENANCE	FTA	\$0	\$740,074	\$185,019	\$925,093
BB	TRF-0048-15V	2015	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	FTA	\$0	\$20,000	\$5,000	\$25,000
BB	TRF-0048-15W	2015	L	METRO BUS	SECT 5307: ST. CLOUD TRANSIT CAPITAL PURCHASE, ITS PROJECTS	FTA	\$0	\$20,000	\$5,000	\$25,000
BB	TRF-0048-15X	2015	L	METRO BUS	SECT 5307: OPERATIONS AUTOMOBILE	FTA	\$0	\$24,000	\$6,000	\$30,000
BB	TRF-0048-16B	2016	L	METRO BUS	SECT 5307: ST CLOUD RR OPERATING ASSISTANCE	FTA	\$0	\$1,277,115	\$7,145,000	\$8,422,115
BB	TRF-0048-16D	2016	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	FTA	\$0	\$40,000	\$10,000	\$50,000
BB	TRF-0048-16E	2016	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	FTA	\$0	\$8,000	\$2,000	\$10,000
BB	TRF-0048-16F	2016	L	METRO BUS	SECT 5307: ST CLOUD METRO BUS CAPITALIZED PREVENTIVE MAINTENANCE	FTA	\$0	\$736,715	\$184,179	\$920,894
BB	TRF-0048-16V	2016	L	METRO BUS	SECT 5307: TRANSIT CENTER IMPROVEMENTS	FTA	\$0	\$20,000	\$5,000	\$25,000
BB	TRF-0048-16W	2016	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	FTA	\$0	\$20,000	\$5,000	\$25,000
BB	TRS-0048-16	2016	L	METRO BUS	ST CLOUD METRO BUS PURCHASE 2 SMALL CNG BUSES	TP 5K-200K	\$267,600	\$0	\$132,400	\$400,000
BB	TRF-0048-17B	2017	L	METRO BUS	SECT 5307: ST CLOUD RR OPERATING ASSISTANCE	FTA	\$0	\$1,302,658	\$7,770,000	\$9,072,658
BB	TRF-0048-17D	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	FTA	\$0	\$40,000	\$10,000	\$50,000
BB	TRF-0048-17E	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	FTA	\$0	\$8,000	\$2,000	\$10,000
BB	TRF-0048-17F	2017	L	METRO BUS	SECT 5307: ST CLOUD METRO BUS CAPITALIZED PREVENTIVE MAINTENANCE	FTA	\$0	\$786,658	\$196,665	\$983,323
BB	TRF-0048-17V	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	FTA	\$0	\$20,000	\$5,000	\$25,000
BB	TRF-0048-17W	2017	L	METRO BUS	SECT 5307: MAINTENANCE VEHICLE	FTA	\$0	\$28,000	\$7,000	\$35,000
BB	TRF-0048-17X	2017	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, ITS PROJECTS	FTA	\$0	\$20,000	\$5,000	\$25,000
BB	TRF-0048-18B	2018	L	METRO BUS	SECT 5307: ST CLOUD RR OPERATING ASSISTANCE	FTA	\$0	\$1,328,711	\$8,600,000	\$9,928,711
BB	TRF-0048-18D	2018	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES OFFICE EQUIPMENT AND COMPUTERS	FTA	\$0	\$40,000	\$10,000	\$50,000
BB	TRF-0048-18E	2018	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASES MAINTENANCE TOOLS AND EQUIPMENT	FTA	\$0	\$8,000	\$2,000	\$10,000
BB	TRF-0048-18F	2018	L	METRO BUS	SECT 5307: ST CLOUD METRO BUS CAPITALIZED PREVENTIVE MAINTENANCE	FTA	\$0	\$840,711	\$210,178	\$1,050,889
BB	TRF-0048-18V	2018	L	METRO BUS	SECT 5307: TRANSIT CAPITAL PURCHASE, BUS SHELTER TRANSIT AMENITY	FTA	\$0	\$20,000	\$5,000	\$25,000
BB	TRF-0048-18W	2018	L	METRO BUS	SECT 5307: OPERATIONS AUTOMOBILE	FTA	\$0	\$24,000	\$6,000	\$30,000
BB	TBD	2019	L	METRO BUS	REPLACE 2 CLASS 500 PARATRANSIT VEHICLES	STP	\$160,000	\$0	\$198,000	\$358,000
							Total Required Local Match			

\$31,042,325

APPENDIX G

Common Acronyms and STIP Codes: Route System, Program, and Proposed Fund Categories

3-C – Comprehensive, Cooperative & Continuing	MSA – Metropolitan Statistical Area
AA – Affirmative Action	MSAS – Municipal State-Aid Street
AC – Advance Construction	MTC – St. Cloud Metro Bus
ADA – Americans with Disabilities Act	NAAQS – National Ambient Air Quality Standards
ADT – Average Daily Traffic	NB – Northbound
APO – Area Planning Organization	NEPA – National Environmental Policy Act
AQ – Air Quality	NHS – National Highway System
ATIP – Area Transportation Improvement Program	OIM – Mn/DOT Office of Investment Management
ATP – Area Transportation Partnership	SAFETEA-LU – Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users
BARC – Bridge & Road Construction	SB - Southbound
BF – Bond Fund	PNR – Park and Ride
BRRP – Bridge Replacement or Rehabilitation Program	PTMS – Public Transit Management System
CAA – Clean Air Act	RDC – Regional Development Commission
CAAA - Clean Air Act Amendment	SE - Southeast
CBD – Central Business District	SF – State Fund
CFR – Code of Federal Regulations	SIP – State Implementation Plan (for Air Quality)
CMAQ – Congestion Mitigation & Air Quality	SOV – Single Occupancy Vehicle
CO – Carbon Monoxide	SRTS – Safe Routes to School
CR – County Road	STIP – State Transportation Improvement Program
CSAH – County State Aid Highway	STP – Surface Transportation Program
DBE – Disadvantaged Business Enterprise	TH – Trunk Highway
D3 – District 3	TAC – St. Cloud APO Technical Advisory Committee
EB - Eastbound	TEA – Transportation Enhancement Activities or Transportation Equity Act for the 21 st Century
EEO – Equal Employment Opportunity	TIP – Transportation Improvement Program
EJ – Environmental Justice	TCM – Transportation Control Measures
EPA – Environmental Protection Agency	TCP – Transportation Control Plan
FAA – Federal Aviation Administration	TCSP – Transportation, Community & System Preservation
FHWA – Federal Highway Administration	TDM – Transportation Demand Management
FRA – Federal Railroad Administration	TMA – Transportation Management Area
FTA – Federal Transit Administration	TP – Transportation Plan
FY – Fiscal Year	TRLF – Transportation Revolving Loan Fund
HCVMT – Heavy Commercial Vehicle Miles Traveled	TSM – Transportation System Management
HES – Hazard Elimination Safety	UPWP – Unified Planning Work Program
HOV – High Occupancy Vehicle	U.S.C. – United States Code
HPP – High Priority Project	U.S. DOT – United States Department of Transportation
HSIP – Highway Safety Improvement Program	V/C – Volume to Capacity Ratio
IM – Interstate Maintenance	VMT – Vehicle Miles Traveled
ITS – Intelligent Transportation System	WB – Westbound
LOS – Level of Service	
MN - Minnesota	
Mn/DOT – Minnesota Department of Transportation	
MPCA – Minnesota Pollution Control Agency	
MPO – Metropolitan Planning Organization	

Programming Codes from MnDOT STIP Document

III. PROGRAM LISTING

The following section contains the FY 2012-2015 STIP project listing sorted by District/ATP.

The first page of each District/ATP shows the District/ATP location within the state and the counties included within each District/ATP. The name of the District Transportation Engineer, phone number, and address are shown as well as a general information telephone number.

The second page begins the listing of projects in that District/ATP sorted by Fiscal Year. Within each Fiscal Year, projects are sorted by Route System with transit projects first followed by rail, local roadway, and then state projects.

The following information is provided for each project

Seq # - The sequence number is a unique number assigned to each project in this project listing.

Route System - The route name and number on which the project is located. See Figure 5.

Figure 5 Route System Categories	
Route System	Description
BB	Transit (buses)
CITY	City project
CMAQ	Congestion Mitigation and Air Quality
CR	County Road
CSAH	County State Aid Highway
DA	Disability Act
EN	Enhancement (not assigned to a specific road and not a pedestrian or bicycle path)
FH	Forest Highway
I	Interstate Highway
IRR	Indian Reservation Roads and Bridges
ITS	Intelligent Transportation Systems
LOCAL 999	Local project not associated with a road
MSAS	Municipal State Aid Street
MUN	Municipal Street
PED/BIKE	Pedestrian or Bike Path/Trail (not assigned to a specific road)
PL	Planning
RECTRAIL	DNR Recreational Trail
RR	Railroad
MN or US	Trunk Highway
TH 999	State project not associated with a road (not an Enhancement)
TWN	Township Road

- Project Number - Project identifier. Most trunk highway projects start with the control section numbers. Local projects start with either the county number or the city number.
- Agency - The jurisdiction responsible for implementing projects or for opening bids.
- Description - The location and/or type of project.
- Miles - The length of the project.
- Programs - The program category. See Figure 6.
- Type of Work - The intent of the project.
- Proposed Funds - Preliminary fund assignment with exact determination of funding determined upon authorization. See Figure 7.
- 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.

Figure 6 Program Categories	
Program	Description
AM	Municipal Agreement
BI	Bridge Improvement
BR	Bridge Replacement
BT	Bike Trail (not an Enhancement)
CA	Consultant Agreement
DR	Drainage
EN	Enhancement (STP)
IR	Indian Reservation Roads
MA	Miscellaneous Agreements
MC	Major Construction
NA	Not Applicable (Uncommitted)
NO	Noise Walls
PL	Planning
PM	Preventive Maintenance
RB	Rest Area/Beautification
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)
SR	Safety Railroads
TM	Transportation Management
TR	Transit (FHWA)
B9	FTA Urbanized Area Formula – Section 5307
CF	Clean Fuels – Section 5308
B3	FTA Capital Program - Section 5309
NB	FTA Elderly and Person with Disabilities – Section 5310
OB	FTA Non-urbanized Areas - Section 5311
JA	FTA Job Access and Reverse Commute – Section 5316
NF	New Freedom Section 5317

III-2

Figure 7 Proposed Fund Categories	
Fund	Description
BF	Bond Funds
BH	Bridge Rehabilitation
BR	Bridge Replacement
BROS	Off System Bridge
CBI	Coordinated Border Infrastructure
CMAQ	Congestion Mitigation and Air Quality
DPS	Department of Public Safety
ER	Emergency Relief
FFM	Federal Fund Miscellaneous (TCSP, Special Appr.)
FH	Forest Highway
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
HSR	High Speed Rail
HPP	High Priority Project (Earmarked)
IM	Interstate Maintenance
IRR	Indian Reservation Roads
ITS	Intelligent Transportation Systems
LF	Local Funds or Other
NCIP	National Corridor Infrastructure (Earmarked)
NHS	National Highway System
PNRS	Projects of National and Regional Significance (Earmarked)
PUB	Public Lands
RES	Research
RRS	STP Rail Safety
RT	Recreational Trail
SB	Scenic Byways
SF	State Funds
STP	Surface Transportation Program
SU	STP Small Urban
TEA	Transportation Enhancement (STP)
TI	Transportation Improvements (Earmarked)
TRLF	Transportation Revolving Loan Fund
UG	STP Urban Guarantee

- AC - The total estimated amount of future federal funds (AC) 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 and special legislative appropriations.

III-3

Appendix H

ST. CLOUD AREA PLANNING ORGANIZATION SELF-CERTIFICATION RESOLUTION 2014-06

Approving the St. Cloud Metropolitan Area 2015-2019 Transportation Improvement Program (TIP)

WHEREAS; in accordance with 23 CFR 450.334(a) the St. Cloud Area Planning Organization hereby certifies that the metropolitan transportation planning process is addressing major issues facing the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment 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 USC 2000d-1) and 49 CFR part 21;
4. 49 USC 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 MAP-21 (Pub. L. 112-141) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in the US 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 27 regarding discrimination against individuals with disabilities.

NOW, THEREFORE, BE IT RESOLVED, the APO hereby certifies that the 2015-2019 TIP has been developed in conformance with all mentioned applicable state and federal MPO requirements.

ATTEST:


Rick Schultz,
St. Cloud APO Chair


Angela Stenson,
St. Cloud APO Executive Director

July 24, 2014
Date

July 24, 2014
Date

MINNESOTA MPO TIP CHECK LIST

MPO: St. Cloud Area Planning Organization TIP PERIOD Covered: From: SFY 2015 To: SFY 2019
 (month year) (month year)
 MPO Contact: Angie Stenson Executive Director Phone: (320) 252-7568
 (name) (title)

The table below identifies information that should be covered by the MPO's TIP, as required by CFR 450. Please fill in the requested information, where applicable. Most items should first be completed by the MPO. Shaded boxes will be completed by MnDOT staff.

Regulatory Citation	Key Content of Rule	Review Guidance	Where in TIP? Page(s)	Comments
CFR 450.316 (a)	Public Involvement	TIP uses visualization, is available on the web, process was consistent with public involvement plan, final action includes documentation of significant comments and disposition.	Executive Summary, Page 2-1 "What is the TIP Approval Process?" graphic, Page 6-7 Project Location Map, Page 3-2 "Public Participation for TIP", Appendix J Public Comments	<u>Yes</u> /No PowerPoint TIP presentation to APO Policy Board, which was also public information meeting. TIP document illustrates various graphics and maps to communicate information more effectively. Sidebar illustrations provide supporting pertinent information throughout the document.
CFR 450.316 (b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including applicable tribes and federal land management agencies.	Introduction Pages 2-1 & 2-2, Public Participation Page 3-2, Program Process Page 4-1	<u>Yes</u> /No
CFR 459.320 (b)	Congestion Management	TMA's TIP reflects multimodal measures/strategies from congestion management process	N/A	Yes/No/ <u>NA</u>
CFR 450.324 (a)	Cooperation with State and public transit operators	TIP was developed in cooperation with the State (DOT) and (any) public transit operators.	Executive Summary, Introduction Pages 2-1 & 2-2, Participation Page 3-2, Self-Certification Pages 3-3 – 3-5; Program Process Page 4-1	<u>Yes</u> /No
	≥ 4 years	TIP covers at least 4 years.	Introduction Page 2-1, TIP Project List and Map Pages 6-2 – 6-7	<u>Yes</u> /No
		TIP cycle matches STIP.	Executive Summary, Introduction Page 2-1, TIP Project List and Map Pages 6-2 – 6-7	<u>Yes</u> /No

Regulatory Citation	Key Content	Guidance	Where in TIP? Page(s)	Comments
CFR450.324 (a) con't	MPO approval of TIP	Date TIP approved by the MPO's Policy Board. Signed copy of the resolution is included.	Resolution 2014-06 Appendix page H-1 & Resolution 2014-07: Appendix page I-1	Date: Approval of Draft TIP on 5/22/14 Approval of Final TIP on 7/24/14 Yes /No
		Approval recommended by the District.		Date: District review and recommendation on 07/16/2014. ATP approval on 4/3/14 subject to minor technical corrections.
	Governor's Approval	Approval by Mn/DOT.		Date:
	MPO Conformity Determination	If a nonattainment/maintenance area, a conformity determination was made.	N/A	Yes/No/ NA Date:
CFR450.324 (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.	Executive Summary, Introduction Page 2-2, Planning Process & Self-Certification Page 3-2, Appendix B	Yes /No
CFR450.324 (c)	Specific types of projects to be 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, including enhancement projects. May exclude safety projects under 23 USC 402 and 49 USC 31102; metropolitan planning under 23 USC 104(f), 49 USC 5305(d) and 5339; state planning and research; emergency relief projects (unless involving substantial functional, locational, or capacity changes); national planning and research under 49 USC 5314; and project management oversight projects under 49 USC 5327.	Introduction Pages 2-1 & 2-2, Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No

Regulatory Citation	Key Content	Guidance	Where in TIP? Page(s)	Comments
CFR450.324 (d)	Lists all regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	Introduction Pages 2-1 & 2-2, Previous TIP Projects Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No
CFR450.324 (e)	Information required about each project	Sufficient scope description (type, termini, length, etc.).	Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No MPO uses MnDOT STIP template to ensure uniformity and consistency of programming details.
		Estimated total cost (including costs that extend beyond the 4 years of the TIP).	Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No Submitting agencies are instructed to apply inflation adjustments of 4% per year to project cost submittals to calculate the year of construction cost estimate.
		Federal funds proposed, by year.	Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No APO federal funding is consistent with the District 3 ATP federal funding distribution method.
		Proposed category(ies) and source(s) of federal and non-federal funds.	Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No
		Recipient/responsible agency(s) identified.	Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No
		If a nonattainment/maintenance area, TCMs from SIP are identified.	N/A	Yes/No/ NA
		If a nonattainment/maintenance area, project information provides sufficient detail for air quality analysis.	N/A	Yes/No/ NA
		Identification of projects that will implement ADA paratransit or key station plans.	TIP Project List and Map Pages 6-1 – 6-7	Yes /No

Regulatory Citation	Key Content	Guidance	Where in TIP? Page(s)	Comments
CFR450.324 (f)	Small Projects	TIP identifies small projects by function or geographic area or work type.	Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7	Yes /No
		If a nonattainment/maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	N/A	Yes/No/ NA
CFR450.324 (g)	Consistency with approved plans	Each project is consistent with the MPO's transportation plan.	Resolution 2014-06 on Appendix Page H-1, Executive Summary, Planning Process & Self-Certification Pages 3-1– 3-5, Program Process Page 4-1, TIP Project List and Map Pages 6-1 – 6-7	Yes /No
CFR450.324 (h)	Financial Plan	Demonstrates TIP can be implemented, indicates public and private resources, and recommends financing strategies for needed projects and programs.	Introduction Pages 2-1 & 2-2, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No
		Total costs are consistent with DOT estimate of available federal and state funds.	Introduction Pages 2-1 & 2-2, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No
		Construction or operating funds are reasonably expected to be available for all listed projects.	Introduction Pages 2-1 & 2-2, Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No
		For new funding sources, strategies have been identified to ensure fund availability.	TIP Project List & Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No/ NA Specifically includes projects using STP, MN 162, HSIP, and TAP funding
		Includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	Introduction Pages 2-1 & 2-2, TIP Project List and Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No
Regulatory	Key Content	Guidance	Where in TIP?	Comments

Citation			Page(s)	
CFR450.324 (h) continued		Contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	Introduction Pages 2-1 & 2-2, TIP Project List and Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No
		Revenue and cost estimates are inflated to reflect year of expenditure (required by December 7, 2007).	Introduction Pages 2-1 & 2-2, Program Process Page 4-1, Previous TIP Project Updates Pages 5-1 – 5-3, TIP Project List and Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No APO agencies and jurisdictions are instructed to apply inflation adjustments of 4% per year to project cost submittals to calculate year of construction cost estimate.
CFR450.324 (i)	Financial Constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	Introduction Page 2-2, TIP Project List and Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No
		If a nonattainment/maintenance area, the first two years' projects are only those for which funds are available or committed.	N/A	Yes/No/ NA
		TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	Introduction Page 2-2, TIP Project List and Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No
	Financial Constraint	If a nonattainment/maintenance area, priority was given to TCMs identified in the SIP.	N/A	Yes/No/ NA
CFR450.324 (j)	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 Pages 2-1 & 2-2, TIP Project List and Map Pages 6-1 – 6-7, Financial Capacity Analysis Pages 7-1 – 7-25, Appendix F	Yes /No Financial estimates in TIP are consistent with APO Transportation Plan.
Regulatory	Key Content	Guidance	Where in TIP?	Comments

Citation			Page(s)	
CFR 450.324 (k)	5309 Projects	Total federal share in first year of TIP is less than funding committed to the MPO. Funding in future years is less than what is reasonably expected to be available.	Not included in the TIP per MnDOT Office of Transit direction.	<u>Yes</u> /No No 5309 projects are included in the TIP. Projects selected for 5309 funding will be amended into the TIP as appropriate.
CFR450.324 (l)	Monitoring Progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	Program Process Page 4-1, Previous TIP Project Updates 5-1 – 5-3, Appendix C, Appendix D	<u>Yes</u> /No
		TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	Previous TIP Project Updates Pages 5-1 – 5-3	<u>Yes</u> /No
		If a nonattainment/maintenance area, progress implementing TCMs is described.	N/A	Yes/No/ <u>NA</u>
CFR 450.326	TIP/STIP Relationship	Approved TIP included within STIP without change.	Introduction Pages 2-1 & 2-2, TIP Project List and Map Pages 6-1 – 6-7	<u>Yes</u> /No TIP projects will be included in District 3 ATP section of STIP and will be listed separately as a standalone element in MPO section of STIP.
		If a nonattainment/maintenance area, TIP includes conformity finding.	N/A	Yes/No/ <u>NA</u>
CFR 450.332	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	2014 Obligated Project Summary Pages 5-2	<u>Yes</u> /No
CFR450.334	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable provisions of CFR450.334 and federal lobbying restrictions of 49 CFR 20.110	Resolution 2014-06: Appendix page H-1 & Resolution 2014-07: Appendix page I-1, Planning Process and Self-Certification Pages 3-1 – 3-5	<u>Yes</u> /No

Additional Comments regarding TIP or Issues it Poses: None

Appendix I
ST. CLOUD AREA PLANNING ORGANIZATION
LOBBYING-CERTIFICATION RESOLUTION 2014-07

Affirming Certification Regarding Lobbying Under
49 Code of Federal Regulation (CFR), Section 20.110

WHEREAS; 49 CFR, 20.110 states that a certification and disclosure form shall be filed, if required, with each submission that initiates agency consideration for award of a Federal contract, grant, or cooperative agreement exceeding \$100,000; or an award of a Federal loan or a commitment providing for the United States to insure or guarantee a loan exceeding \$150,000.

WHEREAS; the APO assures completion and submittal of Standard Form-LLL, "Disclosure of Lobbying Activities," as required by 49 CFR 20.110 and pursuant to 31 U.S.C. 1352, if any funds other than federal funds have been or will be paid to any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application for federal assistance.

NOW, THEREFORE, BE IT RESOLVED; the St. Cloud APO hereby certifies that no federally funds have been or will be paid by or on behalf of the APO to any person to influence or attempt to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress regarding the award of Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement.

ATTEST:



Mayor Rick Schultz
St. Cloud APO Chair



Angela Stenson,
St. Cloud APO Executive Director

July 24, 2014
Date

July 24, 2014
Date

DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

1. Type of Federal Action:

☒ B

- a. contract
- b. grant
- c. cooperative agreement
- d. loan
- e. loan guarantee
- f. loan insurance

2. Status of Federal Action:

☒ B

- a. bid/offer/application
- b. initial award
- c. post-award

3. Report Type:

☒ B

- a. initial
- b. material change

For Material Change Only:

Year 2014 quarter _____
date of last report 08/2013

4. Name and Address of Reporting Entity

☐ Prime

☐ Subawardee

Tier _____, if known

St. Cloud Area Planning Organization
1040 County Road 4
St. Cloud, MN 56303
Congressional District, if known
Michele Bachmann – District 6

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime:

Congressional District, if known
Deb Steiskal – Waite Park Office – District 6

6. Federal Department/Agency:

Federal Highway Administration

7. Federal Program Name/Description:

Annual Appropriations
High Priority Projects (HPPs)
CFDA Number, if applicable _____

8. Federal Action Number, if known:

HPP – Federal Highway Administration

9. Award Amount, if known:

\$658,242 (HPP Amount in FY 2015-2019 APO TIP)

10. a. Name and Address of Lobby Entity

David Turch & Associates
517 2nd Street Northeast
Washington, D.C. 20002

b. Individuals Performing Services

Turch, David
Kroll, Chase
Morken, Madolynn

(attach Continuation Sheet(s) if necessary)

Type of Payment (check all that apply)

11. Amount of Payment (check all that apply)

\$ 36,000

☒ actual

☐ planned

13.

- a. retainer
- b. one-time fee
- c. commission
- d. contingent fee
- e. deferred
- f. other, specify _____

12. Form of Payment (check all that apply):

☒ a. cash

☐ b. in-kind; specify: nature _____
value _____

☒
☐
☐
☐
☐
☐

14. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 11:

David Turch and Associates advocate for federal transportation funding and provide updates on legislation that is related to this funding. David Turch and Associates has worked with APO since January 1, 2001.

(attach Continuation Sheet(s) if necessary)

15. Continuation Sheet(s) attached:

Yes

☐

No

☒

16. Information requested through this form is authorized by Title 31 U.S.C. Section 1352. This disclosure of lobbying reliance was placed by the tier above when this transaction was made or entered into. This disclosure is required pursuant to 31 U.S.C. 1352. This information will be reported to Congress semiannually and will be available for public inspection. Any person who fails to file the required disclosure shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

Signature: _____

Print Name: _____

Title: _____

Telephone No.: _____ Date: _____

Authorized for Local Reproduction
Standard Form - LLL

Federal Use Only:

Standard Form LLL Rev. 09-12-97

INSTRUCTIONS FOR COMPLETION OF SF-LLL, DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime Federal recipient, at the initiation or receipt of covered Federal action or a material change to previous filing pursuant to Title 31 U.S.C. Section 1352. The filing of a form is required for such payment or agreement to make payment to lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with a covered Federal action. Attach a continuation sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered Federal action for which lobbying activity is and/or has been secured to influence the outcome of a covered Federal action.
2. Identify the status of the covered Federal action.
3. Identify the appropriate classification of this report. If this is a follow-up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last previously submitted report by this reporting entity for this covered Federal action.
4. Enter the full name, address, city, state, and zip code of the reporting entity. Include Congressional District, if known. Check the appropriate classification of the reporting entity that designates if it is or expects to be a prime or subaward recipient. Identify the tier of the subawardee (e.g., the first subawardee of the prime is the first tier). Subawards include, but are not limited to, subcontracts, subgrants, and contract awards under grants.
5. If the organization filing the report in Item 4 checks "Subawardee," then enter the full name, address, city, state, and zip code of the prime Federal recipient. Include Congressional District, if known.
6. Enter the name of the Federal agency making the award or loan commitment. Include at least one organization level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the Federal program name or description for the covered Federal action (Item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans, and loan commitments.
8. Enter the most appropriate Federal identifying number available for the Federal action identification in Item 1 (e.g., Request for Proposal [RFP] number, Invitation for Bid [IFB] number, grant announcement number, the contract grant or loan award number, the application/proposal control number assigned by the Federal agency). Include prefixes (e.g., "RFP-DE-90-001").
9. For a covered Federal action where there has been an award or loan commitment by the Federal agency, enter the Federal amount of the award/loan commitments for the prime entity identified in Item 4 or 5.
10. (a) Enter the full name, address, city, state, and zip code of the lobbying entity engaged by the reporting entity identified in Item 4 to influence the covered Federal action.
(b) Enter the full names of the individual(s) performing services and include full address if different from 10 (a). Enter Last Name, First Name, and Middle Initial (MI).
11. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (Item 4) to the lobbying entity (Item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
12. Check the appropriate box(es). Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
13. Check the appropriate box(es). Check all boxes that apply. If other, specify nature.
14. Provide a specific and detailed description of the services that the lobbyist has performed or will be expected to perform and the date(s) of any services rendered. Include all preparatory and related activity, not just time spent in actual contact with Federal officials. Identify the Federal officer(s) or employee(s) contacted or the officer(s) employee(s) or Member(s) of Congress that were contacted.
15. Check whether or not a continuation sheet(s) is attached.
16. The certifying official shall sign and date the form and print his/her name title and telephone number.

Public reporting burden for this collection of information is estimated to average 30 minutes per response, including time for reviewing instruction, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503.

APPENDIX J

Public Comments Received & APO Response

Below is the comment sheet included with each copy of the Draft TIP during the Public Comment Period. No public comments were received during the comment period.

NOTIFICATION OF AVAILABILITY & PUBLIC INFORMATION MEETING: ST. CLOUD AREA PLANNING ORGANIZATION (APO) TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FY 2015-2019

The APO in coordination with the Federal Highway Administration, Minnesota Department of Transportation, Minnesota Pollution Control Agency, St. Cloud Metro Bus, and local jurisdictions has prepared a draft TIP for FY 2015-2019. The primary purpose of the TIP document is to program transportation projects including roadway, bridge, bicycle, pedestrian, safety, and transit projects receiving state and/or federal funds in the St. Cloud Metropolitan Planning Area in the upcoming fiscal years.

The full draft TIP will be available for review between Thursday, May 22, 2014 and Tuesday, June 24, 2014 at the following locations: APO Office: 1040 County Rd. 4, St. Cloud; APO website: www.stcloudapo.org; Great River Regional Library: 1300 W. St. Germain St., St. Cloud. Submit comments on the draft TIP by Tuesday, June 24, 2014 to Angie Stenson at St. Cloud APO, 1040 County Rd. 4, St. Cloud, MN 56303, FAX: 320-252-6557, EMAIL: stenson@stcloudapo.org

You may leave comments on the Draft TIP below:

Name:

Contact Information (for follow-up):

Comment on Draft TIP:

Name:

Contact Information (for follow-up):

Comment on Draft TIP:

Name:

Contact Information (for follow-up):

Comment on Draft TIP:
