Transportation Improvement Program
FY 2027-2030

Prepared by the Saint Cloud Area Planning Organization
Adopted Sept. 10, 2026



SAINT CLOUD | AREA PLANNING ORGANIZATION

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

Ogaysiis Guud Ee Xuquuqda Xuquuqda VI

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu halkan ku siinayaa ogeysiis dadweyne in ay tahay sharciga APO in ay si buuxda u hoggaansanto Cinwaanka VI ee Xuquuqda Madaniga ee 1964 iyo Sharciga Soo-celinta Xuquuqda Madaniga ee 1987, Iyo qaynuunada iyo qawaaniinta la xiriira barnaamijyada iyo nashaadaadka. Cinwaanka VI wuxuu xaqiijinayaa in qofna, sabab asal, midab, ama asal qaran ah, laga reebi doonin kaqeybgalka, loo diidi doonin faa'iidooyinka, ama haddii kale lagula takoorin barnaamij kasta ama waxqabad ee APO ay ku hesho kaalmada maaliyadeed ee Federaalka . Qof kasta oo aaminsan inuu ka xanaaqay fal sharci darro ah oo takoor ay ku sameysay APO wuxuu xaq u leeyahay inuu dacwad rasmi ah u gudbiyo APO, MnDOT ama US DOT. Cabasho kasta oo kale waa inay ahaataa mid qoraal ah lagana xaraystaa maareeyaha u hoggaansamida cinwaankeeda ee 'APO' VI VI waa boqol iyo siddeetan (180) maalmood gudahood taarikhda dhacday markii la sheegay in ay dhacday midabtakoor. Macluumaad dheeri ah, ama si aad u hesho Foomka Cabashada Kala-Takoorida Cinwaan ee 'VI kalasooc Foom', fadlan ka eeg bogga internetka ee 'Cloud Cloud APO' (www.stcloudapo.org) ama waxaad ka arki kartaa nuqul xafiiskayaga 1040 County Road 4, Saint Cloud, MN 56303.

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

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La Organización de Planificación del Área de Saint Cloud (APO en inglés) da un aviso público con la presente de que es política de la APO el cumplir plenamente con el Título VI de la Ley de Derechos Civiles de 1964 y de la Ley de Restauración de

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

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submitted by the complainant and/or his/her/their designee as soon as possible but no later than sixty (60) calendar days after the alleged discriminatory occurrence and should be filed with the APO's Executive Director. For more information, or to obtain a Discrimination Complaint Form, please see the Saint Cloud APO website (www.stcloudapo.org) or you can view a copy at our offices at 1040 County Road 4, Saint Cloud, MN 56303.

Ogaysiis Guud Ee Xuquuqda Xuquuqda II

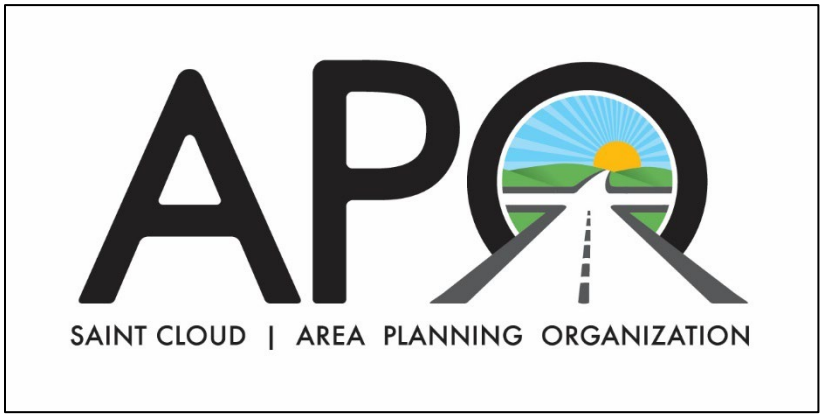
Hay'adda Qorsheynta ee Saint Cloud Area Organisation (APO) waxay siisaa ogeysiis dadweyne inay tahay siyaasada APO inay si buuxda ugu hoggaansanto Sharciga Naafada Mareykanka ee 1990 (ADA) iyo Sharciga Baxnaaninta 1973 (Sharciga Baxnaaninta) iyo qawaaniinta iyo qawaaniinta la xiriira Dhammaan barnaamijyada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

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

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Resolution #2026-10

Approving the 2027-2030 Saint Cloud Area Planning Organization Transportation Improvement Program

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SAINT CLOUD | AREA PLANNING ORGANIZATION

1040 County Road 4, Saint Cloud, MN 56303-0643

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RESOLUTION #2026-10

Approving the 2027-2030 Saint Cloud Area Planning Organization Transportation Improvement Program

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

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

WHEREAS, the U.S. Department of Transportation regulations require the development and annual approval of a Transportation Improvement Program (TIP) for each urbanized area by highway and transit officials; special interest and service organizations, including users of transportation; Federal Highway and Transit Administrations; and

WHEREAS, projects utilizing funding under 23 U.S.C. and 49 U.S.C. Chapter 53 must be included in the Transportation Improvement Program (TIP); and

WHEREAS, the FY 2027-2030 Transportation Improvement Program (TIP) is an implementation of the Saint Cloud Area Planning Organization's fiscally constrained Metropolitan Transportation Plan, Looking Ahead 2050; and

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

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

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

WHEREAS, the Saint Cloud Area Planning Organization has solicitated a 30-day public comment period on the draft FY 2027-2030 Transportation Improvement Program and any public comments received are documented in the TIP document.

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

ATTEST:

Commissioner Jared Gapinski
Saint Cloud APO Chair

Brian Gibson, PTP
Saint Cloud APO Executive Director

Improving the Transportation Network

A Summary of the Saint Cloud Area Planning Organization's Transportation Improvement Program

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

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

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

The APO's TIP contains seven sections.

The **Introduction** establishes the groundwork for understanding this federally required document. This section provides a brief description of the APO and the role the organization plays in regional long-range surface transportation planning. From there, the Introduction outlines how projects are deemed eligible to receive the limited federal funds available to the APO's member jurisdictions as well as the various funding sources that can be utilized to fund local transportation projects.



Roadway construction on Third Street N/CSAH 81 through Waite Park during the 2025 construction season.
Photo courtesy of Saint Cloud APO.

Finally, the Introduction establishes how projects within the APO's TIP are financially sound – meaning a jurisdiction will be able to actually deliver a project on schedule if given federal funding support – as well as how APO staff intend to

inform community members of the proposed federal and/or MnDOT funded projects within the planning area.

Chapter One dives into each of the federally funded (or MnDOT sponsored) projects occurring with the APO's planning area between 2027 and 2030. The project pages within this chapter identify the following:

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

In addition, this section provides necessary project status updates including any changes that have occurred such as project advancements, project delays, funding increases/decreases, and project deletions.

Once we have established where projects are anticipated to be constructed within the planning area, it is important to understand the possible impact construction will have on the health and physical environment of the community. The **Community Impact Assessment** provides a closer look at specific transportation projects to be constructed within the APO's planning area in relation to sections of the planning area with high concentrations of various demographic population subsets.



A person using a crosswalk to cross College Avenue S/Stearns County Road 121 in the City of Saint Joseph.
Photo courtesy of Saint Cloud APO.

Transportation projects identified in the APO's TIP serve a purpose – to help the region achieve its long-term vision for the future. In 2024, the Saint Cloud APO's Policy Board adopted its **Metropolitan Transportation Plan (MTP) Looking Ahead 2050** (https://tinyurl.com/2afmfauc). This long-range plan outlines six visionary statements the region has set out to achieve by 2050. Those statements include:

1. **System and Environmental Stewardship:** Protecting and preserving our existing infrastructure and environmental assets.
2. **Multimodal Connections:** Providing a safe and equitable multimodal transportation network affordable for people of all ages and abilities to travel using their preferred modal choice.

3. **Congestion Management:** Mindfully planning, developing, and operating an innovative transportation network to minimize unnecessary travel delays.
4. **Transportation Safety:** Reducing fatalities and serious injuries by planning, designing, and building safe infrastructure and improving driving behavior.
5. **Interregional Connections:** Supporting an economically vibrant region through developing and preserving vital connections to other state, national, and global centers of commerce.
6. **Technological Advancements:** Understanding and planning for future innovative transportation technologies and encouraging their presence and incorporation into the region's existing transportation network.

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

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

1. Progress is being made toward these goals.
2. Funding is prioritized to projects that would assist the APO in improving the overall safety and function of the transportation network.

Performance measures and targets (as outlined in **Chapter Three**) have been established for safety, pavement and bridge condition, system performance, transit asset management, and transit safety. It is the intent that over time, through the programming of various transportation projects focusing on these five categories, that the APO's member jurisdictions will be able to achieve the long-range transportation goals established in the MTP.



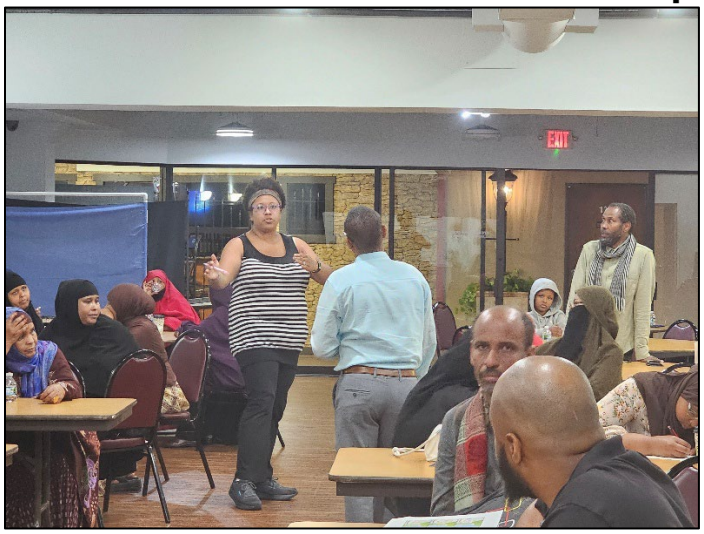
Deteriorating pavement quality on Ninth Avenue S in the City of Saint Cloud.
Photo courtesy of Saint Cloud APO.

Receiving any of the limited federal transportation funding is a way agencies and jurisdictions can complete necessary work in a timely manner. While federal funding can greatly supplement the available funds, it is important to know whether agencies and jurisdictions have the available local resources to afford these projects. The **Financial Capacity**

Analysis provides a detailed look at the historical spending that agencies and jurisdictions within the APO's planning area have used to maintain and grow their respective transportation systems. Anticipated future revenue sources are then estimated followed by an analysis to determine if the jurisdiction or agency can afford the required local match necessary to leverage the federal funds.

When it comes to the development and amendment of the APO's TIP, public feedback is critical. The APO is committed to coordinated planning – in a fair and mutually beneficial manner – on select issues transcending jurisdictional boundaries for the betterment of the entire Saint Cloud metropolitan planning area. To accomplish this mission, the APO relies heavily on ensuring coordinated planning and programming efforts involve meaningful public input. That input is a factor in the decision-making process behind the development of every plan and program – including the TIP – the APO completes.

Chapter Five details the steps APO staff undertake to ensure the community is provided an opportunity to provide input on the proposed federal and/or state funded projects within the Saint Cloud region. This process is guided by the **APO's Stakeholder Engagement Plan (SEP)** (https://tinyurl.com/yzmp2jxd) which serves as the roadmap for APO staff, advisory committees, and decision-makers on how to engage the community in a way that ensures equal and equitable opportunities to participate in the planning and programming process.

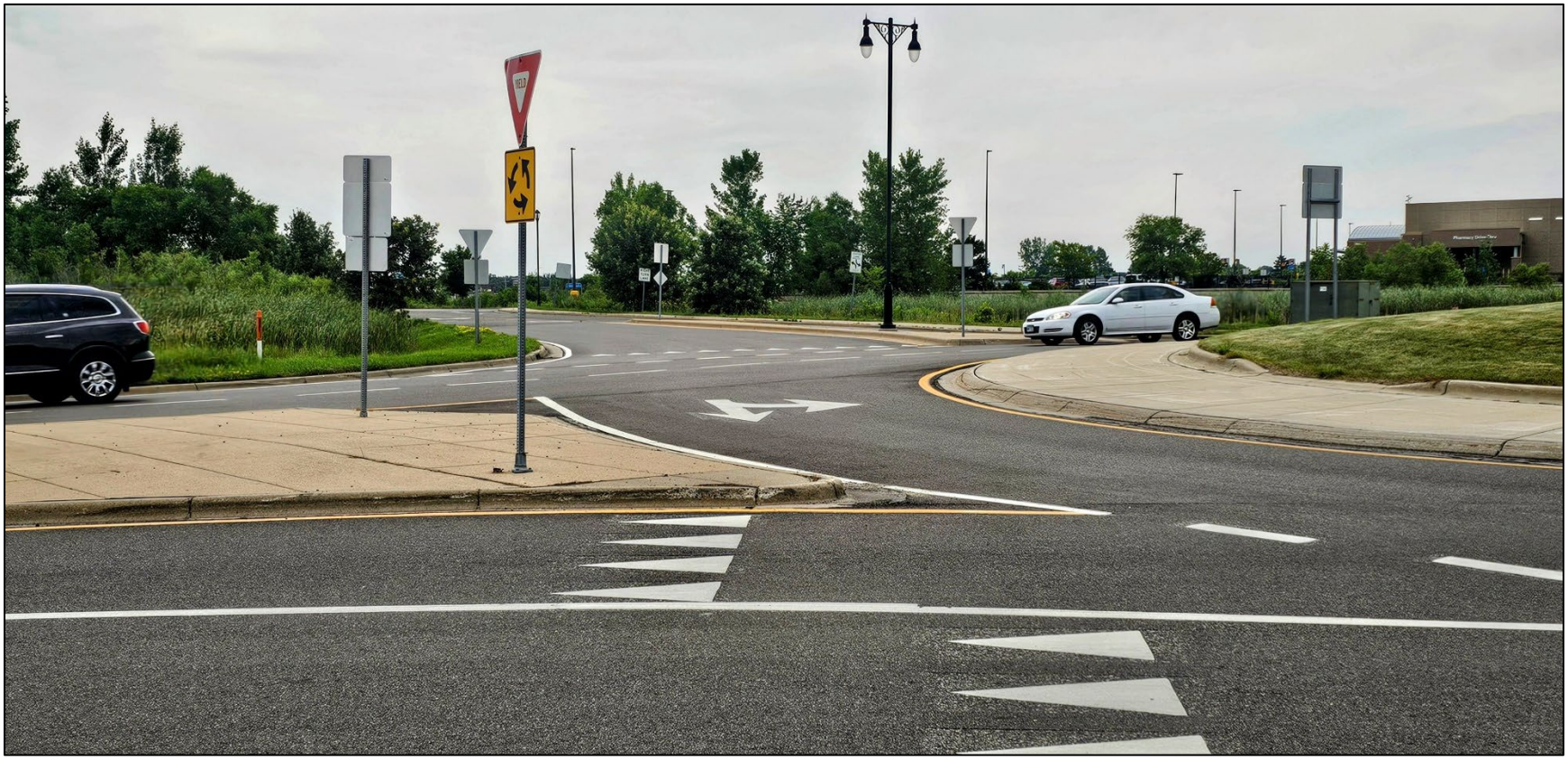


APO staff participating in a community listening session hosted by the Center for African Immigrants and Refugees Organization (CAIRO). Photo courtesy of Saint Cloud APO.

Accountability is a major component of the TIP. As such, it is important to document the status of projects that were previously given federal and/or state funding. The Annual Listing of Obligated Projects (ALOP) found in **Chapter Six** provides a running list of projects that were allocated funding in years prior to the current TIP four-year cycle and subsequently tracks projects from start to finish.

In conclusion, the APO's federally required TIP provides a detailed list of regional surface transportation projects to be purchased or constructed within the next four years. The document outlines the potential impact these projects will have on the community and the overall transportation network. In addition, the TIP provides accountability that implementing agencies and/or jurisdictions will be able to afford to construct these projects and tracks projects that

were previously awarded funding. The TIP accomplishes all of this while ensuring members of the public are informed and are able to provide feedback on the proposed improvements to the transportation system.



Vehicles traveling through the Stearns County Road 120 roundabout at Stearns CSAH 1 in the City of Sartell.
Photo courtesy of Saint Cloud APO.

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3-C Planning Process: As outlined in 23 C.F.R. 450 related to Metropolitan Transportation Planning, the planning process between metropolitan planning organizations like the APO, state transportation departments, and transportation operators is required to be continuous, cooperative, and comprehensive (3-C).

Administrative Modification: More than a minor error correction, administrative modifications make substantial changes to the content of the TIP, but do not require a coordinated review by Federal Highway and/or Federal Transit Administrations, or a determination of conformity, if applicable, by these entities. No public notifications are required for administrative modifications. Administrative modifications require coordination with the Minnesota Department of Transportation.

Allocation: A specific amount of money that has been set aside by the state for a jurisdiction to use for transportation improvements.

Amendment: A significant change or addition of a TIP project which requires the opportunity for public input and consideration by the APO's Policy Board prior to becoming part of the TIP. Guidance on what changes require an amendment, pursuant to U.S. Code of Federal Regulations (CFR) and the APO's adopted Stakeholder Engagement Plan (SEP).

Annual Listing of Obligated Projects (ALOP): This section identifies projects which have been programmed and funding has been obligated. For example, projects are listed in the ALOP section if the project has been or will be bid or let prior to the end of 2023 Federal Fiscal Year (Sept. 30, 2023). The annual listing will represent 2023 projects as part of the 2024-2027 TIP.

Area Transportation Improvement Program (ATIP): The ATIP is a compilation of significant surface transportation improvements scheduled for implementation within a district of the State of Minnesota during the next four years. Minnesota has an ATIP for each of their Districts. The APO's TIP projects fall under the ATIP for MnDOT District 3. All projects listed in the TIP are required to be listed in the ATIP.

Collector: A road or street that provides for traffic movement between local service roads and arterial roadways.

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

Corridors of Commerce (CoC): The Corridors of Commerce (CoC) program was created by the Minnesota Legislature in 2013. The goal of the program is to focus additional transportation investments in state highway projects that directly and indirectly foster economic growth for Minnesota through the provisioning of construction jobs, enabling of goods to be transported through a commerce friendly network of corridors, and providing additional mobility to its citizens. Funds through this program must meet specific requirements regarding eligibility, scoring, and prioritization outlined in Minnesota Statute 161.088. This program is competitive statewide.

Discretionary Programs/Grants: Discretionary grants are programs administered through the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) on a national level. These programs distribute funds based on a competitive, merit-based review process that has been established by law, regulation, or administratively. Applications submitted as part of these programs are evaluated, scored, ranked, and selected at a national level.

FAST Act: Fixing America's Surface Transportation Act was introduced in December 2015 as the transportation bill to replace MAP-21. The Fixing America's Surface Transportation (FAST) Act is a bipartisan, bicameral, five-year legislation to improve the nation's surface transportation infrastructure, including our roads, bridges, transit systems, and passenger rail network. In addition to authorizing programs to strengthen this vital infrastructure, the FAST Act also enhances federal safety programs for highways, public transportation, motor carrier, hazardous materials, and passenger rail. This transportation bill was superseded by the Infrastructure Investment and Jobs Act (IIJA) in November 2021.

Federal Functional Classification: Sometimes referred to as "classification," the federal functional classification system defines the current functioning role a road or street has in the metropolitan planning area network. Generally, the two basic functions of a roadway are: 1) to allow for access to property and 2) to allow travel mobility. The classifications of roadways include arterial, collector, and local which determine the balance of the two roadway functions which range from high mobility/low access (arterials) to high access/low mobility (locals), with collector roadways falling somewhere in between.

Fiscal Constraint: Demonstrating with sufficient financial information to confirm that projects within said document can be implemented using committed or available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained.

Infrastructure Investment and Jobs Act (IIJA): The Infrastructure Investment and Jobs Act (IIJA) was signed into law by President Biden in November 2021 as the transportation bill to replace the FAST Act. This five-year legislation is currently the largest long-term investment in the nation's infrastructure and economy, providing $550 billion between 2022 and 2026 in new federal investment in infrastructure, including roads, bridges, mass transit, water infrastructure, resilience, and broadband.

Interstate: A highway that provides for expeditious movement of relatively large volumes of traffic between arterials with no provision for direct access to abutting property. An interstate, by design, is a multi-lane road with grade separations at all crossroads with full control of access.

Jurisdictions: The member units of government which are within the APO's planning area. The member jurisdictions of the APO include the following: Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, and LeSauk Township.

Lead Agency: In the project tables, this column identifies the agency or jurisdiction usually initiating the project, requesting funding, and carrying out the necessary paperwork associated with project completion.

Length: In the project tables, this column identifies the length of a project in miles, if applicable.

Local Roads: A road or street whose primary function is to provide direct access to abutting property.

MAP-21: Moving Ahead for Progress in the 21st Century, the previous surface transportation act that was signed into effect on July 6, 2012, and expired Sept. 30, 2014.

Minor Arterials: A road or street that provides for through traffic movements between collectors with other arterials. There is direct access to abutting property, subject to control of intersection and curb cuts. The minor arterial, by design, usually has two lanes in rural areas and four or more in urban areas.

Minnesota State General Funds: The state's largest single fund is comprised of individual income taxes, retail sales taxes, business taxes, and other taxes. Expenditures from this funding source are authorized by state activity subject to legislative appropriation limits. These flexible funds can be used to fund local transportation projects if specifically dedicated by the state legislature.

National Electric Vehicle Infrastructure (NEVI): The National Electric Vehicle Infrastructure (NEVI) program – established as part of the 2021 federal transportation bill the Infrastructure Investment and Jobs Act (IIJA) – provides funding to states to strategically deploy electric vehicle charging stations along a designated Alternative Fuels Corridor (AFC) and to establish an interconnected network to facilitate data collection, access, and reliability. Per a Federal Highway Administration (FHWA) memo *Suspending Approval of State Electric Vehicle Infrastructure Deployment Plans* dated Feb. 6, 2025, activities related to this program have been suspended. After a review, FHWA provided Interim Final Guidance effective as of Aug. 11, 2025, to better streamline applications and provide states with more flexibility in delivering NEVI funded projects.

Principal Arterials: A road or street that provides for expeditious movement of relatively large volumes of traffic between other arterials. A principal arterial should, by design, provide controlled access to abutting land is usually a multi-lane divided road with no provision for parking within the roadway.

Project Cost: In the project tables, this column identifies the estimated total project cost. The revenue sources must add up to equal the project cost. The estimated cost for each project includes all known associated costs for the project based upon input from states and local jurisdictions.

Project Description: This section further identifies the project to be carried out on the previously stated "location" by describing the limits and types of improvements.

Project Limits: The physical limits of the said project listed "from" said location "to" said location.

Project Location: The project location places the project within the legal boundaries of the stated jurisdiction. In cases where the project shares land with another jurisdiction, the project location will list all of the affected governmental units. At a minimum, the jurisdiction taking the lead on the project will be shown.

Project Prioritization: This is an exercise in which the APO and member jurisdictions evaluate candidate projects submitted for federal aid against other candidate projects within the same federal aid funding categories. The APO then submits the prioritized candidate projects to the state to further assist in project selection.

Project Solicitation: This is a request sent out to jurisdictional members to submit applications requesting federal funding for federal aid eligible projects.

Project Year: This is the year in which the project is funded, or in the year in which funding is identified and programmed for the project. The project year is not necessarily the construction year, however, it is typical that the first year TIP projects are bid or let before the next annual TIP is developed.

Readiness Advancement: A set aside of Minnesota's Corridors of Commerce funding allocated to further advance potential Corridors of Commerce-eligible projects by supporting funding for planning, scoping, predesign, preliminary engineering, and environmental analysis. Similar to the larger Corridors of Commerce program, funds in this program are highly competitive statewide.

Regional Infrastructure Investment Plan (RIIP): This APO-specific document is a compilation of local capital improvement programs (CIPs) and the Minnesota Department of Transportation District 3's Capital Highway Investment Plan (CHIP) projects occurring within the APO's planning area regardless of funding source.

Regionally Significant Project: Projects that may not be funded with federal transportation funds but involve major improvements to the transportation system in the APO's planning area. The APO has chosen to define regionally significant projects as those transportation projects funded, in part, with federal dollars from either Federal Highway Administration (FHWA) or Federal Transit Administration (FTA), or Minnesota Department of Transportation (MnDOT) sponsored projects regardless of funding sources.

Safe Accountable Flexible Efficient Transportation Act, A Legacy for Users (SAFETEA-LU): A previous surface transportation act that expired July 5, 2012, and was replaced with MAP-21.

Stakeholder Engagement Plan (SEP): The public participation plan of the Saint Cloud Area Planning Organization Public participation plans are required by 23 CFR §450.316. In addition, the SEP includes the APO's Title VI and Limited English Proficiency (LEP) plans – both of which are also federally required.

State Transportation Improvement Program (STIP): A compilation of significant surface transportation improvements scheduled for implementation within a state during the next four fiscal years. All projects listed in the APO's TIP are required to be listed in the STIP.

Transit Operator: The designated transit service operator providing public transit for the area. The transit operator for the Saint Cloud APO is Saint Cloud Metropolitan Transit Commission (MTC), more commonly known as Saint Cloud Metro Bus.

Transportation Improvement Program (TIP): A compilation of significant surface transportation improvements scheduled for implementation in the APO's planning area during the next four years.

Transportation Performance Monitoring Report (TPMR): An annual document produced by APO staff to track the region's progress towards achieving various transportation goals. This report serves as an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving toward achieving the visions outline in the Metropolitan Transportation Plan.

Common Acronyms

3-C: Comprehensive, Cooperative and Continuing.

AC: Advanced Construction.

ADA: Americans with Disabilities Act.

ADT: Average Daily Traffic.

ALOP: Annual Listing of Obligated Projects.

APO: Saint Cloud Area Planning Organization.

ATIP: Area Transportation Improvement Program.

ATP-3: Central Minnesota Area Transportation Partnership.

BARC: Bridge and Road Construction.

BF: Bond Fund.

*** [1]BFP:** Bridge Formula Program.

BRRP: Bridge Replacement or Rehabilitation Program.

CAA: Clean Air Act.

CAAA: Clean Air Act Amendment.

CDS: Congressionally Directed Spending.

CFR: Code of Federal Regulations.

CMAQ: Congestion Mitigation and Air Quality.

CNG: Compressed Natural Gas.

COC: Corridors of Commerce.

CR: County Road.

***CRP:** Carbon Reduction Program.

CSAH: County State-Aid Highway.

CTAC: Citizens' Transportation Advisory Committee.

D3: Minnesota Department of Transportation District 3.

DAR: Dial-a-Ride.

DOT: Department of Transportation.

EPA: Environmental Protection Agency.

***EVCI:** Electric Vehicle Charging Infrastructure.

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

FHWA: Federal Highway Administration.

FR: Fixed Route.

FRA: Federal Railroad Administration.

FTA: Federal Transit Administration.

FY: Fiscal Year.

HB: Highway Bridge.

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

HPP: High Priority Projects.

HSIP: Highway Safety Improvement Program.

***I:** Interstate Highway.

IIJA: Infrastructure Investment and Jobs Act (2021).

IM: Interstate Maintenance.

ITS: Intelligent Transportation System.

LF: Local Funds.

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

LOS: Level of Service.

LOTTR: Level of Travel Time Reliability.

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

***MN:** Trunk Highway.

MnDOT: Minnesota Department of Transportation.

MPA: Metropolitan Planning Area.

MPO: Metropolitan Planning Organization.

MSAS: Municipal State-Aid Street.

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

MTP: Metropolitan Transportation Plan.

NBI: National Bridge Inventory.

NEPA: National Environmental Policy Act.

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

NHPP: National Highway Preservation Program.

NHS: National Highway System.

NPMRDS: National Performance Management Research Data Set.

O&M: Operations and Maintenance.

PCI: Pavement Condition Index.

PM: Performance Measurement.

PM1: FHWA Performance Measure Rule 1 – Safety.

PM2: FHWA Performance Measure Rule 2 – Pavement and Bridge Condition.

PM3: FHWA Performance Measure Rule 3 – System Performance, Freight, and CMAQ.

PTASP: FTA Public Transportation Agency Safety Plan.

***RR:** Railroad

RRS: Highway Rail Grade Crossing and Rail Safety.

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

SEP: Stakeholder Engagement Plan.

***SF:** State Fund.

SGR: State of Good Repair.

SHSP: State Strategic Highway Safety Plan.

SMS: Safety Management Systems.

SRTS: Safe Routes to School.

STIP: Statewide Transportation Improvement Program.

STBGP: Surface Transportation Block Grant Program.

TA: Transportation Alternatives (formerly Transportation Alternatives Program).

TAC: APO's Technical Advisory Committee.

TAM: Transit Asset Management.

TDM: Travel Demand Model.

TERM: Transit Economic Requirements Model.

TH: Trunk Highway.

TIP: Transportation Improvement Program.

TPMR: Transportation Performance Monitoring Report.

TTTR: Truck Travel Time Reliability.

TSM: Transportation System Management.

UPWP: Unified Planning Work Program.

***US:** US Designated Trunk Highway.

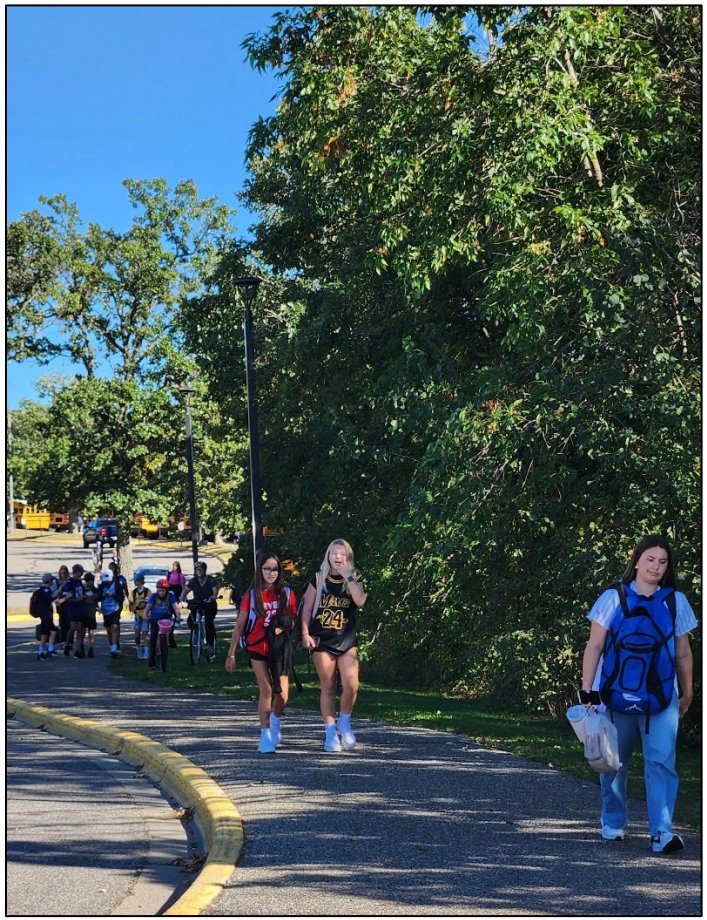
USC: United States Code.

US DOT: United States Department of Transportation.

UZA: Urbanized Area.

V/C: Volume to Capacity Ratio.

VMT: Vehicle Miles Traveled.



Students walking, biking, and using scooters at school dismissal at Sartell Middle School.
Photo courtesy Saint Cloud APO>

Introduction

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

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

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

Projects identified through the TIP process serve to implement the projects identified in the **APO's Metropolitan Transportation Plan (MTP)** ((https://tinyurl.com/2afmfauc).

Saint Cloud Area Planning Organization

The APO Urbanized Area is designated by the U.S. Census Bureau after every decennial census. Criteria for defining this area include population density and density of development. The APO, in conjunction with the Minnesota Department of Transportation (MnDOT), approves a 20-year planning boundary that includes not only the Census-defined Urbanized Area, but also considers expected urbanized growth within that time period.

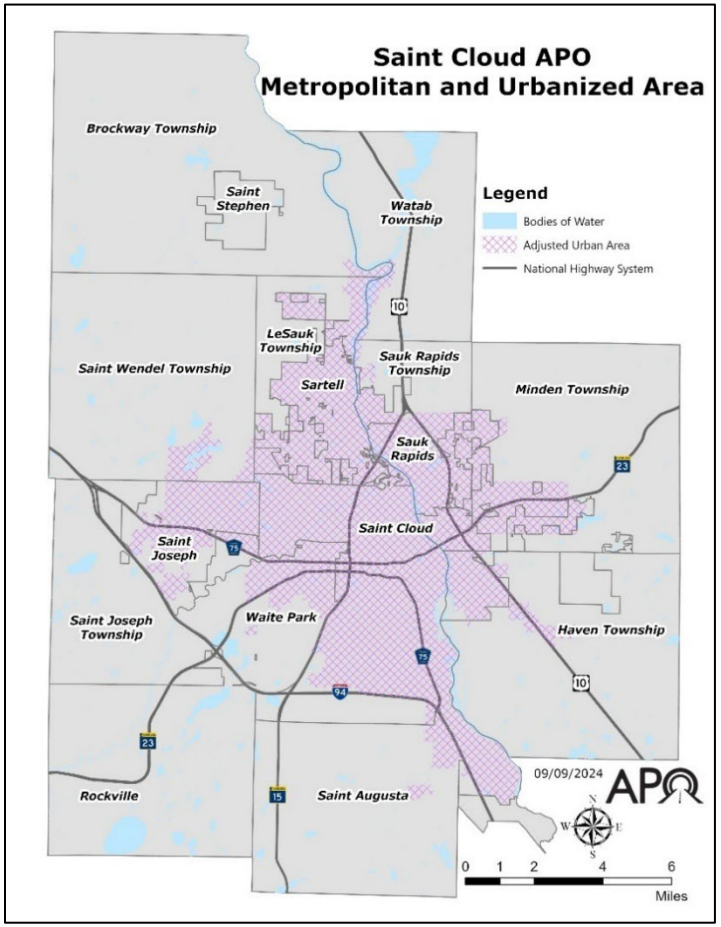


Figure I1: *APO planning area map.*

Member jurisdictions include Benton County, Sherburne County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, and LeSauk Township. Saint Cloud Metropolitan Transit Commission (MTC) – more commonly referred to as Saint Cloud Metro Bus – is also a member.

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

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud MPA, the APO works with member agencies and jurisdictions to facilitate local, state, and federal funds for programs and improvement projects.

The APO Policy Board is made up of elected officials and a senior-level management position from Saint Cloud Metro Bus. The Policy Board is the decision-making body of the APO and provides guidance and direction to staff. The Policy Board is advised by the Technical Advisory Committee (TAC) as well as the Citizens' Transportation Advisory Committee (CTAC) – a subcommittee of the APO's TAC.

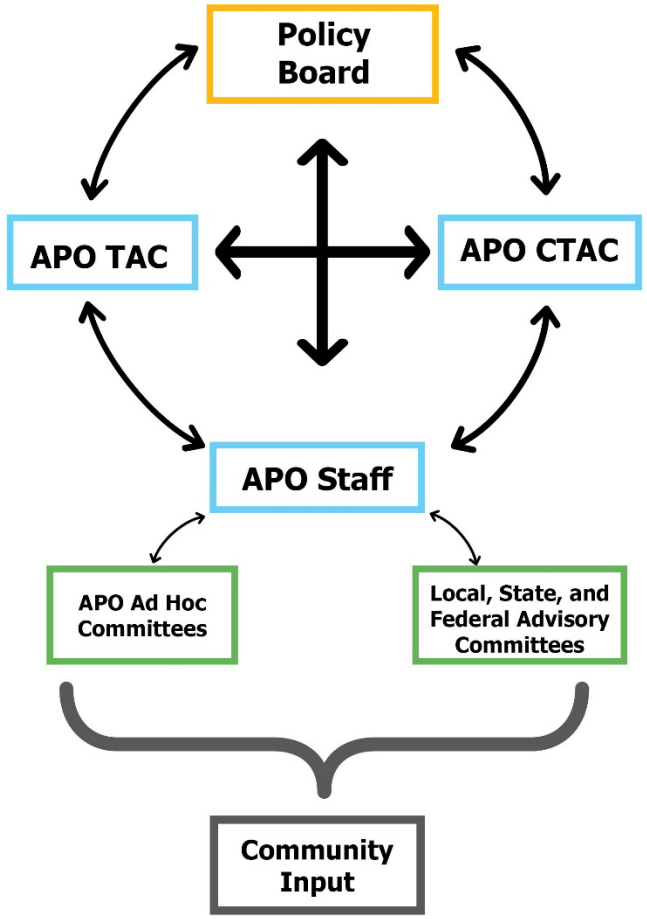


Figure I.2: *APO Organizational Chart.*



Figure I3: *Mission statement of the Saint Cloud APO.*

The APO strives to be:

Public service-oriented by providing accountability to constituents and exhibiting the highest standards of ethical conduct.

- Creative problem solvers by anticipating potential challenges and developing creative solutions based on professional knowledge, public involvement, and collaboration with our partners.
- Continuous learners who constantly seek new information, knowledge, and skills to better serve the Saint Cloud MPA.

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

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

The Transportation Improvement Program

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

The projects included in each year's TIP are ultimately derived from the **APO's Metropolitan Transportation Plan (MTP)** (https://bit.ly/2wYljMA) and are aimed at meeting the long-range needs of the transportation system.

Agencies and jurisdictions propose projects to the APO on an annual basis to be coordinated into a comprehensive listing of the area's federally funded transportation improvements planned for the next four years.

The APO's TIP includes projects from the Minnesota Department of Transportation (MnDOT) District 3 in the APO's planning area, Saint Cloud Metro Bus, and local projects from member jurisdictions. Local projects that are fully funded by a township, city, or county are not included in the APO TIP.

Projects programmed into the TIP must comply with regulations issued by FHWA and FTA.

Projects can be revised or amended at any time during the program year by action of the APO Policy Board. These listings include information regarding cost, specific funding sources, project timing, etc.

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

Projects in the TIP represent a commitment on the part of the implementing jurisdiction or agency to complete those projects.

TIP projects programmed for the Saint Cloud MPA are included, without change, in the MnDOT District 3 Area Transportation Improvement Program (ATIP) and subsequent **Minnesota State Transportation Improvement Program (STIP)** (https://bit.ly/2Sstfvj).

Regionally Significant Projects

In addition, federal regulations dictate the APO must include in their annual TIP "all regionally significant projects requiring an action by the FHWA or the FTA whether or not the projects are to be funded under title 23 U.S.C. Chapters 1 and 2 or title 49 U.S.C. Chapter 53 (e.g., addition of an interchange to the Interstate System with State, local, and/or private funds and congressionally designated projects not funded under 23 U.S.C. or 49 U.S.C. Chapter 53)."[2]

Federal regulations go on to state:

> "For public information and conformity purposes, the TIP shall include all regionally significant projects proposed to be funded with Federal funds other than those administered by the FHWA or the FTA, as well as all regionally significant projects to be funded with non-Federal funds."

Federal regulations have left the determination of "regionally significant" transportation projects up to individual MPOs like the APO.

As such, the APO has chosen to define regionally significant projects as those transportation projects funded, in part, with federal dollars from either FHWA or FTA, or MnDOT sponsored projects regardless of funding sources.

In keeping with the spirit of federal regulations, APO staff have developed a comprehensive transportation planning document – the **Regional Infrastructure Investment Plan (RIIP)** (https://bit.ly/39VNhHf) – which identifies non-transit transportation improvement projects throughout the Saint Cloud MPA regardless of funding source and includes projects that have been programmed in the TIP.

The RIIP is a collection of transportation infrastructure capital improvement plans (CIPs) from the member jurisdictions of the APO along with the MnDOT District 3's 10-Year Capital Highway Investment Plan (CHIP). More information on the RIIP can be found on the APO's website.

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

The TIP and Its Connection to the Metropolitan Transportation Plan

As previously stated, projects reflected in the fiscal year (FY) 2027-2030 TIP originate from the **Saint Cloud APO's Metropolitan Transportation Plan (MTP)** (https://bit.ly/35Qwgwp). The MTP contains a list of short-, mid-, and long-range transportation projects that are planned for the metropolitan area over a minimum 20-year time frame.

Projects identified in the MTP

The APO's MTP has identified 39 expansion projects for the metropolitan planning area to tentatively be completed by 2050. Those projects are listed in Figure I.4 and mapped in Figure I.5.

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

Project ID	Project Location	Beginning and Ending Termini	Post-Construction Facility Type
ST1	CSAH 1 in Saint Cloud	Ninth Avenue N to CR 120	Urban four-lane undivided roadway with shared use path on one side
SC9	Heatherwood Road	47th Street to 60th Street S	Urban roadway (50% three-lane, 50% two-lane) with a shared use path on one side and a sidewalk on the other
SC1	40th Street S	Cooper Avenue to Roosevelt Road	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other
SC2	40th Street S	Oak Grove Road to Cooper Avenue	Urban four-lane undivided roadway with a shared use path on one side and a sidewalk on the other
SC6	322nd Street	CSAH 133 to CSAH 4	Urban three-lane roadway with shared use path on one side and sidewalk on the other
SC3	Third Street N	31st Avenue N to Ninth Avenue N	Urban four-lane divided roadway with a constrained (8-foot wide) shared use path on one side – will widen multimodal component to 10-feet where possible
SC10	West Saint Germain Street	Seventh Street S/22nd Street S to 33rd Street S	Urban three-lane roadway with a shared use path on one side and sidewalk on the other
SC5	Pinecone Road S	CR 134 to CSAH 120	Urban four-lane divided roadway with a shared use path on one side and a sidewalk on the other
SC4	Ninth Avenue N	15th Street N to Eighth Street N/Veterans Drive	Urban four-lane divided roadway with sidewalks on both sides
SC7	Clearwater Road/Ninth Avenue S	University Drive to 22nd Street S	Urban three-lane roadway with no planned multimodal components
SC8	Cooper Avenue	Overpass over I-94	Urban two-lane roadway with shared use path on one side and sidewalk on the other
SJ9	Gateway Avenue	Minnesota Street to Lake Sarah	Urban two-lane roadway with a shared use path on one side and a sidewalk on the other
SJ5	20th Avenue SE	Intersection of Jade Road and College Avenue to 16th Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other
SJ11	Westwood Parkway	Current terminus to Pearl Drive	Urban four-lane roadway with a shared use path on one side and a sidewalk on the other
SJ3	Field Street	Seventh Avenue to 16th Avenue	Urban two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other
S1	Leander Avenue	CSAH 120 to Heritage Drive	Urban three-lane roadway with shared use path on one side
S3	19th Avenue N	11th Street to 15th Street	Urban two-lane roadway with shared use path on one side
S2	Roberts Road	Pinecone Road to CSAH 4	Urban three-lane roadway with shared use path on one side

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

Figure I.4: *A table of Looking Ahead 2050 roadway expansion projects.*

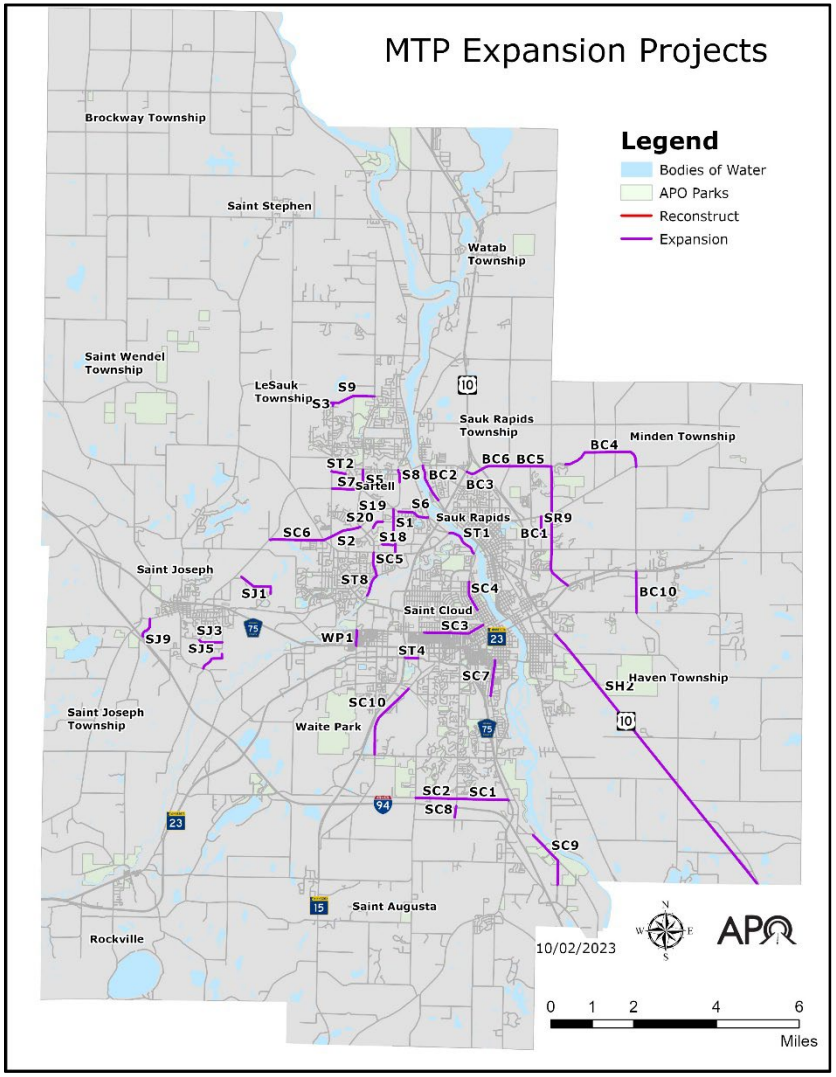


Figure I.5: *Looking Ahead 2050 roadway expansion projects.*



Figure I.6: *A photo of Heatherwood Road at its 47th Street S termini. As identified in the APO's 2050 Looking Ahead Metropolitan Transportation Plan, this roadway is slated to be constructed as 50% urban (three-lane configuration) and 50% rural (two-lane configuration) with a shared use path on one side and a sidewalk on the other.*
Photo courtesy of Saint Cloud APO.

In addition, the APO has also identified 79 major reconstruction projects that are tentatively scheduled to be completed by 2050. That information can be found in Figure I.7 and mapped in Figure I.8.

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

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

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

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

Figure I.7: *A table of Looking Ahead 2050 roadway system preservation/reconstruction projects*

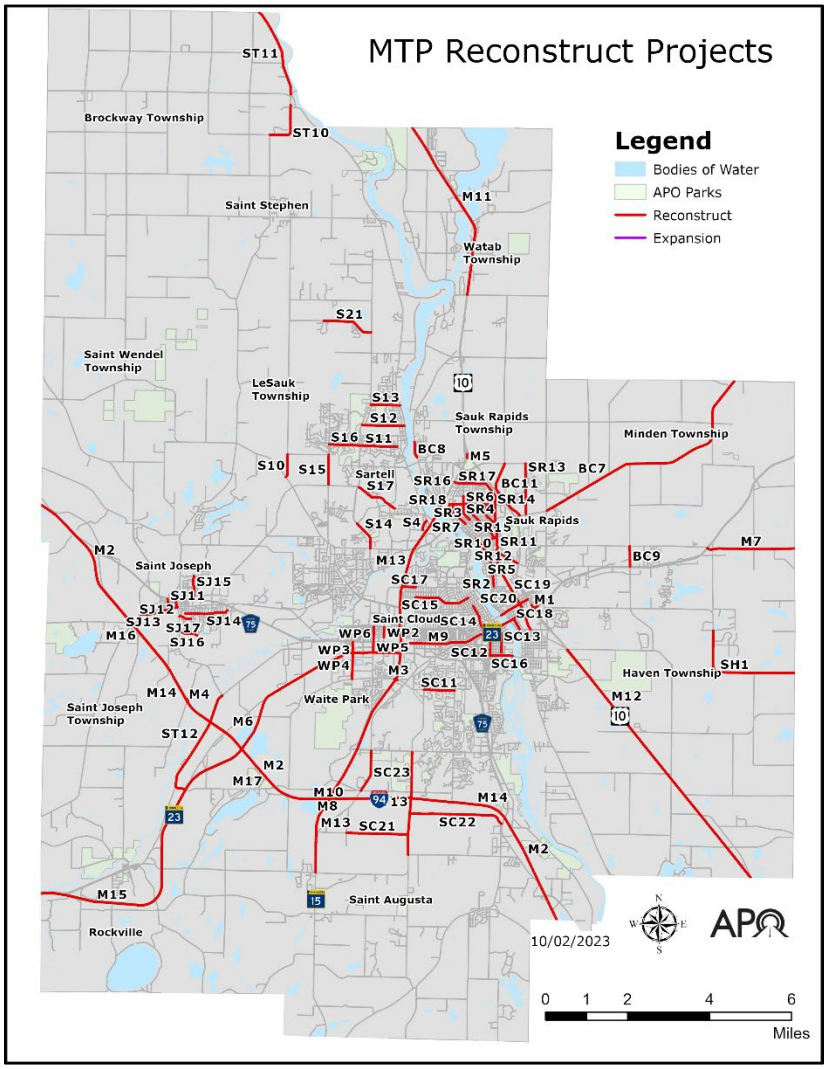


Figure I.8: *Looking Ahead 2050 system preservation/roadway reconstruction projects.*

Other projects within the MTP

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

Those vision statements include:

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

Programming the TIP

MnDOT has established eight **Area Transportation Partnerships (ATPs)** (https://bit.ly/2VRxBxC) 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.

MnDOT District 3 is represented by **ATP-3** (https://bit.ly/3OxsdOv).

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

The TIP project solicitation and development process begins in October. Projects originate from three main areas:

1. APO **Transportation Performance Monitoring Report** (https://tinyurl.com/yjuhyaxx).
2. APO **Metropolitan Transportation Plan** (https://bit.ly/2wYljMA).
3. Implementing jurisdiction and/or agency project submittals.

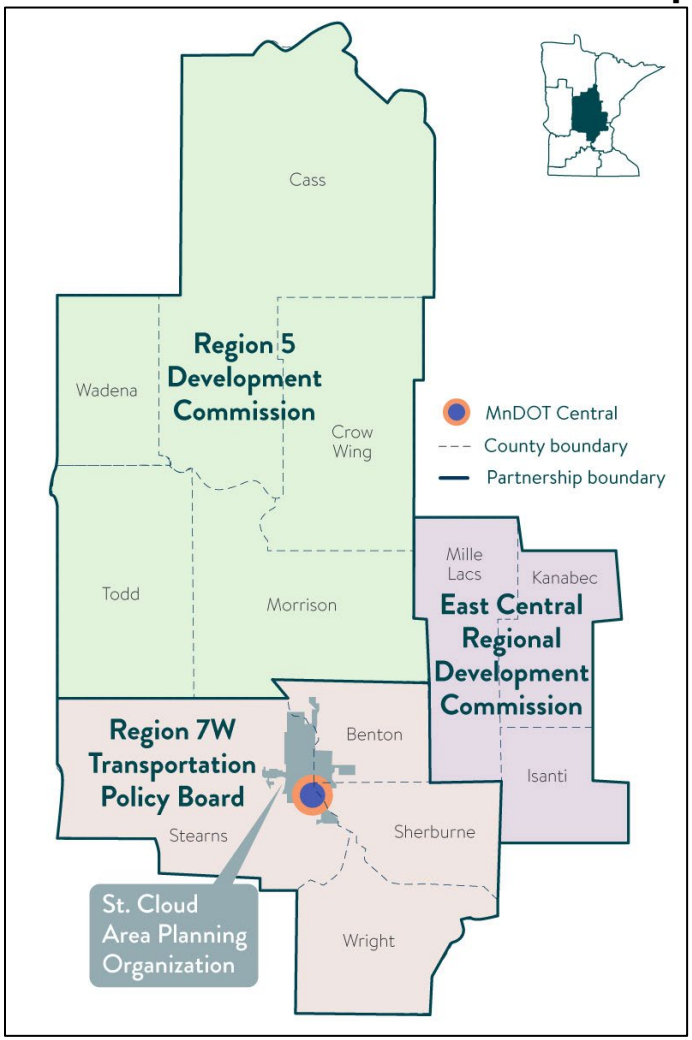


Figure I.9: *Map of the Central Minnesota ATP-3. Photo courtesy of MnDOT.*

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

1. Technical engineering criteria developed by Central Minnesota ATP-3.
2. APO non-technical considerations including public involvement, project deliverability, regional benefit, funding equity, and non-vehicular accommodations.
3. APO sub-targeted local federal funding available as listed in the **Project Selection** section.

In addition, the federal planning regulations (23 CFR 450.306(b)) have a set of planning factors that must be considered in the transportation planning process. They are as follows:

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

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

Funding Sources

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

Bonds (BF)

Funding identified as BF in the TIP indicates that projects are being funded almost exclusively with bond funds.

Bridge Formula Program (BFP)

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

Carbon Reduction Program (CRP)

The Carbon Reduction Program (CRP), established as a result of the IIJA, aims to fund projects designated to reduce transportation emissions, defined as carbon dioxide

(CO_2) emissions from on-road highway sources. A wide range of projects are considered eligible for funding under this program. Consult **MnDOT's Carbon Reduction Program** (https://bit.ly/3xN5aFU) webpage for a full listing of eligible projects. See the **Project Selection** section for more information on how projects within the APO's urbanized portion of the MPA qualify for this type of funding.

Congressionally Directed Spending (CDS)

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

Corridors of Commerce (COC)

The Corridors of Commerce (CoC) program was created by the Minnesota Legislature in 2013. The goal of the program is to focus additional transportation investments in state highway projects that directly and indirectly foster economic growth for Minnesota through the provisioning of construction jobs, enabling goods to be transported through a commerce friendly network of corridors, and providing additional mobility to its citizens. Funds through this program must meet specific requirements regarding eligibility, scoring, and prioritization outlined in Minnesota Statute 161.088. An additional set aside for this program – the Readiness Advancement funds – is designed to allocate funding to further advance potential Corridors of Commerce-eligible projects by supporting funding for planning, scoping, predesign, preliminary engineering, and environmental analysis This program is competitive statewide. These funds are denoted in the TIP as BF since these are Minnesota Legislative directed funding.

Discretionary Programs/Grants

Discretionary grants are programs administered through the Federal Highway Administration (FHWA) and/or Federal Transit Administration (FTA) on a national level. These programs distribute funds based on a competitive, merit-based review process that has been established by law, regulation, or administratively. Applications submitted as part of these programs are evaluated, scored, ranked, and selected at a national level.

Federal Transit Administration (FTA)

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

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program is aimed at achieving a significant reduction in traffic fatalities and serious injuries on all public roads and is related to addressing conditions identified in a state's **Strategic Highway Safety Plan (SHSP)** (https://bit.ly/3MCRfcK). Funds – allocated based upon merit by MnDOT's Office of Traffic Engineering – may be used for a variety of safety improvements on any public road. Publicly owned bicycle and pedestrian pathways or trails are also eligible for HSIP dollars. The federal share is 90% (for certain projects it can be 100%), and up to 10% of a state's HSIP funds can be used to help fund other activities including education, enforcement, and emergency medical services.

Highway Rail Grade Crossing & Rail Safety (RRS)

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

Local Funds (LF)

Funding identified as LF in the TIP indicates projects that are being funded almost exclusively with local funds but are identified as regionally significant and are therefore included in the TIP.

Minnesota State General Funds

The state's largest single fund is comprised of individual income taxes, retail sales taxes, business taxes, and other taxes. Expenditures from this funding source are authorized by state activity subject to legislative appropriation limits. These flexible funds can be used to fund local transportation projects if specifically dedicated by the state legislature.

National Highway Performance Program (NHPP)

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

National Electric Vehicle Infrastructure (NEVI)

The National Electric Vehicle Infrastructure (NEVI) formula program provides funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. EV charging stations funded using NEVI dollars must be non-proprietary, allow for open-access payment methods, be publicly available or available to

authorized commercial motor vehicle operators from more than one company, and be located along designated FHWA Alternative Fuel Corridors (AFCs). Per a Federal Highway Administration (FHWA) memo *Suspending Approval of State Electric Vehicle Infrastructure Deployment Plans* dated Feb. 6, 2025, activities related to this program have been suspended. After a review, FHWA provided Interim Final Guidance effective as of Aug. 11, 2025, to better streamline applications and provide states with more flexibility in delivering NEVI funded projects.

State Funds (SF)

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

Surface Transportation Block Grant Program (STBGP)

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

Transportation Alternatives (TA)

Transportation Alternatives (TA) is a revision of the former Transportation Enhancements program under the *Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users* (SAFETEA-LU; 2005) and now funds projects that were previously funded under the Recreational Trails and Safe Routes to School (SRTS) programs. Eligible projects include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to SRTS activities. States and localities are responsible for a minimum 20% of TA funds applied to projects. States may also transfer up to 50% of TA funds to NHPP, STBGP, HSIP, Congestion Mitigation and Air Quality (CMAQ), and/or metropolitan planning. Local ATPs oversee selecting projects for the solicitation. See **Project Selection** section for more information on how projects within the APO's MPA qualify for this type of funding.

Project Selection

APO member jurisdictions and agencies that are interested in pursuing transportation projects within the MPA must follow a specific process and satisfy certain criteria.

To be included within the APO's TIP the project must be identified directly and/or support one or more of the goals established with the APO's MTP. Depending on the funding source, the proposed project may need to be reviewed and competitively scored by APO staff and/or at the ATP-3 level.

Carbon Reduction Program (CRP) Scoring Process

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

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

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

More information about CRP funding can be found in the **Funding Sources** section of this chapter.

Saint Cloud APO CRP Solicitation

APO staff initiate the solicitation process for the CRP. Jurisdictions and agencies within the APO's ***URBANIZED*** area complete an application form for funding. This application, while slightly modified within the APO's urbanized area from the standard CRP application form distributed by MnDOT's Office of Sustainability and Public Health, is consistent with the overall approach taken across the state. APO staff are then tasked with reviewing, scoring, and providing a preliminary ranking of those submitted applications using a technical merit scoring rubric modeled off MnDOT's statewide CRP evaluation criteria and approved by the APO's Policy Board.

Preliminary scores are then brought to the TAC for consideration. TAC members use APO staff scores and rankings as guidance to recommend a list of prioritized projects for funding consideration. The TAC's recommendations are ultimately brought before the APO's Policy Board for their consideration and ultimate approval.

ATP-3 CRP Solicitation

For the non-urbanized portions of the APO's planning area, the CRP solicitation process is carried out at the ATP-3 level – a process facilitated by MnDOT District 3 staff.

Like the APO's process, MnDOT District 3 staff initiate the solicitation process for projects. However, in addition to the rural portions of the APO' planning area, the CRP solicitation is also distributed to the remaining jurisdictions and/or agencies within ATP-3. ATP-3 utilizes the exact same CRP application developed by MnDOT's Office of Sustainability and Public Health.

Once the solicitation period has concluded, the ATP convenes a small review committee – made up of regional planners and engineers – to review, score, and provide a preliminary ranking of CRP projects. Those recommendations are then presented to the ATP-3's ATIP Development Committee for their consideration before ultimately being discussed and approved by the ATP.

Projects approved for funding by the ATP located within the APO's ***PLANNING*** area are subsequently incorporated into the APO's TIP.

Surface Transportation Block Grant Program (STBGP) Scoring Process

STBGP funding is received by the state via the federal government. With that pre-determined sum of funding, MnDOT allocates approximately half of those federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota ATPs.

In the Central Minnesota ATP-3, STBGP funding is further divided among specific regions within the district – **Region 5 Development Commission** (www.regionfive.org), **East Central Regional Development Commission (7E)** (www.ecrdc.org), **Region 7W Transportation Policy Board** (www.dot.state.mn.us/d3/region7w/index.html), and Saint Cloud APO – based upon a formula that takes into account the roadway network's size and usage as well as forecasted population projections. Regions, like the APO, can then use these funding sub targets to assist in setting individual transportation priorities.

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

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

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

The subcommittee will compile all the scoring and rankings by the various regions (Region 5, Region 7E, Region 7W, and Saint Cloud APO) and will prioritize all regionally committed projects into a unified ranked list based on the merit of the project, requested funding amount, and regional equity. These project rankings are typically deferred to the project list developed by each of the ATP sub-regions.

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

More information about STBGP funding can be found in the **Funding Sources** section of this chapter.

Transportation Alternatives (TA) Scoring Process

Jurisdictions within the APO's MPA interested in applying for **Transportation Alternatives (TA)** funding (www.dot.state.mn.us/ta/) first must submit a letter of intent to MnDOT District 3 staff. Within the APO's planning area, the full application is only distributed to applicants that have successfully completed the letter of intent process and said letter has been reviewed by APO staff to ensure the ability of the applicant to meet the requirements necessary to be competitive in the grant application process.

Given the relatively smaller targeted dollar amounts for the TA program at the ATP level, ATP-3 conducts an ATP-wide solicitation for TA projects facilitated by MnDOT District 3 staffers. As such, completed applications are submitted to MnDOT District 3 staff. District staff subsequently compile all submitted applications and distribute them to various regional planning representatives (including both a planner and engineer from the Saint Cloud APO) to evaluate submitted applications based on technical criteria developed and approved by the ATP.

In addition to the technical scoring, the ATP has opted to provide ways in which each of the regions can identify its top two regional priorities. These top projects are awarded an additional 10 or five regional priority points which are then added to the final technical scores of the TA projects.

Regional priority points are assigned based upon discussion based ranking discussions at the TAC level before ultimately being distributed by the APO's Policy Board.

Once all TA projects have been technically evaluated and all regional priority points have been distributed, the ATP-3's TA subcommittee is convened to review the scores and ultimately recommend projects – across the Central Minnesota ATP-3 – for TA funding consideration.

TA subcommittee recommendations are funneled up to the ATP-3's ATIP development committee for their review and ultimate support before being brought before the full ATP-3 board for possible inclusion into the ATIP.

If a TA project within the APO's MPA is selected for funding, that project will also be reflected in the APO's TIP.

More information about TA funding can be found in the **Funding Sources** section of this chapter.

Community Impact Assessment

This TIP also includes a Community Impact Assessment to determine the proximity of programmed projects to federally protected demographic groups as defined under Title VI of the Civil Rights Act of 1964 and codified in 49 U.S.C. 5332 prohibiting the discrimination on the basis of race, color, creed, national origin, sex, or age.

A further look at TIP programmed projects in comparison to these areas can be found in **Chapter 2**.

Fiscal Constraint

The TIP is fiscally constrained by year and includes a financial analysis that demonstrates which projects are to be implemented using existing and anticipated revenue

sources, while the existing transportation system is being adequately maintained and operated.

The financial analysis was developed by the APO in cooperation with MnDOT, Saint Cloud Metro Bus, and local jurisdictions who provided the APO with historic transportation expenditures and forecasted transportation revenue.

In developing the financial plan, the APO considered all projects and strategies funded under Title 23, U.S.C., and the Federal Transit Act, other federal funds, local sources, state assistance, and private participation.

A detailed look at fiscal constraint can be found in **Chapter 4**.

Public Involvement

The APO affords opportunities for the public and other interested parties to comment on the proposed and approved TIP. Public meeting notices are published in **St. Cloud Live** (https://www.stcloudlive.com/)– the newspaper of record for the APO – and the TIP document is made readily available for review and comment.

The TIP public participation process is consistent with the APO's **Stakeholder Engagement Plan** (https://bit.ly/2s5p2WN). The process provides stakeholders a reasonable opportunity to comment on the TIP.

Chapter 5 provides a more comprehensive look at public involvement used in developing the FY 2027-2030 TIP.

Public comments obtained via surveys specifically during the initial public outreach can be found in **Appendix C**.

Self-Certification

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

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

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

FHWA and FTA must jointly find that the TIP is based on a 3-C planning process between MnDOT, the APO, and Saint Cloud Metro Bus. This finding shall be based on the self-certification statement submitted by MnDOT and the APO on an annual basis. Joint certification action will remain in effect for four years.



Figure I.10: *Saint Cloud APO staff engaging community members at the third annual CAIRO Health Fair in Saint Cloud. Photo courtesy of Saint Cloud APO.*

Chapter One: FY 2027-2030 TIP Projects

The following section lists all the transportation projects scheduled for federal and/or state funding in the Saint Cloud MPA. See **Appendix A** for the APO's FY 2027-2030 TIP project table.

Of note, projects with Advance Construction (AC) – the total estimated amount of future federal funds being committed to a project, front-ended by jurisdictions and/or agencies – can have construction occur in fiscal years outside of the current time frame (FY 2027-2030). In these cases, jurisdictions and/or agencies are requesting reimbursement (AC Payback) in the years when federal funding was originally made available for the project.

For the purposes of the following section, in the event a project was advance constructed in fiscal years outside of the FY 2027-2030 time frame, the project will be identified under the year of first appearance within the current TIP. AC Projects are denoted with "AC" at the end of the project number.

Projects with multiple project numbers that identify the same scope of construction work are also combined and listed under the first year of appearance within the FY 2027-2030 TIP.



Figure 1.1: *Roadway closure sign during the construction of a roundabout at the intersection of Stearns CSAH 2 and West Minnesota Street in the City of Saint Joseph.*
Photo courtesy of Saint Cloud APO.

2027 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-27A	Operating assistance	$13,052,130	**FTA:** $1,600,000 **LF:** $11,452,130
TRF-0048-27B	Paratransit operating	$6,525,750	**LF:** $6,525,750



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-27A
March 2025: During the annual TIP update, the project cost has increased from $12,679,200 to $13,052,130.

TRF-0048-27B
March 2025: During the annual TIP update, the project cost has increased from $6,339,300 to $6,525,750.

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2027 Saint Cloud Metro Bus Capital Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-27D	Purchase maintenance tools and equipment	$74,000	**FTA:** $59,200 **LF:** $14,800
TRF-0048-27E	Purchase office equipment, IT, and communications projects	$122,000	**FTA:** $97,600 **LF:** $24,400
TRF-0048-27F	Complete various facility improvements	$210,000	**FTA:** $168,000 **LF:** $42,000



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-27D

TRF-0048-27E

TRF-0048-27F

Oct. 17, 2023: Metro Bus is decreasing the project cost from $417,000 to $410,000. **March 2025:** During the annual TIP update, the project cost has decreased from $410,000 to $210,000.

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2027 Saint Cloud Metro Bus Capital Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-27H	Purchase 13 fixed route replacement vehicles	$9,854,000	**FTA:** $7,883,200 **LF:** $1,970,800



Photo courtesy of Saint Cloud Metro Bus.

Status Updates

TRF-0048-27G

March 2026: Saint Cloud Metro Bus was successful in receiving funding through the FTA Low/No Emissions discretionary grant. As a result, Metro Bus will no longer be needing to expend local dollars to fund these seven vehicles (at $5,306,000). This project has been removed from the TIP.

TRF-0048-27H

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2027 WACOSA Service Expansion

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-9504-27	Purchase one minivan for transit service expansion	$93,300	**FTA:** $74,640 **LF:** $18,660



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-9504-27

Project Sponsor: WACOSA, Inc.
Project Contact: Nancy Betts, Executive Director 320-257-5187 nbetts@wacosa.org

2027 Benton County CSAH 3 Reclamation

Project Details

Description: Full depth reclamation and bituminous overlay of Benton CSAH 3 (Golden Spike Road NE) from CSAH 1 (Mayhew Lake Road) to Benton CSAH 4 (65th Street NE) in Popple Creek.
Construction Year: Project began in 2026.
Advance Construction Payback: $2,953,335
Project Numbers: 005-603-035AC1 (2027); 005-603-035AC2 (2028)
Scope: 7.32 miles
Funding:

- **Surface Transportation Block Grant Program:** $2,000,000 (2027) + $953,335 (2028) = $2,953,335



Photo courtesy of Saint Cloud APO.

Status Updates

Nov. 18, 2024
Project is still in planning phase. Environmental documentation is expected to be the CATEX short-form Project Memorandum. Anticipated letting date is April 2026. Tied with project SP 005-603-036.

April 2025
During the annual TIP update, the project cost has decreased from $4,721,760 to $3,832,500. This decrease has resulted in the local funding contribution dropping from $1,768,425 to $879,165.

Nov. 21, 2025
Benton County is proposing to consolidate this project and its counter part (005-603-036) into one project spanning from CSAH 1 to CSAH 4 (outside of the APO's planning area). No changes to overall project cost, but with the scope changes, this project will need to undergo an administrative modification. Final design is nearly complete. Project memo has been submitted to District State Aid Engineer's Office.

Project Sponsor: Benton County
Project Contact: Steve Backowski, Interim County Engineer 320-968-5051 sbackowski@co.benton.mn.us

2027 Benton County CSAH 29 Corridor Extension

Project Details

Description: Construction of a new alignment for Benton CSAH 29 from CSAH 1 (Mayhew Lake Road) to CSAH 3 (Golden Spike Road NE).
Estimated Project Cost: $9,500,000
Construction Year: 2027
Project Number: 005-596-006
Scope: 2.5 miles
Funding:

- **Congressionally Directed Spending:** $5,000,000
- **Local Funding:** $4,500,000



Photo courtesy of Saint Cloud APO.

Project Sponsor: Benton County
Project Contact: Steve Backowski, Interim County Engineer 320-968-5051 sbackowski@co.benton.mn.us

Status Updates

Nov. 18, 2024
Construction plans are at 30%. Proceeding through the environmental documentation. The current project estimate is at $8 million resulting in the need to increase the cost of this project from $6,250,000 to $8,000,000.

Nov. 14, 2025
Working on final design. Consultant work with MnDOT Cultural Resources Unit for any architectural/archaeological findings. Project cost estimate has increased from $8 million to $9.5 million. Additional funding will be coming from local funding sources. A technical correction to the TIP has been initiated.

Dec. 22, 2025
In conversations with the Benton County engineer, delays in receiving the environmental clearances for this project will ultimately jeopardize this project being completed in 2026. The County, in coordination with MnDOT, have determined that this project can be moved from FY 2026 to FY 2027 without the risk of losing the $5 million in CDS funds allocated to this project. An administrative modification to the TIP has been initiated.

2027 Stearns County CSAH 133/Fourth Avenue S Roundabout

Project Details

Description: Construction of a roundabout at the intersection of Stearns County's CSAH 133/Second Street S and Fourth Avenue S in the City of Sartell. This project also includes multimodal safety improvements.
Estimated Project Cost: $2,000,000
Construction Year: 2027
Project Numbers: 073-733-008 (2027) and 073-733-008AC (2029)
Scope: 0.2 miles
Funding:

- **Surface Transportation Block Grant Program:** $1,201,005 (2029)
- **Local Funding:** $798,995 (2027)



Photo courtesy of Saint Cloud APO.

Status Updates

October 2025

The Stearns County Engineer has requested this project be advanced from FY 2029 to FY 2027. An administrative modification to the APO's TIP has been initiated.

Project Sponsor: Stearns County
Project Contact: Chris Byrd, County Engineer 320-255-6180 chris.byrd@stearnscountymn.gov

2027 Stearns County Townline Road Reconstruction

Project Details

Description: Reconstruction of Townline Road (30th Avenue N) from Stearns CSAH 4 to the southern city limits of Saint Stephen.
Estimated Project Cost: $10,055,095
Construction Year: 2027
Project Numbers: 073-593-001
Scope: 5.09 miles
Funding:

- **Congressionally Directed Spending:** $1,500,000
- **Minnesota State General Fund:** $8,148,355
- **Local Funding:** $406,740

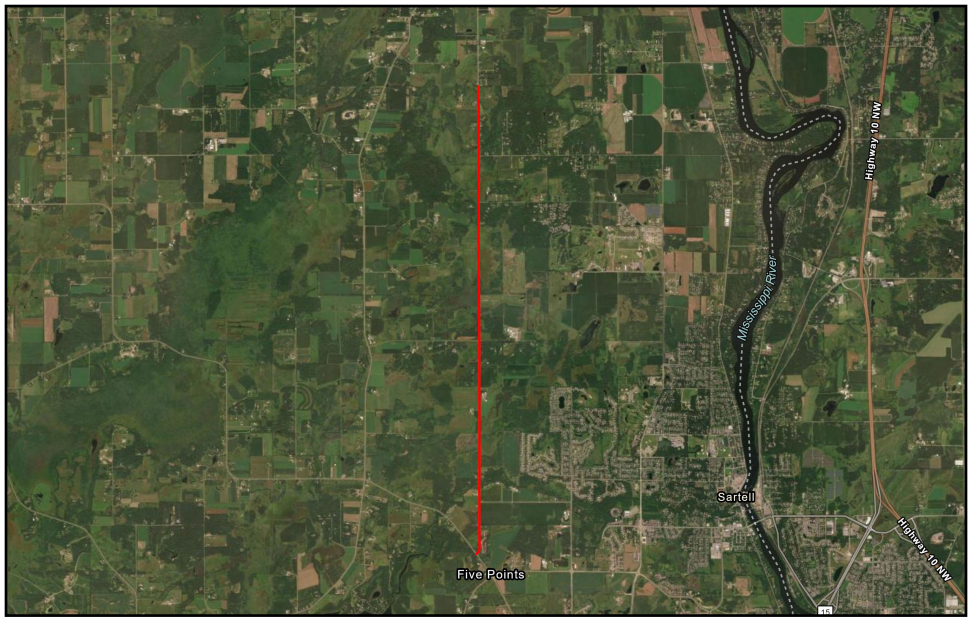


Photo courtesy of Saint Cloud APO.

Status Updates

Project Sponsor: Stearns County
Project Contact: Chris Byrd, County Engineer 320-255-6180 chris.byrd@stearnscountymn.gov

2027 City of Saint Cloud 22nd Street S Reconstruction

Project Details

Description: Reconstruction of 22nd Street S from Oak Grove Road (County Road 136) to Cooper Avenue S. This project will also include multimodal elements.
Construction Year: Project began in 2026.
Advance Construction Payback: $1,930,886
Project Numbers: 162-153-003AC (2027); 162-153-003CRPAC1 (2027); 162-153-003CRPAC2 (2028)
Scope: 0.8 miles
Funding:

- **Surface Transportation Block Grant Program:** $1,560,886 (2027)
- **Carbon Reduction Program:** $270,000 (2027) + $100,000 (2028) = $370,000



Photo courtesy of Saint Cloud APO.

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

Status Updates

Nov. 6, 2025

Survey work has been completed. Plans are at 60% design. Anticipated 2026 spring construction start date. Updated total cost estimate is $5 million. A technical correction will be processed to reflect the decrease in funding -- correction will drop the local match component associated with 162-153-003 from $2,825,000 to $2,525,000.

March 11, 2026

Due to long lead times in procuring materials for the utilities component of this project, the City is planning to procure those components in a separate bidding from the construction contract. In talking with MnDOT District 3 State Aid, because this will be two separate contracts, the amount reflected in the TIP can only reflect the construction contract amounts. As such, the costs for the utility improvements ($919,020) will be removed from the TIP through a technical correction. This will drop the local match component associated with 162-153-003 from $2,525,000 to $1,605,980.

2027 City of Saint Cloud Heatherwood Road Extension



Photo courtesy of Saint Cloud APO.

Project Details

Description: Construction of Heatherwood Road between current termini 0.06 miles west of 47th Street S to 60th Street S. Project will also include multimodal improvements.
Estimated Project Cost: $10,900,000
Construction Year: 2027
Project Numbers: 162-162-002 (2027); 162-162-002AC (2029)
Scope: 0.91 miles
Funding:

- **Congressionally Directed Spending:** $7,000,000 (2027)
- **Surface Transportation Block Grant Program:** $1,201,005 (2029)
- **Transportation Alternatives:** $400,000 (2029)
- **Local Funding:** $2,298,995 (2027)

Status Updates

Nov. 6, 2025
Preliminary survey and design have begun. A bridge consultant has been selected and working on bridge design. Environmental documentation will begin within the next six months. Most current engineer's estimate is $10.9 million, down from the $11.5 million programmed. A technical correction to the TIP has been initiated.

April 2026
During the annual TIP update, this project had received additional funding through Congressionally Directed Spending ($7 million) and Transportation Alternatives ($400,000). This has dropped the local match component proportionally.

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

2027 City of Sartell 15th Street N Right-of-Way Acquisition

Project Details

Description: Purchasing the right-of-way or the future construction of 15th Street N between Pinecone Road N and 19th Avenue N.
Estimated Project Cost: $3,880,000
Construction Year: 2027
Project Number: 220-080-006
Scope: 3 miles
Funding:

- **Congressionally Directed Spending:** $2,150,000
- **Surface Transportation Block Grant Program:** $943,774
- **Local Funding:** $786,226

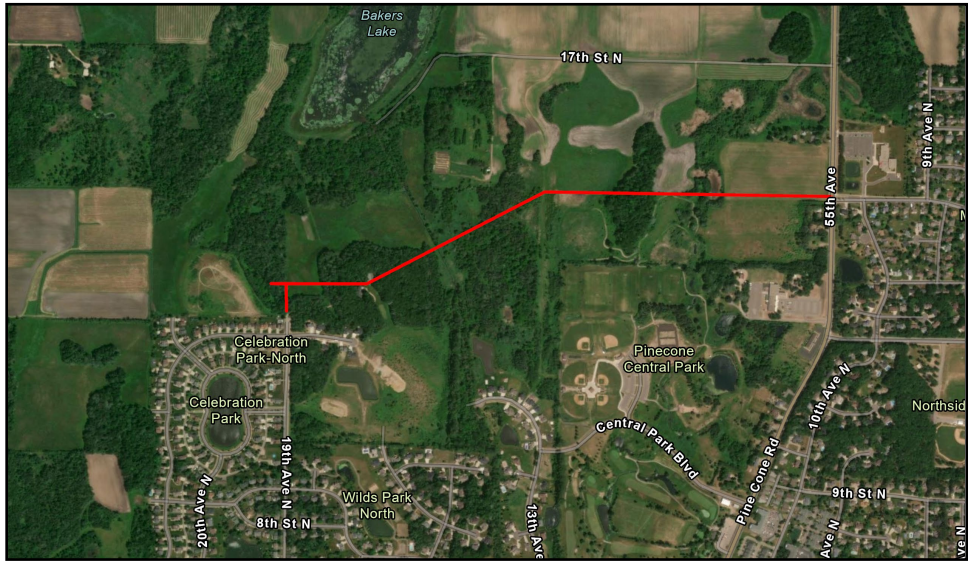


Photo courtesy of Saint Cloud APO.

Status Updates

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

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

Nov. 1, 2024
The city is in the process of completing an Environmental Assessment Worksheet (EAW), environmental assessments, and permitting. The city will retain an outside appraiser in 2025 to start the right-of-way acquisition process.

Dec. 23, 2024
Due to an oversight, the amount of Congressionally Directed Spending (CDS) funds awarded to the City of Sartell was incorrectly notated. The City of Sartell was awarded $2,150,000 as opposed to the $2.2 million originally programmed. APO staff have processed a technical correction to reduce the project cost by $50,000 to $3,880,000.

Nov. 12, 2025
The city is working on the Cultural, Noise, and Threatened & Endangered Review Request forms and Project Memorandum process.

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

2027 MnDOT District 3 MN 23 J-Turn at Stearns CSAH 8

Project Details

Description: Install a J-turn at the intersection of MN 23 and Stearns CSAH 8 in Rockville.
Estimated Project Cost: $1,505,000
Construction Year: 2027
Project Numbers: 7305-132 and 7305-132S
Scope: N/A
Funding:

- **Highway Safety Improvement Program:** $1,080,000
- **Surface Transportation Block Grant Program:** $244,260
- **State Funding:** $180,740



Photo courtesy of Saint Cloud APO.

Status Updates

April 2025
During the annual TIP update, the estimated project cost has increased from $1.2 million to $1.6 million.

Oct. 8, 2025
This project is on track for a Feb. 27, 2027, letting. This project will be tied to SP 7305-133 (the J-turn project at MN 23 and Bel Clare Drive).

April 16, 2026
During the annual TIP update, the cost of this project has decreased from $1.6 million to $1.505 million. This project has also received some funding through MnDOT's allocation of Surface Transportation Block Grant Program funds. Project is now administratively split into 7305-132 and 7305-132S.

Project Sponsor: MnDOT District 3
Project Contact: Layton Rivard, Project Development Manager 218-821-2528 layton.rivard@state.mn.us

2027 MnDOT District 3 MN 23 J-Turn at Bel Clare Drive

Project Details

Description: Install a J-turn at the intersection of MN 23 and Bel Clare Drive in Waite Park.
Estimated Project Cost: $1,304,000
Construction Year: 2027
Project Number: 7305-133
Scope: 1 mile
Funding:

- **Congressionally Directed Spending:** $1,170,000
- **State Funding:** $130,000
- **Local Funding:** $4,000 (City of Waite Park)



Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2024
This project is on track for a 2027 letting and is on budget.

Oct. 8, 2025
This project is on track for a Feb. 24, 2027, letting. This project will be tied to SP 7305-132 (the J-turn project at MN 23 and Stearns CSAH 8).

April 16, 2026
During the annual TIP update, the estimated project cost has dropped from $1.5 million to $1,304,000. As part of this project, the City of Waite Park is responsible for contributing $4,000 for added city features to this project.

Project Sponsor: MnDOT District 3
Project Contact: Layton Rivard, Project Development Manager 218-821-2528 layton.rivard@state.mn.us

2027 MnDOT District 3 I-94 Bridge Overlay

Project Details

Description: Overlay of I-94 bridges 73877 and 73878 over Jade Road in Saint Joseph Township.
Estimated Project Cost: $3,100,000
Construction Year: 2027
Project Number: 7380-269
Scope: N/A
Funding:

- **National Highway Performance Program:** $2,790,000
- **State Funding:** $310,000



Photo courtesy of Saint Cloud APO.

Status Updates

April 2025
During the annual TIP update, this project has been delayed from FY 2027 to FY 2028. Additionally, the project cost has decreased from $3.1 million to $3 million.

Oct. 8, 2025
This project is on track for a Dec. 2, 2026, letting. This project is considered an Early Let, Late Encumbrance (ELLE), meaning the contract is let in one fiscal year and encumbered in the next when funding is allocated.

April 16, 2026
During the annual TIP update, this project has been advanced from 2028 to 2027. In addition, the project cost has increased from $3 million to $3.1 million.

Project Sponsor: MnDOT District 3
Project Contact: Joshua Daniel, Construction Project Manager 320-223-6500 joshua.daniel@state.mn.us

2028 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-28A	Operating assistance	$13,704,736	**FTA:** $1,600,000 **LF:** $12,104,736
TRF-0048-28B	Paratransit operating	$6,852,038	**LF:** $6,852,038



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-28A

April 2025: During the annual TIP update, the project cost for this has increased from $13,343,952 to $13,704,736.

TRF-0048-28B

April 2025: During the annual TIP update, the project cost for this has increased from $6,719,658 to $6,852,038.

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2028 Saint Cloud Metro Bus Capital Projects

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



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-28D

TRF-0048-28E

TRF-0048-28F

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2028 Saint Cloud Metro Bus Capital Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-28G	Purchase bus shelters	$25,000	**FTA:** $20,000 **LF:** $5,000
TRF-0048-28H	Complete various facility improvements	$600,000	**FTA:** $480,000 **LF:** $120,000
TRF-0048-28I	Purchase one Dial-a-Ride replacement vehicle	$285,000	**LF:** $285,000



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-28G

TRF-0048-28H

TRF-0048-28I

April 2025: Per the vehicle awards issued by MnDOT's Office of Transit and Active Transportation, Saint Cloud Metro Bus is to receive four out of the five vehicles associated with this project in FY 2026. Metro Bus is still planning to replace the last remaining vehicle with local funds. This will result in the project cost dropping from $2,565,000 to $285,000.

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2028 Saint Cloud Metro Bus Capital Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-28J	Purchase 10 fixed route replacement buses	$7,580,000	**FTA:** $6,064,000 **LF:** $1,516,000



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-28J

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2028 Stearns County CSAH 1 Reconstruction

Project Details

Description: Reconstruction of Stearns County CSAH 1 from CSAH 17 to the northern county line.
Estimated Project Cost: $3,500,000
Construction Year: 2028
Project Number: 073-601-005
Scope: 2.26 miles
Funding:

- **Surface Transportation Block Grant Program:** $1,448,675
- **Local Funding:** $2,051,325

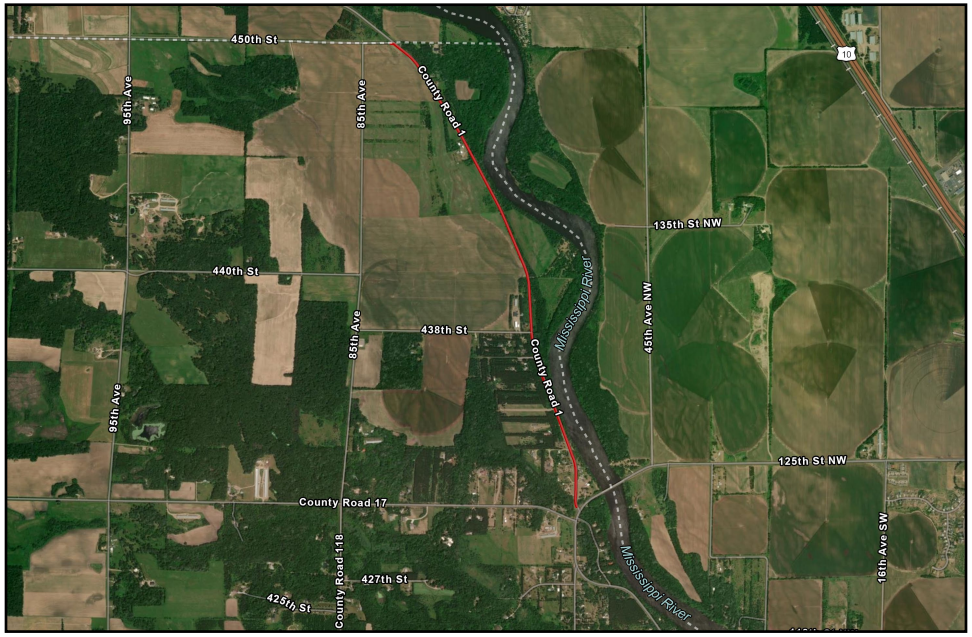


Photo courtesy of Saint Cloud APO.

Status Updates

Nov. 13, 2024
Project development is underway.

October 2025
Per Stearns County Engineer, the proposed cost estimate for this project is increasing from $2.5 million to $3.5 million. The additional funding will come from local participation. An amendment to the APO's TIP has been initiated.

Project Sponsor: Stearns County
Project Contact: Chris Byrd, County Engineer 320-255-6180 chris.byrd@stearnscountymn.gov

2028 Stearns County Reflective Edgeline Striping

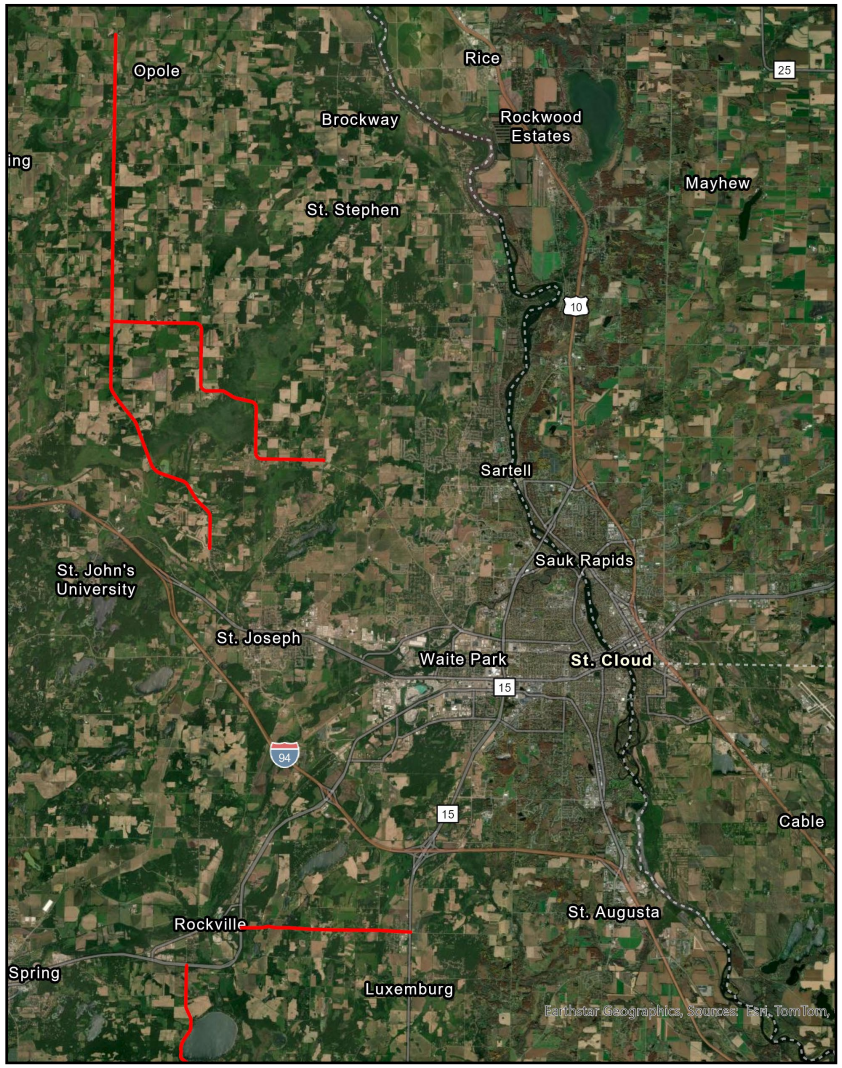


Photo courtesy of Saint Cloud APO.

Project Details

Description: Deployment of ground-in wet reflective edge line striping on various roadways within Stearns County.
Estimated Project Cost: $980,000
Construction Year: 2028
Project Number: 073-070-031
Scope: N/A
Funding:

- **Highway Safety Improvement Program:** $750,000
- **Local Funding:** $230,000

APO Project Locations

- **CSAH 4** from CSAH 3 to CSAH 2
- **CSAH 3** from Norway Road to northern county line
- **CSAH 47** from MN 23 to MN 15
- **CSAH 8** from MN 23 to MN 15

Status Updates

Feb. 12, 2025
Stearns County was awarded HSIP funds for the countywide ground-in wet reflective edge lines. This includes several roadways within the APO's planning area.

Project Sponsor: Stearns County
Project Contact: Chris Byrd, County Engineer 320-255-6180 chris.byrd@stearnscountymn.gov

2028 City of Saint Cloud 13th Street S Sidewalk

Project Details

Description: Filling in sidewalk gaps along 13th Street S from 11th Avenue S to Ninth Avenue S. This project also includes the installation of a pedestrian activated crossing at the intersection of 13th Street S and Ninth Avenue S.
Estimated Project Cost: $225,000
Construction Year: 2028
Project Number: 162-090-009
Scope: 0.1 miles
Funding:

- **Transportation Alternatives:** $180,000
- **Local Funding:** $45,000



Photo courtesy of Saint Cloud APO.

Status Updates

Nov. 1, 2024
City has not begun survey or project design yet.

Nov. 6, 2025
City has not begun survey work for project yet. Project is planned for 2028 construction.

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

2028 City of Saint Cloud Ninth Avenue Reconstruction

Project Details

Description: Reconstruction of Ninth Avenue/10th Avenue from University Drive to Second Street N.
Estimated Project Cost: $8,900,000
Construction Year: 2028
Project Numbers: 162-145-016 (2028) and 162-145-016AC (2030)
Scope: N/A
Funding:

- **Surface Transportation Block Grant Program:** $1,201,005 (2030)
- **Local Funding:** $7,698,995 (2028)



Photo courtesy of Saint Cloud APO.

Status Updates

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

2028 City of Sauk Rapids Second Avenue S Sidewalk

Project Details

Description: Reconstruction of a sidewalk and pedestrian railroad crossing infrastructure along Second Avenue S between Sixth Street S and Benton Drive. This project also includes ADA improvements, traffic signal revisions, and water main work.
Construction Year: Project began in 2026.
Advance Construction Payback: $560,040
Project Number: 191-104-009AC
Scope: N/A
Funding:

- **Transportation Alternatives:** $560,040



Photo courtesy of Saint Cloud APO.

Status Updates

Dec. 5, 2025

The CATEX has been submitted to MnDOT for review; anticipate submitting plans to MnDOT by January 2026. Right of way certificate is anticipated to be submitted by February 2026. City Engineer had a meeting with MnDOT District 3 State Aid staff on Dec. 3, 2025, to discuss modifications including changing project number and clarifying project description. New project number (191-104-009) will be used as the primary reference and will include all non-railroad force account agreements and federal grant eligible work. The current project number 191-090-003 will be converted to represent the federal grant eligible federal force account agreement work by railroad forces. Administrative modificaiton to the TIP has been initiated.

July 9, 2026

During the annual TIP update, the cost estimate for this project (programmed in 2026) has been updated. As a result, the City of Sauk Rapids will not be needing the full $590,267 slated for federal reimbursement. This amount has subsequently been dropped to $560,040.

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

2028 City of Sauk Rapids Mayhew Lake Road Trail Phase 2

Project Details

Description: Construction of a shared use path extension along Mayhew Lake Road/Benton CSAH 1 between Osauka Road NE to Storm Street NE. This connection will extend east to the entrance of Mayhew Creek Park. This project will be done in conjunction with the Mayhew Lake Road Trail Phase 3 and the local street reconstruction project occurring on Storm Street NE.
Estimated Project Cost: $1,653,779
Construction Year: 2028
Project Numbers: 191-090-004 (2028); 191-090-004AC (2029)
Scope: 0.2 miles
Funding:

- **Transportation Alternatives:** $346,223 (2029)
- **Local Funding:** $1,307,556 (2028)

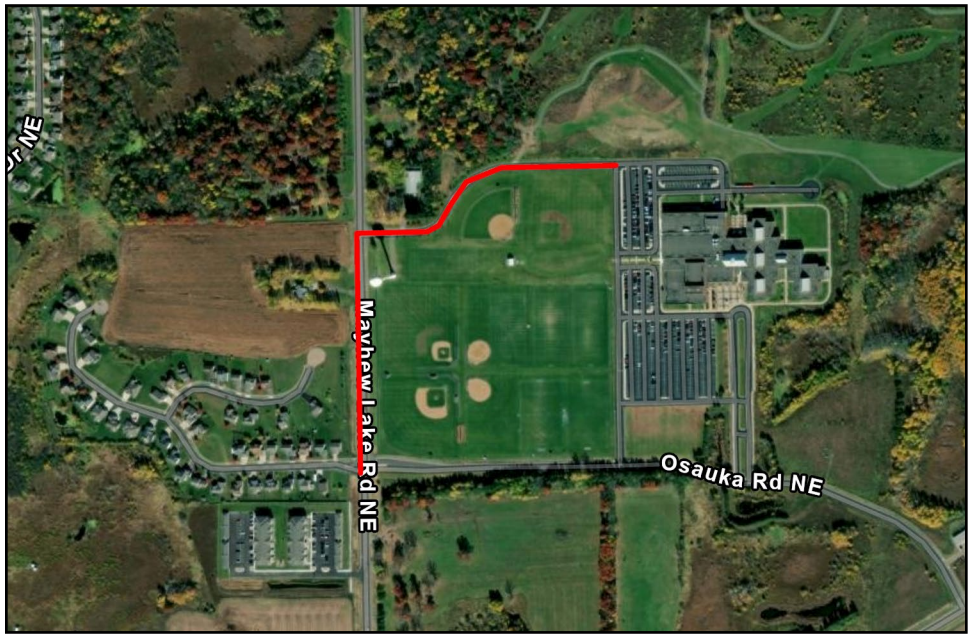


Photo courtesy of Saint Cloud APO.

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

Status Updates

Dec. 5, 2025
The project is in the preliminary design phase. CATEX Early Agency letters are in process with the goal to distribute before the end of 2025. Design and easement acquisition is planned for 2026. Construction is planned for 2027.

April 16, 2026
During the annual TIP update, this project has been pushed back from 2027 construction to 2028 per the city engineer.

June 25, 2025
During the annual TIP update, the City of Sauk Rapids had decided to associate the two Mayhew Lake Road Trail projects (191-090-004 and 191-090-005). In addition, the city is planning a reconstruction on Storm Street NE. This has increased the overall project cost by $1,221,000 due to the projects being associated. Additional funding to complete Storm Street is coming from local funding sources.

2028 City of Sauk Rapids Mayhew Lake Road Trail Phase 3

Project Details

Description: Construction of a shared use path extension along Mayhew Lake Road/Benton CSAH 1 between Storm Street NE and 35th Street NE/Benton CSAH 29. This project will be done in conjunction with the Mayhew Lake Road Trail Phase 2 and the local street reconstruction project occurring on Storm Street NE.
Estimated Project Cost: $527,175
Construction Year: 2028
Project Numbers: 191-090-005 (2028); 191-090-005AC (2030)
Scope: 0.21 miles
Funding:

- **Transportation Alternatives:** $421,740 (2030)
- **Local Funding:** $105,435 (2028)



Photo courtesy of Saint Cloud APO.

Status Updates

June 25, 2025
During the annual TIP update, the City of Sauk Rapids had decided to associate the two Mayhew Lake Road Trail projects (191-090-004 & 191-090-005).

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

2028 City of Waite Park 10th Avenue S Expansion/Roundabout

Project Details

Description: Expansion of 10th Avenue S from 100’ south of the railroad tracks to MN 23. This project includes the construction of an additional southbound through lane, a roundabout at northern leg of First Street S, and a concrete center median between First Street S and MN 23.
Estimated Project Cost: $3,348,400
Construction Year: 2028
Project Numbers: 221-103-007 (2028); 221-103-007CRP (2028); 221-103-007CRPAC1 (2029); 221-103-007AC (2030); 221-103-007CRPAC2 (2030)
Scope: N/A
Funding:

- **Surface Transportation Block Grant Program:** $1,201,005 (2030)
- **Carbon Reduction Program:** $170,000 (2028) + $270,000 (2029) + $270,000 (2030) = $710,000
- **Local Funding:** $1,437,395 (2028)



Photo courtesy of Saint Cloud APO.

Status Updates

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

2028 MnDOT District 3 MN 23 Mill and Overlay (Waite Park)

Project Details

Description: Mill and overlay of both eastbound and westbound lanes of MN 23 from approximately 93rd Avenue to MN 15 through the City of Waite Park. This project also includes signal, ADA upgrades and lighting replacement throughout the corridor.
Estimated Project Cost: $24,974,000
Construction Year: 2028
Project Numbers: 7305-131 (2028); 7305-131AC (2029)
Scope: 5.5 miles
Funding:

- **National Highway Performance Program:** $10,984,831 (2028) + $5,403,928 (2029) = $16,388,759
- **State Funding:** $7,970,991
- **Local Funding:** $$614,250 Responsible entities include Stearns County (max $425,000); City of Saint Cloud (max $212,500); and City of Waite Park (max $111,000).

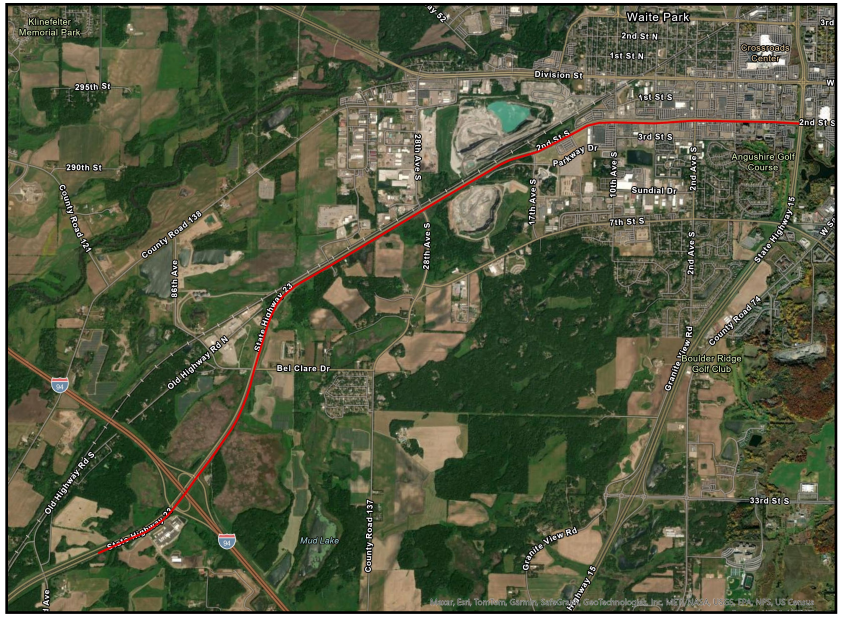


Photo courtesy of Saint Cloud APO.

Project Sponsor: MnDOT District 3
Project Contact: Russell Fellbaum, Project Development Manager 320-247-3138 russell.fellbaum@state.mn.us

Status Updates

April 2025

During the annual TIP update, the project cost estimate for this project has decreased from $16,970,000 to $12,100,000. The local funding balance of $125,000 not assigned to a specific jurisdiction at the drafting the FY 2026-2029 TIP. This was due to the signal replacement costs being updated. The $125,000 could be added to any of the listed entities depending on if the locals want those signal systems painted or if they are wanting utilities or lighting replaced which would be 100% local costs.

Oct. 8, 2025

This project is on track for a Nov. 17, 2027, letting.

April 16, 2026

During the annual TIP update, the project cost has increased from $12.1 million to $25 million. Due to changes in the state's cost participation formula, the local share of this project has dropped down to $614,250. This project is also being administratively split over two construction seasons (additional payback funds in FY 2029)

2028 MnDOT District 3 I-94 Intelligent Transportation Systems

Project Details

Description: Installation of fiber optic cable and cameras (Intelligent Transportation Systems -- ITS) along I-94 from Stearns County CSAH 75/Roosevelt Road interchange to Stearns County CSAH 2 interchange.
Estimated Project Cost: $750,000
Construction Year: 2028
Project Number: 7380-275
Scope: 13 miles
Funding:

- **National Highway Performance Program:** $675,000
- **State Funding:** $75,000

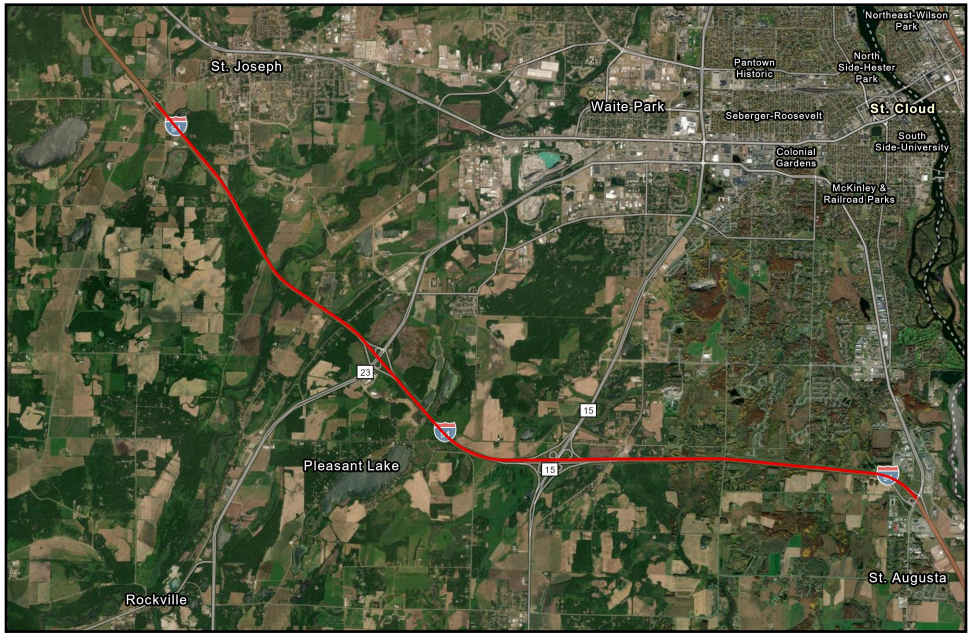


Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2024
This project is on track and budget for an Oct. 27, 2027, letting.

Oct. 8, 2025
This project is on track for an Oct. 27, 2027, letting.

Project Sponsor: MnDOT District 3
Project Contact: Zach Whitley, Project Engineer 320-293-9411 zachary.whitley@state.mn.us

2028 MnDOT District 3 I-94/MN 15 Interchange Lighting

Project Details

Description: Replacement of the current lighting system with LED lights at the I-94/MN 15 interchange.
Estimated Project Cost: $2,500,000
Construction Year: 2028
Project Numbers: 7380-282; 7380-282CRP
Scope: N/A
Funding:

- **National Highway Performance Program:** $624,000
- **Carbon Reduction Program:** $1,376,000
- **State Funding:** $500,000



Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2024
This project is on track and budget for a FY 2028 letting.

Oct. 8, 2025
This project is on track for a Sept. 22, 2027, letting.

Project Sponsor: MnDOT District 3
Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 kenneth.hansen@state.mn.us

2028 MnDOT District 3 Railroad Signal Installation Waite Park

Project Details

Description: Installation of flashing lights, gates, and constant warning circuitry at the Northern Lines Railway railroad crossing at the intersection with Sixth Avenue N in the City of Waite Park.
Estimated Project Cost: $300,000
Construction Year: 2028
Project Number: 73-00144
Scope: N/A
Funding:

- **Highway Rail Grade Crossing & Rail Safety:** $300,000

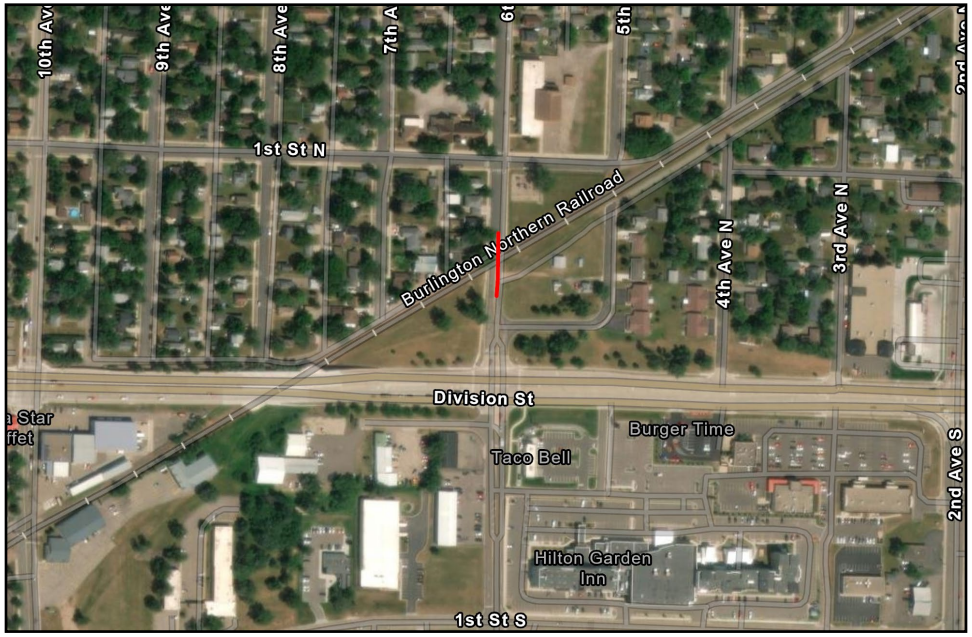


Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is on track for a June 15, 2028, letting.

Project Sponsor: MnDOT Office of Freight & Commercial Vehicle Operations
Project Contact: Chad Nieman, Rail Safety Project Manager 612-322-8632 chad.nieman@state.mn.us

2028 MnDOT District 3 Railroad Signal Replacement Saint Cloud Second Avenue NE

Project Details

Description: Replacement of existing BNSF railroad signal at the intersection of Second Avenue NE in the City of Saint Cloud.
Estimated Project Cost: $500,000
Construction Year: 2028
Project Number: 05-00130
Scope: N/A
Funding:

- **Highway Rail Grade Crossing & Rail Safety:** $250,000
- **Local Funding:** $250,000



Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is on track for a June 15, 2028, letting.

Project Sponsor: MnDOT Office of Freight & Commercial Vehicle Operations
Project Contact: Chad Nieman, Rail Safety Project Manager 612-322-8632 chad.nieman@state.mn.us

2028 MnDOT District 3 Railroad Signal Replacement Saint Cloud 25th Avenue N

Project Details

Description: Replacement of existing BNSF railroad signal at the intersection of 25th Avenue N in the City of Saint Cloud.
Estimated Project Cost: $500,000
Construction Year: 2028
Project Number: 73-00145
Scope: N/A
Funding:

- **Highway Rail Grade Crossing & Rail Safety:** $250,000
- **Local Funding:** $250,000

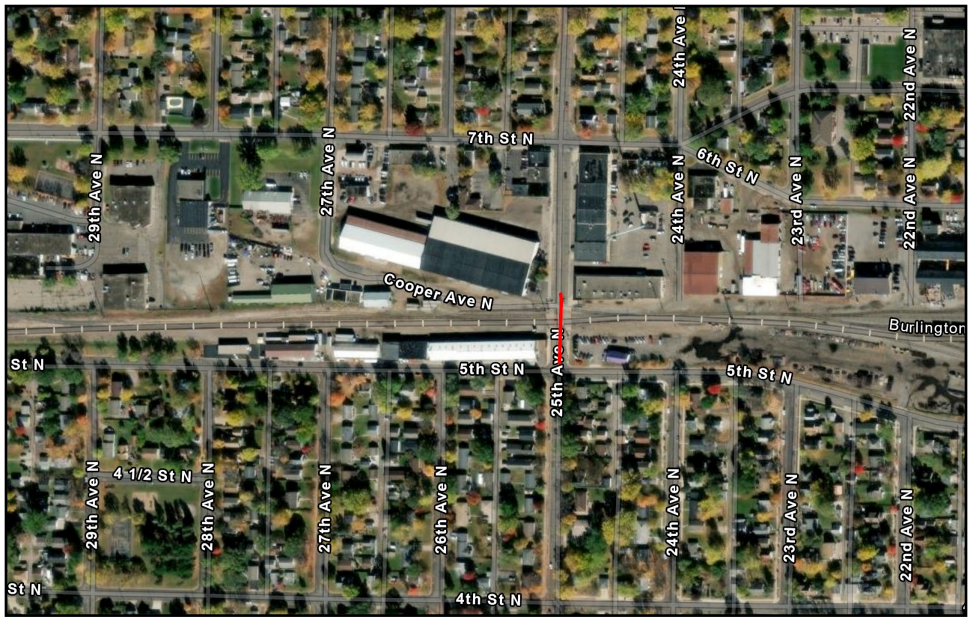


Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is on track for a June 15, 2028, letting.

Project Sponsor: MnDOT Office of Freight & Commercial Vehicle Operations
Project Contact: Chad Nieman, Rail Safety Project Manager 612-322-8632 chad.nieman@state.mn.us

2028 MnDOT District 3 Railroad Signal Replacement Saint Cloud 33rd Avenue N

Project Details

Description: Replacement of existing BNSF railroad signal at the intersection of 33rd Avenue N in the City of Saint Cloud.
Estimated Project Cost: $500,000
Construction Year: 2028
Project Number: 73-00146
Scope: N/A
Funding:

- **Highway Rail Grade Crossing & Rail Safety:** $250,000
- **Local Funding:** $250,000

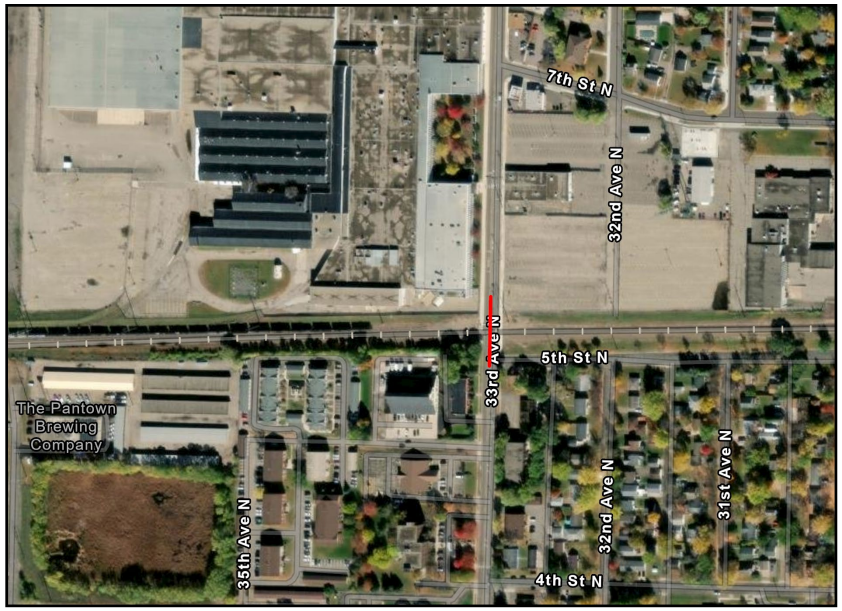


Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is on track for a June 15, 2028, letting.

Project Sponsor: MnDOT Office of Freight & Commercial Vehicle Operations
Project Contact: Chad Nieman, Rail Safety Project Manager 612-322-8632 chad.nieman@state.mn.us

2028 MnDOT District 3 I-94 Bridge Overlay

Project Details

Description: Bridge deck overlay of I-94 bridges 73869 and 73870 that span Stearns CSAH 2 near Saint Joseph.
Estimated Project Cost: $2,900,000
Construction Year: 2028
Project Number: 7380-287
Scope: N/A
Funding:

- **National Highway Performance Program:** $2,610,000
- **State Funding:** $290,000



Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is on track for a June 21, 2028, letting.

April 16, 2026
During the annual TIP update, this project has been advanced from FY 2029 to FY 2028. In addition, the cost estimate has increased from $2,070,000 to $2.9 million.

Project Sponsor: MnDOT District 3
Project Contact: Michelle Hoff, Project Manager 218-820-7558 michelle.t.hoff@state.mn.us

2029 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-29A	Operating assistance	$14,389,973	**FTA:** $1,600,000 **LF:** $12,789,973
TRF-0048-29B	Paratransit operating	$7,194,639	**LF:** $7,194,639



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-29A

TRF-0048-29B

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2029 Saint Cloud Metro Bus Capital Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-29D	Purchase maintenance tools and equipment	$200,000	**FTA:** $160,000 **LF:** $40,000
TRF-0048-29E	Purchase office equipment, IT, and communications projects	$100,000	**FTA:** $80,000 **LF:** $20,000
TRF-0048-29F	Complete various facility improvements	$1,445,000	**FTA:** $1,156,000 **LF:** $289,000



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-29D

TRF-0048-29E

TRF-0048-29F

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2029 Stearns County CSAH 75 Mill and Overlay

Project Details

Description: Mill and overlay of Stearns County's CSAH 75 from Cooper Avenue S to Traverse Road in the City of Saint Cloud.
Estimated Project Cost: $1,500,000
Construction Year: 2029
Project Number: 073-675-044
Scope: 0.5 miles
Funding:

- **National Highway Performance Program:** $792,556
- **Local Funding:** $707,444



Photo courtesy of Saint Cloud APO.

Status Updates

Project Sponsor: Stearns County
Project Contact: Chris Byrd, County Engineer 320-255-6180 chris.byrd@stearnscountymn.gov

2029 MnDOT District 3 MN 23 Mill and Overlay (Saint Cloud)

Project Details

Description: Mill and overlay of both eastbound and westbound lanes of MN 23 from the intersection of MN 15 to just shy of the railroad bridge west of the MN 23/US 10 interchange. This project will also include various ADA upgrades to adjacent infrastructure and bridge work.
Estimated Project Cost: $13,900,000
Construction Year: 2029
Project Number: 7306-98
Scope: 2.5 miles
Funding:

- **National Highway Performance Program:** $10,788,150
- **State Funding:** $2,461,850
- **Local Funding:** $650,000 (City of Saint Cloud)



Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is currently on track for a Sept. 27, 2028, letting.

April 20, 2026
During the annual TIP update, the project cost has decreased from $14.2 million to $13.9 million.

Project Sponsor: MnDOT District 3
Project Contact: Russell Fellbaum, Project Development Manager 320-247-3138 russell.fellbaum@state.mn.us

2029 MnDOT District 3 I-94 Intelligent Transportation Systems

Project Details

Description: Installation of fiber and vehicle detection systems on I-94 from the MN 23 interchange (Waite Park/Rockville) to the MN 238 interchange in Albany.
Estimated Project Cost: $2,000,000
Construction Year: 2029
Project Number: 7380-283
Scope: 17.6 miles
Funding:

- **National Highway Performance Program:** $1,800,000
- **State Funding:** $200,000

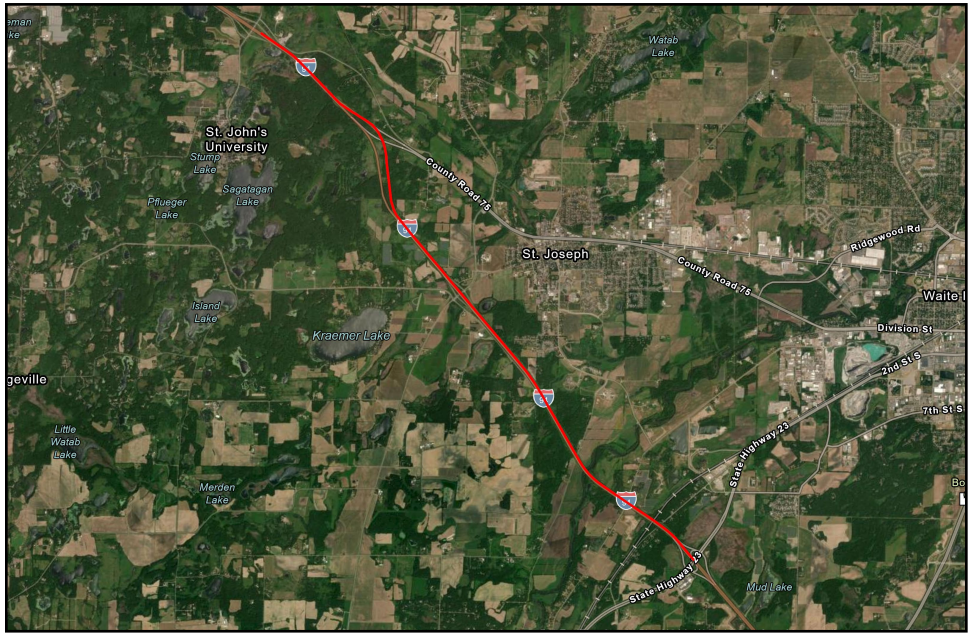


Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is on track for a Sept. 27, 2028, letting.

Project Sponsor: MnDOT District 3
Project Contact: Ken Hansen, Traffic Engineer 218-828-5771 kenneth.hansen@state.mn.us

2029 MnDOT District 3 Railroad Signal Replacement Waite Park

Project Details

Description: Replacement of existing Northern Lines Railway railroad signal at the intersection of Stearns CSAH 81/Third Street N in the City of Waite Park.
Estimated Project Cost: $250,000
Construction Year: 2029
Project Number: 73-00149
Scope: N/A
Funding:

- **Highway Rail Grade Crossing & Rail Safety:** $250,000

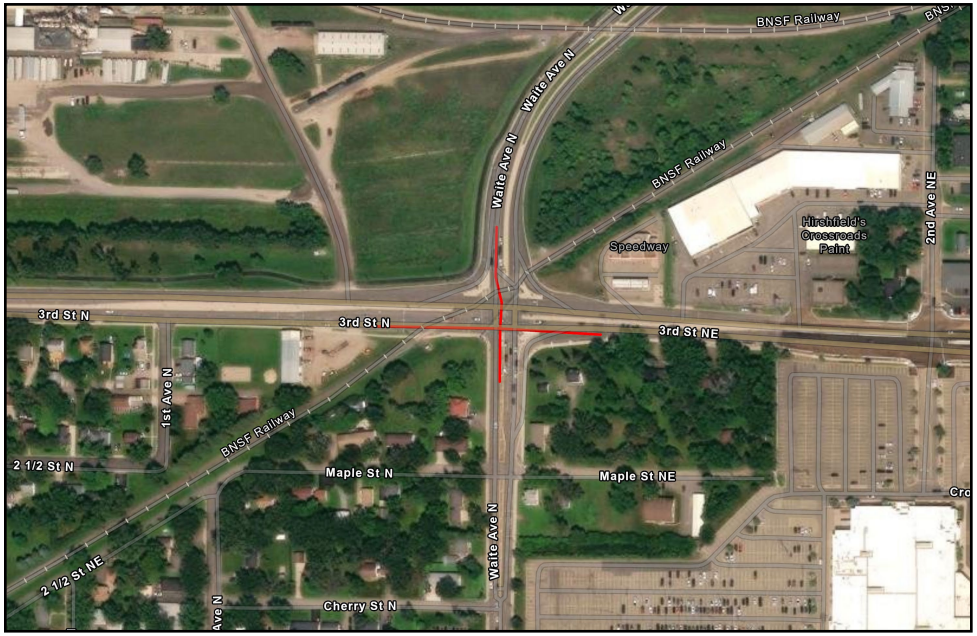


Photo courtesy of Saint Cloud APO.

Status Updates

Project Sponsor: MnDOT District 3
Project Contact: Steve Voss, Planning Director 218-828-5779 steve.voss@state.mn.us

2030 Saint Cloud Metro Bus Operating Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-30A	Operating assistance	$15,109,500	**FTA:** $1,800,000 **LF:** $13,309,500
TRF-0048-30B	Paratransit operating	$7,554,500	**LF:** $7,554,500



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-30A

TRF-0048-30B

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2030 Saint Cloud Metro Bus Capital Projects

Project Number	Description	Estimated Total Project Cost	Programmed Funds Breakdown
TRF-0048-30C	Purchase office equipment, IT, and communications projects	$17,000	**FTA:** $13,600 **LF:** $3,400
TRF-0048-30D	Complete various facility improvements	$650,000	**FTA:** $520,000 **LF:** $130,000
TRF-0048-30E	Purchase maintenance tools and equipment	$40,000	**FTA:** $32,000 **LF:** $8,000



Photo courtesy of Saint Cloud APO.

Status Updates

TRF-0048-30C

TRF-0048-30D

TRF-0048-30E

Project Sponsor: Saint Cloud Metro Bus
Project Contact: Nene Israel, Director of Finance 320-529-4490 nisrael@stcloudmtc.com

2030 Saint Joseph Rivers Bend Park Trail

Project Details

Description: Construction of a shared use path along Stearns County Road 121 (College Avenue S) between Kennedy Community School and Rivers Bend Park.
Estimated Project Cost: $358,682
Construction Year: 2029
Project Number: 233-090-002
Scope: 0.21 miles
Funding:

- **Transportation Alternatives:** $286,946
- **Local Funding:** $71,736



Photo courtesy of Saint Cloud APO.

Status Updates

Project Sponsor: City of Saint Joseph
Project Contact: Randy Sabart, City Engineer 320-229-4348 rsabart@sehinc.com

2030 MnDOT District 3 MN 95 Mill and Overlay

Project Details

Description: Mill and overlay of MN 95 from the intersection of MN 23 (just east of Saint Cloud) to the Benton County/Mille Lacs County line, including overlay of bridges 05014 and 05015. A majority of this project occurs outside of the APO's planning area boundary.
Estimated Project Cost: $10,720,000
Construction Year: 2030
Project Number: 0505-27
Scope: 14.2 miles
Funding:

- **Surface Transportation Block Grant Program:** $8,728,224
- **State Funding:** $1,991,776

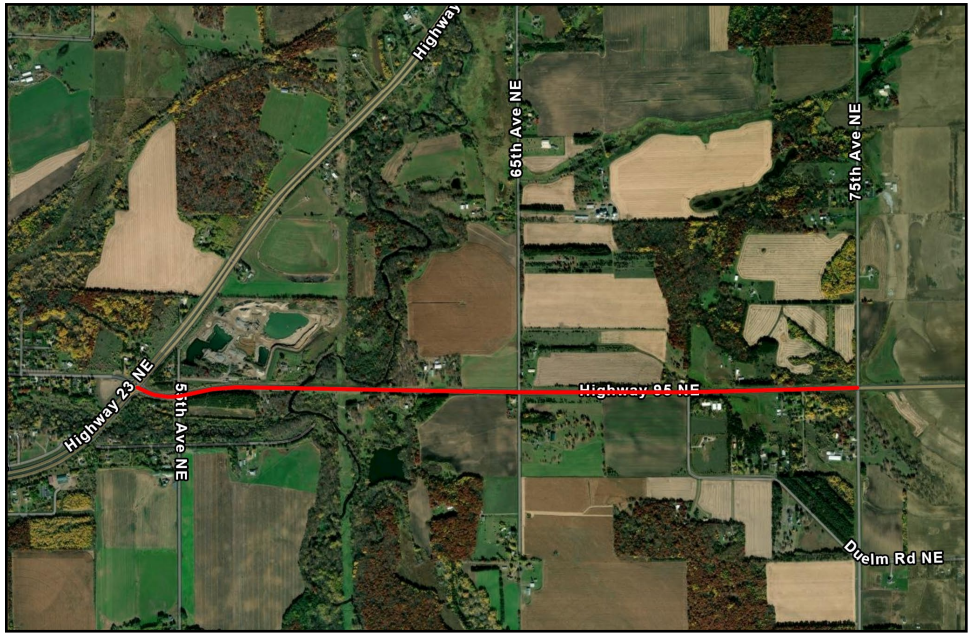


Photo courtesy of Saint Cloud APO.

Status Updates

Oct. 8, 2025
This project is on track for a Jan. 31, 2029, letting.

April 20, 2026
During the annual TIP update, this project has been delayed from FY 2029 to FY 2030 construction. In addition, the cost of this project has increased from $10.6 million to $10,720,000.

Project Sponsor: MnDOT District 3
Project Contact: Kelly Scegura, Project Development Manager 320-223-6614 kelly.scegura@state.mn.us

2030 MnDOT District 3 Dynamic Messaging Signs

Project Details

Description: Installation of Dynamic Messaging Signs (DMS) along I-94, US 10, and MN 23. Within the APO's planning area, those locations include I-94 westbound lane near Jade Road and MN 23 westbound near Brenny Custom Cabinets.
Estimated Project Cost: $1,000,000
Construction Year: 2030
Project Number: 8823-464
Scope: N/A
Funding:

- **National Highway Performance Program:** $692,070
- **State Funding:** $307,930

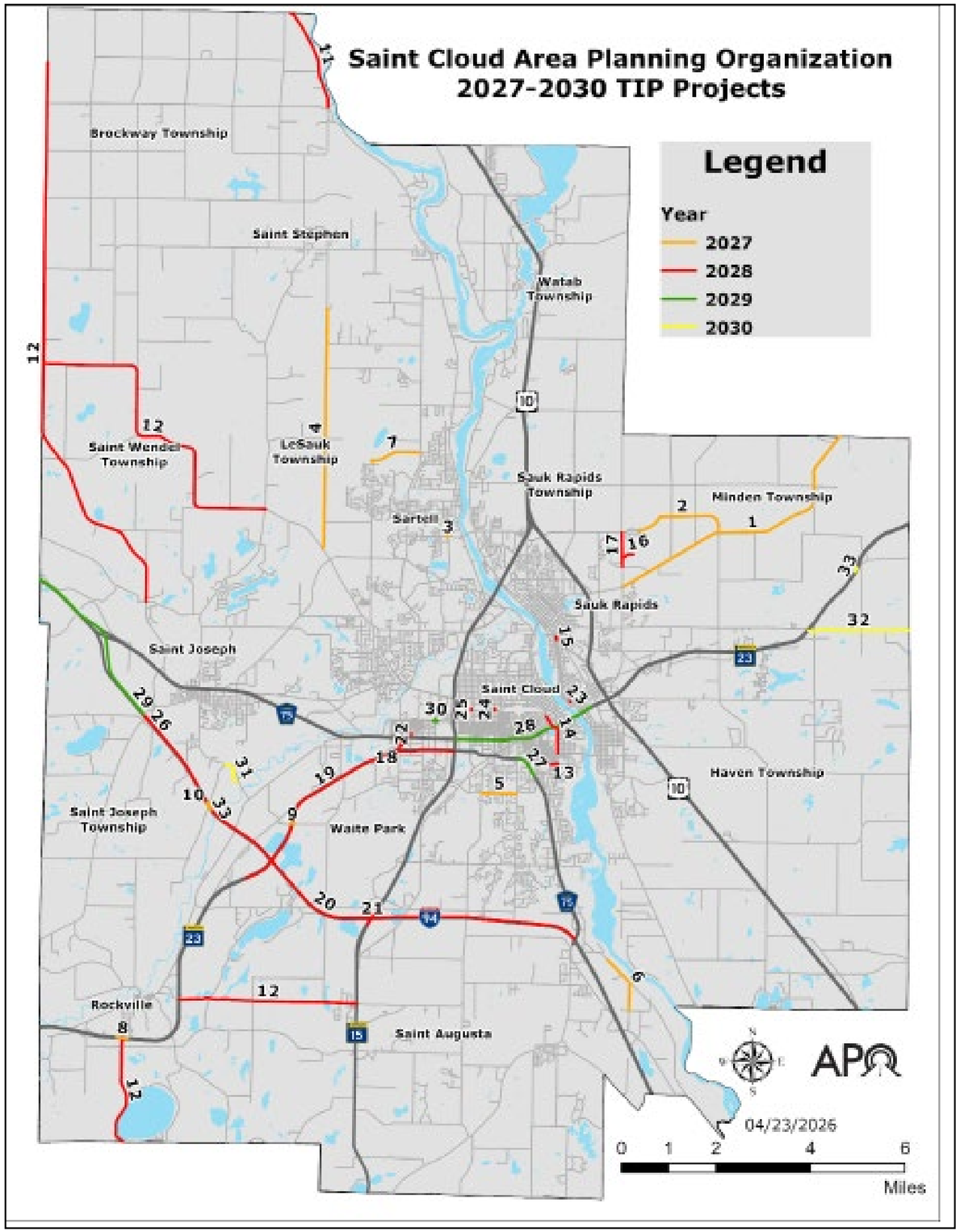




Photos courtesy of Saint Cloud APO.

Status Updates

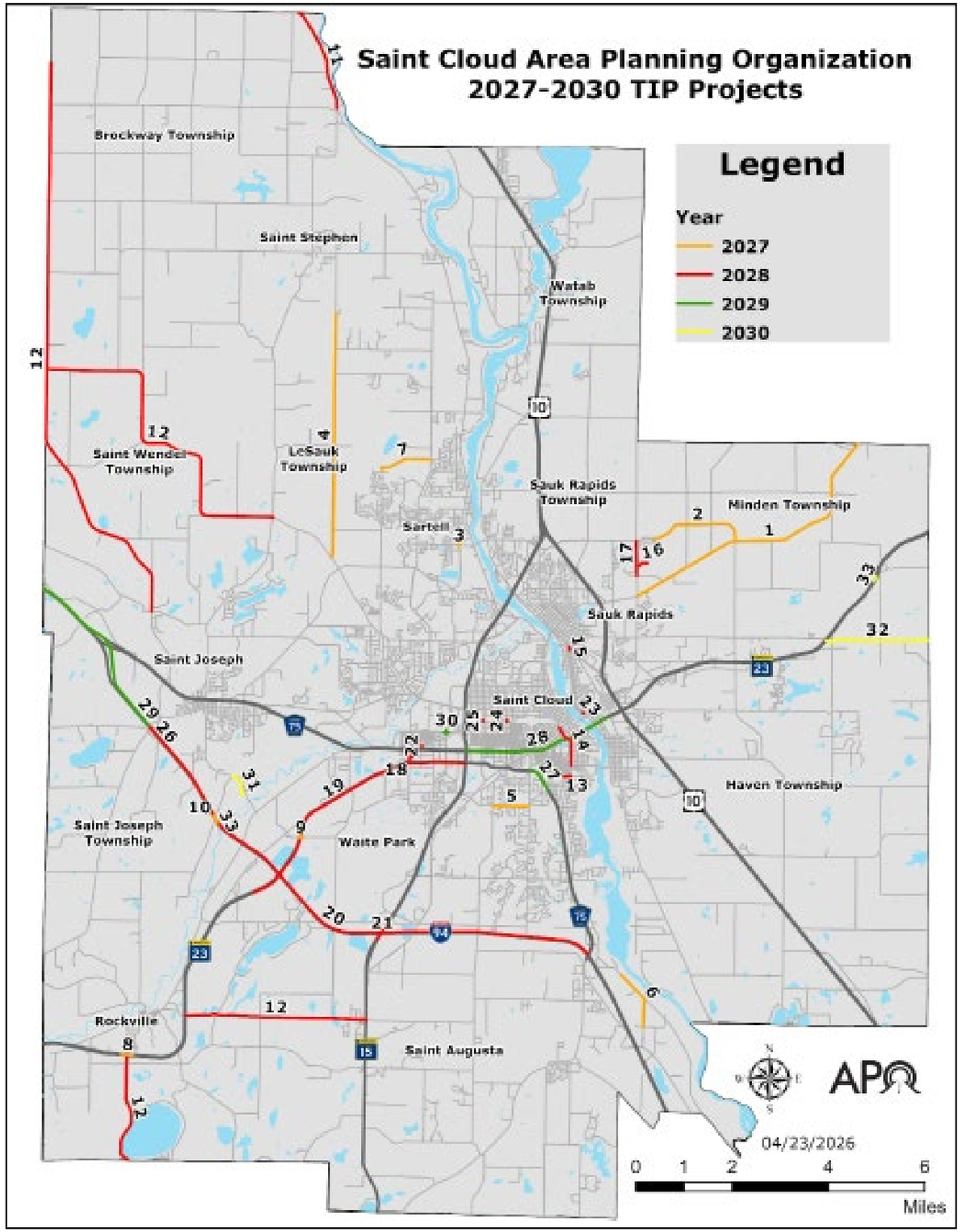
Project Sponsor: MnDOT District 3
Project Contact: Michelle Hoff, Project Manager 218-820-7558 michelle.t.hoff@state.mn.us



FY 2027-2030 Transportation Improvement Program Projects

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2027	Benton County	CSAH 3 from CSAH 1 to CSAH 4	Full Depth Reclamation
2	2027	Benton County	CSAH 29 from CSAH 1 to CSAH 3	Capacity Expansion
3	2027	Stearns County	Intersection of CSAH 133/Second Street S and Fourth Avenue S in Sartell	Roundabout
4	2027	Stearns County	Townline Road from CSAH 4 to southern city limits of Saint Stephen	Reconstruction
5	2027	City of Saint Cloud	22nd Street S from Oak Grove Road SW/County Road 136 to Cooper Avenue	Reconstruction and Multimodal Improvements
6	2027	City of Saint Cloud	Heatherwood Road from dead end to 60th Street S	Capacity Expansion and Multimodal Improvements
7	2027	City of Sartell	15th Street N from Pinecone Road N to 19th Avenue N	Right-of-Way Acquisition
8	2027	MnDOT District 3	MN 23 at Stearns CSAH 8	J-Turn
9	2027	MnDOT District 3	MN 23 at Bel Clare Drive	J-Turn
10	2027	MnDOT District 3	I-94 bridges 73877 and 73878	Bridge Overlay
11	2028	Stearns County	CSAH 1 from CSAH 17 to northern Stearns County line	Reconstruction
12	2028	Stearns County	CSAH 4 (from CSAH 3 to CSAH 2) CSAH 3 (from Norway Road to northern county line) CSAH 47 (from MN 23 to MN 15) CSAH 8 (from MN 23 to MN 15)	Striping
13	2028	City of Saint Cloud	13th Street S from 11th Avenue S to Ninth Avenue S	Sidewalk
14	2028	City of Saint Cloud	Ninth/10th Avenue from University Drive to Second Street N	Reconstruction
15	2028	City of Sauk Rapids	Second Avenue S from Benton Drive to Sixth Street S	Sidewalk
16	2028	City of Sauk Rapids	Mayhew Lake Road trail extension from Osauka Road NE to Mayhew Creek Park entrance	Shared Use Path

Figure 1.2: *A map and accompanying table of the roadway, bridge, and active transportation projects programmed in the APO's FY 2027-2030 Transportation Improvement Program.*



FY 2027-2030 Transportation Improvement Program Projects

Project ID	Fiscal Year	Sponsor	Route	Work Type
17	2028	City of Sauk Rapids	Mayhew Lake Road trail extension from Storm Street NE to CSAH 29/35th Street NE	Shared Use Path
18	2028	City of Waite Park	10th Avenue S from MN 23 to 100’ south of railroad tracks	Capacity Expansion and Roundabout
19	2028	MnDOT District 3	MN 23 from 0.455 miles east of 93rd Avenue to MN 15	Mill and Overlay
20	2028	MnDOT District 3	I-94 from Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2	Intelligent Transportation Systems
21	2028	MnDOT District 3	I-94 at MN 15 interchange	Lighting
22	2028	MnDOT District 3	Northern Lines Railway crossing at Sixth Avenue N in Waite Park	Railroad Signal Installation
23	2028	MnDOT District 3	BNSF railway crossing at Second Avenue NE in Saint Cloud	Railroad Signal Replacement
24	2028	MnDOT District 3	BNSF railway crossing at 25th Avenue N in Saint Cloud	Railroad Signal Replacement
25	2028	MnDOT District 3	BNSF railway crossing at 33rd Avenue N in Saint Cloud	Railroad Signal Replacement
26	2028	MnDOT District 3	I-94 bridges 73869 and 73870	Bridge Overlay
27	2029	Stearns County	CSAH 75 from Cooper Avenue S to Traverse Road in Saint Cloud	Mill and Overlay
28	2029	MnDOT District 3	MN 23 from MN 15 to railroad bridge west of the MN 23/US 10 interchange	Mill and Overlay
29	2029	MnDOT District 3	I-94 from MN 23 interchange to MN 238 interchange	Intelligent Transportation Systems
30	2029	MnDOT District 3	Northern Lines Railway crossing at CSAH 81/Third Street N in Waite Park	Railroad Signal Replacement
31	2030	City of Saint Joseph	Rivers Bend trail connection from Kennedy Community School to Rivers Bend Park	Shared Use Path
32	2030	MnDOT District 3	MN 95 from MN 23 to Benton County/Mille Lacs County line	Mill and Overlay
33	2030	MnDOT District 3	I-94 westbound lane near bridge 73877 MN 23 westbound lane near Brenny Custom Cabinets	Dynamic Messaging Signage

Figure 1.3: *A map and accompanying table of the roadway, bridge, and active transportation projects programmed in the APO’s FY 2027-2030 Transportation Improvement Program.*

Chapter Two: Community Impact Assessment

The U.S. Department of Transportation (US DOT) requires all agencies receiving federal funding be compliant with several congressional acts as well as presidential executive orders including, but not limited to, Title VI of the Civil Rights Act of 1964, the Older Americans Act, the Clean Air Act, and the Americans with Disabilities Act. This means agencies, like the APO, must consider these acts and executive orders throughout the planning process at both the plan development program as well as the project level.

The Community Impact Assessment is a public policy goal of ensuring negative impacts resulting from government activities do not fall disproportionately on historically underrepresented communities. This assessment highlights those transportation projects that could potentially have a negative impact on disenfranchised neighborhoods.

While it is difficult to make significant improvements to transportation systems without causing impacts of one form or another, the concern is whether proposed projects disproportionately affect the health or environments of certain population groups in a negative manner. In the past, health and environmental impacts to people living within close proximity to infrastructure projects were often overlooked as potential criteria for project evaluation.

The Saint Cloud APO's Community Impact Assessment focuses on the proximity of infrastructure projects to the Census block group/tract with high concentrations of the following population subsets:

- Black, Indigenous, People of Color (BIPOC). Note, this designation includes individuals who identify as one or more of the following:
  - Black/African American alone.
  - American Indian and Alaska Native alone.
  - Asian alone.
  - Native Hawaiian and other Pacific Islander alone.
  - Some Other Race.
  - Two or More Races.
  - Hispanic or Latino descent regardless of race.
- Low-income households.
- People with disabilities.
- Limited English proficient populations.
- Zero vehicle households.
- People 65 and older.
- People 18 and younger.

A more detailed demographic breakdown can be found in the APO's **Stakeholder Engagement Plan (SEP)** (https://bit.ly/2s5p2WN).

Figure 2.1 identifies block groups within the MPA with heavy concentrations of these communities (impacting four or more areas with large concentrations of these demographic groups). Figures 2.2 and 2.3 identify the location of the FY 2027-2030 TIP projects (sans transit) in comparison to these communities.

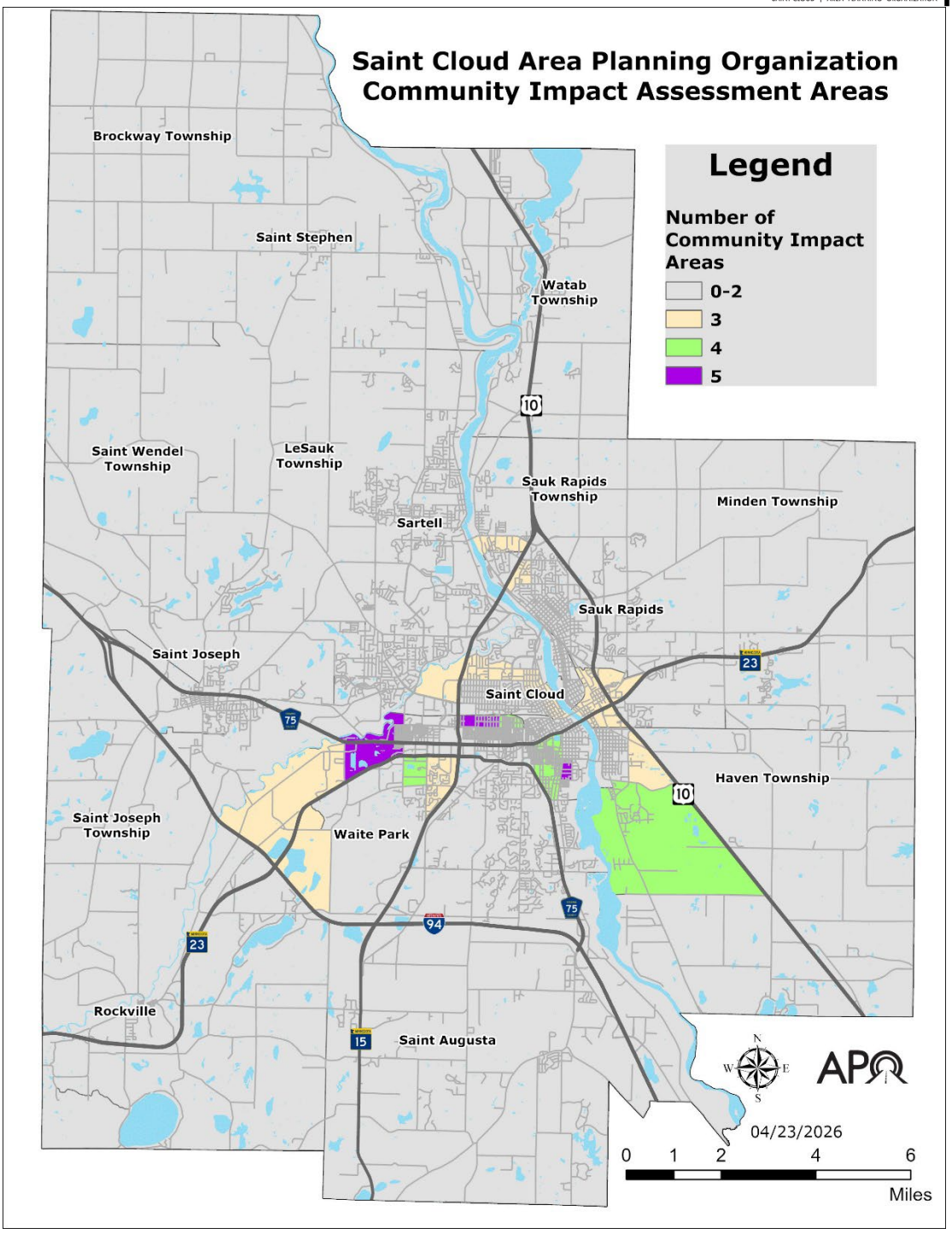
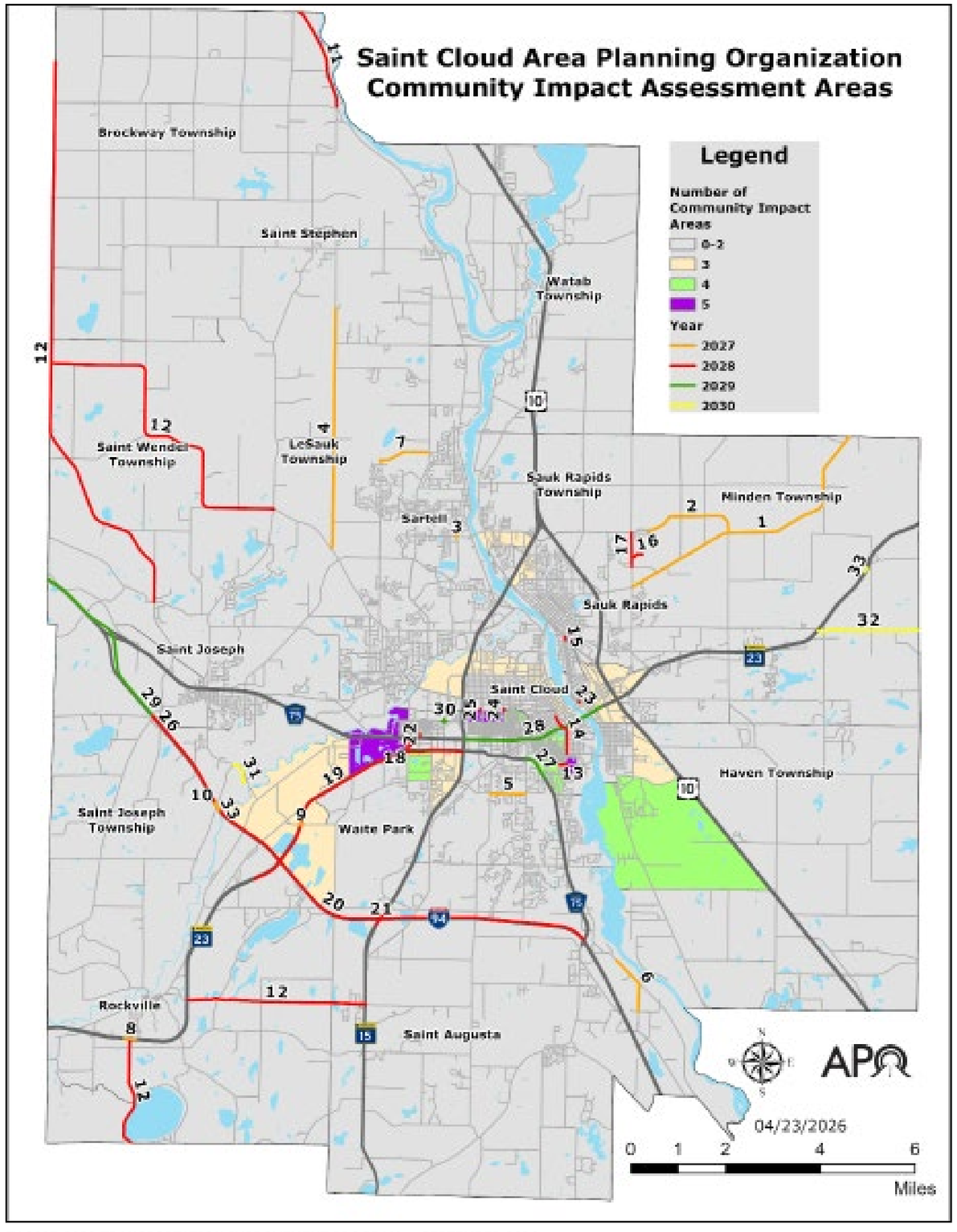


Figure 2.1: *Demographic population subset areas map encompassing areas with the greatest concentration (95th percentile) of the following demographic subsets: BIPOC populations, low-income households, people with disabilities, limited English proficient populations, zero vehicle households, people over age 65, and people under age 18.*
Data courtesy of U.S. Census Bureau's 2020-2024 ACS Five-Year Estimates.

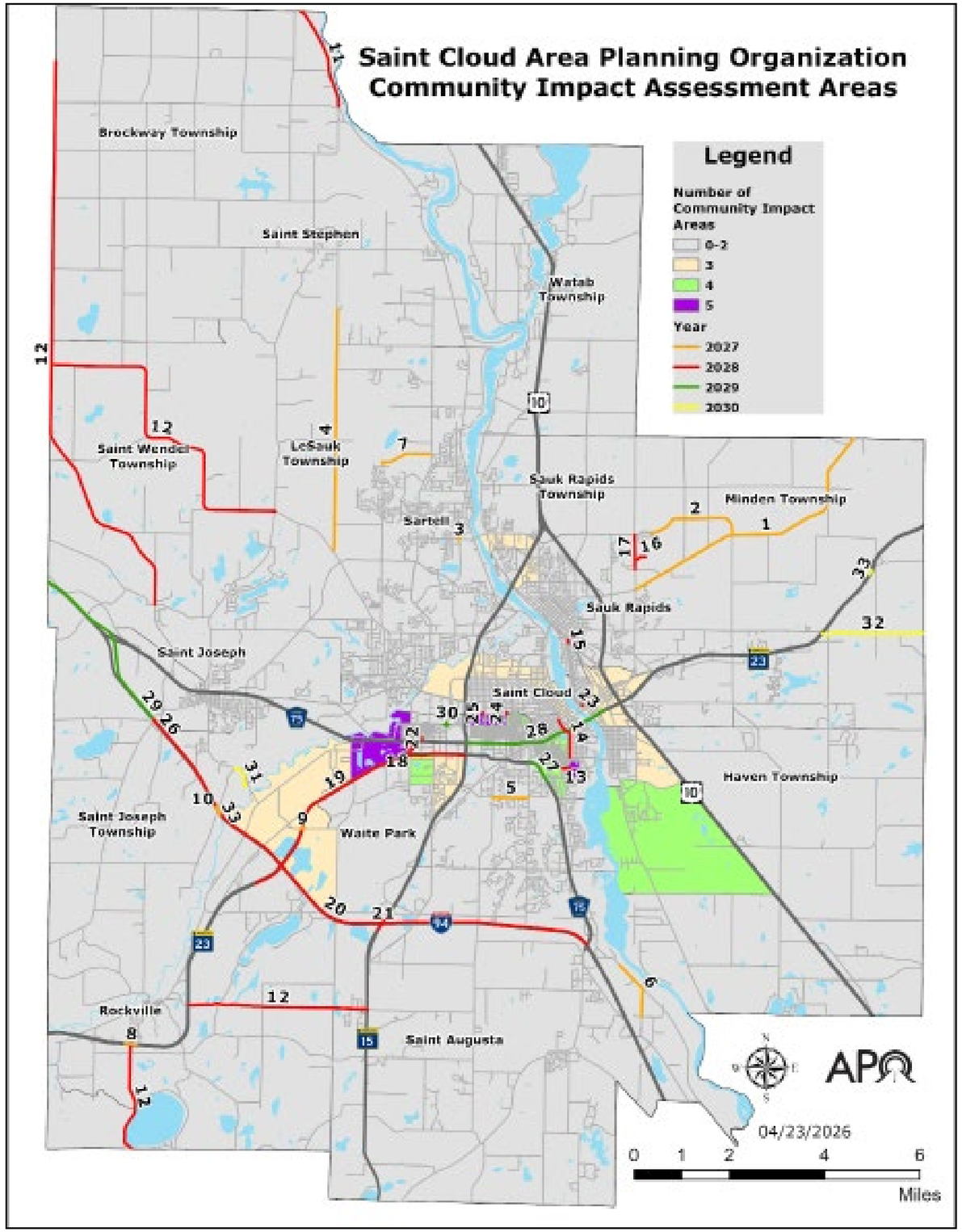


FY 2027-2030 TIP Community Impact Assessment

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2027	Benton County	CSAH 3 from CSAH 1 to CSAH 4	Full Depth Reclamation
2	2027	Benton County	CSAH 29 from CSAH 1 to CSAH 3	Capacity Expansion
3	2027	Stearns County	Intersection of CSAH 133/Second Street S and Fourth Avenue S in Sartell	Roundabout
4	2027	Stearns County	Townline Road from CSAH 4 to southern city limits of Saint Stephen	Reconstruction
5	2027	City of Saint Cloud	22nd Street S from Oak Grove Road SW/County Road 136 to Cooper Avenue	Reconstruction and Multimodal Improvements
6	2027	City of Saint Cloud	Heatherwood Road from dead end to 60th Street S	Capacity Expansion and Multimodal Improvements
7	2027	City of Sartell	15th Street N from Pinecone Road N to 19th Avenue N	Right-of-Way Acquisition
8	2027	MnDOT District 3	MN 23 at Stearns CSAH 8	J-Turn
9	2027	MnDOT District 3	MN 23 at Bel Clare Drive	J-Turn
10	2027	MnDOT District 3	I-94 bridges 73877 and 73878	Bridge Overlay
11	2028	Stearns County	CSAH 1 from CSAH 17 to northern Stearns County line	Reconstruction
12	2028	Stearns County	CSAH 4 (from CSAH 3 to CSAH 2) CSAH 3 (from Norway Road to northern county line) CSAH 47 (from MN 23 to MN 15) CSAH 8 (from MN 23 to MN 15)	Striping
13*	**2028**	**City of Saint Cloud**	**13th Street S from 11th Avenue S to Ninth Avenue S**	**Sidewalk**
14*	**2028**	**City of Saint Cloud**	**Ninth/10th Avenue from University Drive to Second Street N**	**Reconstruction**
15	2028	City of Sauk Rapids	Second Avenue S from Benton Drive to Sixth Street S	Sidewalk
16	2028	City of Sauk Rapids	Mayhew Lake Road trail extension from Osauka Road NE to Mayhew Creek Park entrance	Shared Use Pah

Figure 2.2: *A map and accompanying table of the roadway, bridge, and active transportation projects programmed in the FY 2027-2030 TIP and the proximity to Census block group areas with high concentrations of several demographic subsets based on the 2020-2024 ACS Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of a combination of at least four of the several demographic subsets including BIPOC, low-income households, people with disabilities, limited English proficient individuals, zero vehicle households, people 65 and older, and people 18 and younger.*

FY 2027-2030 TIP Community Impact Assessment



Project ID	Fiscal Year	Sponsor	Route	Work Type
17	2028	City of Sauk Rapids	Mayhew Lake Road trail extension from Storm Street NE to CSAH 29/35th Street NE	Shared Use Path
18*	**2028**	**City of Waite Park**	**10th Avenue S from MN 23 to 100' south of railroad tracks**	**Capacity Expansion and Roundabout**
19*	**2028**	**MnDOT District 3**	**MN 23 from 0.455 miles east of 93rd Avenue to MN 15**	**Mill and Overlay**
20	2028	MnDOT District 3	I-94 from Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2	Intelligent Transportation Systems
21	2028	MnDOT District 3	I-94 at MN 15 interchange	Lighting
22	2028	MnDOT District 3	Northern Lines Railway crossing at Sixth Avenue N in Waite Park	Railroad Signal Installation
23	2028	MnDOT District 3	BNSF railway crossing at Second Avenue NE in Saint Cloud	Railroad Signal Replacement
24*	**2028**	**MnDOT District 3**	**BNSF railway crossing at 25th Avenue N in Saint Cloud**	**Railroad Signal Replacement**
25*	**2028**	**MnDOT District 3**	**BNSF railway crossing at 33rd Avenue N in Saint Cloud**	**Railroad Signal Replacement**
26	2028	MnDOT District 3	I-94 bridges 73869 and 73870	Bridge Overlay
27*	**2029**	**Stearns County**	**CSAH 75 from Cooper Avenue S to Traverse Road in Saint Cloud**	**Mill and Overlay**
28*	**2029**	**MnDOT District 3**	**MN 23 from MN 15 to railroad bridge west of the MN 23/US 10 interchange**	**Mill and Overlay**
29	2029	MnDOT District 3	I-94 from MN 23 interchange to MN 238 interchange	Intelligent Transportation Systems
30	2029	MnDOT District 3	Northern Lines Railway crossing at CSAH 81/Third Street N in Waite Park	Railroad Signal Replacement
31	2030	City of Saint Joseph	Rivers Bend trail connection from Kennedy Community School to Rivers Bend Park	Shared Use Path
32	2030	MnDOT District 3	MN 95 from MN 23 to Benton County/Mille Lacs County line	Mill and Overlay
33	2030	MnDOT District 3	I-94 westbound lane near bridge 73877 MN 23 westbound lane near Brenny Custom Cabinets	Dynamic Messaging Signage

Figure 2.3: *A map and accompanying table of the roadway, bridge, and active transportation projects programmed in the FY 2027-2030 TIP and the proximity to Census block group areas with high concentrations of several demographic subsets based on the 2020-2024 ACS Five Year Estimates. Asterisks and bold font denote projects that intersect, at least in part, with block groups with a high concentration of a combination of at least four of the several demographic subsets including BIPOC, low-income households, people with disabilities, limited English proficient individuals, zero vehicle households, people 65 and older, and people 18 and younger.*

Based on Figures 2.2 and 2.3, eight out of 33 federal and/or state transportation infrastructure investments occur within (or directly abutting) Census block groups identified as having high concentrations of at least four of the multiple demographic population subsets. These projects primarily focus on safety improvements and/or system preservation for the transportation network. Both styles of projects have lasting benefits for the entire region. While construction could have adverse impacts on populations living within close proximity of the project – i.e. delays, detours, noise, and dust – once complete, the projects are anticipated to result in positive benefits such as increased capacity, lower commute times, increased safety, and the addition of bicycle and pedestrian facilities to neighborhoods.

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

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



Figure 2.4: *Students entering the bus zone at Lincoln Elementary School in Saint Cloud during school dismissal. Lincoln Elementary School is located within a Census block group with large concentrations of several of the multiple demographic population subsets.*
Photo courtesy Saint Cloud APO

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	Impacts to Multiple Demographic Subsets
1	CSAH 3	005-603-035AC1	2027	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK 1 OF 2)	$0	$0	No
2	CSAH 29	005-596-006	2027	BENTON COUNTY	**MN309** BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS.	$9,500,000	$4,500,000	No
3	CSAH 133	073-733-008	2027	STEARNS COUNTY	**AC**STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN 2029)	$2,000,000	$798,995	No
4	LOCAL STREETS	073-593-001	2027	STEARNS COUNTY	**MN329**TOWNLINE ROAD (30TH AVE N), FROM CSAH 4 TO SOUTH CITY LIMITS OF ST STEPHEN, RECONSTRUCT	$10,055,095	$406,740	No
5	LOCAL STREETS	162-153-003AC	2027	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 1 OF 1)	$0	$0	No
5	LOCAL STREETS	162-153-003CRPAC1	2027	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 1 OF 2)	$0	$0	No
6	MSAS 162	162-162-002	2027	SAINT CLOUD	**AC**MN325**HEATHERWOOD ROAD (MSAS 162), FROM 0.06 MI W OF 47TH ST S TO 60TH ST S IN THE CITY OF ST CLOUD, CONSTRUCT NEW ROADWAY (AC PROJECT, PAYBACK IN 2029)	$10,900,000	$2,298,995	No
7	LOCAL STREETS	220-080-006	2027	SARTELL	**MN307**15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	$3,880,000	$786,226	No
8	MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN (TIED TO SP 7305-133)	$305,000	$60,740	No
8	MN 23	7305-132S	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN (TIED TO SP 7305-133)	$1,200,000	$120,000	No
9	MN 23	7305-133	2027	MNDOT	**MN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE (TIED TO SP 7305-132)	$1,304,000	$134,000	No
10	I 94	7380-269	2027	MNDOT	I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	$3,100,000	$310,000	No
11	CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	$3,500,000	$2,051,325	No
12	LOCAL STREETS	073-070-031	2028	STEARNS COUNTY	STEARNS COUNTY, VARIOUS RURAL ROADWAYS – STRIPING (TIED TO SP 073-070-033)	$980,000	$230,000	No
13	LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13TH ST, CONSTRUCT SIDEWALK FROM 9TH AVE TO 11TH AVE AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9TH AVE IN THE CITY OF ST CLOUD	$225,000	$45,000	Yes
14	MSAS 145	162-145-016	2028	SAINT CLOUD	**AC**MSAS 145 (9TH AVE S) FROM UNIVERSITY DRIVE TO 2ND ST N, RECONSTRUCT + ADA WORK IN THE CITY OF ST CLOUD (AC PROJECT, PAYBACK IN 2030)	$8,900,000	$7,698,995	Yes
15	LOCAL STREETS	191-104-009AC	2028	SAUK RAPIDS	**AC**2ND AVE S (MSAS 104) FROM BENTON DR TO 6TH ST S, RECONSTRUCTION, ADA IMPROVEMENTS, RR XING, SIGNAL REVISIONS AND WATER MAIN IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK 1 OF 1) (ASSOCIATED WITH SP 191-090-003)	$0	$0	No
16	CSAH 1	191-090-004	2028	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL BETWEEN OSAUKA ROAD NE TO NORTH ENTRANCE TO HIGH SCHOOL/MAYHEW CREEK PARK IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2029)(ASSOCIATED WITH 191-090-005 & SAUKR 187378)	$1,653,779	$1,307,556	No
17	CSAH 1	191-090-005	2028	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL FROM STORM ST NE TO 35TH ST NE (CSAH 29) IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2030)(ASSOCIATED WITH 191-090-004 & SAUKR 187378)	$527,175	$105,435	No

TIP ID	Route System	Project Number	FY	Agency	Project Description	Estimated Project Total*	Local/State Match Required	Impacts to Multiple Demographic Subsets
18	MSAS 103	221-103-007	2028	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK IN 2029 & 2030)	$2,496,400	$1,295,395	Yes
18	MSAS 103	221-103-007CRP	2028	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK IN 2029 & 2030)	$852,000	$142,000	Yes
19	MN 23	7305-131	2028	MNDOT	**AC**MN 23, FROM 0.455 MI E OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY WITH SIGNAL, ADA, LIGHTING REPLACEMENT AND HYDRAULIC STRUCTURE PRESERVATION(AC PROJECT, PAYBACK IN 2029)	$24,974,000	$8,585,241	Yes
20	I 94	7380-275	2028	MNDOT	**ITS**I-94, FROM STEARNS CSAH 75/ROOSEVELT ROAD TO STEARNS CSAH 2, FIBER OPTIC CABLE, CAMERAS AND NIDS'S	$750,000	$75,000	No
21	I 94, MN 15	7380-282CRP	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	$1,720,000	$344,000	No
21	I 94, MN 15	7380-282	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	$780,000	$156,000	No
22	RAIL	73-00144	2028	MNDOT	NLR RR, INSTALL FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 6TH AVE N, WAITE PARK, STEARNS COUNTY	$300,000	$0	No
23	RAIL	05-00130	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT MSAS 149 (2ND AVE NE), ST CLOUD, BENTON COUNTY	$500,000	$250,000	No
24	RAIL	73-00145	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 25TH AVE N, ST CLOUD, STEARNS COUNTY	$500,000	$250,000	Yes
25	RAIL	73-00146	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 33RD AVE N, ST CLOUD, STEARNS COUNTY	$500,000	$250,000	Yes
26	I 94	7380-287	2028	MNDOT	I 94, RE-OVERLAY BRIDGES 73869 & 73870 OVER CSAH 2 NEAR ST JOSEPH	$2,900,000	$290,000	No
27	CSAH 75	073-675-044	2029	STEARNS COUNTY	STEARNS CSAH 75, FROM COOPER AVE TO TRAVERSE ROAD IN THE CITY OF ST CLOUD, MILL & OVERLAY	$1,500,000	$707,444	Yes
28	MN 23	7306-98	2029	MNDOT	MN 23, FROM TH 15 TO RR BR NEAR US 10 IN ST. CLOUD, MILL AND OVERLAY, INCLUDE ADA, SIGNALS, AND BRIDGE REHAB	$13,900,000	$3,111,850	Yes
29	I 94	7380-283	2029	MNDOT	**ITS**I-94, FROM MN 238 INTERCHANGE TO MN 23 INTERCHANGE, CONSTRUCT FIBER AND VEHICLE DETECTION SYSTEM (ITS FUNDS 2.0)	$2,000,000	$200,000	No
30	RAIL	73-00149	2029	MNDOT	NLR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 81 (3RD ST N) IN WAITE PARK, STEARNS COUNTY	$250,000	$0	No
31	LOCAL STREETS	233-090-002	2030	SAINT JOSEPH	CR 121 (COLLEGE AVE) FROM JADE ROAD TO RIVERS BEND PARK IN THE CITY OF ST JOSEPH, CONSTRUCT TRAIL	$358,682	$71,736	No
32	MN 95	0505-27	2030	MNDOT	**ELLE**MN 95, FROM JCT MN 23 EAST OF ST. CLOUD TO BENTON/MILLE LACS CO LINE, MILL & OVERLAY, INCLUDE BR 05014 & 05015	$10,720,000	$1,991,776	No
33	999	8823-464	2030	MNDOT	**ITS**DMS INSTALLATION ON I 94, US 10, AND MN 23 AT VARIOUS LOCATIONS	$1,000,000	$307,930	No
Total						**$123,581,131**	**$38,882,379**	***Yes: 8 No: 25***

**Note: Estimated project total and local/state match required for advance construction projects are not reflected due to these costs being allocated in previous years.*

Figure 2.5: *A list of FY 2027-2030 APO TIP projects that are likely to impact Census block groups within the APO planning area with a higher concentration of four or more demographic subsets.*

Chapter Three: Performance Measures

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

According to 23 CFR 450.326(d):

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

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure.

In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data.

Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. This performance-based approach is meant to improve accountability of federal transportation investments, assess risks related to different performance levels, and increase transparency.

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

APO staff have updated the MTP through planning horizon 2050. During this process, staff have incorporated federally mandated performance measures into the MTP. In addition, APO staff have been working to develop a variety of other performance measures to assist in future planning and project implementation. It is the goal that these performance measures incorporated into the MTP will help further align current and future TIP-programmed projects with the overall goals and objectives established in the MTP.



Figure 3.1: *An infographic explaining performance measures, Transportation Performance Management (TPM), and Performance-Based Planning. Infographic courtesy Saint Cloud APO.*

Additional information about the APO's approach to performance-based planning and programming, please check out the APO's **Transportation Performance Monitoring Report (TPMR)** (https://tinyurl.com/yjuhyaxx).

Anticipated Effect

The performance measures focus on several major areas:

- **PM1:** Transportation Safety.
- **PM2:** Infrastructure (pavement and bridge condition).
- **PM3:** System Performance (system reliability).
- **TAM:** Transit Asset Management.
- **PTASP:** Public Transportation Agency Safety Plans.

TAM and PTASP targets emphasize improvement of the regional transit system (Saint Cloud Metro Bus), and the APO must program projects accordingly. The APO maintains current and compliant resolutions for PM1, PM2, PM3, TAM, and PTSAP.

Within these five categories, specific performance measures and targets are identified. Methods of calculation for PMs 1-3 are based on the guidelines outlined by the **TPM assessment tool** (https://www.fhwa.dot.gov/tpm/rule.cfm) and can be found in **Appendix B**.

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

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

The following sections contain the list of federally required performance measures and APO adopted targets which have been incorporated into the FY 2027-2030 TIP. An analysis of how those performance measures/targets are being tracked and/or implemented as part of the APO's FY 2027-2030 TIP.

PM1: Safety

The safety performance measure (PM1) incorporates the following five key targets:

1. Number of Fatalities.
2. Rate of Fatalities per 100 million vehicle miles traveled (VMT).
3. Number of Serious Injuries.
4. Rate of Serious Injuries per 100 million VMT.
5. Number of Non-Motorized Fatalities and Serious Injuries.

Each of these individual targets is based upon a five-year rolling average. Thus, 2024 targets were based on the totals for 2019, 2020, 2021, 20222, and 2023 then divided by five. Subsequently, 2025 targets are based on the total of

2020, 2021, 2022, 2023, and 2024 then divided by five. Hence with each year, the average can change based on new data.

The APO receives its VMT data from MnDOT.

Figure 3.2 outlines the specific safety performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM 1 Performance Measure	MnDOT's 2026 Target	2024 APO Baseline Measurement	APO's 2026 Target
Number of Fatalities	352.4	7.6	7.6
Rate of Fatalities (per 100 million vehicle miles traveled)	0.582	0.596	0.596
Number of Serious Injuries	1,463.4	34.8	23.0
Rate of Serious Injuries (per 100 million vehicle miles traveled)	2.470	2.680	1.946
Number of Non-Motorized Fatalities and Serious Injuries	258.4	6.2	6.2

Figure 3.2: *A list of incorporated PM1 performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

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

APO PM1 Programmed Projects

MnDOT has adopted a yearly target of 352.4 fatalities in 2026, while the APO selected a yearly target of 7.6 fatalities for 2026. The APO's regional 2024 baseline measurement for fatalities was 7.6. It is unclear what supporting MnDOT's target would mean in this context or how it would help the APO to target investment funding. By electing to pursue targets more relevant to the regional baseline, the APO can better evaluate the effectiveness of its roadway safety and more efficiently monitor changes in this and other roadway safety numbers.

Examples of programmed projects in the FY 2027-2030 TIP that will help achieve the APO's roadway targets include the following:

- **073-733-008:** Stearns County's 2027 CSAH 133 roundabout construction at the intersection of Fourth Avenue S in Sartell.
- **7305-132/7305-132S and 7305-133:** MnDOT's 2027 installation of J-turn intersections on MN 23 at Stearns CSAH 8 and Bel Clare Drive, respectively.
- **073-070-031:** Stearns County's 2028 ground-in wet reflective edge line striping on CSAH 4, CSAH 3, CSAH 47, and CSAH 8.

- **162-090-009:** City of Saint Cloud's 13th Street S sidewalk construction and pedestrian crossing infrastructure at the intersection of Ninth Avenue S.
- **191-090-004 and 191-090-005:** City of Sauk Rapids's CSAH 1 trail extensions between Osauka Road NE and the entrance to Mayhew Creek Park and Storm Street NE to CSAH 29/35th Street NE, respectively.
- **73-00144:** MnDOT's 2028 railroad crossing signal installation at Sixth Avenue N in Waite Park.
- **05-00130:** MnDOT's 2028 railroad crossing signal replacement at Second Avenue NE in Saint Cloud.
- **73-00145:** MnDOT's 2028 railroad crossing signal replacement at 25th Avenue N in Saint Cloud.
- **73-00146:** MnDOT's 2028 railroad crossing signal replacement at 33rd Avenue N in Saint Cloud.
- **73-00149:** MnDOT's 2029 railroad crossing signal replacement at Third Street N in Waite Park.

These TIP projects are anticipated to positively impact target achievement by providing safety improvements for motorists, bicyclists, and pedestrians.

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

PM2: Infrastructure

The infrastructure performance measure (PM2) incorporates the following two key target categories:

1. Interstate System and Non-Interstate NHS Pavement Conditions.
2. NHS Bridge Conditions.

Pavement condition targets are only set every four years, with the option to update them every two. The jurisdictions assess each roadway segment based on a variety of factors to calculate the overall pavement condition. Then those assessments are combined and an output of a standard Pavement Condition Index (PCI) is produced. The following are PCI ratings and their associated range of scores:

- Excellent: 86-100.
- Good: 71-85.
- Fair: 56-70.
- Poor: 0-55.

For the bridge condition targets, each bridge on the NHS is assessed at least every 24 months and the score is entered into the National Bridge Inventory (NBI). The score is based on the inspection rating of the bridge's deck, superstructure, and substructure. Each bridge is given an overall rating based on the lowest score of the three elements. The scores are based on the following ranges:

- Good: 7-9.
- Fair: 5-6.
- Poor: 0-4.

Calculating Bridge Conditions

Individual Bridge Ratings

Bridges on the National Highway System (NHS) are assessed and scored at least every other year. Those scores are then entered into the National Bridge Inventory (NBI).

Scores are based on three components:

- **Deck:** The riding/driving surface of the bridge.
- **Superstructure:** Components of a bridge that aid in supporting the bridge load.
- **Substructure:** Piers or other support structures that help support the superstructure in distributing the weight of the bridge to its foundation.

The overall rating for an individual bridge is based on the ***LOWEST*** score of the three elements.

NBI Bridge Condition Ranges

- **Good:** 7-9
- **Fair:** 5-6
- **Poor:** 0-4

NHS Bridge Target Setting

Unlike individual bridge ratings, determining the percentage of bridges in the region that are in "Good" condition also considers the overall size of each bridge (deck area).



NHS Bridge Target Setting Calculation Example

Region Alpha contains five bridges.

- **Bridge A** = 10% of the region's bridge deck area.
- **Bridge B** = 15% of the region's bridge deck area.
- **Bridge C** = 20% of the region's bridge deck area.
- **Bridge D** = 5% of the region's bridge deck area.
- **Bridge E** = 50% of the region's bridge deck area.

Bridges A through D are in Good Condition. Bridge E is in Fair Condition.

While four bridges are in good condition, regional bridge targets are not only based on individual ratings, but the size of the bridges.

In this example, 50% of the bridges in Region Alpha would be in "Good" Condition. Significant improvements made to larger bridges would then have a much larger increase in a region's percentage of bridges in Good Condition as compared to significant improvements made to much smaller bridges.

However, it is important to note that considering ***BOTH*** the individual bridge rating and the regional impacts of bridge performance are critical in performance-based planning.

Figure 3.3: *Infographic detailing the process for individual bridge ratings, calculating regional bridge condition targets, and an example of bridge ratings versus regional targets.*
Infographic courtesy of Saint Cloud APO.

Figure 3.4 outlines the specific infrastructure performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM2 Performance Measure	MnDOT's 2023 Target (2 Year)	MnDOT's 2025 Target (4 Year)	2024 APO Baseline Measurement	APO's 2023 Target (2 Year)	APO's 2025 Target (4 Year)
Percentage of pavements of the Interstate System in Good condition	60%	60%	80.2%	90%	90%
Percentage of pavements of the Interstate System in Poor condition	2%	2%	0.3%	1%	1%
Percentage of pavements of the non-Interstate NHS in Good condition	55%	40%	58.8%	65%	65%
Percentage of pavements of the non-Interstate NHS in Poor condition	2%	2%	0.4%	1%	1%
Percent of NHS bridges classified as in Good condition	30%	20%	15.1%	60%	60%
Percentage of NHS bridges classified as in Poor condition	5%	5%	0.0%	1%	1%

Figure 3.4: *A list of incorporated PM2 performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

APO PM2 Programmed Projects

Like PM1, the APO has opted to set stricter performance targets for infrastructure than MnDOT. APO staff believe that by tailoring targets specifically to the region, the APO is better equipped to track, monitor, and potentially address changes – both positive and negative – in a more effective and efficient manner.

While there are currently no Interstate pavement projects programmed within the APO's MPA, there are three non-Interstate NHS pavement project programmed:

- **7305-131:** MnDOT's FY 2028 mill and overlay of MN 23 between 93rd Avenue and MN 15 through Waite Park.
- **073-675-044:** Stearns County's FY 2029 mill and overlay of CSAH 75 between Cooper Avenue S and Traverse Road.
- **7306-98:** MnDOT's FY 2029 mill and overlay of MN 23 from MN 15 to the railroad bridge near the US 10 interchange.

Additionally, it is anticipated that minimal pavement improvements will be made along MN 23 during the construction of J-turn intersections at Stearns CSAH 8 (**7305-132/7305-132S**) and Bel Clare Drive (**7305-133**). However, it is unclear how and how much these intersection improvements will impact the overall pavement quality of MN 23.

As for bridge projects within the APO's FY 2027-2030 TIP, the region has the following projects programmed:

- **7380-269:** MnDOT's FY 2027 bridge deck overlay of I-94 bridges 73877 and 73878. It should be noted that while the deck overlay will improve the bridge's deck quality, this treatment alone will not be substantial enough to significantly alter the overall bridge rating for these two bridges over Jade Road in Saint Joseph township.
- **7380-287:** MnDOT's FY 2028 bridge deck overlay of I-94 bridges 73869 and 73870. This treatment will have enough impact on the bridge rating of Bridge 73870 (eastbound bridge over Stearns CSAH 2) to improve its overall bridge rating. However, the treatment for bridge 73869 (westbound) will not be enough to alter its overall bridge rating.

PM3: System Performance

The system performance measure (PM3) incorporates the following three key targets:

1. Annual Percent of Person-Miles Traveled on the Interstate that are Reliable.
2. Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable.
3. Truck Travel Time Reliability Index.

Each of these individual targets are established every four years, but State DOTs are required to report on each target biennially. These three performance measures can be broken into two categories: travel time reliability and freight movement reliability. Reliability is defined by the consistency or dependability of travel times from day to day or across different times of the day.

For the travel time reliability targets, FHWA provides access to the National Performance Management Research Data Set (NPMRDS) to calculate travel reliability for each roadway segment. NPMRDS uses passive travel data (probe data) to anonymously track how people travel and at what speed the vehicle travels. The NPMRDS provides a monthly archive of probe data that includes average travel times that are reported every five minutes when data is available on the NHS.

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (80th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

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

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

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

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

Using the NPMRDS, the Level of Travel Time Reliability (LOTTR) can be calculated for four analysis periods using the following ratio:

Longer travel times (95th percentile of travel times)

to

Normal Travel Times (50th percentile of travel times)

The analysis periods are:

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

It is important to note that the lower the Reliability Index, the more reliable a roadway segment is.

Figure 3.5 outlines the specific system performance measure, the MnDOT targets for that measurement, the APO's baseline measurement, and the APO's adopted targets.

PM3 Performance Measure	MnDOT's 2023 Target (2 Year)	MnDOT's 2025 Target (4 Year)	2024 APO Baseline Measurement	APO's 2023 Target (2 Year)	APO's 2025 Target (4 Year)
Percent of person-miles traveled on the Interstate that are reliable	82%	82%	100%	100%	100%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	90%	90%	97.9%	91%	91%
Truck Travel Time Reliability (TTTR) Index (minutes)	1.40	1.40	1.13	1.22	1.22

Figure 3.5: *A list of the incorporated PM3 performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

APO PM3 Programmed Projects

The percentage of person-miles traveled on the Interstate and non-Interstate NHS that are reliable in the APO region is currently at 100% and 97.9%, respectively. MnDOT has set 2025 targets of Interstate reliability at 82% and non-Interstate NHS at 90%. The APO has reviewed past data trends and determined Interstate reliability should remain at 100%, therefore supporting the MnDOT targets will not be as relevant to the APO's planning area.

The non-Interstate NHS reliability has seen a flux of reliability since 2014. However, since 2017 the non-Interstate NHS reliability has remained constant – between 97% and 99%. The APO has a goal to increase system accessibility, mobility, and connectivity. Like person-miles traveled on the Interstate, the APO's baseline measurement exceeds the targets established by MnDOT. Choosing to support the state targets would not allow the APO to gauge an accurate representation of the area's needs due to the fact they are lower than the current existing conditions for the APO's planning area.

Interstate freight movement is very important to the economy as many businesses are dependent on a reliable system for shipping and delivery. MnDOT has set a 2025 target of 1.4 truck travel time reliability (TTTR) while the APO has adopted a 2025 target of 1.22. The current TTTR is 1.13 in the APO region. The APO has opted to impose stricter performance targets on its region since the APO's baseline measurement was below that of the MnDOT established targets.

Currently, there is one project programmed into the FY 2027-2030 TIP that is likely to increase reliability on both the Interstate and non-Interstate NHS.

- **8823-464:** MnDOT's 2030 dynamic message sign installation project on I-94, MN 23, and US 10. Note, some locations associated with this project are outside of the APO's planning area.

The Interstate system is still under capacity within the APO region, so there is no evidence travel time reliability will experience any adverse impacts.



Figure 3.6: *Semi truck traveling southbound on MN 15 through Saint Cloud.*
Photo courtesy of Saint Cloud APO.

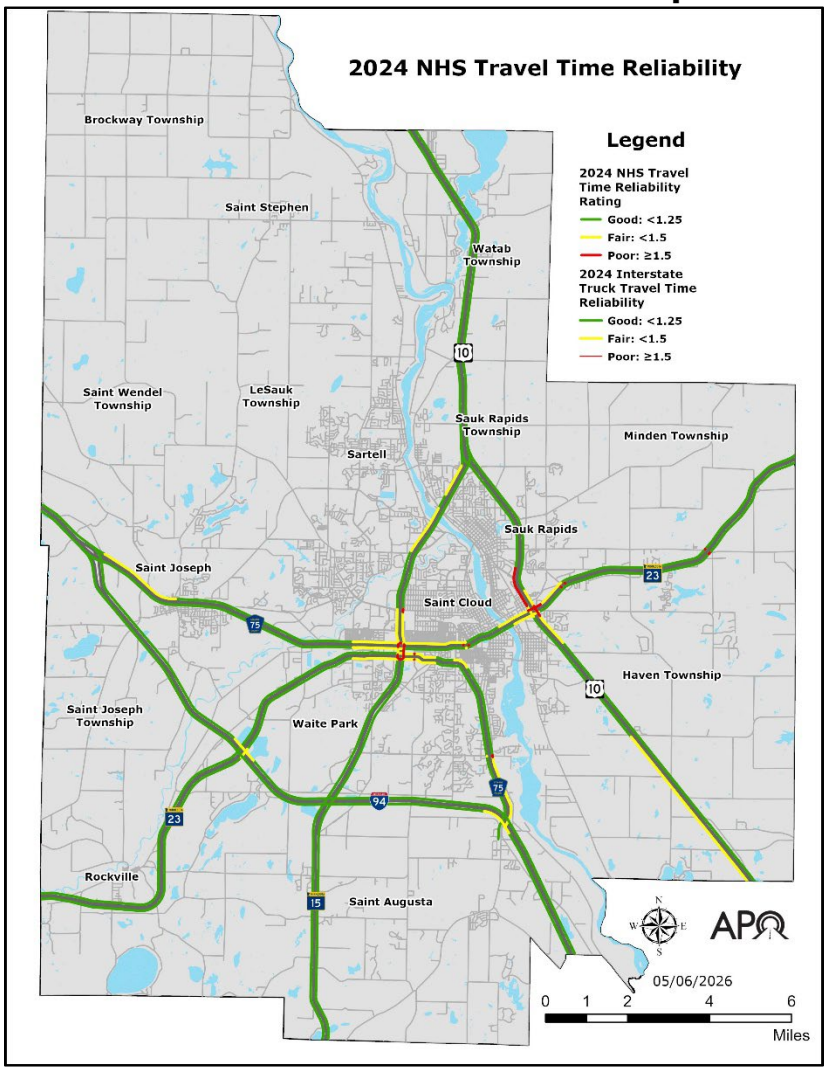


Figure 3.7: *A map of the 2024 Level of Travel Time Reliability (LOTTR) ratings for the Interstate and NHS roadways within the APO's planning area.*

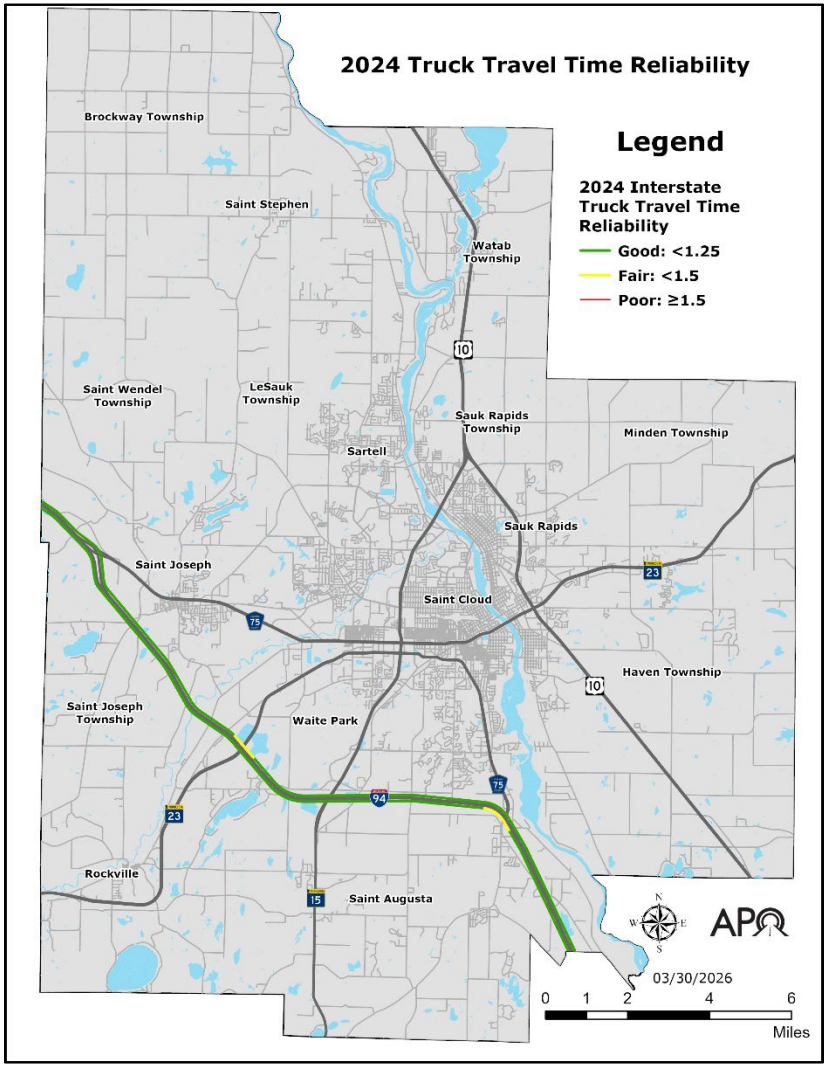


Figure 3.8: *The 2024 map of truck travel time reliability (TTTR) of Interstate 94 within the APO's planning area.*

Transit Asset Management (TAM)

In addition to TPM requirements, which focus specifically on the roadway network, a separate set of performance measures is required to be developed and maintained by transit agencies receiving federal funding assistance. Known as Transit Asset Management (TAM), transit agencies must establish a system to monitor and manage public transportation assets to improve safety and increase reliability and performance. As part of the TAM plan, transit agencies must also establish performance measures which will help respective transit agencies maintain a state of good repair (SGR) which aligns with the Useful Life Benchmark (ULB) for each asset. ULB is defined as the expected lifecycle of a capital asset or the acceptable period of use in service. SGR must be documented for the following assets:

1. **Equipment:** Non-revenue support-service and maintenance vehicles.
2. **Rolling Stock:** Revenue vehicles by mode.
3. **Infrastructure:** Only rail-fixed guideway, track, signals and systems.
4. **Facilities:** Maintenance and administrative facilities; and passenger stations (buildings) and parking facilities. Facilities are measured on the Transit Economic Requirements Model (TERM) scale which assigns a numerical rating (1-5) based on conditions.

TAM plan requirements fall into two categories:

- **Tier I:** Operates rail ***OR*** ≥ 101 vehicles across all fixed route modes ***OR*** ≥ 101 vehicles in one non-fixed route mode.

- **Tier II:** Subrecipient of 5311 funds ***OR*** American Indian Tribe ***OR*** ≤100 vehicles across all fixed route modes ***OR*** ≤ 100 vehicles in one non-fixed route mode.

Within the APO's planning area, Saint Cloud Metro Bus is required to develop a TAM plan falling under the Tier II requirements. Figure 3.9 outlines Metro Bus's 2025 performance targets for percentage of assets that have met or exceeded their ULB; the 2025 baseline measurement; the percentage point difference between the 2025 target and baseline; and the 2026 targets.

Transit Asset Management SGR	Metro Bus 2025 Targets	2025 Metro Bus Baseline Measurement	2025 Performance Percentage Point Difference	Metro Bus 2026 Targets
Equipment (non-revenue service vehicles)	0.00%	0.00%	0.00	0.00%
Rolling Stock (revenue vehicles) – Class 700 buses	13.00%	12.82%	0.18	61.53%
Rolling Stock (revenue vehicles) – Class 400 buses	17.00%	16.67%	0.33	13.88%
Rolling Stock (revenue vehicles) – MCI buses	0.00%	0.00%	0.00	0.00%
Infrastructure (rail, fixed guideway, track signals, and systems)	N/A	N/A	N/A	N/A
Facilities (passenger and parking facilities)	0.00%	0.00%	0.00	0.00%
Facilities (administrative and maintenance facilities)	33.33%	33.33%	0.00	33.33%

Figure 3.9: *A list of the incorporated SGR performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

Staff at Saint Cloud Metro Bus and the APO worked together to establish both transit asset management State of Good Repair targets and the Transit Economic Requirements Model (TERM) scale targets for facilities.

Currently, Saint Cloud Metro Bus is meeting all its SGR performance targets. However, it should be noted that performance targets for 2026 indicate a higher percentage of Metro Bus's fleet of Rolling Stock Class 700 buses and

Rolling Stock Class 400 buses will have reached the end of its useful life.

In particular, the percentage of the Class 700 vehicle fleet in service beyond its useful life in 2026 is targeted to be 48.71 percentage points greater than what was reported in 2025. The 2026 targeted spike in vehicles outside of useful life benchmarks is primarily due to the initial 23 vehicles purchased at the start of Metro Bus's conversion from diesel to Compressed Natural Gas (CNG) in 2014. With the ULB for Class 700 vehicles being 12 years, just over half of Metro Bus's Class 700 fleet will reach that milestone in 2026.



Figure 3.10: *A Metro Bus Class 700 fixed route vehicle on route in the City of Waite Park.*
Photo courtesy Saint Cloud APO.

According to Saint Cloud Metro Bus's Chief Operations Officer, securing replacement fixed route and DAR buses has been an ongoing issue over the past number of years – an issue FTA's National Transit Database (NTD) analysts have also been made aware. For starters, due to the supply chain issues caused because of the COVID-19 global pandemic in 2020, buses that were slated to be purchased were delayed due to issues related to bus manufacturers. As of the drafting of this document, Metro Bus has not received vehicles that were programmed in previous versions of the TIP. This includes:

- **TRF-0048-25H:** One Class 400 bus.
- **TRS-0048-25C:** Five Class 400 buses.

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

To help offset some of the constraints in timely vehicle replacement through this process, Saint Cloud Metro Bus had applied for an FTA discretionary grant through the Low or No Emission Grant Program to seek federal funding to replace 23 of its Class 700 fixed route vehicles. In late 2025, the transit commission was successfully awarded approximately $14.3 million to complete this purchase. Thirteen of the 23 vehicles are programmed for replacement in FY 2027 (**TRF-0048-27H**) and the remaining 10 vehicles will be put into production in FY 2028 (**TRF-0048-28J**).

In addition, Metro Bus has opted to add one vehicle replacement project in 2028 for the purchase of one Class 400 DAR bus (**TRF-0048-28I**). This project is funded entirely through local funds to play "catch-up" regarding SGR.

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

However, even with the purchase of these vehicles using a combination of federal discretionary grant funding and local dollars, Metro Bus will be unable to consistently maintain its entire fleet in a state of good repair without additional outside support through the allocation of additional federal funding or through the use of various grants at the state and/or national level.

Public Transportation Agency Safety Plan (PTASP)

Accompanying TAM plans, FTA has required certain public transportation system operators that receive federal funds under FTA's Urbanized Area Formula Grants – such as Saint Cloud Metro Bus – to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS).

The SMS components of the PTASP must include the following:

- Safety Management Policy.
  - Safety objectives.
  - Confidential employee reporting program.
  - Organizational accountabilities and safety responsibilities.
  - Designation of a Chief Safety Officer.
- Safety Risk Management.
  - Process for hazard identification.
  - Risk assessment.
  - Mitigation development.
- Safety Assurance.
  - All operators develop processes for safety performance monitoring and measurement.
  - Rail and large bus operators also develop processes for management of change and continuous improvement.
- Safety Promotion.
  - Comprehensive safety training program.
  - Safety communication.

PTASP regulation requires public transportation providers and state DOTs to also establish safety performance targets to address the safety performance measures identified in the **National Public Transportation Safety Plan** (https://bit.ly/2Q8LUAt). Guidance from the development of this plan will assist transit agencies in properly identifying and addressing safety concerns or hazardous conditions while evaluating processes to mitigate those risks with the least amount of impact on employees, passengers, and equipment.

The following are a list of transit safety performance measures as established under the National Public Transportation Safety Plan:

1. **Fatalities:** Death confirmed within 30 days excluding trespassing and suicide-related fatalities.
2. **Fatalities per 65,000 Vehicle Revenue Miles (VRM):** Total number of fatalities per total VRM by mode.
3. **Injuries:** Harm to a person requiring immediate medical attention away from the scene excluding injuries resulting from assaults and other crimes.
4. **Safety Events:** All events reported on the Safety & Security (S&S-40) form for the National Transit Database (NTD), such as major safety events excluding major security events.
5. **Safety Events per 65,000 VRM:** Total number of safety events per total VRM by mode.
6. **System Reliability (VRM/Failures):** Mean distance between major mechanical failures as defined by NTD – a failure of some mechanical element of the revenue vehicle that prevents the vehicle from completing a scheduled revenue trip or from starting the next scheduled revenue trip because actual movement is limited or because of safety concerns.

Performance targets are developed for each mode of transit service provided.

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

Figures 3.11 through 3.17 outline the safety measures by mode of service for Saint Cloud Metro Bus. It should be noted the Northstar Commuter Bus service was discontinued by Metro Bus at the end of calendar year 2025. As a result, no 2026 targets have been established.

Staff at Saint Cloud Metro Bus and the APO worked together to establish these safety targets.

Based upon the most recent reportable data – for Federal Fiscal Year 2025 – Saint Cloud Metro Bus has met all safety targets.

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

Examples of programmed projects in the FY 2027-2030 TIP that will help either achieve or maintain these targets include:

- Funding allocated for operating assistance
  - **TRF-0048-27A**: $13,052,130.
  - **TRF-0048-28A:** $13,704,736.
  - **TRF-0048-29A:** $14,389,973.
  - **TRF-0048-30A:** $15,109,500.
- Funding allocated for paratransit operating assistance
  - **TRF-0048-27B:** $6,525,750.
  - **TRF-0048-28B:** $6,852,038.
  - **TRF-0048-29B:** $7,194,639.
  - **TRF-0048-30B:** $7,554,500.
- **TRF-0048-27H:** The purchase of 13 Class 700 CNG fixed route buses in 2027.
- **TRF-0048-28I:** The purchase of one Class 400 CNG DAR bus in 2028.
- **TRF-0048-28J:** The purchase of 10 Class 700 CNG fixed route buses in 2028.

These TIP projects are anticipated to positively impact target achievement by providing funding for Metro Bus operations – which includes safety instruction and planning – as well as replacing fixed route and Dial-a-Ride vehicles past their state of good repair with new buses. This in turn will not only increase system reliability but will ideally curb the possibility of injuries occurring on the vehicle fleet due to mechanical failures.

Mode of Transit Service	2025 Metro Bus Targets for Total Fatalities	2025 Metro Bus Baseline Measurements for Total Fatalities	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for Total Fatalities
Fixed Route Bus	0	0	Yes	0
Paratransit Bus	0	0	Yes	0
Commuter Bus	0	0	Yes	N/A

Figure 3.11: *A list of the incorporated PTASP fatalities safety performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

Mode of Transit Service	2025 Metro Bus Targets for Fatalities per 65,000 VRM	2025 Metro Bus Baseline Measurements for Fatalities per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for Fatalities per 65,000 VRM
Fixed Route Bus	0	0	Yes	0
Paratransit Bus	0	0	Yes	0
Commuter Bus	0	0	Yes	N/A

Figure 3.12: *A list of the incorporated PTASP fatalities per 65,000 VRM safety performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

Mode of Transit Service	2025 Metro Bus Targets for Total Injuries	2025 Metro Bus Baseline Measurements for Total Injuries	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for Total Injuries
Fixed Route Bus	2	0	Yes	2
Paratransit Bus	2	0	Yes	2
Commuter Bus	0	0	Yes	N/A

Figure 3.13: *A list of the incorporated PTSAP injuries safety performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

Mode of Transit Service	2025 Metro Bus Targets for Total Injuries per 65,000 VRM	2025 Metro Bus Baseline Measurements for Total Injuries per VRM 65,000	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for Total Injuries per 65,000 VRM
Fixed Route Bus	0.20	0.00	Yes	0.20
Paratransit Bus	0.10	0.00	Yes	0.10
Commuter Bus	0.10	0.00	Yes	N/A

Figure 3.14: *A list of the incorporated PTASP injuries per 65,000 VRM safety performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

Mode of Transit Service	2025 Metro Bus Targets for Total Safety Events	2025 Metro Bus Baseline Measurements for Total Safety Events	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for Total Safety Events
Fixed Route Bus	2	0	Yes	2
Paratransit Bus	3	0	Yes	3
Commuter Bus	0	0	Yes	N/A

Figure 3.15: *A list of the incorporated PTASP total safety events safety performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

Mode of Transit Service	2025 Metro Bus Targets for Total Safety Events per 65,000 VRM	2025 Metro Bus Baseline Measurements for Total Safety Events per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for Total Safety Events per 65,000 VRM
Fixed Route Bus	0.25	0.00	Yes	0.25
Paratransit Bus	0.15	0.00	Yes	0.15

Mode of Transit Service	2025 Metro Bus Targets for Total Safety Events per 65,000 VRM	2025 Metro Bus Baseline Measurements for Total Safety Events per 65,000 VRM	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for Total Safety Events per 65,000 VRM
Commuter Bus	0.10	0.00	Yes	N/A

Figure 3.16: *A list of the incorporated PTASP total safety events per 65,000 VRM safety performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

Mode of Transit Service	2025 Metro Bus Targets for System Reliability (65,000 VRM/failure)	2025 Metro Bus Baseline Measurements for System Reliability	Performance Target Achieved (Yes/No)	Metro Bus 2026 Targets for System Reliability
Fixed Route Bus	<3	2.30	Yes	<3
Paratransit Bus	<3	1.42	Yes	<3
Commuter Bus	<3	0.73	Yes	N/A

Figure 3.17: *A list of the incorporated PTASP system reliability (65,000 VRM/failure) safety performance measures in the APO's FY 2027-2030 TIP and performance targets for those performance measures.*

MPO Investment Priorities

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

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

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

- In 2025, the APO, with the assistance of a consulting firm, collected pavement condition data on functionally classified roadways. This information is used to provide a baseline for pavement condition in the area and will help regional jurisdictions prioritize pavement preservation projects.
- A 2026 design and preliminary engineering study of MN 15 between Second Street S/MN 23 and Stearns CSAH 75/MN 23/Division Street. This study will also include a larger corridor study from a half-mile south of Second Street S/MN 23 to US 10.

The APO has also adopted additional performance measures and indicators which will help further identify investment

priorities such as crashes involving chemical impairment and distracted driving and volume/capacity (V/C) ratios.

A full list of those performance measures and indicators can be found within the APO's **TPMR** (https://tinyurl.com/yjuhyaxx).

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.

Performance-Based Investment: NHS Bridge Condition

Within the FY 2027-2030 TIP, performance-based programming strategies have been utilized within the APO's planning area through the identification of NHS bridges undergoing some sort of preservation treatment.

As listed in Figure 3.4 above, 15.1% of all NHS bridges (by bridge deck area) within the APO's planning area were in Good Condition as of 2024.

Identified within the FY 2027-2030 TIP are two NHS bridge improvement projects:

- **7380-269:** Deck overlay of I-94 Bridges 73877 and 73878 over Jade Road in Saint Joseph Township.
- **7380-287:** Deck overlay of I-94 Bridges 73869 and 73870 over Stearns CSAH 2.

While these improvements will contribute to the overall improvement of those individual bridges, these impacts will not warrant the condition of those bridges in its entirety to improve from Fair to Good.

As noted in Figure 3.18, the area's NHS bridges (by bridge deck area) in Good Condition is set to increase by 6.6 percentage points. However, this is due to the 2026 scheduled bridge replacement of Bridge 05003 on MN 15 spanning US 10 north of Sauk Rapids and not the two bridge overlay projects programmed in the FY 2027-2030 TIP.

NHS Bridge Condition	2024	2030	Percentage Point Change
Good	15.1%	21.7%	+6.6
Fair	84.9%	78.3%	-6.6
Poor	0.0%	0.0%	0

Figure 3.18: *A comparison of NHS bridge conditions before and after the completion of bridge projects programmed into the APO's FY 2027-2030 TIP.*

Performance-Based Investment: Non-Interstate NHS Pavement Condition

In addition to NHS bridge conditions, the APO's FY 2027-2030 TIP includes projects that, once completed, will improve the overall non-Interstate NHS pavement conditions within the region.

As listed in Figure 3.4, 58.8% of the non-Interstate NHS pavement within the APO's planning area is in Good Condition as of 2024.

The following non-Interstate NHS pavement projects are currently listed within the APO's FY 2027-2030 TIP:

- **7305-131:** Mill and overlay of MN 23 from approximately a half-mile east of 93rd Avenue to MN 15 in Waite Park.
- **073-675-044:** Mill and overlay of Stearns County's CSAH 75 from Cooper Avenue S to Traverse Road.
- **7306-98:** Mill and overlay of MN 23 from MN 15 to just west of the US 10/MN 23 interchange in Saint Cloud.

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

By completing the proposed pavement projects, it is estimated the percentage of non-Interstate NHS pavement in Good Condition will increase by approximately 9.8 percentage points.

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

However, it is anticipated that there will be enough available revenue to ensure continued progress is made in meeting the region's performance targets.

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.

Non-Interstate NHS Pavement Condition	2024*	2030	Percentage Point Change**
Good	58.8%	68.6%	+9.8
Fair	40.7%	31.3%	-9.4
Poor	0.4%	0.1%	-0.3

** Percentages do not add up to 100% percent due to rounding.*

***Sum of percentage point change does not zero out due to rounding.*

Figure 3.19: *A comparison of non-Interstate NHS pavement conditions before and after the completion of NHS pavement projects programmed into the APO's FY 2027-2030 TIP.*

Chapter Four: Financial Capacity Analysis

General Legislative and Policy Background

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

IIJA & CAAA TIP Financial Requirements

The most recent surface transportation bill, the 2021 Infrastructure Investment and Jobs Act (IIJA), and the Clean Air Act Amendments of 1990 (CAAA) have prescribed the following financial planning requirements for MPOs, state departments of transportation (DOTs), and public transit agencies:

- Be financially constrained by year and include a financial plan that demonstrates through current and projected revenue streams, how implementing agencies requesting federal funds can provide the required local match, while adequately operating and maintaining their existing transportation system.
- Include only projects for which construction and operating funds are reasonably expected to be available. In the case of new funding sources, strategies for ensuring their availability shall be identified.
- The MPO must consider all projects and strategies funded under title 23 USC and the Federal Transit Act, other federal funds, local sources, state assistance, and private participation. The amount of funding assumed for future years from federal sources should not exceed currently authorized amounts.
- Show the amount of federal funds proposed to be obligated in each program year, the proposed sources of federal and non-federal funds, and the estimated cost for each project.
- Meet all criteria in the metropolitan and statewide planning regulations.

Financial Analysis Preparation

For projects to be programmed into the TIP, not only do they have to align with the APO's MTP, but they must be fiscally constrained within the respective agency's or jurisdiction's budget.

Estimated local funds, as part of the necessary local match for federally funded projects, must not compromise maintenance and operation – known as system preservation – of the existing roadway network.

Local match amounts allocated to federal "system preservation" projects are assumed to enhance

maintenance and operation of the existing system. These projects focus on activities that retain and/or restore the condition of an existing roadway within a jurisdiction's transportation network. Work classified under system preservation can include activities such as – but not limited to – snow removal, road repair, resurfacing, reconditioning, bridge repair, reconstruction, traffic management, and safety.

For an agency or jurisdiction to be found in financial conformance, local match amounts allocated to "expansion" projects – projects that either add capacity to an already existing roadway or construct an entirely new roadway – should not adversely impact a jurisdiction's historic local system preservation investment.

Historical Financial Condition

Each agency and jurisdiction that has projects programmed into the FY 2027-2030 TIP has provided historical information on transportation funding. This information, gathered over a period of 10 years, demonstrates how each respective agency or jurisdiction allocates funding to either system preservation or expansionary projects. This information is then averaged out over the 10-year period and reflected as a percentage split between system preservation and expansion projects.

Future Financial Condition

In addition to the historical information provided, each jurisdiction and agency had to provide projected local revenue sources for each year programmed into the FY 2027-2030 TIP. These sources included local tax levies, special assessments, state funding, state-aid funding, bonding, and other miscellaneous local revenue streams.

Determining Fiscal Constraint

To determine the fiscal constraint for each jurisdiction and agency, APO staff consulted both the historical and future financial information provided.

To ensure potential revenue was being allocated appropriately toward system preservation, the historical funding percentage was applied to the total projected local funds by year. The funds remaining would then be allocated toward expansion projects. Fiscal constraint would be maintained if the local match of the projects programmed into the TIP (either system preservation or capacity expansion) do not exceed the projected revenue allocations.

Calculating fiscal constraint for the three counties and MnDOT District 3 varies from the individual jurisdictions and agencies. This is because only a portion of the county's or MnDOT's roadway network falls within the APO's MPA. Financial information for these jurisdictions is based upon the percentage of the roadway network that falls within the APO's MPA. For contextual information, the APO has also asked the counties and MnDOT District 3 to provide both historical and future financial information for their entire respective planning areas. Because these entities have larger pools of money to pull from, fiscal constraint may or may not be met within the APO's MPA but will be maintained on a countywide or districtwide level.

Financial Capability Finding

The sections that follow summarize the existing and forecasted financial condition of implementing agencies and the ability to provide adequate local and/or state funding to match federal dollars programmed in the FY 2027-2030 TIP.

Benton County

Overall Historical Financial Condition

Over a 10-year period – 2016 through 2025 – Benton County has allocated on average 87% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 13% of overall local transportation related dollars to be expended on new transportation related projects.

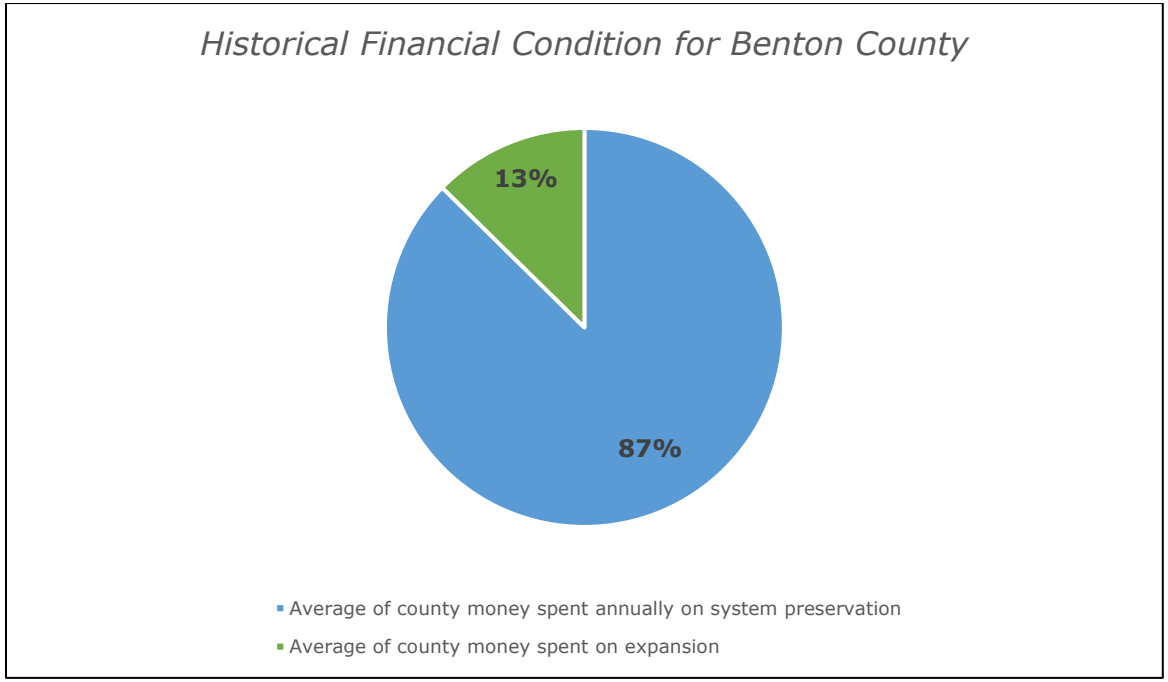


Figure 4.1: *Local investment for system preservation and expansion within Benton County. Data courtesy of Benton County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2016	$930,787	$3,878,344	$4,809,131
2017	$1,992,607	$942,160	$2,934,767
2018	$6,364,560	$2,742,697	$9,107,257
2019	$941,068	$0	$941,068
2020	$6,301,797	$0	$6,301,797
2021	$2,992,334	$893,817	$3,886,151
2022	$7,267,753	$0	$7,267,753
2023	$13,389,052	$0	$13,389,052
2024	$6,089,128	$0	$6,089,128
2025	$12,817,673	$85,738	$12,903,410
Total	$59,086,758	$8,542,756	$67,629,514
Average	$5,908,676	$854,276	$6,762,951
Percentage of Total County Expense	**87%**	**13%**	**100%**

Figure 4.2: *Local investment for system preservation and expansion within Benton County from 2016-2025. Data courtesy of Benton County Highway Department.*

Historical Financial Condition within APO's MPA

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

Of note, all the expansion projects within Benton County have occurred within the portion of the county within the APO's MPA, thus skewing the system preservation to expansion ratio within the MPA.

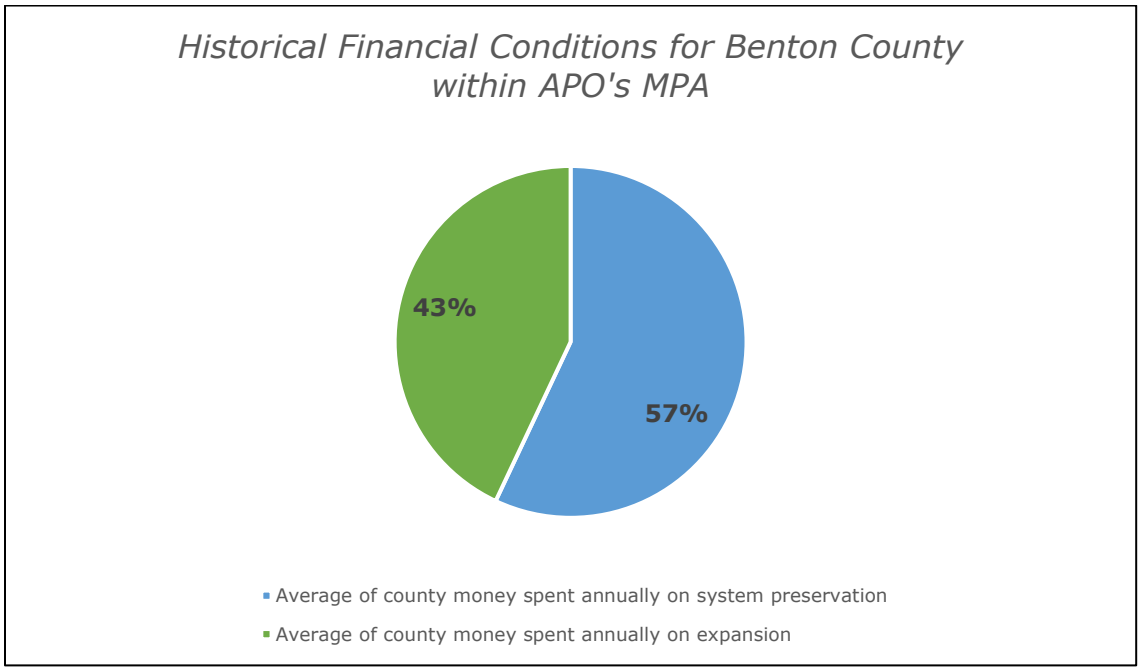


Figure 4.3: *Local investment for system preservation and expansion within the portion of Benton County within the APO's MPA. Data courtesy of Benton County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2016	$111,694	$3,878,344	$3,990,038
2017	$239,113	$942,160	$1,181,273
2018	$3,799,942	$2,742,697	$6,542,639
2019	$112,928	$0	$112,928
2020	$756,216	$0	$756,216
2021	$1,560,926	$893,817	$2,454,743
2022	$872,130	$0	$872,130
2023	$1,606,686	$0	$1,606,686
2024	$730,695	$0	$730,695
2025	$1,538,121	$85,738	$1,623,858
Total	$11,328,452	$8,542,756	$19,871,207
Average	$1,132,845	$854,276	$1,987,121

Year	System Preservation	Expansion	Total County Investment
Percentage of Total County Expense	**57%**	**43%**	**100%**

Figure 4.4: *Local investment for system preservation and expansion within the portion of Benton County within the APO's MPA from 2016-2025. Data courtesy of Benton County Highway Department.*

Future Financial Condition

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

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
General Tax Levy	$0	$0	$0	$0	$0
State-Aid Funds	$4,540,000	$4,630,800	$4,723,416	$4,817,884	$18,712,100
Assessments	$0	$0	$0	$0	$0
Bonding	$3,000,000	$320,000	$320,000	$320,000	$3,960,000
Other County	$4,549,200	$4,640,184	$4,732,988	$4,827,647	$18,750,019
Total Projected County Funds	**$12,089,200**	**$9,590,984**	**$9,776,404**	**$9,965,532**	**$41,422,119**

Figure 4.5: *Projected county transportation funding sources and amounts for Benton County to be used toward transportation projects. Data courtesy of Benton County Highway Department.*

Future Financial Condition within APO's MPA

Like the current financial condition, Benton County reasonably estimates spending approximately 12% of the county's entire transportation related revenue within the APO planning area. However, Benton County will redistribute local transportation revenue costs across the county as the need arises to maintain, operate, and expand its roadway network. It should be noted that the $3 million bond funding received by Benton County in 2027 is slated to be spent entirely within the APO's planning area.

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
General Tax Levy	$0	$0	$0	$0	$0
State-Aid Funds	$544,800	$555,696	$566,810	$578,146	$2,245,452
Assessments	$0	$0	$0	$0	$0

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
Bonding	$3,000,000	$38,400	$38,400	$38,400	$3,115,200
Other County	$545,904	$556,822	$567,959	$579,318	$2,250,002
Total Projected County Funds	**$4,090,704**	**$1,150,918**	**$1,173,168**	**$1,195,864**	**$7,610,654**

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

Fiscal Constraint within APO's MPA

Figure 4.7 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Benton County within the APO's MPA. In total, $4,338,073 is available for system preservation projects during fiscal years 2027-2030. The remaining $3,272,581 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (57% of Total)	Historical Expansion Investment (43% of Total)
2027	$4,090,704	$2,331,701	$1,759,003
2028	$1,150,918	$656,023	$494,895
2029	$1,173,168	$668,706	$504,462
2030	$1,195,864	$681,642	$514,221
Total	**$7,610,654**	**$4,338,073**	**$3,272,581**

Figure 4.7: *A total of available revenue for the portion of Benton County within the APO's MPA by year from 2027 through 2030. Data courtesy of Benton County Highway Department.*

During this time frame, Benton County has one capacity expansion project within the APO's TIP requiring a county match of $4,500,000.

Based upon current assumptions, Benton County will need to tap into the larger countywide budget to meet the fiscal constraint requirements to complete the capacity expansion project programmed within the APO's 2027-2030 TIP.

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

Year	Total Projected County Funds	Historical System Preservation Investment (87% of Total)	Historical Expansion Investment (13% of Total)
2027	$12,089,200	$10,517,604	$1,571,596
2028	$9,590,984	$8,344,156	$1,246,828
2029	$9,776,404	$8,505,471	$1,270,932
2030	$9,965,532	$8,670,013	$1,295,519
Total	**$41,422,119**	**$36,037,244**	**$5,384,876**

Figure 4.8: *A total of available revenue for Benton County by year from 2027 through 2030. Data courtesy of Benton County Highway Department.*

Because Benton County can reallocate county funds spent outside of the APO's planning boundary to finance the capacity expansion project, Benton County will maintain fiscal constraint.

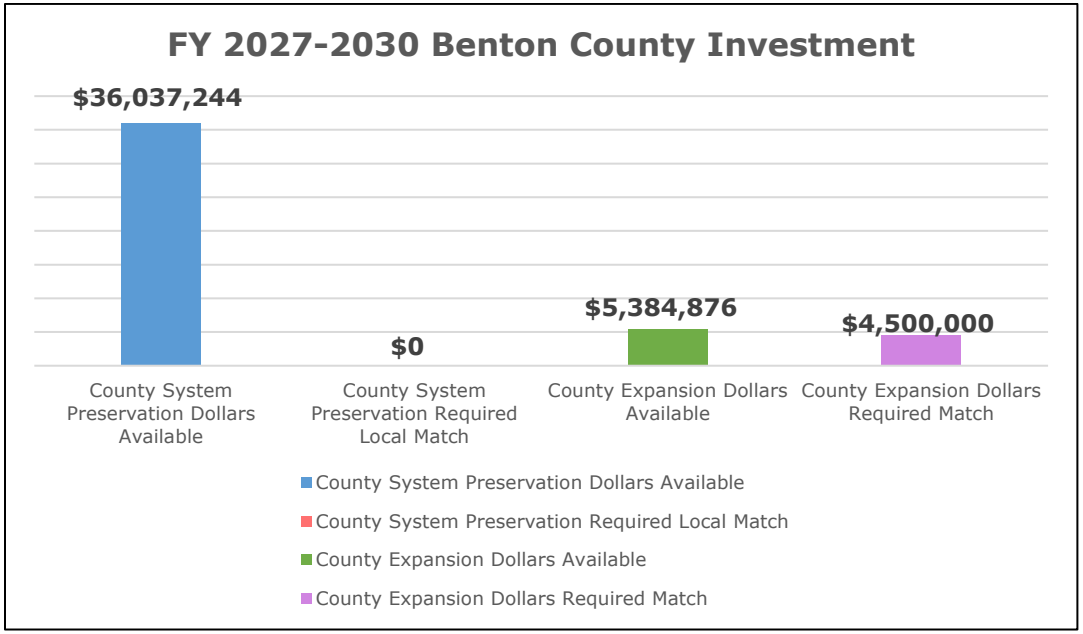


Figure 4.9: *Total fiscal constraint for Benton County for TIP cycle FY 2027-2030. Data courtesy of Benton County Highway Department.*

Sherburne County

Overall Historical Financial Condition

Over a 10-year period – 2016 through 2025 – Sherburne County has allocated on average 100% of overall local transportation related dollars to system preservation of the current transportation system.

The county has not completed any capacity expanding projects within that time frame.

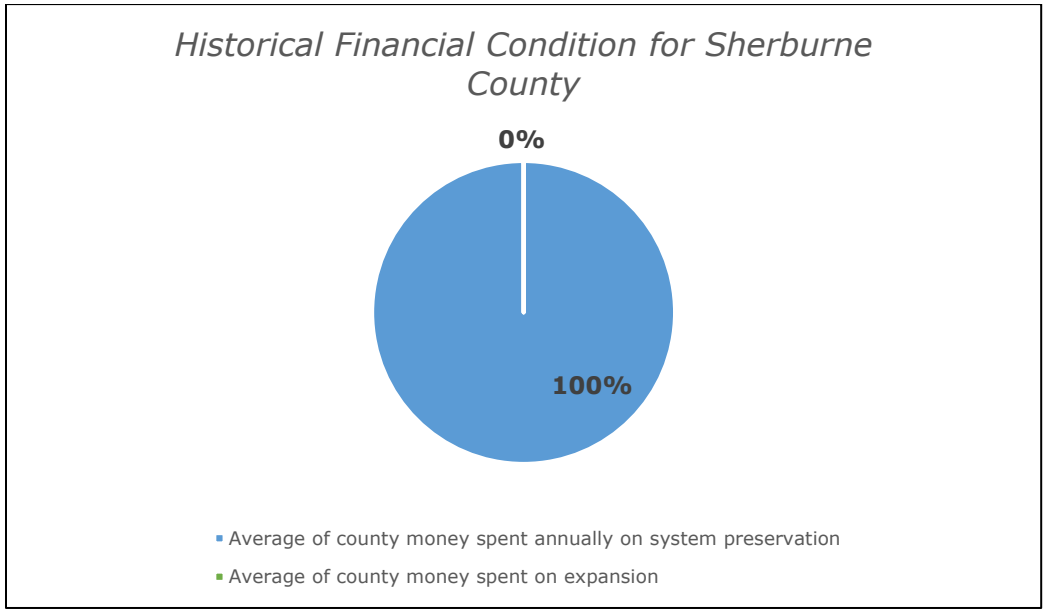


Figure 4.10: *Local investment for system preservation and expansion within Sherburne County. Data courtesy of Sherburne County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2016	$11,745,584	$0	$11,745,584
2017	$17,229,707	$0	$17,229,707
2018	$17,964,370	$0	$17,964,370
2019	$25,598,083	$0	$25,598,083
2020	$18,808,660	$0	$18,808,660
2021	$22,602,258	$0	$22,602,258

Year	System Preservation	Expansion	Total County Investment
2022	$21,024,297	$0	$21,024,297
2023	$20,357,329	$0	$20,357,329
2024	$23,214,821	$0	$23,214,821
2025	$35,578,284	$0	$35,578,284
Total	$214,123,393	$0	$214,123,393
Average	$21,412,339	$0	$21,412,339
Percentage of Total County Expense	**100%**	**0%**	**100%**

Figure 4.11: *Local investment for system preservation and expansion within Sherburne County from 2016-2025. Data courtesy of Sherburne County Highway Department.*

Historical Financial Condition within APO's MPA

Approximately 9% of the roadway network for Sherburne County lies within the APO planning area. To approximate the budget expended within the APO planning area, Sherburne County takes a flat 9% of its total budget and reasonably estimates a budget for the portion of the county within the APO planning area. That stated, Sherburne County will redistribute funding across the county as the need arises to maintain, operate, and expand its roadway network.

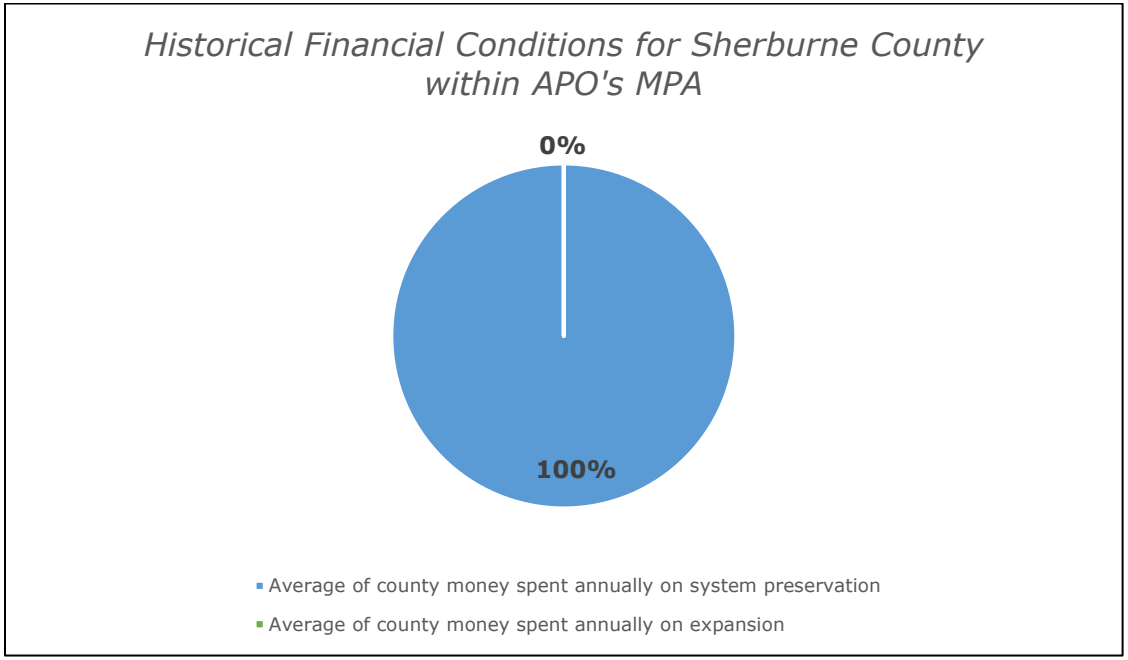


Figure 4.12: *Local investment for system preservation and expansion within the portion of Sherburne County within the APO's MPA. Data courtesy of Sherburne County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2016	$1,057,103	$0	$1,057,103
2017	$1,550,674	$0	$1,550,674
2018	$1,616,793	$0	$1,616,793
2019	$2,303,827	$0	$2,303,827
2020	$1,692,779	$0	$1,692,779
2021	$2,034,203	$0	$2,034,203
2022	$1,892,187	$0	$1,892,187
2023	$1,832,160	$0	$1,832,160
2024	$2,089,334	$0	$2,089,334
2025	$3,202,046	$0	$3,202,046
Total	$19,271,105	$0	$19,271,105
Average	$1,927,111	$0	$1,927,111

Year	System Preservation	Expansion	Total County Investment
Percentage of Total County Expense	**100%**	**0%**	**100%**

Figure 4.13: *Local investment for system preservation and expansion within the portion of Sherburne County within the APO's MPA from 2016-2025. Data courtesy of Sherburne County Highway Department.*

Future Financial Condition

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

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
General Tax Levy	$4,088,000	$4,530,000	$5,885,000	$3,601,000	$18,104,000
State-Aid Funds	$11,138,234	$3,075,000	$7,276,000	$13,297,000	$34,786,234
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$6,383,000	$3,848,000	$8,297,000	$8,748,000	$27,276,000
Total Projected County Funds	**$21,609,234**	**$11,453,000**	**$21,458,000**	**$25,646,000**	**$80,166,234**

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

Future Financial Condition within APO's MPA

Like the current financial condition, Sherburne County reasonably estimates spending approximately 9% of the county's entire transportation related revenue within the APO planning area. It should also be noted that the County can and will redistribute local transportation revenue across the county as the need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
General Tax Levy	$367,920	$407,700	$529,650	$324,090	$1,629,360
State-Aid Funds	$1,002,441	$276,750	$654,840	$1,196,730	$3,130,761
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$574,470	$346,320	$746,730	$787,320	$2,454,840

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
Total Projected County Funds	**$1,944,831**	**$1,030,770**	**$1,931,220**	**$2,308,140**	**$7,214,961**

Figure 4.15: *Projected County transportation funding sources and amounts for the portion of Sherburne County within the APO's MPA to be used toward transportation projects. Data courtesy of Sherburne County Highway Department.*

Fiscal Constraint within APO's MPA

Figure 4.16 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Sherburne County within the APO's MPA. In total, $7,214,961 is available for system preservation projects during fiscal years 2027-2030. There is no funding set aside for expansion projects.

Year	Total Projected County Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2027	$1,944,831	$1,944,831	$0
2028	$1,030,770	$1,030,770	$0
2029	$1,931,220	$1,931,220	$0
2030	$2,308,140	$2,308,140	$0
Total	**$7,214,961**	**$7,214,961**	**$0**

Figure 4.16: *A total of available revenue for the portion of Sherburne County within the APO's MPA by year from 2027 through 2030. Data courtesy of Sherburne County Highway Department.*

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

Stearns County

Overall Historical Financial Condition

Over a 10-year period – 2016 through 2025 – Stearns County has allocated on average 97% of overall local transportation related dollars to system preservation of the current transportation system.

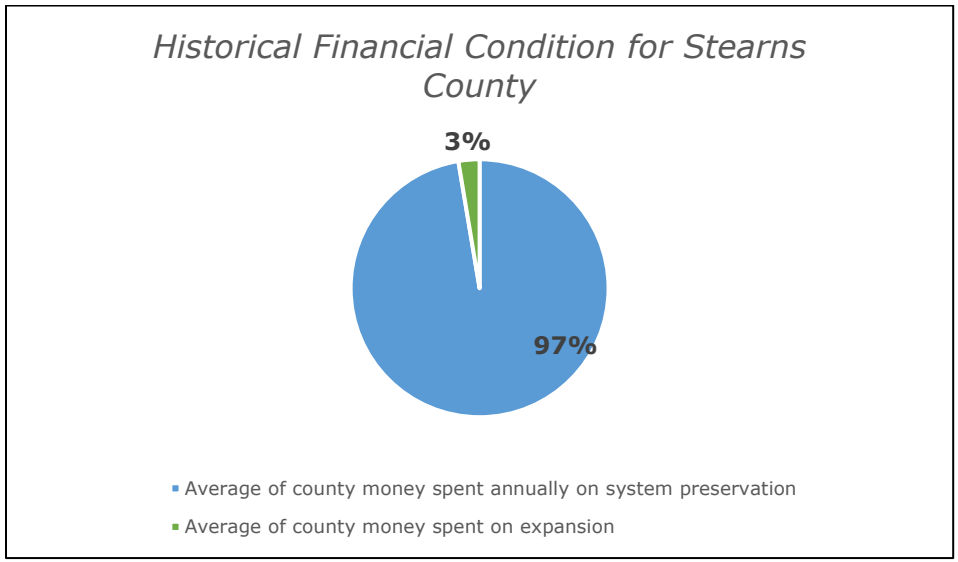


Figure 4.17: *Local investment for system preservation and expansion within Stearns County. Data courtesy of Stearns County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2016	$17,754,405	$1,220,000	$18,974,405
2017	$17,336,156	$0	$17,336,156
2018	$30,779,580	$0	$30,779,580
2019	$27,140,227	$0	$27,140,227
2020	$26,667,632	$0	$26,667,632
2021	$27,814,997	$0	$27,814,997
2022	$34,839,023	$0	$34,839,023
2023	$47,590,049	$0	$47,590,049
2024	$27,075,427	$2,300,170	$29,375,597
2025	$23,112,622	$4,073,923	$27,186,545
Total	$280,110,117	$7,594,093	$287,704,210
Average	$28,011,012	$759,409	$28,770,421
Percentage of Total County Expense	**97%**	**3%**	**100%**

Figure 4.18: *Local investment for system preservation and expansion within Stearns County from 2016-2025. Data courtesy of Stearns County Highway Department.*

Historical Financial Condition within APO's MPA

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

Of note, all the expansion projects within Stearns County have occurred within the portion of the county within the APO's MPA, thus skewing the system preservation to expansion ratio within the MPA.

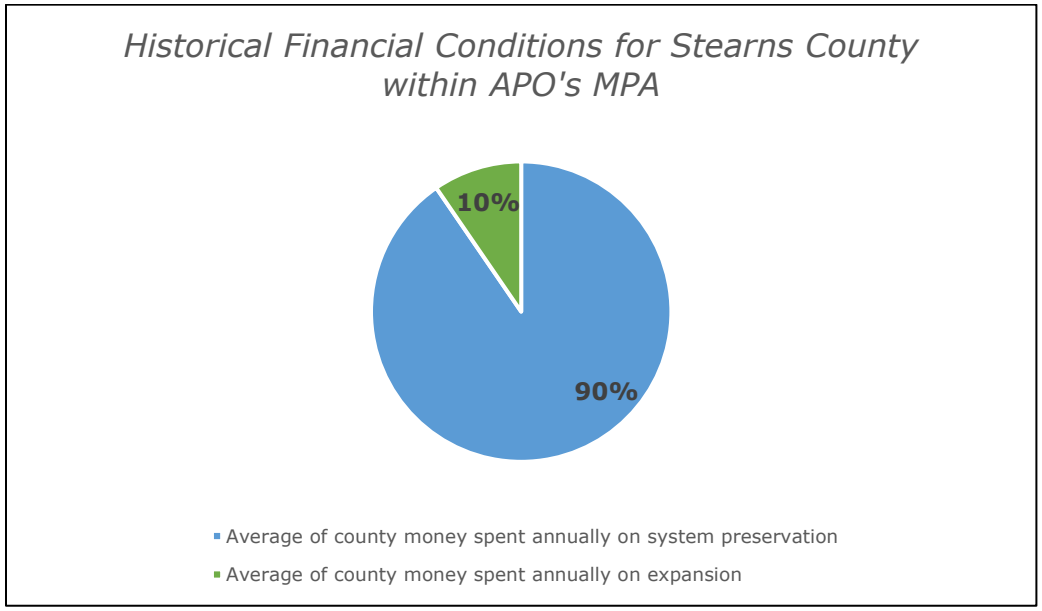


Figure 4.19: *Local investment for system preservation and expansion within the portion of Stearns County within the APO's MPA. Data courtesy of Stearns County Highway Department.*

Year	System Preservation	Expansion	Total County Investment
2016	$1,421,185	$1,220,000	$2,641,185
2017	$1,923,110	$0	$1,923,110
2018	$15,276,833	$0	$15,276,833
2019	$3,914,521	$0	$3,914,521

Year	System Preservation	Expansion	Total County Investment
2020	$10,213,186	$0	$10,213,186
2021	$1,783,306	$0	$1,783,306
2022	$9,497,839	$0	$9,497,839
2023	$14,601,099	$0	$14,601,099
2024	$7,645,900	$2,300,170	$9,946,070
2025	$5,457,933	$4,073,923	$9,531,856
Total	$71,734,912	$7,594,093	$79,329,004
Average	$7,173,491	$759,409	$7,932,900
Percentage of Total County Expense	**90%**	**10%**	**100%**

Figure 4.20: *Local investment for system preservation and expansion within the portion of Stearns County within the APO's MPA from 2016-2025. Data courtesy of Stearns County Highway Department.*

Future Financial Condition

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

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
General Tax Levy	$9,590,000	$9,685,900	$9,790,000	$3,000,000	$32,065,900
State-Aid Funds	$17,975,500	$18,325,000	$18,700,000	$11,400,000	$66,400,500
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$9,500,000	$1,500,000	$1,500,000	$1,900,000	$14,400,000
Total Projected County Funds	**$37,065,500**	**$29,510,900**	**$29,990,000**	**$16,300,000**	**$112,886,400**

Figure 4.21: *Projected county transportation funding sources and amounts for Stearns County to be used toward transportation projects. Data courtesy of Stearns County Highway Department.*

Future Financial Condition within APO's MPA

Like the current financial condition, Stearns County reasonably estimates spending approximately 18% of the county's entire transportation related revenue within the APO planning area. However, Stearns County will redistribute local transportation revenue costs across the county as the need arises to maintain, operate, and expand its roadway network.

County Transportation Funding Source	Projected 2027 County Funds	Projected 2028 County Funds	Projected 2029 County Funds	Projected 2030 County Funds	Total 2027-2030 Projected County Funds
General Tax Levy	$1,726,200	$1,743,462	$1,762,200	$3,000,000	$8,231,862
State-Aid Funds	$3,235,590	$3,298,500	$3,366,000	$1,500,000	$11,400,090
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other County	$1,710,000	$270,000	$270,000	$1,900,000	$4,150,000
Total Projected County Funds	**$6,671,790**	**$5,311,962**	**$5,398,200**	**$6,400,000**	**$23,781,952**

Figure 4.22: *Projected county transportation funding sources and amounts for the portion of Stearns County within the APO's MPA to be used toward transportation projects. Data courtesy of Stearns County Highway Department.*

Fiscal Constraint within APO's MPA

Figure 4.23 demonstrates the projected county funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of Stearns County within the APO's MPA. In total, $21,403,757 is available for system preservation projects during fiscal years 2027-2030. The remaining $2,378,195 is available for expansion.

Year	Total Projected County Funds	Historical System Preservation Investment (90% of Total)	Historical Expansion Investment (10% of Total)
2027	$6,671,790	$6,004,611	$667,179
2028	$5,311,962	$4,780,766	$531,196
2029	$5,398,200	$4,858,380	$539,820
2030	$6,400,000	$5,760,000	$640,000
Total	**$23,781,952**	**$21,403,757**	**$2,378,195**

Figure 4.23: *A total of available revenue for the portion of Stearns County within the APO's MPA by year from 2027 through 2030. Data courtesy of Stearns County Highway Department.*

During this time frame, Stearns County has five system preservation projects within the APO's MPA programmed into the TIP, requiring a local match of $4,194,504 in year of expenditure dollars. In addition, Stearns County will be providing up to $425,000 in local cost participation for traffic signal replacements along MN 23 as part of the 2028 MnDOT mill and overlay project (7305-131). Overall, Stearns County has enough funding to finance these projects (including the maximum cost participation allowance of $425,000 for the MN 23 mill and overlay project) and thereby maintains fiscal constraint.

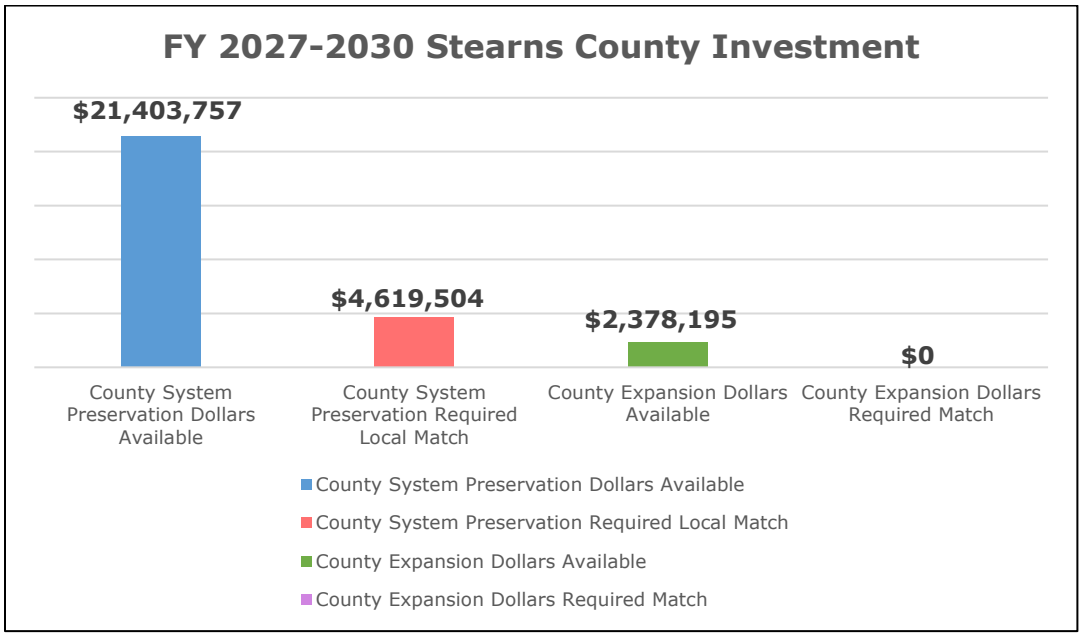


Figure 4.24: *Total fiscal constraint for Stearns County for TIP cycle FY 2027-2030. Data courtesy of Stearns County Highway Department.*

City of Saint Cloud

Historical Financial Condition

Over a 10-year period – 2016 through 2025 – the City of Saint Cloud has allocated on average 85% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 15% of overall local transportation related dollars to be expended on new transportation related projects.

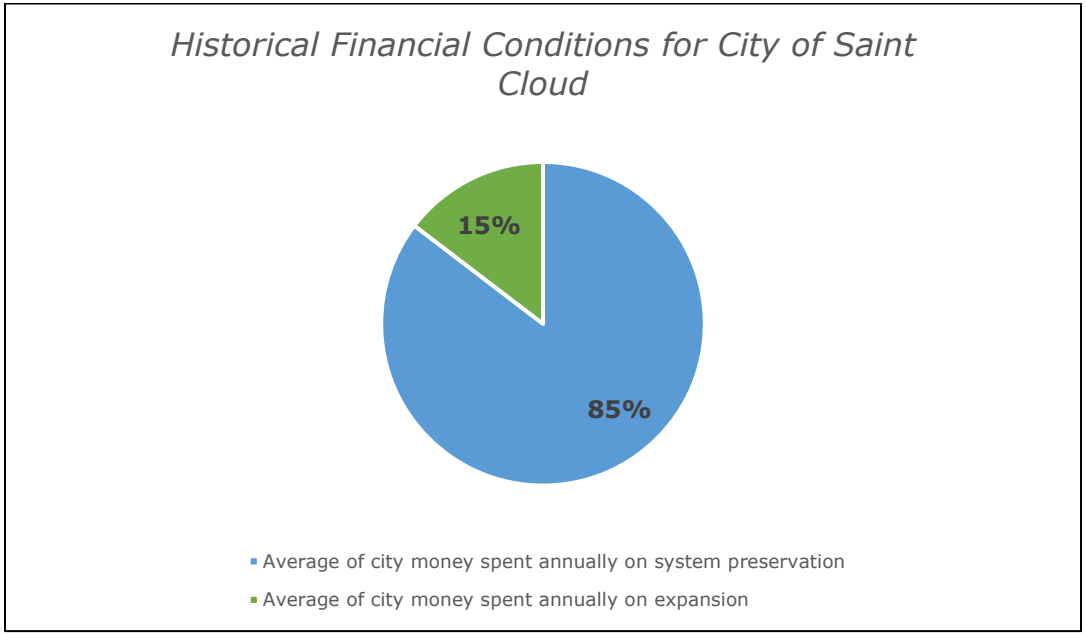


Figure 4.25: *Local investment for system preservation and expansion within the City of Saint Cloud. Data courtesy of City of Saint Cloud.*

Year	System Preservation	Expansion	Total Local Investment
2016	$10,297,070	$2,025,000	$12,322,070
2017	$10,657,080	$1,440,000	$12,097,080
2018	$11,415,690	$4,770,000	$16,185,690
2019	$13,123,620	$5,924,160	$19,047,780
2020	$7,682,670	$4,590,000	$12,272,670
2021	$9,414,180	$4,140,000	$13,554,180
2022	$19,483,000	$0	$19,483,000
2023	$18,187,300	$0	$18,187,300
2024	$19,163,400	$0	$19,163,400
2025	$14,130,300	$0	$14,130,300
Total	$133,554,310	$22,889,160	$156,443,470
Average	$13,355,431	$2,288,916	$15,644,347
Percentage of Total Local Expense	**85%**	**15%**	**100%**

Figure 4.26: *Local investment for system preservation and expansion in the City of Saint Cloud from 2016-2025. Data courtesy of City of Saint Cloud.*

Future Financial Condition

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

Local Transportation Funding Source	Projected 2027 Local Funds	Projected 2028 Local Funds	Projected 2028 Local Funds	Projected 2030 Local Funds	Total 2027-2030 Projected Local Funds
General Tax Levy	$0	$0	$0	$0	$0
State-Aid Funds	$393,000	$6,068,000	$1,096,000	$0	$7,557,000
Assessments	$4,358,000	$3,492,000	$1,910,000	$3,600,000	$13,360,000
Bonding	$8,700,000	$9,483,000	$6,100,000	$7,249,000	$31,532,000
Other Local	$5,864,000	$11,844,000	$5,802,000	$8,000,000	$31,510,000
Total Projected Local Funds	**$19,315,000**	**$30,887,000**	**$14,908,000**	**$18,849,000**	**$83,959,000**

Figure 4.27: *Projected local transportation funding sources and amounts for the City of Saint Cloud to be used toward transportation projects. Data courtesy of City of Saint Cloud.*

Fiscal Constraint

Figure 4.28 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Cloud. In total, $71,365,150 is available for system preservation projects during fiscal years 2027-2030. The remaining $12,593,850 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation (85% of Total)	Historical Expansion Investment (15% of Total)
2027	$19,315,000	$16,417,750	$2,897,250
2028	$30,887,000	$26,253,950	$4,633,050
2029	$14,908,000	$12,671,800	$2,236,200
2030	$18,849,000	$16,021,650	$2,827,350
Total	**$83,959,000**	**$71,365,150**	**$12,593,850**

Figure 4.28: *A total of available revenue for the City of Saint Cloud by year from 2027 through 2030. Data courtesy of City of Saint Cloud.*

During this time frame, the City of Saint Cloud has two system preservation projects programmed into the TIP requiring a local match of $7,698,995 in year of expenditure dollars. The City has three expansion projects programmed into the TIP requiring a local match of $2,343,995 in year of expenditure dollars. Finally, the City of Saint Cloud is providing up to $212,500 in local cost participation for traffic signal replacements along MN 23 as part of the 2028 MnDOT mill and overlay project (7305-131) as

well as up to an additional $650,000 in local cost participation for various work along MN 23 as part of the 2029 MnDOT mill and overlay project (7306-98).

Overall, the City of Saint Cloud has enough funding to finance these projects (including the up to the maximum cost participation allowance for both MN 23 mill and overlay projects) and thereby maintains fiscal constraint.

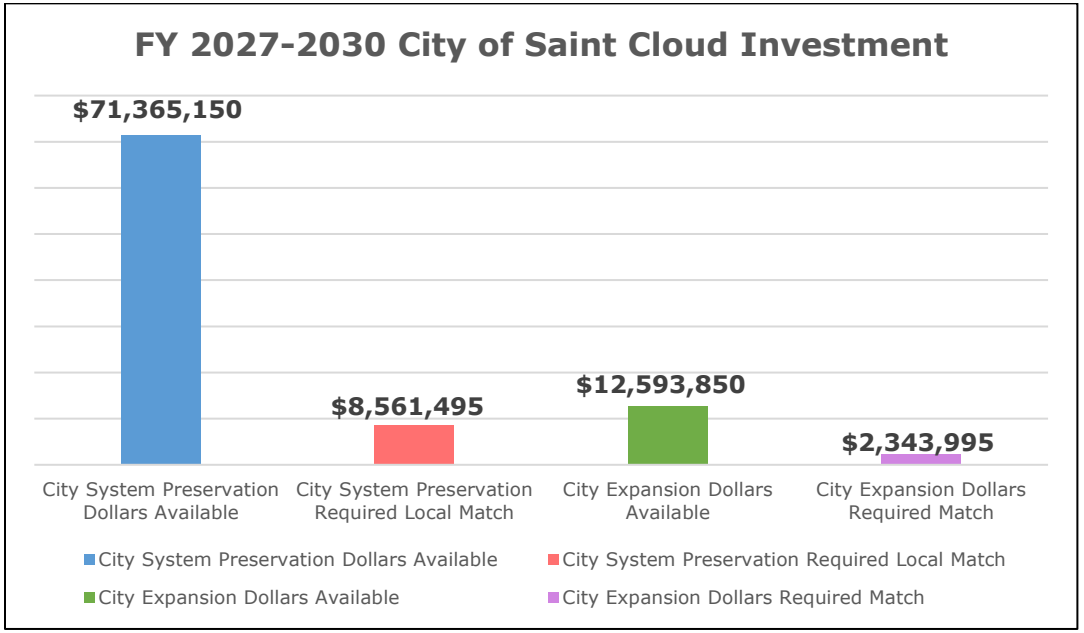


Figure 4.29: *Total fiscal constraint for the City of Saint Cloud for TIP cycle FY 2027-2030. Data courtesy of City of Saint Cloud.*

City of Saint Joseph

Historical Financial Condition

Over a 10-year period – 2016 through 2025 – the City of Saint Joseph has allocated on average 71% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 29% of overall local transportation related dollars to be expended on new transportation related projects.

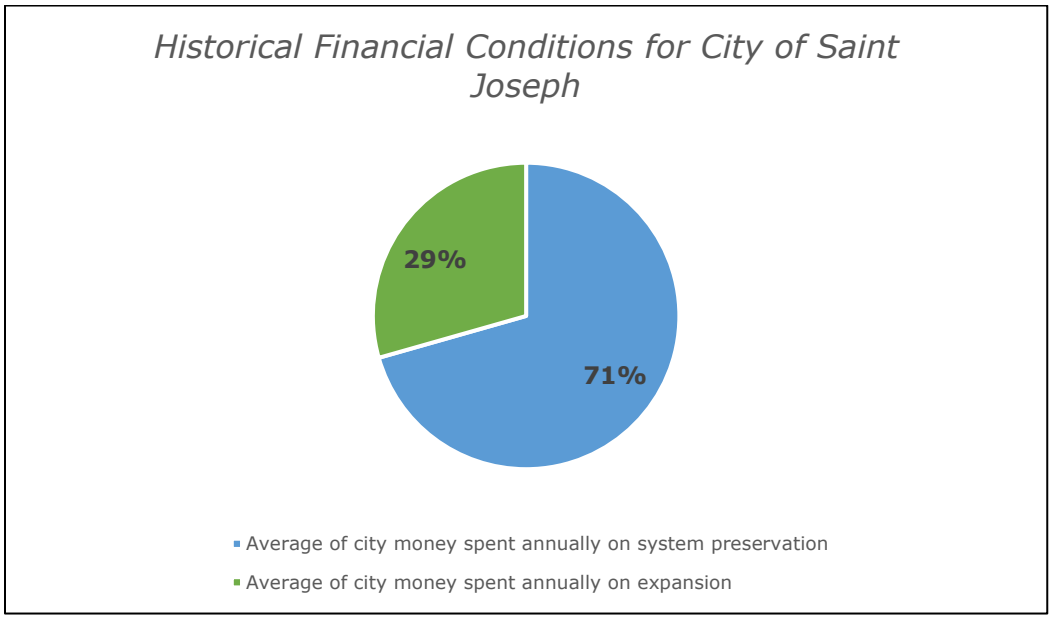


Figure 4.30: *Local investment for system preservation and expansion within the City of Saint Joseph. Data courtesy of City of Saint Joseph.*

Year	System Preservation	Expansion	Total Local Investment
2016	$604,680	$916,594	$1,521,274
2017	$700,822	$1,033,923	$1,734,745
2018	$716,615	$0	$716,615
2019	$4,040,433	$2,389,830	$6,430,263
2020	$2,817,948	$936,476	$3,754,424
2021	$2,917,764	$558,327	$3,476,091
2022	$958,789	$290,671	$1,249,460
2023	$1,442,031	$0	$1,442,031
2024	$964,353	$0	$964,353
2025	$1,849,448	$960,852	$2,810,300
Total	$17,012,884	$7,086,673	$24,099,556
Average	$1,701,288	$708,667	$2,409,956
Percentage of Total Local Expense	**71%**	**29%**	**100%**

Figure 4.31: *Local investment for system preservation and expansion in the City of Saint Joseph from 2016-2025. Data courtesy of City of Saint Joseph.*

Future Financial Condition

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

Local Transportation Funding Source	Projected 2027 Local Funds	Projected 2028 Local Funds	Projected 2029 Local Funds	Projected 2030 Local Funds	Total 2027-2030 Projected Local Funds
General Tax Levy	$56,500	$50,000	$191,975	$183,000	$481,475
State-Aid Funds	$95,000	$2,100,000	$0	$0	$2,195,000
Assessments	$980,000	$5,643,710	$0	$1,350,000	$7,973,710
Bonding	$653,910	$15,495,475	$0	$1,400,000	$17,549,385
Other Local	$16,000	$944,000	$0	$20,000	$980,000
Total Projected Local Funds	**$1,801,410**	**$24,233,185**	**$191,975**	**$2,953,000**	**$29,179,570**

Figure 4.32: *Projected local transportation funding sources and amounts for the City of Saint Joseph to be used toward transportation projects. Data courtesy of City of Saint Joseph.*

Fiscal Constraint

Figure 4.33 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Saint Joseph. In total, $18,620,865 is available for system preservation projects during fiscal years 2027-2030. The remaining $8,462,075 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (71% of Total)	Historical Expansion Investment (29% of Total)
2027	$1,801,410	$1,279,001	$522,409
2028	$24,233,185	$17,205,561	$7,027,624
2029	$191,975	$136,302	$55,673
2030	$2,953,000	$2,096,630	$856,370
Total	**$29,179,570**	**$18,620,865**	**$8,462,075**

Figure 4.33: *A total of available revenue for the City of Saint Joseph by year from 2027 through 2030. Data courtesy of City of Saint Joseph.*

During this time frame, the City of Saint Joseph does not have any system preservation projects programmed into the TIP. The City does have one capacity expansion project programmed requiring a local match of $71,736 in year of expenditure dollars. Overall, the City of Saint Joseph has enough funding to finance this project and thereby maintains fiscal constraint.

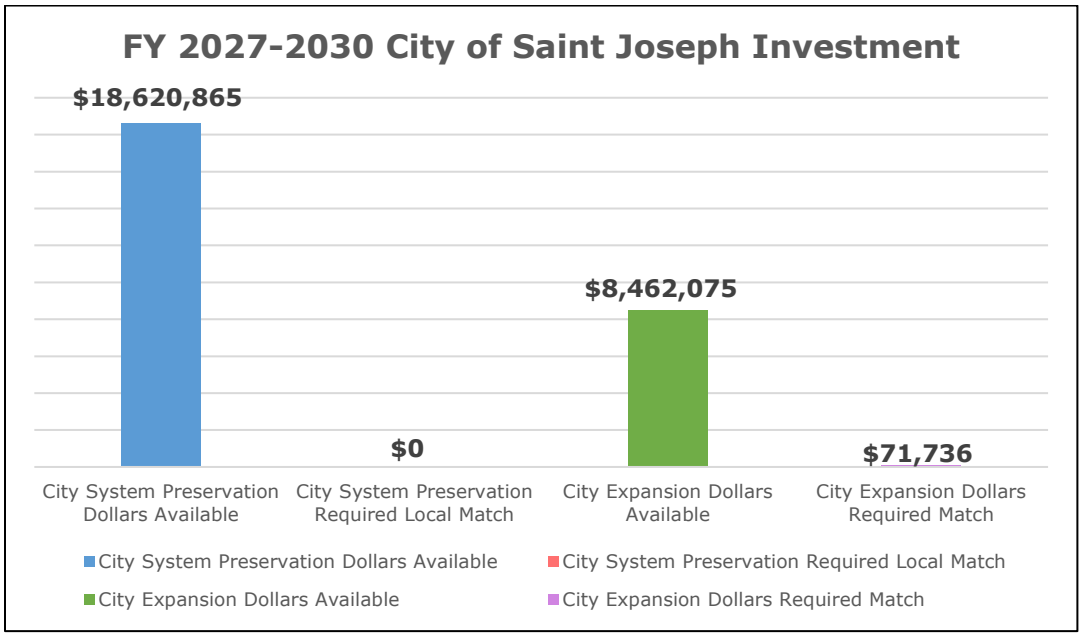


Figure 4.34: *Total fiscal constraint for the City of Saint Joseph for TIP cycle FY 2027-2030. Data courtesy of City of Saint Joseph.*

City of Sartell

Historical Financial Condition

Over a 10-year period – 2016 through 2025 – the City of Sartell has allocated on average 42% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 58% of overall local transportation related dollars to be expended on new transportation related projects.

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

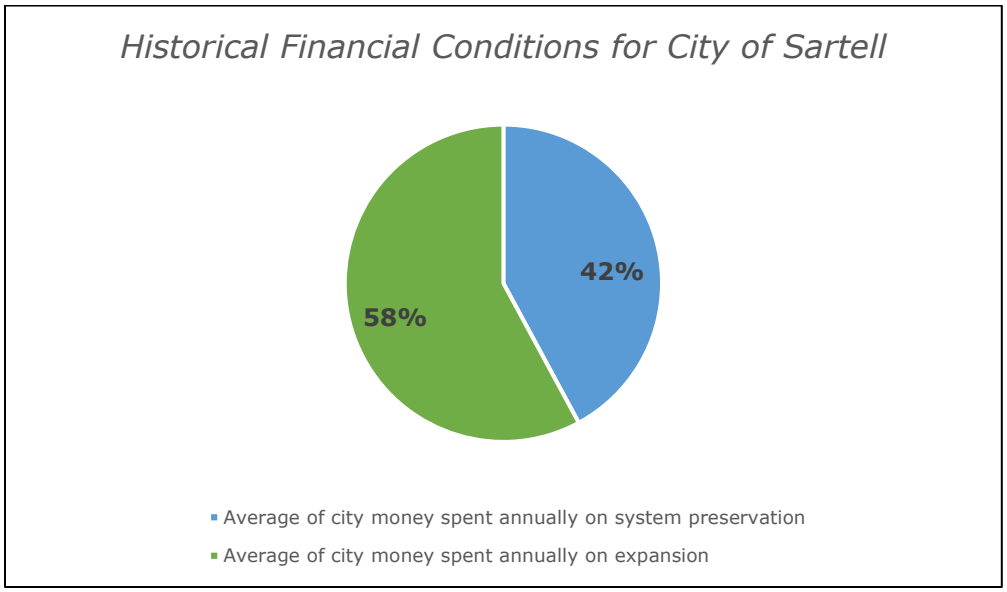


Figure 4.35: *Local investment for system preservation and expansion within the City of Sartell. Data courtesy of City of Sartell.*

Year	System Preservation	Expansion	Total Local Investment
2016	$1,875,414	$0	$1,875,414
2017	$2,219,341	$2,070,460	$4,289,801
2018	$2,348,075	$4,402,035	$6,750,110
2019	$5,833,750	$2,120,000	$7,953,750
2020	$2,381,825	$2,189,695	$4,571,520
2021	$324,000	$3,431,100	$3,755,100
2022	$60,218	$17,085,327	$17,145,545
2023	$1,995,945	$0	$1,995,945
2024	$2,412,080	$0	$2,412,080
2025	$3,323,008	$0	$3,323,008
Total	$22,773,656	$31,298,617	$54,072,272
Average	$2,277,366	$3,129,862	$5,407,227
Percentage of Total Local Expense	**42%**	**58%**	**100%**

Figure 4.36: *Local investment for system preservation and expansion in the City of Sartell from 2016-2025. Data courtesy of City of Sartell.*

Future Financial Condition

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

Local Transportation Funding Source	Projected 2027 Local Funds	Projected 2028 Local Funds	Projected 2029 Local Funds	Projected 2030 Local Funds	Total 2027-2030 Projected Local Funds
General Tax Levy	$731,700	$915,800	$1,178,100	$1,813,700	$4,639,300
State-Aid Funds	$1,041,678	$1,000,000	$1,000,000	$500,000	$3,541,678
Assessments	$346,000	$426,000	$366,000	$366,000	$1,504,000
Bonding	$5,000,000	$0	$0	$8,000,000	$13,000,000
Other Local	$2,650,000	$2,715,000	$2,780,000	$2,850,000	$10,995,000
Total Projected Local Funds	**$9,769,378**	**$5,056,800**	**$5,324,100**	**$13,529,700**	**$33,679,978**

Figure 4.37: *Projected local transportation funding sources and amounts for the City of Sartell to be used toward transportation projects. Data courtesy of City of Sartell.*

Fiscal Constraint

Figure 4.38 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sartell. In total, $14,145,591 is available for system preservation projects during fiscal years 2027-2030. The remaining $19,534,387 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (42% of Total)	Historical Expansion Investment (58% of Total)
2027	$9,769,378	$4,103,139	$5,666,239
2028	$5,056,800	$2,123,856	$2,932,944
2029	$5,324,100	$2,236,122	$3,087,978
2030	$13,529,700	$5,682,474	$7,847,226
Total	**$33,679,978**	**$14,145,591**	**$19,534,387**

Figure 4.38: *A total of available revenue for the City of Sartell by year from 2027 through 2030. Data courtesy of City of Sartell.*

During this time frame, the City of Sartell does not have a system preservation project programmed into the TIP. The city, however, has one expansion project programmed requiring a local match of $786,226 in year of expenditure dollars. Overall, the City of Sartell has enough funding to finance this project and thereby maintains fiscal constraint.

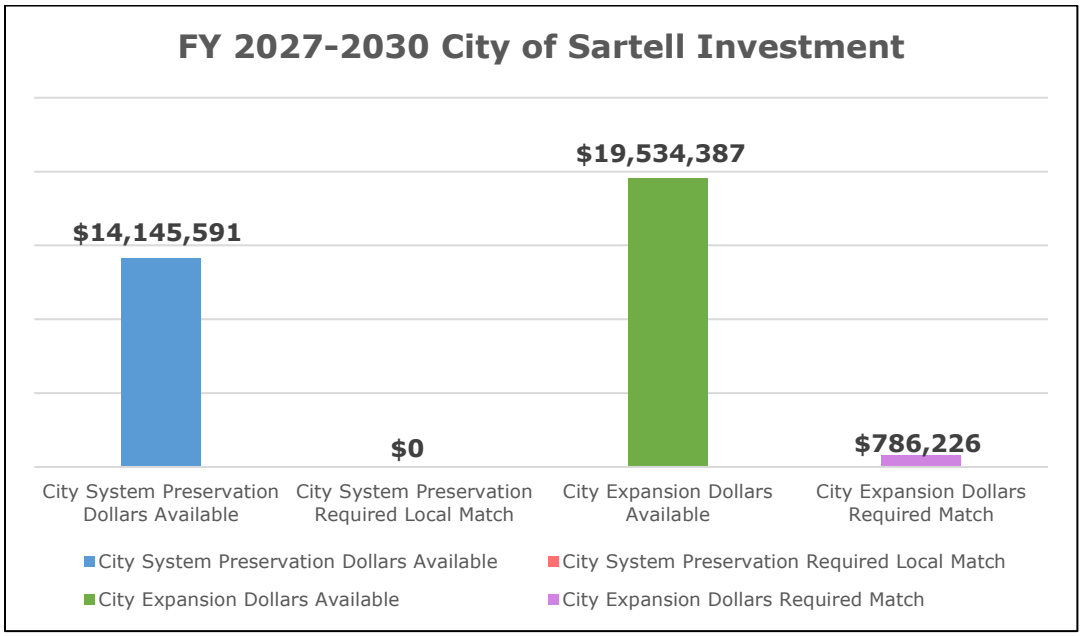


Figure 4.39: *Total fiscal constraint for the City of Sartell for TIP cycle FY 2027-2030. Data courtesy of City of Sartell.*

City of Sauk Rapids

Historical Financial Condition

Over a 10-year period – 2016 through 2025 – the City of Sauk Rapids has allocated on average 98% of overall local transportation related dollars to system preservation of the current transportation system. This has left approximately 2% of overall local transportation related dollars to be expended on new transportation related projects.

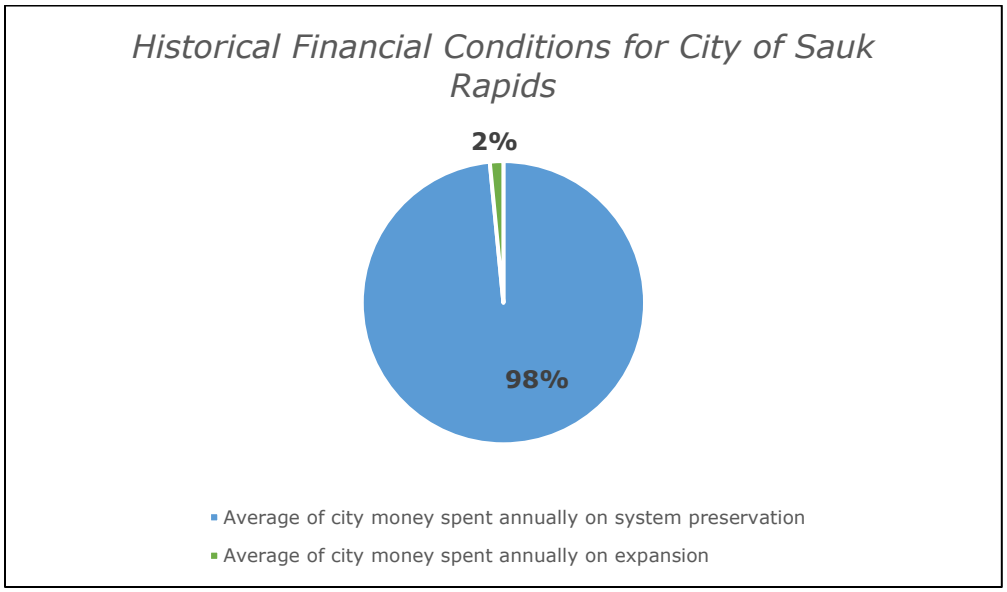


Figure 4.40: *Local investment for system preservation and expansion within the City of Sauk Rapids. Data courtesy of City of Sauk Rapids.*

Year	System Preservation	Expansion	Total Local Investment
2016	$2,558,317	$781,827	$3,340,144
2017	$4,017,190	$4,826	$4,022,016
2018	$1,938,290	$0	$1,938,290
2019	$3,649,415	$0	$3,649,415
2020	$5,503,519	$0	$5,503,519
2021	$4,184,513	$0	$4,184,513
2022	$6,095,586	$0	$6,095,586
2023	$9,448,065	$0	$9,448,065
2024	$6,259,321	$0	$6,259,321
2025	$6,662,286	$0	$6,662,286
Total	$50,316,502	$786,653	$51,103,155
Average	$5,031,650	$78,665	$5,110,316
Percentage of Total Local Expense	**98%**	**2%**	**100%**

Figure 4.41: *Local investment for system preservation and expansion in the City of Sauk Rapids from 2016-2025. Data courtesy of City of Sauk Rapids.*

Future Financial Condition

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

Local Transportation Funding Source	Projected 2027 Local Funds	Projected 2028 Local Funds	Projected 2029 Local Funds	Projected 2030 Local Funds	Total 2027-2030 Projected Local Funds
General Tax Levy	$900,000	$900,000	$900,000	$920,000	$3,620,000
State-Aid Funds	$0	$0	$0	$2,900,000	$2,900,000
Assessments	$0	$600,000	$300,000	$1,455,000	$2,355,000
Bonding	$0	$0	$0	$0	$0
Other Local	$0	$6,515,228	$1,996,355	$6,914,860	$15,426,443
Total Projected Local Funds	**$900,000**	**$8,015,228**	**$3,196,355**	**$12,189,860**	**$24,301,443**

Figure 4.42: *Projected local transportation funding sources and amounts for the City of Sauk Rapids to be used toward transportation projects. Data courtesy of City of Sauk Rapids.*

Fiscal Constraint

Figure 4.43 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Sauk Rapids. In total, $23,815,414 is available for system preservation projects during fiscal years 2027-2030. The remaining $486,029 is available for expansion.

Year	Total Projected Local Funds	Historical System Preservation Investment (98% of Total)	Historical Expansion Investment (2% of Total)
2027	$900,000	$882,000	$18,000
2028	$8,015,228	$7,854,923	$160,305
2029	$3,196,355	$3,132,428	$63,927
2030	$12,189,860	$11,946,063	$243,797
Total	**$24,301,443**	**$23,815,414**	**$486,029**

Figure 4.43: *A total of available revenue for the City of Sauk Rapids by year from 2027 through 2030. Data courtesy of City of Sauk Rapids.*

During this time frame, the City of Sauk Rapids does not have any system preservation project programmed into the TIP. The City does have three capacity expansion projects programmed during this time frame requiring a location match of $191,991 in year of expenditure dollars. In addition, associated with one of the federal expansion projects is a locally funded street reconstruction (system preservation) with a cost estimate of $1,221,000. This project, SAUKR 187378, has been incorporated

into the Mayhew Lake Road Trail Phase 2 project (SP 191-090-004) for administrative purposes. Overall, even with the addition of the locally funded system preservation project component, the City of Sauk Rapids has enough funding to finance these projects and thereby maintains fiscal constraint.

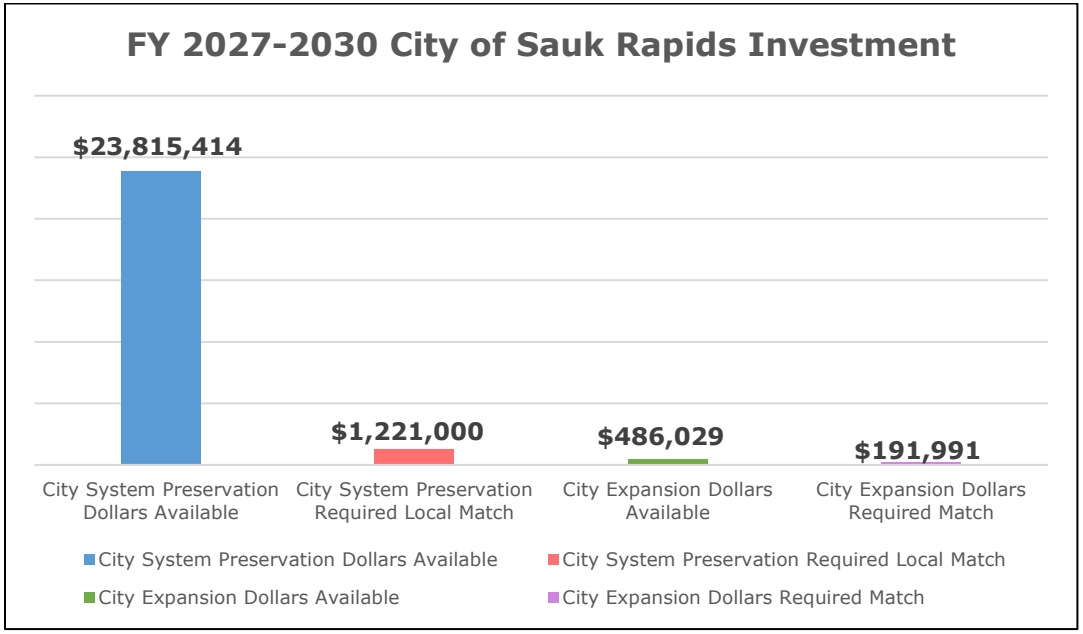


Figure 4.44: *Total fiscal constraint for the City of Sauk Rapids for TIP cycle FY 2027-2030. Data courtesy of City of Sauk Rapids.*

City of Waite Park

Historical Financial Condition

In discussions with staff at the City of Waite Park, it was determined that basing future financial conditions on past data would not garner an accurate picture of possible transportation revenue and transportation revenue allocations for the city. According to Public Works Director Bill Schluenz, the city had reconfigured the way it had allocated funds for transportation in 2018, therefore, basing our assumptions on years prior to 2018 would not be an accurate representation.

APO staff have been coordinating with city staff to build a database like the historical transportation spending databases found with the other cities. It is the hope that ideally 10 years of data would be amassed prior to determining a consistent

approximate split between the amount typically allocated to system preservation and that which is allocated to expansion for the City of Waite Park.

Below is the historical financial condition for the City of Waite Park that was provided to APO staff. During this time the city has not completed any capacity expanding projects.

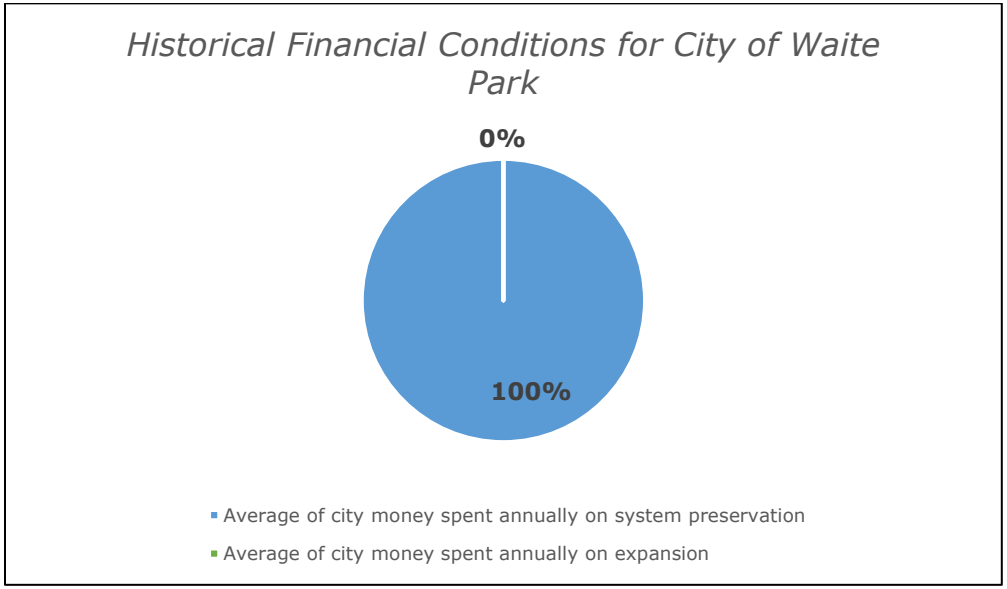


Figure 4.45: *Local investment for system preservation and expansion within the City of Waite Park. Data courtesy of City of Waite Park.*

Year	System Preservation	Expansion	Total Local Investment
2018	$813,000	$0	$813,000
2019	$0	$0	$0
2020	$1,256,950	$0	$1,256,950
2021	$311,900	$0	$311,900
2022	$2,330,000	$0	$2,330,000
2023	$2,195,000	$0	$2,195,000
2024	$2,252,000	$0	$2,252,000
2025	$125,000	$0	$125,000
Total	$9,283,850	$0	$9,283,850
Average	$1,160,481	$0	$1,160,481

Year	System Preservation	Expansion	Total Local Investment
Percentage of Total Local Expense	**100%**	**0%**	**100%**

Figure 4.46: *Local investment for system preservation and expansion in the City of Waite Park from 2018-2025. Data courtesy of City of Waite Park.*

Future Financial Condition

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

Local Transportation Funding Source	Projected 2027 Local Funds	Projected 2028 Local Funds	Projected 2029 Local Funds	Projected 2030 Local Funds	Total 2027-2030 Projected Local Funds
General Tax Levy	$1,267,000	$1,352,000	$1,750,000	$1,100,000	$5,469,000
State-Aid Funds	$380,000	$380,000	$380,000	$380,000	$1,520,000
Assessments	$0	$0	$0	$0	$0
Bonding	$0	$0	$0	$0	$0
Other Local	$1,962,000	$675,000	$585,000	$700,000	$3,922,000
Total Projected Local Funds	**$3,609,000**	**$2,407,000**	**$2,715,000**	**$2,180,000**	**$10,911,000**

Figure 4.47: *Projected local transportation funding sources and amounts for the City of Waite Park to be used toward transportation projects. Data courtesy of City of Waite Park.*

Fiscal Constraint

Figure 4.48 demonstrates the projected city funds allocated based upon historic funding for both system preservation and expansion expenditures in the City of Waite Park. In total, $10,911,000 is available for system preservation projects during fiscal years 2027-2030.

Year	Total Projected Local Funds	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2027	$3,609,000	$3,609,000	$0
2028	$2,407,000	$2,407,000	$0
2029	$2,715,000	$2,715,000	$0
2030	$2,180,000	$2,180,000	$0
Total	**$10,911,000**	**$10,911,000**	**$0**

Figure 4.48: *A total of available revenue for the City of Waite Park by year from 2027 through 2030. Data courtesy of City of Waite Park.*

During this time frame, the City of Waite Park has one capacity expansion project programmed in the 2027-2030 TIP requiring a local match of $1,437,395 in year of expenditure dollars. In addition, the City is also providing $4,000 in cost participation for the MnDOT 2027 MN 23 J-turn construction at Bel Clare Drive (7305-133) and up to $111,000 in cost participation for the MnDOT 2028 mill and overlay project on MN 23 (7305-131).

Per conversations between APO and city staff during the development of the 2050 MTP, it was determined that even though the City technically has not had any capacity expansion projects since 2018 it is unlikely this trend will continue. During the MTP development, APO and city staff agreed to utilize an 80/20 split between system preservation and expansion – 80% of transportation revenues can be assumed to be spent on system preservation while no more than 20% of transportation revenues can be assumed to be spent on capacity expansion.

Year	Total Projected Local Funds	ASSUMED System Preservation Investment (80% of Total)	ASSUMED Expansion Investment (20% of Total)
2027	$3,609,000	$2,887,200	$721,800
2028	$2,407,000	$1,925,600	$481,400
2029	$2,715,000	$2,172,000	$543,000
2030	$2,180,000	$1,744,000	$436,000
Total	**$10,911,000**	**$8,728,800**	**$2,182,200**

Figure 4.49: *A total of assumed revenue for the City of Waite Park by year from 2027 through 2030 based upon an 80% allocation to system preservation and a 20% allocation to capacity expansion. Data courtesy of City of Waite Park.*

Given this information, the $1,437,395 needed in year of expenditure dollars for the one capacity expansion project falls within the assumed 20% available for capacity expansion. In addition, the city is still able to provide the cost participation of $115,000 in local funding for the J-turn construction and the MN 23 system preservation project. Therefore, the City of Waite Park will maintain fiscal constraint.

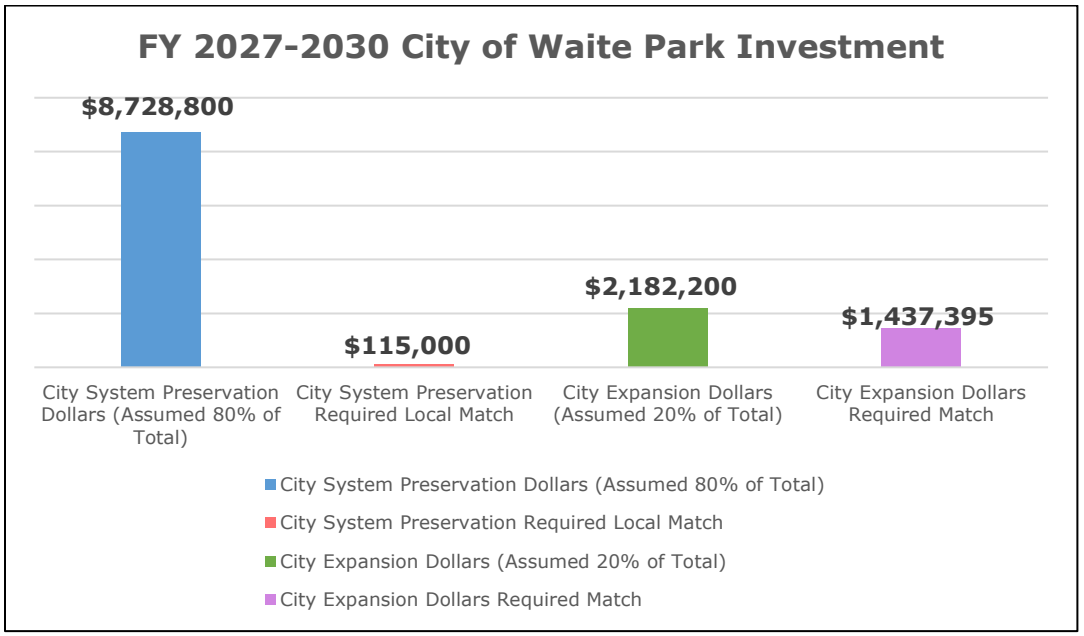
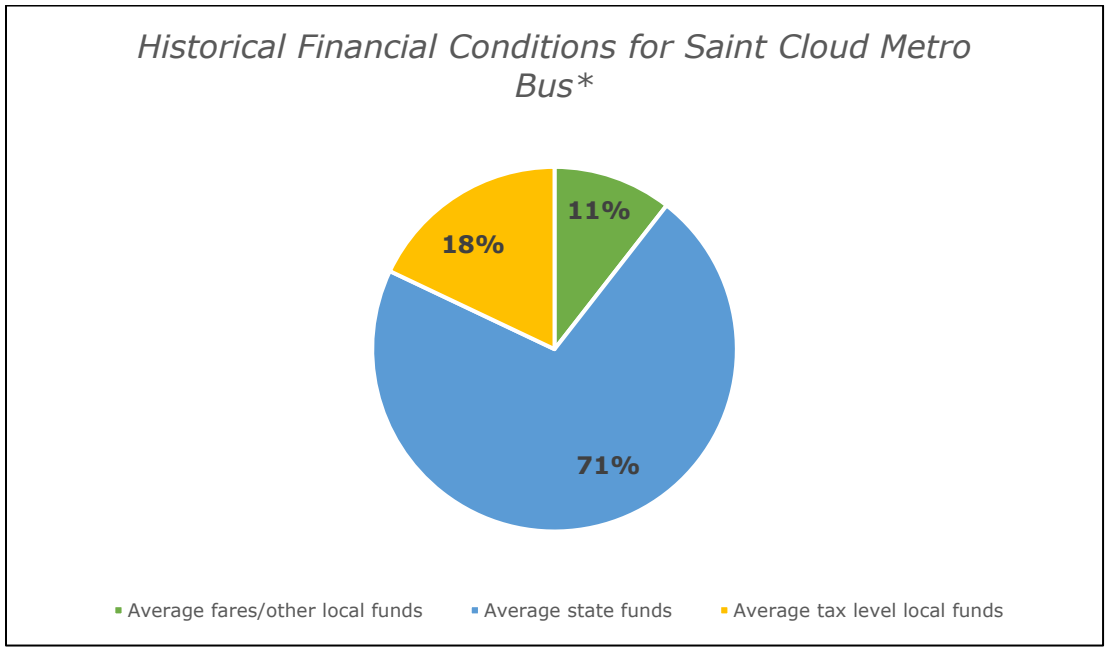


Figure 4.50: *Total fiscal constraint for the City of Waite Park for TIP cycle FY 2027-2030. Data courtesy of City of Waite Park.*

Saint Cloud Metro Bus

Historical Financial Condition

Over a 10-year period – 2016 through 2025 – Saint Cloud Metro Bus has historically obtained funding for transit related projects (both operating and capital improvement) from fares/other local funds, state funds, and tax levied local funds.



*Totals do not add up to 100% due to rounding.

Figure 4.51: *Historic split of local and state revenues for Saint Cloud Metro Bus from 2016 through 2025. Data courtesy of Saint Cloud Metro Bus.*

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
2016	$2,160,173	$8,565,188	$2,467,387	$13,192,748
2017	$1,832,920	$12,347,804	$2,478,528	$16,659,252
2018	$2,148,575	$14,453,125	$2,472,245	$19,073,945
2019	$1,823,628	$12,744,212	$3,139,250	$17,707,090
2020	$1,250,628	$9,226,520	$3,143,620	$13,620,768
2021	$598,656	$11,905,540	$3,139,390	$15,643,586
2022	$1,571,000	$10,545,771	$3,140,026	$15,256,797
2023	$2,016,366	$11,248,762	$3,341,409	$16,606,537
2024	$2,099,624	$13,636,516	$3,352,778	$19,088,918
2025	$2,273,870	$15,895,447	$3,600,468	$21,769,785
Total	$17,775,439	$120,568,885	$30,275,101	$168,619,426
Average	$1,777,544	$12,056,889	$3,027,510	$16,861,943

Year	Fares/Other Local Funds	State Funds	Tax Levy Local Funds	Total Local Funds
Percentage of Total Local Funds*	**11%**	**72%**	**18%**	**100%**

**Percentages do not add up to 100% due to rounding.*

Figure 4.52: *Historic split of local and state revenues for Saint Cloud Metro Bus from 2015 through 2024. Data courtesy of Saint Cloud Metro Bus.*

Future Financial Condition

Operating revenue for local transit comes from local tax levies, fares/other local funding, state funding, and federal operating assistance funding.

Transit Funding Source	Projected 2027 Funds	Projected 2028 Funds	Projected 2029 Funds	Projected 2030 Funds	Total 2027-2030 Projected Funds
Local Tax Levy	$4,444,000	$4,466,220	$4,488,551	$4,510,994	$17,909,765
Fares/Other Local	$1,120,114	$1,209,723	$1,306,501	$1,411,021	$5,047,359
State Funds	$18,964,968	$19,533,917	$20,119,935	$21,125,931	$79,744,751
Federal Operating Assistance	$1,600,000	$1,600,000	$1,600,000	$1,800,000	$6,600,000
Total Projected Local Funds	**$26,129,082**	**$26,809,860**	**$27,514,987**	**$28,847,946**	**$109,301,875**

Figure 4.53: *Projected local transit funding sources for Saint Cloud Metro Bus for FY 2027-2030. Data courtesy of Saint Cloud Metro Bus.*

Fiscal Constraint

Figure 4.54 demonstrates the projected local funds available for Saint Cloud Metro Bus considering the current operation expenditures. Out of the total transit funding source dollars available – $109,301,875 – Saint Cloud Metro Bus must set aside a significant portion for operation expenditures – a total of $77,783,266. The remaining dollars – a total of $31,518,609 – can be allocated toward new capital improvement projects.

Year	Total Projected Local Funds	Local Match Required for Operating Costs	Projected Local Dollars Available to Match Capital Projects
2027	$26,129,082	$17,977,880	$8,151,202
2028	$26,809,860	$18,956,774	$7,853,086
2029	$27,514,987	$19,984,612	$7,530,375

Year	Total Projected Local Funds	Local Match Required for Operating Costs	Projected Local Dollars Available to Match Capital Projects
2030	$28,847,946	$20,864,000	$7,983,946
Total	**$109,301,875**	**$77,783,266**	**$31,518,609**

Figure 4.54: *A total of available revenue for Saint Cloud Metro Bus by year from 2027 through 2030. Data courtesy of Saint Cloud Metro Bus.*

During fiscal years 2027-2030, Saint Cloud Metro Bus has 17 capital projects programmed into the TIP requiring a local match of $4,581,600 in year of expenditure dollars. Overall, Saint Cloud Metro Bus has enough funding to finance these projects along with the organization's operation costs. Thereby, fiscal constraint is maintained.

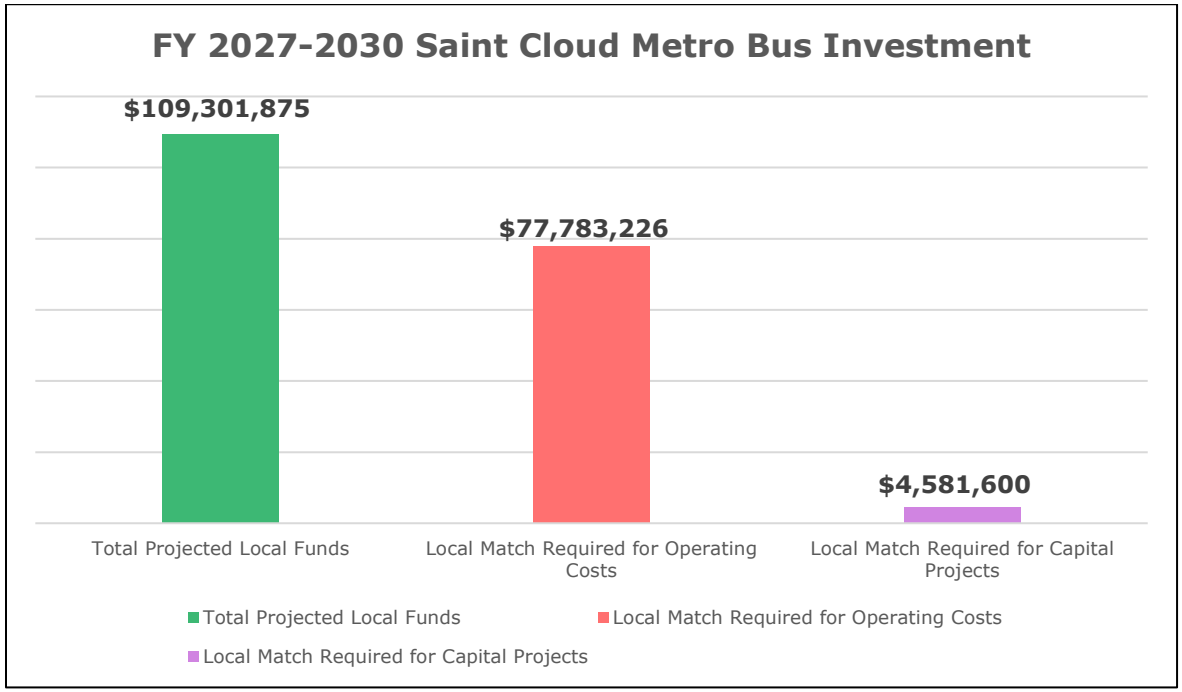


Figure 4.55: *Total fiscal constraint for Saint Cloud Metro Bus for TIP cycle FY 2027-2030. Data courtesy of Saint Cloud Metro Bus.*

Minnesota Department of Transportation (MnDOT District 3)

MnDOT District 3 encompasses a 13-county area comprised of the counties of Aitkin (a portion of), Benton, Cass, Crow Wing, Isanti, Kanabec, Mille Lacs, Morrison, Sherburne, Stearns, Todd, Wright, and Wadena. In total, MnDOT District 3 supports among other items 1,586 centerline miles of state, U.S., and interstate highways along with 426 bridges and eight transit systems.

The APO MPA is incorporated into MnDOT District 3. Approximately 308 lane miles – a split between roughly 289 miles of rural roadway and just over 18 miles of urban roadway – within the APO's planning area fall under the jurisdiction of MnDOT District 3. This is equal to roughly 7.7% of MnDOT District 3 roadways.

Overall Historical Financial Condition

Over a 10-year period – 2016 through 2025 – MnDOT District 3 has allocated on average 70% of overall state and federal transportation related dollars to maintenance and operations of the current transportation system within its boundary. This has left approximately 30% of overall state transportation-related dollars to be expended on new transportation related projects.

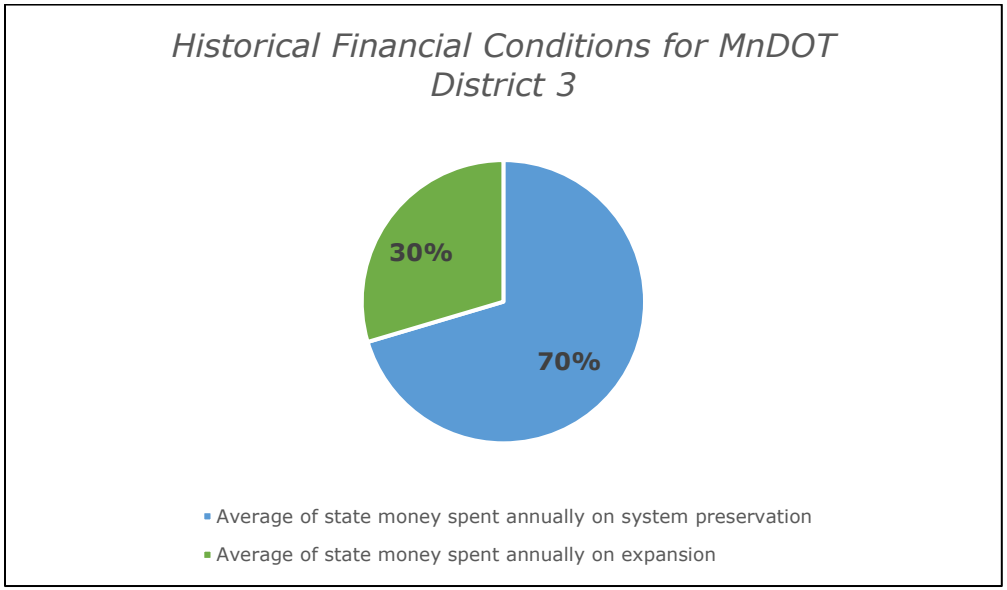


Figure 4.56: *State investment for system preservation and expansion within MnDOT District 3 overall. Data courtesy of MnDOT District 3.*

Year	System Preservation	Expansion	Total State Investment
2016	$114,865,331	$49,858,419	$164,723,750
2017	$95,956,886	$0	$95,956,886
2018	$93,661,958	$0	$93,661,958
2019	$100,011,414	$60,000,000	$160,011,414
2020	$72,188,661	$33,799,691	$105,988,352
2021	$86,590,340	$30,950,000	$117,540,340
2022	$138,023,207	$126,500,000	$264,523,207
2023	$107,857,949	$0	$107,857,949
2024	$84,018,924	$71,352,093	$155,371,017
2025	$112,936,770	$50,342,697	$163,279,464
Total	$1,006,111,440	$422,802,897	$1,428,914,337
Average	$100,611,144	$42,280,290	$142,891,434
Percent of Total State Expense	**70%**	**30%**	**100%**

Figure 4.57: *State investment on system preservation and expansion within entire MnDOT District 3 from 2016 through 2025. Data courtesy of MnDOT District 3.*

Historic Financial Condition within APO MPA

Approximately 7.7% of the roadway network under the jurisdiction of MnDOT District 3 falls within the APO planning area.

Over a 10-year period – 2016 through 2025 – MnDOT District 3 has allocated on average 100% of overall state transportation related dollars to system preservation of the current transportation system within the APO's MPA. No capacity expansion projects have been completed by MnDOT District 3 within the MPA over the past 10 years.

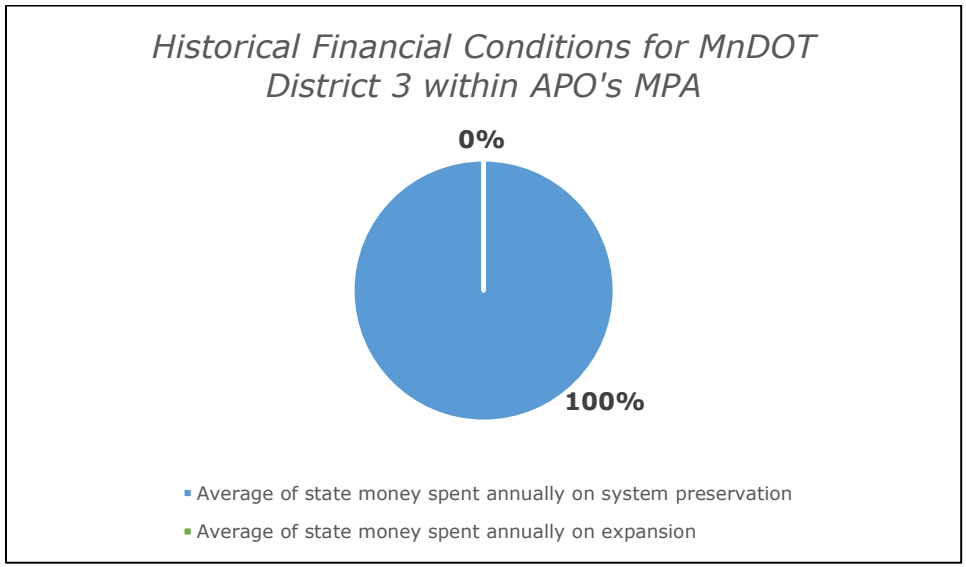


Figure 4.58: *State investment for system preservation and expansion within the portion of MnDOT District 3 that falls within the APO's MPA. Data courtesy of MnDOT District 3.*

Year	System Preservation	Expansion	Total State Investment
2016	$30,095,575	$0	$30,095,575
2017	$16,881,806	$0	$16,881,806
2018	$15,543,177	$0	$15,543,177
2019	$25,736,975	$0	$25,736,975
2020	$9,877,887	$0	$9,877,887
2021	$11,755,444	$0	$11,755,444
2022	$7,297,912	$0	$7,297,912
2023	$34,835,369	$0	$34,835,369
2024	$27,671,255	$0	$27,671,255
2025	$10,551,496	$0	$10,551,496
Total	$190,246,896	$0	$190,246,896
Average	$19,024,690	$0	$19,024,690
Percent of Total State Expense	**100%**	**0%**	**100%**

Figure 4.59: *State investment on system preservation and expansion in MnDOT District 3 within the APO's MPA from 2016 through 2025. Data courtesy of MnDOT District 3.*

Overall Future Financial Condition

Operating revenue for state transportation dollars for the entire MnDOT District 3 comes from a variety of sources including state non-project specific maintenance, state project-specific funds, districtwide set asides, and bonding.

Of note, most expansion projects on the Interstate and state trunk highway routes are funded through special funding sources outside of MnDOT's normal federal and state target funding distribution process. In these instances, state-funded programs like the Corridors of Commerce and MnDOT's Transportation Economic Development program can be accessed to address congestion and mobility needs. At the federal level, the Better Utilizing Investments to Leverage Development (BUILD) discretionary grants are a possible funding source as well as Congressionally Directed Spending (CDS) – formerly known as earmarks. In all these examples, funding is highly competitive and should not be used for planning purposes.

State Transportation Funding Source	Projected 2027 State Funds	Projected 2028 State Funds	Projected 2029 State Funds	Projected 2030 State Funds	Total 2027-2030 Projected State Funds
State Non-Project Specific Maintenance	$31,060,000	$31,060,000	$31,991,800	$31,991,800	$126,103,600
State Project Specific Funds	$99,999,254	$82,858,489	$78,738,104	$74,650,346	$336,246,193
Districtwide Set Asides	$34,351,524	$34,195,067	$39,234,896	$41,020,084	$148,801,571
Bonding	$0	$58,000,000	$0	$0	$58,000,000
Total State Funds Projected	**$165,410,778**	**$206,113,556**	**$149,964,800**	**$147,662,230**	**$669,151,364**

Figure 4.60: *Projected state transportation funding sources and amounts for MnDOT District 3 to be used toward transportation projects. Data courtesy of MnDOT District 3.*

Future Financial Condition within APO MPA

Operating revenue for state transportation dollars for MnDOT District 3 within the APO MPA comes from a variety of sources including state non-project specific maintenance, state project-specific funds, APO share of districtwide set asides – equivalent to 7.7% – and bonding.

To approximate the budget forecasted within the APO boundary, MnDOT District 3 takes a flat 7.7% from its total budget and reasonably estimates a budget for the portion of district within the APO planning area. That stated, MnDOT District 3 will redistribute funding across the district as the need arises to maintain, operate, and expand its roadway network.

State Transportation Funding Source	Projected 2027 State Funds	Projected 2028 State Funds	Projected 2029 State Funds	Projected 2030 State Funds	Total 2027-2030 Projected State Funds
State Non-Project Specific Maintenance	$$2,391,620	$2,391,620	$2,463,369	$2,463,369	$9,709,978
State Project Specific Funds	$4,300,000	$27,909,298	$17,140,702	$11,570,000	$60,920,000
APO Share of District Set Asides	$2,645,067	$2,633,020	$3,021,087	$3,158,546	$11,457,721
Bonding	$0	$0	$0	$0	$0
Total State Funds Projected	**$9,336,687**	**$32,933,938**	**$22,625,158**	**$17,191,915**	**$82,087,699**

Figure 4.61: *Projected state transportation funding sources and amounts for MnDOT District 3 within the APO's MPA to be used toward transportation projects. Data courtesy of MnDOT District 3.*

Fiscal Constraint within APO MPA

Figure 4.62 demonstrates the projected state funds allocated based upon historic funding for both system preservation and expansion expenditures for the portion of MnDOT District 3 within the APO's MPA. In total, $82,087,699 is available for system preservation projects during fiscal years 2027-2030. There is no funding set aside for expansion projects.

Year	Total State Funds Projected	Historical System Preservation Investment (100% of Total)	Historical Expansion Investment (0% of Total)
2027	$9,336,687	$9,336,687	$0
2028	$32,933,938	$32,933,938	$0
2029	$22,625,158	$22,625,158	$0
2030	$17,191,915	$17,191,915	$0
Total	**$82,087,699**	**$82,087,699**	**$0**

Figure 4.62: *A total of available revenue for MnDOT District 3 within the APO's MPA by year from 2027 through 2030. Data courtesy of MnDOT District 3.*

During this time frame, MnDOT has 16 system preservation projects programmed into the TIP requiring a match of $15,168,287 in year of expenditure dollars.

MnDOT District 3 was also the recipient of one FTA Section 5310 Enhanced Transportation for Seniors and Individuals with Disabilities grant on behalf of subrecipient WACOSA. This funding provided by the state is separate from that allocated to

MnDOT District 3. MnDOT – as a whole – must prove fiscal constraint as part of the development of the STIP, which includes the allocation of funding for these transit projects. More information relating to MnDOT's fiscal constraint can be found within the most recent copy of the **STIP** (https://www.dot.state.mn.us/planning/program/stip.html).

In fiscal year 2027 WACOSA was awarded a grant to purchase a transit minivan for a proposed service expansion. This project is estimated to cost $93,300 with a local match of $18,660. It should be noted that WACOSA is a separate entity and has no bearing on the fiscal constraint portion of the district within the APO's MPA.

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

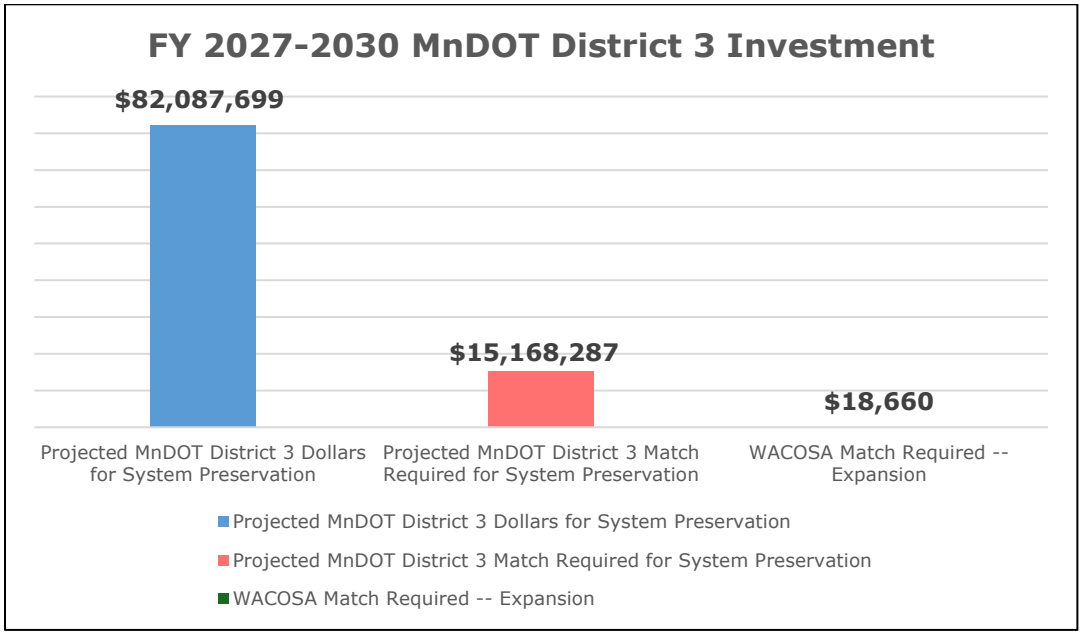


Figure 4.63: *Total fiscal constraint for MnDOT District 3 for TIP cycle FY 2027-2030. Data courtesy of MnDOT District 3.*

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** (www.stcloudapo.org) and provide comment via phone or email.

FY 2027-2030 Saint Cloud APO TIP Public Participation Summary

Discussions surrounding project selection for the APO's FY 2027-2030 TIP occurred at the organization's TAC and Policy Board meetings – all of which are open to the public.

A draft of the FY 2027-2030 TIP was distributed via email to members of the APO's TAC and Policy Board in May and June 2026, respectively.

In compliance with Federal regulations outlined in 23 CFR §450.316, the APO's FY 2027-2030 TIP was open to public review for a period of 30 calendar days starting on July 15, 2026.

Upon release of the draft FY 2027-2030 TIP on July 15, 2026, for the official 30-day public review period, the APO initiated several outreach efforts.

A copy of the draft TIP was posted on the **APO's website** (www.stcloudapo.org). In addition, individuals on the interested stakeholders list – including those stakeholders who work specifically with traditionally underserved populations such as Black, Indigenous, and People-of-Color (BIPOC), individuals with low-income, individuals with disabilities, limited English proficient individuals, and elderly populations – and those who expressed interested in APO planning activities were also emailed a copy of the draft TIP. A legal notice was published in St. Cloud Live, the newspaper of record and information about the public comment period was posted on the **APO's Facebook page** (www.facebook.com/stcloudapo) and the **APO's Instagram account** (https://www.instagram.com/saintcloudapo/). Notification of the draft TIP was also posted on the **Central Minnesota Area Transportation Partnership's (ATP-3's) website** (https://tinyurl.com/3jtj6ubu).

Additionally, APO staff also created a **YouTube video** (https://tinyurl.com/2e3fw2c5) to provide additional context about the draft TIP as well as inform viewers of the public comment period.

Information on the APO's 2027-2030 TIP YouTube video can be found in Figure 5.2.

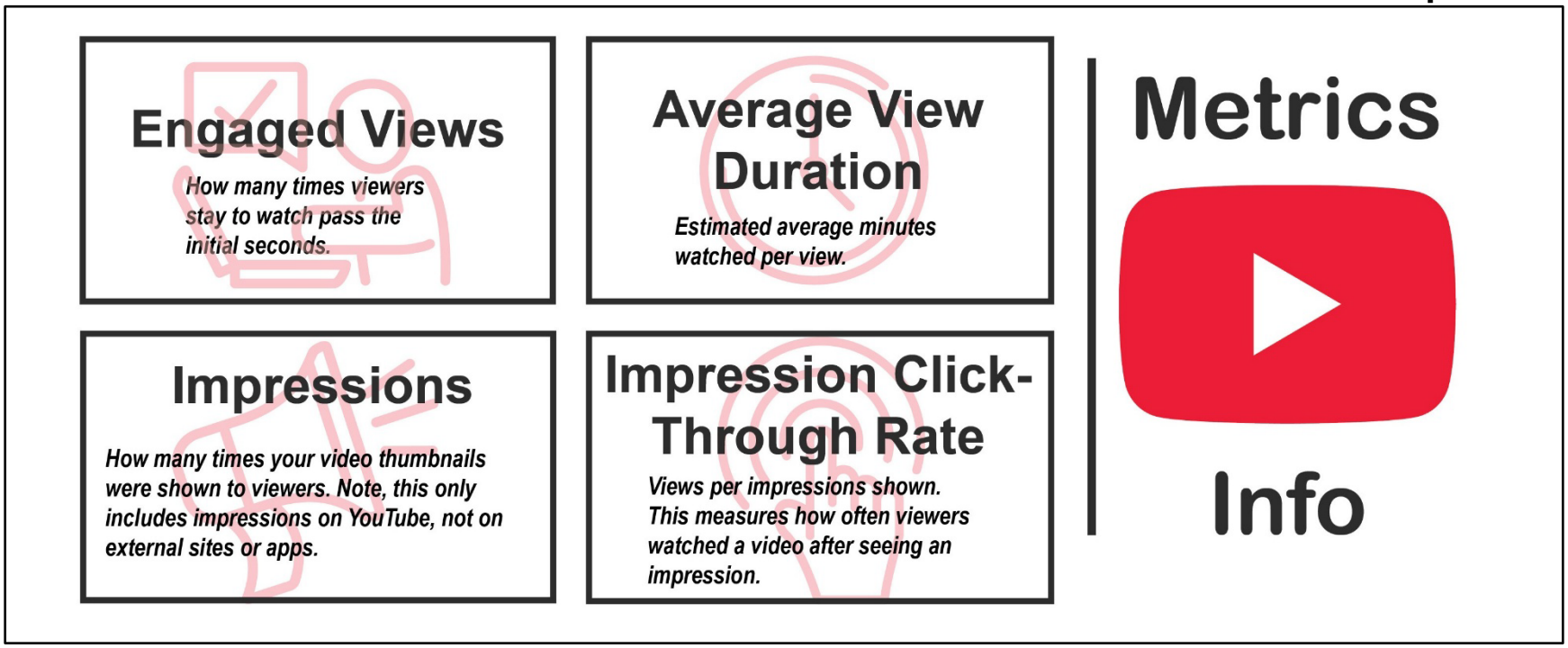


Figure 5.1: *Definition of YouTube metrics. Information courtesy of YouTube.*

YouTube Data Metrics	Results at Close of Public Comment
Engaged Views	4
Average View Duration	0:01
Total Views	4
Watch Time (in hours)	0.0
Impressions	45
Impressions click-through rate	6.7%
Total Length of Video	55 seconds

Figure 5.2: *Performance metrics related to the 2027-2030 TIP public comment YouTube video posted on July 15, 2026.*

Several surveys were created via SurveyMonkey to solicit feedback on the proposed federal and state funded projects that were included in the FY 2027-2030 TIP. These surveys were also posted on the APO's Facebook page, APO's Instagram account, and the APO's **Nextdoor account** (https://tinyurl.com/2vxj5jeu), as well as emailed to individuals on the interested stakeholders list and those who

have expressed interest in various planning activities of the APO.

To assist in gathering public input, APO staff developed several online surveys in addition to hosting two public engagement events.

APO staff's first public engagement event was hosted from 3-5 p.m. on Tuesday, July 28 at the Saint Cloud Branch of the Great River Regional Library (1300 West Saint Germain Street, Saint Cloud). No one attended this event.

The second public engagement event occurred via Facebook Live on Monday, Aug. 3, starting at 8:30 a.m. Engagement data on the virtual public input session can be found in Figure 5.4.

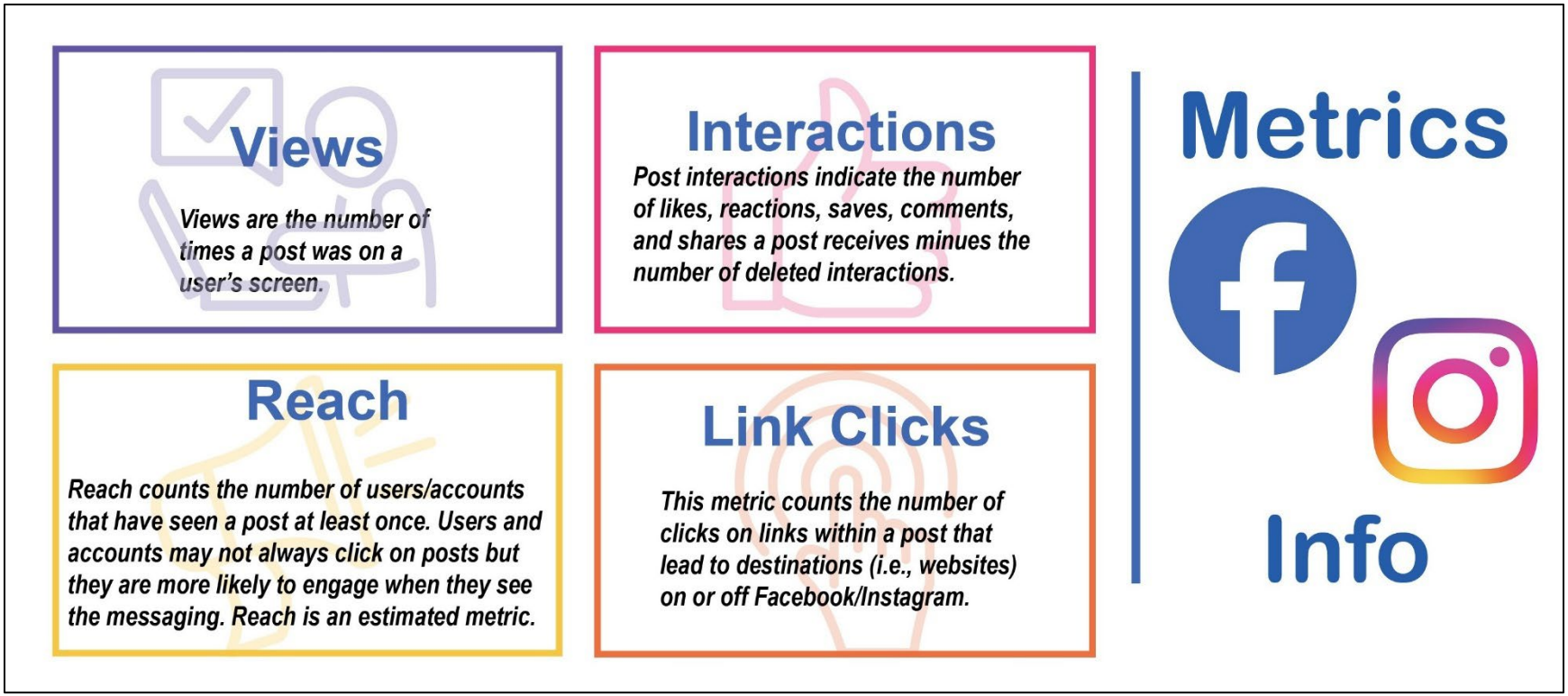


Figure 5.3: *Definition of Facebook and Instagram metrics. Information courtesy of Meta.*

Facebook Data Metrics	Results at Close of Public Comment
Reach	145
Views	66

Facebook Data Metrics	Results at Close of Public Comment
Interactions	2
Link Clicks	0
Average Video Watch Time	8 seconds
Total Length of Video	9 minutes, 10 seconds

Figure 5.4: *Performance metrics on the Facebook Live video posted on Aug. 3, 2026. Data courtesy of Facebook.*

Comments on the draft FY 2027-2030 TIP found in this chapter are from email correspondence and comments obtained from both the in-person and virtual open houses. All comments obtained from the online surveys developed via SurveyMonkey during the July-August 2026 public engagement period can be found in **Appendix C** of this document.

Date Received	Source	Comment	APO Staff Response
July 20, 2026	Email	"I see several opportunities for improvement. Some examples. More bike lanes, marked. The dedicated bike lane on the St Germaine bridge is too narrow to be safe. And the sidewalk is too high for bikes to ride with pedestrians. Why does the Waite street between Veterans and the mall, near the QuikTrip, cross 4 lanes of traffic? Who dreamed that up? The frontage road from the 33rd St (near Tech High) along the west side of Highway 15 needs a bike lane. Riding a bike on a 2-lane 55 mph road? Who thinks that is safe? The Apollo pedestrian bridge over Highway 15 is falling apart. Those are a few examples. Add more dedicated and appropriately	First response (July 20): Good afternoon – Thank you so much for your email! I'll be following up with the appropriate people over the next few days to hopefully provide some answers to your questions. For sure all of these comments will be forwarded on to the city engineers as well as MnDOT (they are in charge of the Apollo pedestrian bridge). I'll be in touch soon! Thanks! ********** Second response (Aug. 11): Good afternoon -- My apologies for the delay in getting back to you on this matter. Took some additional reminders to get some of those questions you posed answered. But I think I was able to track down all of the answers (hopefully). 1. **More marked bike lanes. The dedicated bike lane on the St. Germain bridge is too narrow to be safe. And the sidewalk is too high for bikes to ride with pedestrians.** I

Date Received	Source	Comment	APO Staff Response
		sized bike lanes. Or, do what you did on University Ave. Larger sidewalks and crossings. Clearly marked. Great job on University Ave. Do more of that.	reached out to the City of Saint Cloud for any insights they had about this particular issue. According to the City Engineer, he noted that Veterans Bridge (the bridge connecting East Saint Germain Street and West Saint Germain Street) does not have any dedicated bike lanes. He stated the current configuration of the bridge includes a 48-foot, 4-lane section on the west end of the bridge that converts to a 3-lane section with parking on the east end of the bridge. The high sidewalk that you had noted was purposefully designed as a safety measure to be used to redirect a vehicle should it veer off the roadway. At this moment in time, there are no plans for construction on this bridge. However, per city policy, if a roadway (or bridge) is slated for major reconstruction work (or replacement in the case of a bridge) the city will review this corridor to possibly include multimodal improvements such as more dedicated/marked bike lanes. 2. **Why does the Waite street between Veterans and the mall, near the QuikTrip, cross 4 lanes of traffic? Who dreamed that up?** This response is a joint effort between both the City of Saint Cloud and City of Waite Park. According to the City of Waite Park's engineer, the design of the roadway was a joint decision between both Saint Cloud and Waite Park with the intention of matching the capacity/lane configuration of 44th Avenue N north of the intersection with Veterans Drive (near Apollo High School). The City of Saint Cloud also noted the corridor was intended to function as a roadway reliever route to MN 15 -- and assumed the full built of the nearby industrial park as well

Date Received	Source	Comment	APO Staff Response
			as the connection to the Crossroads Center mall. There was logic behind the decisions and the corridor could still be utilized fully for its original intent. It's just the roadway was constructed to handle future growth that has not been realized at the moment. 3. **The frontage road from the 33rd St (near Tech High) along the west side of Highway 15 needs a bike lane. Riding a bike on a 2-lane 55 mph road? Who thinks that is safe?** Well, to answer the safety question, it really isn't. I reached out to the City of Waite Park since the roadway you are referring to -- Granite View Road -- is under their jurisdiction. According to the Waite Park City Engineer, there have been long-term discussions about adding pedestrian facilities along Granite View Road. However, the particular location does pose some limiting factors at the moment. First off, that interchange connection will ideally have roadway built out to connect 33rd Street S/Tech High School to MN 23 as part of the regional urban arterial beltline (this is the Southwest Beltline connection). And as it is planned right now, that southwest corridor should have multimodal facilities constructed along with the roadway. Second, given the limited demand for multimodal facilities on that corridor at the moment, the City has the intention of waiting until something triggers the need to complete a sizeable investment. This could include something like development interest for residential or commercial/industrial facilities. At that point, the city will be able to go in and make the necessary upgrades to the roadway

Date Received	Source	Comment	APO Staff Response
			and add the appropriate multimodal facilities. But at this time, it's really a waiting game. 4. **The Apollo pedestrian bridge over Highway 15 is falling apart.** I reached out to MnDOT on this issue since we've had quite a few comments over the years about the condition of that bridge. We were hopeful that the influx of federal funding for bridges would have made its way to the Apollo Ped Bridge. But, unfortunately, it did not. So at this point, MnDOT crews are more looking at ways to repair and maintain what they can. Some repair work was completed last year. This year (as of early August), MnDOT is waiting for a bridge inspection to be completed so they can hopefully complete some additional work yet this year. But replacing that bridge or any major rehab work will need to wait until funding is available. 5. **Those are a few examples. Add more dedicated and appropriately sized bike lanes. Or, do what you did on University Ave. Larger sidewalks and crossings. Clearly marked. Great job on University Ave. Do more of that.** I did forward this on to the City of Saint Cloud. They really like the feedback (both positive and negative). They were glad to hear you like what they did on University. Hopefully I addressed everything that you listed in the comments. And if you have any additional questions, please don't hesitate to reach out. Thanks, again!

Date Received	Source	Comment	APO Staff Response
July 27, 2026	Nextdoor – Saint Joseph Survey	YES, YES, YES! The area is so in need of bicycle to trails. The Great Mississippi Trail isn't even anything more than signs posted on roads adjacent to the Mississippi River. More bicycle accessibility would be a good draw to the area, too. I lived in Eugene, Oregon for a year and the bicycle infrastructure was stellar.	Thanks for the support! We're glad to hear you're excited about the proposed trail. Better connections between neighborhoods, parks, schools, and trails are something we hear about often. We appreciate you sharing your experience with Eugene's bicycle infrastructure. If you haven't already, we'd love for you to share your thoughts in the survey so the City of St. Joseph can consider them as the project moves forward: **https://www.surveymonkey.com/r/67KYZHQ**
July 30, 2026	Nextdoor – Sauk Rapids Survey	Why does not one just let bicyclists ride along the side of the road (on the shoulder) and have police enforce road laws for speed and attentiveness to driving) – in the long run you are saving money paying for less maintenance and upkeep … Also, build into your contracts with road pavers penalties for roads that fail and fall apart after so many years… Expect they are providing the public a QUALITY product (roadway) Use less salt!	Thanks for sharing your thoughts. Bicyclists are generally allowed to ride on the roadway, but this project is intended to provide a safer option for people who may not feel comfortable riding alongside higher-speed traffic. Mayhew Lake Road is posted at 55 mph outside the school zone, and this trail would also serve pedestrians and students traveling to Sauk Rapids-Rice High Schook, the future Early Childhood Center, and Mayhew Creek Regional Park. As for enforcement, that's handled by local law enforcement, and we recognize officers can't be everywhere all the time. Regarding road construction, maintenance, and winter practices like salt use, those decisions are made by the agencies that own and maintain the roadway, in this case, Benton County. The APO's role is to help plan regional transportation projects rather than build or maintain roads, but we're happy to pass your comments along. We'd also encourage you to share your feedback through the survey so it's included as part of the project's public input:

Date Received	Source	Comment	APO Staff Response
			https://www.surveymonkey.com/r/C66QR3P
July 31, 2026	Nextdoor – Waite Park Survey	Brilliant!	Thanks! We're glad you're excited about the project. If you haven't already, we'd appreciate it if you could take a few minutes to complete the survey so the City of Waite Park can consider your feedback as planning moves forward: https://www.surveymonkey.com/r/C6ZF2MK
July 31, 2026	Nextdoor – Waite Park Survey	How do we just get the stop lights fixed for now? If you get a couple of motorcycles at the head of the line you never get through the intersection headed north towards Sartell.	Thanks for sharing your experience. Signal timing and detection are important issues, and comments like yours help identify locations where people are experiencing delays. We'd encourage you to include this feedback in the survey so it becomes part of the project's public input. If you're referring to a specific intersection where motorcycles aren't being detected properly, let us know which one so we can pass that information along to the appropriate agency as well. https://www.surveymonkey.com/r/C6ZF2MK
Aug. 3, 2026	Nextdoor – Saint Cloud Metro Bus Survey	Too bad they aren't electric busses. Or, well, maybe next time.	Thanks for your comment! Metro Bus currently operates compressed natural gas (CNG) buses, which produce lower emissions than traditional diesel buses and fit the agency's existing fueling and maintenance infrastructure. While many transit agencies are exploring electric buses, the technology, charging infrastructure, vehicle range, and costs all factor into fleet decisions. We appreciate your interest, and we'd encourage you to share your thoughts through the survey so they're included as part of the public input: https://www.surveymonkey.com/r/67DC6RC

Figure 5.5: *Public comments received via email, social media, or at the public input meetings and addressed by APO on the draft FY 2027-2030 TIP during the July through August 2026 public comment period.*

In addition to the public comments received via APO-specific channels (such as social media and direct email), information about the APO's FY 2027-2030 TIP public comment period were also published by Townsquare Media affiliated radio stations –

WJON and 96.7 The River. The following tables are a summary of Facebook comments, feedback, and reactions received about the draft FY 2027-2030 TIP as seen on WJON's and 96.7 The River's respective Facebook pages.

Media Outlet	Likes (Reactions)	Love (Reactions)	Care (Reactions)	Haha (Reactions)	Wow (Reactions)	Sad (Reactions)	Angry (Reactions)	Comments	Shares
WJON	18	1	N/A	5	1	N/A	N/A	35	4
96.7 The River	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

Figure 5.6: *Facebook metrics (reactions, comments, shares) on WJON and 96.7 The River's respective Facebook pages regarding the story posted about the draft FY 2027-2030 TIP public comment period.*

WJON Story Comment Theme	WJON Story Comment Summaries
Driver Behavior & Traffic Safety	Several comments focused on unsafe driving behaviors rather than roadway design. Concerns included distracted driving, driver competency, and the belief that better driver behavior would improve safety. Some commenters emphasized the importance of traffic law enforcement.
Roadway Maintenance	A few comments expressed that existing roads should receive more attention and repairs.
Traffic Operations	One commenter expressed frustration with traffic signal timing and suggested improvement to signal coordination.
Transportation Spending	Several comments questioned transportation spending or expressed concerns about how public funds are allocated. These comments generally reflected skepticism about government spending rather than specific transportation projects.
Law Enforcement Technology	One commenter opposed the use of Flock safety cameras.
Off-Topic or Broader Political Comments	Several comments focused on broader political topics, including immigration, sustainable development goals, and funding priorities. These comments were not directed related to the projects included in the draft FY 2027-2030 TIP.

Figure 5.7: *Facebook comment summaries by theme pertaining to comments on WJON's Facebook post regarding the draft FY 2027-2030 TIP public comment period.*

Changes to the FY 2027-2030 TIP

After the adoption of the STIP – which incorporates the TIP – by FHWA and FTA, changes made to the document can be initiated by the respective sponsoring agency. These changes, as identified in the **APO's Stakeholder Engagement Plan (SEP)** (https://tinyurl.com/5bww3e56) are defined as either technical corrections, administrative modifications, or amendments. While technical corrections (i.e., minor clerical changes) can be done by APO staff in conjunction with MnDOT District 3 staffers, administrative modifications and amendments can take approximately four to six weeks to process. Amendments to the TIP do require a 30-day public comment period in addition to action from the APO's TAC and Policy Board. Given the complexity of these larger scale changes, the APO has elected to alter the TIP five times a year based upon an amendment schedule adopted by the organization's TAC. Changes of this scale made to the TIP will be brought before the Policy Board for consideration at regularly scheduled meetings in February, March, April, and June 2027.

Chapter Six: Monitoring Progress

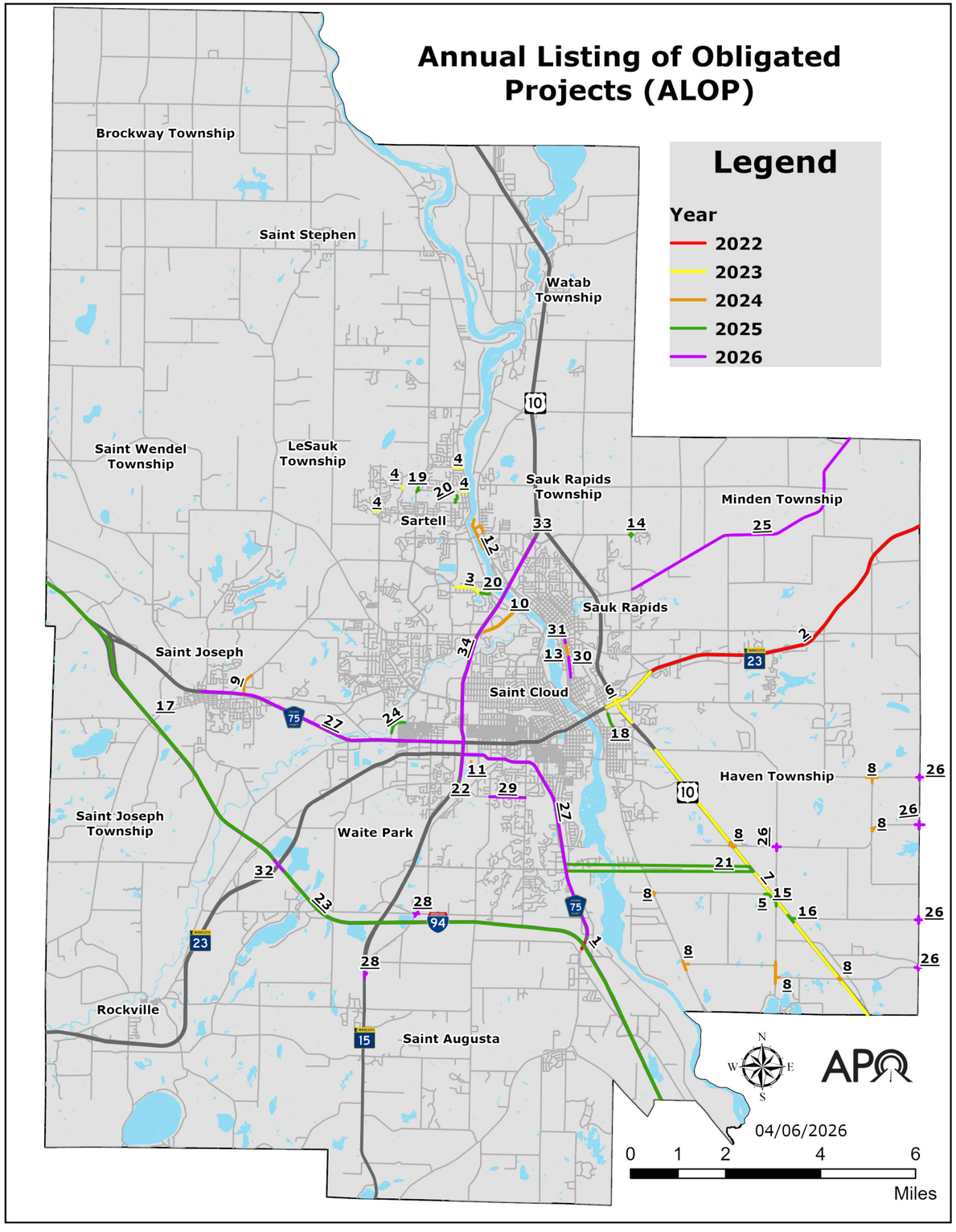
Per federal regulations, the Saint Cloud APO must submit annual updates for projects programmed in the TIP. The annual project updates allow the MnDOT state-aid engineer the ability to assess project costs and project development status for federally funded projects. The project updates also allow the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

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

The status of the projects programmed in the previous years' TIPs (FY 2021-2024, FY 2022-2025, FY 2023-2026, FY 2024-2027, FY 2025-2028, and FY 2026-2029), have been updated with this TIP (FY 2027-2030). The projects programmed in FY 2021, FY 2022, FY 2023, FY 2024, FY 2025, and FY 2026 however, are presently being constructed and have dropped out of this updated TIP. They are listed below in the following table.



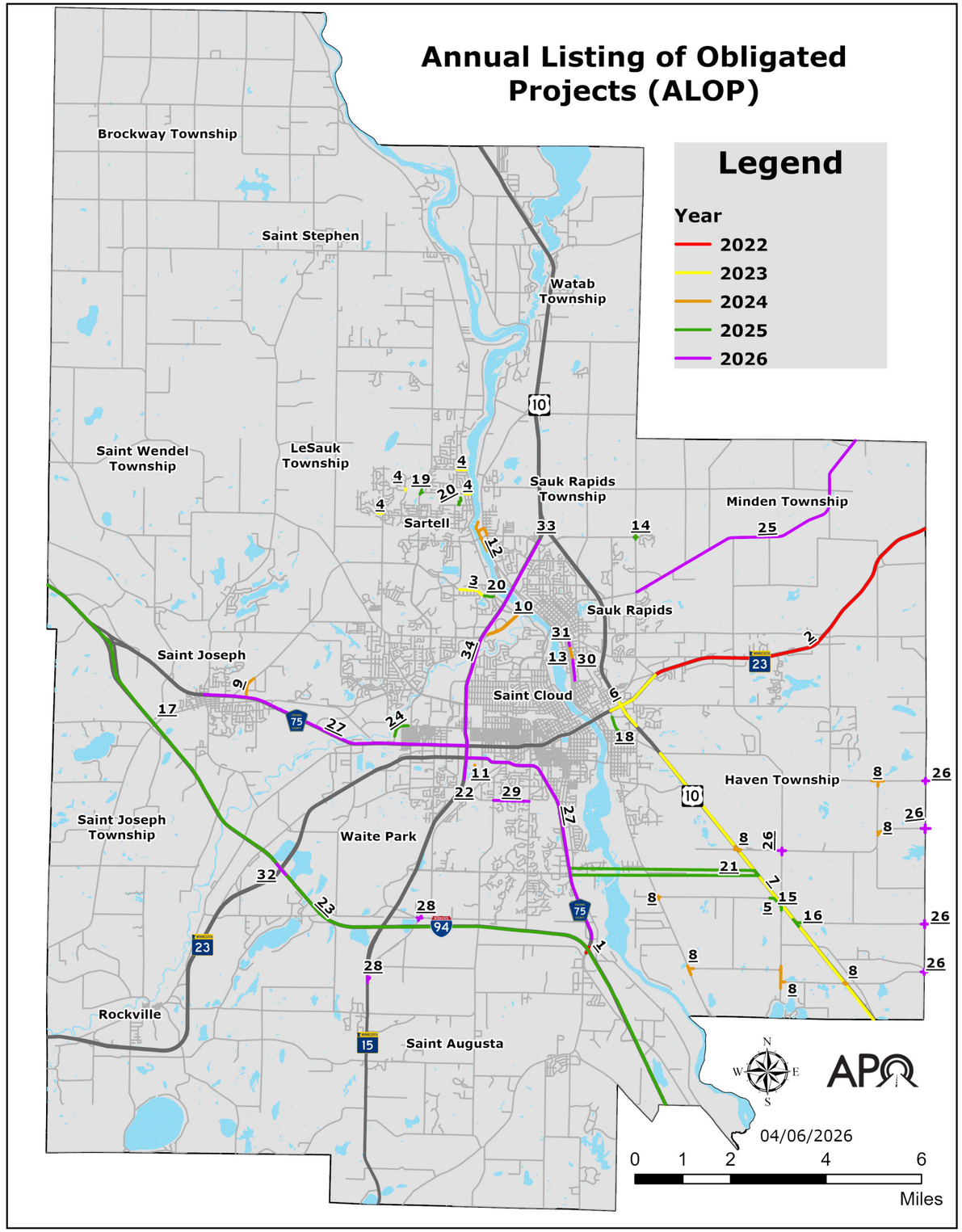
Figure 6.1: *Construction crews working to expand Stearns County's CSAH 133 between CSAH 75 and 15th Avenue in the City of Saint Joseph. This project received federal funding and was programmed into previous Transportation Improvement Programs.*
Photo courtesy of Saint Cloud APO.



Annual Listing of Obligated Projects

Project ID	Fiscal Year	Sponsor	Route	Work Type
1	2022	MnDOT District 3	I-94 at Stearns CSAH 75 interchange at Exit 171	Intelligent Transportation Systems
2	2022	MnDOT District 3	MN 23 from Benton CSAH 1 to MN 25	Intelligent Transportation Systems
3	2023	City of Sartell	Heritage Drive from Huntington Drive S to Amber Avenue S	Shared Use Path
4	2023	City of Sartell	**Seventh Street N** (from Second Avenue N to CSAH 1) **12th Street N** (from Fourth Avenue N to CSAH 1) **13th Avenue N** (from sidewalk end south to Grizzly Lane) **Third Street N** (from 20th Avenue N to 19th Avenue N)	Sidewalks and Shared Use Path
5	2023	MnDOT District 3	Intersection of Sherburne County Road 65/45th Avenue and US 10	Railroad Crossing Realignment
6	2023	MnDOT District 3	**MN 23** from 0.1 miles west of Lincoln Avenue to 0.1 miles west of Benton CSAH 1 **US 10** from 0.2 miles west of Saint Germain Street to 0.1 miles north of 15th Avenue SE Fourth Street SE bridge construction over US 10	Reconstruction Bridge Replacement New Bridge
7	2023	MnDOT District 3	US 10 from Sherburne CSAH 7 to 0.42 miles east of Sherburne CSAH 20	High Tension Median Cable Barrier Install
8	2024	Sherburne County	Intersections: CSAH 3 and US 10 CSAH 3 and County Road 78 CSAH 8 and CSAH 16 CSAH 16 and US 10 CSAH 16 and 45th Avenue (both intersections) County Road 61 and US 10 County Road 62 and County Road 78	Rural Intersection Lighting
9	2024	Stearns County	CSAH 133 from CSAH 75 to 15th Avenue	Capacity Expansion
10	2024	Stearns County	County Road 120 from 450 feet east of northbound MN 15 entrance ramp to CSAH 1 and the roundabout at County Road 120 and CSAH 1	Mill and Overlay Reconstruction of Roundabout
11	2024	City of Saint Cloud	Stearns History Museum parking lot	Electric Vehicle Charging Station Installation

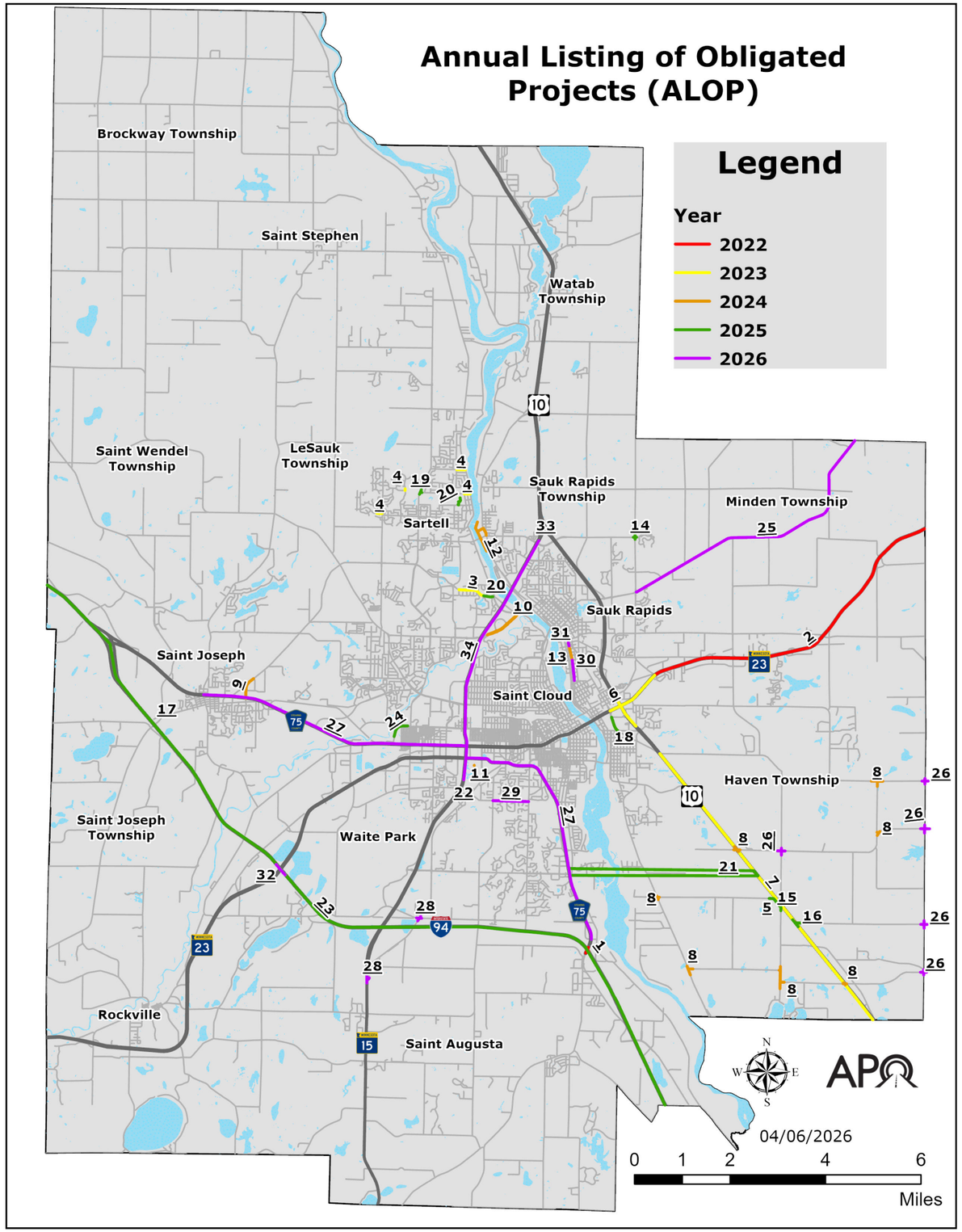
Figure 6.2: *A map and accompanying table of the roadway, bridge, and active transportation projects programmed in previous APO Transportation Improvement Programs.*



Annual Listing of Obligated Projects

Project ID	Fiscal Year	Sponsor	Route	Work Type
12	2024	City of Sartell	Paper Mill Trail from Sartell bridge to Benton Drive	Bikeway Engineering and Design
13	2024	City of Sauk Rapids	Second Avenue S from 110 feet south of Benton Drive to 10th Street S	Reconstruction
14	2025	Benton County	Intersection of CSAH 1 and CSAH 29	Roundabout
15	2025	Sherburne County	County Road 65 and 45th Avenue at the intersections with US 10	Intersection Consolidation and Realignment
16	2025	Sherburne County	Intersection of County Road 61 and US 10	Intersection Improvements
17	2025	Stearns County	Intersection of CSAH 2 and Minnesota Street	Roundabout
18	2025	City of Saint Cloud	Lincoln Avenue SE from Fourth Street SE to Seventh Street SE	Sidewalk
19	2025	City of Sartell	Intersection of Pinecone Road N and Seventh Street N	Traffic Signal Installation
20	2025	City of Sartell	Heritage Drive from Amber Avenue to CSAH 1 Riverview Intermediate School campus	Shared Use Path and Sidewalks
21	2025	Saint Cloud APO	Mississippi River Crossing corridor from intersection of 33rd Street S and CSAH 75 to US 10	Tier 1 Environmental Impact Statement
22	2025	MnDOT District 3	Stearns CSAH 137 bridge 73019 over MN 15	Overlay
23	2025	MnDOT District 3	I-94 from US 71 in Sauk Centre to MN 15 in Saint Cloud	Intelligent Transportation Systems
24	2025	City of Waite Park	Lake Wobegon Trail extension between CSAH 75 and 10th Avenue N	Shared Use Path
25	2026	Benton County	CSAH 3 from CSAH 1 to CSAH 4	Reclamation
26	2026	Sherburne County	Intersections: County Road 65 (both north and south of CSAH 3) County Road 62 (west of CSAH 20) County Road 61 (west of CSAH 20) CSAH 20 (both north and south of CSAH 16) CSAH 20 (both north and south of CSAH 3)	Rumble Strips and Ground-in Wet Reflective Pavement Markings

Figure 6.3: *A map and accompanying table of the roadway, bridge, and active transportation projects programmed in previous APO Transportation Improvement Programs.*



Annual Listing of Obligated Projects

Project ID	Fiscal Year	Sponsor	Route	Work Type
27	2026	Stearns County	CSAH 75 from CSAH 2 to 43rd Street S	Traffic Signal Revisions
28	2026	Stearns County	Intersections: CSAH 74 at MN 15 CSAH 74 and CSAH 6	Rural Intersection Lighting
29	2026	City of Saint Cloud	22nd Street S from County Road 136/Oak Grove Road to Cooper Avenue S	Reconstruction and Multimodal Improvements
30	2026	City of Sauk Rapids	Second Avenue S from 10th Street S to southern city limits	Reconstruction
31	2026	City of Sauk Rapids	Second Avenue S from Benton Drive to Sixth Street S	Sidewalk and Intersection Reconstruction
32	2026	MnDOT District 3	Love's Travel Plaza in Rockville	Electric Vehicle Charging Infrastructure
33	2026	MnDOT District 3	MN 15 bridge 05003	Bridge Replacement
34	2026	MnDOT District 3	MN 15 from 0.5 miles south of southern MN 23 junction to US 10	Corridor Study and Preliminary Engineering

Figure 6.4: *A map and accompanying table of the roadway, bridge, and active transportation projects programmed in previous APO Transportation Improvement Programs.*

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
N/A	TRANSIT	TRF-0048-21L	2021	SAINT CLOUD	ST. CLOUD MTC; OPERATIONS FACILITY IMPROVEMENTS	$1,250,000	**COMPLETED**	**March 17, 2026:** Project has been completed.
1	HIGHWAY I 94	8823-403	2022	MNDOT	I-94, DYNAMIC MESSAGE SIGN REPLACEMENT AT 5 LOCATIONS IN STEARNS AND WRIGHT COUNTIES	$140,000	**IN PROGRESS**	**Jan. 5, 2026:** As of November 2025 nothing has been done with this project and no bids were solicited.
2	HIGHWAY MN 23	0503-92	2022	MNDOT	MN 23, INSTALL FIBER OPTIC FROM BENTON CSAH 1 TO MN 25 IN FOLEY	$380,000	**RESCINDED**	**Sept. 29, 2025:** Benton County has dropped the project. No funds were spent on the construction of this project. MnDOT had sent funds to Benton County to do final design of the MnDOT fiber that was to be included in their project. The final design will ultimately be used again for a stand alone project at some point in the future.
N/A	TRANSIT	TRF-0048-23J	2023	SAINT CLOUD	ST. CLOUD MTC; WESTERN TRANSIT CENTER	$4,000,000	**IN PROGRESS**	**March 17, 2026:** General contractor has been selected. Anticipated completion date early to mid-2027.
3	LOCAL STREETS	220-090-002	2023	SARTELL	HERITAGE DRIVE PATH CONNECTIVITY AND ENHANCEMENTS FROM HUNTINGTON DR S TO AMBER AVE S. & 2 X-WALKS ALONG HERTIAGE DR.	$459,121	**COMPLETED**	**Nov. 12, 2025:** Project is 100% complete. Final paperwork has been submitted.
4	LOCAL STREETS	220-090-003	2023	SARTELL	CONSTRUCT NEW TRAILS AND SIDEWALK IN GAP AREAS IN THE CITY OF SARTELL	$458,740	**COMPLETED**	**Nov. 12, 2025:** Project is 100% complete. Final paperwork has been submitted.
5	LOCAL STREETS	71-00129	2023	MNDOT	BNSF RR, RE-ALIGNMENT AND NEW SIGNAL INSTALL AT CR 65, 42ND ST, HAVEN TWP, SHERBURNE COUNTY	$300,000	**COMPLETED**	**Jan. 5, 2026:** Project has been completed on Oct. 8, 2025.
6	HIGHWAY MN 23	0503-91	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	$44,480,000	**CONSTRUCTION COMPLETED**	**Feb. 4, 2026:** Project is 95% complete. Waiting on CO and Encumbrance to come through. Inspector following up with prime and city on city items. After these items are complete, the state will issue the semi-final voucher and start the 1516.3 requirements process.
6	HIGHWAY MN 23	0503-91S	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN	$750,000	**CONSTRUCTION COMPLETED**	**Feb. 4, 2026:** Project is 95% complete. Waiting on CO and Encumbrance to come through. Inspector following up with prime and city on city items. After these items are complete, the state will issue the semi-final voucher and start the 1516.3 requirements process.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
					RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)			
6	HIGHWAY MN 23	0503-91GMNR	2023	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK IN 2024 & 2025)	$3,770,000	**CONSTRUCTION COMPLETED**	**Feb. 4, 2026:** Project is 95% complete. Waiting on CO and Encumbrance to come through. Inspector following up with prime and city on city items. After these items are complete, the state will issue the semi-final voucher and start the 1516.3 requirements process.
7	HIGHWAY MN 65, US 10	8823-407	2023	MNDOT	**IDIQ**: VARIOUS LOCATIONS: INSTALL HIGH TENSION CABLE BARRIER IN THE MEDIAN, MN 65 (ISANTI/ANOKA CO LINE TO S CAMBRIDGE), US 10 (LITTLE FALLS TO HALFWAY CROSSING & ST CLOUD TO CLEAR LAKE)(IDIQ MAX $15,000,000 MIN $7,556,472)	$7,556,472	**CONSTRUCTION COMPLETED**	**Jan. 5, 2026:** MnDOT is still working on issues regarding payments with this project.
N/A	TRANSIT	TRS-0048-24F	2024	SAINT CLOUD	ST. CLOUD MTC; PURCHASE EIGHT (8) CLASS 400LF CNG REPLACEMENT BUSES	$3,080,000	**REPLACED**	**Oct. 21, 2025:** This project has been superseded by TRF-0048-25I.
N/A	TRANSIT	TRF-0048-24K	2024	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	$1,810,000	**IN PROGRESS**	**March 17, 2026:** Project is in progress.
N/A	TRANSIT	TRF-9503-24	2024	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	$228,000	**COMPLETED**	**March 3, 2026:** WACOSA received its vehicle in October 2025. Project has been completed.
8	LOCAL STREETS	071-070-044	2024	SHERBURNE COUNTY	INSTALL INTERSECTION LIGHTING ON VARIOUS SHERBURNE COUNTY ROADS	$524,000	**COMPLETED**	**Dec. 5, 2025:** Project has been completed.
9	HIGHWAY CSAH 133	073-733-006	2024	STEARNS COUNTY	STEARNS CSAH 133 FROM STEARNS CSAH 75 TO 15TH AVE IN ST JOSEPH; EXPAND TO 4 LANE, INTERSECTION IMPROVEMENTS AT ELM ST, DUAL LEFT TURN LANES FROM EB CSAH 75 TO NB CSAH 133	$4,375,000	**CONSTRUCTION COMPLETED**	**Dec. 9, 2025:** Project is substantially complete and is open to traffic. Project total to date paid including retainage is $3,937,405.10 so this project should be well under budget once the county makes the final payment next summer.
10	LOCAL STREETS	073-596-010	2024	STEARNS COUNTY	**MN277**CR 120, RECONSTRUCT ROUNDABOUT AT STEARNS CR 120 & CSAH 1 & FROM 450 FT EAST OF NB MN 15 ENTRANCE RAMP TO CSAH 1, MILL AND OVERLAY	$2,121,105	**COMPLETED**	**Dec. 9, 2025:** Finaly payment made to contractor in July 2025. Project is complete.
11	LOCAL STREETS	162-080-009	2024	SAINT CLOUD	**CRP**CITY OF ST CLOUD: INSTALL ELECTRIC VEHICLE CHARGING STATION, STEARNS HISTORY MUSEUM	$250,000	**COMPLETED**	**Oct. 20, 2025:** Final completion date was Sept. 30, 2025. Charging stations are currently in use.
12	LOCAL STREETS	220-090-004	2024	SARTELL	**CRP** BIKEWAY ENGINEERING, SARTELL BRIDGE TO BENTON DRIVE IN THE CITY OF SARTELL	$224,800	**COMPLETED**	**March 18, 2026:** Project is complete and final pay request has been submitted.
13	LOCAL STREETS	191-104-006	2024	SAUK RAPIDS	RECONSTRUCT 2ND AVE S FROM 110' SOUTH OF BENTON DR TO 10TH ST S, INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE AND	$3,758,476	**CONSTRUCTION COMPLETED**	**March 30, 2026:** Working on closing out this project with MnDOT.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
					WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS			
6	HIGHWAY MN 23, US 10	0503-91AC	2024	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 1 OF 2)	$44,480,000	**CONSTRUCTION COMPLETED**	**Feb. 4, 2026:** Project is 95% complete. Waiting on CO and Encumbrance to come through. Inspector following up with prime and city on city items. After these items are complete, the state will issue the semi-final voucher and start the 1516.3 requirements process.
N/A	TRANSIT	TRF-0048-25A	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	$11,082,400	**COMPLETED**	**Oct. 21, 2025:** Operating assistance grant concluded on Sept. 30, 2025.
N/A	TRANSIT	TRF-0048-25B	2025	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	$6,453,400	**COMPLETED**	**Oct. 21, 2025:** Paratransit operating grant concluded on Sept. 30, 2025.
N/A	TRANSIT	TRF-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING	$734,500	**COMPLETED**	**Oct. 21, 2025:** Northstar Commuter operating grant concluded on Sept. 30, 2025.
N/A	TRANSIT	TRF-0048-25D	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	$15,000	**IN PROGRESS**	**March 17, 2026:** Grant application has been completed. Metro Bus has begun using funds for projects.
N/A	TRANSIT	TRF-0048-25E	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; TWO (2) REPLACEMENT OPERATIONS VEHICLES	$80,000	**COMPLETED**	**March 17, 2026:** Grant application has been completed. Vehicles are on site. Project is completed.
N/A	TRANSIT	TRF-0048-25F	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	$535,000	**IN PROGRESS**	**March 17, 2026:** Grant application has been completed. Projects have been started.
N/A	TRANSIT	TRF-0048-25G	2025	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	$650,000	**IN PROGRESS**	**March 17, 2026:** Grant application has been completed. Projects have been started.
N/A	TRANSIT	TRS-0048-25B	2025	SAINT CLOUD	ST. CLOUD MTC; PURCHASE ONE (1) CLASS 700 REPLACEMENT CNG BUS	$729,000	**COMPLETED**	**March 17, 2026:** Grant application has been completed. Bus is on site. Project has been completed.
N/A	TRANSIT	TRF-0048-25H	2025	SAINT CLOUD	SECTION 5339: ST CLOUD MTC; PURCHASE ONE (1) CLASS 400LF CNG REPLACEMENT BUS	$367,000	**IN PROGRESS**	**March 17, 2026:** Grant application has been completed. Bus is in production.
N/A	TRANSIT	TRS-0048-25C	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES.	$1,835,000	**IN PROGRESS**	**March 17, 2026:** Grant application has been completed. Buses are in production.
N/A	TRANSIT	TRF-0048-25I	2025	SAINT CLOUD	ST CLOUD MTC; PURCHASE EIGHT (8) CLASS 400LF CNG REPLACEMENT BUSES. FUNDS PREVIOUSLY TRANSFERRED FROM FHWA (STBGP) TO FTA	$3,080,000	**COMPLETED**	**March 17, 2026:** Grant application has been completed. Buses are on site. Project has been completed.
N/A	TRANSIT	TRF-9503-25	2025	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) REPLACEMENT <30' (CLASS 400) BUS	$216,900	**IN PROGRESS**	**March 3, 2026:** Vehicle capital grant fully executed in December 2025. Vehicle ordering process is underway as of February 2026.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
N/A	TRANSIT	TRF-9503-25A	2025	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) CLASS 200 MINI-VAN FOR SERVICE EXPANSION	$90,000	**IN PROGRESS**	**March 3, 2026:** Vehicle capital grant fully executed in December 2025. Vehicle ordering process is underway as of February 2026.
N/A	TRANSIT	TRF-9136-25	2025	MNDOT	SECTION 5310: A HOME FOR THE DAY; PURCHASE ONE (1) CLASS 200 MINI-VAN FOR SERVICE EXPANSION	$90,000	**RESCINDED**	**Oct. 9, 2025:** Project has been removed from Federal Transit Administration Section 5310 Program funding as recipient is not an eligible organization to receive FTA Section 5310 Program funds. Eligible organizations must be non-profit organizations and A Home for the Day is a private for-profit organization.
14	HIGHWAY CSAH 1	005-070-014	2025	BENTON COUNTY	BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	$2,575,841	**IN PROGRESS**	**March 26, 2026:** This project has been let and awarded at $2,605,440.03. Construction work has started but has been suspended until spring 2026.
14	HIGHWAY CSAH 1	005-070-014CRP	2025	BENTON COUNTY	**CRP**BENTON COUNTY CSAH1/CSAH 29 INTERSECTION, CONSTRUCT ROUND-A-BOUT	$550,000	**IN PROGRESS**	**March 26, 2026:** This project has been let and awarded at $2,605,440.03. Construction work has started but has been suspended until spring 2026.
15	LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED SP 071-596-008)	$1,300,000	**COMPLETED**	**Dec. 5, 2025:** Project has been completed.
15	LOCAL STREETS	071-596-008	2025	SHERBURNE COUNTY	SHERBURNE CR 65 & 45TH AVE, REALIGNMENT AND ACCESS CONSOLIDATION WITH US 10 & BNSF RR XING (ASSOCIATED SP 071-596-008)	$1,200,000	**COMPLETED**	**Dec. 5, 2025:** Project has been completed.
16	HIGHWAY US 10	7103-67	2025	SHERBURNE COUNTY	US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	$1,036,474	**COMPLETED**	**Dec. 5, 2025:** Project has been completed.
16	HIGHWAY US 10	071-596-013	2025	SHERBURNE COUNTY	US 10, CONSTRUCT INTERSECTION IMPROVEMENTS AND WB ACCELERATION AT SHERBURNE CR 61 (ASSOCIATED WITH 071-596-013)	$1	**COMPLETED**	**Dec. 5, 2025:** Project has been completed.
17	HIGHWAY CSAH 2	073-070-028	2025	STEARNS COUNTY	CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	$555,555	**CONSTRUCTION COMPLETED**	**Dec. 9, 2025:** Project is substantially complete and open to traffic. County is still waiting on the installation of some street lighting units due to long lead times on delivery of light poles. County is retaining 5% now and plans on making final payment summer 2026.
17	HIGHWAY CSAH 2	073-070-028CRP	2025	STEARNS COUNTY	**CRP**CSAH 2, CONSTRUCT ROUND-A-BOUT AT MINNESOTA ST IN ST JOSEPH	$1,444,445	**CONSTRUCTION COMPELTED**	**Dec. 9, 2025:** Project is substantially complete and open to traffic. County is still waiting on the installation of some street lighting units due to long lead

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
								times on delivery of light poles. County is retaining 5% now and plans on making final payment summer 2026.
18	LOCAL STREETS	162-120-008	2025	SAINT CLOUD	**AC**CRP**LINCOLN AVE SE; CONSTRUCT SIDEWALK FROM 4TH ST SE TO 7TH ST SE IN THE CITY OF ST CLOUD (PAYBACK IN 2026)	$272,000	**CONSTRUCTION COMPLETED**	**March 10, 2026:** City will review project area for punch list items to contractor.
N/A	N/A	220-080-007	2025	SARTELL	**AC**CRP**ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (PAYBACK IN 2026)	$216,780	**COMPLETED**	**Nov. 12, 2025:** Project is 100% complete. Final paperwork has been submitted.
19	LOCAL STREETS	220-070-001	2025	SARTELL	**AC**PINECONE ROAD/7TH ST N INTERSECTION AND PEDESTRIAN IMPROVEMENTS (PAYBACK IN 2026)	$650,000	**IN PROGRESS**	**March 18, 2026:** Project is currently in construction. Final completion is scheduled for June 2026.
20	LOCAL STREETS	220-090-005	2025	SARTELL	**AC**CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL (PAYBACK IN 2026)	$637,900	**IN PROGRESS**	**March 18, 2026:** Project is currently in construction. Final completion is scheduled for August 2026.
24	LOCAL STREETS	221-090-001	2025	WAITE PARK	CONSTRUCT TRAIL, ALONG CSAH 81/15TH AVE FROM 830' N OF CSAH 75 TO 355' W OF 10TH AVE IN THE CITY OF WAITE PARK	$603,177	**IN PROGRESS**	**Dec. 9, 2025:** Trail has been bid and is waiting for spring to begin construction. Anticipated trail completion by early July 2026.
21	LOCAL STREETS	091-070-028	2025	ST. CLOUD APO	**MN296**ENVIRONMENTAL DOCUMENTATION, FROM INTERSECTION OF 33RD ST S & CSAH 75 TO US 10 IN THE CITY OF ST CLOUD.	$1,000,000	**IN PROGRESS**	**March 2, 2026:** Project has kicked off. To date, consultant has developed project branding for public-facing materials, identified agencies with which they will coordinate and communicate during the project, reviewed traffic model and forecasts, and developed locations at which to do turning movement counts.
22	HIGHWAY MN 15	7303-52	2025	MNDOT	MN 15, BR 73019 OVER MN 15 AT CSAH 137, -REOVERLAY	$1,200,000	**CONSTRUCTION COMPLETED**	**Feb. 4, 2026:** All work has been completed. Bridge opened to traffic on Aug. 8, 2025. Waiting to accept final turf this coming spring before project closeout.
23	HIGHWAY I 94	8823-375	2025	MNDOT	**ITS**I-94, DMS, CAMERAS AND FIBER AT MULTIPLE LOCATIONS FROM US 71 IN SAUK CENTRE TO MN 15 IN ST CLOUD	$530,000	**IN PROGRESS**	**Feb. 10, 2026:** All locations for this project with the exception of Collegeville on I-94 have been inspected by Traffic Management Systems. Fiber testing with the exception of MNIT fiber has been completed and accepted. MnDOT is still waiting on #8 cable to be installed at the Sauk Centre location of the project with an anticipated completion in spring/late spring 2026.
6	HIGHWAY MN 23, US 10	0503-91AC2	2025	MNDOT	**PRS**AC**: MN 23, AT US 10 INTERCHANGE IN ST. CLOUD, RECONSTRUCT MN 23 FROM .1 MI W OF	$44,480,000	**CONSTRUCTION COMPLETED**	**Feb. 4, 2026:** Project is 95% complete. Waiting on CO and Encumbrance to come through.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
					LINCOLN AVE TO .1 MI W OF CR 1; RECONSTRUCT US 10 FROM .2 MI W OF ST. GERMAIN TO .1 MI N OF 15TH AVE SE; REPLACE BRIDGES OVER US 10, BR# 9021 WITH BR#05019 AND BR#9022 WITH BR# 05018; INCLUDES MULTIMODAL IMPROVEMENTS (GREATER MN RELIABILITY). CONSTRUCT 4TH ST BRIDGE OVER US 10. (PAYBACK 2 OF 2)			Inspector following up with prime and city on city items. After these items are complete, the state will issue the semi-final voucher and start the 1516.3 requirements process.
N/A	TRANSIT	TRF-0048-26A	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	$11,636,600	**IN PROGRESS**	**March 17, 2026:** Grant application is in process.
N/A	TRANSIT	TRF-0048-26B	2026	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	$6,776,100	**IN PROGRESS**	**March 17, 2026:** Grant application is in process.
N/A	TRANSIT	TRF-0048-26D	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	$15,000	**IN PROGRESS**	**March 17, 2026:** Grant application is in process.
N/A	TRANSIT	TRF-0048-26E	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; FOUR (4) REPLACEMENT OPERATIONS VEHICLES	$160,000	**IN PROGRESS**	**March 17, 2026:** Grant application is in process.
N/A	TRANSIT	TRF-0048-26F	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUP, IT, & COMMUNICATION PROJECTS	$250,000	**IN PROGRESS**	**March 17, 2026:** Grant application is in process.
N/A	TRANSIT	TRF-0048-26G	2026	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	$25,000	**IN PROGRESS**	**March 17, 2026:** Grant application is in progress.
N/A	TRANSIT	TRS-0048-26A	2026	SAINT CLOUD	ST CLOUD MTC; PURCHASE FIVE (5) CLASS 400LF CNG REPLACEMENT BUSES	$2,110,500	**IN PROGRESS**	**March 17, 2026:** Grant application is in progress.
N/A	TRANSIT	TRF-0048-26J	2026	SAINT CLOUD	SECT5310: ST CLOUD MTC; REPLACE 14 ROUTE DISPLAY SIGNS AT THE ST. CLOUD TRANSIT CENTER	$127,500	**IN PROGRESS**	**March 27, 2026:** Project is in the process of being amended into the APO's FY 2026-2029 TIP. Anticipated approval of amendment by APO Policy Board on May 14, 2026.
N/A	TRANSIT	TRF-0048-26K	2026	SAINT CLOUD	SECT5310: ST CLOUD MTC; REPLACE MDCS (MOBILE DATA COMPUTER) IN 36 DIAL-A-RIDE (PARATRANSIT) BUSES AND 2 SPARE DEVICES	$140,000	**IN PROGRESS**	**March 27, 2026:** Project is in the process of being amended into the APO's FY 2026-2029 TIP. Anticipated approval of amendment by APO Policy Board on May 14, 2026.
N/A	TRANSIT	TRF-0048-26L	2026	SAINT CLOUD	SECT5310: ST CLOUD MTC; WESTERN TRANSIT CENTER CONSTRUCTION	$1,147,000	**IN PROGRESS**	**April 7, 2026:** During the TIP amendment public comment period, the anticipated funding cost for this project increased from $997,500 to $1,147,000. Because of the total cost increase being under the 20% threshold to trigger an amendment/modification to the TIP, a technical correction will immediately be completed to this project pending approval by the APO's Policy Board of the original amendment.
N/A	TRANSIT	TRF-0048-26M	2026	SAINT CLOUD	SECT5310: ST CLOUD MTC; ADD ROUTE DESIGNATION SIGNS TO 36 DIAL-A-RIDE (PARATRANSIT) BUSES	$135,000	**IN PROGRESS**	**March 27, 2026:** Project is in the process of being amended into the APO's FY 2026-2029 TIP. Anticipated

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
								approval of amendments by APO Policy Board on May 14, 2026.
25	CSAH 3	005-603-035	2026	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK IN 2027 & 2028)	$3,832,500	**IN PROGRESS**	**March 26, 2026:** Project is in process. The County is preparing to go out for bids in Spring 2026.
26	LOCAL STREETS	071-070-050	2026	SHERBURNE COUNTY	VARIOUS SHERBURNE COUNTY ROADS/INTERSECTIONS, INSTALL RUMBLE STRIPS AND 6" GROUND IN WET REFLECTIVE PAVEMENT MARKINGS	$785,557	**IN PROGRESS**	**March 26, 2026:** Bid opening on the project will be April 1, 2026. Construction to start in May/June 2026.
27	CSAH 75	073-675-043	2026	STEARNS COUNTY	STEARNS CSAH 75, FROM CSAH 2 TO 43RD ST S IN THE CITIES OF ST CLOUD AND ST JOSEPH, REPLACE SIGNAL SYSTEMS	$4,875,000	**IN PROGRESS**	**April 1, 2026:** Project is still in the design phase.
28	LOCAL STREETS	073-070-032	2026	STEARNS COUNTY	STEARNS COUNTY, VARIOUS RURAL INTERSECTIONS, LIGHTING	$260,000	**IN PROGRESS**	**April 1, 2026:** Design is complete. Project is waiting on final DNR Natural Heritage Review.
29	LOCAL STREETS	162-153-003	2026	SAINT CLOUD	**AC**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK IN 2027)	$3,405,980	**IN PROGRESS**	**March 10, 2026:** Plans are being reviewed by MnDOT. Staff is bidding for material procurement.
29	LOCAL STREETS	162-153-003CRP	2026	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK IN 2027 & 2028)	$675,000	**IN PROGRESS**	**March 10, 2026:** Plans are being reviewed by MnDOT. Staff is bidding for material procurement.
18	LOCAL STREETS	162-120-008AC	2026	SAINT CLOUD	**AC**CRP**LINCOLN AVE SE; CONSTRUCT SIDEWALK FROM 4TH ST SE TO 7TH ST SE IN THE CITY OF ST CLOUD (AC PAYBACK 1 OF 1)	$272,000	**CONSTRUCTION COMPLETED**	**March 10, 2026:** City will review project area for punch list items to contractor.
19	LOCAL STREETS	220-070-001AC	2026	SARTELL	**AC**PINECONE ROAD/7TH ST N INTERSECTION AND PEDESTRIAN IMPROVEMENTS (AC PAYBACK 1 OF 1)(ASSOCIATED PROJECT 220-103-009)	$650,000	**IN PROGRESS**	**March 18, 2026:** Project is currently in construction. Final completion is scheduled for June 2026.
20	LOCAL STREETS	220-090-005AC	2026	SARTELL	**AC**CONSTRUCT HERITAGE DRIVE TRAIL BETWEEN AMBER AVE AND CSAH 1 AND SIDEWALKS NEAR RIVERVIEW INTERMEDIATE SCHOOL IN THE CITY OF SARTELL (AC PAYBACK 1 OF 1)	$637,900	**IN PROGRESS**	**March 18, 2026:** Project is currently in construction. Final completion is scheduled for August 2026.
N/A	N/A	220-080-007AC	2026	SARTELL	**AC**CRP**ELECTRIC VEHICLES; PURCHASE 4 SQUAD CARS FOR THE CITY OF SARTELL (AC PAYBACK 1 OF 1)	$216,780	**COMPLETED**	**Nov. 12, 2025:** Project is 100% complete. Final paperwork has been submitted.
30	LOCAL STREETS	191-104-008	2026	SAUK RAPIDS	2ND AVE S(MSAS 104) FROM 10TH ST. S TO SOUTH CITY LIMITS, RECONSTRUCT INCLUDING SIDEWALK, ADA, LIGHTING, DRAINAGE, SANITARY SEWER AND WATERMAIN IMPROVEMENTS IN THE CITY OF SAUK RAPIDS (ASSOCIATED SAP 191-118-001)	$4,350,000	**IN PROGRESS**	**March 30, 2026:** This project is out for bids with construction planned to begin in 2026.

Map ID	Route System	Project Number	Fiscal Year	Agency	Description	Project Total	Construction Status	Status Update as of Spring 2026
31	LOCAL STREETS	191-104-009	2026	SAUK RAPIDS	**AC**2ND AVE S (MSAS 104) FROM BENTON DR TO 6TH ST S, RECONSTRUCTION, ADA IMPROVEMENTS, RR XING, SIGNAL REVISIONS AND WATER MAIN IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2028) (ASSOCIATED WITH SP 191-090-003)	$900,000	**IN PROGRESS**	**March 30, 2026:** The plans for this project are being reviewed by MnDOT Central Office with bidding planned for April and construction planned for 2026.
32	I 94	8823-450	2026	MNDOT	**NEVI**DISTRICTWIDE INTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 164A/B ON I94	$1,317,376	**IN PROGRESS**	**March 30, 2026:** Project is under contract with MnDOT and they are working through the "preliminary engineering" phase. Tasks like site design, environmental review (NEPA), cybersecurity plan, etc. NEPA review and completion of the Categorical Exclusion document usually takes about two months. MnDOT gives a notice to proceed to the construction phase after all these initial task are done.
33	MN 15	0509-37	2026	MNDOT	**BFP**MN 15 BR 05003 EB OVER US 10 N OF SAUK RAPIDS, REPLACE	$7,702,000	**IN PROGRESS**	**Oct. 8, 2025:** Project is on track for an April 22, 2026, letting.
34	MN 15	7303-55	2026	MNDOT	**COCPR**MN 15, CORRIDOR STUDY AND PRELIMINARY ENGINEERING FROM 0.5 MI S OF S JCT MN 23 TO US 10 JCT	$2,500,000	**IN PROGRESS**	**March 27, 2026:** Project is in the process of being amended into the APO's FY 2026-2029 TIP. Anticipated approval of amendment by APO Policy Board on April 9, 2026.

Figure 6.5: *Annual listing of obligated projects for the Saint Cloud APO.*

Appendix A

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Reading the TIP

Route System: The name (or roadway corridor) in which the project is located.

Project Number: Project identifier.

Work Type: The intent of the project.

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

FHWA: The total estimated federal-aid highway funding to be used for the project. This includes advance construction conversion funding.

Advance Construction (AC): The total estimated amount of future federal funding 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.

Trunk Highway (TH): The total estimated state trunk highway funding to be used for the project.

State General Funds: The total estimated funding allocated by the Minnesota Legislature through appropriations.

Other (Local): The estimate of funding other than FHWA, FTA, or State TH to be used for the project. This includes local match, local funds, state-aid funding, private contributions, state grants, and special legislative appropriations

Saint Cloud Area Planning Organization FY 2027-2030 Pro[illegible] Table

										Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
										$2[illegible]29,185	$16,711,717	$65,001,943			$17,390,399	$11,915,911	$23,861,040	$14,504,830			$8,148,355	$103,[illegible]2,618	$226,654,697
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	State General Funds	Other (Local)	Project Total
TRANSIT	TRF-0048-27A	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE		B9	TRANSIT OPERATIONS	FTA	13,052,130							1,600,000					11,452,130	13,052,130
TRANSIT	TRF-0048-27B	2027	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING		TR	TRANSIT OPERATIONS	LF	6,525,750												6,525,750	6,525,750
TRANSIT	TRF-0048-27D	2027	SAINT CLOUD	SECT5307: ST [illegible] MAINTENA[illegible] EQUIPME[illegible]		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	74,000							59,200					14,800	74,000
TRANSIT	TRF-0048-27E	2027	SAINT CLOUD	SECT5307: ST [illegible] OFFICE EQUIP, I[illegible] COMMUNICATIO[illegible]		B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	122,000							97,600					24,400	122,000
TRANSIT	TRF-0048-27F	2027	SAINT CLOUD	SECT5307: S[illegible]UD MTC; FACILITY IM[illegible]EMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	210,000							168,000					42,000	210,000
TRANSIT	TRF-0048-27H	2027	SAINT CLOUD	SECT53[illegible]T CLOUD MTC; PURCH[illegible] CLASS 700 CNG REPL[illegible]T BUSES	0	BB	TRANSIT VEHICLE PURCHASE	FTA	9,854,000							7,883,200					1,970,800	9,854,000
TRANSIT	TRF-9504-27	2027	MNDOT	SE[illegible]10: WACOSA, INC.; P[illegible] ONE (1) MINIVAN [illegible]0) EXPANSION	0	NB	TRANSIT VEHICLE PURCHASE	FTA	93,300							74,640					18,660	93,300
CSAH 3	005-603-035AC1	2027	BENT[illegible] COU[illegible]	[illegible]ENTON CSAH 3, FROM [illegible]TO CSAH 4(65TH ST [illegible]LL DEPTH RECLAIM (AC [illegible]T, PAYBACK 1 OF 2)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	2,000,000					2,000,000								
CSAH 29	005-596-006	2027	B[illegible] CO[illegible]	[illegible]09** BENTON CSAH 29 [illegible]DOR EXTENSION FROM [illegible] 1 TO CSAH 3 IN THE CITY [illegible]AUK RAPIDS.	2.5	MC	MAJOR CONSTRUCTION - - BIT	DEMO	9,500,000	5,000,000			5,000,000								4,500,000	9,500,000
				[illegible]C**STEARNS CSAH 133,																		

Program: Categories included are in the following tables. Note, these are the codes most commonly found in the APO's TIP.

Program Code	Description
AM	Municipal Agreement
BI	Bridge Improvement
BR	Bridge Replacement
BT	Bike Trail
CA	Consultant Agreement
EN	Enhancement
LP	Local Partnership Program
MA	Miscellaneous Agreements

Program Code	Description
MC	Major Construction
PL	Planning
RC	Reconstruction
RD	Recondition
RS	Resurfacing
RT	Recreational Trail (DNR only)
SH	Highway Safety Improvement Program (HSIP)

Program Code	Description
SR	Safety Railroads
TM	Transportation Management
TR	Transit (FHWA)
B9	FTA Urbanized Area Formula -- Section 5307
BB	FTA Bus and Bus Facilities -- Section 5339
NB	FTA Elderly and Persons with Disabilities -- Section 5310

Saint Cloud Area Planning Organization FY 2027-2030 Project Table

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									$235,719,958	$16,820,000	$65,084,486			$17,360,172	$11,915,911	$23,861,040	$14,418,287			$8,148,355	$106,847,618	$230,275,697
Route System	Project Number	Year	Agency	Project Description	Mile	Program	Work Type	Proposed Funds	STIP Total	FHWA Earmark	Target FHWA	Dist C FHWA	Total FHWA	Total AC Payback	Total AC	FTA	State TH	Dist C TH	Total TH	State General Funds	Other (Local)	Project Total
TRANSIT	TRF-0048-27A	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,052,130							1,600,000					11,452,130	13,052,130
TRANSIT	TRF-0048-27B	2027	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,525,750												6,525,750	6,525,750
TRANSIT	TRF-0048-27D	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	74,000							59,200					14,800	74,000
TRANSIT	TRF-0048-27E	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	122,000							97,600					24,400	122,000
TRANSIT	TRF-0048-27F	2027	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	210,000							168,000					42,000	210,000
TRANSIT	TRF-0048-27H	2027	SAINT CLOUD	SECT5339(C):ST CLOUD MTC; PURCHASE 13 CLASS 700 CNG REPLACEMENT BUSES	0	BB	TRANSIT VEHICLE PURCHASE	FTA	9,854,000							7,883,200					1,970,800	9,854,000
TRANSIT	TRF-9504-27	2027	MNDOT	SECTION 5310: WACOSA, INC.; PURCHASE ONE (1) MINIVAN (CLASS 200) EXPANSION	0	NB	TRANSIT VEHICLE PURCHASE	FTA	93,300							74,640					18,660	93,300
CSAH 3	005-603-035AC1	2027	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK 1 OF 2)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	2,000,000					2,000,000								
CSAH 29	005-596-006	2027	BENTON COUNTY	**MN309** BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS.	2.5	MC	MAJOR CONSTRUCTION -- BIT	DEMO	9,500,000	5,000,000			5,000,000								4,500,000	9,500,000
CSAH 133	073-733-008	2027	STEARNS COUNTY	**AC**STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN 2029)	0.2	RC	ROUNDABOUT	STBGP 5K-200K	798,995						1,201,005						798,995	2,000,000
LOCAL STREETS	073-593-001	2027	STEARNS COUNTY	**MN329**TOWNLINE ROAD (30TH AVE N), FROM CSAH 4 TO SOUTH CITY LIMITS OF ST STEPHEN, RECONSTRUCT	5.09	RC	GRSU -- GRADE AND SURFACE	DEMO	10,055,095	1,500,000			1,500,000							8,148,355	406,740	10,055,095
LOCAL STREETS	162-153-003AC	2027	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 1 OF 1)	0.8	RC	NEW PAVEMENT -- BIT	STBGP 5K-200K	1,560,886					1,560,886								
LOCAL STREETS	162-153-003CRPAC1	2027	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 1 OF 2)	0.8	RC	NEW PAVEMENT -- BIT	CRP	270,000					270,000								
MSAS 162	162-162-002	2027	SAINT CLOUD	**AC**MN325**HEATHERWOOD ROAD (MSAS 162), FROM 0.06 MI W OF 47TH ST S TO 60TH ST	0.91	MA	MAJOR CONSTRUCTION -- BIT	STBGP 5K-200K	9,298,995	7,000,000			7,000,000		1,601,005						2,298,995	10,900,000

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									$235,719,958	$16,820,000	$65,084,486			$17,360,172	$11,915,911	$23,861,040	$14,418,287			$8,148,355	$106,847,618	$230,275,697
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**FHWA Earmark**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**State General Funds**	**Other (Local)**	**Project Total**
				S IN THE CITY OF ST CLOUD, CONSTRUCT NEW ROADWAY (AC PROJECT, PAYBACK IN 2029)																		
LOCAL STREETS	220-080-006	2027	SARTELL	**MN307**15TH ST NORTH CORRIDOR EXTENSION FROM PINECONE RD TO 19TH AVE N, RIGHT OF WAY ACQUISITION IN CITY OF SARTELL	3	PL	RIGHT OF WAY PURCHASE	STBGP 5K-200K	3,880,000	2,150,000	943,774		3,093,774								786,226	3,880,000
MN 23	7305-132	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN (TIED TO SP 7305-133)	0	SH	CHANNELIZATION	STBGP<5K	305,000		244,260		244,260				60,740		60,740			305,000
MN 23	7305-132S	2027	MNDOT	MN 23/STEARNS CSAH 8 IN ROCKVILLE, CONSTRUCT J-TURN (TIED TO SP 7305-133)	0	SH	CHANNELIZATION	HSIP	1,200,000		1,080,000		1,080,000				120,000		120,000			1,200,000
MN 23	7305-133	2027	MNDOT	**MN308**MN 23, CONSTRUCT J-TURN AT BEL CLARE DRIVE (TIED TO SP 7305-132)	1	TM	CHANNELIZATION	DEMO	1,304,000	1,170,000			1,170,000				130,000		130,000		4,000	1,304,000
I 94	7380-269	2027	MNDOT	I-94 BR 73877 (WB), BR 73878 (EB) OVER TR 477 IN ST JOE TWP, OVERLAY	0	BI	BRIDGE DECK OVERLAY	NHPP	3,100,000		2,790,000		2,790,000				310,000		310,000			3,100,000
TRANSIT	TRF-0048-28A	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	13,704,736							1,600,000					12,104,736	13,704,736
TRANSIT	TRF-0048-28B	2028	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	6,852,038												6,852,038	6,852,038
TRANSIT	TRF-0048-28D	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	59,000							47,200					11,800	59,000
TRANSIT	TRF-0048-28E	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; THREE (3) REPLACEMENT OPERATIONS VEHICLES	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	135,000							108,000					27,000	135,000
TRANSIT	TRF-0048-28F	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT, & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	372,000							297,600					74,400	372,000
TRANSIT	TRF-0048-28G	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; SHELTERS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	25,000							20,000					5,000	25,000
TRANSIT	TRF-0048-28H	2028	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	600,000							480,000					120,000	600,000
TRANSIT	TRF-0048-28I	2028	SAINT CLOUD	ST CLOUD MTC; PURCHASE ONE(1) CLASS 400LF CNG REPLACEMENT BUS.	0	TR	TRANSIT VEHICLE PURCHASE	LF	285,000												285,000	285,000
TRANSIT	TRF-0048-28J	2028	SAINT CLOUD	SECT5339(C): ST CLOUD MTC; PURCHASE TEN (10) CLASS 700 CNG REPLACEMENT BUSES	0	TR	TRANSIT VEHICLE PURCHASE	FTA	7,580,000							6,064,000					1,516,000	7,580,000
CSAH 3	005-603-035AC2	2028	BENTON COUNTY	**AC**BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK 2 OF 2)	7.32	RD	BITUMINOUS RECLAMATION	STBGP<5K	953,335					953,335								
CSAH 1	073-601-055	2028	STEARNS COUNTY	CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT	2.26	RC	MAJOR CONSTRUCTION -- BIT	STBGP<5K	3,500,000		1,448,675		1,448,675								2,051,325	3,500,000
LOCAL STREETS	073-070-031	2028	STEARNS COUNTY	STEARNS COUNTY, VARIOUS RURAL ROADWAYS -- STRIPING (TIED TO SP 073-070-033)	0	SH	STRIPING	HSIP	980,000		750,000		750,000								230,000	980,000

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									$235,719,958	$16,820,000	$65,084,486			$17,360,172	$11,915,911	$23,861,040	$14,418,287			$8,148,355	$106,847,618	$230,275,697
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**FHWA Earmark**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**State General Funds**	**Other (Local)**	**Project Total**
LOCAL STREETS	162-090-009	2028	SAINT CLOUD	13TH ST, CONSTRUCT SIDEWALK FROM 9TH AVE TO 11TH AVE AND INSTALL PEDESTRIAN ACTIVATED CROSSING AT 9TH AVE IN THE CITY OF ST CLOUD	0.1	RT	NEW TRAIL	STBGTAP 5K-200K	225,000		180,000		180,000								45,000	225,000
LOCAL STREETS	162-153-003CRPAC2	2028	SAINT CLOUD	**AC**CRP**22ND ST S FROM OAK GROVE RD/CR 136 TO COOPER AVE S, RECONSTRUCT RURAL ROUTE INTO 36' MULTIMODAL URBAN SECTION IN THE CITY OF ST CLOUD(AC PROJECT PAYBACK 2 OF 2)	0.8	RC	NEW PAVEMENT - - BIT	CRP	100,000					100,000								
MSAS 145	162-145-016	2028	SAINT CLOUD	**AC**MSAS 145 (9TH AVE S) FROM UNIVERSITY DRIVE TO 2ND ST N, RECONSTRUCT + ADA WORK IN THE CITY OF ST CLOUD (AC PROJECT, PAYBACK IN 2030)	0	RC	MAJOR CONSTRUCTION - - BIT	STBGP 5K-200K	7,698,995						1,201,005						7,698,995	8,900,000
LOCAL STREETS	191-104-009AC	2028	SAUK RAPIDS	**AC**2ND AVE S (MSAS 104) FROM BENTON DR TO 6TH ST S, RECONSTRUCTION, ADA IMPROVEMENTS, RR XING, SIGNAL REVISIONS AND WATER MAIN IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK 1 OF 1) (ASSOCIATED WITH SP 191-090-003)	0	RC	SIDEWALKS	STBGTAP 5K-200K	560,040					560,040								
CSAH 1	191-090-004	2028	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL BETWEEN OSAUKA ROAD NE TO NORTH ENTRANCE TO HIGH SCHOOL/MAYHEW CREEK PARK IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2029)(ASSOCIATED WITH 191-090-005 & SAUKR 187378)	0.2	BT	NEW TRAIL	STBGTAP 5K-200K	1,307,556						346,223						1,307,556	1,653,779
CSAH 1	191-090-005	2028	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL FROM STORM ST NE TO 35TH ST NE (CSAH 29) IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2030)(ASSOCIATED WITH 191-090-004 & SAUKR 187378)	0.21	BT	NEW TRAIL	STBGTAP 5K-200K	105,435						421,740						105,435	527,175
MSAS 103	221-103-007	2028	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK IN 2029 & 2030)	0	RC	NEW PAVEMENT - - BIT	STBGP 5K-200K	1,295,395						1,201,005						1,295,395	2,496,400
MSAS 103	221-103-007CRP	2028	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK IN 2029 & 2030)	0	RC	NEW PAVEMENT - - BIT	CRP	312,000		170,000		170,000		540,000						142,000	852,000

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									$235,719,958	$16,820,000	$65,084,486			$17,360,172	$11,915,911	$23,861,040	$14,418,287			$8,148,355	$106,847,618	$230,275,697
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**FHWA Earmark**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**State General Funds**	**Other (Local)**	**Project Total**
MN 23	7305-131	2028	MNDOT	**AC**MN 23, FROM 0.455 MI E OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY WITH SIGNAL, ADA, LIGHTING REPLACEMENT AND HYDRAULIC STRUCTURE PRESERVATION(AC PROJECT, PAYBACK IN 2029)	5.5	RS	MILL AND BIT OVERLAY	NHPP	19,570,072		10,984,831		10,984,831		5,403,928		7,970,991		7,970,991		614,250	24,974,000
I 94	7380-275	2028	MNDOT	**ITS**I-94, FROM STEARNS CSAH 75/ROOSEVELT ROAD TO STEARNS CSAH 2, FIBER OPTIC CABLE, CAMERAS AND NID'S	13	TM	OTHER	NHPP	750,000			675,000	675,000					75,000	75,000			750,000
I 94, MN 15	7380-282CRP	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	CRP	1,720,000		1,376,000		1,376,000				344,000		344,000			1,720,000
I 94, MN 15	7380-282	2028	MNDOT	**CRP**I 94/MN 15 INTERCHANGE REPLACE LIGHTING WITH LED LIGHTS	0	TM	LIGHTING	NHPP	780,000		624,000		624,000				156,000		156,000			780,000
RAIL	73-00144	2028	MNDOT	NLR RR, INSTALL FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 6TH AVE N, WAITE PARK, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	300,000			300,000	300,000									300,000
RAIL	05-00130	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT MSAS 149 (2ND AVE NE), ST CLOUD, BENTON COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	500,000			250,000	250,000								250,000	500,000
RAIL	73-00145	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 25TH AVE N, ST CLOUD, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	500,000			250,000	250,000								250,000	500,000
RAIL	73-00146	2028	MNDOT	BNSF RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT 33RD AVE N, ST CLOUD, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	500,000			250,000	250,000								250,000	500,000
I 94	7380-287	2028	MNDOT	I 94, RE-OVERLAY BRIDGES 73869 & 73870 OVER CSAH 2 NEAR ST JOSEPH	0	BI	BRIDGE DECK OVERLAY	NHPP	2,900,000		2,610,000		2,610,000				290,000		290,000			2,900,000
TRANSIT	TRF-0048-29A	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	14,389,973							1,600,000					12,789,973	14,389,973
TRANSIT	TRF-0048-29B	2029	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	7,194,639												7,194,639	7,194,639
TRANSIT	TRF-0048-29D	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	200,000							160,000					40,000	200,000
TRANSIT	TRF-0048-29E	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	100,000							80,000					20,000	100,000
TRANSIT	TRF-0048-29F	2029	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL	FTA	1,445,000							1,156,000					289,000	1,445,000

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									$235,719,958	$16,820,000	$65,084,486			$17,360,172	$11,915,911	$23,861,040	$14,418,287			$8,148,355	$106,847,618	$230,275,697
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**FHWA Earmark**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**State General Funds**	**Other (Local)**	**Project Total**
							IMPROVEMENT (NON-VEHICLE)															
CSAH 133	073-733-008AC	2029	STEARNS COUNTY	**AC**STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK 1 OF 1)	0.2	RC	ROUNDABOUT	STBGP 5K-200K	1,201,005					1,201,005								
CSAH 75	073-675-044	2029	STEARNS COUNTY	STEARNS CSAH 75, FROM COOPER AVE TO TRAVERSE ROAD IN THE CITY OF ST CLOUD, MILL & OVERLAY	0.5	RS	MILL AND BIT OVERLAY	NHPP	1,500,000		792,556		792,556								707,444	1,500,000
MSAS 162	162-162-002AC	2029	SAINT CLOUD	**AC**MN325**HEATHERWOOD ROAD (MSAS 162), FROM 0.06 MI W OF 47TH ST S TO 60TH ST S IN THE CITY OF ST CLOUD, CONSTRUCT NEW ROADWAY (AC PROJECT, PAYBACK 1 OF 1)	0.9	MA	MAJOR CONSTRUCTION -- BIT	STBGP 5K-200K	1,601,005					1,601,005								
CSAH 1	191-090-004AC	2029	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL BETWEEN OSAUKA ROAD NE TO NORTH ENTRANCE TO HIGH SCHOOL/MAYHEW CREEK PARK IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK 1 OF 1)(ASSOCIATED WITH 191-090-005 & SAUKR 187378)	0.2	BT	NEW TRAIL	STBGTAP 5K-200K	346,223					346,223								
MSAS 103	221-103-007CRPAC1	2029	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK 1 OF 2)	0	RC	NEW PAVEMENT -- BIT	CRP	270,000					270,000								
MN 23	7305-131AC	2029	MNDOT	**AC**MN 23, FROM 0.455 MI EAST OF 93RD AVE TO MN 15 IN WAITE PARK, MILL AND OVERLAY WITH SIGNAL, ADA, LIGHTING REPLACEMENT AND HYDRAULIC STRUCTURE PRESERVATION (AC PROJECT, PAYBACK 1 OF 1)	5.5	RS	MILL AND BIT OVERLAY	NHPP	5,403,928					5,403,928								
MN 23	7306-98	2029	MNDOT	MN 23, FROM TH 15 TO RR BR NEAR US 10 IN ST. CLOUD, MILL AND OVERLAY, INCLUDE ADA, SIGNALS, AND BRIDGE REHAB	2.5	RS	MILL AND BIT OVERLAY	NHPP	13,900,000		10,788,150		10,788,150				2,461,850		2,461,850		650,000	13,900,000
I 94	7380-283	2029	MNDOT	**ITS**I-94, FROM MN 238 INTERCHANGE TO MN 23 INTERCHANGE, CONSTRUCT FIBER AND VEHICLE DETECTION SYSTEM (ITS FUNDS 2.0)	17.6	EN	TRAFFIC MANAGEMENT SYSTEM	NHPP	2,000,000			1,800,000	1,800,000					200,000	200,000			2,000,000
RAIL	73-00149	2029	MNDOT	NLR RR, REPLACE EXISTING SIGNAL SYSTEM WITH NEW FLASHING LIGHTS, GATES, AND CONSTANT WARNING CIRCUITRY AT CSAH 81 (3RD ST N) IN WAITE PARK, STEARNS COUNTY	0	SR	RR X-ING IMPROVEMENTS	RRS	250,000			250,000	250,000									250,000
TRANSIT	TRF-0048-30A	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; OPERATING ASSISTANCE	0	B9	TRANSIT OPERATIONS	FTA	15,109,500							1,800,000					13,309,500	15,109,500

Saint Cloud Area Planning Organization FY 2027-2030 Project Table									Running STIP Total	FHWA Earmark	Running FHWA Total			Running AC Payback Total	Running Total AC	Running FTA	Running TH Total			State General Funds	Running Other (Local)	Running Project Total
									$235,719,958	$16,820,000	$65,084,486			$17,360,172	$11,915,911	$23,861,040	$14,418,287			$8,148,355	$106,847,618	$230,275,697
Route System	**Project Number**	**Year**	**Agency**	**Project Description**	**Mile**	**Program**	**Work Type**	**Proposed Funds**	**STIP Total**	**FHWA Earmark**	**Target FHWA**	**Dist C FHWA**	**Total FHWA**	**Total AC Payback**	**Total AC**	**FTA**	**State TH**	**Dist C TH**	**Total TH**	**State General Funds**	**Other (Local)**	**Project Total**
TRANSIT	TRF-0048-30B	2030	SAINT CLOUD	ST CLOUD MTC; PARATRANSIT OPERATING	0	TR	TRANSIT OPERATIONS	LF	7,554,500												7,554,500	7,554,500
TRANSIT	TRF-0048-30C	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; OFFICE EQUIP, IT & COMMUNICATION PROJECTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	17,000							13,600					3,400	17,000
TRANSIT	TRF-0048-30D	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; FACILITY IMPROVEMENTS	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	650,000							520,000					130,000	650,000
TRANSIT	TRF-0048-30E	2030	SAINT CLOUD	SECT5307: ST CLOUD MTC; MAINTENANCE TOOLS & EQUIPMENT	0	B9	TRANSIT GRANT CAPITAL IMPROVEMENT (NON-VEHICLE)	FTA	40,000							32,000					8,000	40,000
MSAS 145	162-145-016AC	2030	SAINT CLOUD	**AC**MSAS 145 (9TH AVE S) FROM UNIVERSITY DRIVE TO 2ND ST N, RECONSTRUCT + ADA WORK IN THE CITY OF ST CLOUD (AC PROJECT, PAYBACK 1 OF 1)	0	RC	MAJOR CONSTRUCTION -- BIT	STBGP 5K-200K	1,201,005					1,201,005								
LOCAL STREETS	233-090-002	2030	SAINT JOSEPH	CR 121 (COLLEGE AVE) FROM JADE ROAD TO RIVERS BEND PARK IN THE CITY OF ST JOSEPH, CONSTRUCT TRAIL	0.21	BT	NEW TRAIL	STBGTAP 5K-200K	358,682		286,946		286,946								71,736	358,682
CSAH 1	191-090-005AC	2030	SAUK RAPIDS	**AC**CSAH 1(MAYHEW LAKE RD NE), CONSTRUCT TRAIL FROM STORM ST NE TO 35TH ST NE (CSAH 29) IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK 1 OF 1)(ASSOCIATED WITH 191-090-004 & SAUKR 187378)	0.21	BT	NEW TRAIL	STBGTAP 5K-200K	421,740					421,740								
MSAS 103	221-103-007AC	2030	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK 1 OF 1)	0	RC	NEW PAVEMENT -- BIT	STBGP 5K-200K	1,201,005					1,201,005								
MSAS 103	221-103-007CRPAC2	2030	WAITE PARK	**AC**CRP**MSAS 103 (10TH AVE S), EXPAND FROM TH 23 TO 100' S OF RR TRACKS, RAB AT 10TH AVE S & 1ST ST S IN THE CITY OF WAITE PARK (AC PROJECT, PAYBACK 2 OF 2)	0	RC	NEW PAVEMENT -- BIT	CRP	270,000					270,000								
MN 95	0505-27	2030	MNDOT	**ELLE**MN 95, FROM JCT MN 23 EAST OF ST. CLOUD TO BENTON/MILLE LACS CO LINE, MILL AND OVERLAY, INCLUDE BR 05014 & 05015	14.2	RS	MILL AND BIT OVERLAY	STBGP<5K	10,720,000		8,728,224		8,728,224				1,991,776		1,991,776			10,720,000
999	8823-464	2030	MNDOT	**ITS**DMS INSTALLATION ON I 94, US 10, AND MN 23 AT VARIOUS LOCATIONS	0	TM	INTELLIGENT TRANSPORTATION SYSTEMS	NHPP	1,000,000			692,070	692,070				150,000	157,930	307,930			1,000,000

Appendix B

Method of Calculation for Performance Measures

PM1: Transportation Safety

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

Figure B.1: *A list of roadway safety performance measures including the method of calculations for those performance measures.*

PM2: Infrastructure (Pavement and Bridge Condition)

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

Figure B.2: *A list of roadway infrastructure performance measures including the method of calculations for those performance measures.*

PM3: System Performance (System Reliability)

System Performance (System Reliability) 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. –

System Performance (System Reliability) Performance Measures	Method of Calculation
	6 a.m. local time. The measures are the percent of person-miles traveled on the relevant Interstate that are reliable.
Annual Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	LOTTR is defined as the ratio of the 80th percentile travel time of a reporting segment to a "normal" travel time (50th percentile), using data from FHWA's free NPMRDS or equivalent. Data is collected in 15-minute segments during all time periods other than 8 p.m. – 6 a.m. local time. The measures are the percent of person-miles traveled on the relevant non-Interstate NHS that are reliable.
Truck Travel Time Reliability Index	Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index. Reporting is divided into five periods: morning peak (6-10 a.m.), midday (10 a.m. to 4 p.m.), and afternoon peak (4-8 p.m.) Mondays through Fridays; weekends (6 a.m. to 8 p.m.); and overnights for all days (8 p.m. to 6 a.m.). The TTTR ratio will be generated by dividing the 95th percentile time by the normal time (50th percentile) for each segment. Then, the TTTR Index will be generated by multiplying each segment's largest ratio of the five periods by its length, then dividing the sum of all length-weighted segments by the total length of Interstate.

Figure B.3: *A list of roadway system performance (system reliability) performance measures including the method of calculations for those performance measures.*

Transit Asset Management

Transit Asset Management (TAM) Performance Measures	Method of Calculation
State of Good Repair for Equipment, Facilities, and Rolling Stock	Revenue vehicles (rolling stock) and service vehicles (equipment) are measured by calculating the percentage of vehicles that have met or exceeded the useful life benchmark. Facilities are measured on the Transit Economic Requirements Model (TERM) scale that are rated less than 3.0.

Figure B.4: *A list of transit management and preservation performance measures and method of calculation.*

Appendix C

TIP Survey Public Comments

The purpose of public involvement is to make better decisions, create a better end product, and decrease the time required to implement by 1) facilitating a dialogue with a broad cross-section of citizens in the planning process, 2) organizing and recording information and other input for consideration and use by staff, planning partners, and the Board, and 3) informing citizens of the impact their input has on the development of regional policies.

Accordingly, the APO strives to provide opportunities for citizens to help shape the region's future through an open and active engagement process, so decision-makers understand and incorporate civic insights.

Developing surveys pertaining to the annual Transportation Improvement Program (TIP) update and subsequent amendments is one technique APO staff have utilized to provide area residents the opportunity to engage in the transportation planning process.

A detailed look at other strategies and techniques APO staff utilize for public engagement in the development of the TIP can be found in Chapter 5.

For a complete listing of the APO's overall public engagement process, please refer to the APO's Stakeholder Engagement Plan (https://stcloudapo.org/current-plans/current-sep-title-vi-doc/).

July and August 2026

As part of the APO's annual update to the TIP, the document was released for public comment for a period of 30 days starting on July 15, 2026, and concluding on Aug. 14, 2026.

As part of this public engagement process, the APO developed 11 surveys via the online survey development platform SurveyMonkey. Ten of those surveys were developed for those agencies and/or jurisdictions with projects programmed into the TIP.

- Benton County.
- Stearns County.
- City of Saint Cloud.
- City of Saint Joseph.
- City of Sartell.
- City of Sauk Rapids.

- City of Waite Park.
- WACOSA.
- Saint Cloud Metro Bus.
- Minnesota Department of Transportation (MnDOT).

An overall TIP survey – incorporating all the proposed projects – was also developed.

Comments were sought on projects not yet constructed that were programmed into the 2027-2030 TIP. While advance construction payback projects are reflected in the 2027-2030 TIP, since they were already constructed (or authorized to begin construction) and only awaiting federal reimbursement they were not included in the online surveys.

The survey contents asked participants to rate the importance of the proposed transportation projects to themselves and to regional transportation.

For each specific survey (and for each agency/jurisdiction section of the overall TIP survey), participants were asked to inform APO staff about another project that the respective agency/jurisdiction should consider for federal transportation funding opportunities should sufficient funding be made available.

Additionally, APO staff asked participants to answer the following questions pertaining to the visioning process for the 2055 Metropolitan Transportation Plan (MTP):

1. In thinking about the variety of ways you use the Saint Cloud region's ***surface transportation network*** (driving, walking, biking, transit), overall, how well does the region's transportation ***network*** work for you ***TODAY***? *This was a sliding scale question allowing participants to rank the network from "The network is terrible!" to "The network works OK. Needs improvement." to "The network works perfectly!".*
2. What is one thing about the region's ***surface transportation network*** that you hope stays the same over the next ***FIVE*** years?
3. How does the current transportation ***network*** (roads, bridges, walking/biking infrastructure, transit, etc.) impact your daily life?
4. What do you feel should be done within the next ***FIVE*** years to improve your travel experience in the Saint Cloud area?
5. Which of the following issues do you feel needs to be the ***MAIN*** focus regarding regional transportation in the Saint Cloud area? *This question was a multiple-choice question which allowed participants to select only one answer.*

    - Improving transit.
    - Improving walking and biking opportunities.
    - Increasing transportation safety.
    - Supporting the economy.
    - Protecting the natural environment.
    - Maintaining/preserving existing roadways.
    - Building new roadways/expanding existing roadways.
    - Preparing for technological advancements including driverless vehicles.

- Providing for more efficient connections between the Saint Cloud area and the Twin Cities metro.
- Constructing an urban arterial beltline corridor around the Saint Cloud metro.

Comments received as part of the 2055 visioning questions are NOT included in this appendix. Instead, those comments will be recorded and addressed as a part of the 2055 MTP development process.

An open-ended question was added for additional comments on the overall draft TIP document.

Concluding each survey was a series of optional demographic questions found on all APO surveys.

During the 30-day public comment period from July 15, 2026, through Aug. 14, 2026, a total of 73 people took part in at least one of the APO's 11 surveys.

The following section is broken down by agency/jurisdiction. Please note that the overall TIP survey has been broken down further and results are displayed under the appropriate agency/jurisdiction. Projects are referenced by the numbers found on the corresponding maps that accompanied the survey.

Benton County

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

Benton County has one project programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#2:** Benton County was a recipient of Congressionally Directed Spending (CDS) funding – formerly known as federal earmark funding – to complete a corridor extension of Benton CSAH 29 from CSAH 1 (Mayhew Lake Road) to CSAH 3 (Golden Spike Road NE). This capacity expansion project is tied to the larger, regional priority to complete an urban beltline corridor around the Saint Cloud metro. The estimated project cost is **$9.5 million** with the county receiving $5 million in CDS funds and the remaining $4.5 million coming from local funding sources.

The following responses were recorded regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
2	1	1	3		1	

Appendix C.1: *Table indicating the responses to survey question 1 of the Benton County 2027-2030 TIP survey and the Benton County portion of the overall TIP survey.*

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

Comment	Disposition
"Define sufficient funding and where the funding is coming from."	This is a good point. I apologize for not making this clearer. Sufficient funding in the question would mean the county would be getting additional money from the federal government to improve transportation. Basically, the point of the question is to get at identifying future projects that the county should prioritize so that if there is an influx in federal funding allocated to the region (which happened after the passage of the federal Infrastructure Investment and Jobs Act (IIJA) in 2021) the county would have a project on deck ready to go.
"Just fix what we have, induced demand is going to continue to create more congestion."	Induced demand is a real concern transportation planners and engineers look at when proposing to expand or construct a new roadway corridor. During the development of the APO's 2050 long-range, multimodal surface transportation plan – **Looking Ahead 2050** (https://tinyurl.com/yszhy6t3) – our consultants completed a travel demand model run looking at the implications of the full belt line (which includes the CSAH 29 extension piece) along with other future proposed projects to be completed by 2050. Those model results indicated the overall percentage of lane miles under or approaching capacity would be similar to completing all of our proposed projects by 2050 without the beltline included. However, the fully constructed beltline did considerably reduce the number of lane miles over capacity – taking significant pressure off of major roadways like MN 15 and MN 23 in the region. While this is just a modeled simulation of the future, it is promising that congestion would be removed from currently congested roadways – like MN 23 and MN 15 – and be dispersed across other areas of the transportation network. But you are correct. Transportation experts have long stated that building new or wider corridors without some sort of multimodal option – like expanding public transit or adding walking/biking facilities – will eventually lead to more vehicles using the corridor and creating more congestion. As to fixing what we have currently. One of the key tenants of the TIP – per the Federal government – is to ensure that a jurisdiction can deliver a

Comment	Disposition
	federally funded project without compromising the operations and maintenance of the existing system. Based on the financial analysis found in Chapter 4 of the TIP document, Benton County has sufficient funding to complete this expansion project as well as maintain its existing system. APO staff will forward this comment to Benton County officials as well.
New bicycle infrastructure	APO staff will certainly forward this comment to Benton County officials for their consideration. APO staff are curious to know if there are specific locations that new bicycle infrastructure should be added by Benton County. But staff will make sure Benton County is aware of this.

Appendix C.2: *Table indicating the responses to survey question 2 of the Benton County 2027-2030 TIP survey and the Benton County portion of the overall TIP survey along with APO staff disposition of those comments.*

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

Stearns County

Eleven people participated in the Stearns County TIP survey. One person participated in the Stearns County portion of the overall TIP survey.

Stearns County has five projects programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#3:** Stearns County is proposing to install a roundabout at the intersection of CSAH 133 (Second Street S) and Fourth Avenue S in the City of Sartell. The estimated project cost is **$2 million** with $1,201,005 coming from federal funding and the remaining $798,995 coming from local funding sources.
- **#4:** Stearns County has agreed to be the lead agency on a multijurisdictional project to reconstruct Townline Road (30th Avenue N) from Stearns CSAH 4 to the southern city limits of Saint Stephen. The estimated project cost is **$10,055,095** with $1.5 million coming from Congressionally Directed Spending (CDS) – formerly known as federal earmarks -- $8,148,335 coming from the state of Minnesota's general fund through legislative direction, and the remaining $406,740 coming from local funding sources.
- **#11:** Stearns County is proposing to reconstruct CSAH 11 from CSAH 17 near the Rice Bridge to the northern county line. The estimated project cost is **$3.5 million** with $1,448,675 coming from federal funding and the remaining $2,051,325 coming from local funding sources.
- **#12:** Stearns County is proposing to add ground-in wet reflective edge line pavement markings along multiple roadways countywide. Four of those roadways are located within the APO's planning area:

- CSAH 4 between CSAH 3 and CSAH 2.
- CSAH 3 between Norway Road and the northern county line.
- CSAH 47 from MN 23 to MN 15.
- CSAH 8 from MN 23 to MN 15 (a significant portion of this corridor is outside of the APO's planning area).

The estimated project cost is **$980,000** for the *entire* countywide project with $750,000 coming from federal funding and the remaining $230,000 coming from local funding sources.

- **#27:** Stearns County is proposing to complete a mill and overlay of CSAH 75 between Cooper Avenue S and Traverse Road in the City of Saint Cloud. The estimated project cost is **$1.5 million** with $792,556 coming from federal funding and the remaining $707,444 coming from local funding sources.

The following responses were recorded regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
3	0	3	2	3		4
4	2	3	1	3		3
11		2	3	4	1	2
12	2	1	1	3	1	3
27	4	3	2	1		2

Appendix C.3: *Table indicating the responses to survey question 1 of the Stearns County 2027-2030 TIP survey and the Stearns County portion of the overall TIP survey.*

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

Comment	Disposition
Did the roads at the intersection of hwy 15 and Division. Also most of Division needs to be resurfaced.	Division Street is a tricky one – mainly because west of the intersection with MN 15 that roadway is owned by Stearns County (CSAH 75). East of MN 15, that corridor becomes MN 23 which is owned by MnDOT. Stearns County did a major resurfacing/reconstruction project west of MN 15 during the early 2020s – extending all the way from I-94 in Saint Joseph to MN 15. That remaining part of Division Street, as stated earlier, is owned by MnDOT. And yes, it does need some love and attention. MnDOT is planning to do a mill and overlay

Comment	Disposition
	project on this stretch in FY 2029. APO staff will forward this comment on the MnDOT regarding the importance of resurfacing Division Street.
Improve Roosevelt Road traffic flow and entrance/exit at Cheryl drive, with a roundabout that would allow better access to frontage road businesses and an additional access to the busy Centracare St. Cloud Medical group entrance via the frontage road. Or extend current frontage road from Shooters at 22nd St along Roosevelt Rd past the cemetery to Oak Ridge Lane. This would reduce choke points at the cemetery, Oak Ridge and Cheryl Park and Cimmaron developments and accommodate faster growth and development along the highway 75 and 33rd St South corridor. OR restructure highway 94 entrance ramp/nasty roundabout east bound at MsStop, St Augusta. Very dangerous and slippery in the winter or about 6 months if the year.	In 2026 Stearns County is/was in the process of updating traffic signals along CSAH 75 to improve signal timing and overall flow – this does include looking at the intersection with Cheryl Drive/Sportsmans Island Road. While no discussion has been had (to my knowledge) about removing the signal and replacing it with a roundabout, APO staff will certainly forward that suggestion to Stearns County officials. As for the extension of the frontage road between Shooters to Oak Ridge Lane, APO staff will forward this information on to the City of Saint Cloud for their consideration. There might not be enough right-of-way to complete, but this area, as mentioned, is a fast-growing part of the City of Saint Cloud in terms of residential and commercial/industrial development. Finally, to address the I-94 entrance/exit ramps at McStop. Concerns about that interchange being over-capacity/congested have been occurring for years now. One thing the City of Saint Cloud is looking at doing to help relieve some of that pressure –especially from semi traffic – to the construction of the Heatherwood Road corridor. This would connect Opportunity Drive to Clearwater Road – allowing traffic an additional way to get on and off the interstate without having to be concentrated at CSAH 75. Because I-94 is owned and operated by MnDOT, APO staff will forwarded this safety concerns to MnDOT staff.
A dedicated rail service between Saint Cloud and Minneapolis and BRT	It is rather unfortunate that the Northstar Commuter Rail was discontinued at the end of 2025. APO staff will certainly forward this sentiment of MnDOT for their consideration. Additionally, staff will forward the BRT comment to both Saint Cloud Metro Bus and MnDOT staff. As of right now (July 2026), there is a BRT-like bus route between Big Lake and

Comment	Disposition
	Elk River to Minneapolis. While not quite up to Saint Cloud, this does "fill in the gap" left by the Northstar Rail Line.
Further expansion of bike lanes into surrounding areas; infrastructure needs reworked to support the growing number of St Cloud people choosing smaller & more efficient vehicles, and support needs to be in more places for them to be able to do so safely.	APO staff would be interested to know if this commenter has specific areas in mind for the expansion of bike lanes into surrounding areas. Are we talking about connections between the cities in the Saint Cloud area – like between Sartell and Saint Joseph for example? Or are we discussing connections like the proposed gap connecting the Beaver Islands Trail to Warner Lake in Clearwater? As to the reworking of infrastructure, APO staff again would love some additional details. Is this referring to electric vehicles (EVs) and the need for additional charging stations across the region? Or does this also have to do with the rise in e-bikes as alternatives to motor vehicles? Great comments, and we will certainly forward them on to Stearns County staff!
Bypass 15 over st cloud	APO staff understand the traffic-related operational challenges the region has due to issues along the MN 15 corridor. While MN 15 is not owned by the City of Saint Cloud (it is a MnDOT owned corridor), it does impact the way several city owned roadways – such as Third Street N and 12th Street N – function. In 2020 the APO completed an operational study of MN 15 from Second Street S/MN 23 to 12th Street N. As part of that study, one of the key takeaways that could "reasonably" be implemented in a rather short time frame that would have an impact on traffic flow would be the installation of a grade-separated Median U-Turn (MUT) intersection – commonly referred to as a "Michigan Left." To learn more about a MUT intersection, click on the YouTube video made by the Virginia Department of Transportation: **https://www.youtube.com/watch?v=Bsm6-BDUQW8**

Comment	Disposition
	To review the 2020 corridor study, click here: **https://stcloudapo.org/wp-content/uploads/2020/12/TH15_Final-Report_12222020.pdf** Since the study wrapped up, the APO has been successful in receiving $2.5 million in planning funds as part of the Minnesota Corridors of Commerce Readiness Advancement program. This funding will be used to do two things. One, preliminary engineering will be conducted on the proposed MUT on the stretch of MN 15 between CSAH 75/Division Street and MN 23/Second Street S. The second part of the funding will be used to do a larger corridor study of MN 15 from near the CSAH 137 overpass all the way to the junction of US 10. The Request for Proposals from consultants willing to take on this project were due Tuesday, July 21. Proposals will be reviewed on Aug. 3 and it is anticipated that a contract will be signed by early to mid-fall 2026. APO staff will forward this comment on to MnDOT staff for their consideration as well.
322nd ST RECONSTRUCTION PLEASE!!	While 322nd Street is in Stearns County, that particular roadway is not owned by the county. Instead ownership of that roadway is split between the City of Saint Cloud, LeSauk Township, and Saint Wendel Township. The corridor has certainly been a major topic for the APO, especially given the amount of traffic the roadway carries, the condition of the roadway, and the slated development. Up until spring 2025, this corridor was not eligible to receive federal funding because it was designated as a local roadway (a roadway that primarily serves residents in the area – not a roadway that has a lot of through traffic). APO staff, along with the local cities and counties, worked to reclassify 322nd Street to a Major Collector (meaning this roadway is now

Comment	Disposition
	eligible to receive federal funds). In talking with Saint Cloud Mayor Jake Anderson and LeSauk Township Supervisor Jeff Westerlund (both of whom serve on the APO's Policy Board), both feel 322nd Street should receive some sort of improvements. Both Mayor Anderson and Supervisor Westerlund have indicated they would very much be interested in encouraging their staff (particularly Saint Cloud staff) to submit an application for funding consideration. In addition, the APO was recently out in Washington, D.C. in both October 2025 and April 2026 to meet with the Minnesota congressional delegation to lobby for congressionally directed spending for this corridor. APO Policy Board members are hopeful that these political lobbying trips will help the region secure funding to expedite the reconstruction of the full corridor.
Replace and improve 322nd st. Count the cars that drive that road. I'm guessing it's way over the intended amount.	While 322nd Street is in Stearns County, that particular roadway is not owned by the county. Instead ownership of that roadway is split between the City of Saint Cloud, LeSauk Township, and Saint Wendel Township. The corridor has certainly been a major topic for the APO, especially given the amount of traffic the roadway carries, the condition of the roadway, and the slated development. Up until spring 2025, this corridor was not eligible to receive federal funding because it was designated as a local roadway (a roadway that primarily serves residents in the area – not a roadway that has a lot of through traffic). APO staff, along with the local cities and counties, worked to reclassify 322nd Street to a Major Collector (meaning this roadway is now eligible to receive federal funds). In talking with Saint Cloud Mayor Jake Anderson and LeSauk Township Supervisor Jeff Westerlund (both of whom serve on the APO's Policy Board), both feel 322nd Street should receive some sort of improvements. Both Mayor Anderson and Supervisor Westerlund have indicated they would very much be

Comment	Disposition
	interested in encouraging their staff (particularly Saint Cloud staff) to submit an application for funding consideration. In addition, the APO was recently out in Washington, D.C. in both October 2025 and April 2026 to meet with the Minnesota congressional delegation to lobby for congressionally directed spending for this corridor. APO Policy Board members are hopeful that these political lobbying trips will help the region secure funding to expedite the reconstruction of the full corridor.

Appendix C.4: *Table indicating the responses to survey question 2 of the Stearns County 2027-2030 TIP survey and the Stearns County portion of the overall TIP survey along with APO staff disposition of those comments.*

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

Comment	Disposition
The merge vs yield really bothers me. People are stupid driving in Stearns county.	While we (at the APO) can't really change driver behavior, we can lend support to organizations like Minnesota's Toward Zero Deaths program to better educate people on the difference between a merge and a yield and how to do both safely.
No	Awesome. Thanks!
N/A	Awesome. Thanks!
You have a difficult job – it's hard to pick a choice for Question 7. My main wish for Saint Cloud is to grow into the active, vibrant, walkable City it has the potential to be along the Mississippi River. Probably many factors above contribute to that, including the arterial beltline corridor for through traffic.	Yes, we do. But we can't do our job effectively without input from the community. Planning only works if people are in agreement and on board with the solutions being proposed. So, thank you so much for taking the time to participate in the survey! We will also share your comments with the City of Saint Cloud.

Figure C.5: *Other comments provided on the draft TIP as part of Stearns County's 2027-2030 TIP survey and APO staff disposition of them.*

City of Saint Cloud

Twenty-three people participated in the City of Saint Cloud TIP survey. One person participated in the City of Saint Cloud portion of the overall TIP survey.

The City of Saint Cloud has three projects programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#6:** The City of Saint Cloud is proposing to complete the Heatherwood Road corridor connection between 47th Street S and 60th Street S near the Opportunity Drive Industrial Park. This project will also complete the existing gap in the Beaver Islands Trail network. The estimated project cost is **$10.9 million** with $1,601,005 coming from federal funding, $7 million coming from Congressionally Directed Spending (CDS) – formerly known as federal earmarks – and the remaining $2,298,995 coming from local funding sources.
- **#13:** The City of Saint Cloud is proposing to fill in sidewalk gaps along 13th Street S between 11th Avenue S and Ninth Avenue S near South Junior High School. In addition, the City is looking to install a pedestrian activated crossing (Rectangular Rapid Flashing Beacon – RRFB) at the intersection of 13th Street S and Ninth Avenue S. The estimated project cost is $225,000 with **$180,000** coming from federal funding and the remaining $45,000 coming from local funding sources.
- **#14:** The City of Saint Cloud is proposing to reconstruct Ninth/10th Avenue from University Drive to Second Street N. The project will also include multimodal improvements along the corridor. The estimated project cost is **$8.9 million** with $1,201,005 coming from federal funding and the remaining $7,698,995 coming from local funding sources.

The following responses were recorded regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
6	4	4	6	3	3	2
13	6	7	4	1	3	1
14	6	8	3	1	4	1

Appendix C.6: *Table indicating the responses to survey question 1 of the City of Saint Cloud 2027-2030 TIP survey and the City of Saint Cloud portion of the overall TIP survey.*

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

Comment	Disposition
Put a roundabout on Cooper and 75	In 2026 Stearns County is/was in the process of updating traffic signals along CSAH 75 to improve signal timing and overall flow – this does include looking at the intersection with Cooper Avenue S. While no discussion has been had (to my knowledge) about removing the signal and replacing it with a roundabout, APO staff will certainly forward that suggestion to

Comment	Disposition
	Stearns County officials. Because this is also impacting a city roadway – Cooper Avenue S – this comment will also be shared with city staff.
How about some right turn lanes in the city to make traffic flow better. I've lived in a lot of cities and this is the only one with very limited right turn lanes.	APO staff will certainly forward this comment on to the City of Saint Cloud. If this commenter has specific areas in which right turn lanes should be prioritized, please feel free to share them with us.
Intersection of 22nd St S and W. Saint Germain is bad on a low traffic day and abysmal between the hours of 7am and 4pm, Monday through Friday. Going north at the intersection is so poorly designed (Left turn lane and straight/right turn) backs traffic up past Kwik Trip and worse at high traffic times.	APO staff have reached out directly to the City of Saint Cloud's engineering staff for comments on this particular issue. According to staff, the city is planning on completing some utility extension work on County Road 74 south of this intersection in 2030. As part of that utility work, the city is currently discussing options to include doing some sort of improvement at the intersection (22nd Street S and West Saint Germain Street) at the same time. While not an immediate solution to the current concerns being brought up, APO staff will certainly forward this comment on to the City of Saint Cloud for their consideration as they begin working on re-evaluating that intersection.
An overhead expressway bypass with exit ramps to West Division street (23) and cross streets 3rd street N. and Veterans Drive and 12th street north. This will relieve the heavy traffic flow, reduce high traffic accidents and improve summer traffic flow through the city connecting with Highway 10 across the Mississippi river to the north/east.	APO staff are assuming the commenter is referring to MN 15 with this comment. APO staff understand the traffic-related operational challenges the region has due to issues along the MN 15 corridor. While MN 15 is not owned by the City of Saint Cloud (it is a MnDOT owned corridor), it does impact the way several city owned roadways – such as Third Street N and 12th Street N – function. In 2020 the APO completed an operational study of MN 15 from Second Street S/MN 23 to 12th Street N. As part of that study, one of the key takeaways that could "reasonably" be implemented in a rather short time frame that would have an impact on traffic flow would be the installation of a grade-separated Median U-Turn (MUT) intersection – commonly referred to as a "Michigan Left."

Comment	Disposition
This already exists in Rochester highway 52 on the cities northside. This is a safety issue as well	To learn more about a MUT intersection, click on the YouTube video made by the Virginia Department of Transportation: **https://www.youtube.com/watch?v=Bsm6-BDUQW8** To review the 2020 corridor study, click here: **https://stcloudapo.org/wp-content/uploads/2020/12/TH15_Final-Report_12222020.pdf** Since the study wrapped up, the APO has been successful in receiving $2.5 million in planning funds as part of the Minnesota Corridors of Commerce Readiness Advancement program. This funding will be used to do two things. One, preliminary engineering will be conducted on the proposed MUT on the stretch of MN 15 between CSAH 75/Division Street and MN 23/Second Street S. The second part of the funding will be used to do a larger corridor study of MN 15 from near the CSAH 137 overpass all the way to the junction of US 10. The Request for Proposals from consultants willing to take on this project were due Tuesday, July 21. Proposals will be reviewed on Aug. 3 and it is anticipated that a contract will be signed by early to mid-fall 2026.
Northwest St Cloud needs their streets resurfaced	APO staff will forward this comment along to the City of Saint Cloud engineer for their consideration as city staff prepare to identify neighborhood roadways that need more immediate repair.
Extend 33rd St west to Waite Park	The plan to connect 33rd Street S to the City of Waite Park was actually reviewed by the APO and its partners back in 2021 as part of the Southwest Beltline Corridor Study. Over the past three decades, the region has been planning for what is known as the beltline project – a roadway corridor that would ring its way around the core Saint Cloud metro to allow for travelers to bypass the heavier congestion through downtown Saint Cloud/Division Street by going around. As part of this beltline, the Southwest connection would ultimately connect 33rd Street S to MN 23 in Waite Park – with a proposed alternative skirting Quarry Park to the south. From there, a connection would be made to Saint Joseph. To view the Southwest Beltline Corridor Study, please click here: **https://stcloudapo.org/wp-content/uploads/2022/01/SWBeltine_Report_Final1-18-22.pdf**

Comment	Disposition
	As of summer 2026, the City of Waite Park has been working to preserve right-of-way for the future construction of this connection. However, there is no current timeline as to when this corridor will be constructed. Preliminary construction cost estimates (in 2023 dollars) anticipate this investment to be just under $20 million. The APO is committed to seeing the full completion of the urban beltline in the future. APO staff will forward this comment to both the City of Saint and the City of Waite Park for their consideration.
If the federal government is footing it (as well as the state), Hwy 15 needs major improvements to reduce accidents in all of our intersections along it, as well as the congestion it has every day. Another major concern for me is Co. Rd. 1 between 9th and Hwy 15. The heavy use of the road with all the development that's occurred in the last few decades up there does not seem reflected in the road's design and capacity. Finally, two intersections that are of concern. Traverse and Roosevelt, as the side street to the north should not have access to Traverse at such a busy intersection. The other is W. St. Germaine and 22nd St. So. The intersection, daily, is backed up multiple city blocks from the expansion along the	APO staff understand the traffic-related operational challenges the region has due to issues along the MN 15 corridor. While MN 15 is not owned by the City of Saint Cloud (it is a MnDOT owned corridor), it does impact the way several city owned roadways – such as Third Street N and 12th Street N – function. In 2020 the APO completed an operational study of MN 15 from Second Street S/MN 23 to 12th Street N. As part of that study, one of the key takeaways that could "reasonably" be implemented in a rather short time frame that would have an impact on traffic flow would be the installation of a grade-separated Median U-Turn (MUT) intersection – commonly referred to as a "Michigan Left." To learn more about a MUT intersection, click on the YouTube video made by the Virginia Department of Transportation: **https://www.youtube.com/watch?v=Bsm6-BDUQW8** To review the 2020 corridor study, click here: **https://stcloudapo.org/wp-content/uploads/2020/12/TH15_Final-Report_12222020.pdf** Since the study wrapped up, the APO has been successful in receiving $2.5 million in planning funds as part of the Minnesota Corridors of Commerce Readiness Advancement program. This funding will be used to do two things. One, preliminary engineering will be conducted on the proposed MUT on the stretch of MN 15 between CSAH 75/Division Street and MN 23/Second Street S. The second part of the funding will be used to do a larger corridor study of MN 15 from near the CSAH 137 overpass all the way to the junction of US 10. The Request for Proposals from consultants willing to take on this project were due

Comment	Disposition
road going south, as well as access to the high school. Turn lanes are inaccessible with all the congestion, and the extreme wait times create stressed drivers that, like so many lights on Division, 2nd St. So., and Hwy 15, inadvertently push them to not follow its commands, running red lights. Other places of concern are 14th/Division and 29th/Division. I do not feel these lights need to exist at all. These intersections, as well as any other 2-way stop along Division that allows for fully crossing the highway, should be stopped. Keep the divided highway through them and allow Division to handle traffic more safely, and encourage drivers to enter and exit Division at more controlled intersections throughout the city.	Tuesday, July 21. Proposals will be reviewed on Aug. 3 and it is anticipated that a contract will be signed by early to mid-fall 2026. As for that segment of Stearns CSAH 1 between Ninth Avenue/Sauk Rapids Bridge and County Road 120 (subsequently leading to MN 15). That corridor has been identified in the APO's 2050 long-range, multimodal, surface transportation plan Looking Ahead 2050 as a corridor that will potentially be expanded given the amount of traffic it currently is carrying. The APO along with Stearns County, City of Saint Cloud, LeSauk Township, and the City of Sartell partnered together to conduct a corridor study of CSAH 1 between Ninth Avenue and County Road 120 in 2023. This study was designed to look at addressing safety as well as bicycle/pedestrian infrastructure and the overall future function of the corridor. Your observations are correct. The corridor is incredibly traveled and alternatives to improve the future mobility needs of the corridor were considered as part of this study. As part of that study, the locally favored alternative identified would reconfigure CSAH 1 to a three-lane facility with a trail component as well as reducing the lane widths from 12' to 11' to help curb speeding through the area. To review more of that study, please visit: **https://stcloudapo.org/wp-content/uploads/2024/01/FINALReport_StearnsCSAH1CorridorStudy_Jan2024.pdf** Regarding the comment on intersection safety at Roosevelt Road and Traverse Road, APO staff will forward this point on to both the City of Saint Cloud and Stearns County for their consideration. Staff aren't too sure if the city has plans for this at the moment, but will certainly put it on their radar. Regarding 22nd Street S and West Saint Germain Street. APO staff have reached out directly to the City of Saint Cloud's engineering staff for comments on this particular issue. According to staff, the city is planning on completing some utility extension work on County Road 74 south of this intersection in 2030. As part of that utility work, the city is currently discussing options to include doing some sort of improvement at the intersection (22nd Street S and West Saint Germain Street) at the same time.

Comment	Disposition
	While not an immediate solution to the current concerns being brought up, APO staff will certainly forward this comment on to the City of Saint Cloud for their consideration as they begin working on re-evaluating that intersection. For the other two intersections mentioned along Division Street/MN 23 (14th Avenue S and 29th Avenue S). APO staff will forward these concerns on to MnDOT. MnDOT is preparing to do a mill and overlay project on MN 23 from MN 15 to just west of the US 10/MN 23 interchange in 2029. Staff will mention this comment to MnDOT for their consideration as they work out some of the final details of this larger project.
Add stop light and speeding cameras. Running red lights is rampant. They are doing it in Mel's and other states. It works.	APO staff will certainly forward this information on to the City of Saint Cloud for their consideration.
More sidewalks, so many places that they just end and don't continue and many places that they need to be added.	This is a really good point. One, that the APO is currently working on at a regional level. APO staff are in the process of completing a Regional Active Transportation plan that will work to identify sidewalk gaps across the region and hopefully help the cities and counties prioritize those connections so sidewalks and active transportation facilities don't just "dead end." The Regional Active Transportation plan will also review areas in which new facilities would be a good investment in terms of connectivity and usage. Look for that plan to be finalized in 2027. Once that planning effort is completed, the cities (including Saint Cloud) and the counties will be able to apply for various federal grants to secure funding to complete those missing pieces. More information on the APO's active transportation planning efforts can be found here: **https://stcloudapo.org/documents-resources/active-transportation-plan/**
Reconstruct 22nd street south/CR137 and W St. Germain intersection	APO staff have reached out directly to the City of Saint Cloud's engineering staff for comments on this particular issue. According to staff, the city is planning on completing some utility extension work on County Road 74 south of this intersection in 2030. As part of that utility work, the city is currently discussing options to include doing some sort of improvement at the intersection (22nd Street S and West Saint Germain Street) at the same time.

Comment	Disposition
	While not an immediate solution to the current concerns being brought up, APO staff will certainly forward this comment on to the City of Saint Cloud for their consideration as they begin working on re-evaluating that intersection.
Fill potholes across town	APO staff can certainly share this sentiment off to not only City of Saint Cloud staff, but to all other jurisdictions/agencies within the APO (Benton, Sherburne, Stearns counties; cities of Saint Joseph, Sartell, Sauk Rapids, and Waite Park; and MnDOT) as well. Unfortunately, many of the delays in pavement improvements – especially on local streets – comes down to the significant amount of needs and lack of enough money to address those needs.
More bike lanes … even as a driver, it makes me nervous seeing cyclists try to maneuver traffic without designated lanes for cyclists in high traffic areas	APO staff will certainly share this comment with City of Saint Cloud staff. APO staff would want to understand which corridors this commenter would like prioritized for additional bike lanes. However, it should be noted the City of Saint Cloud does have an adopted Complete Streets Policy which requires the City to look at ways in which to incorporate multimodal facilities (including bike lanes) as part of a roadway reconstruction project – or if the City plans on constructing a new roadway corridor. So hopefully as some of those high traffic areas get reconstructed they will be reconfigured to allow for more multimodal opportunities. Also, I completely agree. As a driver, I notice this especially when I see motorists attempting to pass a cyclist on those roadways – it gets very nerve-wracking.
Safer bike routes throughout St. Cloud!	APO staff appreciate this comment regarding safer bike routes throughout the City of Saint Cloud. As of the drafting of this document, APO staff are hard at work updating the Regional Active Transportation Plan which is designed to help each of the cities (and counties) identify gaps in the active transportation network (walking/biking facilities) as well as provide recommendations on how to expand that system and improve safety – particularly at crossings. More information on the APO's planning effort can be found here: **https://stcloudapo.org/documents-resources/active-transportation-plan/** APO staff will be sure to pass this comment along to City of Saint Cloud staff as well.
322 St. from Veterans Memorial to County 133	322nd Street is an interesting corridor since not only does a portion of the roadway fall in Saint Cloud, but both LeSauk and Saint Wendel Townships also have partial ownership. The corridor has certainly been a major topic for the APO, especially given the amount of traffic the roadway carries, the condition of the roadway, and the slated development. Up until spring 2025, this corridor was not eligible to receive federal funding because it was designated as a local roadway (a roadway that primarily serves residents in the area – not a

Comment	Disposition
	roadway that has a lot of through traffic). APO staff, along with the local cities and counties, worked to reclassify 322nd Street to a Major Collector (meaning this roadway is now eligible to receive federal funds). In talking with Saint Cloud Mayor Jake Anderson and LeSauk Township Supervisor Jeff Westerlund (both of whom serve on the APO's Policy Board), both feel 322nd Street should receive some sort of improvements. Both Mayor Anderson and Supervisor Westerlund have indicated they would very much be interested in encouraging their staff (particularly Saint Cloud staff) to submit an application for funding consideration. In addition, the APO was recently out in Washington, D.C. in both October 2025 and April 2026 to meet with the Minnesota congressional delegation to lobby for congressionally directed spending for this corridor. APO Policy Board members are hopeful that these political lobbying trips will help the region secure funding to expedite the reconstruction of the full corridor.

Appendix C.7: *Table indicating the responses to survey question 2 of the City of Saint Cloud 2027-2030 TIP survey and the City of Saint Cloud portion of the overall TIP survey and APO staff disposition of those comments.*

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

Comment	Disposition
You make us waste money for crosswalk but won't fix the streets they are on.	APO staff are unsure of what is meant by this particular comment. If the commenter is referring to the proposed Rectangular Rapid Flashing Beacon (RRFB) project slated for Ninth Avenue S at 13th Street S, the main concern for that area is related to pedestrian crossings, at this time. Given the proximity to South Junior High School east of Ninth Avenue and the multiple apartment complexes, Haws Park, and the Southside Boys and Girls Club to the west, multiple organizations (Boys and Girls Club and St. Cloud School District 742) have indicated concerns for students as they attempt to cross Ninth. This is especially noticeable given the lack of bus transportation for students attending South Junior High living within one mile of the school (which includes the apartment complexes and Boys and Girls Club). In reviewing the City of Saint Cloud's most recent Capital Improvement Program (CIP), there are currently no plans to resurface Ninth Avenue S in the immediate future (between

Comment	Disposition
	now and 2031). However, APO staff will forward this to City of Saint Cloud staff for their consideration.
Many.	APO staff would love to know what those thoughts are 😊
None	Awesome. Thanks!
Pedestrian bridge on 9th would be a better solution than a crosswalk.	While a pedestrian bridge would be a great option to further separate vehicles and pedestrian/bicycle traffic, that type of solution is incredibly costly. That, and a pedestrian bridge in that area would require significant space to allow for it to be sloped appropriately to allow for compliance with the Americans with Disabilities Act (ADA). At this point, there really isn't enough room to allow for this. But, in the event the City of Saint Cloud does end up redoing the entire Ninth Avenue S corridor, staff will make sure to forward this on for their consideration.

Figure C.8: *Other comments provided on the draft TIP as part of the City of Saint Cloud's 2027-2030 TIP survey and APO staff disposition of them.*

City of Saint Joseph

Eight people participated in the City of Saint Joseph TIP survey. One person participated in the City of Saint Joseph portion of the overall TIP survey.

The City of Saint Joseph has one project programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#31:** The City of Saint Joseph is proposing to construct a shared use path from Kennedy Community School to Rivers Bent Park along the Stearns County Road 121/College Avenue S corridor. The estimated project cost is **$358,682** with $286,946 coming from federal funding and the remaining $71,736 coming from local funding sources.

The following responses were recorded regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
31	5	2		2		

Appendix C.9: *Table indicating the responses to survey question 1 of the City of Saint Joseph 2027-2030 TIP survey and the City of Saint Joseph portion of the overall TIP survey.*

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

Comment	Disposition
Safe crossing over CR75 between the north and south side of town.	Crossing Stearns CSAH 75 has been a major priority for the City of Saint Joseph for quite some time. In fact, the City (along with the APO) completed a corridor study to help identify an appropriate location for a CSAH 75 pedestrian crossing in 2017. Those study outcomes at the time had recommended a pedestrian underpass near the intersection of Fourth Avenue NE/Northland Drive. The City of Saint Joseph has actively been pursuing state bonding funds to assist in this construction. And this project is currently programmed in the city's Capital Improvement Program (CIP) for 2028 construction. HOWEVER, this is only a tentative plan as the advancement of this project will require outside funding sources such as state bond funding. **https://stcloudapo.org/wp-content/uploads/2026/03/03312026-2026-2030-RIIP-Final-compressed.pdf** APO staff will forward this comment on to City of Saint Joseph staff for their consideration as well.
Ring road/field street extension. No need for everyone travelling north and south to all use college ave and the 4 was stop downtown.	The Ring Road (more commonly referred to by the APO as the beltline) is a very hot topic at the moment, especially as it pertains to the connection between Waite Park and Saint Joseph. In 2021, the APO facilitated a corridor study to determine possible alignments between 33rd Street S in Saint Cloud, through Waite Park, and ultimately connecting to Stearns CSAH 133/CSAH 75 in Saint Joseph. While the connection through Waite Park was pretty solidified at a planning level, the connection through Saint Joseph was a bit more challenging. At the conclusion of the planning study, it was determined additional evaluation would be needed to

Comment	Disposition
	ultimately determine a preferred alternative alignment of the beltline through the City. More information on that study can be found here: **https://stcloudapo.org/wp-content/uploads/2022/01/SWBeltine_Report_Final1-18-22.pdf** While this connection is still a vital connection to make (the southwest corridor), it is not as high of a priority at the moment compared to the beltline portion connecting 33rd Street S to US 10 with a bridge crossing the Mississippi River. Turning to Field Street, the City of Saint Joseph does have plans to extend this roadway from Seventh Avenue to 16th Avenue which would hopefully relieve some of the traffic pressure at the intersection of College Avenue S/County Road 121 and Minnesota Street. As part of those plans, the City is proposing to construct a two-lane divided roadway with turn lanes and a shared use path on one side and a sidewalk on the other. This has been included in the APO's 2050 long-range, multimodal surface transportation plan – Looking Ahead 2050. Unfortunately, the City just doesn't have the capital on hand to complete this estimated $7.231 million project until at least 2035 (possibly later). But, it is on the City's radar to complete in order to create a better traveling experience for the city – especially as it continues to grow to the south. To find out more information on the projects listed in the APO's Looking Ahead 2025 plan, click on the link below: **https://stcloudapo.org/wp-content/uploads/2024/10/9.-Chapter-7-Transportation-Infrastructure-Investments-FINAL-10012024.pdf**

Comment	Disposition
	APO staff will also be sure to forward these comments to the City of Saint Joseph for their consideration.
I currently live in Sarell, fyi. However, I would really, really appreciate the whole area being connected with bicycle trails. I'd even move to St Joseph, if possible, if that area gets more bicycle accessibility. I think the availability of good bike access is a huge draw for a town, especially people moving out of the Twin Cities. As I mentioned on Nextdoor, I lived in Eugene, Oregon for a year and they had exceptional bicycle access. You could safely bike for miles along rivers and between towns.	APO staff really appreciate this comment. In fact, staff members are currently (as of July/August 2026) working on a regional active transportation plan to help the region's cities (Saint Cloud, Saint Joseph, Sartell, Sauk Rapids, and Waite Park) identify potential sidewalk and trail gaps within each jurisdiction. In addition, this plan will work to coordinate interjurisdictional recommendations for bicycle and pedestrian facilities (think like connections between Sartell and Saint Joseph for example) as well as more regional connections (think between the Saint Cloud area and Foley or Cold Spring). More information on the regional active transportation plan development can be found here: **https://stcloudapo.org/documents-resources/active-transportation-plan/** APO staff will also forward this comment on not only to the City of Saint Joseph, but to all other jurisdictions in the planning area for their consideration as well.

Appendix C.10: *Table indicating the responses to survey question 2 of the City of Saint Joseph 2027-2030 TIP survey and the City of Saint Joseph portion of the overall TIP survey and APO staff disposition of those comments.*

One additional thought/comment about the draft TIP were provided.

Comment	Disposition
A clear connection of wobegon and beaver island trails would be great.	As it stands right now, the City of Saint Cloud is proposing an on-road bicycle lane connection between the Lake Wobegon Trail and the Beaver Islands Trail through the city. This route would lead users from where the trail essentially "ends" near Apollo – up until that point the connection follows the Healthy Living Trail along Third Street and Waite Avenue

Comment	Disposition
	N/44th Avenue N in Waite Park/Saint Cloud – across the Apollo pedestrian bridge and continuing along 10th Street N, Centennial Drive, and 11th Street N before connecting to Hester Park and the proposed Riverwalk connection to the Beaver Islands Trail. Because of this connection continuing through established neighborhoods, the residents living in the area along with the City Council would not support an off-road option. As the City works to reconstruct streets within this area, there are plans to better identify the on-road connection including considering into striping 11' driving lanes and a 7' bike lane. APO staff will forward this comment on to the City of Saint Cloud for their consideration as well.

Figure C.11: *Other comments provided on the draft TIP as part of the City of Saint Joseph's 2027-2030 TIP survey and APO staff disposition of them.*

City of Sartell

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

The City of Sartell has one project programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#7:** The City of Sartell is proposing to acquire right-of-way for the future construction of the 15th Street N connection between Pinecone Road N and 19th Avenue N. The City was successful in receiving Congressionally Directed Spending (CDS) funding – formerly known as federal earmark funding – to complete this right-of-way acquisition in the amount of $2.15 million. The estimated project cost is **$3.88 million** with $3,093,774 coming from federal funding ($2.15 million in CDS funds and an additional $943,774 in federal funds) and the remaining $786,226 coming from local funding sources.

The following responses were recorded regarding the importance of this project.

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

Appendix C.12: *Table indicating the responses to survey question 1 of the City of Sartell 2027-2030 TIP survey and the City of Sartell portion of the overall TIP survey.*

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

Comment	Disposition
Replacing problematic stoplights on Pinecone Road with roundabouts.	APO staff are noting that Pinecone Road has three stoplights along the corridor – one at Stearns County Road 120, one at 2-1/2 Street N, and one newly installed at Seventh Street N. APO staff will forward this comment on to City of Sartell staff, with the assumption this comment pertains to the intersection of Pinecone and 2-1/2 Street N.
Re do some of the older road ways	APO staff will certainly forward this comment on to staff with the City of Sartell for their consideration. While we are unsure of which roadways within Sartell this person is referencing, APO staff do keep tabs on local roadway construction project efforts for each of the cities and counties (within the APO's planning area) as part of our yearly Regional Infrastructure Investment Plan (RIIP). To view a copy of the RIIP to find out if some of those older roadways are included in the tentative plans for improvement, please visit: **https://stcloudapo.org/current-plans/regional-infrastructure-investment-plan-riip/**
None	Wonderful! Thank you so much for participating in our survey!

Appendix C.13: *Table indicating the responses to survey question 2 of the City of Sartell 2027-2030 TIP survey and the City of Sartell portion of the overall TIP survey and APO staff disposition of those comments.*

Two additional thoughts/comments about the draft TIP was provided.

Comment	Disposition
As long as the construction company Sartell would contract, takes initiative; by replanting any lost trees during the construction, I am not opposed to this. Saplings are low cost and we have plenty of protected areas in this state in which we could plant them.	APO staff aren't sure what all goes into developing a construction and/or engineering contract – if stipulations are put into place that would require a successful bidder to replace trees or other environmental features as part of the construction contract. But, we will certainly pass this along for the City to consider as they go out for bids on this and/or other projects.
Makes sense to me	Wonderful! We are glad to hear it. Thank you for participating in our survey.

Appendix C.14: *Other comments provided on the draft TIP as part of the City of Sartell's 2027-2030 TIP survey and APO staff disposition of them.*

City of Sauk Rapids

One person participated in the City of Sauk Rapids TIP survey. One person responded to the City of Sauk Rapids portion of the overall TIP survey.

The City of Sauk Rapids has two projects programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#16:** The City of Sauk Rapids is proposing to extend the existing shared use path along Mayhew Lake Road NE/CSAH 1 northward from its current ending point of Osauka Road NE. The City is proposing to extend the facility northward to Storm Street NE/northern high school entrance on Mayhew Lake Road NE/CSAH 1. The City plans to connect this facility to the eventual entrance of Mayhew Creek Regional Park. In addition to the shared use path construction, the City is also proposing to complete a street reconstruction of Storm Street NE. The estimated project cost is **$1,653,779** with $346,223 coming from federal funding, $86,556 in local funding for the trail construction, and the remaining $1,221,000 in local funding to complete the street reconstruction portion of the project.
- **#17:** The City of Sauk Rapids is proposing to complete the shared use path connection along Mayhew Lake Road NE/CSAH 1. This proposed project will extend the shared use path from Storm Street NE/northern high school entrance on Mayhew Lake Road NE/CSAH 1 to CSAH 29/35th Street NE. The estimated project cost is **$527,175** with $421,740 coming from federal funding and the remaining $105,435 coming from local funding sources.

The following responses were recorded regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
16	1		1			
17		1	1			

Appendix C.15: *Table indicating the responses to survey question 1 of the City of Sauk Rapids 2027-2030 TIP survey and the City of Sauk Rapids portion of the overall TIP survey.*

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

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

City of Waite Park

Eight people participated in the City of Waite Park TIP survey. One person participated in the City of Waite Park portion of the overall TIP survey.

The City of Waite Park has one project programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#18:** The City of Waite Park is proposing to expand 10th Avenue S from MN 23 to 100-feet south of the railroad tracks. This expansion will include the addition of a dedicated southbound through-lane as well as a concrete median barrier between MN 23 and the northern junction of First Street S. In addition, the City is proposing to construct a roundabout at the intersection of 10th Avenue S and First Street S. The estimated project cost is **$3,348,400** with $1,911,005 coming from federal funding and the remaining $1,437,395 coming from local funding sources.

The following responses were recorded regarding the importance of this project.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
18	2	4	1		2	

Appendix C.16: *Table indicating the responses to survey question 1 of the City of Waite Park 2027-2030 TIP survey and the City of Waite Park portion of the overall TIP survey.*

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

Comment	Disposition
Stoplight Modernization as they have zero smart features. They are just timed.	APO staff (and our partners) are well aware of the comments regarding traffic signal issues such as timing. In fact, that is one of the reasons why the APO is conducting a regional traffic operations study in 2026 specifically to look at the

Comment	Disposition
	traffic signals in the region to understand the current features they have as well as develop a set of prioritized recommendations for short-term and long-term improvements. Such improvements the APO's consulting team will review include items like operational strategies, Intelligent Transportation Systems (ITS) deployment, signal system enhancements, data management, interagency coordination, and staffing/training needs. Results of this study are due by the end of calendar year 2026 which will hopefully advise local jurisdictions/agencies to implement some of these proposed changes.
Repairing the intersection of Highway 23 and 10th Ave by KFC. The potholes and gouges in the road there are really bad and have been for several years.	As far as MN 23 is concerned, that stretch near 10th Avenue by KFC will be resurfaced as part of the larger MN 23 mill and overlay project from just west of the Love's Travel Plaza near Rockville to MN 15. This will be done in 2028. When it comes to the 10th Avenue S roadway south of MN 23, it does not appear that Waite Park is planning any major project on that roadway. At least according to the most recently approved Capital Improvement Program (CIP) for 2026-2030. Now, based on the deterioration of that corridor, it could certainly be advanced. But in any event, APO staff will forward this comment on to both the City of Waite Park and MnDOT for their consideration.
2nd Street S is in DESPERATE need if being redone.	APO staff is well aware (as are most people) of the deteriorating condition of Second Street S through Waite Park. Unfortunately, that corridor does not below to the City of Waite Park. It is owned and maintained by MnDOT – since it is MN 23. The good news is that this problem has been identified and programmed for a mill and overlay (with some additional fixes as necessary) for the FY 2028 construction season. While we all would love for this to happen sooner, MnDOT does not have the funding to be able to advance this project. Repairs are coming, we promise!

Comment	Disposition
	APO staff will forward this comment on to MnDOT staff for their consideration as well.
Add a roundabout for entry to the new justice center and plan for roads that will be needed as those employees leave work.	Given the location of the new Stearns County justice center – at the corners of Stearns CSAH 75 and Stearns County Road 134, this project does not fall within Waite Park's jurisdiction. However, APO staff will make sure to forward this information on to Stearns County for their consideration as the construction plans for this project continue.

Appendix C.17: *Table indicating the responses to survey question 2 of the City of Waite Park 2027-2030 TIP survey and the City of Waite Park portion of the overall TIP survey and APO staff disposition of those comments.*

One additional thought/comments about the draft TIP were provided.

Comment	Disposition
Electric Bikes are becoming more popular and the plans should include ways that help them to do so safely. Note that many ebike riders are young and inexperienced which puts them and others in harms way.	APO staff (as well as staff from all of our partner agencies/jurisdictions) have become increasingly familiar with the popularity of e-bikes and the concerns residents have brought up regarding them. Often times, many of these e-bike issues have been identified as e-moto issues (electric motorcycles/bikes posing as e-bikes). Suffice it to say, this issue is quickly becoming an issue for cities, counties, and law enforcement on how best to handle the situation. APO staff will certainly forward this comment on not only the City of Waite Park, but also to each APO member jurisdiction for their consideration as they work to navigate e-bikes.

Figure C.18: *Other comments provided on the draft TIP as part of the City of Waite Park's 2027-2030 TIP survey and APO staff disposition of them.*

Saint Cloud Metro Bus

Two people participated in the Saint Cloud Metro Bus TIP survey. One person participated in the Saint Cloud Metro Bus portion of the overall TIP survey.

The Saint Cloud Metro Bus survey was divided into two parts – Operation Costs and Capital Improvements.

Under Operations Costs, participants were asked their opinion regarding the importance of operating assistance for fiscal years 2027 through 2030.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Operating Assistance	2			1		

Appendix C.19: *Table indicating the response to survey question 1 of the Saint Cloud Metro Bus 2027-2030 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.*

Under Operations Costs, participants were asked their opinion regarding the importance of paratransit operations for fiscal years 2027 through 2030.

Three people responded to this question.

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

Appendix C.20: *Table indicating the response to survey question 2 of the Saint Cloud Metro Bus 2027-2030 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.*

Under Capital Improvements, participants were asked their opinion regarding the importance of four projects proposed to receive federal funding assistance during fiscal year 2027.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance tools and equipment	2		1			
Office equipment, IT, and communications projects	1		1	1		
Facility improvements	1	1		1		

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
13 Class 700 vehicle replacements	2			1		

Appendix C.21: *Table indicating the response to survey question 3 of the Saint Cloud Metro Bus 2027-2030 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.*

Under Capital Improvements, participants were asked their opinion regarding the importance of six projects proposed to receive federal funding assistance and one regionally significant project funding with local dollars during fiscal year 2028.

Three people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance tools and equipment	1	1		1		
Replacement operations vehicles	2			1		
Office equipment, IT, and communication projects	1		1	1		
Bus shelters	1	2				
Facility improvements	1	1		1		
One Class 400 vehicle replacement	1	1		1		
10 Class 700 vehicle replacements	2		1			

Appendix C.22: *Table indicating the response to survey question 4 of the Saint Cloud Metro Bus 2027-2030 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.*

Under Capital Improvements, participants were asked their opinion regarding the importance of three projects proposed to receive federal funding assistance during fiscal year 2029.

Two people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Maintenance tools and equipment	1			1		
Office equipment, IT, and communications projects	1			1		
Facility improvements	1			1		

Appendix C.23: *Table indicating the response to survey question 5 of the Saint Cloud Metro Bus 2027-2030 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.*

Under Capital Improvements, participants were asked their opinion regarding the importance of three projects proposed to receive federal funding assistance during fiscal year 2030.

Two people responded to this question.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
Office equipment, IT, and communications projects	1			1		
Facility improvements	1			1		
Maintenance tools and equipment	1			1		

Appendix C.24: *Table indicating the response to survey question 6 of the Saint Cloud Metro Bus 2027-2030 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey.*

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

Comment	Disposition
Putting seating/benches at every bus stop.	Saint Cloud Metro Bus really tries to focus the placement of benches and shelters at stops that tend to see a large number of riders/passengers. That's why popular sites like Walmart/Sam's Club in Sartell have a shelter while others like the AM PM Wash on Clearwater Road in Saint Cloud only have a signpost in the ground. With roughly 750 bus stops across its service area (Saint Cloud, Sartell, Sauk Rapids, and Waite Park) it is not feasible to place a bench at EVERY bus stop. APO staff are wondering if this commenter had any recommendations for transit stops that should be considered for upgrades such as a bench or a shelter. APO staff will certainly forward this comment on to the Saint Cloud Metro Bus team for their consideration.

Appendix C.25: *Table indicating the responses to survey question 7 of the Saint Cloud Metro Bus 2027-2030 TIP survey and the Saint Cloud Metro Bus portion of the overall TIP survey and APO staff disposition of those comments.*

The following additional thoughts or comments about the draft TIP were provided.

Comment	Disposition
It's understood that Metro Bus is attempting to improve their routes, but the fact that they haven't returned to regular service after their COVID reduction without explanation is concerning. I think the Executive Director and the board need to be held accountable or provide answers to why this is now the status quo. I don't think they've ever run Route 7 to the east side of St. Cloud. It makes it difficult to want to support them if they don't serve the community they way it needs to be served.	APO staff will certainly forward this comment on to the Saint Cloud Metro Bus team. This commenter is correct, since the COVID-19-related service reduction began in 2020/2021, the Route 7 has been suspended. Part of the reason for not fully returning to pre-COVID service levels includes the shortage of operators (drivers) Metro Bus has been experiencing for the past number of years. It should be noted as well that Metro Bus recently completed its long-range planning effort – Metro Bus Forward – which is proposing to modify service to better streamline bus routes and be more responsive to the changing needs of the

Comment	Disposition
	community. In addition, the proposed service changes can be implemented using current staffing levels as opposed to hoping to onboard so many new operators prior to rolling out new routes. More information on Metro Bus Forward can be found here: https://ridemetrobus.com/forward/ Ideally, this service change will coincide with the opening of the Western Transit Center in Waite Park which is slated to open in mid-2027.

Appendix C.26: *Other comments provided on the draft TIP as part of the Saint Cloud Metro Bus 2027-2030 TIP survey and APO staff disposition of them.*

WACOSA

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

WACOSA had one project programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- WACOSA is proposing to purchase one Class 200 vehicle (mini van) to expand its transportation services in 2027. The estimated project cost is **$93,300** with $74,640 coming from federal funding and $18,660 coming from local funding sources.

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

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
2027 Vehicle Purchase		2		1		

Appendix C.27: *Table indicating the responses to survey question 1 of WACOSA's 2027-2030 TIP survey and the WACOSA portion of the overall TIP survey.*

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

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

Minnesota Department of Transportation

Five people participated in the Minnesota Department of Transportation (MnDOT) District 3 TIP survey. One person participated in the MnDOT District 3 portion of the overall TIP survey.

MnDOT has 16 projects programmed to receive federal funding during the time period of fiscal years 2027 through 2030.

- **#8:** MnDOT is proposing to construct a J-turn at the intersection of MN 23 and Stearns CSAH 8 in Rockville. The estimated project cost is **$1,505,000** with $1,304,260 coming from federal funding and the remaining $180,740 coming from state funding.
- **#9:** MnDOT was a recipient of Congressionally Directed Spending (CDS) funding – formerly known as federal earmark funding – to construct a J-turn at the intersection of MN 23 and Bel Clare Drive in the City of Waite Park. The estimated project cost is **$1,304,000** with $1.17 million coming from the federal CDS funds, $130,000 coming from state funding, and the remaining $4,000 coming from the City of Waite Park.
- **#10:** MnDOT is proposing to overlay bridges 73877 and 73878 on I-94. These bridges span township road 477 (Jade Road) in Saint Joseph Township. The estimated project cost is **$3.1 million** with $2.79 million coming from federal funding and the remaining $310,000 coming from state funding.
- **#19:** MnDOT is proposing to complete a mill and overlay pavement treatment on MN 23 (both eastbound and westbound lanes) from just east of 93rd Avenue near Rockville to the intersection of MN 23 and MN 15 in the City of Waite Park/City of Saint Cloud. This project will also include the replacement of several traffic signals and lights along the corridor as well as various upgrades to ensure compliance with the Americans with Disabilities (ADA) Act. The estimated project cost is **$24,974,000** with $16,388,759 coming from federal funding, $7,970,991 in state funding, and $614,250 coming from the local roadway agencies – Stearns County (up to $425,000), City of Saint Cloud (up to $212,500) and City of Waite Park (up to $111,000).
- **#20:** MnDOT is proposing to install fiber optic cable and traffic cameras along I-94 between the interchange with Stearns CSAH 75/Roosevelt Road (near McStop) and the interchange with Stearns CSAH 2 near Saint Joseph. The estimated project cost is **$750,000** with $675,000 coming from federal funding and the remaining $75,000 coming from state funding.
- **#21:** MnDOT is proposing to replace the lights at the interchange of I-94 and MN 15 with LEDs. The estimated project cost is **$2.5 million** with $2 million coming from federal funding and the remaining $500,000 coming from state funding.
- **#22:** MnDOT is proposing to install flashing lights, gates, and constant warning circuitry at the Northern Lines Railway railroad tracks that cross Sixth Avenue N in the City of Waite Park. The estimated project cost is **$300,000** with all of that funding provided for by federal funding.

- **#23:** MnDOT is proposing to replace the existing railroad signal system with new flashing lights, gates, and constant warning circuitry at the BNSF railroad tracks that cross Second Avenue NE in the City of Saint Cloud. The estimated project cost is **$500,000** with $250,000 coming from federal funding and the remaining $250,000 coming from BNSF.
- **#24:** MnDOT is proposing to replace the existing railroad signal system with new flashing lights, gates, and constant warning circuitry at the BNSF railroad tracks that cross 25th Avenue N in the City of Saint Cloud. The estimated project cost is **$500,000** with $250,000 coming from federal funding and the remaining $250,000 coming from BNSF.
- **#25:** MnDOT is proposing to replace the existing railroad signal system with new flashing lights, gates, and constant warning circuitry at the BNSF railroad tracts that cross 33rd Avenue N in the City of Saint Cloud. The estimated project cost is **$500,000** with $250,000 coming from federal funding and the remaining $250,000 coming from BNSF.
- **#26:** MnDOT is proposing to complete a mill and overlay of bridges 73869 and 73870 on I-94. These bridges span Stearns County's CSAH 2 near the City of Saint Joseph. The estimated project cost is **$2.9 million** with $2.61 million coming from federal funding and the remaining $290,000 coming from state funding.
- **#28:** MnDOT is proposing to complete a mill and overlay pavement treatment on the eastbound and westbound lanes of MN 23 from MN 15 to near the railroad bridge near US 10 (the project terminus for the 2023-2024 US 10/MN 23 interchange project) in Saint Cloud. This project will also include upgrades to various components to comply with the Americans with Disabilities (ADA) Act. The estimated project cost is **$13.9 million** with $10,788,150 coming from federal funding, $2,461,850 coming from state funding, and the remaining $650,000 coming from the City of Saint Cloud.
- **#29:** MnDOT is proposing to install fiber and vehicle detection systems along I-94 between the MN 23 interchange near Rockville/Waite Park and the MN 238 interchange near Albany. The estimated project cost is **$2 million** with $1.8 million coming from federal funding and the remaining $200,000 coming from state funding.
- **#30:** MnDOT is proposing to replace the existing railroad signal system with new flashing lights, gates, and constant warning circuitry at the Northern Lines Railway railroad tracks that cross Stearns CSAH 81 (Third Street N) in the City of Waite Park. The estimated project cost is **$250,000** with all of that funding provided for by federal funding.
- **#32:** MnDOT is proposing to complete a mill and overlay pavement treatment on MN 95 from the intersection with MN 23 to the Benton/Mille Lacs County line. Note, this project does extend outside of the APO's planning area boundary. The estimated project cost is **$10.72 million** for the *entire* project, with $8,728,224 coming from federal funding and the remaining $1,991,776 coming from state funding.
- **#33:** MnDOT is proposing to install several dynamic messaging signs at various locations along I-94, US 10, and MN 23. Within the APO's planning area, this includes a sign on westbound I-94 near bridge 73877 (over Jade Road in Saint Joseph Township) and a sign on westbound MN 23 near Brenny Custom Cabinets just east of Saint Cloud. The estimated project cost is **$1 million** for the *entire* project with $692,070 coming from federal funding and the remaining $307,930 coming from state funding.

The following responses were recorded regarding the importance of these projects.

Project	Very Important	Important	Somewhat Important	A Little Important	Not Important	No Opinion
8		3	1	1	1	
9	1	2		2	1	
10	1	3		2		
19	3	2	1			
20			2	2	2	
21			3		2	1
22		2	1	2	1	
23	1	1	4			
24	1	1	3	1		
25	1	1	3		1	
26	1	2	2	1		
28	2	3	1			
29		1		1	3	
30	1		1	3		
32		3	1	1	1	
33	1	1		2	1	

Appendix C.28: *Table indicating the responses to survey question 1 of MnDOT's 2027-2030 TIP survey and the MnDOT portion of the overall TIP survey.*

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

Comment	Disposition
Elevated Highway 15 across 3rd, 8th streets in st cloud	APO staff understand the traffic-related operational challenges the region has due to issues along the MN 15 corridor. In 2020 the APO completed an operational study of MN 15 from Second Street S/MN 23 to 12th Street N. As part of that study, one of the key takeaways that could "reasonably" be implemented in a rather short time frame that would have an impact on traffic flow would be the installation of a grade-separated Median U-Turn (MUT) intersection – commonly referred to as a "Michigan Left." To learn more about a MUT intersection, click on the YouTube video made by the Virginia Department of Transportation:

Comment	Disposition
	https://www.youtube.com/watch?v=Bsm6-BDUQW8 To review the 2020 corridor study, click here: https://stcloudapo.org/wp-content/uploads/2020/12/TH15_Final-Report_12222020.pdf Since the study wrapped up, the APO has been successful in receiving $2.5 million in planning funds as part of the Minnesota Corridors of Commerce Readiness Advancement program. This funding will be used to do two things. One, preliminary engineering will be conducted on the proposed MUT on the stretch of MN 15 between CSAH 75/Division Street and MN 23/Second Street S. The second part of the funding will be used to do a larger corridor study of MN 15 from near the CSAH 137 overpass all the way to the junction of US 10. The Request for Proposals from consultants willing to take on this project were due Tuesday, July 21. Proposals will be reviewed on Aug. 3 and it is anticipated that a contract will be signed by early to mid-fall 2026.
23 diversion around st cloud	APO staff are assuming this comment is referring to the proposed urban arterial beltline concept – which would allow for a bypass route around the Saint Cloud core metro area (i.e., Division Street). While APO staff are coordinating with MnDOT on certain key aspects of this project – particularly the 33rd Street S Mississippi River crossing connection to US 10 – the majority of this project is being lead by APO member jurisdictions (cities and counties). When APO staff completed its most recent long-range planning effort – Looking Ahead 2050 – the consulting team working with the APO ran a travel demand model simulation to understand the impacts of a completed beltline on key corridors such as MN 23. The results indicated that in particular, the 33rd Street S Mississippi River crossing connection would provide noticeable congestion relief to MN 23 on the east side of Saint Cloud. While we are still several years out from completing the bridge connection (currently we are in the process of completing an Environmental Impact

Comment	Disposition
	Study on the corridor), there has been movement from local leaders in support of the beltline corridor including, but not limited to, lobbying the region's congressional delegation in Washington, D.C., to help secure funding for various components. More information on the various urban belt line corridor plans can be found here: **https://stcloudapo.org/documents-resources/urban-belt-line-corridor-plans/** APO staff will make sure to pass this comment along to all other member jurisdictions as well.

Appendix C.29: *Table indicating the responses to survey question 2 of the MnDOT 2027-2030 TIP survey and the MnDOT portion of the overall TIP survey and APO staff disposition of those comments.*

The following thoughts or comments about the draft TIP were provided.

Comment	Disposition
I think you have a typo in #33, where says near Brenny Cabinets, west of St. Cloud. Should be east of St. Cloud not??	Good catch! Thanks. APO staff will correct that right away.
St. Cloud, st wendel and Le Sauk need to join forces and correct 322nd st corridor between cash 133 and cash 4	322nd Street is an interesting corridor because as you mentioned the roadway sits in three different jurisdictions. The corridor has certainly been a major topic for the APO, especially given the amount of traffic the roadway carries, the condition of the roadway, and the slated development. Up until spring 2025, this corridor was not eligible to receive federal funding because it was designated as a local roadway (a roadway that primarily serves residents in the area – not a roadway that has a lot of through traffic). APO staff, along with the local cities and counties, worked to reclassify 322nd Street to a Major Collector (meaning this roadway is now eligible to receive federal funds). In talking with Saint Cloud Mayor Jake Anderson and LeSauk Township Supervisor Jeff

Comment	Disposition
	Westerlund (both of whom serve on the APO's Policy Board), both feel 322nd Street should receive some sort of improvements. Both Mayor Anderson and Supervisor Westerlund have indicated they would very much be interested in encouraging their staff (particularly Saint Cloud staff) to submit an application for funding consideration. In addition, the APO was recently out in Washington, D.C. in both October 2025 and April 2026 to meet with the Minnesota congressional delegation to lobby for congressionally directed spending for this corridor. APO Policy Board members are hopeful that these political lobbying trips will help the region secure funding to expedite the reconstruction of the full corridor. Since this is not a MnDOT project, APO staff will forward this comment on to both the City of Saint Cloud and LeSauk Township for their consideration.
Negative	Cool beans. Thank you for participating in our survey!

Appendix C.30: *Other comments provided on the draft TIP as part of MnDOT's 2027-2030 TIP survey and APO staff disposition of them.*

Overall 2027-2030 TIP

One person took the overall 2027-2030 TIP survey which combined all of the project specific questions for the following agencies/jurisdictions: Benton County, Stearns County, City of Saint Cloud, City of Saint Joseph, City of Sartell, City of Sauk Rapids, City of Waite Park, Saint Cloud Metro Bus, WACOSA, and MnDOT District 3.

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

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

Appendix D

MnDOT Checklist

Minnesota MPO TIP Checklist

MPO: **Saint Cloud Area Planning Organization**

Contact name: ***Vicki Johnson, Senior Transportation Planner***

TIP time period: **FY 2027-2030**

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

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.316(a)	Public involvement	MPO followed its public participation plan for the TIP process which includes, but is not limited to: adequate public notice, reasonable opportunity for public comment, use of visualization, available online, and explicit consideration and response to public input.	**Yes** / No	Introduction: Public Involvement (pg. 51) Chapter Five: Public Involvement (pgs. 172-182) Appendix C: TIP Survey Public Comments (pgs. 206-245)
450.316(b)	Consultation	TIP process includes consultation with other planning organizations and stakeholders, including tribes and federal land management agencies.	**Yes** / No	Introduction pg. 29 Introduction: Saint Cloud Area

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Planning Organization (pgs. 29-32) Introduction: The Transportation Improvement Program (pgs. 32-33) Chapter Five: Public Involvement (pgs. 172-182) Appendix C: TIP Survey Public Comments (pgs. 206-245)
450.322(b)	Congestion management	TMA's TIP reflects multimodal measures / strategies from congestion management process	Yes / No / **NA**	
450.326(a)	Cooperation with State and public transit operators	TIP developed in cooperation with the State (DOT) and (any) public transit operators.	**Yes** / No	Introduction pg. 29 Introduction: Saint Cloud Area Planning Organization (pgs. 29-32) Introduction: The Transportation Improvement Program (pgs. 32-33)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326 (a)	TIP time period	TIP covers at least 4 years.	**Yes** / No	Introduction pg. 29 Introduction: The Transportation Improvement Program (pgs. 32-33)
450.326(a)	MPO approval of TIP	Signed copy of the resolution is included.	**Yes** / No	**Resolution #2026-10.** (pgs. 6-8)
450.326(a)	MPO conformity determination	If a nonattainment/maintenance area, a conformity determination was made and included in the TIP.	Yes / No / **NA**	
450.326(b)	Reasonable opportunity for public comment	TIP identifies options provided for public review / comment, documentation of meetings, notices, TIP published on-line, other document availability, accommodations, etc.	**Yes** / No	Introduction: Public Involvement (pg. 51) Chapter Five: Public Involvement (pgs. 172-182) Appendix C: TIP Survey Public Comments (pgs. 206-245)
450.326(b)	TIP public meeting	TMA's process provided at least one formal public meeting.	Yes / No / **NA**	
450.326(c)	Performance targets	TIP designed to make progress toward achieving established performance targets.	**Yes** / No	Introduction: Programming the TIP (pgs. 43-44)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Chapter Three: Performance Measures (pgs. 108-128)
450.326(d)	Performance targets	TIP describes anticipated effect of the TIP toward achieving performance targets identified in the MTP, linking investment priorities to those performance targets	**Yes** / No	Introduction: the TIP and Its Connection to the Metropolitan Transportation Plan (pgs. 34-42) Chapter Three: Performance Measures (pgs. 108-128 with specific references on pgs. 111-112, 115, 117-118, 121-122, 124, 126-128)
450.326(e)	Types of projects included in TIP	TIP includes capital and non-capital surface transportation projects within the metropolitan planning area proposed for funding under 23 USC or 49 USC chapter 53.	**Yes** / No	Introduction: The Transportation Improvement Program (pgs. 32-33) Chapter One: FY 2027-2030 TIP Projects (pgs. 53-100) Appendix A: Saint Cloud Area Planning

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Organization FY 2027-2030 Project Table (pgs. 195-202)
450.326(f)	Regionally significant projects	TIP lists all regionally significant projects requiring FHWA or FTA action, regardless of funding source.	**Yes** / No	Introduction: Regionally Significant Projects (pg. 33) Chapter One: FY 2027-2030 TIP Projects (pgs. 53-100) Appendix A: Saint Cloud Area Planning Organization FY 2027-2030 Project Table (pgs. 195-202)
450.326(g)(1)	Individual project information	TIP includes sufficient scope description (type, termini, length, etc.).	**Yes** / No	Chapter One: FY 2027-2030 TIP Projects (pgs. 53-100) Appendix A: Saint Cloud Area Planning Organization FY 2027-2030 Project Table (pgs. 195-202)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
450.326(g)(2)	Individual project information	TIP includes estimated **total** cost (including costs that extend beyond the 4 years of the TIP).	**Yes** / No	Chapter One: FY 2027-2030 TIP Projects (pgs. 53-100) Appendix A: Saint Cloud Area Planning Organization FY 2027-2030 Project Table (pgs. 195-202)
450.326(g)(4)	Individual project information	TIP identifies recipient / responsible agency(s).	**Yes** / No	Chapter One: FY 2027-2030 TIP Projects (pgs. 53-100) Appendix A: Saint Cloud Area Planning Organization FY 2027-2030 Project Table (pgs. 195-202)
450.326(g)(5)	Individual project information	If a nonattainment / maintenance area, TIP identifies projects identifies as TCMs from SIP.	Yes / No / **NA**	
450.326(g)(6)	Individual project information	If a nonattainment / maintenance area, project information provides sufficient detail for air quality analysis.	Yes / No / **NA**	
450.326(g)(7)	Individual project information	TIP identifies projects that will implement ADA paratransit or key station plans.	**Yes** / No	Chapter One: FY 2027-2030 TIP

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Projects (pgs. 53-100) Appendix A: Saint Cloud Area Planning Organization FY 2027-2030 Project Table (pgs. 195-202)
450.326(h)	Small projects	TIP identifies small projects by function or geographic area or work type	**Yes** / No	Chapter One: FY 2027-2030 TIP Projects (pgs. 53-100) Appendix A: Saint Cloud Area Planning Organization FY 2027-2030 Project Table (pgs. 195-202)
450.326(h)	Small projects	If a nonattainment / maintenance area, small project classification is consistent with exempt category for EPA conformity requirements.	Yes / No / **NA**	
450.326(i)	Consistency with approved plans	Each project is consistent with the MPO's approved transportation plan.	**Yes** / No	Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan (pgs. 34-42)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Introduction: Programming the TIP (pgs. 43-44)
450.326(j)	Financial plan	TIP demonstrates it can be implemented, indicates reasonably expected public and private resources, and recommends financing strategies for needed projects and programs.	**Yes** / No	Introduction: Fiscal Constraint (pgs. 50-51) Chapter Four: Financial Capacity Analysis (pgs. 129-171)
450.326(j)	Financial plan	Total costs are consistent with DOT estimate of available federal and state funds.	**Yes** / No	Chapter Four: Financial Capacity Analysis (pgs. 129-171)
450.326(j)	Financial plan	Construction or operating funds are reasonably expected to be available for all listed projects.	**Yes** / No	Chapter Four: Financial Capacity Analysis (pgs. 129-171 with specific references on pgs. 135-136, 141, 145-146, 148-149, 151-152, 154-155, 157-158, 160-162, 164-165, 170-171)
450.326(j)	Financial plan	For new funding sources, strategies are identified to ensure fund availability.	**Yes** / No	Chapter Four: Financial Capacity Analysis (pgs. 129-171 with specific references on pgs. 135-136, 141,

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				145-146, 148-149, 151-152, 154-155, 157-158, 160-162, 164-165, 170-171)
450.326(j)	Financial plan	TIP includes all projects and strategies funded under 23 USC and Federal Transit Act and regionally significant projects.	**Yes** / No / NA	Introduction: Funding Sources (pgs. 44-47) Introduction: Fiscal Constraint (pgs. 50-51) Chapter One: FY 2027-2030 TIP Projects (pgs. 53-100) Chapter Four: Financial Capacity Analysis (pgs. 129-171) Appendix A: Saint Cloud Area Planning Organization FY 2027-2030 Project Table (pgs. 195-202)
450.326(j)	Financial plan	TIP contains system-level estimates of costs and revenues expected to be available to operate and maintain Federal-aid highways and transit.	**Yes** / No	Chapter Four: Financial Capacity Analysis (pgs. 129-171 with specific references on pgs. 135-136, 141,

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				145-146, 148-149, 151-152, 154-155, 157-158, 160-162, 164-165, 170-171)
450.326(j)	Financial plan	Revenue and cost estimates are inflated to reflect year of expenditure.	**Yes** / No	Chapter Four: Financial Capacity Analysis (pgs. 129-171 with specific references on pgs. 135-136, 141, 145-146, 148-149, 151-152, 154-155, 157-158, 160-162, 164-165, 170-171)
450.326(k)	Financial constraint	Full funding for each project is reasonably anticipated to be available within the identified time frame.	**Yes** / No	Chapter Four: Financial Capacity Analysis (pgs. 129-171 with specific references on pgs. 135-136, 141, 145-146, 148-149, 151-152, 154-155, 157-158, 160-162, 164-165, 170-171)
450.326(k)	Financial constraint	If a nonattainment / maintenance area, the first two years' projects are only those for which funds are available or committed.	Yes / No / **NA**	
450.326(k)	Financial constraint	TIP is financially constrained by year, while providing for adequate operation and maintenance of the federal-aid system.	**Yes** / No	Chapter Four: Financial Capacity Analysis (pgs. 129-171 with specific

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				references on pgs. 135-136, 141, 145-146, 148-149, 151-152, 154-155, 157-158, 160-162, 164-165, 170-171)
450.326(k)	Financial constraint	If a nonattainment / maintenance area, priority was given to TCMs identified in the SIP.	Yes / No / **NA**	
450.326(m)	Sub-allocated funds	Sub-allocation of STP or 49 USC 5307 funds is not allowed unless TIP demonstrates how transportation plan objectives are fully met.		Introduction: The Transportation Improvement Program (pgs. 32-33) Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan (pgs. 34-42)
450.326(n)(1)	Monitoring progress	TIP identifies criteria (including multimodal tradeoffs), describes prioritization process, and notes changes in priorities from prior years.	**Yes** / No	Introduction: The Transportation Improvement Program (pgs. 32-33) Introduction: The TIP and Its Connection to the Metropolitan Transportation Plan (pgs. 34-42)

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
				Introduction: Programming the TIP (pgs. 43-44) Introduction: Project Selection (pgs. 47-50) Chapter Six: Monitoring Progress (pgs. 183-194)
450.326(n)(2)	Monitoring progress	TIP lists major projects (from previous TIP) that have been implemented or significantly delayed.	**Yes** / No	Chapter Six: Monitoring Progress (pgs. 183-194)
450.326(n)(3)	Monitoring progress	If a nonattainment / maintenance area, progress implementing TCS is described.	Yes / No / **NA**	
450.328	TIP / STIP relationship	Approved TIP included in STIP without change.		***Anticipated no later than Sept. 30, 2026***
450.334	Annual Listing of Obligated Projects	TIP includes annual list of obligated projects, including bike and/or pedestrian facilities.	**Yes** / No	Chapter Six: Monitoring Progress (pgs. 183-194)
450.336	Certification	TIP includes or is accompanied by resolution whereby MPO self-certifies compliance with all applicable requirements including: 1) 23 USC 134, 49 USC 5303 and 23 CFR 450 Subpart C; 2) for attainment and maintenance areas, sections 174 and 196 (c) and (d) of the Clean Air Act, as amended, and 40 CFR 93; 3) Title VI of the Civil Rights Act as amended and 49 CFR 21; 4) 49 USC 5332 regarding discrimination; 5) section 1101(b) of the	**Yes** / No	Resolution #2026-10: Approving the 2027-2030 Saint Cloud Area Planning Organization

Regulatory Citation (23 CFR)	Key Content of Rule	Review Guidance	Included in TIP?	If yes, which page(s)?
		FAST Act and 49 CFR 26 regarding disadvantaged business enterprises; 6) 23 CFR 230 regarding equal employment opportunity program; 7) Americans with Disabilities Act of 1990 and 49 CFR 27, 37 and 38; 8) Older Americans Act, as amended regarding age discrimination; 9) 23 USC 324 regarding gender discrimination; and 10) Section 504 of the Rehabilitation Act of 1973 and 49 CFR 27 regarding discrimination against individuals with disabilities.		Transportation Improvement Program (pgs. 6-8) Introduction: Self-Certification (pgs. 51-52)

MPO comments:

July 9, 2026: *The checklist was completed on July 9, 2026. Public comment on the draft 2027-2030 TIP began on July 15, 2026, and is anticipated to be completed by Aug. 14, 2026. Public comments have not been included in the draft TIP at the time of the checklist being completed. Page numbers are subject to change based upon the inclusion of public comments received.*

Aug. 17, 2026: *The checklist has since been updated with public comments received during the initial public comment period on the draft FY 2027-2030 Transportation Improvement Program (July 15-Aug. 14, 2026). As a result, page numbers for Chapters 5 and 6 as well as Appendices A-D have been updated.*