

FY 2019-2023

Transportation Improvement Program



Prepared by the Saint
Cloud Area Planning
Organization

Anticipated update April 11, 2019

DISCLAIMER

The preparation of this document was funded in part by the United States Department of Transportation with funding administered through the Minnesota Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration. Additional funding was provided locally by the member jurisdictions of the Saint Cloud Area Planning Organization: Benton County, Sherburne County, Stearns County, City of Sartell, City of Sauk Rapids, City of Saint Cloud, City of Saint Joseph, City of Waite Park, LeSauk Township, and Saint Cloud Metropolitan Transit Commission. The United States Government and the State of Minnesota assume no liability for the contents or use thereof.

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



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Saint Cloud **Area Planning Organization**

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Resolution# 2018-12

Approving the 2019-2023 Saint Cloud Area Planning Organization Transportation Improvement Program

WHEREAS, the Saint Cloud Area Planning Organization is the body responsible for making transportation policy decisions and for directing the transportation planning and funding programming within the Saint Cloud urbanized area; and

WHEREAS, the Saint Cloud Area Planning Organization has established a comprehensive, cooperative, and continuing (3-C) transportation planning process to develop the Unified Planning Work Program (UPWP), a Metropolitan Transportation Plan (MTP), and Transportation Improvement Program (TIP) to facilitate Federal funding for communities, counties, and transit operators, and to provide technical assistance and expertise to transportation interests; and

WHEREAS, the U.S. Department of Transportation regulations require the development and annual approval of a Transportation Improvement Program (TIP) for each urbanized area by the Metropolitan Planning Organization in cooperation with local elected and appointed highway and transit officials; special interest and service organizations, including users of public transit; the Minnesota Department of Transportation; U.S. Department of Transportation; Federal Highway and Transit Administrations; and

WHEREAS, projects must be included in the TIP which utilizes the following U.S. Department of Transportation program funds under the Fixing America's Surface Transportation Act (FAST Act); and

WHEREAS, the FY 2019-2023 TIP is an implementation of *APO Transportation Plan Blueprint-2040*, the Saint Cloud APO's Metropolitan Transportation Plan and is fiscally constrained; and

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

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

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

WHEREAS, the Saint Cloud Area Planning Organization has solicited a thirty (30) day public comment period on the draft FY 2019-2023 TIP and any public comments received are documented in the TIP document.

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

ATTEST:

X

Jeff Goender
Saint Cloud APO Chair

X

Brian Gibson
PTP Executive Director

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COMMON ACRONYMS

3-C: Comprehensive, Cooperative and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

ATP: Area Transportation Partnership.

BARC: Bridge and Road Construction.

BF: Bond Fund.

BRRP: Bridge Replacement or Rehabilitation Program

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CFR: Code of Federal Regulations.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

CR: County Road.

CSAH: County State-Aid Highway.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

EJ: Environmental Justice.

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

FHWA: Federal Highway Administration.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

LOS: Level of Service.

MnDOT: Minnesota Department of Transportation.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NEPA: National Environmental Policy Act.

NHPP: National Highway Preservation Program.

NHS: National Highway System.

RRS: Highway Rail Grade Crossing and Rail Safety.

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

SF: State Fund.

SGR: State of Good Repair.

SRTS: Safe Routes to School.

STIP: State Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TAC: Saint Cloud APO's Technical Advisory Committee.

TIP: Transportation Improvement Program.

TSM: Transportation System Management.

USC: United States Code.

US DOT: United States Department of Transportation.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.

INTRODUCTION

The Transportation Improvement Program (TIP) is a multi-year program of transportation improvements for the Saint Cloud metropolitan planning area. Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring jurisdictions. As a document, the TIP reports how the various jurisdictions within the Saint Cloud metropolitan planning area have prioritized their use of limited Federal highway and transit funding.

The TIP must, at a minimum, be updated and approved at least every four (4) years by the Metropolitan Planning Organization (MPO) in cooperation with the state department of transportation and local public transit agencies. However, the TIP is normally updated annually.

The Saint Cloud Area Planning Organization (APO) is the MPO for the Saint Cloud metropolitan planning area. As such, it is the responsibility of the APO to update the TIP.

Projects identified through the TIP process serve to implement the projects identified in the APO's Metropolitan Transportation Plan (MTP).

Saint Cloud Area Planning Organization

The APO Urbanized Area is designated by the U.S. Census Bureau after every decennial census. Criteria for defining this area include population density and density of development. The APO in conjunction with the Minnesota Department of Transportation (MnDOT) approves a twenty (20) year planning boundary that includes the Census-defined Urbanized Area, but which also considers expected urbanized growth within that time period. Member jurisdictions include Stearns County, Benton County, Sherburne County, City of Saint Cloud, City of Sartell, City of Sauk Rapids, City of Waite Park, City of Saint Joseph, and LeSauk Township. Saint Cloud Metropolitan Transit Commission (MTC) – more commonly referred to as Saint Cloud Metro Bus – is also a member.

The cities of Rockville, Saint Stephen, and Saint Augusta along with Brockway Township, Haven Township, Minden Township, Sauk Rapids Township, Saint Wendel Township, Saint Joseph Township, and Watab Township are located within the designated APO twenty (20) year planning boundary but are not formal member agencies. Instead, they are represented through their respective counties.

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud metropolitan planning area, the APO receives local, state, and Federal funds to administer programs and improvement projects.

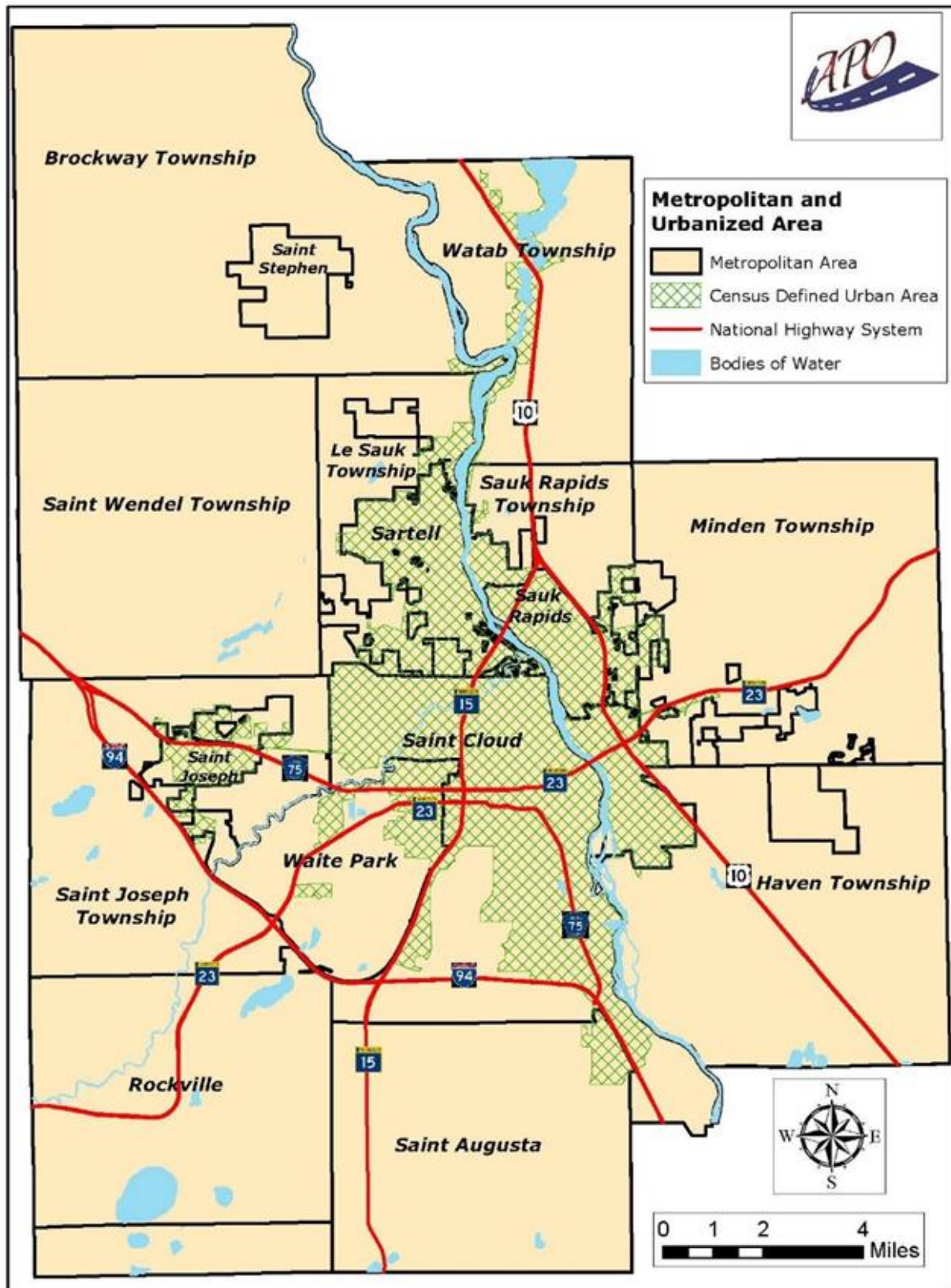


Figure 1: APO Jurisdictional Map

The APO is governed by a Policy Board which is the decision-making body of the APO and provides guidance and direction to staff. The Board is advised by a Technical Advisory Committee (TAC) and a TAC subcommittee for bicycle and pedestrian issues.

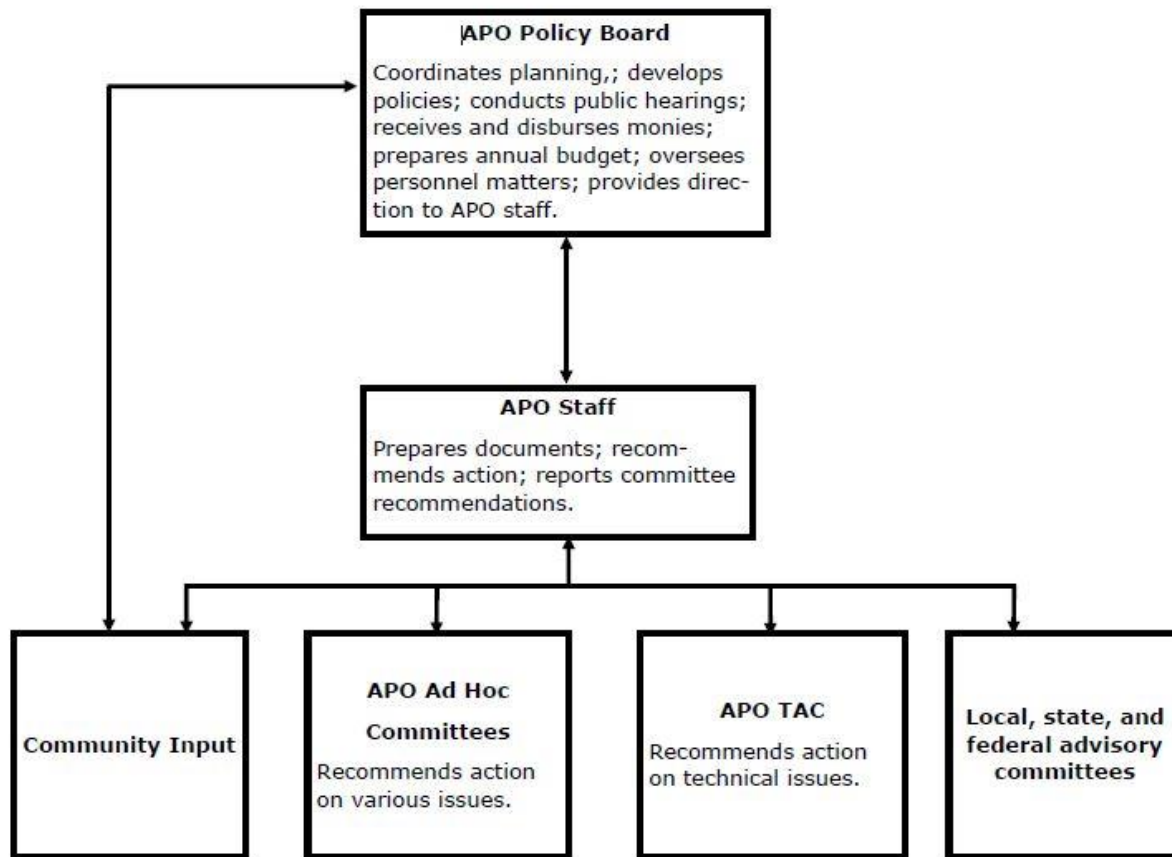


Figure 2: APO Organizational Chart

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

The APO strives to be:

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

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

- Maintaining a certified “3-C” transportation planning process: comprehensive, cooperative, and continuing.
- Coordinating the planning and implementation activities of local, regional, and state transportation agencies.
- Undertaking an effective stakeholder engagement process which ensures meaningful public input is part of the decision-making process behind plans and programs.
- Providing leadership both in setting transportation policy and in metropolitan system planning.
- Lending technical support in planning and operations to local governments.
- Planning for an intermodal transportation system that is economically efficient, environmentally sound, provides the foundation to compete in the global economy, and will move people and goods in an energy-efficient manner.

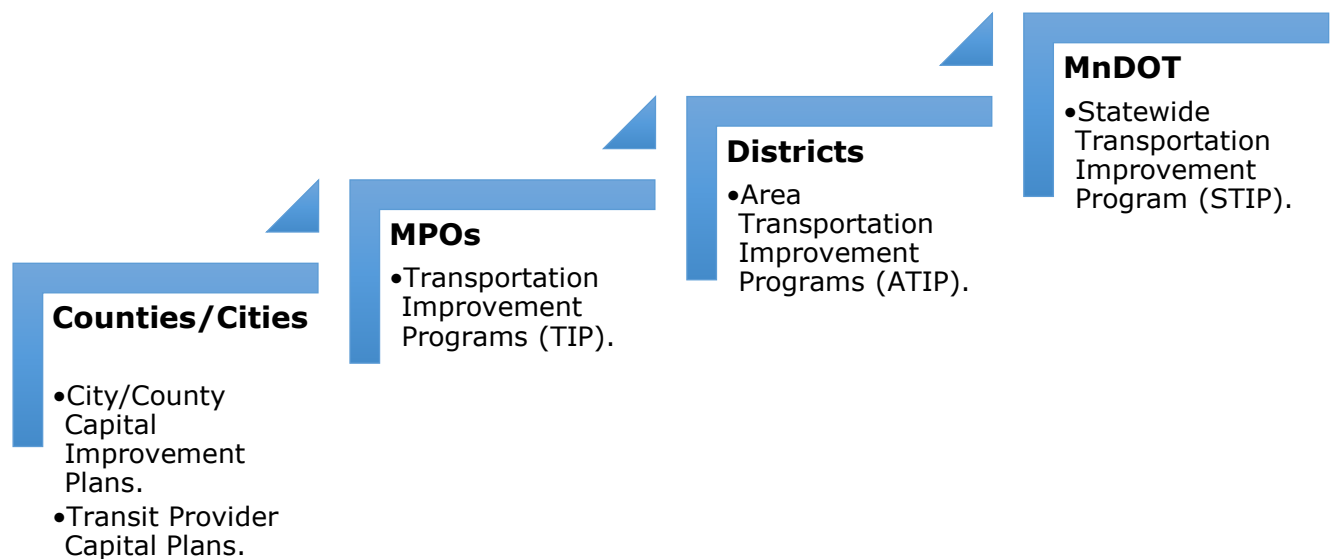


Figure 3: Planning and Programming structure hierarchy.

The Transportation Improvement Program

The TIP is a federally mandated, annually prepared document that contains highway, transit, and other transportation projects that are being recommended for Federal funding during the next four (4) years in the metropolitan area.

In previous years the APO had adopted a five (5) year/four (4) year TIP cycle. In May 2018, members of the APO’s Technical Advisory Committee had opted to move to a four (4) year TIP cycle with updates to the document being completed on an annual basis. As such, the APO’s FY 2019-2023 TIP is the last TIP that will extend beyond the four (4) year timeframe.

The projects included in each year’s TIP ultimately come from the area’s Metropolitan Transportation Plan (MTP), and are aimed at meeting the long-range needs of the transportation system.

Implementing agencies propose projects to the APO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next four (4) years.

The APO TIP document includes projects from the Minnesota Department of Transportation (MnDOT) District 3 (D3) in the APO planning area, Saint Cloud MTC, 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 unless they are regionally significant.

All regionally significant projects – those requiring action by the Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), regardless of funding source – are also included in the TIP. A project is generally considered regionally significant if: it adds one (1) or more travel lanes for over one (1) mile, it involves the addition of an interchange on the national highway system (NHS), and/or it involves the reconfiguration of an NHS interchange such that a movement is added or eliminated.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA but can be revised or amended at any time during the program year by action of the APO.

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

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

Once in the TIP, projects represent a commitment to fund those projects on the part of the implementing agency.

TIP projects programmed for the Saint Cloud metropolitan planning area are included, without change, in the Minnesota Statewide Transportation Improvement Program (STIP).

The TIP and Its Connection to the Metropolitan Transportation Plan

As previously stated, projects reflected in the 2019-2023 TIP originate from the [Saint Cloud APO's Metropolitan Transportation Plan \(MTP\)](http://www.stcloudapo.org/long-range-transportation-plan.html) (www.stcloudapo.org/long-range-transportation-plan.html). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over the next twenty-five (25) years.

Roadway expansion projects identified in the MTP

The APO's MTP has identified six (6) expansion projects for the metropolitan planning area to tentatively be completed by 2040. Those projects are:

- Stearns County: CR 134 from West Oakes Drive to Pinecone Road expansion to four (4) lanes.
- City of Saint Cloud: Ninth Avenue from 15th Street to Ninth Street expansion to four (4) lanes.
- Benton County: CSAH 1 (Mayhew Lake Road) from CSAH 3 (Golden Spike Road) to CR 45 (15th Street NE) expansion to four (4) lanes.
- City of Saint Cloud: 33rd Street (Phase 1) from CR 136 to Cooper Road expansion to four (4) lanes.

- Stearns County: CSAH 133 new alignment from 19th Avenue to Theisen Road expansion to four (4) lanes.
- Benton County: Benton Drive from CSAH 29/First Street NE to 18th Street NW expansion to four (4) lanes.

A portion of one (1) project, the Saint Cloud 33rd Street (Phase 1), has been programmed into the FY 2018-2021 TIP, with an advance construction (AC) payback slated for 2019 (project number: 162-151-003AC).

Bicycle and pedestrian projects identified in the MTP

In addition, the APO's MTP has identified a series of tentative bicycling facility projects to be tentatively completed by 2040 depending on funding.

Location	Municipality	Origin/Destination	Distance (Miles)	Type
Rocori Trail extension	Rockville-Waite Park	Pine St. (Rockville)-River's Edge Park	8.51	Off-Road
33rd St. S	Saint Cloud	Quarry Park-County Road 75	3.9	Off-Road
Beaver Island Trail ext. (south)	Saint Cloud	40 th St. S – APO Boundary (Opportunity Drive)	3.59	Off-Road
Lake Wobegon Trail ext. (west)	Saint Joseph-Saint Cloud	County Road 133-Rivers Edge Park	3.48	Off-Road
22nd St. S/7th St. S	Saint Cloud-Waite Park	10 th Ave. S-Cooper Ave. S	2.63	TBD
Lake Wobegon Trail Ext. (east)	Saint Cloud	Highway 15-Downtown Saint Cloud	2.56	Off-Road
10th Ave. S	Waite Park	7 th St. S-Veterans Drive	2.07	TBD
2nd St. North/Golden Spike Rd	Sauk Rapids	N Benton Drive-Mayhew Lake Road NE	2.01	Off-Road
Cooper Ave./25th Ave. N	Saint Cloud	3 rd St. N-15 th St. N	1.66	TBD
County Road 2	Saint Joseph	Minnesota St.-Kraemer Lake	1.65	TBD
College Avenue	Saint Joseph	Lions Park-Lake Wobegon Trail	1.6	TBD
Whitney Park (36th Ave. N-Park Dr-19th St. N)	Saint Cloud	12 th St. N-Stockinger Dr.	1.57	TBD
Heritage Dr./River Oaks Ln./River Vista Ln.	Sartell	Huntington Dr. S-County Road 120	1.3	Off-Road

Beaver Island Trail ext. (north)	Saint Cloud	1 st St. N-11 th St. N	1.13	Off-Road
15th Ave. SE	Saint Cloud	University Dr. SE-Liberty Glen	1.02	Off-Road
University Dr. S	Saint Cloud	Cooper Ave. S-5 th Ave. S	1.02	TBD
Whitney Park (321st St/Mill Pond Dr)	Saint Cloud	River Ave. N-Forest Drive	0.89	TBD
Mayhew Lake Road	Sauk Rapids	Golden Spike Road-Sauk Rapids-Rice High School	0.78	Off-Road
County Road 1	Sartell	9 th Ave. N-County Road 120	0.74	TBD
University Dr. SE	Saint Cloud	Riverside Drive SE-15 th Ave. SE	0.66	On-Road
County Road 134	Saint Cloud	Chestnut Court-Spruce Street/Timberdoodle Drive-Pinecone Road S	0.53	Off-Road
5th St. S	Saint Cloud	3 rd Ave. S-Lake George	0.49	On-Road
Veterans Drive	Saint Cloud	44 th Ave. N-Municipal Athletic Complex (MAC)	0.44	Off-Road
County Road 137	Waite Park	Bel Clare Dr.-Meadow Lane	0.41	Off-Road
Whitney Park (Northway Drive)	Saint Cloud	9 th Ave. N-Whitney Park	0.29	TBD
Riverside Park/Talahi Park	Saint Cloud	Southern edge of Riverside Park-Talahi Park Loop Trail	0.27	Off-Road
East St. Germain St.	Saint Cloud	Mississippi River-Wilson Ave. NE	0.24	On-Road
Total Bikeway mileage			45.44	

Figure 4: Future bicycling facilities planned within the APO's metropolitan planning area as defined in the APO's 2040 MTP.

Two (2) bicycling facility projects as identified in the APO's MTP have been programmed into the FY 2019-2023 TIP. Those projects are: 33rd Street South in Saint Cloud where sidewalk and trail amenities will be constructed from Southway Drive to Cooper Avenue in 2018 with advance construction payback slated for 2019 (project number 162-151-003AC) and the southern Beaver Island Trail extension slated for construction in 2020 (project number 162-090-007).

Other projects within the MTP

The regional transportation goals and objectives identified in the MTP set the broad policy framework for planning transportation improvements in Saint Cloud metropolitan planning area. Projects programmed into the TIP are intended to come from the MTP or support the long-range goals and objectives established in that framework.

As identified in the APO's MTP, approximately 35 percent of funding spent within the APO's metropolitan planning area will be allocated toward capacity expansion improvements while the remaining 65 percent will be allocated toward preservation improvements. All of the projects programmed into the FY 2019-2023 TIP (sans the 33rd Street South expansion which construction was allocated in FY 2018 and advance construction payback falls within the current TIP cycle) are preservation improvements in nature.

These projects align with the identified goals of the APO's 2040 MTP:

1. Develop and maintain a transportation system that promotes the safety of all users.
2. Increase the accessibility and mobility options for people and freight while exploring congestion mitigation measures.
3. Enhance the integration and connectivity of the transportation system across and between all modes, including bicyclists, pedestrians, transit, and freight.
4. Promote efficient system management and operations while increasing collaboration among businesses, community and industry groups, and Federal, state, and local governments to better target investments and improve accountability.
5. Develop a transportation system that is cost-feasible, maintains a state of good repair, and explores low-cost/high-benefit solutions that satisfy public transportation priorities.
6. Develop and maintain a transportation system that integrates multimodal options for all users while taking into account active living and public health initiatives.
7. Support transportation improvements that promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
8. Support the economic vitality of the APO area by enabling global competitiveness, productivity, and efficiency.
9. Increase the security of the transportation system for motorized and non-motorized users in preparedness for emergency events and natural disasters.

Project Selection

When APO member jurisdictions have transportation projects they want included in the TIP, there is a process and criteria that must be met. First, the project must be identified directly and/or supports a goal in the APO's MTP. Second, depending on the funding source, the project may need to be reviewed and competitively scored by APO staff. Certain funding sources (Transportation Alternatives [TA] and Surface Transportation Block Grant Program [STBGP]) are limited in financial capacity.

Other funding sources, such as the Highway Safety Improvement Program (HSIP) – awarded by MnDOT's Office of Traffic Safety and Technology – and STBGP 5K-200K – with funding sub-allocated from the District 3/ATP-3 to the Saint Cloud APO and subsequently awarded by the APO -- are merit-based in nature and are evaluated and scored by the appropriate funding distributor.

Transportation Alternatives (TA) Scoring Process

Projects that apply for [TA funding](http://www.dot.state.mn.us/ta/) (www.dot.state.mn.us/ta/) first must submit a letter of intent. Once the letter of intent is submitted to the APO and approved, they are allowed to complete the full application, which is submitted to [MnDOT D3/Area Transportation Partnerships-3 \(ATP-3\)](http://www.dot.state.mn.us/d3/atp/) (www.dot.state.mn.us/d3/atp). MnDOT compiles all the TA applications for the entire District 3/ATP-3 and sends a copy to the APO for scoring, based on the ATP-3 scoring rubric.

APO staff score all projects submitted in ATP-3, including those within the APO's planning area, and are allowed to assign ten (10) and five (5) bonus points to the top two (2) TA projects that are submitted by APO member jurisdictions. Staff decides where to apply these bonus points based on a) application's total technical score and b) APO TAC recommendation on regional needs.

Once the projects are scored, they are submitted back to MnDOT D3/ATP-3 who compiles them with all other scores. The ATP-3 TA subcommittee meets to develop the master TA project score rank and selection. Depending on the amount of money available, and the amount of funds requested by the top scoring projects, between two (2) and four (4) TA projects, are selected and approved for funding.

The TA subcommittee brings their recommendations to the full ATP-3 board, who may choose to fund different TA projects than recommended, or use the subcommittee's list, which is typically the case.

**CENTRAL MINNESOTA AREA TRANSPORTATION PARTNERSHIP
FY 2022 TRANSPORTATION ALTERNATIVES (TA) PROGRAM
PROJECT REVIEW AND SCORE SHEET**

Proposed Project Title:

Reviewer:

Applicant:

Date:

Proposed Project Submitted for Earlier TAP Funding:

CRITERION	SCORE
#1 - Identified in Plan	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">20</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">15</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">10</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">5</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">0</div> </div>	
20 - Project specifically identified in multiple adopted/approved State, Regional or Local Plans that demonstrated high level of public involvement 15 - Project specifically identified in one adopted/approved State, Regional or Local Plan that demonstrated a high level of public involvement 10 - Project consistent w/multiple State/Regional or Local Plans w/some public involvement 5 - Planning explanation/documentation is very limited 0 - No planning documentation provided to support the project	
COMMENTS:	#1 Score
#2 - Connectivity	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">20</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">10</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">0</div> </div>	
20 - Completes an important gap or component of existing network and/or part of a existing network and/or part of a larger project or plan 10 - Furthers completion of an important gap or component of existing network and/or is part of a larger project or plan 0 - Does not assist in the completion of an important gap or component of existing network and/or part of a larger project or plan	
COMMENTS: Major part of Soo Line Trail realignment	#2 Score
#3 - Grouping (15 Points Available)	
Historic / Scenic Environmental Scales	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">15</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">10</div> ↔ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">0</div> </div>	
Project will be scored based on the relationship to a mode of transportation, historical significance of the site, current/future use of the site and threat to the site if the project is not funded.	
COMMENTS:	
Scenic Environmental (See above scale)	
Project will be scored based on the effectiveness of the turnout, overlook or viewing area and importance of the view. The project will also be scored based on the degree the project will preserve, rehabilitate or develop scenic or environmental resources or solve an environmental problem.	
COMMENTS:	

Figure 5: Sample Transportation Alternatives (TA) scoring sheet.

Bike/Pedestrian Facilities	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">15</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">10</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">5</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">0</div> </div>	
15 - Provides direct access to multiple generators (school, park, public housing, senior housing, commercial center, or major employer) 10 - Provides access to an outlying area. Consider generators, including parks of regional significance, within 3 mi. by bike or 1 mi. by walk 5 - Provides access to outlying area where connections are 5+ miles by bike or more than 2+ miles by walk 0 - Project in isolated area with little or no development	
COMMENTS:	#3 Score
#4 - Purpose (15 Points Available)	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">15</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">10</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">5</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">0</div> </div>	
15 - Commuting purpose and/or connects multiple destination points. Serves multiple major traffic generator, such as a school, park, public housing, senior housing, commercial center or major employer 10 - Commuting purpose and/or connects 2 destination points. Serves a major traffic generator, such as a school, park, public housing, senior housing, commercial center or major employer 5 - Serves a primarily recreational purpose 0 - Doesn't serve a transportation purpose	
COMMENTS:	#4 Score
#5 - Feasibility (15 Points Available)	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">15</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">10</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">0</div> </div>	
15 - Project design beyond scoping or preliminary engineering completed. The financial plan describing the local funding needed to construct and maintain the project is sound and there are no fiscal concerns. 10 - Detailed scoping study completed. The financial plan describing the local funding needed to construct and maintain the project lacks some detail and may require additional support. 0 - Scoping study lacked detail, identified significant project development changes, including permitting, or not completed. The financial plan describing the local funding needed to construct and maintain the project lacks significant details, identified significant issues, or not completed.	
COMMENTS:	#5 Score
#6 - Right of Way (15 Points Available)	
<div style="display: flex; justify-content: space-around; align-items: center;"> <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">15</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">10</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">5</div> ←→ <div style="border: 1px solid black; border-radius: 50%; width: 40px; height: 40px; display: flex; align-items: center; justify-content: center;">0</div> </div>	
15 - Right of way has been acquired 10 - Requires interagency agreement/permit to construct 5 - Necessary funding for right of way has been acquired or designated 0 - Needed; acquisition hasn't begun/been successful	
COMMENTS:	#6 Score
(100 Total Points Available) - TOTAL SCORE	

January 2018
Z:\605 Transportation Improvement Program_TIP\605.04 Report\1_Working File\2018-2023 TIP\Document\Project Selection\FY_2022-
TA_Technical_Scoring_Review_JMueller_APO

Figure 6: Sample Transportation Alternatives (TA) scoring sheet.

Surface Transportation Block Grant Program (STBGP) Scoring Process

STBGP funding is received by the state via the Federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to

the Twin Cities metro area. The remaining half is then divided among the remaining Area Transportation Partnerships (ATPs).

In MnDOT D3, STBGP funding is further divided among specific regions within the district including the Saint Cloud APO based on a formula that takes into account system size and use factors. Regions, like the APO, can then use these funding targets to assist in setting individual transportation priorities.

For STBGP, APO staff initiate the solicitation process for projects within the APO planning area. APO jurisdictions complete the application form for funding which is consistent across MnDOT D3. APO staff will then review and score those submitted applications using the technical merit scoring rubric and will rank those projects accordingly.

These scores and ranks are then brought before the APO's TAC, where the TAC decides upon the top project priorities for the area and how the APO's STBGP priorities should be set. Once the top three (3) projects are chosen -- which is typically all that can be funded -- the TAC defers to the APO staff scores for the rest of the applicant projects. APO staff forward the top three (3) projects, as ranked and fiscally constrained, to MnDOT D3 for inclusion in the Area Transportation Improvement Program (ATIP).

The ATP-3 ATIP subcommittee meets and takes all the scoring done by the various sub-regions of MnDOT D3/ATP-3, and ranks all the projects submitted into a unified ranked list based on the merit of the project, requested funding amount, and regional equity.

The ATP-3 ATIP subcommittee will defer to the project list developed by each of its sub-regions.

While projects may not get funded if they are not ranked high enough on the ATIP, typically every project does get funded. The ranking is only used if Congress/State Legislature drastically cuts transportation funding during their respective sessions. This has only happened once in the past ten (10) years.

REGIONAL PROJECT ASSESSMENT EVALUATION WORKSHEET			
Applicant Name: _____		Project (Work) Type: _____	
Route No.: _____		&/or Street Name: _____	
Beginning Termini: _____		Ending Termini: _____	
Scoring: Rank-High/Medium/Low	Stars -1-5	Points Available 0-10	
Rank (H/M/L)	Stars (*****)	Points (0-10)	
Access and Mobility - Explain how the project increases the accessibility and mobility options for people and freight.			
Comments:			
System Connectivity - Explain how the project enhances the integration and connectivity of the transportation system for people and freight.			
Comments:			
Multimodal - Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.			
Comments:			
System Condition - Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.			
Comments:			
Safety - Explain how the project or elements of the project may improve safety.			
Comments:			
Economic Vitality - Explain how the project supports the economic development and job retention/creation goals in the community and region.			
Comments:			
Equity - What was the last year the jurisdiction received federal aid for a construction project? _____			
Comments:			

Figure 7: Sample Surface Transportation Block Grant Program scoring sheet.

Programming the TIP

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 Federal funding approval and incorporated into a financially constrained STIP.

As the designated MPO for the Saint Cloud urbanized area, the APO must develop its own TIP that is incorporated into the Central Minnesota ATIP and subsequently, the STIP. The TIP must be consistent with the STIP.

The TIP project solicitation and development process begins in November every year. Projects originate from three (3) main areas:

1. APO Transportation System Management report.
2. APO Metropolitan Transportation Plan.
3. Implementing agency project submittals.

St. Cloud Area Planning Organization TIP Development Schedule 2017-2018

DATE	ACTION
December 7, 2017	Federal-aid project solicitation packets emailed to agencies/jurisdictions within APO Planning Area.
January 4, 2018	<i>APO TAC Meeting held to discuss status of FY 2019-2023 programmed projects and preliminary review of FY 2022-2023 project applications.</i>
January 5, 2018	Deadline for submittal of FY 2019-2023 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 5, 2018 will result in project ineligibility and project will not be considered for APO project list.
January 11, 2018	Preliminary review of project applications by APO Executive Board.
January 11, 2018	Preliminary review of project application submittals by Central MN ATP.
February 1, 2018	APO TAC Meeting: Recommend draft APO project prioritization to APO Executive Board, including review and comment on proposed MnDOT projects.
February 8, 2018	APO Executive Board Meeting: Recommend draft APO prioritized project list to APO Policy Board, including review and comment on proposed MnDOT projects.
Mid-February, 2018	Public meeting notice published for draft APO project prioritization and MnDOT proposed projects.
February 22, 2018	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 2018	ATIP Development Committee merges regional priorities and develops draft ATIP.
April 2018	Central Minnesota ATP reviews, modifies, and approves draft ATIP.
Mid-May, 2018	Notice of TIP document public information meeting and 30-day comment period.
May 24, 2018	APO Policy Board holds public meeting on draft TIP document. TIP document is approved, subject to minor technical corrections.
August 9, 2018	APO Executive Board approves final TIP document.
Mid-August, 2018	Final review of TIP with MnDOT via Self-Certification Checklist.
Late-August, 2018	APO distributes final TIP document to MnDOT for inclusion in STIP.
September, 2018	MnDOT approves draft STIP and submits to FHWA.
November, 2018	FHWA approves STIP.

Completed project nomination applications are to be submitted no later than **Tuesday, January 5, 2018**. Applications received after this deadline will not be considered for funding. Please contact us at 320-252-7568 or diedrichsen@stcloudapo.org mueller@stcloudapo.org if you have any questions regarding this solicitation or the enclosed forms.

Figure 8: Copy of APO's tentative TIP timeline schedule.

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

1. Technical engineering criteria developed by the Central Minnesota Area Transportation Partnership (ATP).
2. APO non-technical considerations including public involvement, project deliverability, regional benefit, funding equity, and non-vehicular accommodations.
3. APO sub-targeted local Federal funding available.

In addition, the current Federal transportation bill, Fixing America's Surface Transportation (FAST) Act [23 U.S.C. § 134(f)] has a set of planning factors that must be considered in the transportation planning process. They are as follows:

1. Support economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

A prioritized list is then forwarded for the APO's Executive Board and APO Policy Board for approval or modification.

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

The TIP public participation process was consistent with the APO's Stakeholder Engagement Plan, updated in June 2018. The process provided stakeholders a reasonable opportunity to comment on the TIP.

Fiscal Constraint

The 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, Saint Cloud MTC, and local jurisdictions who provided the APO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the APO took into account 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.

This TIP also includes and environmental justice (EJ) evaluation to determine if programmed projects will have a disproportionate impact on people-of-color and/or low-income populations, consistent with the 1994 Executive Order 12898: Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

Self-Certification

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

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
2. In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity.
5. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The FHWA and FTA must jointly find that the TIP is based on a 3-C planning process between MnDOT, the APO, and Saint Cloud MTC. 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 (3) years unless a new certification determination is made sooner.

CHAPTER ONE: FY 2019-2023 TIP PROJECTS

The tables found within this chapter list all of the transportation projects scheduled for Federal and/or state funding in the Saint Cloud Metropolitan Planning Area.

Federal Funding Sources

Projects included in the 2019-2023 APO TIP will be funded by one of the following funding categories. Funding sources are identified in the project tables by the acronym. Legislation allows MnDOT to reserve the ability to determine which of these funding categories – and how much of each – will ultimately be used to fund any given project in the TIP. As such, the amounts and types of funding shown in the project tables may be subject to modifications.

National Highway Performance Program (NHPP)

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

Surface Transportation Block Grant Program (STBGP)

The Surface Transportation Block Grant Program (STBGP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. States and localities are responsible for a 20 percent share of project costs funded through this program.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's Strategic Highway Safety Plan (SHSP). Funds may be used for a variety of safety improvements on any public road, and publically owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The Federal share is 90 percent (for certain projects it can be 100 percent), and up to 10 percent of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

Transportation Alternatives (TA)

The Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bikes, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to School (SRTS) activities. States and localities are responsible for 20 percent of TA funds applied to projects. States may also transfer up to 50 percent of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local Area Transportation Partnerships are in charge of selecting projects for the solicitation.

Federal Transit Administration (FTA)

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded in the 2019-2023 APO TIP generally represent one (1) of several subcategories that represent different funding programs administered by the FTA to provide either capital or operating assistance to public transit providers.

Local Funds (LF)

Funding identified as LF in the 2019-2023 APO TIP indicate projects that are being funded almost exclusively with local funds, but are identified as regionally significant and are therefore included in the TIP.

State Funds (SF)

Funding identified as SF in the 2019-2023 APO TIP indicate that projects are being funded almost exclusively with state funds.

Bonds (BF)

Funding identified as BF in the 2019-2023 APO TIP indicate that projects are being funded almost exclusively with bond funds.

Highway Rail Grade Crossing & Rail Safety (RRS)

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

Reading the TIP

The structure of the tables are as follows:

Route System: The route name on which the project is located.

Route Number: The route number on which the project is located.

Route System	Description
BB	Transit (buses)
CITY	City Project
CR	County Road
CSAH	County State-Aid Highway
I	Interstate Highway
LOCAL	Local project not associated with a road
MN	Trunk Highway
MSAS	Municipal State-Aid Street
MUN	Municipal Street
PED/BIKE	Pedestrian or Bike Path/Trail (not assigned to a specific road)
REC TRAIL	DNR Recreational Trail
RR	Railroad
US	US designated trunk highway

Figure 9: Route System Categories. Courtesy of Minnesota Department of Transportation STIP.

Projnum: Project number, the project identifier.

Year: The year of the project.

Who: The agency (local or state) that is responsible for the project.

Agency: The jurisdiction responsible for implementing projects or for opening bids.

MPO: The MPO responsible for programming the projects into the TIP.

Description: The location and/or type of project.

Smart Code	Definition
AC	Advance Construction/Advance Construction Payback
CHAP3	Chapter 3 Bonds
ELLA	Early Let Late Award
ITS	Intelligent Transportation System Project (funded by District C)
MNXXX	Demo
SPP	Statewide Performance Program (use this for bridge, mobility, & pavement)
17NEW	2017 Minnesota Special Legislative Money

Figure 10: Project Description Smart Codes found within the APO's TIP. Courtesy of Minnesota Department of Transportation [ATIP Template Guidance Part I & II](https://bit.ly/2soGCBR) (<https://bit.ly/2soGCBR>).

Proposed Funds: Preliminary fund assignment with exact determination of funding determined upon authorization.

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

Target FHWA, Dist C FHWA and Total FHWA: The total estimated Federal-aid highway funding to be used for the project. This includes advanced construction (AC) conversion funding.

Total AC, Target AC Payback, Dist C AC Payback, and Total AC Payback: The total estimated amount of future Federal funds for advance construction (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.

State TH, Dist C TH, and Total TH: The total estimated state trunk highway funding to be used for the project.

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

Project Total: Total anticipated cost of the project.

St. Cloud APO 2019-2023 Project table									STIP Total	Target FHWA	DIST C FHWA	Total FHWA	Total AC	Target AC Payback	Dist C AC Payback	Total AC Payback	FTA	State TH	Total TH	Bond	Other	Project Total
									300,817,960	48,292,779	9,031,179	57,323,958	9,226,548	4,799,964	2,133,417	6,933,381	15,152,400	120,247,280	120,247,280	15,884,450	85,276,491	303,111,207
													-									
Route System	Route Number	Projnum	#Year	Who	Agency	MPO	Description	Proposed Funds	STIP Total	Target FHWA	DIST C FHWA	Total FHWA	Total AC	Target AC Payback	Dist C AC Payback	Total AC Payback	FTA	State TH	Total TH	BOND	Other	Project Total
BB		TRF-0048-19A	2019	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	9,300,000				-			-	1,340,000		-		7,960,000	9,300,000
BB		TRF-0048-19B	2019	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	1,200,000				-			-	960,000		-		240,000	1,200,000
BB		TRF-0048-19L	2019	L	METRO BUS	3	ST. CLOUD MTC; PARATRANSIT OPERATING	LF	4,400,000				-			-	-		-		4,400,000	4,400,000
BB		TRF-0048-19K	2019	L	METRO BUS	3	ST. CLOUD MTC; NORTHSTAR COMMUTER OPERATING	LF	1,100,000				-			-	-		-		1,100,000	1,100,000
BB		TRF-0048-19ZO	2019	L	METRO BUS	3	ST. CLOUD; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)	LF	239,000				-			-	-		-		239,000	239,000
BB		TRS-0048-19T	2019	L	METRO BUS	3	ST. CLOUD MTC; PURCHASE 9 (CLASS 400) <30 FT. REPLACMENT CNG DAR BUSES	STBGP 5K-200K	1,890,000		1,320,000	1,320,000									570,000	1,890,000
BB		TRF-0048-19H	2019	L	METRO BUS	3	ST. CLOUD MTC; CNG CANOPY, PHASE II.	FTA	175,000								140,000				35,000	175,000
BB		TRF-0048-19C	2019	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	593,000								474,400				118,600	593,000
BB		TRF-0048-19D	2019	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; CAPITAL MAINTENANCE TOOLS & EQUIPMENT	FTA	15,000				-			-	12,000		-		3,000	15,000
BB		TRF-0048-19E	2019	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES	FTA	25,000				-			-	20,000		-		5,000	25,000
BB		TRF-0048-19M	2019	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	FTA	700,000								560,000				140,000	700,000
BB		TRF-0048-19G	2019	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	FTA	250,000								200,000				50,000	250,000
CSAH	3	005-603-029AC	2019	L	BENTON COUNTY	3	**AC** BENTON CSAH 3, FROM BENTON DR TO TH 10, ROADWAY EXPANSION, INCL BIKE/PED TRAIL PROJECT (AC PAYBACK 1 OF 1)	STBGP 5K-200K	186,823	-		-	-	186,823	-	186,823	-	-	-		-	-

CSAH	75	073-675-037AC1	2019	L	STEARNS COUNTY	3	**AC** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (AC PROJECT, PAYBACK 1 OF 3)	STBGP 5K-200K	631,323	-	-	-	631,323	631,323	-	-	-	-	-	-
LOCAL	999	073-070-020	2019	L	STEARNS COUNTY	3	COUNTYWIDE, IMPROVE INTERSECTION LIGHTING ON MULTPLE STEARNS COUNTY ROADS	HSIP	324,000	291,600	291,600							32,400	324,000	
LOCAL	999	073-070-022	2019	L	STEARNS COUNTY	3	STEARNS COUNTY, SIGNAL CONFIRMATION LIGHTS ON MULTIPLE STEARNS COUNTY ROADS	HSIP	55,000	49,500	49,500							5,500	55,000	
CSAH	75	073-675-039	2019	L	STEARNS COUNTY	3	**AC**CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN 2020 AND 2021)	STBGP 5K-200K	856,649		329,628							856,649	1,186,277	
MSAS	151	162-151-003AC	2019	L	ST. CLOUD	3	**AC** ST CLOUD MSAS 151, EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET SOUTH) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE (AC PAYBACK 1 OF 1)	STBGP 5K-200K	1,671,593	-	-	-1,671,593	-1,671,593	-	-	-	-	-	-	
PED/BIKE		220-591-005	2019	L	SARTELL	3	CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 2ND AVE N, 5TH AVE N, AND 2-1/2 STREET IN SARTELL	STBGTP 5K-200K	1,928,342	199,176	199,176							1,729,166	1,928,342	
PED/BIKE		162-090-008	2019	L	ST. CLOUD	3	CONSTRUCT TRAIL ALONG 33RD STREET FROM STEARNS CR 74 TO STEARNS CR 136 IN ST. CLOUD	STBGTP 5K-200K	590,000	249,400	249,400	--	-	--	-	-	-	340,600	590,000	
BB		TRF-9503-19	2019	L	WACOSA	3	PURCHASE ONE (1) REPLACEMENT <30 BUS (CLASS 400) BUS	FTA	81,000					64,800				16,200	81,000	
RR		73-00137	2019	A	MNDOT	3	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	RRS	194,984		175,486	175,486						19,498	194,984	
RR		73-00138	2019	A	MNDOT	3	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2ND AVE N, WAITE PARK, STEARNS COUNTY	RRS	212,992		191,693	191,693						21,299	212,992	

I	94	7380-246	2019	S	MNDOT	3	**SPP** I-94, NEAR COLLEGEVILLE, REHAB/REDECK AT BRIDGE #73872 AT STEARNS COUNTY CR 159 OVER I-94	NHPP	887,392	798,653		798,653	-	-	-	-	-	88,739	88,739		-	887,392
MN	15	7303-50	2019	S	MNDOT	3	MN 15, FROM JCT MN 55 IN KIMBALL TO 66TH AVE IN ST AUGUSTA, FULL DEPTH RECLAIM	NHPP	8,727,923	6,980,738		6,980,738	-	-	-	-	-	1,747,185	1,747,185		-	8,727,923
MN	999	8823-338	2019	S	MNDOT	3	**IDIQ** DISTRICTWIDE MILL AND OVERLAY AT VARIOUS LOCATIONS (MINIMUM CONTRACT \$3,000,000/MAXIMUM CONTRACT \$10,000,000, EXPIRATION DATE: AUGUST 24, 2020)	SF	3,639,000									3,639,000	3,639,000			3,639,000
MN	999	8803-PM-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - PREVENTATIVE MAINTENANCE - 2019	SF	2,500,000	-		-	-	-	-	-	-	2,500,000	2,500,000		-	2,500,000
MN	999	8803-RX-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2019	SF	2,500,000	-		-	-	-	-	-	-	2,500,000	2,500,000		-	2,500,000
MN	999	8803-AM-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2019	SF	1,430,000	-		-	-	-	-	-	-	1,430,000	1,430,000		-	1,430,000
MN	999	8803-MA-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2019	SF	400,000	-		-	-	-	-	-	-	400,000	400,000		-	400,000
MN	999	8803-CA-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - EXTERNAL PROJECT DEVELOPMENT - 2019	SF	3,500,000									3,500,000	3,500,000			3,500,000
MN	999	8803-PD-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DEVELOPMENT - 2019	SF	1,650,000	-		-	-	-	-	-	-	1,650,000	1,650,000		-	1,650,000
MN	999	8803-RB-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - LANDSCAPING - 2019	SF	30,000	-		-	-	-	-	-	-	30,000	30,000		-	30,000
MN	999	8803-RW-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2019	SF	3,000,000	-		-	-	-	-	-	-	3,000,000	3,000,000		-	3,000,000
MN	999	8803-SA-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS - 2019	SF	4,000,000	-		-	-	-	-	-	-	4,000,000	4,000,000		-	4,000,000
MN	999	8803-SC-19	2019	S	MNDOT	3	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2019	SF	800,000	-		-	-	-	-	-	-	800,000	800,000		-	800,000
MN	999	8803-CA-19A	2019	S	MNDOT	3	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2019	BF	1,295,000											1,295,000		1,295,000
BB		TRF-0048-20	2020	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	9,400,000				-			-	1,340,000			-	8,060,000	9,400,000

BB		TRF-0048-20E	2020	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	1,200,000				-			-	960,000		-		240,000	1,200,000
BB		TRF-0048-20F	2020	L	METRO BUS	3	St. Cloud MTC - Paratransit Operating	LF	4,500,000				-			-	-		-		4,500,000	4,500,000
BB		TRF-0048-20G	2020	L	METRO BUS	3	St. Cloud MTC - Northstar Commuter Operating	LF	1,300,000				-			-	-		-		1,300,000	1,300,000
BB		TRS-0048-20TD	2020	L	METRO BUS	3	ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	35,000				-			-	28,000		-		7,000	35,000
BB		TRS-0048-20TE	2020	L	METRO BUS	3	ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	FTA	15,000				-			-	12,000		-		3,000	15,000
BB		TRS-0048-20TF	2020	L	METRO BUS	3	ST. CLOUD MTC; TRANSIT SIGNAL PRIORITY PROJECTS	FTA	30,000								24,000				6,000	30,000
BB		TRS-0048-20T	2020	L	METRO BUS	3	ST. CLOUD MTC; PURCHASE (5) <30 FT. REPLACEMENT CNG DAR BUSES	STBGP 5K-200K	1,150,000		920,000	920,000									230,000	1,150,000
BB		TRS-0048-20TA	2020	L	METRO BUS	3	ST. CLOUD MTC; PURCHASE (3) STD 35 FT. REPLACEMENT CNG FIXED ROUTE BUSES	STBGP 5K-200K	1,800,000		1,440,000	1,440,000									360,000	1,800,000
BB		TRS-0048-20TC	2020	L	METRO BUS	3	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	STBGP 5K-200K	1,000,000		800,000	800,000									200,000	1,000,000
CSAH	75	073-675-039AC1	2020	L	STEARNS COUNTY	3	**AC**CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK 1 OF 2)	STBGP 5K-200K	180,689					180,689		180,689						
CSAH	75	073-675-037AC2	2020	L	STEARNS COUNTY	3	**AC** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (AC PROJECT, PAYBACK 2 OF 3)	STBGP 5-200K	751,047			-	-		751,047	751,047	-	-		-	-	-
CSAH	75	073-675-040	2020	L	STEARNS COUNTY	3	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK IN 2021 & 2022)	STBGP 5K-200K	458,880				641,120								458,880	1,100,000
MSAS	109	191-109-006	2020	L	SAUK RAPIDS	3	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	STBGP 5K-200K	2,528,678	1,624,703		1,624,703	-	-		-	-	-		-	903,975	2,528,678

PED/BIKE		162-090-007	2020	L	ST. CLOUD	3	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	STBG TAP 5K-200K	600,000	480,000		480,000	--	-	--	-	-		120,000	600,000
MN	23	0503-90	2020	S	MNDOT	3	MN 23, FROM .1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST CLOUD	NHPP	3,027,000	2,421,600		2,421,600	--	-	--	605,400	605,400	-		3,027,000
MN	23	0503-90S	2020	S	MNDOT	3	MN 23. FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	HSIP	500,000	450,000		450,000				50,000	50,000			500,000
I	94	7380-237	2020	S	MNDOT	3	**17NEW** **CHAP3** 1-94, AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	BF	2,200,000									2,200,000		2,200,000
RR		73-00139	2020	A	MNDOT	3	NLR RR, INSTALL GATES AT CSAH 138, 54TH AVE N, WAITE PARK, STEARNS COUNTY	RRS	240,000		216,000	216,000							24,000	240,000
MN	999	8803-AM-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2020	SF	1,100,000	-		-	--	-	--	1,100,000	1,100,000	-		1,100,000
MN	999	8803-MA-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2020	SF	400,000	-		-	--	-	--	400,000	400,000	-		400,000
MN	999	8803-CA-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - EXTERNAL PROJECT DEVELOPMENT - 2020	SF	5,650,000							5,650,000	5,650,000			5,650,000
MN	999	8803-CA-20A	2020	S	MNDOT	3	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2020	BF	2,220,700									2,220,700		2,220,700
MN	999	8803-RW-20A	2020	S	MNDOT	3	**17NEW** DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2020	BF	3,000,000									3,000,000		3,000,000
MN	999	8803-PD-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DEVELOPMENT - 2020	SF	2,000,000	-		-	--	-	--	2,000,000	2,000,000	-		2,000,000
MN	999	8803-PM-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - PREVENTATIVE MAINTENANCE - 2020	SF	2,900,000	-		-	--	-	--	2,900,000	2,900,000	-		2,900,000
MN	999	8803-RB-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - LANDSCAPING - 2020	SF	30,000	-		-	--	-	--	30,000	30,000	-		30,000

MN	999	8803-RW-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2020	SF	2,000,000	-	-	-	-	-	2,000,000	2,000,000	-	2,000,000
MN	999	8803-RX-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2020	SF	2,500,000	-	-	-	-	-	2,500,000	2,500,000	-	2,500,000
MN	999	8803-SA-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS - 2020	SF	4,100,000	-	-	-	-	-	4,100,000	4,100,000	-	4,100,000
MN	999	8803-SC-20	2020	S	MNDOT	3	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2020	SF	300,000	-	-	-	-	-	300,000	300,000	-	300,000
BB		TRF-0048-21	2021	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	9,400,000				-	-1,340,000		-	8,060,000	9,400,000
BB		TRF-0048-21E	2021	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	1,200,000				-	-960,000		-	240,000	1,200,000
BB		TRF-0048-21J	2021	L	METRO BUS	3	St. Cloud MTC - Paratransit Operating	LF	4,500,000				-	-		-	4,500,000	4,500,000
BB		TRF-0048-21K	2021	L	METRO BUS	3	St. Cloud MTC - Northstar Commuter Operating	LF	1,300,000				-	-		-	1,300,000	1,300,000
BB		TRF-0048-21A	2021	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; BUS SHELTERS	FTA	25,000				-	-20,000		-	5,000	25,000
BB		TRF-0048-21B	2021	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT OPERATIONS VEHICLES	FTA	120,000					96,000			24,000	120,000
BB		TRF-0048-21C	2021	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	86,500					69,200			17,300	86,500
BB		TRF-0048-21F	2021	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT	FTA	135,000					108,000			27,000	135,000
BB		TRS-0048-21TC	2021	L	METRO BUS	3	ST. CLOUD MTC; PURCHASE 2 <30 FT. REPLACEMENT CNG DAR EXPANSION BUSES	STBGP 5K-200K	460,000		368,000	368,000					92,000	460,000
BB		TRS-0048-21TA	2021	L	METRO BUS	3	ST. CLOUD MTC; PURCHASE 3) <30 FT. REPLACEMENT CNG DAR REPLACEMENT BUSES	STBGP 5K-200K	690,000		552,000	552,000					138,000	690,000
BB		TRF-0048-21L	2021	L	METRO BUS	3	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS	LF	1,250,000								1,250,000	1,250,000
CSAH	8	005-070-007	2021	L	BENTON COUNTY	3	BENTON CSAH 8, FROM .6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009)	HSIP	5,250		4,725	4,725	-	-	-	-	525	5,250
CSAH	8	005-608-009	2021	L	BENTON COUNTY	3	BENTON CSAH 8, FROM .6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007)	STBGP 5K-200K	650,000		391,152	391,152	-	-	-	-	258,848	650,000

CSAH	75	073-675-039AC2	2021	L	STEARNS COUNTY	3	**AC**CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST CLOUD, INTERSECTION IMPROVEMENTS (AC PAYBACK 2 OF 2)	STBGP 5K-200K													-
									148,939					148,939	148,939						
CSAH	75	073-675-037AC3	2021	L	STEARNS COUNTY	3	**AC** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (AC PROJECT, PAYBACK 3 OF 3)	STBGP 5K-200K	751,047			-	-		751,047	751,047	-	-		-	-
CSAH	75	073-675-040AC1	2021	L	STEARNS COUNTY	3	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK 1 OF 2)	STBGP 5K-200K													
									287,420					287,420	287,420						
MSAS	175	162-175-001	2021	L	ST. CLOUD	3	ST. CLOUD MSAS 175 - CR 136 FROM 22ND ST SOUTH TO 33RD ST SOUTH, RECONSTRUCTION	STBGP 5K-200K	1,400,000	842,482		842,482	-	-	-	-	-	-		557,518	1,400,000
PED/BIKE		073-090-011	2021	L	STEARNS COUNTY	3	CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE	STBGTAP<5K	1,663,863	812,270		812,270	-	-	-	-	-	-		851,593	1,663,863
US	10	0502-116	2021	S	MNDOT	3	US 10, INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM N OF ST. CLOUD TO RICE (HSIP PROJECT)	HSIP	1,750,000	1,575,000		1,575,000					175,000	175,000			1,750,000
MN	999	8803-AM-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2021	SF	1,100,000	-		-	-	-	-	-	1,100,000	1,100,000	-		1,100,000
MN	999	8803-CA-21	2021	S	MNDOT	3	DISTRICTWIDE SETASIDES - EXTERNAL PROJECT DEVELOPMENT - 2021	SF	4,600,000	-		-	-	-	-	-	4,600,000	4,600,000	-		4,600,000
MN	999	8803-CA-21A	2021	S	MNDOT	3	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2021	BF	1,586,000										1,586,000		1,586,000
MN	999	8803-RW-21A	2021	S	MNDOT	3	**17NEW** DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY-2021	BF	2,500,000										2,500,000		2,500,000
MN	999	8803-PD-21	2021	S	MNDOT	3	DISTRICTWIDE SETASIDES - INTERNAL PROJECT DEVELOPMENT - 2021	SF	2,000,000								2,000,000	2,000,000			2,000,000
MN	999	8803-MA-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - MISC AGREEMENTS - 2021	SF	400,000	-		-	-	-	-	-	400,000	400,000	-		400,000
MN	999	8803-RB-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - LANDSCAPING - 2021	SF	30,000	-		-	-	-	-	-	30,000	30,000	-		30,000

MN	999	8803-RW-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY - 2021	SF	2,000,000	-	-	-	-	-	2,000,000	2,000,000	-	2,000,000
MN	999	8803-PM-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - PREVENTATIVE MAINTENANCE - 2021	SF	3,000,000	-	-	-	-	-	3,000,000	3,000,000	-	3,000,000
MN	999	8803-RX-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - MISC ROAD & BRIDGE REPAIR (BARC) - 2021	SF	2,500,000	-	-	-	-	-	2,500,000	2,500,000	-	2,500,000
MN	999	8803-SA-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2021	SF	7,440,000	-	-	-	-	-	7,440,000	7,440,000	-	7,440,000
MN	999	8803-SC-21	2021	S	MNDOT	3	DISTRICTWIDE SET ASIDES - SAFETY IMPROVEMENTS - 2021	SF	300,000	-	-	-	-	-	300,000	300,000	-	300,000
BB		TRF-0048-22	2022	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	9,500,000					1,340,000			8,160,000	9,500,000
BB		TRF-0048-22C	2022	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; PREVENTATIVE MAINTENANCE	FTA	1,300,000					1,040,000			260,000	1,300,000
BB		TRF-0048-22A	2022	L	METRO BUS	3	ST. CLOUD MTC - PARATRANSIT OPERATING	LF	4,600,000								4,600,000	4,600,000
BB		TRF-0048-22B	2022	L	METRO BUS	3	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING	LF	1,300,000								1,300,000	1,300,000
BB		TRS-0048-22T	2022	L	METRO BUS	3	4 CNG FIXED ROUTE LARGE BUSES - REPLACEMENT	STBGP 5K-200K	2,400,000		1,920,000	1,920,000					480,000	2,400,000
BB		TRF-0048-22D	2022	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	55,000					44,000			11,000	55,000
BB		TRF-0048-22I	2022	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	FTA	75,000					60,000			15,000	75,000
BB		TRF-0048-22H	2022	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	FTA	15,000					12,000			3,000	15,000
BB		TRF-0048-22J	2022	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; (TSP) TRANSIT SIGNAL PRIORITY PROJECTS	FTA	30,000					24,000			6,000	30,000
CSAH	75	073-675-040AC2	2022	L	STEARNS COUNTY	3	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST. CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PAYBACK 2 OF 2)	STBGP 5K-200K	353,700			353,700	353,700					
MSAS	141	162-141-008	2022	L	ST. CLOUD	3	ST. CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	STBGP 5K-200K	2,500,000	1,457,080	1,457,080						1,042,920	2,500,000
MSAS	113	220-113-002	2022	L	SARTELL	3	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133,	STBGP 5K-200K	2,859,120	160,100	160,100	1,970,800					2,699,020	4,830,000

							RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)															
US	10	0502-115	2022	S	MNDOT	3	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX CULVERT 0.2 MI NW OF BENTON CSAH 33	NHPP	820,000	656,000		656,000					164,000	164,000				820,000
MN	999	8803-AM-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2022	SF	1,200,000								1,200,000	1,200,000				1,200,000
MN	999	8803-CA-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - EXTERNAL PROJECT DEVELOPMENT - 2022	SF	4,169,000								4,169,000	4,169,000				4,169,000
MN	999	8803-CA-22A	2022	S	MNDOT	3	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2022	BF	661,800										661,800			661,800
MN	999	8803-RW-22A	2022	S	MNDOT	3	**17NEW** DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY-2022	BF	2,000,000										2,000,000			2,000,000
MN	999	8803-PD-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - INTERNAL PROJECT DEVELOPMENT - 2022	SF	2,100,000								2,100,000	2,100,000				2,100,000
MN	999	8803-MA-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - MISC AGREEMENTS - 2022	SF	400,000								400,000	400,000				400,000
MN	999	8803-RB-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - LANDSCAPING - 2022	SF	30,000								30,000	30,000				30,000
MN	999	8803-RW-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY - 2022	SF	2,000,000								2,000,000	2,000,000				2,000,000
MN	999	8803-PM-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - PREVENTATIVE MAINTENANCE - 2022	SF	2,050,000								2,050,000	2,050,000				2,050,000
MN	999	8803-RX-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - MISC ROAD & BRIDGE REPAIR (BARC) - 2022	SF	2,500,000								2,500,000	2,500,000				2,500,000
MN	999	8803-SA-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2022	SF	7,100,000								7,100,000	7,100,000				7,100,000
MN	999	8803-SC-22	2022	S	MNDOT	3	DISTRICTWIDE SET ASIDES - SAFETY IMPROVEMENTS - 2022	SF	300,000								300,000	300,000				300,000
BB		TRF-0048-23H	2023	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	9,600,000							1,500,000				8,100,000		9,600,000
BB		TRF-0048-23C	2023	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	1,400,000							1,120,000				280,000		1,400,000
BB		TRF-0048-23A	2023	L	METRO BUS	3	ST. CLOUD MTC - PARATRANSIT OPERATING	LF	4,700,000											4,700,000		4,700,000
BB		TRF-0048-23B	2023	L	METRO BUS	3	ST. CLOUD MTC - NORTHSTAR COMMUTER OPERATING	LF	1,400,000											1,400,000		1,400,000

BB		TRF-0048-23D	2023	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	115,000								92,000			23,000	115,000
BB		TRS-0048-23T	2023	L	METRO BUS	3	ST. CLOUD MTC; FACILITY IMPROVEMENTS AND ADDITIONS	FTA	1,450,000								1,160,000			290,000	1,450,000
BB		TRF-0048-23G	2023	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	FTA	15,000								12,000			3,000	15,000
BB		TRF-0048-23F	2023	L	METRO BUS	3	SECT 5307: ST. CLOUD MTC; PURCHASE BUS SHELTERS	FTA	25,000								20,000			5,000	25,000
BB		TRF-0048-23E	2023	L	METRO BUS	3	ST. CLOUD MTC; PURCHASE SIX (6) <30 FT. CNG DAR REPLACEMENT BUSES	STBGP 5K-200K	1,410,000		1,128,000	1,128,000								282,000	1,410,000
MSAS	113	220-113-002AC	2023	L	SARTELL	3	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PAYBACK 1 OF 1)	STBGP 5K-200K	1,970,800				1,970,800		1,970,800						-
MN	23	0503-91	2023	S	MNDOT	3	**AC** MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR# 05019 AND BR# 9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (AC PROJECT, PAYBACK IN 2024)	NHPP	24,260,000	18,200,000		18,200,000	6,285,000				6,060,000	6,060,000			30,545,000
I	94	7380-259	2023	S	MNDOT	3	I-94, REPLACE BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI W ON MN 23 INTERCHANGE	NHPP	6,054,000	5,448,600		5,448,600					605,400	605,400			6,054,000
MN	999	8823-344	2023	S	MNDOT	3	DISTRICTWIDE PAVEMENT MARKINGS (HSIP PROJECT)	HSIP	750,000	675,000		675,000					75,000	75,000			750,000
MN	999	8823-354	2023	S	MNDOT	3	DISTRICTWIDE DISTRICT SIGNAL RETIMING PROJECT ON MN 23, MN 25 AND MN 371 (HSIP PROJECT)	HSIP	330,000	297,000		297,000					33,000	33,000			330,000
MN	999	XXXX-XX	2023	S	MNDOT	3	GREATER MN RELIABILITY FUNDING	UNKNOWN	3,770,000	2,900,000		2,900,000					870,000	870,000			3,770,000
MN	999	8803-SHS-23	2023	S	MNDOT	3	DISTRICTWIDE SET ASIDES - DISTRICT 3 HSIP SHARE - 2023	HSIP	1,475,556	1,328,000		1,328,000					147,556	147,556			1,475,556
MN	999	8803-AM-23	2023	S	MNDOT	3	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2023	SF	1,200,000								1,200,000	1,200,000			1,200,000
MN	999	8803-CA-23	2023	S	MNDOT	3	DISTRICTWIDE SET ASIDES - EXTERNAL	SF	3,548,000								3,548,000	3,548,000			3,548,000

						PROJECT DEVELOPMENT - 2023														
MN	999	8803- CA-23A	2023	S	MNDOT	3**17NEW** **CHAP3** DISTRICTWIDE SET ASIDES - PROJECT DEVELOPMENT - 2023	BF	420,950										420,950		420,950
MN	999	8803- PD-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - INTERNAL PROJECT DEVELOPMENT - 2023	SF	2,100,000								2,100,000	2,100,000			2,100,000
MN	999	8803- MA-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - MISC AGREEMENTS -2023	SF	400,000								400,000	400,000			400,000
MN	999	8803- RB-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - LANDSCAPING - 2023	SF	30,000								30,000	30,000			30,000
MN	999	8803- RW-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY - 2023	SF	2,000,000								2,000,000	2,000,000			2,000,000
MN	999	8803- PM-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - PREVENTATIVE MAINTENANCE - 2023	SF	3,500,000								3,500,000	3,500,000			3,500,000
MN	999	8803- RX-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - MISC ROAD & BRIDGE REPAIR (BARC) - 2023	SF	2,500,000								2,500,000	2,500,000			2,500,000
MN	999	8803- SA-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2023	SF	4,400,000								4,400,000	4,400,000			4,400,000
MN	999	8803- SC-23	2023	S	MNDOT	3DISTRICTWIDE SET ASIDES - SAFETY IMPROVEMENTS - 2023	SF	300,000								300,000	300,000			300,000

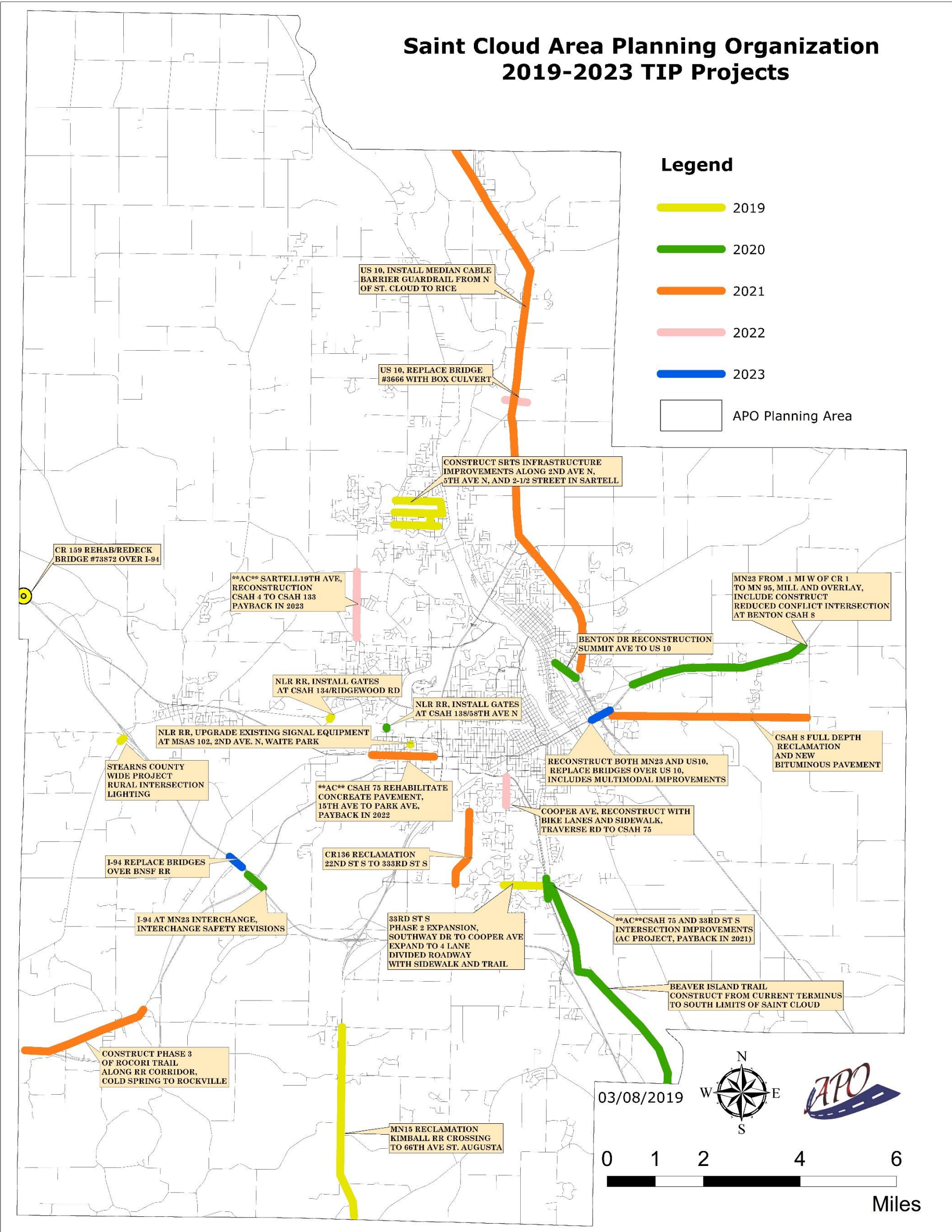


Figure 11: FY 2019-2023 TIP projects within the APO planning area boundary.

CHAPTER TWO: ENVIRONMENTAL JUSTICE

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

Drawing from the framework established by Title VI of the Civil Rights Act of 1964, as well as the 1969 National Environmental Policy Act (NEPA), the U.S. Department of Transportation set forth the following three (3) principles to ensure non-discriminatory practices in its federally funded activities:

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

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

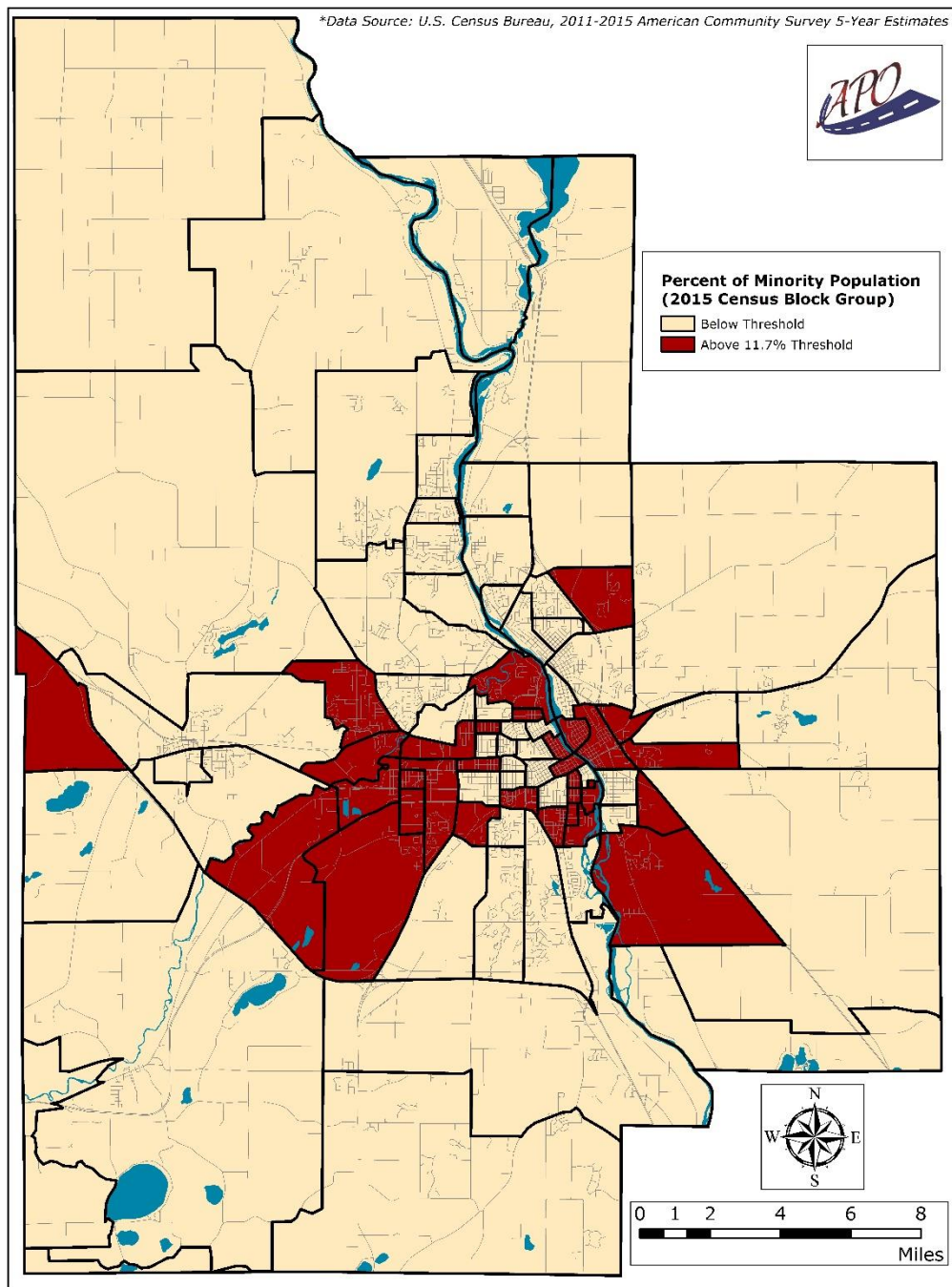


Figure 12: Percent of APO member jurisdiction's minority population. According to the U.S. Census Bureau's 2011-2015 American Community Survey's Five (5) Year Estimates, a total of 15,417 residents have been identified as being from a minority population. This corresponds to a regional average of 11.7 percent of the APO's planning area population.

**Saint Cloud Area Planning Organization
2019-2023 TIP Projects
Environmental Justice Review
Minority Population Concentration by Census Block Group**

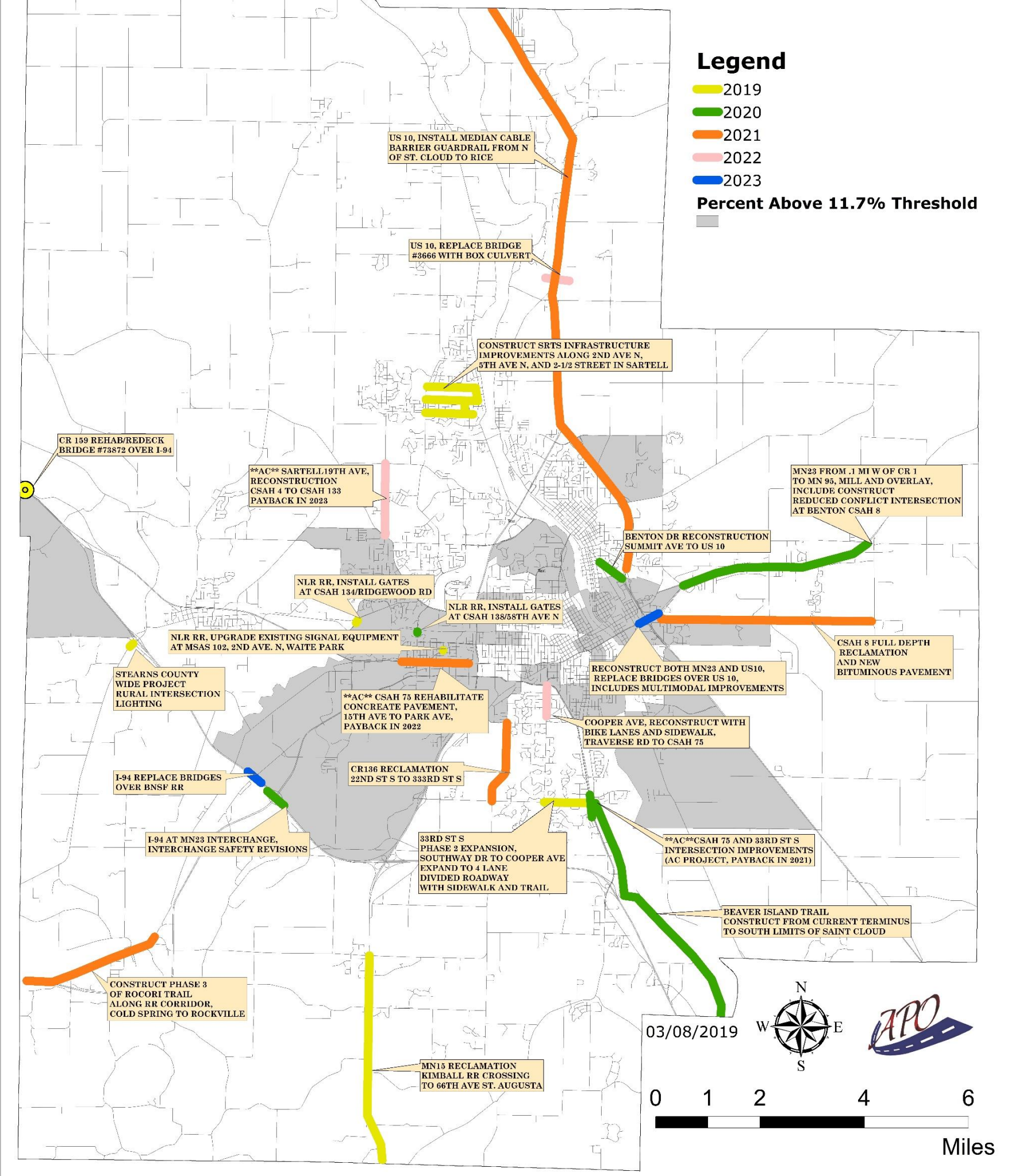


Figure 13: FY 2019-2023 TIP programmed projects to be constructed compared to areas within the APO planning area with a higher concentration of minority populations.

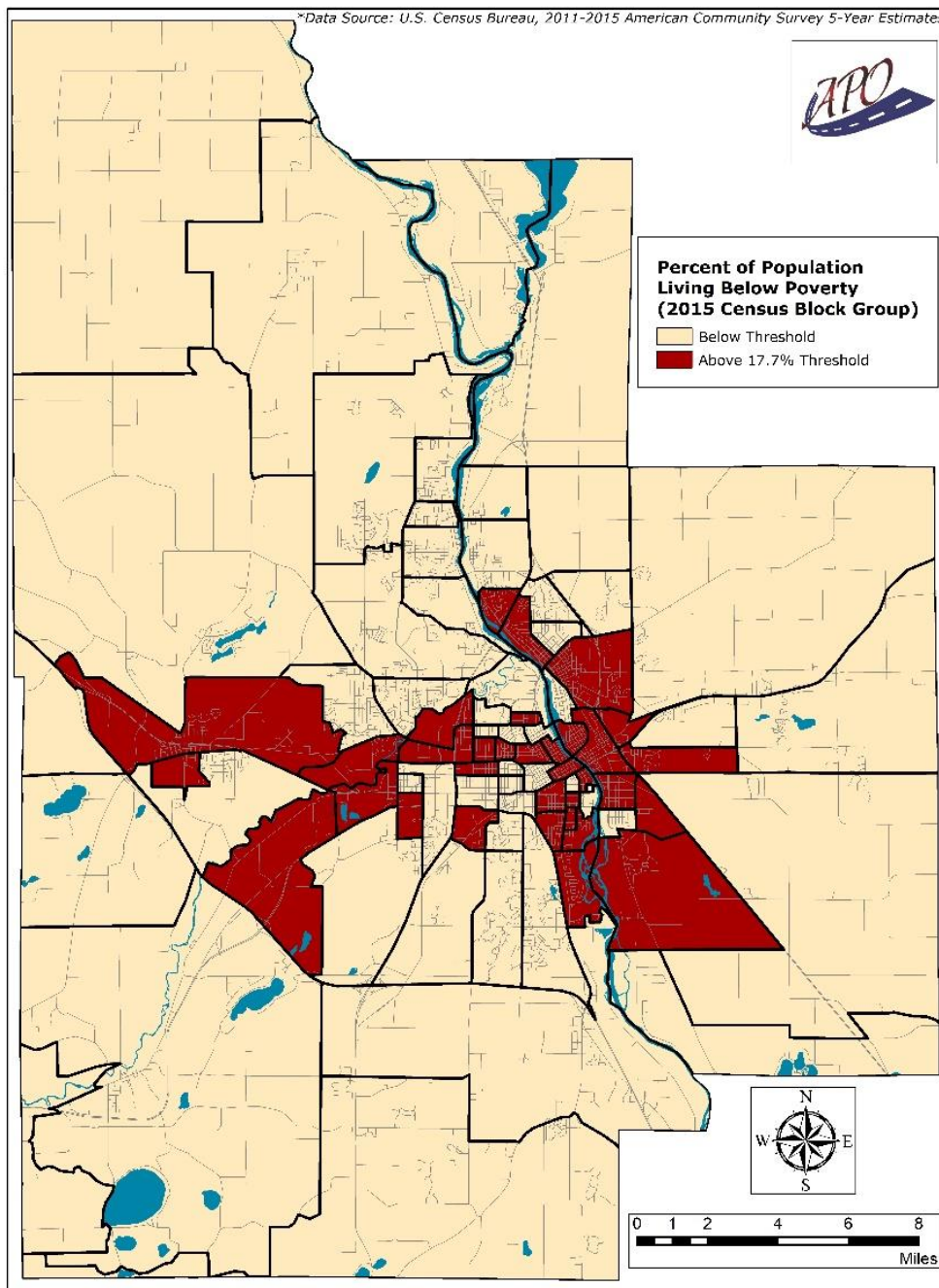


Figure 14: Percent of APO member jurisdiction's population who are individuals living in poverty. According to the U.S. Census Bureau's 2011-2015 American Community Survey's Five (5) Year Estimates, a total of 21,797 residents over the age of five (5) have been identified as being low-income. This corresponds to a regional average of 17.7 percent of the APO's planning area population.

**Saint Cloud Area Planning Organization
2019-2023 TIP Projects
Environmental Justice Review
Population Below Poverty Level by Census Block Group**

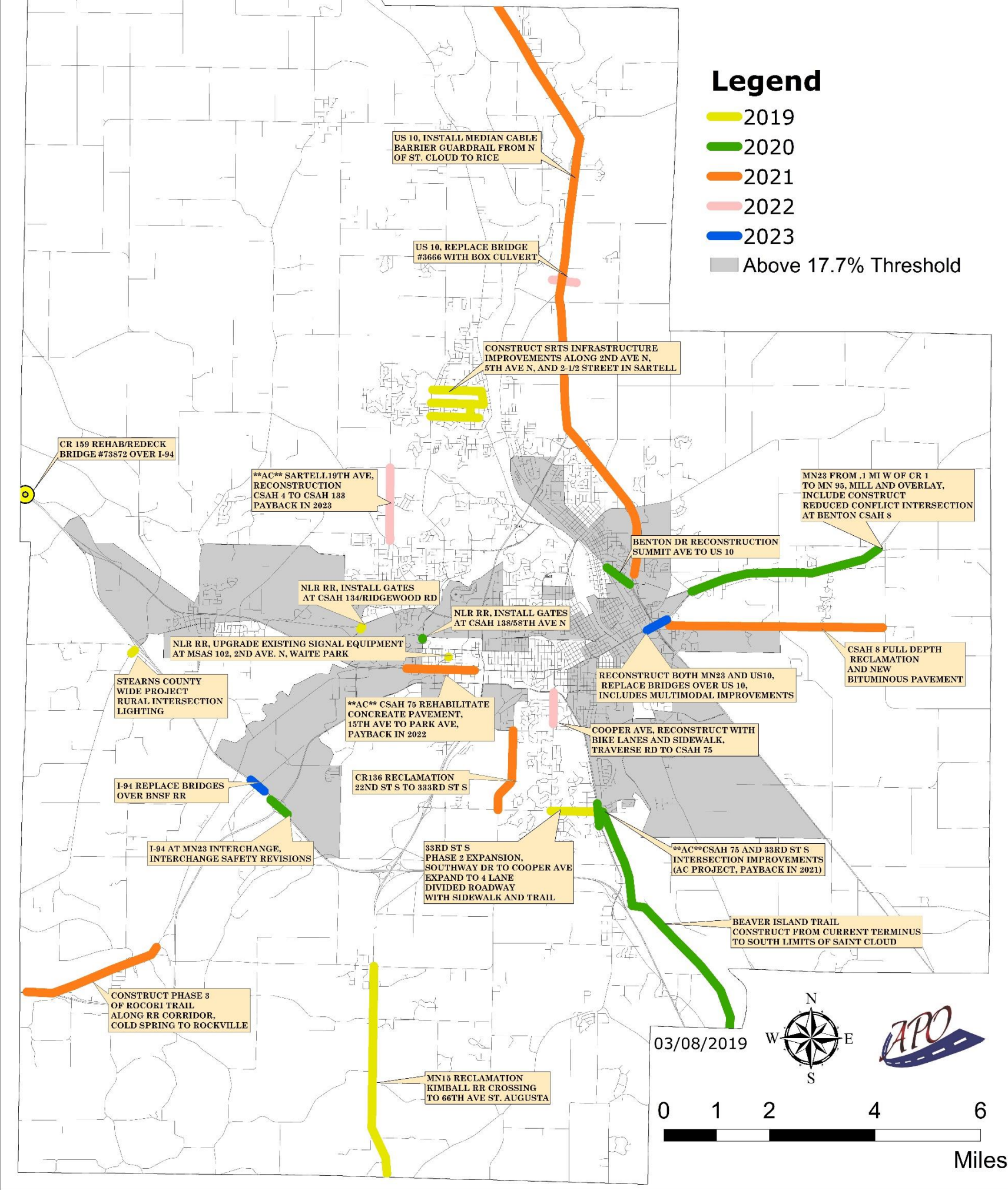


Figure 15: FY 2019-2023 TIP programmed projects to be constructed compared to areas within the APO planning area with a higher concentration of low-income populations.

In addition to considering concentrations of minority and low-income populations, the Saint Cloud APO has elected to consider other populations that could be adversely impacted by transportation such as those highlighted specifically by Title VI. Those populations include people with disabilities, limited English proficient populations, zero vehicle households, people age 65 and older, and people age 18 and younger. A more detailed demographic breakdown can be found in the APO's [Stakeholder Engagement Plan \(SEP\)](https://bit.ly/2OcY3yv) (<https://bit.ly/2OcY3yv>).

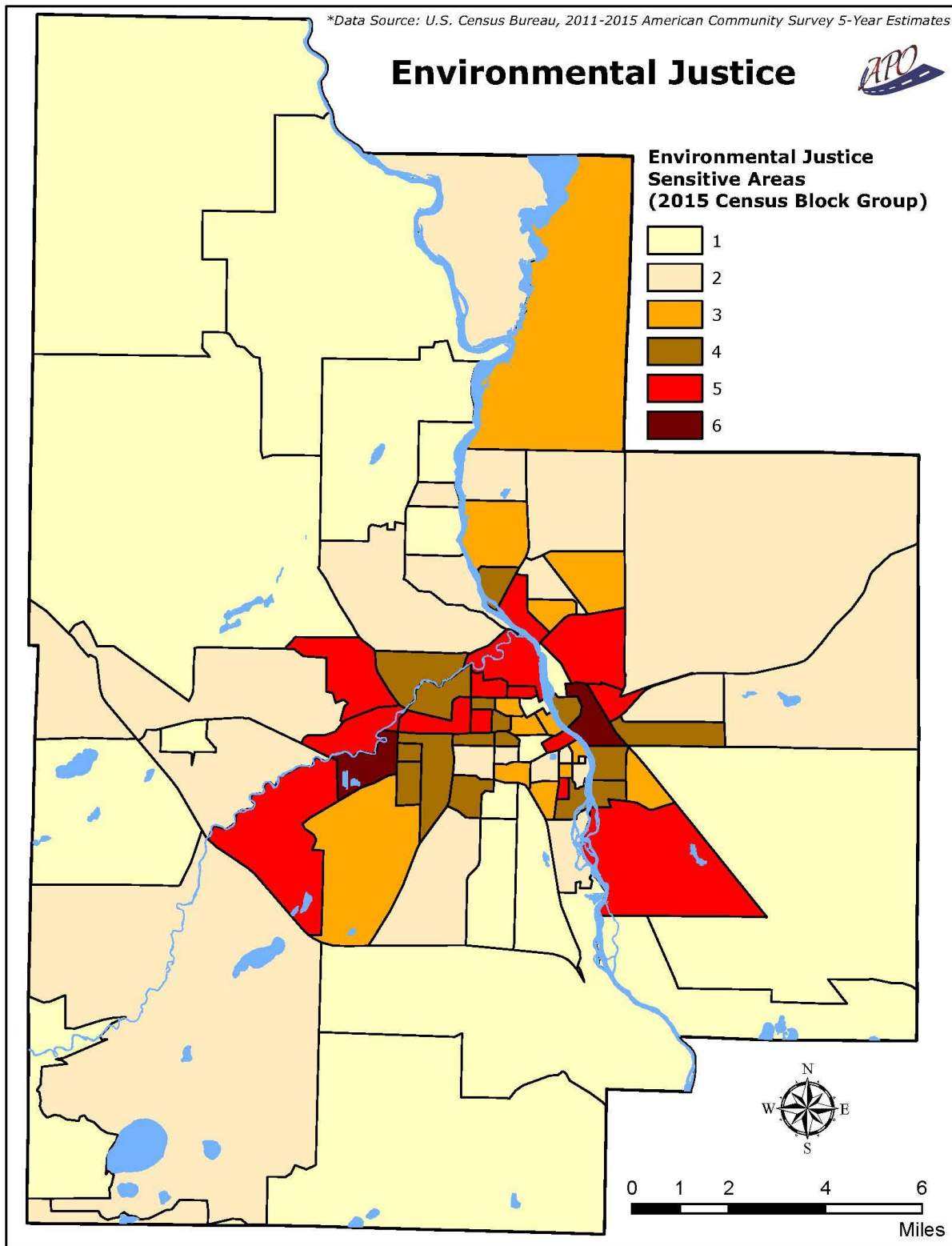


Figure 16: APO Environmental Justice and Title VI sensitive areas map encompassing minority populations, people living in poverty, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18. Of note, no one (1) Census block group had all seven (7) factors present.

Saint Cloud Area Planning Organization 2019-2023 TIP Projects Environmental Justice Review EJ Sensitive Areas by Census Block Group

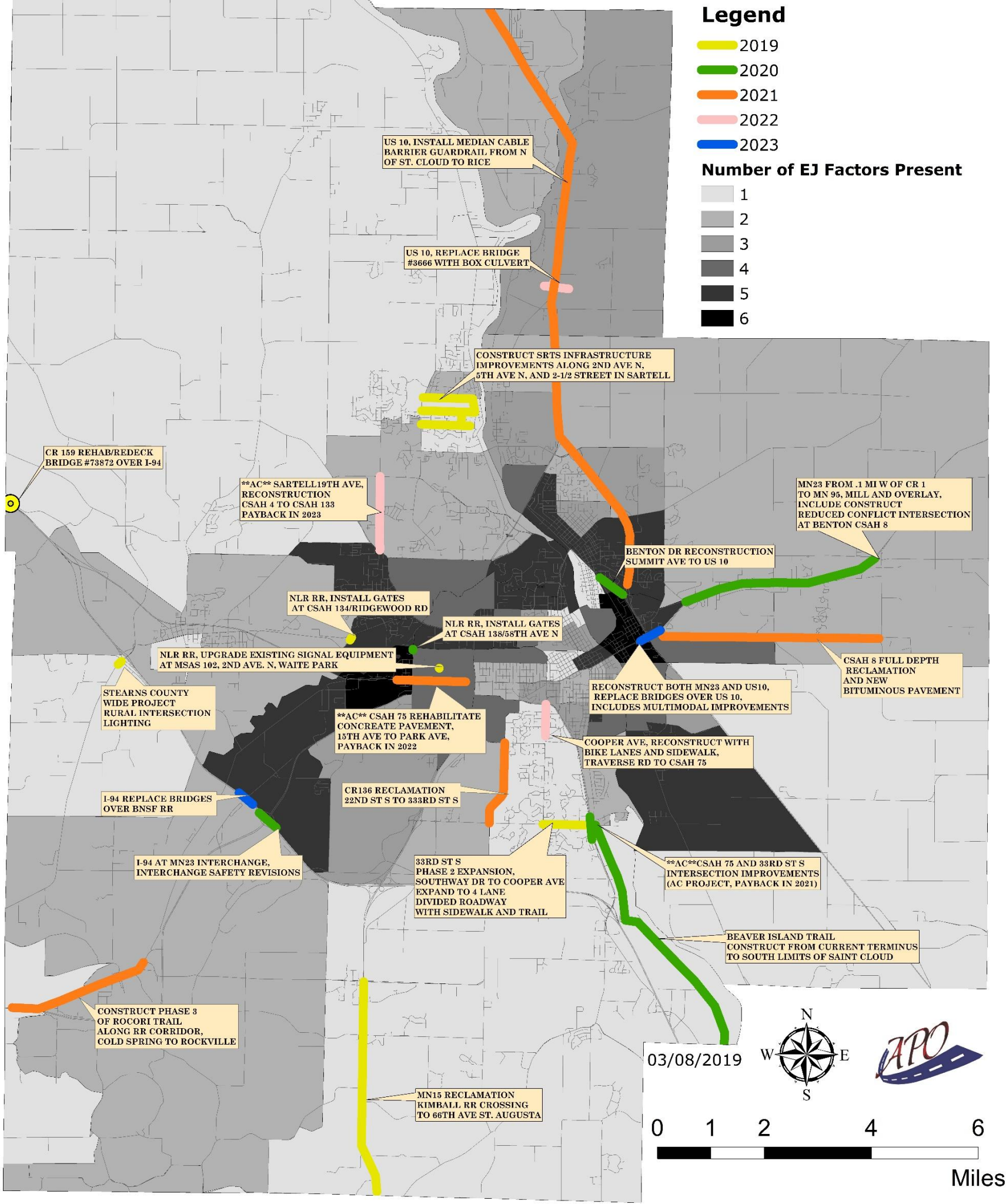


Figure 17: FY 2019-2023 TIP programmed projects to be constructed compared to areas within the APO planning area with involving an EJ or Title VI population group. Of note, no one (1) Census block group had all seven (7) factors present.

A project is defined as having the potential to have an adverse EJ effect if any portion of a project intersected with the defined boundaries of a Census block group with a high percentage of minority population or a block group with a high percentage of population below the poverty level.

A total of seventeen (17) projects intersect, at least in part, with block groups with high percentage of minority populations. A total of sixteen (16) projects intersect with block groups with a high percentage of populations living in poverty. The projects, identified in Figure 20, include several safety improvements and roadway reconstruction projects. Projects excluded from this list include MnDOT D3 setasides – as those dollars may or may not be allocated to areas inside the APO planning area – and Saint Cloud MTC and WACOSA projects – which benefit nearly the entire APO planning area.

	Population	Population percentage	TIP investment	Percentage of TIP investment
Minority population	15,417	11.7%	\$58,625,296	79%
Non-minority population	116,249	88.3%	\$15,895,405	21%
Total	131,666	100%	\$74,520,701	100%

Figure 18: Minority population within the APO planning area and TIP projects investments within the APO area excluding MnDOT districtwide setasides, Saint Cloud Metropolitan Transit Commission projects, and WACOSA projects. Population data courtesy of U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates. TIP data courtesy of Saint Cloud APO.

	Population 5-years and older	Population 5-years and older percentage	TIP investment	Percentage of TIP investment
Persons with low-income	21,797	17.7%	\$52,305,189	70%
Non-low-income population	101,052	82.3%	\$22,215,512	30%
Total	122,849	100%	\$74,520,701	100%

Figure 19: Individuals living in poverty within the APO planning area and TIP projects investments within the APO area excluding MnDOT districtwide setasides, Saint Cloud Metropolitan Transit Commission projects, and WACOSA projects. Population data courtesy of U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates. TIP data courtesy of Saint Cloud APO.

As is evident in the charts above, a majority of TIP investment projects occur within Census block groups identified as having populations above the respective thresholds for minority and low-income populations. These projects, however, primarily focus on safety improvements and/or system preservation for the transportation network. Both of these styles of projects have lasting benefits for the entire region. While construction could have adverse impacts on populations living within close proximity of the project – i.e. delays, detours, noise, and dust – once complete, the projects are anticipated to result in positive benefits such as increased capacity, lower commute times, increased safety, and the addition of bicycle and pedestrian facilities to neighborhoods. It will fall upon the agencies implementing the project to work toward mitigating and/or minimizing adverse impacts of project construction to both the traveling public and neighborhood areas.

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

Route System	Fiscal Year	Agency	Project Description	Project Total	Minority area	Low-income area
RR	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	\$194,984	YES	YES
RR	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2ND AVE N, WAITE PARK, STEARNS COUNTY	\$212,992	YES	NO
I94	2019	MNDOT	**SPP** I-94, NEAR COLLEGEVILLE, REHAB/REDECK AT BRIDGE #73872 AT STEARNS COUNTY CR 159 OVER I-94	\$887,392	YES	NO
LOCAL 999	2019	STEARNS COUNTY	COUNTYWIDE, IMPROVE INTERSECTION LIGHTING ON MULTIPLE STEARNS COUNTY ROADS	\$324,000	NO	YES
CSAH 75	2019	STEARNS COUNTY	**AC** CSAH 75, FROM 0.1 MILES S OF 33 RD ST S TO 0.1 MILES N OF 33 RD ST S IN ST CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN 2020 AND 2021)	\$1,186,277	NO	YES
I94	2020	MNDOT	**17NEW** 1-94, AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	\$2,200,000	YES	YES
PED/BIKE	2020	ST. CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT	\$600,000	NO	YES

Route System	Fiscal Year	Agency	Project Description	Project Total	Minority area	Low-income area
			ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS			
RR	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54TH AVE N, WAITE PARK, STEARNS COUNTY	\$240,000	YES	YES
MSAS 109	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	\$2,528,678	YES	YES
MN 23	2020	MNDOT	MN 23, FROM .1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST CLOUD	\$3,027,000	YES	YES
MN 23	2020	MNDOT	MN 23. FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	\$500,000	YES	YES
CSAH 75	2020	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE	\$1,100,000	YES	YES

Route System	Fiscal Year	Agency	Project Description	Project Total	Minority area	Low-income area
			CONCRETE PAVEMENT (AC PROJECT, PAYBACK IN 2022)			
MSAS 175	2021	ST. CLOUD	ST. CLOUD MSAS 175 - CR 136 FROM 22ND ST SOUTH TO 33RD ST SOUTH, RECONSTRUCTION	\$1,400,000	YES	YES
CSAH 8	2021	BENTON COUNTY	BENTON CSAH 8, FROM .6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009)	\$5,250	YES	YES
CSAH 8	2021	BENTON COUNTY	BENTON CSAH 8, FROM .6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007)	\$650,000	YES	YES
US 10	2021	MNDOT	US 10, INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM N OF ST. CLOUD TO RICE (HSIP PROJECT)	\$1,750,000	YES	YES
MSAS 113	2022	SARTELL	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	\$4,830,000	YES	NO
MSAS 141	2022	ST. CLOUD	ST. CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK	\$2,500,000	YES	NO

Route System	Fiscal Year	Agency	Project Description	Project Total	Minority area	Low-income area
MN 23	2023	MNDOT	MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM 0.1 MI W OF LINCOLN AVE TO 0.1 MI W OF CR 1; RECONSTRUCT US 10 FROM 0.2 MI W OF ST. GERMAIN TO 0.1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10 BR# 9021 WITH BR #05019 AND BR #9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS	\$30,545,000	YES	YES
I94	2023	MNDOT	I-94 REPLACE BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE	\$6,054,000	YES	YES

Figure 20: A list of FY 2019-2023 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of minority and/or low-income individuals.

CHAPTER THREE: PERFORMANCE MEASURES

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

According to 23 CFR 450.326(d):

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

Performance measures are designed to serve as a benchmark to evaluate and quantify progress. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

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

Based on the [Transportation Performance Management \(TPM\)](http://www.fhwa.dot.gov/tpm/) (www.fhwa.dot.gov/tpm/) assessment tool, the APO is currently working towards a maturity level 2, the developing phase. Work is underway to strengthen transportation performance management in the APO. A transportation performance management framework is being defined to provide alignment across the organization and across different planning and programming functions. Modifications to data collection and management processes and analysis tools are being planned in order to better support the performance framework. Organizational roles are being defined, and a strategy for training and workforce development in support of transportation performance management is being developed.

1. **Strategic Direction:** The APO is developing a collaborative process to set goals and objectives, with linkages between agency functions and broader societal concerns still being clarified.
2. **Target Setting:** The APO is collaboratively developing a methodology to understand baselines and set targets within agreed-upon performance areas.
3. **Performance-Based Planning:** The APO is defining a data-driven process for understanding current and future performance to identify and develop strategies.
4. **Performance-Based Programming:** The APO is developing a performance-based programming methodology and process that will enable project selection to reflect agency goals, priorities determined in planning documents, funding constraints, risk factors, and relative needs across performance areas.
5. **Monitoring and Adjustment:** The APO is developing a plan for system and program/project monitoring tied to the strategic direction, including definition of output and outcome measures, frequency, data sources, external influencing factors and users.

6. **Reporting and Communication:** The APO is defining requirements for internal reports to ensure consistency, alignment with strategic direction, and provision of actionable information.

Anticipated Effect

The following are a list of Federally mandated performance measures that have been incorporated into the FY 2019-2023 TIP. Methods of calculation for each of these performance measures are based on the guidelines outlined by the [TPM assessment tool](https://www.fhwa.dot.gov/tpm/rule.cfm) (<https://www.fhwa.dot.gov/tpm/rule.cfm>) and can be found in Appendix A.

Roadway Safety Performance Measures

1. Number of Fatalities.
2. Rate of Fatalities.
3. Number of Serious Injuries.
4. Rate of Serious Injuries.
5. Number of Non-Motorized Fatalities and Serious Injuries.

Roadway Accessibility, Mobility, and Connectivity Performance Measures

1. Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.
2. Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.
3. Annual Vehicle Miles Traveled.

Transit Management and Preservation Performance Measures

1. State of Good Repair for Equipment, Facilities, and Rolling Stock.

Roadway Metropolitan Vitality and Economic Development Performance Measures

1. Truck Travel Time Reliability Index.

Roadway Management and Preservation Performance Measures

1. Interstate System Pavement Conditions.
2. Non-Interstate NHS Pavement Conditions.
3. Pavement Maintenance.
4. Bridge Conditions.

	MnDOT's 2019 & 2021 Targets	APO Baseline Measurement	APO's 2021 Target
PERFORMANCE MEASURE			
NHS Pavement Condition			
Percentage of pavements of the Interstate System in Good condition	55%	90.27%	85%
Percentage of pavements of the Interstate System in Poor condition	2%	0.26%	1%
Percentage of pavements of the non-Interstate NHS in Good condition	50%	58.72%	60%
Percentage of pavements of the non-Interstate NHS in Poor condition	4%	0.80%	1%
NHS Bridge Condition			
Percentage of NHS bridges classified as in Good condition	50%	64.2%	60%
Percentage of NHS bridges classified as in Poor condition	4%	0%	1%
NHS Performance			
Percent of person-miles traveled on the Interstate that are reliable	80%	100%	100%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	75%	97%	90%
Interstate Freight Movement			
Truck Travel Time Reliability (TTTR) Index (minutes)	1.5	1.1	1.24
	MnDOT's 2018 Targets	APO Baseline Measurement	APO's 2018 Target
PERFORMANCE MEASURE			
Roadway Safety			
Number of Fatalities	375	8.2	7.8
Rate of Fatalities (per 100M VMT)	0.62	0.639	0.598
Number of Serious Injuries	1935	21.6	13.90
Rate of Serious Injuries (per 100M VMT)	3.19	1.703	1.070
Number of Non-Motorized Fatalities and Serious Injuries	348	7	7.0
Transit Asset Management (State of Good Repair)			Past Useful Life Benchmark
Equipment (non-revenue service vehicles)	NA	78%	65%
Rolling Stock (revenue vehicles)	NA	16%	13%
Infrastructure (rail, fixed guideway, track signals, and systems)	NA	0%	0%
Transit Asset Management (Transit Economic Requirements Model)			Percent of Assets Rated Below 3
Mobility Training Center	NA	5	0%
Transit Center	NA	4	0%
Operations	NA	3	0%

Figure 21: A list of incorporated performance measures in the APO's FY 2019-2023 TIP and performance targets for those performance measures.

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

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

A closer look and explanation of the APO's performance targets are listed below.

Roadway Safety

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

For example, MnDOT has adopted a yearly target of 375 fatalities, while the APO selected a yearly target of 7.8 fatalities. The APO's regional 2017 baseline measurement for fatalities was 8.2. It is unclear what supporting MnDOT's target would mean in this context or how it would help the APO to target investment funding. By electing to pursue targets more relevant to the regional baseline, the APO can better evaluate the effectiveness of its roadway safety and more efficiently monitor changes in this and other roadway safety numbers.

Examples of programmed projects in the 2019-2023 TIP that will help achieve the APO's roadway targets include the following: the installation of a reduced conflict intersection at Benton CSAH 8, East of Saint Cloud (project number 0503-90); construction of Phase 3 of the Rocori Trail along rail road corridor from Cold Spring to Rockville (project number 073-090-011); and CSAH 75 and 33rd Street S in Saint Cloud intersection improvements (project number 073-675-039). These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

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

Roadway Accessibility, Mobility, and Connectivity

Percent of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100 percent and 97 percent, respectively. MnDOT has set targets of Interstate reliability at 80 percent and non-Interstate NHS at 75 percent. The APO has reviewed past data trends and have determined the Interstate reliability should remain at 100 percent, therefore making supporting the MnDOT targets not as relevant to the APO's planning area.

The non-Interstate NHS reliability has seen a flux of reliability from 2013. The APO has a goal to increase system accessibility, mobility, and connectivity. Similar to person-miles traveled on the Interstate, the APO's baseline measurement exceeds the targets established by MnDOT. Choosing to support the state targets would not allow the APO to gauge an

accurate representation of the area's needs due to the fact they are lower than the current existing conditions for the APO's planning area.

There are currently no programmed projects that will increase reliability, so that is why APO staff have set a lower target for non-Interstate NHS reliability.

MnDOT has set a target of Interstate pavement in poor condition at 2 percent while the APO has set a target of 1 percent. Based on the current condition of the Interstate pavement in poor condition being 0 percent within the APO region, APO staff felt that supporting the state's target of 2 percent would not be as meaningful to the region or decision-makers.

MnDOT has set a target of non-Interstate NHS pavement in poor condition at 4 percent while the APO has set a target of 1 percent. The APO's target was set based on the current condition of non-Interstate NHS pavement in poor condition being reported at 0.2 percent within the region. Again, based on current conditions within the APO being better than what was identified as an achievable target by MnDOT, the APO has opted to impose stricter requirements and goals that would more closely manage roadway condition with the region.

An example of programmed projects in the 2019-2023 TIP that will help achieve the APO's targets include the MN 15 from MN 55 in Kimball to 66th Avenue in Saint Augusta, full depth reclamation (project number 7303-50) This TIP project is anticipated to positively impact target achievement by elevating these sections of the NHS pavement from a fair to good pavement rating.

Transit Management and Preservation

Staff at Saint Cloud MTC and the APO worked together to establish both transit asset management State of Good Repair targets and the transit economic requirements model (TERM) scale targets for facilities.

Examples of programmed projects in the 2019-2023 TIP that will help achieve the APO's targets include: the purchase of <30 FT. replacement CNG DAR buses (project number TRS-0048-20T); the purchase of STD 35 FT. replacement CNG fixed route buses (project number TRS-0048-20TA); the purchase of two (2) replacement operations vehicles (project number TRF-0048-21B); and facility improvements (project number TRS-0048-21TB).

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

Roadway Management and Preservation

Similar to roadway safety, the APO has opted to set stricter performance targets for roadway management and preservation than MnDOT. It is the belief of APO staff that by tailoring targets specifically to the region, the APO is better equipped to track, monitor, and potentially address changes – both positive and negative – in a more effective and efficient manner.

MnDOT has set a target of Interstate pavement in good condition at 55 percent while the APO has set a target of 85 percent. The APO's target is based on the current condition of the Interstate pavement in good condition sitting at 90.3 percent within the APO planning area.

MnDOT has set a target of non-Interstate NHS pavement in good condition at 50 percent while the APO has set a target of 60 percent. The APO's target is based on the current

condition of non-Interstate NHS pavement in good condition sitting at 59 percent within the APO planning area.

The APO's currently has 64.2 percent of bridges classified in good condition with a target of 60 percent. MnDOT has a goal of 50 percent. The APO estimates our bridge conditions being relatively unchanged in the next four (4) years. The APO has set a target of 1 percent of our NHS bridges in poor condition compared to MnDOT's target of 4 percent.

The MTP states the APO will prioritize the maintenance and preservation of the existing transportation network. There are no current programmed projects in the TIP that will enhance bridge condition. This is why the APO has set targets slightly lower than existing conditions and are committed to keep our infrastructure in a state of good repair.

Roadway Metropolitan Vitality and Economic Development

Interstate freight movement is very important to the economy with many businesses dependent on a reliable system for shipping and delivery. MnDOT has set a target of 1.5 truck travel time reliability (TTTR) while the APO has adopted a target of 1.24. The current TTTR is 1.1 in the APO region. Again, the APO has opted to impose stricter performance targets on its region due to the fact that the APO's baseline measurement was below that of the MnDOT established targets.

There are currently no programmed projects expected to increase reliability. However, the Interstate system is still under capacity within the APO region, so there is no evidence travel time reliability will see any adverse impacts.

MPO Investment Priorities

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

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

While the APO's project selection process and investment strategy – as identified in Chapter 1 of this document – is anticipated to remain the same, APO staff will conduct studies and use the tools necessary to project future transportation needs and investment priorities through the following techniques:

- The travel demand model will be updated and used to identify current or future deficiencies of the Federal-aid system of roadways throughout the urbanized area.
 - The model is a key component of increasing accessibility and mobility options for people and freight while exploring congestion mitigation measures.
- There will be a Saint Cloud CSAH 75 corridor study to consider design concepts and layouts to meet future travel demands.
- A pavement condition database update has been proposed which will assess the pavement conditions. Cost projections for system preservation maintenance has also been included.

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

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

An example of this are three (3) programmed projects to be completed on MN 15, MN 23, and CSAH 75. These projects – comprising approximately 36.7 lane miles – involve pavement preservation treatments, which when factored together will improve fair pavement condition in the area to good. Accordingly, this will result in NHS pavement condition in the area to be at approximately 72 percent by 2021. Even with the added increase in pavement quality conditions – up 13 percent – APO staff understand that normal degradation of pavement within other areas of the planning area can and more likely will bring down the overall average.

Pavement condition	2018	2021	Percent change
Good	59%	72.1%	13.1%
Fair	40.8%	27.7%	-13.1%
Poor	0.2%	0.2%	0%

Figure 22: A comparison of pavement conditions before and after the completion of pavement maintenance programmed into the APO's FY 2019-2023 TIP.

It is anticipated that there will be enough available revenue to ensure performance targets within the APO's planning area will be met.

As finalized performance targets become available for additional performance measures, anticipated programmed TIP projects will have to demonstrate how they will contribute to achieving those predetermined targets. APO staff plans to examine any additional performance targets that are set by MnDOT and evaluate the effectiveness of adopting those targets for the region or if developing its own targets would be more effective.

CHAPTER FOUR: FINANCIAL CAPACITY ANALYSIS

General Legislative and Policy Background

As the Federally designated MPO for the Saint Cloud metropolitan area, the APO must demonstrate fiscal constraint when programming funding for projects in the TIP. Under 23 CFR §450.326(j), the APO is required to include a financial plan for the projects being programmed in the TIP, as well as demonstrate the ability of its jurisdictions to fund these projects while continuing to also fund the necessary operations and maintenance of the existing transportation system.

FAST Act & CAAA TIP Financial Requirements

The most recent surface transportation bill, the 2015 FAST Act, and the Clean Air Act Amendments of 1990 (CAAA) have prescribed the following financial planning requirements for MPOs, state departments of transportations (DOTs), and public transit agencies:

- Be financially constrained by year and include a financial plan that demonstrates through current and projected revenue streams, how implementing agencies requesting Federal funds can provide the required local match, while adequately operating and maintaining their existing transportation system;
- Include only projects for which construction and operating funds are reasonably expected to be available. In the case of new funding sources, strategies for ensuring their availability shall be identified;
- The MPO must consider all projects and strategies funded under title 23 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

Summarized local maintenance and operation expenditures include:

General Maintenance/Operation Expenses Definitions

1. Routine maintenance expenses
 - a. Includes maintaining the status quo even through deteriorated. To keep at the original condition or use.
2. Repairs and replacements
 - a. Includes restoration to original condition. To make the surface as it was before, even though material used is better.
3. Betterments
 - a. 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

1. Routine Maintenance Expenses
 - a. Smoothing surface
 - i. Blading gravel roads
 - b. Minor surface repair
 - i. Patching with bituminous
 - ii. Repairing/crack filling concrete
 - iii. Sealing patches
 - iv. Cleaning/sweeping roadways
 - v. Crack filling with bituminous
 - vi. Blading shoulders with no extra material
 - c. Cleaning culverts and ditches
 - i. Cleaning and thawing culverts
 - ii. Minor ditch cleaning
 - iii. Repairing title lines
 - iv. Making culvert ends
 - v. Picking debris off roadway
 - vi. Working on beaver dams
 - vii. Relaying culvert ends
 - viii. Maintaining driveways and approaches
 - ix. Checking driveways and utility permits
 - d. Brush and weed control
 - i. Mowing grass and weed
 - ii. Spraying weeds and brush
 - iii. Minor clearing and grubbing
 - e. Snow and ice removal
 - i. Maintaining snow fence
 - ii. Plowing and winging snow
 - iii. Sanding and salting roads
 - iv. Cleaning snow off bridges and rails
 - v. Mixing sand material
 - vi. Fixing mailboxes
 - f. Traffic Services
 - i. Maintaining posted signs
 - ii. Maintaining traffic signals
 - iii. Stripping pavement
 - iv. Patrolling roads for load restriction
 - v. Putting up barricades
 - vi. Flagging for safety

- vii. Road inspection
- 2. Repairs and replacements
 - a. Reshaping
 - i. Minor shoulder, roadbeds, ditch, or backslope reshaping
 - b. Resurfacing
 - i. Spot graveling of roads
 - ii. Continuous graveling of roads
 - iii. Adding binder to the road surface
 - iv. Stabilizing the gravel surface
 - v. Aggregate shouldering
 - c. Culverts, bridges and guard rails
 - i. Replacing, lowering, or raising culverts
 - ii. Repairing bridges
 - iii. Painting bridges
 - iv. Repairing guard rails
 - v. Repairing culverts
 - vi. Drainage ditch repair assessments
 - d. Washouts
 - i. Repairing roadbed, shoulder, ditch, backslope, and culvert washouts
 - e. Subgrade
 - i. Prospecting for gravel
 - ii. Mud jacking pavement
 - iii. Repairing frost boils
- 3. Betterments
 - a. New culverts, rails, or tiling
 - i. Delivery of new or larger culverts
 - ii. Installing new guard rails, tile lines, rip rap, erosion control
 - b. Approaches or drives
 - i. Culvert extensions
 - c. Drainage correction
 - i. Major reshaping of shoulders, roadbeds, ditches, and backslopes
 - ii. Filling swamps
 - iii. Rumble strips
 - iv. Repair of road dips
 - d. Seeding and sodding
 - i. Turf establishment
 - ii. Tree and shrub planting
 - e. Bituminous treatment
 - i. Spot retreating bituminous
 - ii. Bituminous overlays not approved as a construction project
 - iii. Seal coating bituminous and county forces railroad crossing replacement
 - iv. Concrete overlays not approved as a construction project

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 and Maintenance Investment

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 region 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 2019-2023 TIP.

Benton County

Current Financial Condition for Benton County Overall

Over a ten (10) year period – 2008 through 2017 – Benton County has allocated on average 63 percent of overall local transportation related dollars to maintenance and operations of the current transportation system. This has left approximately 37 percent of overall local transportation related dollars to be expended on new transportation related projects.

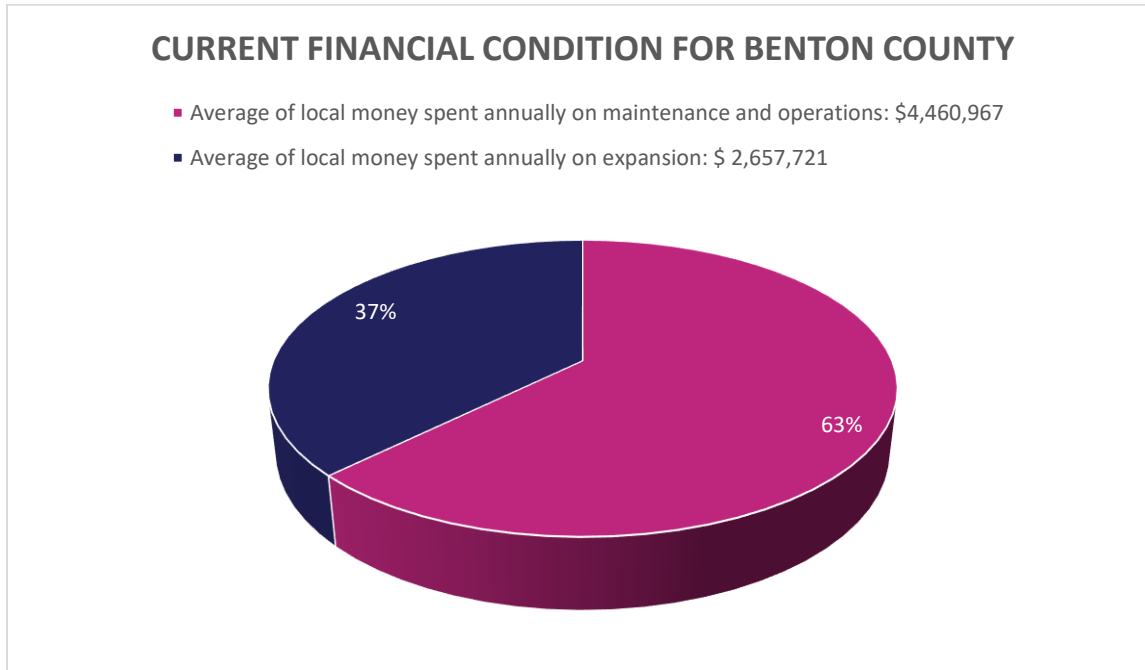


Figure 23: Local investment on maintenance/operations and expansion within Benton County from 2008-2017. Data courtesy of Benton County Highway Department.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
2008	\$3,169,765	\$482,117	\$3,651,882	\$2,769,204	\$6,451,086
2009	\$3,160,398	\$3,467,430	\$6,627,828	\$2,241,674	\$8,869,502
2010	\$3,238,054	\$1,460,119	\$4,698,173	\$1,144,712	\$5,842,885
2011	\$3,088,990	\$407,853	\$3,496,843	\$1,917,556	\$5,414,399
2012	\$3,144,058	\$1,438,040	\$4,528,098	\$1,102,379	\$5,684,477
2013	\$2,948,664	\$501,853	\$3,450,517	\$3,681,243	\$7,131,760
2014	\$3,504,633	\$1,908,072	\$5,412,705	\$8,407,697	\$13,820,402
2015	\$3,254,702	\$1,160,564	\$4,415,266	\$1,890,776	\$6,306,042
2016	\$3,070,130	\$711,218	\$3,781,348	\$2,411,924	\$6,193,272
2017	\$3,100,831	\$1,392,182	\$4,493,013	\$1,010,047	\$5,503,060
Total	\$31,680,225	12,929,448	\$44,609,673	\$26,577,212	\$71,186,885
Average	\$3,168,023	\$1,292,945	\$4,460,967	\$2,657,721	\$7,118,689
% of total local expense	N/A	N/A	63%	37%	100%

Figure 24: Local investment on maintenance/operations and expansion for Benton County from 2008-2017. Data courtesy of Benton County Highway Department.

Current Financial Condition for Benton County within APO planning area

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

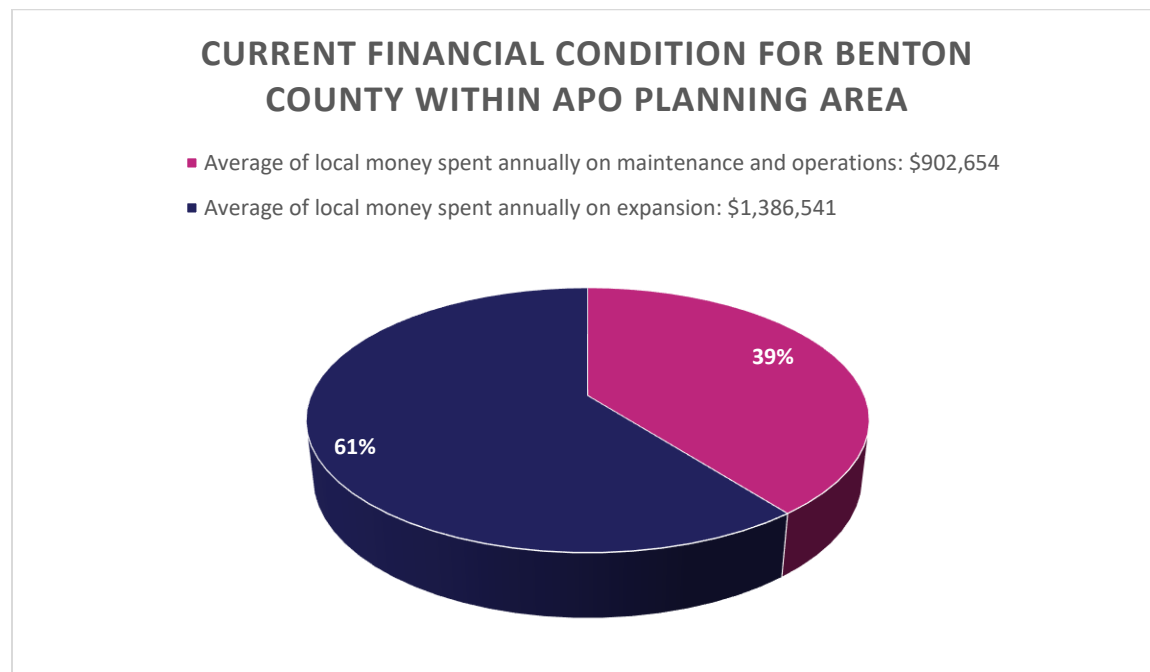


Figure 25: Local investment on maintenance/operations and expansion within APO planning area in Benton County from 2008-2017. Data courtesy of Benton County Highway Department.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
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
2013	\$190,304	\$0	\$190,304	\$0	\$190,304
2014	\$279,733	\$0	\$279,733	\$7,837,063	\$8,116,796
2015	\$263,730	\$0	\$263,730	\$2,050,000	\$2,313,730
2016	\$368,415	\$302,265	\$670,680	\$3,878,344	\$4,549,024
2017	\$372,099	\$305,265	\$677,387	\$100,000	\$777,387
Total	\$2,425,804	\$6,600,740	\$9,026,544	\$13,865,407	\$22,891,951
Average	\$242,580	\$660,074	\$902,654	\$1,386,541	\$2,289,195
% of Total Local Expense	N/A	N/A	39%	61%	100%

Figure 26: Local investment on maintenance/operations and expansion within APO planning area in Benton County from 2008-2017. Data courtesy of Benton County Highway Department.

Future Financial Condition for Benton County

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

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy*	\$1,716,667	\$2,157,450	\$2,274,792	\$4,516,667	\$4,516,667	\$15,182,242
State-aid funds*	\$1,050,000	\$4,128,067	\$4,128,067	\$2,345,800	\$2,869,042	\$14,520,967
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other local*	\$2,255,358	\$291,667	\$291,667	\$4,986,667	\$4,986,667	\$12,812,025
Total local funds projected*	\$5,022,025	\$6,577,183	\$6,694,525	\$11,894,133	\$12,375,375	\$42,515,242

*Figures are rounded to the nearest whole dollar.

Figure 27: Projected local transportation funds invested by Benton County in maintenance/operations and expansion countywide for FY 2019-2023. Data courtesy of Benton County Highway Department and APO staff.

Future Financial Condition for Benton County within APO planning area

Similar to the current financial condition, Benton County reasonably estimates to spend approximately 12 percent of the county's entire transportation related revenue within the APO planning area. However, Benton County will redistribute local transportation revenue

costs across the county as need arises to maintain, operate, and expand its roadway network.

Local Transportation Funding Source	Projected 2019 Local Funds	Projected 2020 Local Funds	Projected 2021 Local Funds	Projected 2022 Local Funds	Projected 2023 Local Funds	Total 2019-2023 Projected Local Funds
General tax levy	\$206,000	\$258,894	\$272,975	\$542,000	\$542,000	\$1,821,869
State-aid funds	\$126,000	\$495,368	\$495,368	\$281,496	\$344,285	\$1,742,516
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other local funds	\$270,643	\$35,000	\$35,000	\$598,400	\$598,400	\$1,537,443
Total local funds projected	\$602,643	\$789,262	\$803,343	\$1,421,896	\$1,484,685	\$5,101,829

Figure 28: Projected local transportation funds invested by Benton County in maintenance/operations and expansion within the APO planning area for FY 2019-2023. Data courtesy of Benton County Highway Department.

Fiscal Constraint for Benton County within APO planning area

Based upon historic funding for maintenance/operations expenditures – at 39 percent of local dollars spent countywide – approximately \$3,112,126 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total projected local funds	Historical local O&M investment (39%)	Projected local dollars available to match TIP projects
2019	\$602,643	\$235,031	\$367,612
2020	\$789,262	\$307,812	\$481,450
2021	\$803,343	\$313,304	\$490,039
2022	\$1,421,896	\$554,529	\$867,367
2023	\$1,484,685	\$579,027	\$905,658
Total	\$5,101,829	\$1,989,703	\$3,112,126

Figure 29: A total of available revenue for Benton County by year from 2019 through 2023. Data courtesy of Benton County Highway Department.

During this time frame, Benton County has two (2) improvement projects within the APO jurisdiction programmed into the TIP in 2021 requiring a local match of \$259,373 in year of expenditure dollars. Overall, Benton County has sufficient funding to finance these project and thereby maintains fiscal constraint.

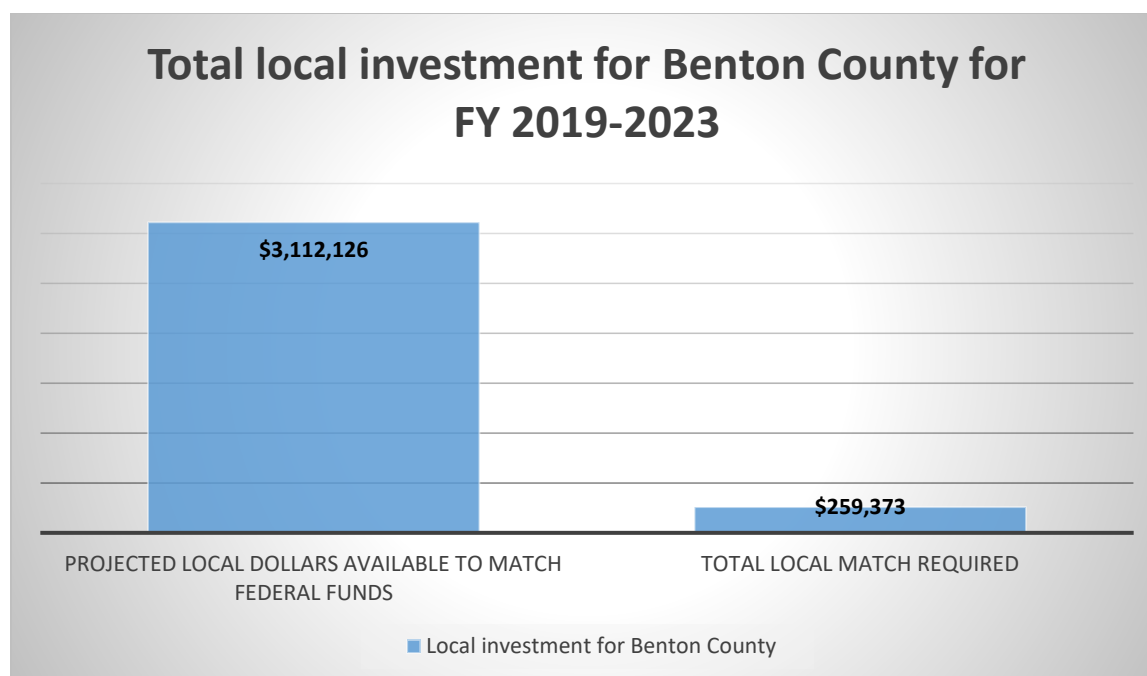


Figure 30: Total fiscal constraint for Benton County for TIP cycle FY 2019-2023. Data courtesy of Benton County Highway Department.

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
CSAH 8	2021	BENTON COUNTY	BENTON CSAH 8, FROM .6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RUMBLE STRIPE (TIED TO SP 005-608-009)	HSIP	\$5,250
CSAH 8	2021	BENTON COUNTY	BENTON CSAH 8, FROM .6 MILES EAST OF MN 23 TO BENTON CR 47 IN ST. CLOUD, RECLAMATION (TIED TO SP 005-070-007)	STBGP 5K-200K	\$650,000

Figure 31: Benton County TIP projects programmed into the APO's FY 2019-2023 TIP. Courtesy of Saint Cloud APO.

Sherburne County

Current Financial Condition for Sherburne County Overall

Over a ten (10) year period – 2008 through 2017 – Sherburne County has allocated on average 25 percent of overall local transportation related dollars to maintenance and operations of the current transportation system. This has left approximately 75 percent of overall local transportation related dollars to be expended on new transportation related projects.

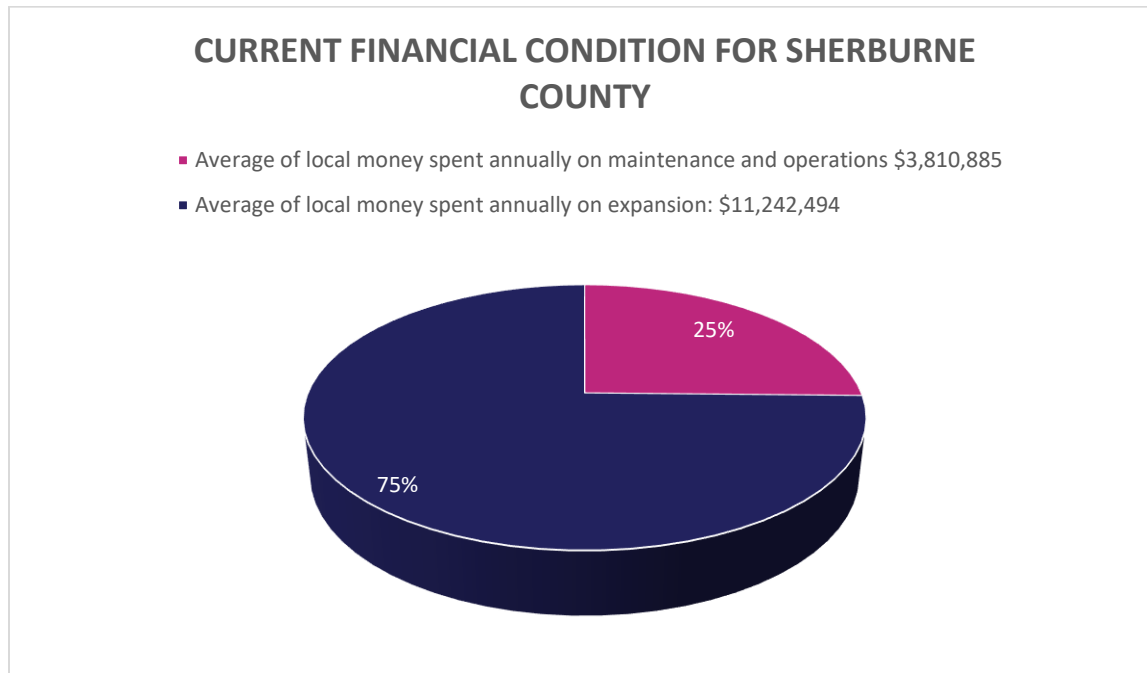


Figure 32: Local investment on maintenance/operations and expansion in Sherburne County from 2008-2017. Data courtesy of Sherburne County Highway Department.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
2008	\$4,129,497	\$0	\$4,129,497	\$8,028,641	\$12,158,138
2009	\$4,154,595	\$0	\$4,154,595	\$8,899,220	\$13,053,816
2010	\$4,323,731	\$0	\$4,323,731	\$6,092,681	\$10,416,412
2011	\$3,216,277	\$0	\$3,216,277	\$11,659,256	\$14,875,533
2012	\$3,462,586	\$30,478	\$3,493,064	\$13,458,798	\$16,951,863
2013	\$3,304,375	\$95,474	\$3,399,849	\$11,930,224	\$15,330,074
2014	\$4,672,393	\$0	\$4,672,393	\$15,685,614	\$20,358,007
2015	\$3,328,396	\$422,824	\$3,751,220	\$14,663,436	\$18,414,656
2016	\$3,529,437	\$150,153	\$3,679,590	\$8,065,994	\$11,745,584
2017	\$3,262,627	\$26,004	\$3,288,631	\$13,941,077	\$17,229,707
Total	\$37,383,913	\$724,934	\$38,108,847	\$112,424,942	\$150,533,789
Average	\$3,738,391	\$72,943	\$3,810,885	\$11,242,494	\$15,053,379
% of total local expense	N/A	N/A	25%	75%	100%

Figure 33: Local investment on maintenance/operation and expansion in Sherburne County from 2008-2017. Data courtesy of Sherburne County Highway Department.

Current Financial Condition for Sherburne County within APO planning area

Approximately 9 percent of the roadway network for Sherburne County lies within the APO planning area. In order to approximate the budget expended within the APO planning area, Sherburne County takes a flat 9 percent from its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Sherburne County will redistribute funding across the county as need arises to maintain, operate, and expand its roadway network. Historically, within the past ten (10) years, Sherburne County has not designated any local transportation dollars toward the expansion of roadways within the APO boundary.

CURRENT FINANCIAL CONDITION FOR SHERBURNE COUNTY WITHIN APO PLANNING AREA

- Average of local money spent annually on maintenance and operations: \$512,314
- Average of local money spent annually on expansion: \$0

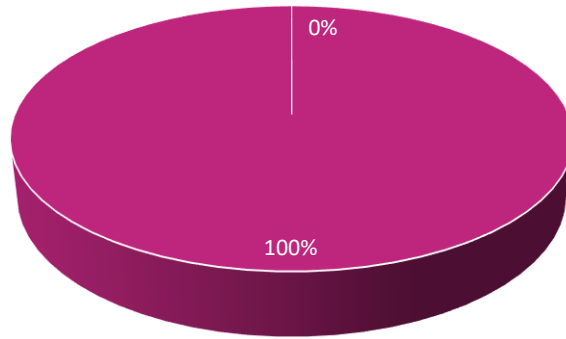


Figure 34: Local investment on maintenance/operations and expansion from 2008 through 2017 in the APO planning area within Sherburne County. Data courtesy of Sherburne County Highway Department.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
2008	\$238,972	\$175,248	\$414,220	\$0	\$414,220
2009	\$246,140	\$180,505	\$426,645	\$0	\$426,645
2010	\$255,013	\$261,516	\$516,529	\$0	\$516,529
2011	\$265,919	\$270,396	\$536,315	\$0	\$536,315
2012	\$276,824	\$279,277	\$556,101	\$0	\$556,101
2013	\$349,727	\$222,847	\$572,574	\$0	\$572,574
2014	\$349,222	\$982,500	\$1,331,722	\$0	\$1,331,722
2015	\$769,033	\$0	\$769,033	\$0	\$769,033
2016	\$0	\$0	\$0	\$0	\$0
2017	\$0	\$0	\$0	\$0	\$0
Total	\$2,750,850	\$2,372,289	\$5,123,139	\$0	\$5,123,139
Average	\$275,085	\$237,229	\$512,314	\$0	\$512,314
% of total local expense	N/A	N/A	100%	0%	100%

Figure 35: Local investment on maintenance/operations and expansion within APO planning area in Sherburne County from 2008-2017. Data courtesy of Sherburne County Highway Department and APO staff.

Future Financial Condition for Sherburne County

Operating revenue for local transportation dollars for Sherburne County comes from a variety of sources including general tax levies, state-aid funds, and bonding. Sherburne County does not have a forecast of local transportation funding sources for the year 2023.

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy	\$6,362,800	\$6,857,000	\$6,042,000	\$6,623,000	TBD	\$25,884,800
State-aid funds	\$5,411,000	\$2,623,000	\$2,954,100	\$5,544,000	TBD	\$16,532,100
Assessments	\$0	\$0	\$0	\$0	TBD	\$0
Bonding	\$85,200	\$0	\$0	\$0	TBD	\$85,200
Other local	\$0	\$0	\$0	\$0	TBD	\$0
Total local funds projected	\$11,859,000	\$9,480,000	\$8,996,100	\$12,167,000	TBD	\$42,502,100

Figure 36: Projected local transportation funds invested by Sherburne County in maintenance/operations and expansion countywide for FY 2019-2023. Data courtesy of Sherburne County Highway Department.

Future Financial Condition for Sherburne County within APO planning area

Similar to the current financial condition, Sherburne County reasonably estimates to spend approximately 9 percent of the county's entire transportation related revenue within the APO planning area. However, Sherburne County will redistribute local transportation revenue costs across the county as need arises to maintain, operate, and expand its roadway network.

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General Tax Levy	\$572,652	\$617,130	\$543,780	\$596,070	TBD	\$2,329,632
State-aid funds	\$486,990	\$236,070	\$265,869	\$498,960	TBD	\$1,487,889
Assessments	\$0	\$0	\$0	\$0	TBD	\$0
Bonding	\$7,668	\$0	\$0	\$0	TBD	\$7,668
Other local	\$0	\$0	\$0	\$0	TBD	\$0
Total local funds projected	\$1,067,310	\$853,200	\$809,649	\$1,095,030	TBD	\$3,825,189

Figure 37: Projected local transportation funds invested by Sherburne County in maintenance/operations and expansion within the APO planning area for FY 2019-2023. Data courtesy of Sherburne County Highway Department and APO staff.

Fiscal Constraint for Sherburne County within APO planning area

Based upon historic funding for maintenance/operations expenditures – at 100 percent of local dollars spent countywide – approximately \$3,825,189 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total projected local funds	Historical local O&M investment (100% of total)	Projected local dollars available to match TIP projects
2019	\$1,067,310	\$1,067,310	\$0
2020	\$853,200	\$853,200	\$0
2021	\$809,649	\$809,649	\$0
2022	\$1,095,030	\$1,095,030	\$0
2023	TBD	TBD	TBD
Total	\$3,825,189	\$3,825,189	\$0

Figure 38: A total of available revenue for Sherburne County by year from 2019 through 2023. Data courtesy of Sherburne County Highway Department.

During this time frame, Sherburne County does not have any projects programmed into the APO's TIP. Thereby, Sherburne County maintains fiscal constraint.

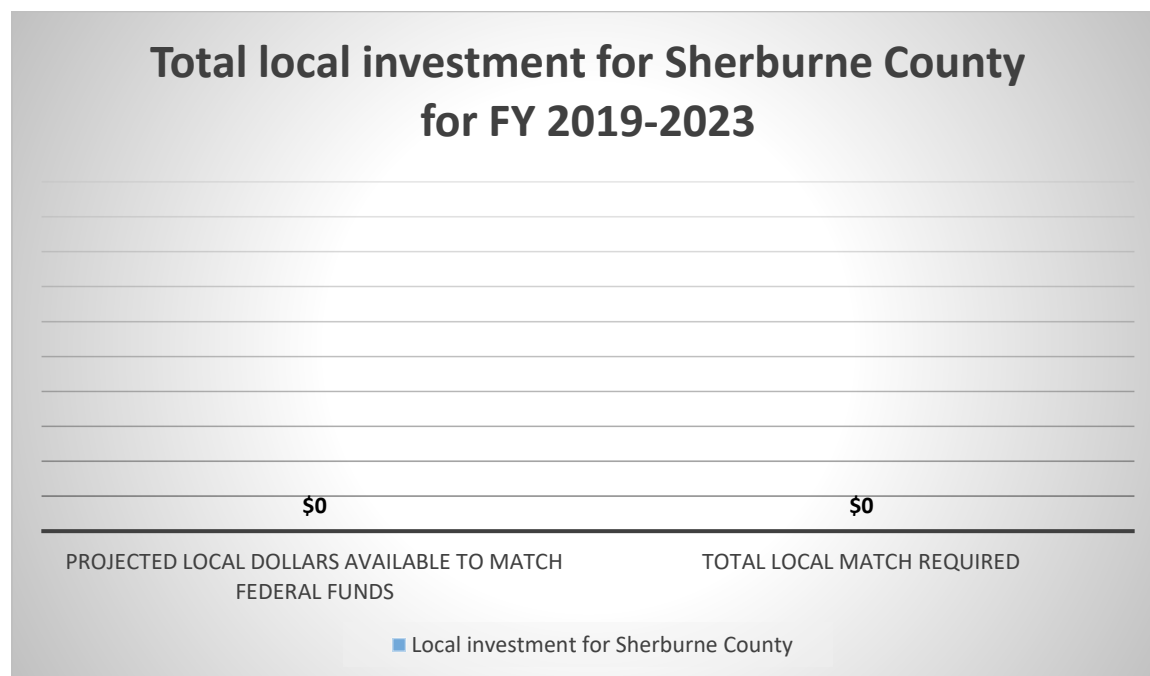


Figure 39: Total fiscal constraint for Sherburne County within the APO planning area for TIP cycle FY 2019-2023. Data courtesy of Sherburne County Highway Department.

Stearns County

Current Financial Condition for Stearns County Overall

Over a ten (10) year period – 2008 through 2017 – Stearns County has allocated on average 70 percent of overall local transportation related dollars to maintenance and operations of the current transportation system. This has left approximately 30 percent of overall local transportation related dollars to be expended on new transportation related projects.

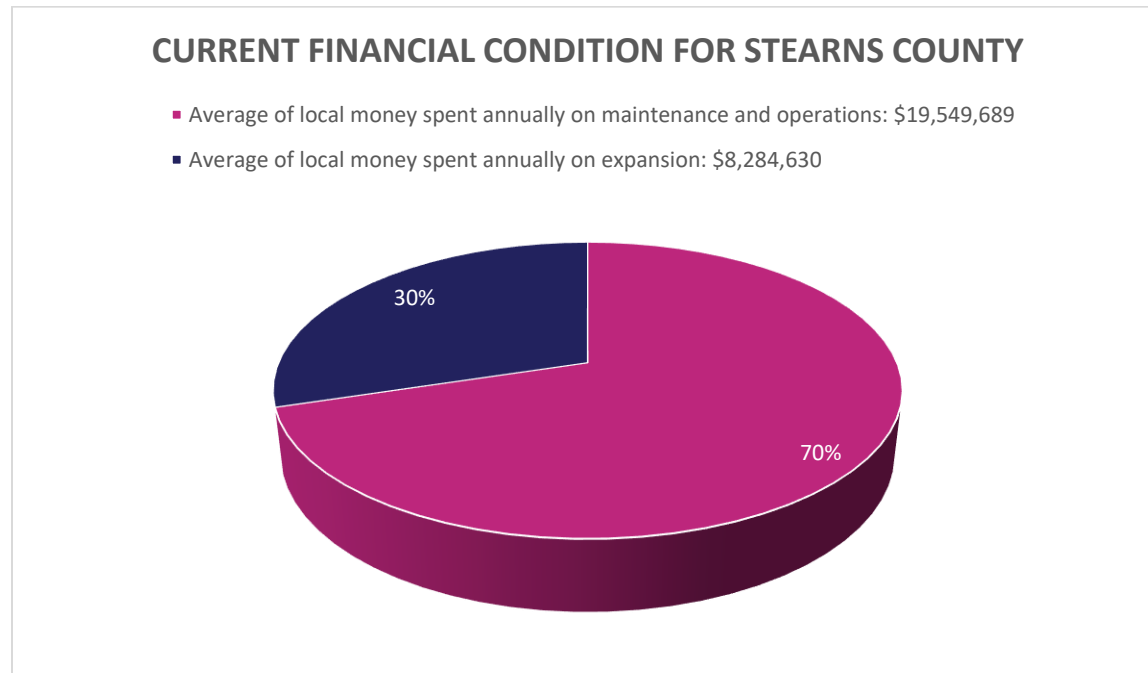


Figure 40: Local investment on maintenance/operations and expansion in Stearns County from 2008-2017. Data courtesy of Stearns County Highway Department.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
2008	\$6,968,407	\$9,830,228	\$16,798,635	\$0	\$16,798,635
2009	\$6,968,407	\$30,514,186	\$37,482,593	\$34,920,572	\$72,403,165
2010	\$6,648,986	\$22,555,862	\$29,204,848	\$14,598,069	\$43,802,917
2011	\$6,895,379	\$23,543,021	\$30,438,400	\$15,570,241	\$46,008,641
2012	\$7,141,772	\$24,530,186	\$31,671,958	\$16,542,414	\$48,214,372
2013	\$6,913,634	\$0	\$6,913,634	\$0	\$6,913,634
2014	\$2,585,579	\$1,738,621	\$4,324,200	\$0	\$4,324,200
2015	\$5,294,490	\$487,966	\$5,782,456	\$0	\$5,782,456
2016	\$7,895,453	\$7,693,552	\$15,589,005	\$1,215,000	\$16,804,005
2017	\$7,906,156	\$9,385,000	\$17,291,156	\$0	\$17,291,156
Total	\$65,218,263	\$130,278,622	\$195,496,885	\$82,846,296	\$278,343,181
Average	\$6,521,826	\$13,027,862	\$19,549,689	\$8,284,630	\$27,834,318
% of total local expense	N/A	N/A	70%	30%	100%

Figure 41: Local investment on maintenance/operations and expansion for Stearns County from 2008-2017. Data courtesy of Stearns County Highway Department.

Current Financial Condition for Stearns County within APO planning area

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

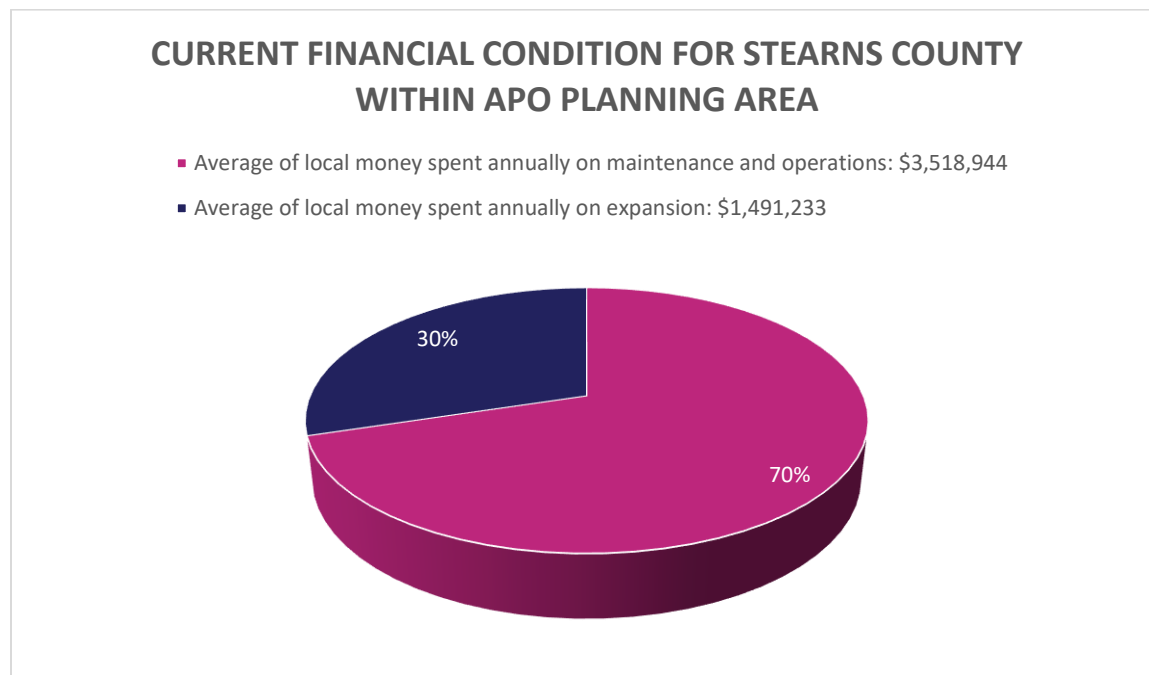


Figure 42: Local investment on maintenance/operations and expansion from 2008 through 2017 in the APO jurisdiction within Stearns County. Data courtesy of Stearns County Highway Department.

Year	Non-projected related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
2008	\$1,254,313	\$1,769,441	\$3,023,754	\$0	\$3,023,754
2009	\$1,245,313	\$5,492,553	\$6,746,867	\$6,285,703	\$13,032,570
2010	\$1,196,817	\$4,060,055	\$5,256,873	\$2,627,652	\$7,884,525
2011	\$1,241,168	\$4,237,744	\$5,478,912	\$2,802,643	\$8,281,555
2012	\$1,285,519	\$4,415,433	\$5,700,952	\$2,977,635	\$8,678,587
2013	\$1,244,454	\$0	\$1,244,454	\$0	\$1,244,454
2014	\$465,404	\$312,952	\$778,356	\$0	\$778,356
2015	\$953,008	\$87,834	\$1,040,842	\$0	\$1,040,842
2016	\$1,421,182	\$1,384,839	\$2,806,021	\$218,700	\$3,112,408
2017	\$1,423,108	\$1,689,300	\$3,112,408	\$0	\$3,024,721
Total	\$11,739,288	\$23,450,152	\$35,189,439	\$14,912,334	\$50,101,773
Average	\$1,173,929	\$2,345,015	\$3,518,944	\$1,491,233	\$5,010,177
% of total local expense	N/A	N/A	70%	30%	100%

Figure 43: Local investment on maintenance/operations and expansion within APO planning area in Stearns County from 2008-2017. Data courtesy of Stearns County Highway Department.

Future Financial Condition for Stearns County

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

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy	\$2,970,000	\$2,975,000	\$3,012,500	\$2,825,000	\$2,900,000	\$14,682,500
State-aid funds	\$8,429,285	\$7,475,000	\$8,900,000	\$8,160,000	\$7,600,000	\$40,564,285
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other local	\$9,000,000	\$5,850,000	\$6,225,000	\$5,855,000	\$1,350,000	\$28,280,000
Total local funds projected	\$20,399,285	\$16,300,000	\$18,137,500	\$16,840,000	\$11,850,000	\$83,526,785

Figure 44: Projected local transportation funds invested by Stearns County in maintenance/operations and expansion countywide for FY 2019-2023. Data courtesy of Stearns County Highway Department and APO staff.

Future Financial Condition for Stearns County within APO planning area

Similar to the current financial condition, Stearns County reasonably estimates to spend approximately 18 percent of the county's entire transportation related revenue within the APO planning area. However, Stearns County will redistribute local transportation revenue

costs across the county as need arises to maintain, operate, and expand its roadway network.

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy	\$534,600	\$535,500	\$542,250	\$508,500	\$522,000	\$2,642,850
State-aid funds	\$1,517,271	\$1,345,500	\$1,602,000	\$1,468,800	\$1,368,000	\$7,301,571
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other local	\$1,620,000	\$1,053,000	\$1,120,500	\$1,053,900	\$243,000	\$5,090,400
Total local funds projected	\$3,671,871	\$2,934,000	\$3,264,750	\$3,031,200	\$2,133,000	\$15,034,821

Figure 45: Projected local transportation funds invested by Stearns County in maintenance/operations and expansion within the APO planning area for FY 2019-2023. Data courtesy of Stearns County Highway Department.

Fiscal Constraint for Stearns County within APO planning area

Based upon historic funding for maintenance/operations expenditures – at 70 percent of local dollars spent countywide – approximately \$4,510,446 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total projected local funds	Historical local O&M investment (70% of total)	Projected local dollars available to match TIP projects
2019	\$3,671,871	\$2,570,310	\$1,101,561
2020	\$2,934,000	\$2,053,800	\$880,200
2021	\$3,264,750	\$2,285,325	\$979,425
2022	\$3,031,200	\$2,121,840	\$909,360
2023	\$2,133,000	\$1,493,100	\$639,900
Total	\$15,034,821	\$10,524,375	\$4,510,446

Figure 46: A total of available revenue for Stearns County by year from 2019 through 2023. Data courtesy of Stearns County Highway Department.

During this time frame, Stearns County has five (5) improvement projects within the APO planning area programmed into the TIP, requiring a local match of \$2,205,022 in year of expenditure dollars. Overall, Stearns County has sufficient funding to finance these project and thereby maintains fiscal constraint

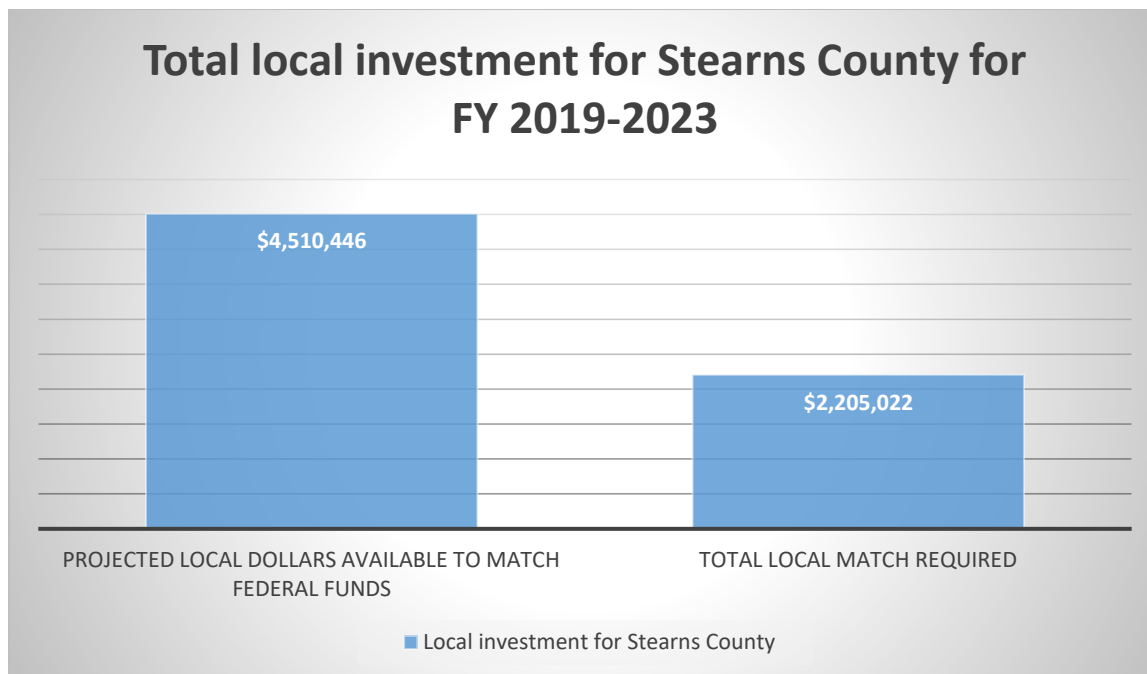


Figure 47: Total fiscal constraint for the portion of Stearns County within the APO's planning area for TIP cycle 2019-2023. Data courtesy of Stearns County Highway Department.

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
LOCAL 999	2019	STEARNS COUNTY	COUNTYWIDE, IMPROVE INTERSECTION LIGHTING ON MULTIPLE STEARNS COUNTY ROADS	HSIP	\$324,000
LOCAL 999	2019	STEARNS COUNTY	STERANS COUNTY, SIGNAL CONFIRMATION LIGHTS ON MULTIPLE STEARNS COUNTY ROADS	HSIP	\$55,000
CSAH 75	2019	STEARNS COUNTY	**AC**CSAH 75, FROM 0.1 MILES S OF 33RD ST S TO 0.1 MILES N OF 33RD ST S IN ST CLOUD, INTERSECTION IMPROVEMENTS (AC PROJECT, PAYBACK IN	STBGP 5K-200K	\$1,186,277

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
			2020 AND 2021)		
CSAH 75	2021	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM 15TH AVE IN WAITE PARK TO PARK AVE IN ST CLOUD ALONG DIVISION ST. REHABILITATE CONCRETE PAVEMENT (AC PROJECT, PAYBACK IN 2022)	STBGP 5K-200K	\$1,100,000
PED/BIKE	2021	STEARNS COUNTY	CONSTRUCT PHASE 3 OF THE ROCORI TRAIL ALONG RR CORRIDOR FROM COLD SPRING TO ROCKVILLE	STBGTAP<5K	\$1,663,863

Figure 48: Stearns County TIP projects programmed into the APO's FY 2019-2023 TIP. Courtesy of Saint Cloud APO.

City of Saint Cloud

Over a ten (10) year period – 2008 through 2017 – the City of Saint Cloud has allocated on average 60 percent of overall local transportation related dollars to maintenance and operations of the current transportation system. This has left approximately 40 percent of overall local transportation related dollars to be expended on new transportation related projects.

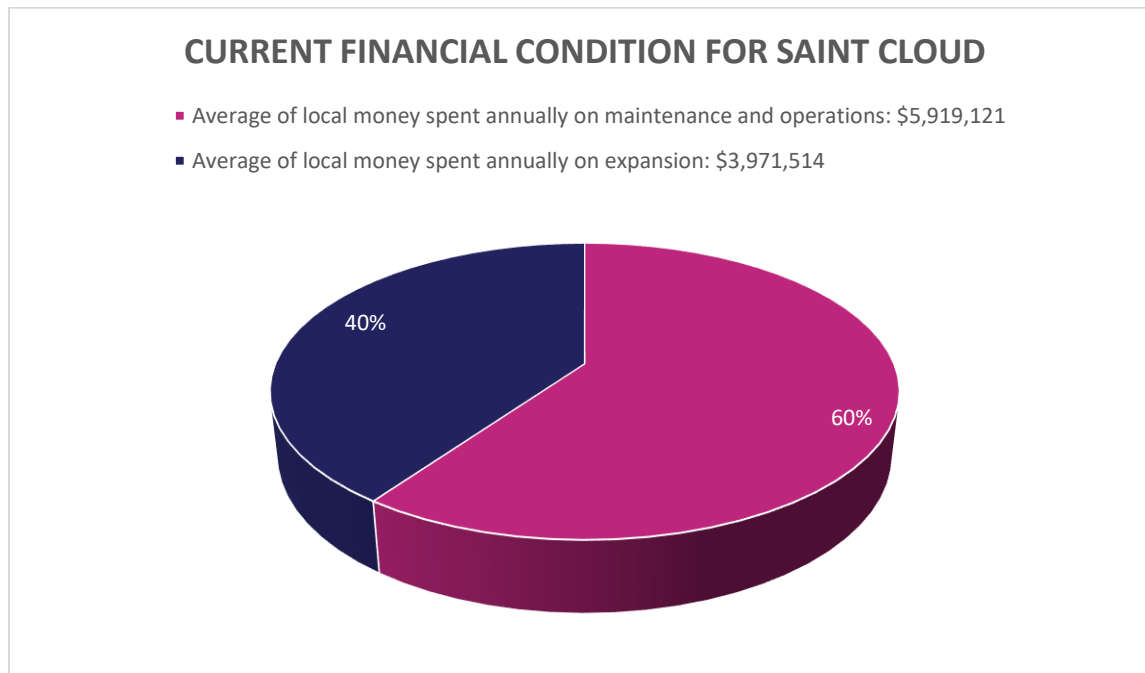


Figure 49: Local investment on maintenance/operations and expansion within Saint Cloud. Data courtesy of City of Saint Cloud.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
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
2013	\$4,236,105	\$2,945,574	\$7,181,678	\$0	\$7,181,678
2014	\$1,752,201	\$5,077,838	\$6,830,039	\$5,600,000	\$12,430,039
2015	\$1,834,200	\$0	\$1,834,200	\$0	\$1,834,200
2016	\$3,241,688	\$0	\$3,241,688	\$7,042,102	\$10,283,790
2017	\$3,353,887	\$0	\$3,353,887	\$3,877,560	\$7,231,447
Total	\$35,082,499	\$24,108,707	\$59,191,206	\$39,715,136	\$98,906,342
Average	\$3,508,250	\$2,410,871	\$5,919,121	\$3,971,514	\$9,890,634
% of total local expense	N/A	N/A	60%	40%	100%

Figure 50: Local investment on maintenance/operations and expansion in the City of Saint Cloud from 2008-2017. Data courtesy of City of Saint Cloud.

Future Financial Condition for City of Saint Cloud

Operating revenue for local transportation dollars for the City of Saint Cloud comes from a variety of sources including state-aid funds, assessments, bonding, and other local investments.

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy	\$0	\$0	\$0	\$0	\$0	\$0
State-aid funds	\$2,400,000	\$3,000,000	\$2,000,000	\$2,350,000	\$900,000	\$10,650,000
Assessments	\$1,100,000	\$1,100,000	\$1,550,000	\$1,400,000	\$2,000,000	\$7,150,000
Bonding	\$4,700,000	\$3,900,000	\$4,535,000	\$5,500,000	\$3,300,000	\$21,935,000
Other local	\$9,957,800	\$8,600,000	\$7,922,518	\$7,793,000	\$5,800,000	\$40,073,318
Total local funds projected	\$18,157,800	\$16,600,000	\$16,007,518	\$17,043,000	\$12,000,000	\$79,808,318

Figure 51: Projected local transportation funding sources by year from 2019 through 2023 for City of Saint Cloud. Data courtesy of City of Saint Cloud.

Fiscal Constraint for City of Saint Cloud

Based upon historic funding for maintenance/operations expenditures – at 63 percent of local dollars spent within the city – approximately \$31,923,327 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total projected local funds	Historical local O&M investment (60% of total)	Projected local dollars available to match TIP projects
2019	\$18,157,800	\$10,894,680	\$7,263,120
2020	\$16,600,000	\$9,960,000	\$6,640,000
2021	\$16,007,518	\$9,604,511	\$6,403,007
2022	\$17,043,000	\$10,225,800	\$6,817,200
2023	\$12,000,000	\$7,200,000	\$4,800,000
Total	\$79,808,318	\$47,884,991	\$31,923,327

Figure 52: A total of available revenue for City of Saint Cloud by year from 2019 through 2023. Data courtesy of City of Saint Cloud.

During this time frame, the City of Saint Cloud has four (4) projects programmed into the TIP requiring a local match of \$2,061,038 in year of expenditure dollars. Overall, the City of Saint Cloud has sufficient funding to finance these projects and thereby maintains fiscal constraint.

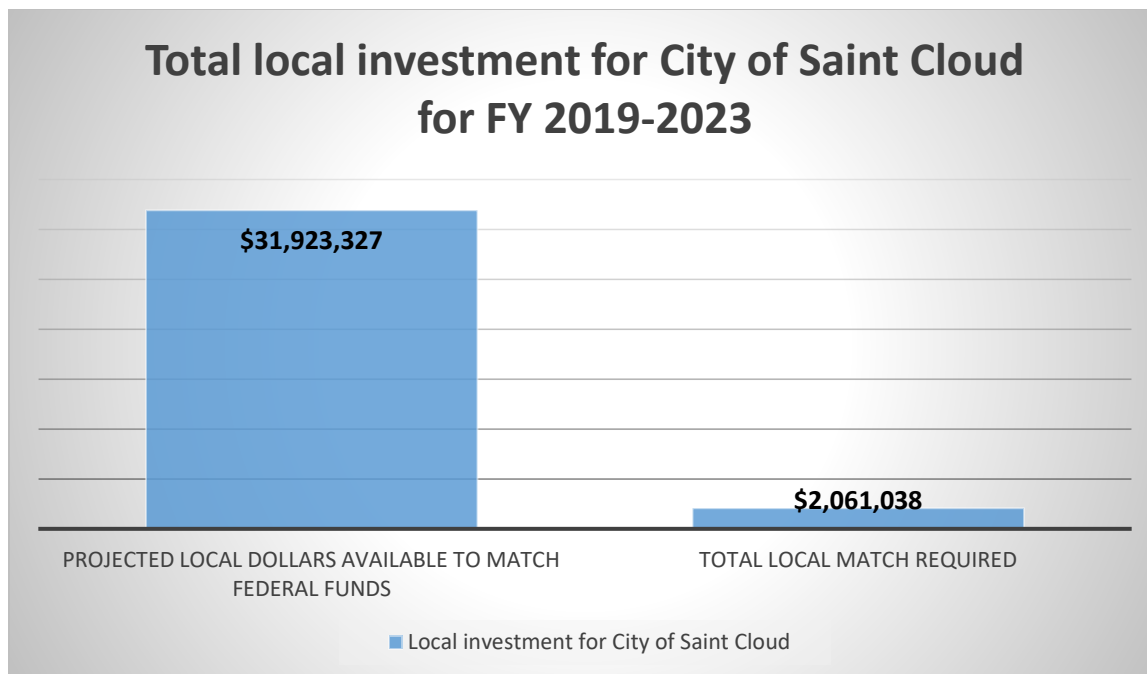


Figure 53: Total fiscal constraint for City of Saint Cloud for TIP cycle FY 2019-2023. Data courtesy of City of Saint Cloud.

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
PED/BIKE	2019	ST. CLOUD	CONSTRUCT TRAIL ALONG 33 RD STREET FROM STEARNS CR 74 TO STEARNS CR 136 IN ST. CLOUD	STBG TAP 5K-200K	\$590,000
PED/BIKE	2020	ST. CLOUD	CONSTRUCT BEAVER ISLAND TRAIL PHASE 8 FROM THE EXISTING TRAIL AT ST CLOUD'S WASTE WATER TREATMENT FACILITY TO THE SOUTH ST CLOUD CITY LIMITS	STBG TAP 5K-200K	\$600,000
MSAS 175	2021	ST. CLOUD	ST. CLOUD MSAS 175 - CR 136 FROM 22ND ST SOUTH TO 33RD ST SOUTH, RECONSTRUCTION	STBGP 5K-200K	\$1,400,000
MSAS 141	2022	ST. CLOUD	ST. CLOUD MSAS 141 (COOPER AVE), FROM TRAVERSE ROAD	STBGP	\$2,500,000

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
			TO STEARNS CSAH 75, RECONSTRUCTION WITH BICYCLE LANES AND SIDEWALK		

Figure 54: Saint Cloud TIP projects programmed into the APO's FY 2019-2023 TIP. Courtesy of Saint Cloud APO.

Saint Joseph

Current Financial Condition for City of Saint Joseph

Over a ten (10) year period – 2008 through 2017 – the City of Saint Joseph has allocated on average 36 percent of overall local transportation related dollars to maintenance and operations of the current transportation system. This has left approximately 64 percent of overall local transportation related dollars to be expended on new transportation related projects.

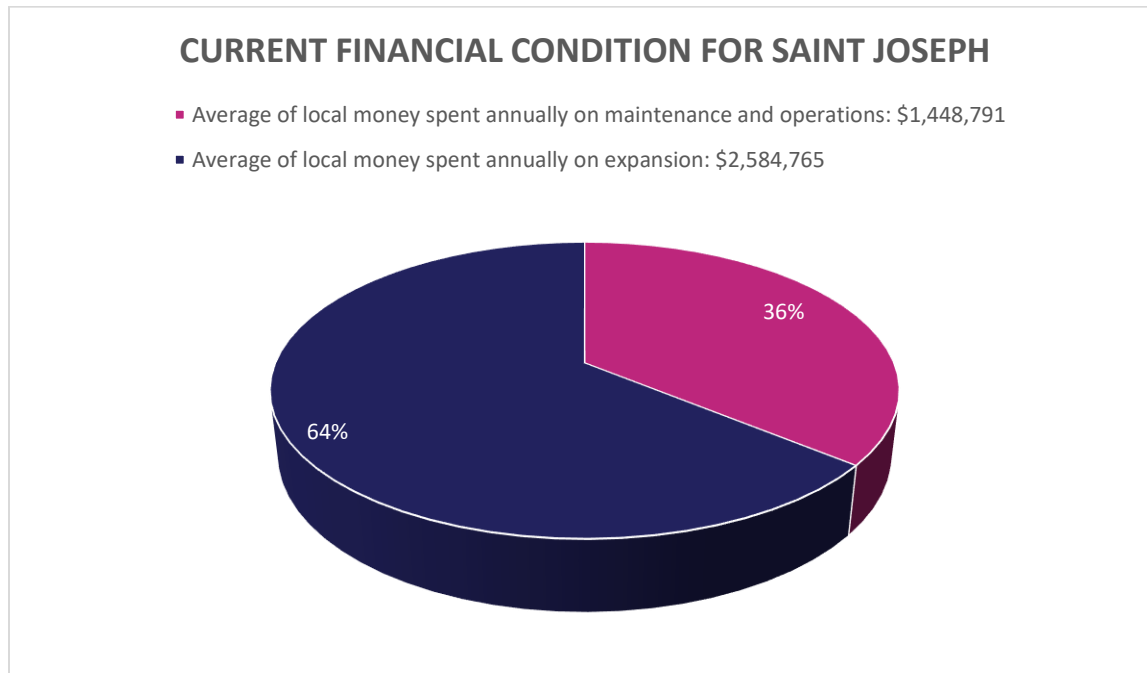


Figure 55: Local investment on maintenance/operations and expansion within Saint Joseph. Data courtesy of city of Saint Joseph.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
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	\$286,513	\$1,949,547	\$2,236,060	\$3,703,338	\$5,939,398
2013	\$313,373	\$1,441,497	\$1,754,870	\$3,832,157	\$5,587,027
2014	\$359,275	\$756,000	\$1,115,275	\$375,000	\$1,490,275
2015	\$67,762	\$778,447	\$846,209	\$0	\$846,209
2016	\$79,780	\$117,169	\$196,949	\$916,594	\$1,113,543
2017	\$338,415	\$304,217	\$642,632	\$1,233,489	\$1,876,121
Total	\$1,990,992	\$12,496,990	\$14,487,912	\$25,847,652	\$40,335,564
Average	\$199,092	\$1,249,699	\$1,448,791	\$2,584,765	\$4,033,556
% of total local expense	N/A	N/A	36%	64%	100%

Figure 56: Local investment on maintenance/operations and expansion in the City of Saint Joseph from 2008-2017. Data courtesy of City of Saint Joseph.

Future Financial Condition for City of Saint Joseph

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

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy	\$366,314	\$289,530	\$411,225	\$414,677	\$137,581	\$1,619,327
State-aid funds	\$55,540	\$726,985	\$54,435	\$1,553,890	\$53,320	\$2,444,170
Assessments	\$1,098,471	\$3,156,780	\$372,660	\$1,990,924	\$2,617,954	\$9,236,789
Bonding	\$0	\$4,085,187	\$1,445,707	\$2,602,216	\$1,745,302	\$9,878,412
Other local	\$44,500	\$2,222,500	\$12,500	\$162,500	\$12,500	\$2,454,500
Total local funds projected	\$1,564,825	\$10,480,982	\$2,296,527	\$6,724,207	\$4,566,657	\$25,633,198

Figure 57: Projected local transportation funds invested by the City of Saint Joseph in maintenance/operations and expansion for FY 2019-2023. Data courtesy of City of Saint Joseph.

Fiscal Constraint for City of Saint Joseph

Based upon historic funding for maintenance/operations expenditures – at 36 percent of local dollars spent within the city – approximately \$16,405,245 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total projected local funds	Historical local O&M investment (36% of total)	Projected local dollars available to match TIP projects
2019	\$1,564,825	\$563,337	\$1,001,488
2020	\$10,480,982	\$3,773,154	\$6,707,828
2021	\$2,296,527	\$826,750	\$1,469,777
2022	\$6,724,207	\$2,420,715	\$4,303,492
2023	\$4,566,657	\$1,643,997	\$2,922,660
Total	\$25,633,198	\$9,227,953	\$16,405,245

Figure 58: A total of available revenue for City of Saint Joseph by year from 2019 through 2023. Data courtesy of City of Saint Joseph.

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

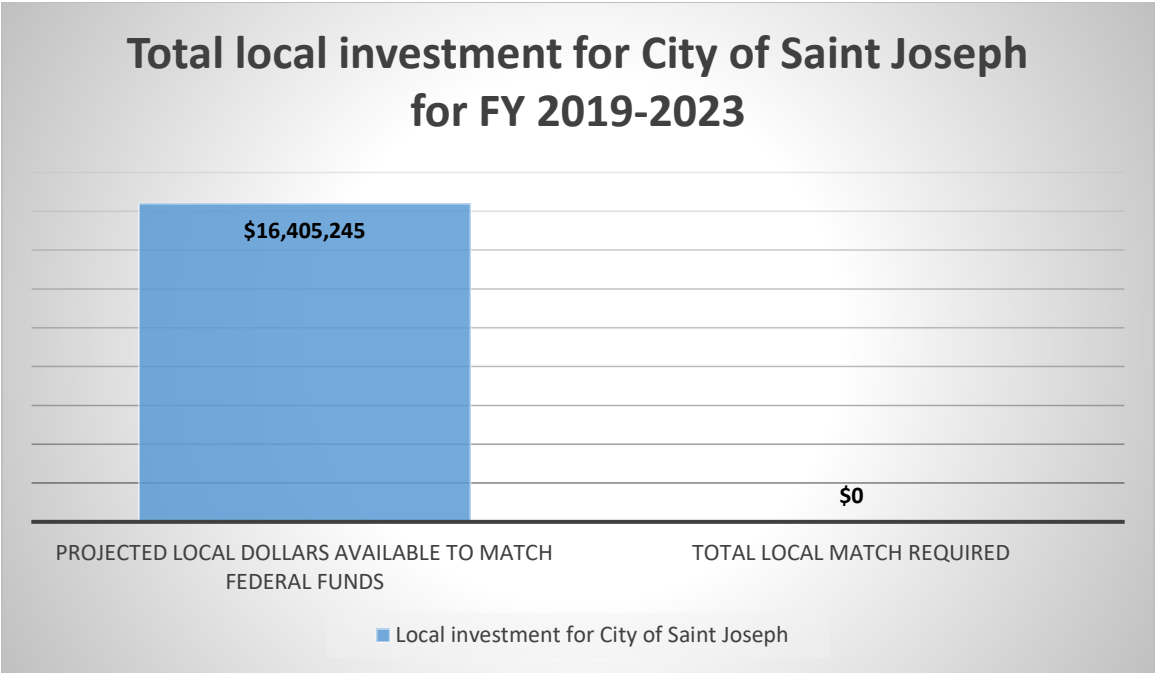


Figure 59: Total fiscal constraint for the City of Saint Joseph for TIP cycle FY 2019-2023. Data courtesy of City of Saint Joseph.

Sartell

Current Financial Condition for City of Sartell

Over a ten (10) year period – 2008 through 2017 – the City of Sartell has allocated on average 38 percent of overall local transportation related dollars to maintenance and operations of the current transportation system. This has left approximately 62 percent of overall local transportation related dollars to be expended on new transportation related projects.

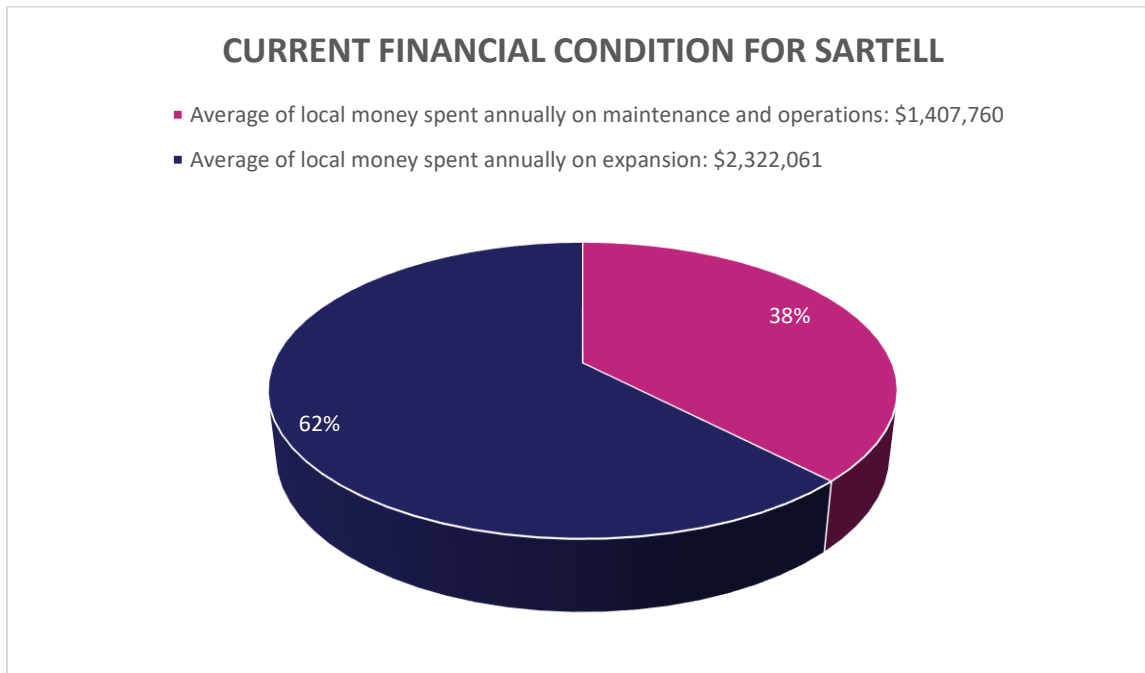


Figure 60: Local investment on maintenance/operations and expansion within Sartell. Data courtesy of City of Sartell.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
2008	\$547,800	\$875,552	\$1,423,352	\$721,644	\$2,144,996
2009	\$916,010	\$542,955	\$1,458,965	\$8,900,236	\$10,359,201
2010	\$1,032,748	\$153,000	\$1,185,748	\$4,567,000	\$5,752,748
2011	\$1,149,452	\$534,289	\$1,683,741	\$2,569,758	\$4,253,499
2012	\$1,002,377	\$547,609	\$1,549,986	\$1,986,425	\$3,536,411
2013	\$1,164,450	\$364,259	\$1,528,709	\$236,547	\$1,765,256
2014	\$1,217,316	\$149,553	\$1,366,869	\$119,999	\$1,486,868
2015	\$1,301,665	\$10,000	\$1,311,665	\$119,000	\$1,430,665
2016	\$1,430,375	\$10,000	\$1,440,375	\$500,000	\$1,940,375
2017	\$1,118,185	\$10,000	\$1,128,185	\$3,500,000	\$4,628,185
Total	\$10,880,378	\$3,197,217	\$14,077,595	\$23,220,609	\$37,298,204
Average	\$1,088,038	\$319,722	\$1,407,760	\$2,322,061	\$3,729,820
% of total local expense	N/A	N/A	38%	62%	100%

Figure 61: Local investment on maintenance/operations and expansion in the City of Sartell from 2008-2017. Data courtesy of City of Sartell.

Future Financial Condition for City of Sartell

Operating revenue for local transportation dollars for the City of Sartell comes from a variety of sources including general tax levies, state-aid funds, assessments, and bonding.

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy	\$630,000	\$648,900	\$668,367	\$688,418	\$709,071	\$3,344,756
State-aid funds	\$745,596	\$745,596	\$745,596	\$745,596	\$745,596	\$3,727,980
Assessments	\$200,000	\$0	\$200,000	\$0	\$0	\$400,000
Bonding	\$6,000,000	\$0	\$2,700,000	\$0	\$0	\$8,700,000
Other local	\$0	\$0	\$0	\$0	\$0	\$0
Total local funds projected	\$7,575,596	\$1,394,496	\$4,313,963	\$1,434,014	\$1,454,667	\$16,172,736

Figure 62: Projected local transportation funds invested by the City of Sartell in maintenance/operations and expansion for FY 2019-2023. Data courtesy of City of Sartell.

Fiscal Constraint for City of Sartell

Based upon historic funding for maintenance/operations expenditures – at 38 percent of local dollars spent within the city – approximately \$10,027,098 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total projected local funds	Historical local O&M investment (38% of total)	Projected local dollars available to match TIP projects
2019	\$7,575,596	\$2,878,726	\$4,696,870
2020	\$1,394,496	\$529,908	\$864,588
2021	\$4,313,963	\$1,639,306	\$2,674,657
2022	\$1,434,014	\$544,925	\$889,089
2023	\$1,454,667	\$552,773	\$901,894
Total	\$16,172,736	\$6,145,638	\$10,027,098

Figure 63: A total of available revenue for City of Sartell by year from 2019-2023. Data courtesy of City of Sartell.

During this time frame, the City of Sartell has two (2) projects programmed into the TIP requiring a local match of \$4,428,186 in year of expenditure dollars. Overall, the City of Sartell has sufficient funding to finance these projects and thereby maintains fiscal constraint.

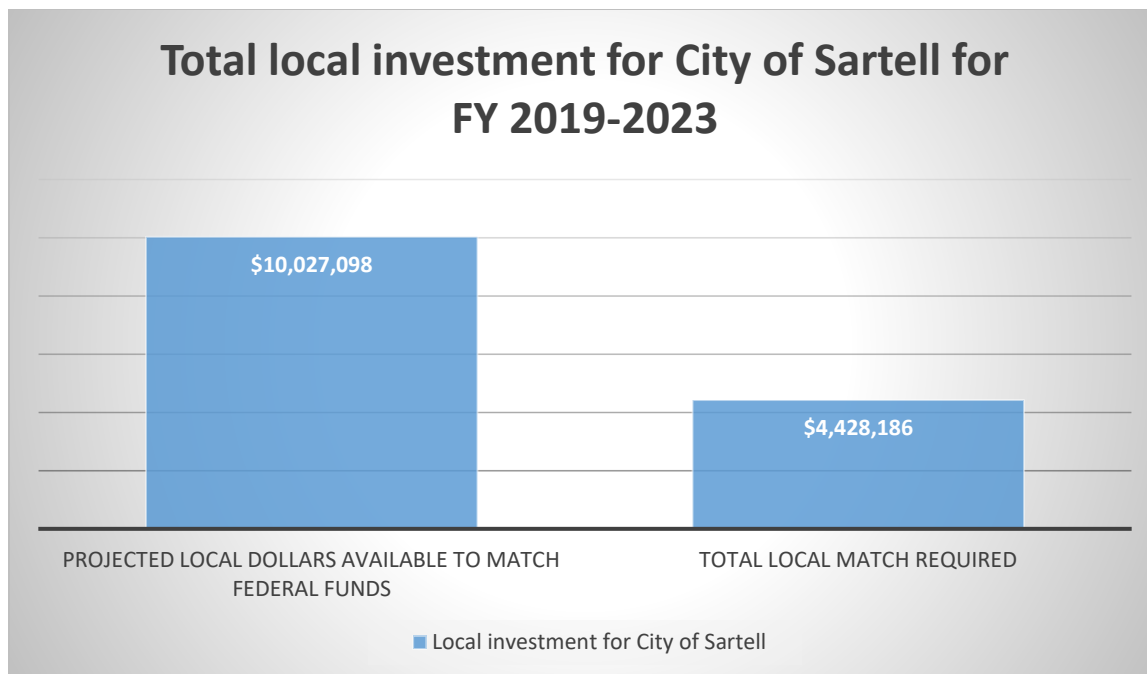


Figure 64: Total fiscal constraint for the City of Sartell for TIP cycle FY 2019-2023. Data courtesy of City of Sartell.

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
PED/BIKE	2019	SARTELL	CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 2 ND AVE N, 5 TH AVE N, AND 2-1/2 STREET IN SARTELL	STBGTA 5K-200K	\$1,928,342
MSAS 113	2022	SARTELL	**AC** SARTELL 19TH AVE, FROM STEARNS CSAH 4 TO STEARNS CSAH 133, RECONSTRUCTION (AC PROJECT, PAYBACK IN 2023)	STBGP 5K-200K	\$4,830,000

Figure 65: Sartell TIP projects programmed into the APO's FY 2019-2023 TIP. Courtesy of Saint Cloud APO.

Sauk Rapids

Current Financial Condition for City of Sauk Rapids

Over a ten (10) year period – 2008 through 2017 -- the City of Sauk Rapids has allocated on average 79 percent of overall local transportation related dollars to maintenance and operations of the current transportation system. This has left approximately 21 percent of overall local transportation related dollars to be expended on new transportation related projects.

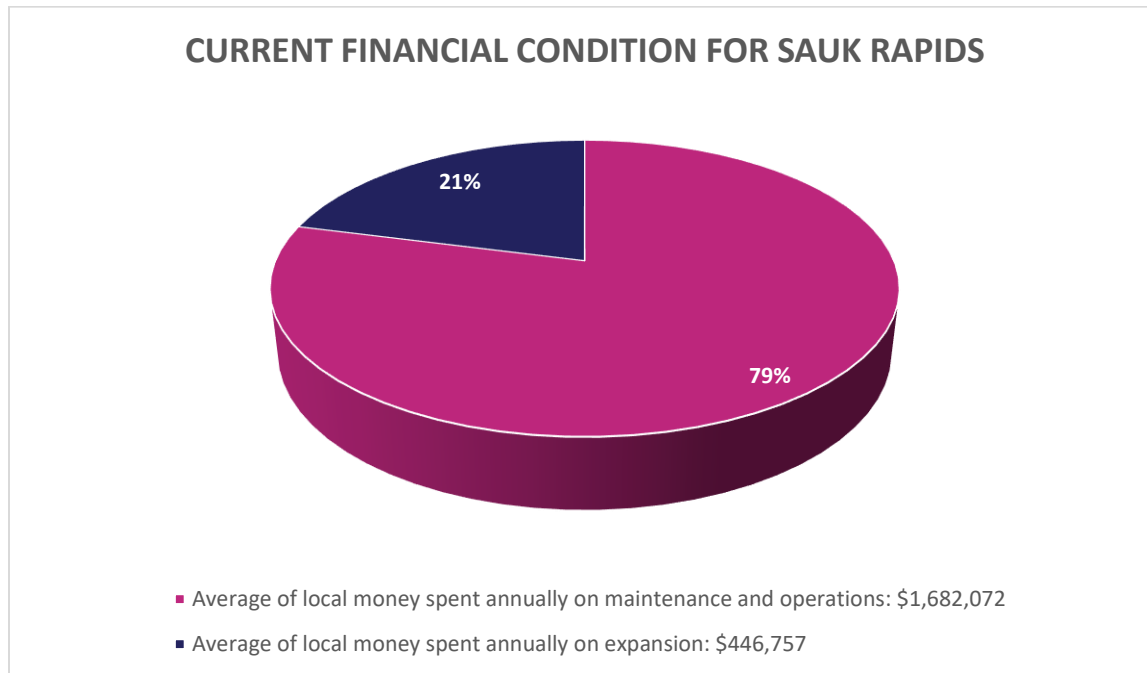


Figure 66: Local investment on maintenance/operations and expansion within Sauk Rapids. Data courtesy of City of Sauk Rapids.

Year	Non-project related local maintenance	Project related local maintenance	Total local maintenance	Local expansion	Total local investment
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
2013	\$926,748	\$32,000	\$958,748	\$0	\$958,748
2014	\$934,802	\$0	\$934,802	\$2,957,841	\$3,892,643
2015	\$3,096,470	\$0	\$3,096,470	\$165,017	\$3,261,487
2016	\$1,372,767	\$0	\$1,372,767	\$781,827	\$2,154,594
2017	\$2,667,794	\$17,367	\$2,685,161	\$4,826	\$2,689,987
Total	\$13,197,924	\$3,622,793	\$16,820,717	\$4,467,569	\$21,288,286
Average	\$1,319,792	\$362,279	\$1,682,072	\$446,757	\$2,128,829
% of total local expense	N/A	N/A	79%	21%	100%

Figure 67: Local investment on maintenance/operations and expansion in the City of Sauk Rapids from 2007-2017. Data courtesy of City of Sauk Rapids.

Future Financial Condition for City of Sauk Rapids

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

Local transportation funding source	Projected 2019 local funds	Projected 2020 local funds	Projected 2021 local funds	Projected 2022 local funds	Projected 2023 local funds	Total 2019-2023 projected local funds
General tax levy	\$190,000	\$630,000	\$680,000	\$840,000	\$850,000	\$3,190,000
State-aid funds	\$722,994	\$722,994	\$722,994	\$1,445,988	\$0	\$3,614,970
Assessments	\$0	\$0	\$0	\$0	\$0	\$0
Bonding	\$0	\$0	\$0	\$0	\$0	\$0
Other local	\$1,467,427	\$1,493,606	\$1,520,557	\$1,548,304	\$1,576,869	\$7,606,763
Total local funds projected	\$2,380,421	\$2,846,600	\$2,923,551	\$3,843,292	\$2,426,869	\$14,411,733

Figure 68: Projected local transportation funds invested by the City of Sauk Rapids in maintenance/operations and expansion for FY 2019-2023. Data courtesy of City of Sauk Rapids.

Fiscal Constraint for City of Sauk Rapids

Based upon historic funding for maintenance/operations expenditures – at 79 percent of local dollars spent within the city – approximately \$3,026,464 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total projected local funds	Historical local O&M investment (79% of total)	Projected local dollars available to match TIP projects
2019	\$2,380,421	\$1,880,533	\$499,888
2020	\$2,846,600	\$2,248,814	\$597,786
2021	\$2,923,551	\$2,309,605	\$613,946
2022	\$3,834,292	\$3,029,091	\$805,201
2023	\$2,426,869	\$1,917,227	\$509,642
Total	\$14,411,733	\$11,385,269	\$3,026,464

Figure 69: A total of available revenue for City of Sauk Rapids by year from 2019 through 2023. Data courtesy of City of Sauk Rapids.

During this time frame, the city of Sauk Rapids has one (1) project programmed into the TIP requiring a local match of \$903,975 in year of expenditure dollars. Overall, the city of Sauk Rapids has sufficient funding to finance this project and thereby maintains fiscal constraint.

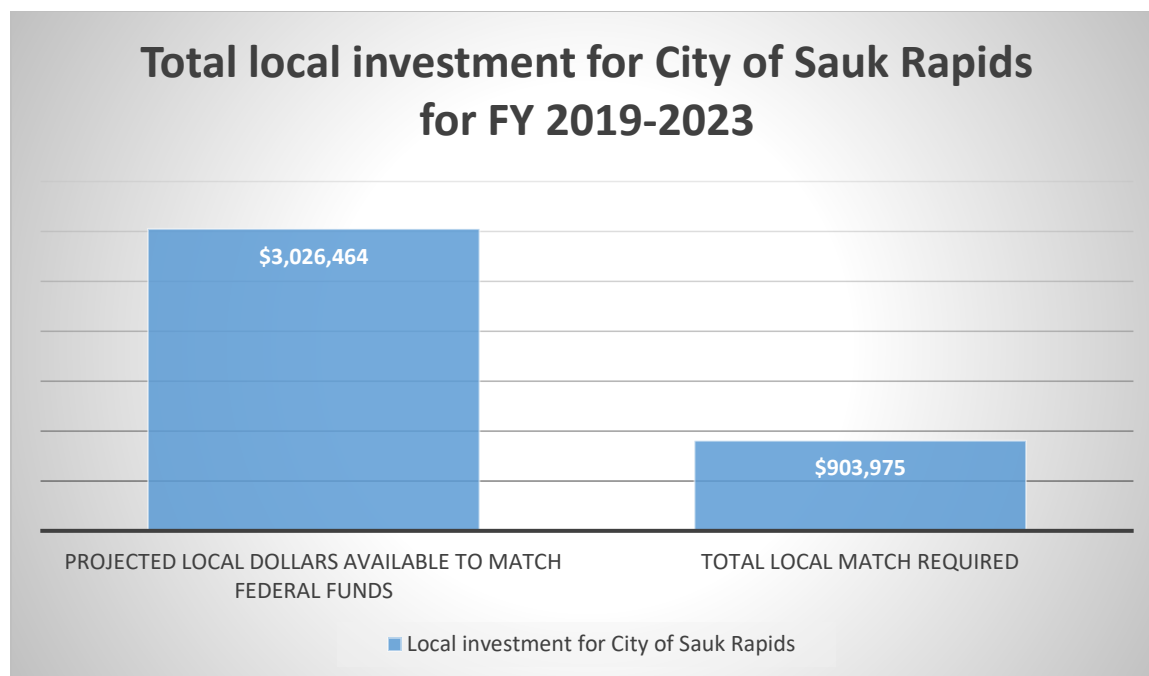


Figure 70: Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2019-2023. Data courtesy of City of Sauk Rapids.

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
MSAS 109	2020	SAUK RAPIDS	SAUK RAPIDS MSAS 109, FROM SUMMIT AVE S TO US 10, IN SAUK RAPIDS, RECONSTRUCTION BENTON DR INCL ROADWAY, SIDEWALK, DRAINAGE AND LIGHTING	STBGP	\$2,528,678

Figure 71: Sauk Rapids TIP project programmed into the APO's FY 2019-2023 TIP. Courtesy of Saint Cloud APO.

Saint Cloud Metropolitan Transit Commission

Current Financial Condition for Saint Cloud MTC

Over a ten (10) year period – 2008 through 2017 -- Saint Cloud Metropolitan Transit Commission (Saint Cloud Metro Bus) has historically obtained funding for transit related projects from fares/other local funds, state funds, and tax levied local funds.

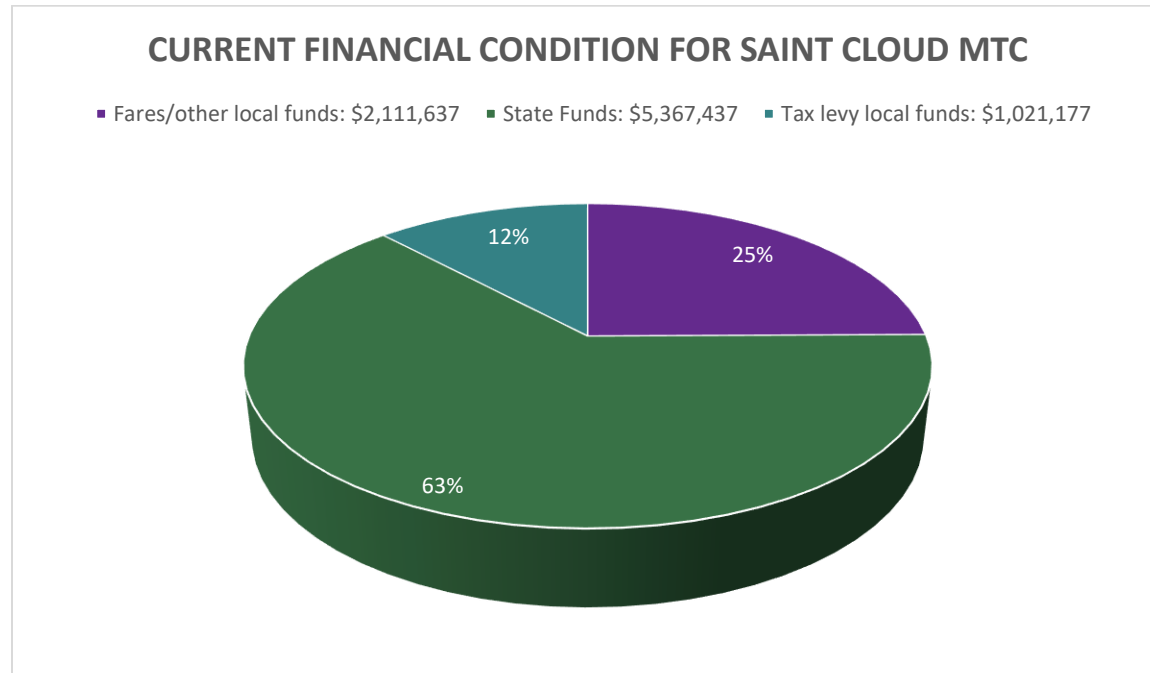


Figure 72: Historic split of local and state revenues for Saint Cloud Metropolitan Transit Commission from 2008 through 2017. Data courtesy of Saint Cloud MTC.

Year	Fares/other local funds	State funds	Tax levy local funds	Total local funds
2008	\$1,490,959	\$4,470,000	\$843,987	\$6,804,946
2009	\$1,700,000	\$4,154,000	\$400,000	\$6,254,000
2010	\$2,007,000	\$4,278,620	\$497,000	\$6,782,620
2011	\$2,022,920	\$4,406,979	\$550,000	\$6,979,899
2012	\$2,037,000	\$4,884,000	\$817,000	\$7,738,000
2013	\$2,125,350	\$5,128,200	\$857,850	\$8,111,400
2014	\$2,217,834	\$5,384,610	\$900,743	\$8,503,187
2015	\$2,464,000	\$6,025,000	\$1,680,000	\$10,169,000
2016	\$2,568,410	\$6,676,250	\$1,747,200	\$11,009,860
2017	\$2,464,899	\$8,266,706	\$1,917,987	\$12,649,592
Total	\$21,116,372	\$53,674,365	\$10,211,767	\$85,002,503
Average	\$2,111,637	\$5,367,437	\$1,021,177	\$8,500,250
% of total local funds	25%	63%	12%	100%

Figure 73: Historic split of local and state revenues for Saint Cloud Metropolitan Transit Commission from 2008 through 2017. Data courtesy of Saint Cloud MTC.

Future Financial Condition for Saint Cloud MTC

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

Transit Funding Source	Projected 2019 funds	Projected 2020 funds	Projected 2021 funds	Projected 2022 funds	Projected 2023 funds	Total 2019-2023 projected funds
Local tax levy	\$3,372,749	\$3,344,406	\$3,447,712	\$3,530,087	\$3,583,038	\$17,277,992
Fares/other local	\$1,786,313	\$1,898,875	\$1,956,922	\$1,919,865	\$1,948,663	\$9,510,638
State funds	\$9,915,420	\$10,113,728	\$10,163,306	\$10,366,572	\$10,522,071	\$51,081,097
Total	\$15,074,482	\$15,357,009	\$15,567,940	\$15,816,524	\$16,053,772	\$77,869,727

Figure 74: Projected local transit funding sources for Saint Cloud Metropolitan Transit Commission for FY 2019-2023. Data courtesy of Saint Cloud MTC.

Fiscal Constraint for Saint Cloud MTC

Out of the total transit funding source dollars available -- \$77,869,727 – Saint Cloud MTC must set aside a significant portion for operation expenditures – a total of \$70,779,000. The remaining dollars – a total of \$7,090,727 – can be allocated toward new capital improvement projects.

However, due to Federal requirements, a minimum 20 percent local match must be provided should any capital improvement project require the use of Federal funds. During fiscal years 2019-2023 Saint Cloud MTC has twenty-nine (29) capital projects programmed into the TIP requiring a local match of \$4,443,900 in year of expenditure dollars. Overall Saint Cloud MTC has sufficient funding to finance these projects along with the organization's operation costs. Thereby, fiscal constraint is maintained.

Year	Total projected local funds	Local match required for operating costs	Projected local dollars available to match TIP projects
2019	\$15,074,482	\$13,939,000	\$1,135,482
2020	\$15,357,009	\$14,100,000	\$1,257,009
2021	\$15,567,940	\$14,100,000	\$1,467,940
2022	\$15,816,524	\$14,320,000	\$1,496,524
2023	\$16,053,772	\$14,480,000	\$1,573,772
Total	\$77,869,727	\$70,939,000	\$6,930,727

Figure 75: Fiscal constraint for capital improvement projects for Saint Cloud Metropolitan Transit Commission by year from 2019 through 2023. Data courtesy of Saint Cloud MTC.

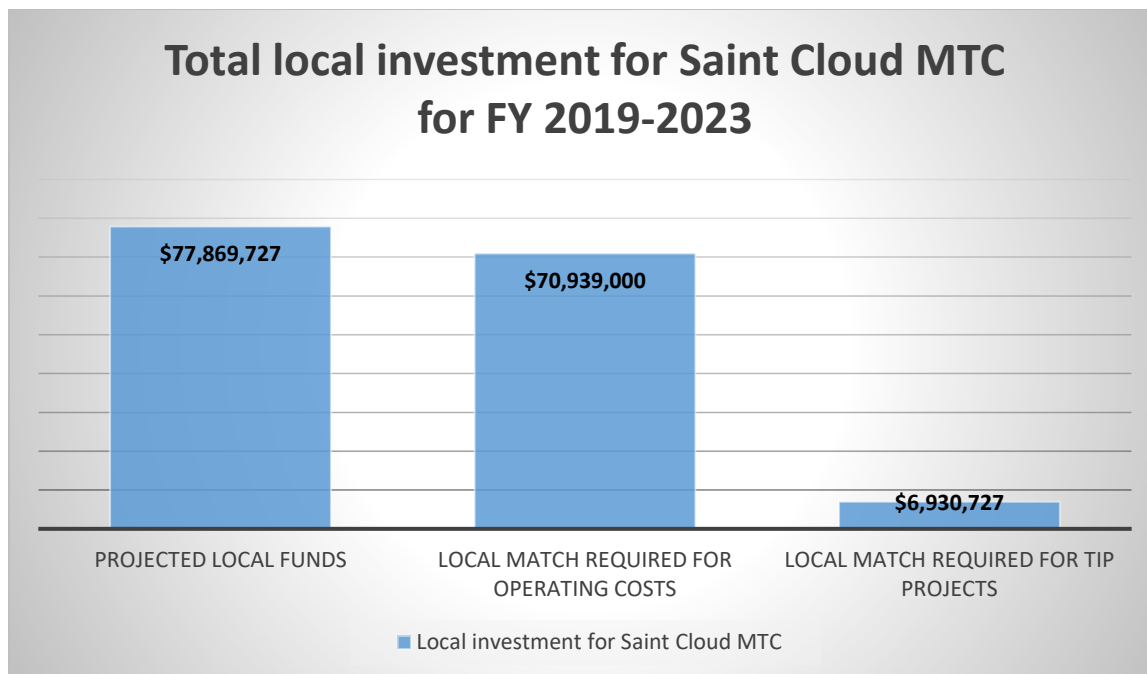


Figure 76: Total fiscal constraint for the Saint Cloud MTC for TIP cycle FY 2019-2023. Data courtesy of Saint Cloud MTC and MnDOT Office of Transit.

Fiscal Year	Agency	Capital (CIP) or Operating	Project Description	Proposed Fund Type	Project Total
2019	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	\$9,300,000
2019	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	\$1,200,000
2019	METRO BUS	OPERATING	ST. CLOUD MTC; PARATRANSIT OPERATING	LF	\$4,400,000
2019	METRO BUS	OPERATING	ST. CLOUD MTC; NORTHSTAR COMMUTER OPERATING	LF	\$1,100,000
2019	METRO BUS	OPERATING	ST. CLOUD; SFY 2019 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/18-6/30/19)	LF	\$239,000

Fiscal Year	Agency	Capital (CIP) or Operating	Project Description	Proposed Fund Type	Project Total
2019	METRO BUS	CIP	ST. CLOUD MTC; PURCHASE 9 (CLASS 400) <30 FT. REPLACEMENT CNG DAR BUSES	STBGP 5K-200K	\$1,890,000
2019	METRO BUS	CIP	ST. CLOUD MTC; CNG CANOPY, PHASE II.	FTA	\$175,000
2019	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	\$593,000
2019	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; CAPITAL MAINTENANCE TOOLS & EQUIPMENT	FTA	\$15,000
2019	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; BUS SHELTER AMENITIES	FTA	\$25,000
2019	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; FARE COLLECTION SYSTEM	FTA	\$700,000
2019	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	FTA	\$250,000
2020	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	\$9,400,000
2020	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	\$1,200,000
2020	METRO BUS	OPERATING	St. Cloud MTC - Paratransit Operating	LF	\$4,500,000
2020	METRO BUS	OPERATING	St. Cloud MTC - Northstar Commuter Operating	LF	\$1,300,000

Fiscal Year	Agency	Capital (CIP) or Operating	Project Description	Proposed Fund Type	Project Total
2020	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	\$35,000
2020	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	FTA	\$15,000
2020	METRO BUS	CIP	ST. CLOUD MTC; PURCHASE <30 FT. REPLACEMENT CNG DAR BUSES	STBGP 5K-200K	\$1,150,000
2020	METRO BUS	CIP	ST. CLOUD MTC; PURCHASE STD. 35 FT. REPLACEMENT CNG FIXED ROUTE BUSES	STBGP 5K-200K	\$1,800,000
2020	METRO BUS	CIP	ST. CLOUD MTC; FARE COLLECTION SYSTEM UPGRADE	FTA	\$1,000,000
2021	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	\$9,400,000
2021	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	\$1,200,000
2021	METRO BUS	OPERATING	St. Cloud MTC - Paratransit Operating	LF	\$4,500,000
2021	METRO BUS	OPERATING	St. Cloud MTC - Northstar Commuter Operating	LF	\$1,300,000
2021	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; PURCHASE THREE (3) REPLACEMENT	FTA	\$120,000

Fiscal Year	Agency	Capital (CIP) or Operating	Project Description	Proposed Fund Type	Project Total
			OPERATIONS VEHICLES		
2021	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	\$86,500
2021	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS AND EQUIPMENT	FTA	\$135,000
2021	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; BUS SHELTERS	FTA	\$25,000
2021	METRO BUS	CIP	ST. CLOUD MTC; PURCHASE 2 <30 FT. REPLACEMENT CNG DAR EXPANSION BUSES	STBGP 5K-200K	\$460,000
2021	METRO BUS	CIP	ST. CLOUD MTC; PURCHASE 3) <30 FT. REPLACEMENT CNG DAR REPLACEMENT BUSES	STBGP 5K-200K	\$690,000
2021	METRO BUS	CIP	ST. CLOUD MTC; FACILITY IMPROVEMENTS	LF	\$1,250,000
2022	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	\$9,500,000
2022	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	\$1,300,000
2022	METRO BUS	OPERATING	St. Cloud MTC - Paratransit Operating	LF	\$4,600,000
2022	METRO BUS	OPERATING	St. Cloud MTC - Northstar Commuter Operating	LF	\$1,300,000

Fiscal Year	Agency	Capital (CIP) or Operating	Project Description	Proposed Fund Type	Project Total
2022	METRO BUS	CIP	ST. CLOUD MTC; PURCHASE STD. 35 FT. REPLACEMENT CNG FIXED ROUTE BUSES	STBGP 5K-200K	\$2,400,000
2022	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	\$55,000
2022	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	FTA	\$75,000
2022	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	FTA	\$15,000
2022	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; TRANSIT SIGNAL PRIORITY PROJECTS	FTA	\$30,000
2023	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	FTA	\$9,600,000
2023	METRO BUS	OPERATING	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	FTA	\$1,400,000
2023	METRO BUS	OPERATING	St. Cloud MTC - Paratransit Operating	LF	\$4,700,000
2023	METRO BUS	OPERATING	St. Cloud MTC - Northstar Commuter Operating	LF	\$1,400,000
2023	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	FTA	\$115,000

Fiscal Year	Agency	Capital (CIP) or Operating	Project Description	Proposed Fund Type	Project Total
2023	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; FACILITY IMPROVEMENTS	FTA	\$1,450,000
2023	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	FTA	\$15,000
2023	METRO BUS	CIP	SECT 5307: ST. CLOUD MTC; PURCHASE BUS SHELTERS	FTA	\$25,000
2023	METRO BUS	CIP	ST. CLOUD MTC; PURCHASE SIX (6) <30 FT. CNG DAR REPLACEMENT BUSES	STBGP 5K-200K	\$1,410,000

Figure 77: Saint Cloud MTC TIP projects programmed into the APO's FY 2019-2023 TIP. Courtesy of Saint Cloud MTC and MnDOT Office of Transit.

Minnesota Department of Transportation (MnDOT District 3)

MnDOT D3 encompasses a thirteen (13) county area comprised of the counties of Aitkin, Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wright, and Wadena. In total, MnDOT D3 supports among other items 1,607 centerline miles of state, U.S., and interstate highways along with 423 bridges and eight (8) transit systems.

The APO metropolitan planning area is incorporated into MnDOT D3. Approximately 308 lane miles – a split between roughly 289 miles of rural roadway and just over 18 miles of urban roadway – within the APO's planning area fall under the jurisdiction of MnDOT D3. This is equal to roughly 7.7 percent of MnDOT D3.

Current Financial Condition for MnDOT D3

Over a ten (10) year period – 2008 through 2017 – MnDOT D3 has allocated on average 91 percent of overall state and Federal transportation related dollars to maintenance and operations of the current transportation system within its jurisdictional boundary. This has left approximately 9 percent of overall state transportation related dollars to be expended on new transportation related projects.

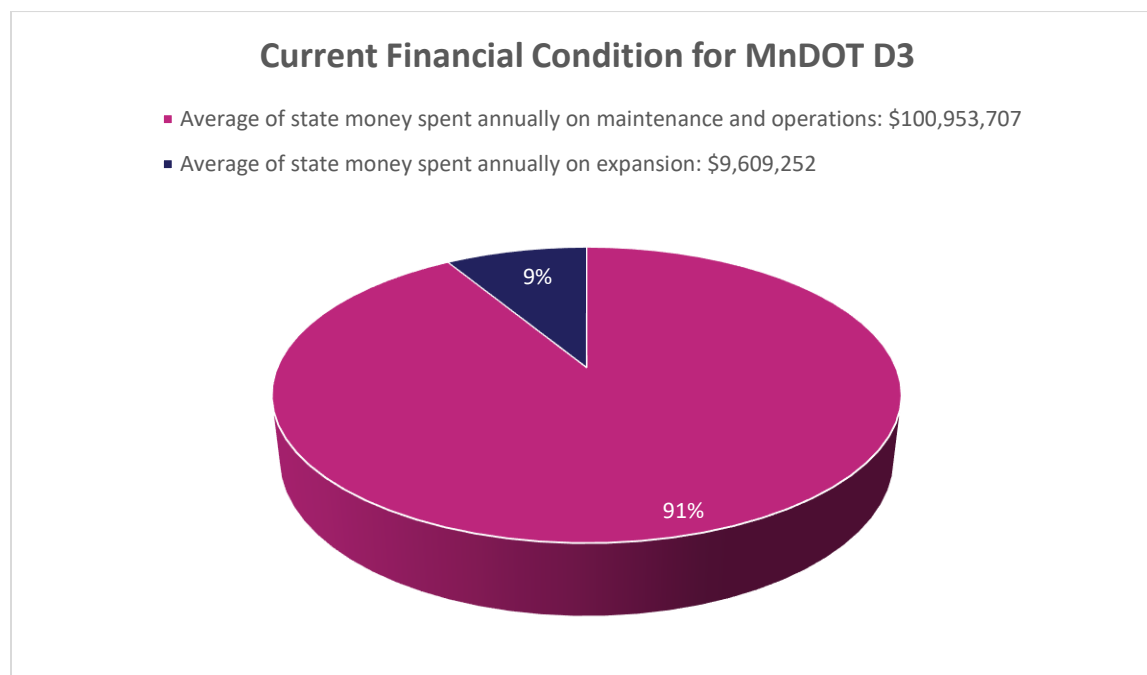


Figure 78: State investment on maintenance/operations and expansion within MnDOT D3 overall. Data courtesy of MnDOT D3.

Year	Non-project related state maintenance	Project specific state maintenance	Total state maintenance	Total state expansion	Total state investment
2008	\$24,778,200	\$68,293,153	\$93,071,353	\$9,406,322	\$102,477,675
2009	\$24,788,200	\$94,799,911	\$119,588,111	\$11,000,000	\$130,588,111
2010	\$25,554,800	\$82,410,372	\$107,965,172	\$0	\$107,965,172
2011	\$25,554,800	\$62,015,756	\$87,570,556	\$0	\$87,570,556
2012	\$26,345,200	\$80,103,574	\$106,448,774	\$25,827,778	\$132,276,552
2013	\$26,345,200	\$69,063,724	\$95,408,924	\$0	\$95,408,924
2014	\$27,160,000	\$57,426,402	\$84,586,402	\$0	\$84,586,402
2015	\$27,160,000	\$76,915,557	\$104,075,557	\$0	\$104,075,557
2016	\$28,000,000	\$86,865,331	\$114,865,331	\$49,858,419	\$164,723,750
2017	\$28,000,000	\$67,956,886	\$95,956,886	\$0	\$95,956,886
Total	\$263,686,400	\$745,850,666	\$1,009,537,070	\$96,092,519	\$1,105,629,585
Average	\$26,368,640	\$74,585,067	\$100,953,707	\$9,609,252	\$110,562,959
% of total state expense	N/A	N/A	91%	9%	100%

Figure 79: State investment on maintenance/operations and expansion within MnDOT D3 from 2008-2017. Data courtesy of MnDOT D3.

Current Financial Condition for MnDOT D3 within the APO planning area

Approximately 7.7 percent of the roadway network under the jurisdiction of MnDOT D3 falls within the APO planning area. In order to approximate the budget expended within the APO boundary, MnDOT D3 takes a flat 7.7 percent from its total budget and reasonably estimates a budget for the portion of district within the APO planning area. That stated, MnDOT D3 will redistribute funding across the district as need arises to maintain, operate, and expand its roadway network.

Over a ten (10) year period – 2008 through 2017 – MnDOT D3 has allocated on average 91 percent of overall state transportation related dollars to maintenance and operations of the current transportation system within the APO planning area. This has left approximately 9 percent of overall state transportation related dollars to be expended on new transportation related projects.

Current Financial Condition for MnDOT D3 within the APO

- Average of state money spent annually on maintenance and operations: \$8,390,641
- Average of state money spent annually on expansion: \$838,404

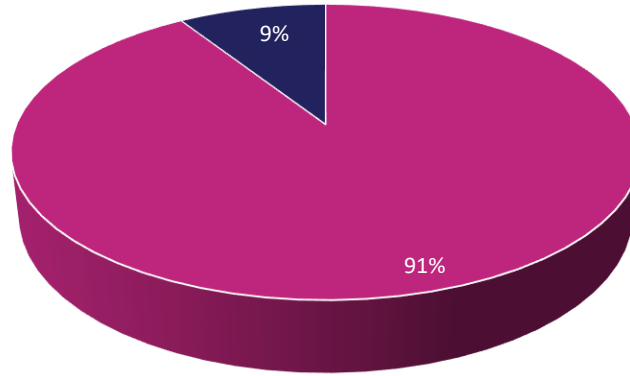


Figure 80: State investment on maintenance/operations and expansion within the portion of MnDOT D3 that falls within the APO's planning area. Data courtesy of MnDOT D3.

Year	Non-project related state maintenance	Project specific state maintenance	Total state maintenance	Total state expansion	Total state investment
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	\$2,251,377	\$503,365	\$2,754,742	\$0	\$2,754,742
2012	\$2,280,219	\$4,274,371	\$6,554,590	\$0	\$6,554,590
2013	\$2,270,627	\$12,519,044	\$14,789,671	\$0	\$14,789,671
2014	\$2,500,000	\$4,274,371	\$7,011,456	\$0	\$7,011,456
2015	\$2,271,060	\$9,879,377	\$12,150,437	\$0	\$12,150,437
2016	\$2,200,000	\$0	\$2,200,000	\$2,130,044	\$4,330,044
2017	\$2,200,000	\$0	\$2,200,000	\$550,000	\$2,750,000
Total	\$27,135,519	\$56,770,890	\$83,906,409	\$8,384,044	\$92,290,453
Average	\$2,713,552	\$5,677,089	\$8,390,641	\$838,404	\$9,229,045
% of total state expense	N/A	N/A	91%	9%	100%

Figure 81: State investment on maintenance/operations and expansion within the portion of MnDOT D3 that falls within the APO's planning area from 2008-2017. Data courtesy of MnDOT D3.

Future Financial Condition for MnDOT D3

Operating revenue for local transportation dollars for MnDOT D3 come from a variety of sources including state non-project specific maintenance, state project specific funds, districtwide setasides, and bonding.

State transportation funding source	Projected 2019 state funds	Projected 2020 state funds	Projected 2021 state funds	Projected 2022 state funds	Projected 2023 state funds	Total 2019-2023 projected state funds
State non-project specific maintenance	\$27,600,000	\$27,600,000	\$27,600,000	\$27,600,000	\$27,600,000	\$138,000,000
State project specific funds	\$82,156,583	\$64,994,118	\$101,128,355	\$115,437,000	\$75,315,000	\$439,031,056
Districtwide setasides	\$22,280,000	\$19,330,000	\$20,453,503	\$21,834,000	\$21,834,000	\$105,731,503
Bonding	\$6,900,000	\$8,203,000	\$14,400,000	\$34,753,550	\$0	\$64,256,550
Total state funds projected	\$138,936,583	\$120,127,118	\$163,581,858	\$199,624,550	\$124,749,000	\$747,019,109

Figure 82: Projected state transportation funding sources by year from 2019 through 2023 for MnDOT D3. Data courtesy of MnDOT D3.

Future Financial Condition for MnDOT D3 within the APO planning area

Operating revenue for state transportation dollars for MnDOT D3 within the APO boundary come from a variety of sources including state non-project specific maintenance, state project specific funds, APO share of districtwide setasides – equivalent to 7.7 percent – and bonding.

State transportation funding source	Projected 2019 state funds	Projected 2020 state funds	Projected 2021 state funds	Projected 2022 state funds	Projected 2023 state funds	Total 2019-2023 projected state funds
State non-project specific maintenance	\$4,449,600	\$4,579,200	\$4,708,800	\$4,838,400	\$4,969,000	\$23,545,000
State project specific funds	\$7,701,000	\$2,800,000	\$0	\$36,975,000	\$0	\$47,476,000
APO share of district setasides	\$1,715,560	\$1,488,410	\$1,480,710	\$1,681,218	\$1,681,218	\$8,047,116
Bonding	\$0	\$2,200,000	\$0	\$0	\$0	\$2,200,000
Total state funds projected	\$13,866,160	\$11,067,610	\$6,189,510	\$43,494,618	\$6,650,218	\$81,268,116

Figure 83: Projected state transportation funding sources by year from 2019 through 2023 for MnDOT D3 within the APO planning area. Data courtesy of MnDOT D3.

Fiscal Constraint for MnDOT D3 within the APO planning area

Based upon historic funding for maintenance/operations expenditures – at 91 percent of state dollars spent within MnDOT D3's portion within the APO's planning area –

approximately \$7,314,131 will be available to match Federal funds during fiscal years 2019-2023.

Year	Total state funds projected	Historical state O&M investment (91% of total)	Projected state dollars available to match TIP projects
2019	\$13,866,160	\$12,618,206	\$1,247,954
2020	\$11,067,610	\$10,071,525	\$996,085
2021	\$6,189,510	\$5,632,454	\$557,056
2022	\$43,494,618	\$39,580,102	\$3,914,516
2023	\$6,650,218	\$6,051,698	\$598,520
Total	\$81,268,116	\$73,953,985	\$7,314,131

Figure 84: A total of available revenue for MnDOT D3 within the APO planning area by year from 2019 through 2023. Data courtesy of MnDOT D3.

During this timeframe, MnDOT has thirteen (13) projects programmed into the TIP requiring a match of \$9,576,721 in year of expenditure dollars.

MnDOT D3 is also the recipient of one (1) FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities on behalf of its subrecipient WACOSA. The local match required for this project is \$16,200 in year of expenditure dollars which is provided by WACOSA. This is reflected as a separate entity and has no bearing on fiscal constraint of the portion of the district within the APO's MPA.

According to these numbers – 7.7 percent of the allocated MnDOT D3 budget – the portion of MnDOT D3 funding normally expended within the APO planning area has been exceeded by the identified projects. However, MnDOT D3 encompasses significantly more roadways than those within the APO planning area. As such, it is the responsibility of MnDOT D3 to ensure the maintenance, operation, and expansion of its entire roadway network.

This means that during some years more money – above the estimated 7.7 percent of MnDOT D3's budget – can be allocated inside the APO planning area from other areas within the MnDOT D3 region. In other years, less than 7.7 percent of the allocated MnDOT D3 budget can be spent within the APO planning area in favor of supporting projects elsewhere within the district.

That stated, in comparison to the district as a whole – a look at both APO planning area projects and others within MnDOT D3 – the district has approximately \$67,231,720 available to match Federal funds during fiscal years 2019-2023.

Year	Total state funds projected MnDOT D3 overall	Historical state O&M investment MnDOT D3 overall (91% of total)	Projected state dollars available to match TIP/STIP projects for MnDOT D3 overall
2019	\$138,936,583	\$126,432,291	\$12,504,292
2020	\$120,127,118	\$109,315,677	\$10,811,441
2021	\$163,581,858	\$148,859,491	\$14,722,367

2022	\$199,624,550	\$181,658,341	\$17,966,209
2023	\$124,749,000	\$113,521,590	\$11,227,410
Total	\$747,019,109	\$679,787,389	\$67,231,720

Figure 85: A total of available revenue for MnDOT D3 overall by year from 2019 through 2023. Data courtesy of MnDOT D3.

Between the projects planned within the APO area and others across the district, MnDOT D3 will require a match of \$61,295,547 in year of expenditure dollars. In terms of fiscal constraint for MnDOT D3 overall, the district has sufficient funding to finance these projects. Thereby on a whole, MnDOT D3, including the portion which is contained in the APO planning area, is fiscally constrained.

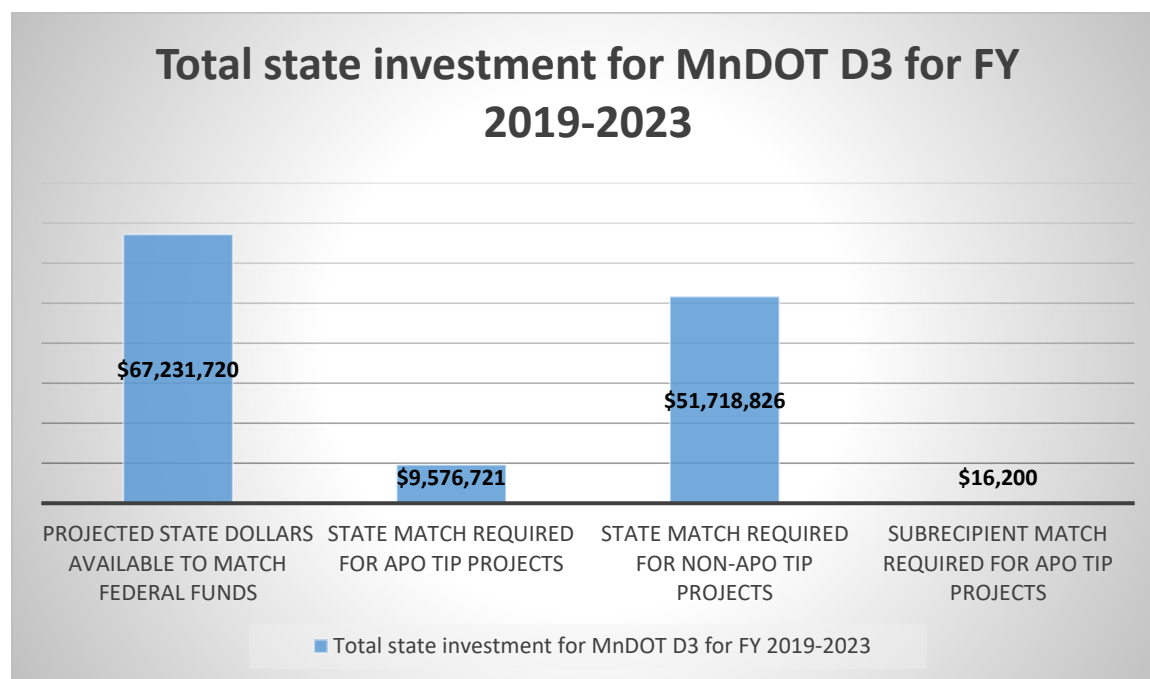


Figure 86: Total fiscal constraint for MnDOT D3 for TIP cycle FY 2019-2023. Data courtesy of MnDOT D3.

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
RR	2019	MNDOT	NLR RR, INSTALL GATES AT CSAH 134, RIDGEWOOD RD, ST. CLOUD, STEARNS COUNTY	RRS	\$194,984
RR	2019	MNDOT	NLR RR, UPGRADE EXISTING SIGNAL EQUIPMENT AT MSAS 102, 2ND AVE N, WAITE PARK, STEARNS COUNTY	RRS	\$212,992
I 94	2019	MNDOT	**SPP** I-94, NEAR COLLEGEVILLE,	NHPP	\$887,392

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
			REHAB/REDECK AT BRIDGE #73872 AT STEARNS COUNTY CR 159 OVER I-94		
MN 15	2019	MNDOT	MN 15, FROM JCT MN 55 IN KIMBALL TO 66TH AVE IN ST AUGUSTA, FULL DEPTH RECLAIM	NHPP	\$8,727,923
BB	2019	WACOSA	PURCHASE ONE (1) REPLACEMENT <30 BUS (CLASS 400) BUS	FTA	\$81,000
MN 23	2020	MNDOT	MN 23, FROM .1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST CLOUD	NHPP	\$3,027,000
MN 23	2020	MNDOT	MN 23. FROM 0.1 MI W OF CR 1 TO MN 95, MILL AND OVERLAY, INCLUDE CONSTRUCT REDUCED CONFLICT INTERSECTION AT BENTON CSAH 8 EAST OF ST. CLOUD (HSIP PROJECT)	HSIP	\$500,000
I 94	2020	MNDOT	**17NEW** **CHAP3** 1-94, AT MN 23 INTERCHANGE SOUTH OF WAITE PARK, INTERCHANGE SAFETY REVISIONS	BF	\$2,200,000
RR	2020	MNDOT	NLR RR, INSTALL GATES AT CSAH 138, 54TH AVE N, WAITE PARK, STEARNS COUNTY	RRS	\$240,000
US 10	2021	MNDOT	US 10, INSTALL MEDIAN CABLE BARRIER GUARDRAIL FROM N OF ST. CLOUD TO RICE (HSIP PROJECT)	HSIP	\$1,750,000
US 10	2022	MNDOT	US 10, REPLACE BRIDGE #3666 OVER STREAM WITH BOX	NHPP	\$820,000

Route System	Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
			CULVERT 0.2 MI NW OF BENTON CSAH 33		
MN 23	2023	MNDOT	MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM 0.1 MI W OF LINCOLN AVE TO 0.1 MI W OF CR 1; RECONSTRUCT US 10 FROM 0.2 MI W OF ST. GERMAIN TO 0.1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10 BR# 9021 WITH BR #05019 AND BR #9022 WITH BR #05018; INCLUDES MULTIMODAL IMPROVEMENTS	NHPP	\$30,545,000
I 94	2023	MNDOT	I-94 REPLACE BRIDGE NOS. 73875 AND 73876 OVER BNSF RR 0.6 MI WEST ON MN 23 INTERCHANGE	NHPP	\$6,054,000

Figure 87: MnDOT TIP projects (excluding districtwide setasides) programmed into the APO's FY 2019-2023 TIP. Courtesy of MnDOT District 3.

Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
2019	MNDOT	**IDIQ** DISTRICTWIDE MILL AND OVERLAY AT VARIOUS LOCATIONS (MINIMUM CONTRACT \$3,000,000/MAXIMUM CONTRACT \$10,000,000, EXPIRATION DATE: AUGUST 24, 2020)	SF	\$3,639,000
2019	MNDOT	DISTRICTWIDE SETASIDE - PREVENTATIVE MAINTENANCE - 2019	SF	\$2,500,000
2019	MNDOT	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2019	SF	\$2,500,000
2019	MNDOT	DISTRICTWIDE SETASIDE - LOCAL	SF	\$1,430,000

Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
		PARTNERSHIP PROGRAM - 2019		
2019	MNDOT	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2019	SF	\$400,000
2019	MNDOT	DISTRICTWIDE SETASIDE - EXTERNAL PROJECT DEVELOPMENT - 2019	SF	\$3,500,000
2019	MNDOT	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DEVELOPMENT - 2019	SF	\$1,650,000
2019	MNDOT	DISTRICTWIDE SETASIDE - LANDSCAPING - 2019	SF	\$30,000
2019	MNDOT	DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2019	SF	\$3,000,000
2019	MNDOT	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS - 2019	SF	\$4,000,000
2019	MNDOT	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2019	SF	\$800,000
2019	MNDOT	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2019	BF	\$1,295,000
2020	MNDOT	DISTRICTWIDE SETASIDE - LOCAL PARTNERSHIP PROGRAM - 2020	SF	\$1,100,000
2020	MNDOT	DISTRICTWIDE SETASIDE - MISC AGREEMENTS - 2020	SF	\$400,000
2020	MNDOT	DISTRICTWIDE SETASIDE - EXTERNAL PROJECT DEVELOPMENT - 2020	SF	\$5,650,000
2020	MNDOT	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2020	BF	\$2,220,700
2020	MNDOT	**17NEW** DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2020	BF	\$3,000,000

Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
2020	MNDOT	DISTRICTWIDE SETASIDE - INTERNAL PROJECT DEVELOPMENT - 2020	SF	\$2,000,000
2020	MNDOT	DISTRICTWIDE SETASIDE - PREVENTATIVE MAINTENANCE - 2020	SF	\$2,900,000
2020	MNDOT	DISTRICTWIDE SETASIDE - LANDSCAPING - 2020	SF	\$30,000
2020	MNDOT	DISTRICTWIDE SETASIDE - RIGHT OF WAY - 2020	SF	\$2,000,000
2020	MNDOT	DISTRICTWIDE SETASIDE - MISC ROAD & BRIDGE REPAIR (BARC) - 2020	SF	\$2,500,000
2020	MNDOT	DISTRICTWIDE SETASIDE - SUPPLEMENTAL AGREEMENTS - 2020	SF	\$4,100,000
2020	MNDOT	DISTRICTWIDE SETASIDE - SAFETY IMPROVEMENTS - 2020	SF	\$300,000
2021	MNDOT	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2021	SF	\$1,100,000
2021	MNDOT	DISTRICTWIDE SETASIDES - EXTERNAL PROJECT DEVELOPMENT - 2021	SF	\$4,600,000
2021	MNDOT	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2021	BF	\$1,586,000
2021	MNDOT	**17NEW** DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY-2021	BF	\$2,500,000
2021	MNDOT	DISTRICTWIDE SETASIDES - INTERNAL PROJECT DEVELOPMENT - 2021	SF	\$2,000,000
2021	MNDOT	DISTRICTWIDE SET ASIDES - MISC AGREEMENTS - 2021	SF	\$400,000

Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
2021	MNDOT	DISTRICTWIDE SET ASIDES - LANDSCAPING - 2021	SF	\$30,000
2021	MNDOT	DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY - 2021	SF	\$2,000,000
2021	MNDOT	DISTRICTWIDE SET ASIDES - PREVENTATIVE MAINTENANCE - 2021	SF	\$3,000,000
2021	MNDOT	DISTRICTWIDE SET ASIDES - MISC ROAD & BRIDGE REPAIR (BARC) - 2021	SF	\$2,500,000
2021	MNDOT	DISTRICTWIDE SET ASIDES - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2021	SF	\$7,440,000
2021	MNDOT	DISTRICTWIDE SET ASIDES - SAFETY IMPROVEMENTS - 2021	SF	\$300,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2022	SF	\$1,200,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - EXTERNAL PROJECT DEVELOPMENT - 2022	SF	\$4,169,000
2022	MNDOT	**17NEW** DISTRICTWIDE SETASIDE - PROJECT DEVELOPMENT - 2022	BF	\$661,800
2022	MNDOT	**17NEW** DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY-2022	BF	\$2,000,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - INTERNAL PROJECT DEVELOPMENT - 2022	SF	\$2,100,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - MISC AGREEMENTS - 2022	SF	\$400,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - LANDSCAPING - 2022	SF	\$30,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - RIGHT-OF-WAY - 2022	SF	\$2,000,000

Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
2022	MNDOT	DISTRICTWIDE SET ASIDES - PREVENTATIVE MAINTENANCE - 2022	SF	\$2,050,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - MISC ROAD & BRIDGE REPAIR (BARC) - 2022	SF	\$2,500,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - SUPPLEMENTAL AGREEMENTS/OVERRUNS - 2022	SF	\$7,100,000
2022	MNDOT	DISTRICTWIDE SET ASIDES - SAFETY IMPROVEMENTS - 2022	SF	\$300,000
2023	MNDOT	DISTRICTWIDE PAVEMENT MARKINGS (HSIP PROJECT)	HSIP	\$750,000
2023	MNDOT	DISTRICTWIDE DISTRICT SIGNAL RETIMING PROJECT ON MN 23, MN 25, AND MN 371 (HSIP PROJECT)	HSIP	\$330,000
2023	MNDOT	GREATER MN RELIABILITY FUNDING	UNKNOWN (TBD)	\$3,770,000
2023	MNDOT	DISTRICTWIDE SET ASIDES - DISTRICT 3 HSIP SHARE - 2023	HSIP	\$1,475,556
2023	MNDOT	DISTRICTWIDE SET ASIDES - LOCAL PARTNERSHIP PROGRAM - 2023	SF	\$1,200,000
2023	MNDOT	DISTRICTWIDE SET ASIDES - EXTERNAL PROJECT DEVELOPMENT - 2023	SF	\$3,548,000
2023	MNDOT	**17NEW** **CHAP3** DISTRICTWIDE SET ASIDES - PROJECT DEVELOPMENT - 2023	BF	\$420,950
2023	MNDOT	DISTRICTWIDE SET ASIDES - INTERNAL PROJECT DEVELOPMENT - 2023	SF	\$2,100,000
2023	MNDOT	DISTRICTWIDE SET ASIDES - MISC AGREEMENTS - 2023	SF	\$400,000
2023	MNDOT	DISTRICTWIDE SET ASIDES - LANDSCAPING - 2023	SF	\$30,000

Fiscal Year	Agency	Project Description	Proposed Fund Type	Project Total
2023	MNDOT	DISTRICTWIDE SET ASIDES – RIGHT-OF-WAY – 2023	SF	\$2,000,000
2023	MNDOT	DISTRICTWIDE SET ASIDES – PREVENTATIVE MAINTENANCE – 2023	SF	\$3,500,000
2023	MNDOT	DISTRICTWIDE SET ASIDES – MISC ROAD & BRIDGE REPAIR (BARC) – 2023	SF	\$2,500,000
2023	MNDOT	DISTRICTWIDE SET ASIDES – SUPPLEMENTAL AGREEMENTS/OVERRUNS – 2023	SF	\$4,400,000
2023	MNDOT	DISTRICTWIDE SET ASIDES – SAFETY IMPROVEMENTS – 2023	SF	\$300,000

Figure 88: MnDOT District 3 districtwide setasides programmed into the APO's FY 2019-2023 TIP. Courtesy of MnDOT District 3.

CHAPTER FIVE: PUBLIC INVOLVEMENT

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

2019-2023 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's 2019-2023 TIP occurred at the organization's Technical Advisory Committee (TAC) meetings – all of which are open to the public.

A draft of the 2019-2023 Saint Cloud APO TIP was distributed via email to members of the APO's TAC and Policy Board in May 2018. In addition, individuals on the interested stakeholders list – including those stakeholders who work specifically with traditionally underserved populations such as people-of-color, individuals with low-income, individuals with disabilities, limited English proficient individuals, and elderly populations – were also emailed a copy of the draft TIP.

Upon release of the draft 2019-2023 Saint Cloud APO TIP on June 27, 2018, for the official thirty (30) day public review period, the APO initiated several outreach efforts.

A copy of the draft TIP was posted on the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), a legal notice was published in the St. Cloud Times, the newspaper of record, and information about the public comment period was posted on the [APO's Facebook page](https://www.facebook.com/stcloudapo) (www.facebook.com/stcloudapo).

The Saint Cloud APO hosted an open house at the APO office, 1040 County Road 4 in Saint Cloud, to take public comment on the final draft.

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AFFIDAVIT OF PUBLICATION
[FORM Rev. 7/16]

State of Minnesota }
County of Stearns } SS:

ST CLOUD AREA PLANNING ORGNZTN
1040 COUNTY ROAD 4
SAINT CLOUD, 56303

Account Number STC-00061958

RE: NOTIFICATION OF PUBLIC INPUT OPPORTUNITY: SAINT CLOUD AREA PLANNING ORGANIZATION (APO) FY 2019-2023

I, being first duly sworn, on oath states as follows:

1. I am the publisher of the St. Cloud Times, or the publisher's designated agent. I have personal knowledge of the facts stated in this Affidavit, which is made pursuant to Minnesota Statutes §331A.07.

2. The newspaper has complied with all of the requirements to constitute a qualified newspaper under Minnesota law, including those requirements found in Minnesota Statutes §331A.02.

3. The dates of the month and the year and day of the week upon which the public notice attached/copied below was published in the newspaper are as follows:

06/27/18

Etc.

P.O.#

4. The publisher's lowest classified rate paid by commercial users for comparable space, as determined pursuant to § 331A.06 <<https://www.revisor.mn.gov/statutes/?id=331A.06>>, is as follows:

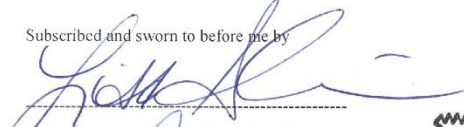
1.70 daily / \$2.25 Sunday per agate line

5. [NEW] Mortgage Foreclosure Notices [Effective 7/1/15]. Pursuant to Minnesota Statutes §580.033 relating to the publication of mortgage foreclosure notices: The newspaper's known office of issue is located in Stearns County. The newspaper complies with the conditions described in §580.033, subd. 1, clause (1) or (2). If the newspaper's known office of issue is located in a county adjoining the county where the mortgaged premises or some part of the mortgaged premises described in the notice are located, a substantial portion of the newspaper's circulation is in the latter county.

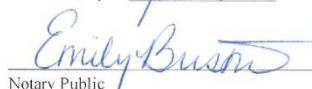
FURTHER YOUR AFFIANT SAITH NOT.


[Signature]

Subscribed and sworn to before me by



on this 27 day of June 2018


Notary Public

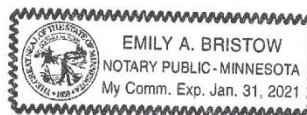


Figure 89: Affidavit of Publication.

NOTES ON REVISED AFFIDAVIT FORM

The 2015 Legislature enacted amendments to the Minnesota law which governs mortgage foreclosure by advertisement. Those amendments appear in Chapter 14 of the 2015 session laws. They are effective on July 1, 2015.

Most importantly, a new statute was added (§580.033) that specifies where a notice of foreclosure should be published, something that was ambiguous under prior law. This statute also requires that affidavits of publication issued by a newspaper must contain certain language related to the published foreclosure notice.

The affidavit of publication form above includes (in paragraph 5) the language called for by the new statute. The form also complies with the general requirements for affidavits of publication found in Minnesota Statute, §331.07. The form is drafted so that it can be used for any published notice, not just mortgage foreclosure notices; in other words, you don't need to use a different form for other kinds of notices.

NOTIFICATION OF PUBLIC INPUT OPPORTUNITY: SAINT CLOUD AREA PLANNING ORGANIZA- TION (APO) FY 2019-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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 Saint Cloud Metropolitan Planning Area in the upcoming fiscal years.

The APO, in coordination with the Federal Highway Administration (FHWA), Minnesota Department of Transportation (MnDOT), Saint Cloud Metropolitan Transit Commission, and local jurisdictions has prepared the FY 2019-2023 TIP. The TIP document is being updated to reflect new projects and changes to previously programmed projects.

The draft TIP will be available for review from Wednesday, June 27, 2018 to Friday, July 27, 2018, at the following locations: APO Office: 1040 County Road 4, Saint Cloud; APO website (www.stcloudapo.org).

A public meeting will be held from 4-5 p.m. on Tuesday, July 10 at the Saint Cloud APO office. A brief presentation on the TIP 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 at least seven business days prior.

The public is invited to review the TIP document and submit any comments by Friday, July 27, 2018, to Vicki Ikeogu at Saint Cloud APO, 1040 County Road 4, St. Cloud, MN 56303, FAX: 320-252-6557, EMAIL: ikeogu@stcloudapo.org, or phone: 320-252-7568 ext. 203.

Figure 90: Affidavit of Publication.

In compliance with Federal regulations outlined in 23 CFR §450.316, the Saint Cloud Area Planning Organization's FY 2019-2023 Transportation Improvement Program (TIP) was open to public review for a period of thirty (30) calendar days starting on Wednesday, June 27 through Friday, July 27, 2018.

Notification of this open comment period was published in the Saint Cloud Times, the [APO's website](http://www.stcloudapo.org) (www.stcloudapo.org), and on the [APO's Facebook page](https://www.facebook.com/stcloudapo/) (www.facebook.com/stcloudapo/). Copies of the TIP were also emailed to a list of stakeholders including MnDOT, APO Technical Advisory Committee members, and organizations identified as working closely with environmental justice populations.

The APO received two (2) comments during this solicitation period. They can be found in the table below.

Number of respondents	Source	Comment	Disposition	Date recorded by APO staff
1	Email	<p>Vicki, I have a couple of comments on the draft TIP:</p> <ul style="list-style-type: none"> In 2019 Stearns County has two rural intersection lighting projects. Kelvin wanted to combine them into one project using the low SP number (073-070-020). I've copied Jon Mason on this to verify that the process has at least started for that. If it hasn't then you can leave them as two projects, but 073-070-020 has no work within the APO planning area. In 2019 you misspelled Stearns in the description for 073-070-022. In 2020 you have project 073-675-039. We will actually be doing that project in 2019. We know we'll have to front the federal funding. In 2021 the CSAH 75 project listed as 073-675-XXX is 073-675-040, and we will be doing that project in 	<ul style="list-style-type: none"> Rural intersection lighting projects have been combined per Jon Mason and Steve Voss at MnDOT D3. Changes have been reflected in the table. Spelling error has been corrected. Project number 073-675-XXX has been updated to 073-675-040. Project numbers 073-675-039; 073-675-040; and 073-720-004 have been updated to reflect correct construction years along with correct information regarding Advanced Construction payback per guidance from MnDOT D3. 	July 5, 2018

Number of respondents	Source	Comment	Disposition	Date recorded by APO staff
		<p>2020 (same comment on fronting federal money)</p> <ul style="list-style-type: none"> In 2021 the project 073-720-004 will actually be done in 2020. Again, we know we'll have to front the federal money. 		
1	Email	<p>Morning, Vicki,</p> <p>Attached is an even more updated version of the District 3 2019-2022 Draft ATIP. An earlier version sent to you included the changes to the Stearns County projects in the APO's planning area. This includes those changes plus a new IDIQ project (SP 8823-338) that was added to 2019 from 2018. Apparently there were letting issues and the bids were declined. We show it as an MPO project but the FY 2019 work planned is not located in the APO area. Future work orders that are generated from the master agreement beyond 2019 could be however so we thought it might be wise to show it within the APO's planning geography since it is one of those tricky setasides. I am currently checking with Bobbi Retzlaff on the TIP review checklist requirement which I believe usually gets initiated by the APO and then reviewed by me along with the TIP document itself. The checklist is prepared to ensure you meet all of the federal regulatory requirements.</p>	<p>The IDIQ project (SP 8823-338) was added into the TIP on July 16.</p> <p>TIP review checklist has been started.</p>	July 16, 2018

Figure 91: Public comment disposition matrix.

CHAPTER SIX: MONITORING PROGRESS

The Central Minnesota Area Transportation Partnership (ATP) requires the Saint Cloud APO to submit annual updates for projects programmed in the TIP. The annual project updates allow the District 3 state-aid engineer the ability to assess project costs and project development status for Federally funded projects. The project updates also allow the APO's TAC to meet and discuss at the beginning of every year the status of currently programmed Federal projects within the APO area.

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

The status of the projects programmed in the previous years' TIP (2018-2021), have been updated with this TIP (2019-2023). The projects programmed for FY 2018, however, are presently being constructed and are dropping out of this updated TIP.

Route System	Project number	Fiscal year	Agency	Description	Project total	Status update
Transit	TRF-0048-18A	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; OPERATING ASSISTANCE	\$9,000,000	In progress
Transit	TRF-0048-18B	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; PREVENTIVE MAINTENANCE	\$1,200,000	In progress
Transit	TRF-0048-18K	2018	METRO BUS	ST. CLOUD MTC; PARATRANSIT OPERATING	\$4,400,000	In progress
Transit	TRF-0048-18J	2018	METRO BUS	ST. CLOUD MTC; NORTHSTAR COMMUTER OPERATING	\$1,000,000	In progress
Transit	TRS-0048-18ZO	2018	METRO BUS	ST. CLOUD; SFY 2018 GREATER MN NEW SERVICE EXPANSION OPERATING FUNDS (7/1/17-6/30/18)	\$227,000	In progress
Transit	TRS-0048-18ZC	2018	METRO BUS	ST. CLOUD; SFY 2018 GREATER MN NEW SERVICE EXPANSION CAPITAL FUNDS (7/1/17-6/30/18)	\$3,550,000	Buses purchased with this grant are in service. Waiting for a final rear door motion detection opener. Once that has been installed the buses will be complete.
Transit	TRF-0048-18C	2018	METRO BUS	SECT 5307: SECT 5339: ST. CLOUD MTC; CAPITAL OFFICE EQUIPMENT & COMPUTERS	\$86,000	Amendment to TIP in June 2018 which combined projects TRF-0048-18TB and TRF-0048-18P. Project is in process. Servers have been ordered.
Transit	TRF-0048-18L	2018	METRO BUS	ST. CLOUD MTC; PURCHASE ONE (1) COMMUTER BUS - NORTHSTAR	\$600,000	Pre-spec has been completed as of April 2018.
Transit	TRF-0048-18M	2018	METRO BUS	ST. CLOUD MTC; PURCHASE ONE (1) COMMUTER BUS - NORTHSTAR	\$600,000	Pre-spec has been completed as of April 2018.
Transit	TRF-0048-18T	2018	METRO BUS	SECT 5339: ST. CLOUD MTC - PURCHASE (5) CNG REPLACEMENT ADA DAR BUSES	\$1,100,000	Amendment to TIP in June 2018 due to funding source switch. Pre-spec meeting to be held in mid-2018.
Transit	TRF-0048-18TA	2018	METRO BUS	SECT 5339: ST. CLOUD MTC: CANAPY FOR CNG FUELING STATION	\$200,000	Amendment to TIP in June 2018 due to funding source switch. All bids came in significantly higher than anticipated. Requesting additional funding in future year.
Transit	TRF-0048-18D	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; PURCHASE MAINTENANCE TOOLS & EQUIPMENT	\$72,000	Amendment to TIP in June 2018 to increase funding. Purchases to be determined.
Transit	TRF-0048-18E	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL BUS SHELTER AMENITIES	\$25,000	In discussion with Sartell regarding updating shelters in collaboration with city reconstruction. Also, waiting to make significant changes until route adjustments have been determined.

Route System	Project number	Fiscal year	Agency	Description	Project total	Status update
Transit	TRF-0048-18F	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL TRANSIT SIGNAL PRIORITY PROJECTS	\$25,000	Working with the City of St. Cloud to see if can collaborate with them on this maintenance. Received quote from SFM for annual audit cost.
Transit	TRF-0048-18G	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; PURCHASE REPLACEMENT MAINTENANCE VEHICLE	\$35,000	To be purchased summer 2018
Transit	TRF-0048-18I	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; PURCHASE REPLACEMENT OPERATIONS VEHICLE	\$35,000	To be purchased summer 2018
Transit	TRS-0048-18T	2018	METRO BUS	ST. CLOUD MTC; PURCHASE THREE (3) FIXED ROUTE REPLACEMENT ST. 40 FT. CNG BUSES	\$1,700,000	Pre-spec meeting was held in early 2018.
Transit	TRS-0048-18TA	2018	METRO BUS	ST. CLOUD MTC; PURCHASE MOBILE FARE COLLECTION EQUIPMENT	\$150,000	Amendment to TIP in June 2018 lowering line item cost. Additional funding is needed to complete this project. Funding has been requested in future years.
Transit	TRS-0048-18TC	2018	METRO BUS	SECT 5339: ST. CLOUD MTC; HOIST REPLACEMENT	\$200,000	Amendment to TIP in June 2018 adding project to TIP. Purchase order has been issued.
Transit	TRF-0048-18Q	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL OPERATIONS VEHICLE	\$35,000	To be purchased summer 2018
Transit	TRF-0048-18R	2018	METRO BUS	SECT 5307: ST. CLOUD MTC; CAPITAL MAINTENANCE VEHICLE	\$35,000	To be purchased summer 2018
Transit	TRF-9503-18	2018	WACOSA	SECT: 5310 WACOSA; CAPITAL OPERATIONS VEHICLE	\$81,000	Amendment to TIP April 2018.
Transit	TRF-9503-18A	2018	WACOSA	SECT 5310: WACOSA; PURCHASE ONE (1) EXPANSION LESS THAN 30 FT. BUS (CLASS 400)	\$81,000	Amendment to TIP May 2018.
CSAH 3	005-090-001AC	2018	BENTON COUNTY	**AC** CONSTRUCT BIKE/PED TRAIL ALONG BENTON CSAH 3 FROM BENTON DR TO US 10, INCL ROADWAY EXPANSION PROJECT (AC PAYBACK 1 OF 1)	\$0	Project constructed in 2017. Advance construction payback
CSAH 33	005-629-013	2018	BENTON COUNTY	BENTON CSAH 33, AT CSAH 29 (1ST ST)/CSAH 33 INTERSECTION IN SARTELL, INTERSECTION OPERATIONAL IMPROVEMENTS; AND BENTON CSAH 29 FROM .1 MI EAST OF CSAH 33 TO MN 15, MILL AND OVERLAY	\$2,932,335	Funding swap occurred between Wright County and Benton County. This project was deleted from the TIP in May 2018.
LOCAL 999	071-070-033	2018	SHERBURNE COUNTY	COUNTYWIDE, 6" WHITE EDGELINE EXPOXY STRIPE ALONG MULTIPLE SHERBURNE COUNTY ROADS	\$462,507	Amendment to TIP May 2018.

Route System	Project number	Fiscal year	Agency	Description	Project total	Status update
LOCAL 999	071-070-038	2018	SHERBURNE COUNTY	COUNTYWIDE, RAILROAD CROSSING PAVEMENT MESSAGE ENHANCEMENTS AT SHERBURNE COUNTY ROADS	\$113,350	Amendment to TIP May 2018.
CSAH 75	073-675-037	2018	STEARNS COUNTY	**MN172** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (REPURPOSING)	\$18,580	Anticipated construction start of June 2018.
CSAH 75	073-675-037	2018	STEARNS COUNTY	**AC** STEARNS CSAH 75, FROM OLD COLLEGEVILLE ROAD TO CSAH 81 IN STEARNS COUNTY, RESURFACING (AC PROJECT, PAYBACK IN 2019, 2020, 2021)	\$10,172,004	Amendments to FY 2018 TIP in March and April 2018. Anticipated construction start of June 2018.
MSAS 117	220-117-004AC	2018	SARTELL	**AC** SARTELL MSAS 117 (50TH AVE), FROM HERITAGE DR TO NORTH 0.5 MILES IN SARTELL, GRADE AND SURFACE (AC PAYBACK 1 OF 1)	\$0	Substantially completed in fall 2017. Final completion anticipated summer 2018. Advance construction payback.
MSAS 151	162-151-003	2018	ST. CLOUD	**AC** ST CLOUD MSAS 151, EXPANSION OF TWO-LANE UNDIVIDED ROADWAY (33RD STREET SOUTH) TO A FOUR-LANE DIVIDED ROADWAY WITH SIDEWALK AND TRAIL AMENITIES FROM SOUTHWAY DRIVE TO COOPER AVENUE (AC PROJECT, PAYBACK IN 2019)	\$4,805,425	Project cost amended in March 2018. Administrative modification in May 2018. Construction to begin summer 2018.
PED/BIKE	220-591-005	2015	SARTELL	**AC**SRTS** CONSTRUCT SRTS INFRASTRUCTURE IMPROVEMENTS ALONG 7TH ST N AND 5TH ST N IN SARTELL (AC PROJECT, PAYBACK IN 2019)	\$248,970	Planned construction for 2019. Project year has been changed to FY 2019.
PED/BIKE	233-090-001	2018	ST. JOSEPH	CSAH 2 (MINNESOTA STREET) IN ST JOSEPH, FROM 4TH AVE NW TO STEARNS CO CSAH 51, CONSTRUCT BIKE/PED TRAIL WITH LIGHTING	\$951,401	ROW has been secured. Plans are in the process of being reviewed. Anticipate construction 2018.
PED/BIKE	073-090-010AC	2018	STEARNS COUNTY	**AC** CONSTRUCT LAKE WOBEGON TRAIL EXTENSION FROM ST JOSEPH TO RIVERS EDGE PARK IN WAITE PARK (AC PAYBACK 1 OF 1)	\$0	Construction began summer 2017. Anticipated completion June 2018. Advance construction payback.

Route System	Project number	Fiscal year	Agency	Description	Project total	Status update
LOCAL 999	073-070-016	2018	STEARNS COUNTY	COUNTYWIDE, GROUND-IN WET REFLECTIVE EPOXY MARKINGS ON MULTIPLE STEARNS COUNTY ROADS (TIED TO 073-070-017)	\$244,410	Bid opening date set for April 26, 2018.
LOCAL 999	073-070-017	2018	STEARNS COUNTY	COUNTYWIDE, GROUND-IN WET REFLECTIVE EPOXY MARKINGS ON MULTIPLE STEARNS COUNTY ROADS (TIED TO 073-070-016)	\$251,849	Bid opening date set for April 26, 2018.
MN 15	7303-51	2018	MNDOT	**ITS** MN 15, FROM .4 MILES SOUTH OF 33RD ST INTERCHANGE BRIDGE TO 12TH STREET N IN ST CLOUD, INSTALL FIBER OPTIC CABLE	\$150,000	Project was let on 08/25/2017 for \$161,577.
US 10	0502-113	2018	MNDOT	**ELLA** US 10, FROM NORTH BENTON DRIVE TO 0.2 MILES WEST OF EAST ST GERMAIN ST IN ST CLOUD, INSTALL CABLE MEDIAN BARRIER	\$1,000,000	Project was let on 06/09/2017 for \$667,171,.98
I 94	8823-331	2018	MNDOT	ON I-94, INSTALL ALTERNATE ROUTE SIGNING AT VARIOUS INTERCHANGES AND ROUTES THROUGHOUT WRIGHT, STEARNS AND TODD COUNTIES	\$150,000	Project was let on 02/23/2018 for \$137,302

Figure 92: Annual listing of obligated projects for the Saint Cloud APO.

APPENDIX A

Method of Calculation for Performance Measures

ROADWAY SAFETY PERFORMANCE MEASURES	METHOD OF CALCULATION
Number of Fatalities	Number of fatalities for each of the most recent five (5) consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place.
Rate of Fatalities	Calculation of the number of fatalities per 100 million VMT (100M VMT) for each of the most recent five (5) consecutive years ending in the year for which the targets are established, adding the results, dividing by 5, and rounding to the thousandth decimal place.
Number of Serious Injuries	Addition of the number of serious injuries for each of the most recent five (5) consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place.
Rate of Serious Injuries	Calculation of the number of serious injuries per 100 million VMT (100M VMT) for each of the most recent five (5) consecutive years ending in the year for which the targets are established, adding the results, dividing by 5, and rounding to the thousandth decimal place.
Number of Non-Motorized Fatalities and Serious Injuries	Addition of the number of non-motorized fatalities to the number of non-motorized serious injuries for each of the most recent five (5) consecutive years ending in the year for which the targets are established, dividing by 5, and rounding to the tenth decimal place.

Figure 93: A list of roadway safety performance measures adopted into the APO's FY 2019-2023 TIP including method of calculation.

ROADWAY ACCESSIBILITY, MOBILITY, AND CONNECTIVITY PERFORMANCE MEASURES	METHOD OF CALCULATION
Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8

	p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Interstate that are reliable.
Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.	Level of Travel Time Reliability (LOTTR) is defined as the ratio of the 80th percentile travel time of a reporting segment to a “normal” travel time (50th percentile), using data from FHWA’s free National Performance Management Research Data Set (NPMRDS) or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m.-6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Non-Interstate NHS that are reliable.
Annual Vehicle Miles Traveled.	Addition of the number of vehicle miles traveled for the most recent year for which the target is being established, and rounding to the tenth decimal place.

Figure 94: A list of roadway accessibility, mobility, and connectivity performance measures incorporated into the APO’s FY 2019-2023 TIP and the method of calculation.

TRANSIT MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
State of Good Repair for equipment, facilities, and rolling stock	Revenue vehicles (rolling stock) and service vehicles (equipment), are measured by calculating the percentage of vehicles that have met or exceeded the useful life benchmark. Facilities are measured on the Transit Economic Requirements Model (TERM) scale that are rated less than 3.0.

Figure 95: A list of transit management and preservation performance measures incorporated into the APO’s FY 2019-2023 TIP and the method of calculation.

ROADWAY METROPOLITAN VITALITY AND ECONOMIC DEVELOPMENT PERFORMANCE MEASURES	METHODS OF CALCULATION
Truck Travel Time Reliability Index	Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five (5) periods: morning peak (6-10 a.m.), midday (10 a.m.-4 p.m.) and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m.-8 p.m.); and overnights for all days (8 p.m.-6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment’s largest ratio of the five (5) periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Figure 96: A list of roadway metropolitan vitality and economic development performance measures incorporated into the APO's FY 2019-2023 TIP and the method of calculation.

ROADWAY MANAGEMENT AND PRESERVATION PERFORMANCE MEASURES	METHODS OF CALCULATION
Interstate System Pavement Conditions	Interstate pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the international roughness index, cracking percent, rutting, and faulting as measurements. International Roughness Index (IRI) is a statistic used to estimate the amount of roughness in a measured longitudinal profile. The IRI is computed from a single longitudinal profile using a quarter-car simulation. If an IRI value of a pavement section is less than 95, the IRI rating is good; between 95 and 170 the IRI rating is fair; and greater than 170 the IRI rating is poor.
Non-Interstate NHS Pavement Conditions	Non-Interstate NHS pavement condition is based on the percent of total lane miles that are rated in good, fair and poor condition calculated using the IRI, cracking percent, rutting, and faulting as measurements.
Pavement Maintenance	Measure of the number of years since last preservation treatment on a segment of roadway within the Federal-aid system.
Bridge Conditions	Percent of bridges by deck area classified in good, fair and poor condition using the NBI ratings for, deck, superstructure, substructure, and culvert.

Figure 97: A list of roadway management and preservation performance measures incorporated into the APO's FY 2019-2023 TIP and the method of calculation.