

CHAPTER 8 : DEVELOPMENT OF FINANCIAL PLANS

INTRODUCTION

Per Federal regulations, metropolitan transportation plans, like MAPPING 2045, are required to demonstrate how, if adopted, the document can be implemented. “For purposes of transportation system operations and maintenance, the financial plan shall contain system-level estimates of costs and revenue sources that are reasonably expected to be available to adequately operate and maintain Federal-aid highways and public transportation.”¹

The purpose of this section, then, is to provide an overview of transportation funds that will be available for the jurisdictions of the Saint Cloud MPA over the time horizon of the plan – through 2045. It also explains the key elements of the financial plan, the data collected, and the assumptions made about future revenue and expenditures.

The total estimated cost of the transportation improvement projects in the plan cannot exceed the region’s anticipated funding. It is not uncommon, however, for a region to identify transportation needs and projects that surpass its expected revenue. As this occurs, the projects are prioritized and those that are expected to receive funding are listed in the plan. Those that cannot be funded are placed on an Illustrative List. If additional funding becomes available at a later date, projects on the Illustrative List would be the first projects considered to receive that funding. See Appendix H for the Illustrative List.

FINANCIAL OVERVIEW

Funding for transportation projects comes from federal, state, and local sources. Many transportation projects are funded by a combination of the three. Most federal-aid projects, those projects that receive federal transportation funds, require some form of local match. The amount of required match is dependent on the federal funding source.

FEDERAL TRANSPORTATION FUNDING

The current Federal surface transportation authorization titled *Fixing America’s Surface Transportation (FAST) Act*, was signed into law on Dec. 4, 2015. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway, safety, public transportation, active transportation, rail, research, technology, and statistics programs. Revenue for the FAST Act is primarily generated through the Federal gasoline tax. However, transfers from the general fund do occasionally occur because transportation expenditures tend to exceed revenue. The Federal gas tax has not increased since 1993, and the average fuel efficiency of America’s vehicle fleet continues to increase, which suppresses the amount of revenue collected.

Federal transportation funds are subdivided into programs to address specific needs.

¹ 23 USC §450.322(10)(i)

CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ)

CMAQ funds may be used for a transportation project or program that appears likely to contribute to the attainment or maintenance of a national ambient air quality standards with a high level of effectiveness in reducing air pollution. The Saint Cloud MPA currently meets all air quality standards and so does not qualify for CMAQ funds.

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP)

HSIP funds are used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

The FAST Act also specifically identifies the following activities on its list of eligible activities:

- Installation of vehicle-to-infrastructure communication equipment.
- Pedestrian hybrid beacons.
- Roadway improvements that provide separation between pedestrians and motor vehicles, including medians and pedestrian crossing islands.
- Other physical infrastructure projects not specifically enumerated in the list of eligible projects.
- Safety-related workforce development, training, and education activities remain an eligible use of HSIP funds

The FAST Act continues the prohibition on the use of HSIP funds for the purchase, operation, or maintenance of an automated traffic enforcement system (except in a school zone).

RAILWAY-HIGHWAY CROSSINGS (SECTION 130/RRS)

The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings.

The 2015 FAST Act continues the annual set-aside for railway-highway crossing improvements. The funds are set-aside from the HSIP apportionment.

Section 130 program funds are eligible for projects at all public crossings including roadways, bike trails, and pedestrian paths. Fifty percent of a state's apportionment is dedicated for the installation of protective devices at crossings. The remainder of the funds can be used for any hazard elimination project, including protective devices. The FAST Act extends eligibility to include projects at grade crossings to eliminate hazards posed by blocked crossing due to idling trains.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBGP)

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 percent share of project costs funded through this program.

TRANSPORTATION ALTERNATIVES (TA)

TA funds are a set-aside of STBGP funding for transportation alternatives such as active transportation infrastructure. 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 Safe Routes to School (SRTS) activities. States and localities are responsible for a minimum 20 percent of TA funds applied to projects. States may also transfer up to 50 percent of TA funds to NHPP, STBGP, HSIP, CMAQ, and/or metropolitan planning.

FEDERAL TRANSIT ADMINISTRATION

Transit funding authorized by the FAST Act is managed in several ways. The largest amount is distributed to the states by formula; other program funds are discretionary. FTA transit allocations may be administered by the state or be granted directly to the transit agency. Projects identified as FTA-funded 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.

URBANIZED AREA FORMULA PROGRAM (SECTION 5307)

The Urbanized Area Funding Program allocates federal funding to urbanized areas (i.e. areas with a population of 50,000 or more) for transit capital and operating assistance. Projects eligible for this funding include planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul, and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including

rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000 like the Saint Cloud MPA, operating assistance is an eligible expense.

Within the Saint Cloud MPA, Saint Cloud Metro Bus would be eligible for Section 5307 funding.

ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES (SECTION 5310)

The Enhanced Mobility of Seniors and Individuals with Disabilities Program allocates funding to provide increased transportation options to seniors and those with disabilities who are transit-dependent. This service surpasses the standard public transportation services and the complementary paratransit services outlined in ADA. Projects eligible for this funding include public transportation projects that meet the needs of seniors or individuals with disabilities; exceed the requirements of ADA; or improve access to fixed-route service and reduce dependence of individuals with disabilities on complementary paratransit service.

Within the Saint Cloud MPA, WACOSA has historically been the primary agency applying for Section 5310 funding.

FORMULA GRANTS FOR RURAL AREAS (SECTION 5311)

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000 where many residents often rely on public transportation to reach their destinations.

Within the Saint Cloud MPA, Tri-CAP Transit Connection would be eligible for Section 5311 funding.

STATE TRANSPORTATION FUNDING

Transportation funding for the State of Minnesota comes from three primary sources: Motor Fuel Excise Tax, Motor Vehicle Registration Tax, and Motor Vehicle Sales Tax (MVST). Taken together, these three pots of money comprise the majority of the Highway User Tax Distribution Fund (HUTD).

The Motor Fuel Excise Tax – more commonly referred to as the gas tax – is a tax that is levied on gasoline, diesel fuel, compressed natural gas (CNG), and a variety of other special fuels.

The Motor Vehicle Registration Tax – or tab fees – is a tax on motor vehicles using public streets and highways. As of the drafting of this plan, the current passenger motor vehicle

registration tax policy was instituted in 2008, wherein vehicles are taxed based on \$10 plus 1.25 percent of the vehicle's value, depreciated over time through year 10 of registration, after which the additional tax is \$25 (\$35 total). The tax for commercial vehicles is based on vehicle weight and age.

Finally, MVST is a 6.5 percent tax on the sale of new and used motor vehicles. However, this revenue is allocated further to the following transportation purposes:

- Not more than 60 percent must be deposited in the HUTD Fund.
- Not less than 40 percent must be deposited in a fund dedicated solely to public transit (the Transit Assistance Fund or TAF).

In addition to these three major players, transportation funding comes from Motor Vehicle Lease Sales Tax (MVLST), sales tax on auto parts, and the vehicle rental sales tax. A separate State Airports Fund (SAF) specifically aids in funding aviation functions.

Of these total revenue sources to the HUTD Fund, and after the distribution to the Minnesota Department of Natural Resources, 95 percent of the funding is allocated to the following based upon a formula specified in the Minnesota Constitution:

- Trunk Highway (TH) Fund: 62 percent.
- County State Aid Highway (CSAH) Fund: 29 percent.
- Municipal State Aid Street (MSAS) Fund: 9 percent.

The remaining 5 percent is of the HUTD Fund – referred to as the 5 percent set-aside – is allocated to the CSAH Fund. This funding is further allocated to township roads, township bridges, and the Flexible Highway Account.

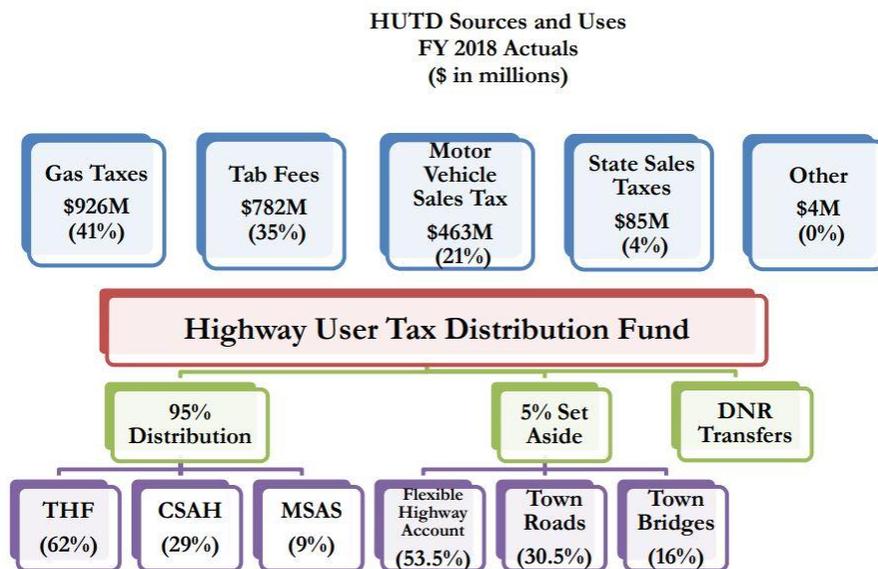


FIGURE 8.1 – A BREAKDOWN OF THE HIGHWAY USER TAX DISTRIBUTION FUND ALLOCATIONS IN FY 2018.

Graphic courtesy of Minnesota Department of Transportation.

LOCAL FUNDING

Local funding comes from various sources of taxing and bonding abilities afforded to each jurisdiction. These can include property and sales taxes, special tax levies, special assessments for transportation, general funds, bonds, or other sources unique to local jurisdictions. These funds finance local transportation improvements, as well as providing local match for federal transportation funds.

ADDITIONAL FUNDING POSSIBILITIES

Aside from the traditional, somewhat predictable funding sources available to jurisdictions, U.S. DOT and the State of Minnesota do provide some competitive grant programs for qualifying projects.

However, given the competitive nature of these funding opportunities coupled with the inconsistencies of continued and guaranteed funding for these programs, the funding sources listed below cannot be reasonably anticipated to be available to support transportation projects identified within MAPPING 2045. Yet, it is important to notate the existence of these other funding sources in the event transportation projects – identified in the plan or incorporated onto the illustrative list – apply for and/or receive funding from these sources.

Please note, the following section is not meant to be comprehensive. The grants opportunities listed below are some of the more commonly known grant programs available at the drafting of MAPPING 2045.

FEDERAL FUNDING SOURCES

BUILD GRANTS

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant is a U.S. DOT nationally competitive program designed to provide funding for road, rail, transit, and port projects that have a significant local or regional impact.

This program, formerly known as the Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants, has provided a combined \$7.1 billion in funding (as of the drafting of this plan) to 554 projects in all 50 states, the District of Columbia, Puerto Rico, Guam, and the Virgin Islands since it began in 2009.

Projects typically considered for BUILD grants are multimodal, multi-jurisdictional projects that are generally more difficult to support through traditional funding provided by departments of transportation.

In Minnesota, 11 projects have received funding under the BUILD grant from 2009 through 2018. None of these projects have occurred within the MPA.

STATE FUNDING SOURCES

CORRIDORS OF COMMERCE

The Minnesota Corridors of Commerce program was created in 2013 by the Minnesota Legislature as a way to:

1. Provide additional highway capacity on segments where there are currently bottlenecks in the system.
2. Improve the movement of freight and reduce barriers to commerce.

Projects eligible for funding must comply with the following requirements:

- Projects must be consistent with the statewide multimodal transportation plan.
- Projects must be able to begin within four years of award of funding.
- Projects must be on the Interregional Corridor Network in Greater Minnesota or any state highway in the eight-county MnDOT Metropolitan District.
- Projects must either develop additional system capacity or demonstrate improvement for freight movement.
- The amount of corridors of commerce funding needed to construct the project (including construction costs, right-of-way, and engineering) cannot exceed the amount of funding available.
- A proposed project that has an identical project already listed in MnDOT's State Transportation Improvement Program (STIP) is not eligible.

Available funding from the legislature is split roughly in half between the Twin Cities metro and Greater Minnesota.

STATE AID FOR LOCAL TRANSPORTATION (SALT)

SALT grants provide technical assistance in highway and bridge design, construction and maintenance, authorize grants for bridge construction, coordinate local federally funded projects, and provide overall management of the state aid system.

SAFE ROUTES TO SCHOOLS

Safe Routes to School (SRTS) is an initiative that works to make it safe, convenient, and fun for students to walk and bike to and from school. More information on the SRTS program can be found in Chapter 4.

Federal funding for SRTS projects is available under the Transportation Alternative (TA) program referenced in a previous section of this chapter. State STRS grant dollars, while primarily used for non-infrastructure related projects (such as planning assistance) the

Minnesota Legislature has in years past, allocated some funding for SRTS infrastructure improvements.

REVENUE FORECASTING METHODOLOGY

To develop revenue projections for MAPPING 2045, APO staff worked closely with its member agencies and jurisdictions to develop assumptions to project future budgets over the life of the plan.

To start the process, APO staff met with each agency and jurisdiction individually – with planners, engineers, and finance directors – to discuss how each of them budget for transportation. APO, agency, and jurisdiction staff looked at wide variety of data including historical budgets and forecasted budgets found within Capital Improvement Plans (CIPs).

In order to develop a reasonable budget estimate, APO staff gathered data from 2008 through 2017. The data, with the exception of Saint Cloud Metro Bus, was categorized into two sections: Capacity Expansion and System Preservation.

Capacity expansion, or expansion, as defined by the APO and used throughout MAPPING 2045, pertains to any roadway project that either adds capacity to the existing roadway – through the addition of lanes – or the construction of a new roadway that was not previously there.

System preservation, on the other hand, pertains to any and all activities used to preserve and maintain an existing roadway. These include items as minor as pothole filling and snow removal to more major construction such as mill-and-overlays and reconstructions. For the purposes of projects listed in this document, the APO has opted to consider only reconstruction projects as those projects are typically the most complex and most likely to be, in part, federally funded.

Taken together, the historical look at these two pots of funding over the decade of 2008 through 2017 would provide APO staff a reasonable estimate as to what funding each agency and jurisdiction could reasonable expect to receive over the duration of the plan.

In the case of Saint Cloud Metro Bus, APO staff utilized fares/other local funds data, state funds data, and tax-levied local funds data to develop the estimated budget projections for the transit agency.

To extrapolate the data and extend it out to 2045, APO staff averaged out the provided data and applied a year-over-year growth rate of 3.1 percent to reflect regional growth and development and generally rising revenues. Some agencies and jurisdictions developed their own methodology and strictly provided APO staff with vetted and acceptable data to be used for this MTP.

The data set was then separated into time bands: Short-Term (2020-2023); Mid-Range (2024-2029); and Long-Range (2030-2045).

REVENUE FORECAST BY AGENCY/JURISDICTION

BENTON COUNTY

Approximately 12 percent of Benton County’s roadway network falls within the APO’s planning area. Therefore, for purposes of this analysis, it was assumed that approximately 12 percent of the budgeted revenue would be allocated to the MPA.

However, for major system preservation or expansion projects needing more than the assumed allocation of 12 percent, Benton County has the ability to redistribute resources from its overall transportation budget to maintain, operate, and expand its roadway network within the MPA.

OVERALL HISTORICAL FINANCIAL CONDITION

The transportation budget for Benton County is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of Benton County from 2008 through 2017.

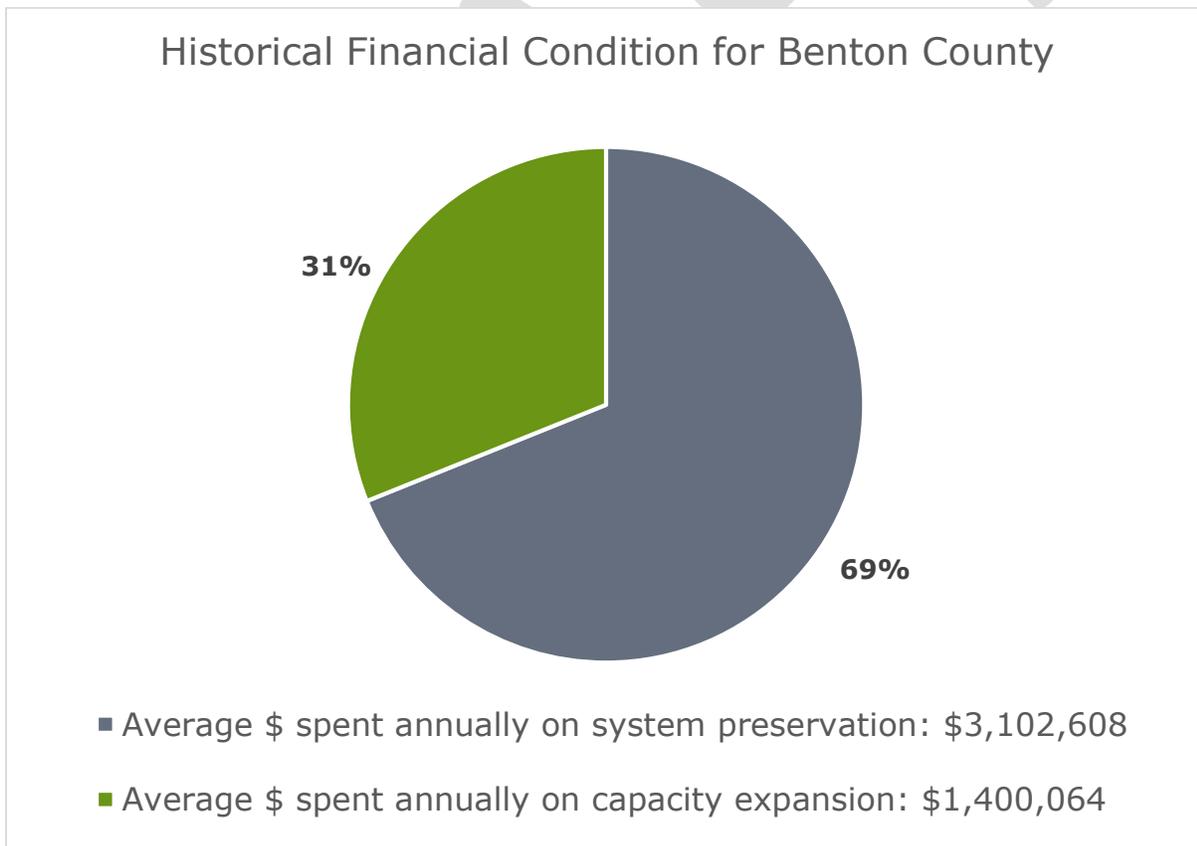


FIGURE 8.2 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN BENTON COUNTY FROM 2008 THROUGH 2017.

Data courtesy of Benton County Highway Department.

Year	System Preservation Expenditures	Expansion Expenditures	Total County Investment
2008	\$3,628,527	\$10,297	\$3,638,824
2009	\$4,177,474	\$355,768	\$4,533,242
2010	\$3,145,990	\$23,873	\$3,169,863
2011	\$3,282,985	\$136,292	\$3,419,277
2012	\$3,786,495	\$17,296	\$3,803,791
2013	\$2,522,292,	\$1,550,646	\$4,072,938
2014	\$4,422,130	\$6,133,846	\$10,555,976
2015	\$3,136,796	\$952,114	\$4,088,910
2016	\$930,787	\$3,878,344	\$4,809,131
2017	\$1,992,607	\$942,160	\$2,934,767
Total	\$31,026,083	\$14,000,636	\$45,026,719
Average	\$3,102,608	\$1,400,064	\$4,502,672
Percentage of Total County Expense	69%	31%	100%

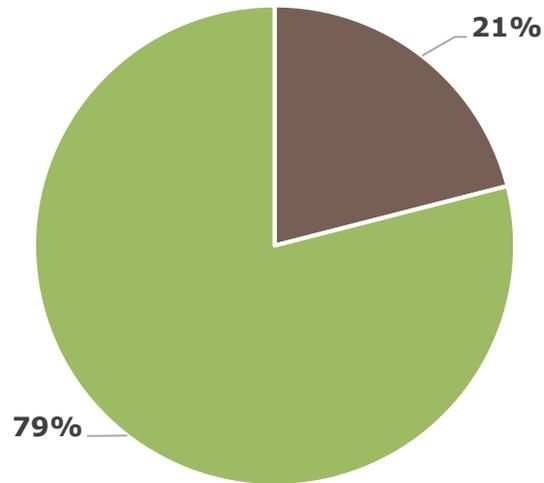
FIGURE 8.3 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN BENTON COUNTY FROM 2008 THROUGH 2017.

Data courtesy of Benton County Highway Department.

HISTORICAL FINANCIAL CONDITION WITHIN APO'S MPA

As stated previously, about 12 percent of Benton County's roadways fall within the APO's MPA. In order to approximate the revenue expended within the APO planning area, Benton County has estimated about 12 percent of funding for system preservation allocations. Of note, all of the capacity expansion projects within the county during these 10 years have occurred within the portion of the county within the MPA, thus skewing the system preservation to expansion ratio within the MPA.

Historical Financial Condition for Benton County within APO's MPA



- Average of county money spent annually on system preservation: \$372,313
- Average of county money spent annually on capacity expansion: \$1,400,064

FIGURE 8.4: LOCAL INVESTMENT ON 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 Expenditures	Expansion Expenditures	Total County Investment
2008	\$435,423	\$10,297	\$445,720
2009	\$501,297	\$355,768	\$857,065
2010	\$377,519	\$23,873	\$401,392
2011	\$393,958	\$136,292	\$530,250
2012	\$454,379	\$17,296	\$471,675
2013	\$302,675	\$1,550,646	\$1,853,321
2014	\$530,656	\$6,133,846	\$6,664,502
2015	\$376,416	\$952,114	\$1,328,530
2016	\$111,694	\$3,878,344	\$3,990,083
2017	\$239,113	\$942,160	\$1,181,273
Total	\$3,723,130	\$14,000,636	\$17,723,766
Average	\$372,313	\$1,400,064	\$1,772,377
Percentage of Total County Expense	21%	79%	100%

FIGURE 8.5 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE PORTION OF BENTON COUNTY WITHIN THE APO’S MPA.

Data courtesy of Benton County Highway Department.

OVERALL FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, local funding such as that for counties comes from a variety of different sources. It is assumed that with these sources, Benton County can reasonably estimate its future financial condition. Based upon the expenditure of funds between 2008 and 2017, the following table details the revenues that Benton County can reasonably expect to be available for overall system preservation and capacity expansion.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$14,246,358	\$24,912,976	\$93,743,621	\$132,902,955
Expansion Budget	\$6,428,725	\$11,242,078	\$42,302,176	\$59,972,979
Total Budget	\$20,675,082	\$36,155,054	\$136,045,797	\$192,875,934

FIGURE 8.6 - PROJECTED COUNTY TRANSPORTATION REVENUE AMOUNTS FOR BENTON COUNTY ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION.

Data courtesy of Benton County Highway Department.

FUTURE FINANCIAL CONDITION WITHIN APO MPA

Using a similar approach to determining historical financial budgets for the portion of Benton County within the APO’s MPA, it can be reasonably assumed that approximately 12 percent of the entire county’s system preservation budget will be expended within the MPA.

However, based on historical trends, capacity expansion budgets for the portion of the county within the MPA have to be adjusted. Per Benton County engineering staff, historically, all roadway capacity expanding projects have occurred solely within the MPA.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$1,709,563	\$2,989,557	\$11,249,236	\$15,948,356
Expansion Budget	\$6,428,725	\$11,242,078	\$42,302,176	\$59,972,979
Total Budget	\$8,138,288	\$14,231,635	\$53,551,412	\$75,921,335

FIGURE 8.7 – PROJECTED COUNTY TRANSPORTATION REVENUE AMOUNTS FOR BENTON COUNTY WITHIN THE MPA ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION.

Data courtesy of Benton County Highway Department.

DRAFT

SHERBURNE COUNTY

Approximately 9 percent of Sherburne County’s roadway network falls within the APO’s planning area. Therefore, for purposes of this analysis, it was assumed that approximately 9 percent of the budgeted revenue would be allocated to the MPA.

However, for major system preservation or expansion projects needing more than the assumed allocation of 9 percent, Sherburne County has the ability to redistribute resources from its overall transportation budget to maintain, operate, and expand its roadway network within the MPA.

OVERALL HISTORICAL FINANCIAL CONDITION

The transportation budget for Sherburne County is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of Sherburne County from 2008 through 2017.

Of note, per Sherburne County engineers, the county has not spent any of its transportation dollars on capacity expanding projects within this time frame.

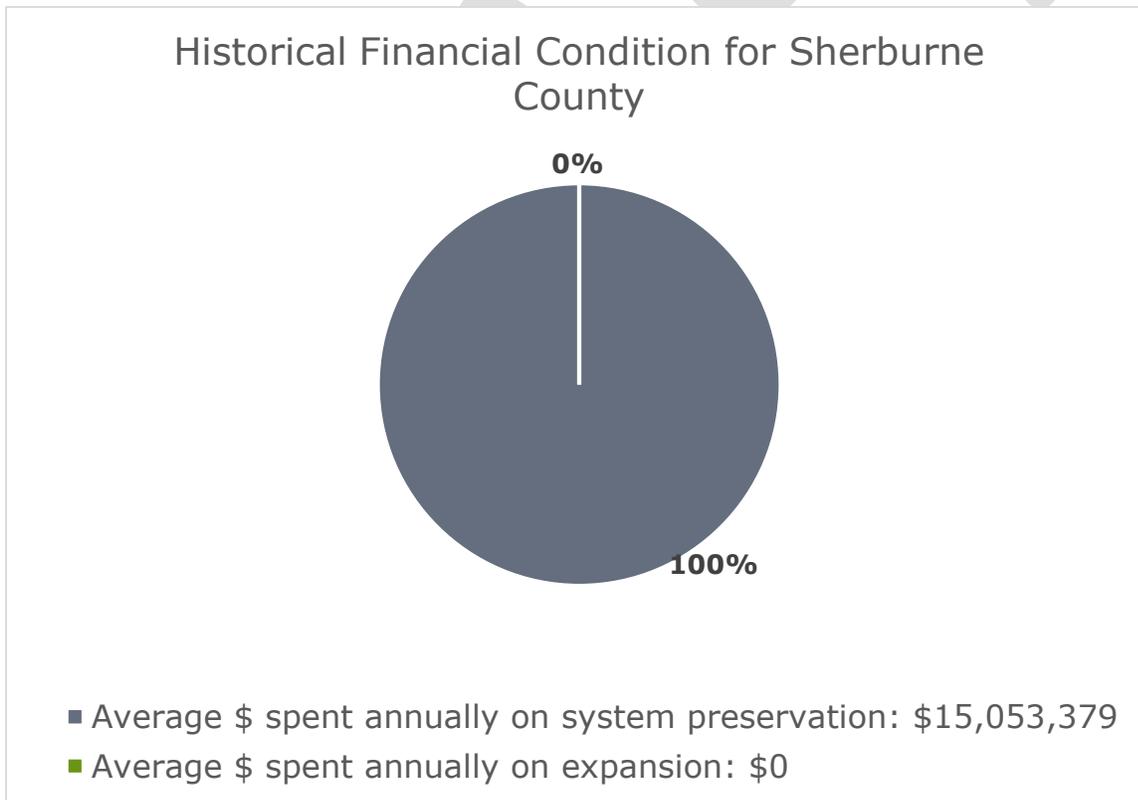


FIGURE 8.11 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN SHERBURNE COUNTY FROM 2008 THROUGH 2017.

Data courtesy of Sherburne County Highway Department.

Year	System Preservation Expenditures	Expansion Expenditures	Total County Investment
2008	\$12,158,138	\$0	\$12,158,138
2009	\$13,053,816	\$0	\$13,053,816
2010	\$10,416,412	\$0	\$10,416,412
2011	\$14,875,533	\$0	\$14,875,533
2012	\$16,951,863	\$0	\$16,951,863
2013	\$15,330,074	\$0	\$15,330,074
2014	\$20,358,007	\$0	\$20,358,007
2015	\$18,414,656	\$0	\$18,414,656
2016	\$11,745,584	\$0	\$11,745,584
2017	\$17,229,707	\$0	\$17,229,707
Total	\$150,533,790	\$0	\$150,533,790
Average	\$15,053,379	\$0	\$15,053,379
Percentage of Total County Expense	100%	0%	100%

FIGURE 8.12 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN SHERBURNE COUNTY FROM 2008 THROUGH 2017.
 Data courtesy of Sherburne County Highway Department.

HISTORICAL FINANCIAL CONDITION WITHIN APO’S MPA

As stated previously, about 9 percent of Sherburne County’s roadways fall within the APO’s MPA. In order to approximate the budget expended within the APO’s planning area, Sherburne County has estimated about 9 percent of funding for system preservation allocations.

Again, it should be noted that Sherburne County has not had any capacity expanding projects within this time frame.

Historical Financial Condition for Sherburne County within APO's MPA

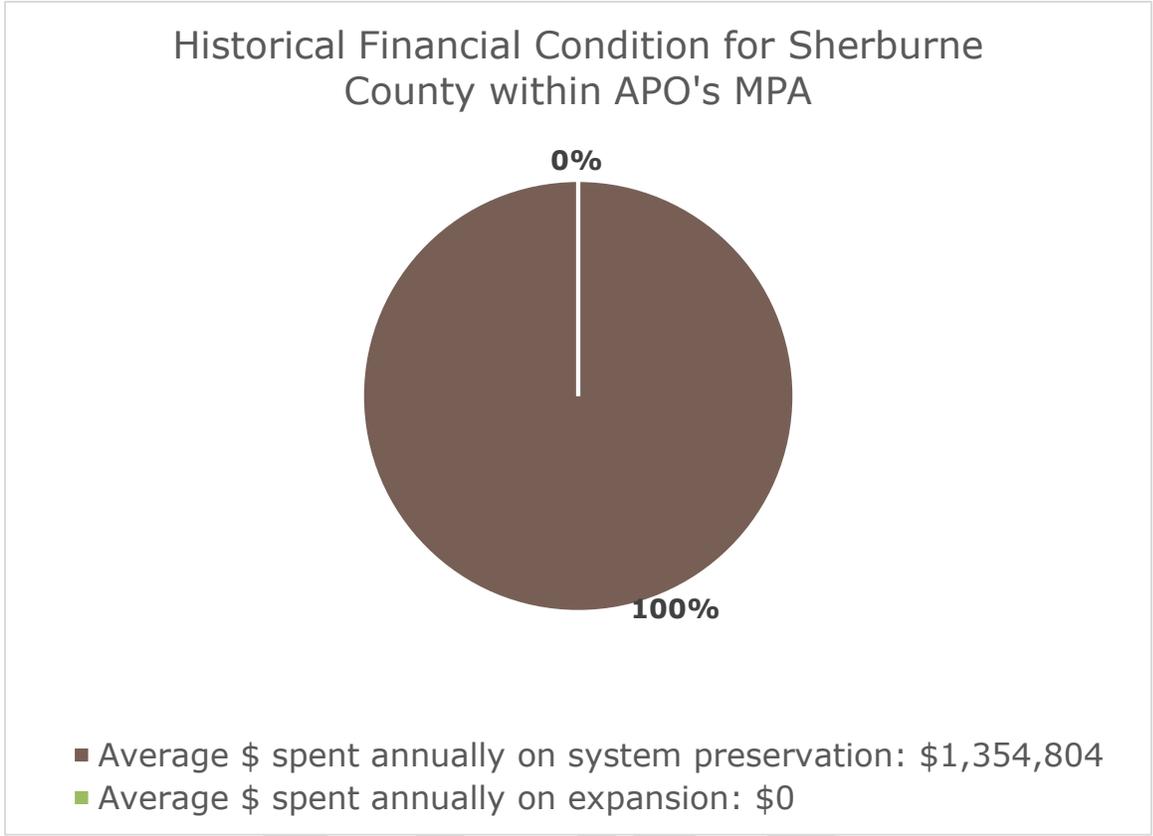


FIGURE 8.13 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE PORTION OF SHERBURNE COUNTY WITHIN THE APO'S MPA.
Data courtesy of Sherburne County Highway Department.

Year	System Preservation Expenditures	Expansion Expenditures	Total County Investment
2008	\$1,094,232	\$0	\$1,094,232
2009	\$1,174,843	\$0	\$1,174,843
2010	\$937,477	\$0	\$937,477
2011	\$1,338,798	\$0	\$1,338,798
2012	\$1,525,668	\$0	\$1,525,668
2013	\$1,379,707	\$0	\$1,379,707
2014	\$1,832,221	\$0	\$1,832,221
2015	\$1,657,319	\$0	\$1,657,319
2016	\$1,057,103	\$0	\$1,057,103
2017	\$1,550,674	\$0	\$1,550,674
Total	\$13,548,041	\$0	\$13,548,041
Average	\$1,354,804	\$0	\$1,354,804
Percentage of Total County Expense	100%	0%	100%

FIGURE 8.14: LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE PORTION OF SHERBURNE COUNTY WITHIN THE APO'S MPA.
 Data courtesy of Sherburne County Highway Department.

OVERALL FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, local funding such as that for counties comes from a variety of different sources. It is assumed that with these sources, Sherburne County can reasonably estimate its future financial condition.

Historically speaking, Sherburne County has not expended any of its funding toward capacity expansion projects. However, it is assumed that this status could potentially change over the duration of this plan. Therefore, APO staff have split the anticipated revenues to account for the potential addition of a capacity expansion project. This split is reflected as 80 percent of the anticipated revenues being allocated to system preservation; the remaining 20 percent being allocated to expansion.

Thus, the following table details the revenues that Sherburne County can reasonably expect to be available for overall split into the two categories accordingly.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$55,296,916	\$96,699,154	\$363,863,753	\$515,859,823
Expansion Budget	\$13,824,230	\$24,174,791	\$90,965,946	\$128,964,967
Total Budget	\$69,121,146	\$120,873,945	\$454,829,699	\$644,824,790

FIGURE 8.15 – PROJECTED COUNTY TRANSPORTATION REVENUE AMOUNTS FOR SHERBURNE COUNTY ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION.

Data courtesy of Sherburne County Highway Department.

FUTURE FINANCIAL CONDITION WITHIN APO MPA

Using a similar approach to determining historical financial revenues for the portion of Sherburne County within the APO’s MPA, it can be reasonably assumed that approximately 9 percent of the entire county’s system preservation budget will be expended within the MPA.

As for the expansion revenue allocations, a similar 80/20 split has been done to reasonably anticipate future potential capacity expansion projects.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$4,976,721	\$8,702,922	\$32,747,730	\$46,427,373
Expansion Budget	\$1,244,181	\$2,175,732	\$8,186,940	\$11,606,853
Total Budget	\$6,220,903	\$10,878,654	\$40,934,670	\$58,034,226

FIGURE 8.16 – PROJECTED COUNTY TRANSPORTATION REVENUE AMOUNTS FOR SHERBURNE COUNTY WITHIN THE MPA ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION.

Data courtesy of Sherburne County Highway Department.

STEARNS COUNTY

Approximately 18 percent of Stearns County’s roadway network falls within the APO’s planning area. Therefore, for purposes of this analysis, it was assumed that approximately 18 percent of the budgeted revenue would be allocated to the MPA.

However, for major system preservation or expansion projects needing more than the assumed allocation of 18 percent, Stearns County has the ability to redistribute resources from its overall transportation budget to maintain, operate, and expand its roadway network within the MPA.

OVERALL HISTORICAL FINANCIAL CONDITION

The transportation budget for Stearns County is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of Stearns County from 2008 through 2017.

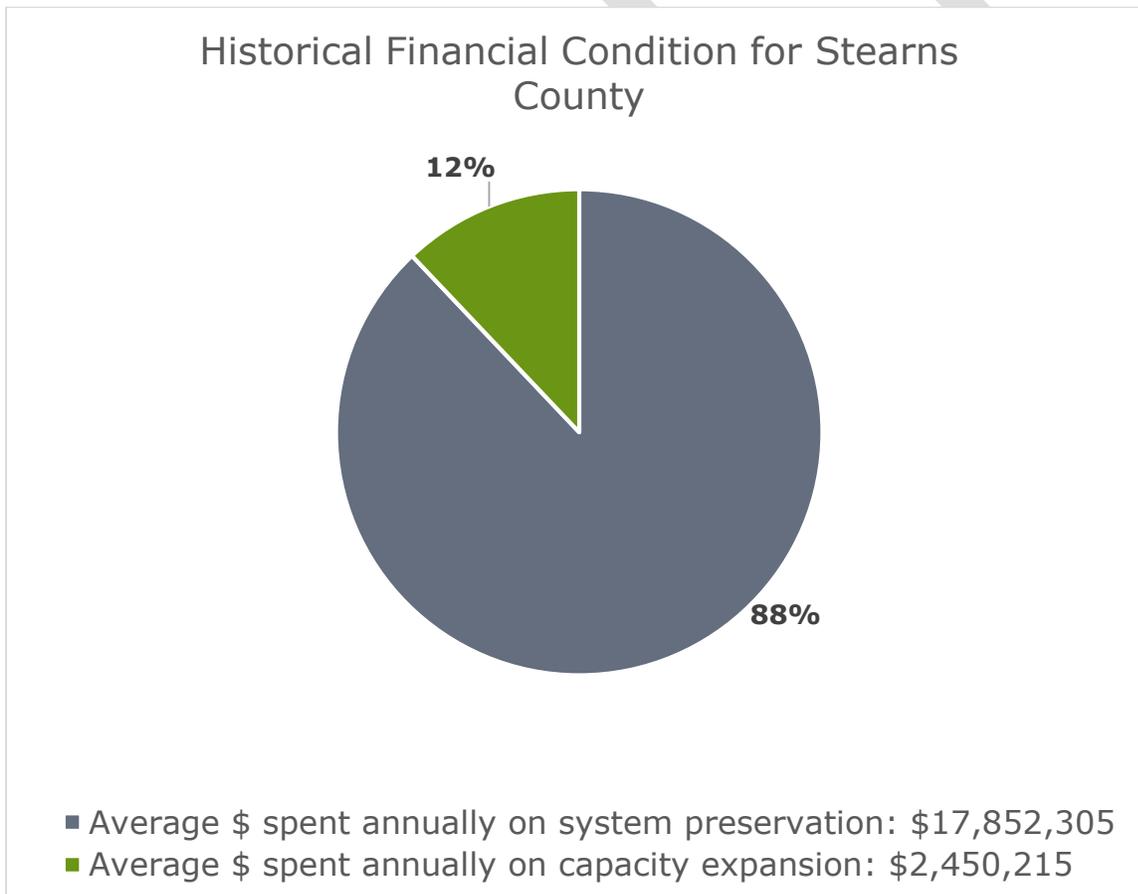


FIGURE 8.20 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN STEARNS COUNTY FROM 2008 THROUGH 2017.

Data courtesy of Stearns County Highway Department.

Year	System Preservation Expenditures	Expansion Expenditures	Total County Investment
2008	\$12,840,000	\$600,000	\$13,440,000
2009	\$11,571,000	\$4,000,000	\$15,571,000
2010	\$14,810,000	\$0	\$14,810,000
2011	\$15,779,480	\$13,000,000	\$28,779,480
2012	\$19,235,253	\$3,232,149	\$22,467,402
2013	\$21,553,328	\$2,450,000	\$24,003,328
2014	\$25,337,708	\$0	\$25,337,708
2015	\$22,305,722	\$0	\$22,305,722
2016	\$17,754,405	\$1,220,000	\$18,974,405
2017	\$17,336,156	\$0	\$17,336,156
Total	\$178,523,052	\$24,502,149	\$203,025,201
Average	\$17,852,305	\$2,450,215	\$20,302,520
Percentage of Total County Expense	88%	12%	100%

FIGURE 8.21 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN STEARNS COUNTY FROM 2008 THROUGH 2017.

Data courtesy of Stearns County Highway Department.

HISTORICAL FINANCIAL CONDITION WITHIN APO'S MPA

As stated previously, about 18 percent of Stearns County's roadways fall within the APO's MPA. In order to approximate the budget expended within the APO's planning area, Stearns County has estimated about 18 percent of funding for system preservation allocations. Of note, all of the capacity expansion projects within the county during these 10 years have occurred within the portion of the county within the MPA, thus skewing the system preservation to expansion ratio within the MPA.

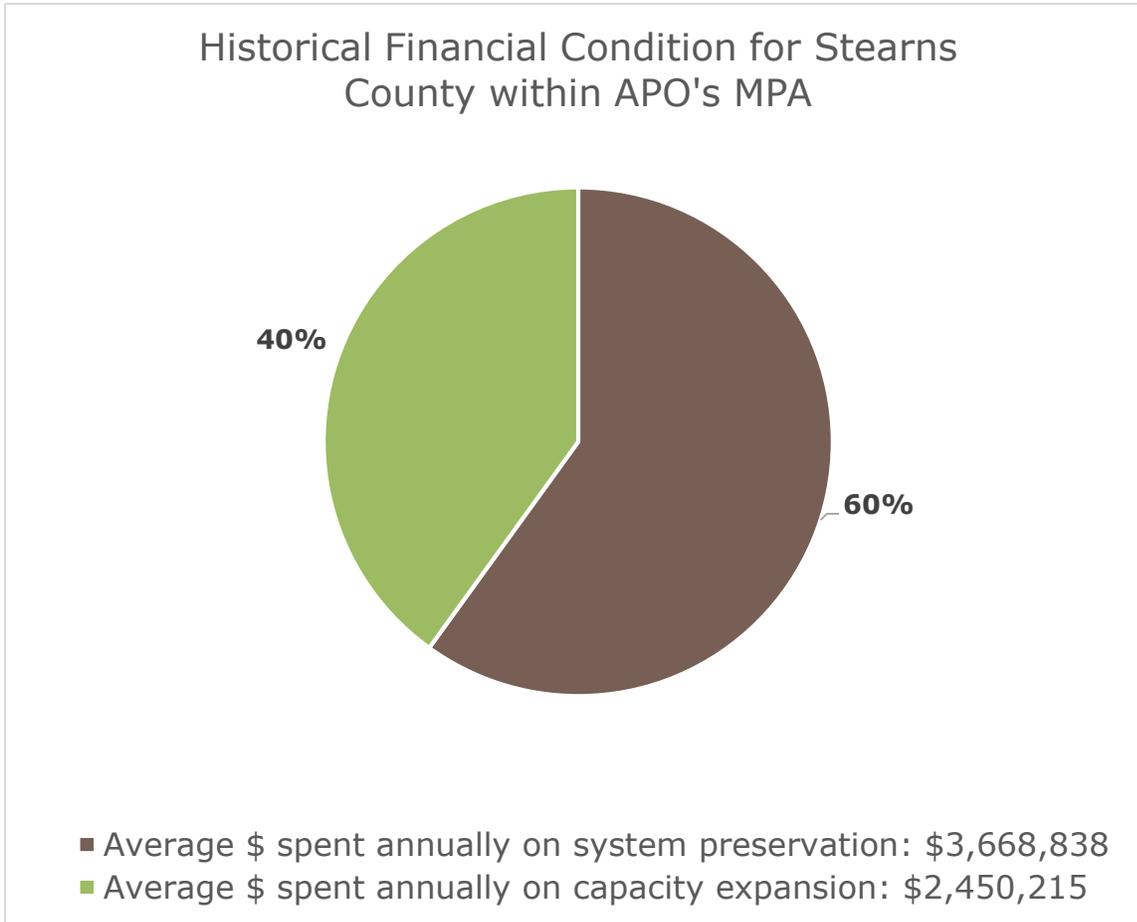


FIGURE 8.22 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE PORTION OF STEARNS COUNTY WITHIN THE APO'S MPA.
Data courtesy of Stearns County Highway Department.

Year	System Preservation Expenditures	Expansion Expenditures	Total County Investment
2008	\$1,884,000	\$600,000	\$2,484,000
2009	\$3,244,000	\$4,000,000	\$7,244,000
2010	\$2,474,000	\$0	\$2,474,000
2011	\$2,318,390	\$13,000,000	\$15,318,390
2012	\$7,647,846	\$3,232,149	\$10,879,995
2013	\$6,313,225	\$2,450,000	\$8,763,225
2014	\$3,288,670	\$0	\$3,288,670
2015	\$6,173,953	\$0	\$6,173,953
2016	\$1,421,185	\$1,220,000	\$2,641,185
2017	\$1,923,110	\$0	\$1,923,110
Total	\$36,688,379	\$24,502,149	\$61,190,528
Average	\$3,668,838	\$2,450,215	\$6,119,053
Percentage of Total County Expense	60%	40%	100%

FIGURE 8.23 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE PORTION OF STEARNS COUNTY WITHIN THE APO’S MPA.

Data courtesy of Stearns County Highway Department.

OVERALL FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, local funding such as that for counties comes from a variety of different sources. It is assumed that with these sources, Stearns County can reasonably estimate its future financial condition. Based upon the expenditure of funds between 2008 and 2017, the following table details the revenues that Stearns County can reasonably expect to be available for overall system preservation and capacity expansion.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$81,973,077	\$143,348,449	\$539,397,733	\$764,719,259
Expansion Budget	\$11,250,741	\$19,674,463	\$74,031,920	\$104,957,124
Total Budget	\$93,223,818	\$163,022,912	\$613,429,653	\$869,676,383

FIGURE 8.24 – PROJECTED COUNTY TRANSPORTATION REVENUE AMOUNTS FOR STEARNS COUNTY ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION.

Data courtesy of Stearns County Highway Department.

FUTURE FINANCIAL CONDITION WITHIN APO MPA

Using a similar approach to determining historical financial budgets for the portion of Stearns County within the APO’s MPA, it can be reasonably assumed that approximately 18 percent of the entire county’s system preservation budget will be expended within the MPA.

However, based on historical trends, capacity expansion budgets for the portion of the county within the MPA have to be adjusted. Per Stearns County engineering staff, historically, all roadway capacity expanding projects have occurred solely within the MPA.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$16,846,337	\$29,459,626	\$110,851,954	\$157,157,917
Expansion Budget	\$11,250,741	\$19,674,463	\$74,031,920	\$104,957,124
Total Budget	\$28,097,078	\$49,134,089	\$184,883,874	\$262,115,041

FIGURE 8.25 – PROJECTED COUNTY TRANSPORTATION REVENUE AMOUNTS FOR STEARNS COUNTY WITHIN THE MPA ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION.

Data courtesy of Stearns County Highway Department.

DRAFT

CITY OF SAINT CLOUD

HISTORICAL FINANCIAL CONDITION

The transportation budget for the City of Saint Cloud is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of the city from 2008 through 2017.

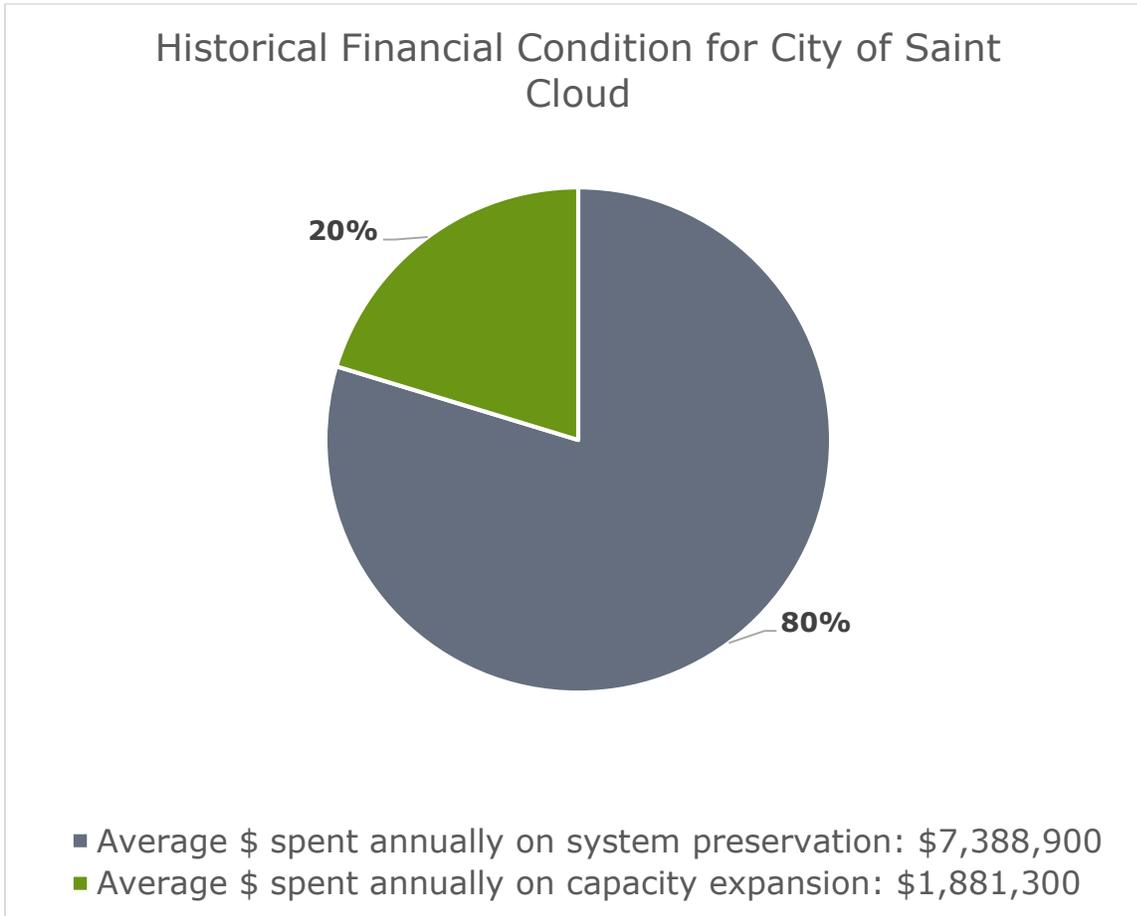


FIGURE 8.30 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SAINT CLOUD FROM 2008 THROUGH 2017

Data courtesy of City of Saint Cloud

Year	System Preservation Expenditures	Expansion Expenditures	Total City Investment
2008	\$10,032,000	\$0	\$10,032,000
2009	\$9,646,000	\$0	\$9,646,000
2010	\$4,478,000	\$2,050,000	\$6,528,000
2011	\$3,582,500	\$2,780,000	\$6,362,500
2012	\$2,150,000	\$4,250,000	\$6,400,000
2013	\$3,600,000	\$4,443,000	\$8,043,000
2014	\$11,530,000	\$1,600,000	\$13,130,000
2015	\$9,840,000	\$1,440,000	\$11,280,000
2016	\$8,480,500	\$2,250,000	\$10,730,500
2017	\$10,550,000	\$0	\$10,550,000
Total	\$73,889,000	\$18,813,000	\$92,702,000
Average	\$7,388,900	\$1,881,300	\$9,270,200
Percentage of Total City Expense	80%	20%	100%

FIGURE 8.31 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SAINT CLOUD

Data courtesy of City of Saint Cloud

FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, local funding such as that for cities comes from a variety of different sources. It is assumed that with these sources, the City of Saint Cloud can reasonably estimate its future financial condition. Based upon the expenditure of funds between 2008 and 2017, the following table details the revenues that the City of Saint Cloud can reasonably expect to be available for system preservation and capacity expansion.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$33,927,880	\$59,330,566	\$223,251,614	\$316,510,060
Expansion Budget	\$8,638,433	\$15,106,253	\$56,842,461	\$80,587,147
Total Budget	\$42,566,314	\$74,436,819	\$280,094,076	\$397,097,208

FIGURE 8.32 – PROJECTED CITY TRANSPORTATION REVENUE AMOUNTS FOR SAINT CLOUD ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION.

Data courtesy of City of Saint Cloud.

CITY OF SAINT JOSEPH

HISTORICAL FINANCIAL CONDITION

The transportation budget for the City of Saint Joseph is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of the city from 2008 through 2017.

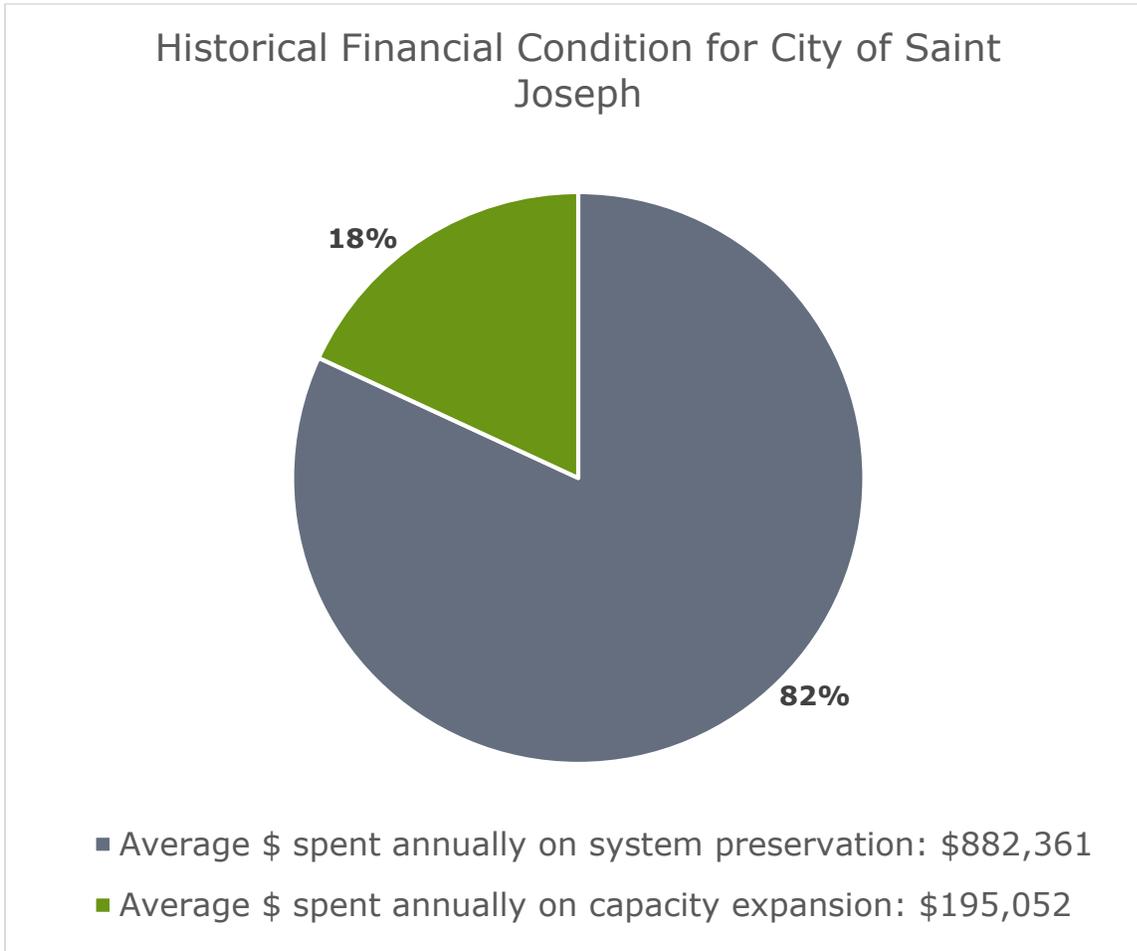


FIGURE 8.37 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SAINT JOSEPH FROM 2008 THROUGH 2017

Data courtesy of City of Saint Joseph

Year	System Preservation Expenditures	Expansion Expenditures	Total City Investment
2008	\$1,104,977	\$0	\$1,104,977
2009	\$463,279	\$0	\$463,279
2010	\$1,081,416	\$0	\$1,081,416
2011	\$607,102	\$0	\$607,102
2012	\$375,254	\$0	\$375,254
2013	\$776,613	\$0	\$776,613
2014	\$1,908,827	\$0	\$1,908,827
2015	\$1,200,636	\$0	\$1,200,636
2016	\$604,680	\$916,594	\$1,521,274
2017	\$700,822	\$1,033,923	\$1,734,745
Total	\$8,823,606	\$1,950,517	\$10,774,123
Average	\$882,361	\$195,052	\$1,077,412
Percentage of Total City Expense	82%	18%	100%

FIGURE 8.38 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SAINT JOSEPH

Data courtesy of City of Saint Joseph

FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, local funding such as that for cities comes from a variety of different sources. It is assumed that with these sources, the City of Saint Joseph can reasonably estimate its future financial condition. Based upon the expenditure of funds between 2008 and 2017, the following table details the revenues that the City of Saint Joseph can reasonably expect to be available for system preservation and capacity expansion.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$4,051,569	\$7,085,084	\$26,660,060	\$37,796,713
Expansion Budget	\$895,627	\$1,566,207	\$5,893,391	\$8,355,225
Total Budget	\$4,947,196	\$8,651,291	\$32,533,451	\$46,151,938

FIGURE 8.39 – PROJECTED CITY TRANSPORTATION REVENUE AMOUNTS FOR SAINT JOSEPH ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION

Data courtesy of City of Saint Joseph

CITY OF SARTELL

HISTORICAL FINANCIAL CONDITION

The transportation budget for the City of Sartell is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of the city from 2008 through 2017.

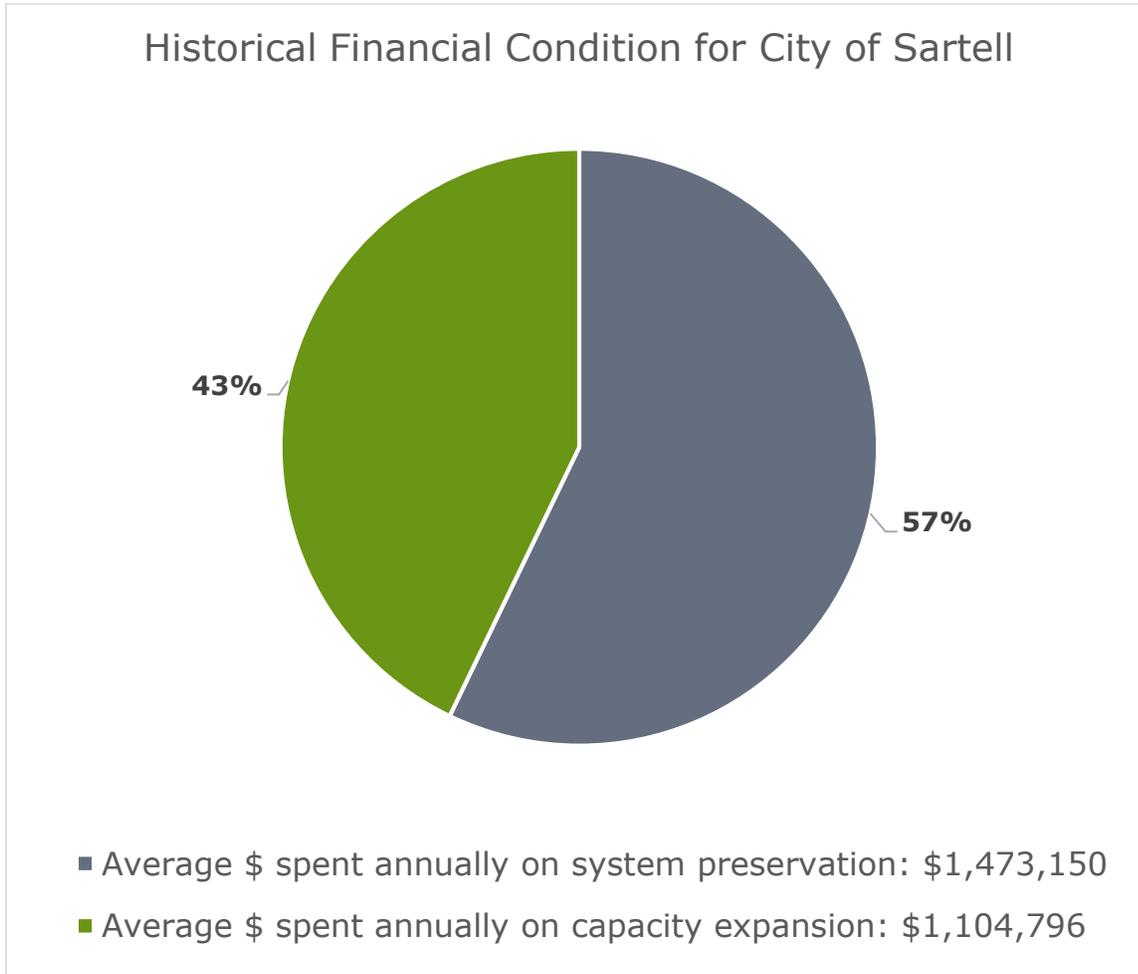


FIGURE 8.43 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SARTELL FROM 2008 THROUGH 2017
 Data courtesy of City of Sartell

Year	System Preservation Expenditures	Expansion Expenditures	Total City Investment
2008	\$1,454,616	\$170,411	\$1,625,027
2009	\$881,517	\$1,485,860	\$2,367,377
2010	\$1,114,984	\$1,554,745	\$2,669,729
2011	\$1,319,947	\$0	\$1,319,947
2012	\$947,253	\$809,885	\$1,757,138
2013	\$1,197,314	\$0	\$1,197,314
2014	\$2,028,068	\$0	\$2,028,068
2015	\$1,693,048	\$4,956,596	\$6,649,644
2016	\$1,875,414	\$0	\$1,875,414
2017	\$2,219,341	\$2,070,460	\$4,289,801
Total	\$14,731,502	\$11,047,957	\$25,779,459
Average	\$1,473,150	\$1,104,796	\$2,577,946
Percentage of Total City Expense	57%	43%	100%

FIGURE 8.44 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SARTELL

Data courtesy of City of Sartell

FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, local funding such as that for cities comes from a variety of different sources. It is assumed that with these sources, the City of Sartell can reasonably estimate its future financial condition. Based upon the expenditure of funds between 2008 and 2017, the following table details the revenues that the City of Sartell can reasonably expect to be available for system preservation and capacity expansion.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$7,590,240	\$12,213,724	\$46,671,091	\$66,475,056
Expansion Budget	\$5,072,930	\$8,871,165	\$33,380,804	\$47,324,899
Total Budget	\$12,663,170	\$21,084,890	\$80,051,895	\$113,799,955

FIGURE 8.45 – PROJECTIONS CITY TRANSPORTATION REVENUE AMOUNTS FOR SARTELL ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION

Data courtesy of City of Sartell

CITY OF SAUK RAPIDS

HISTORICAL FINANCIAL CONDITION

The transportation budget for the City of Sauk Rapids is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of the city from 2008 through 2017.

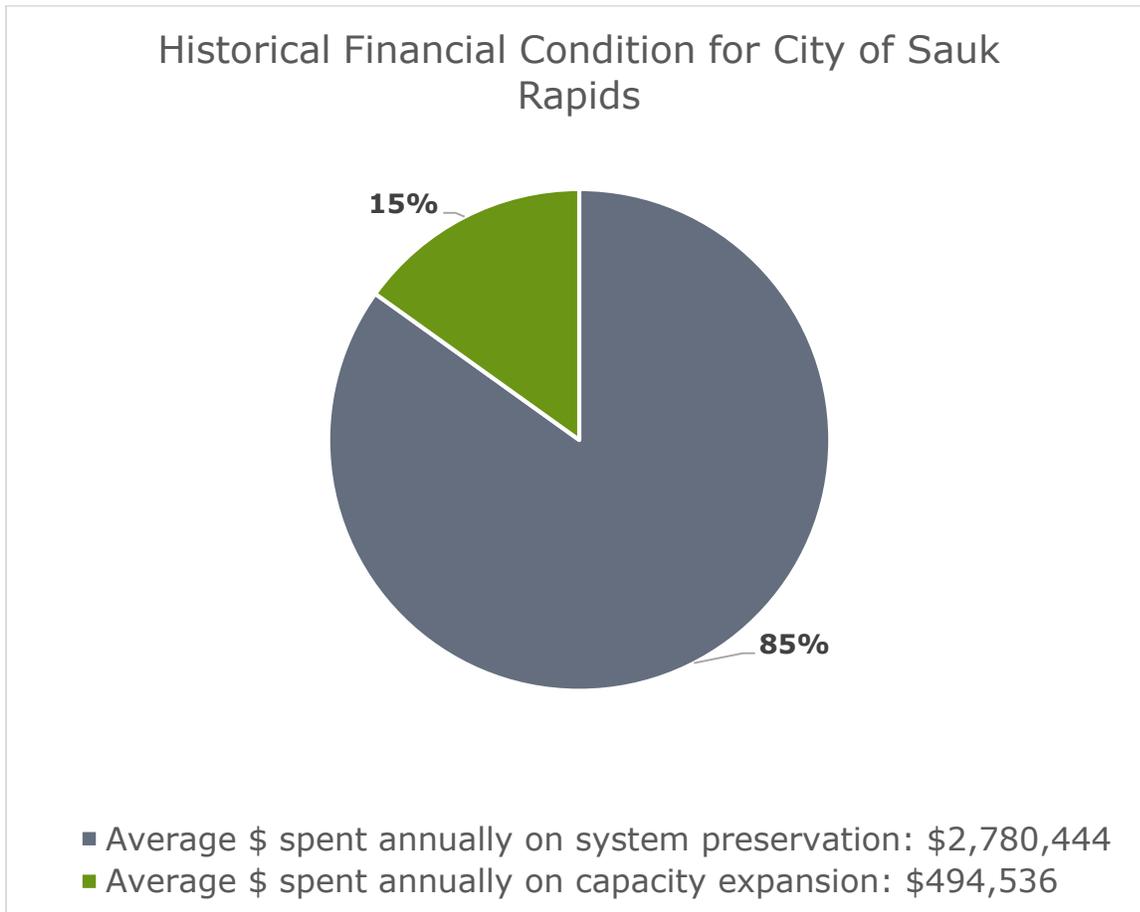


FIGURE 8.50 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SAUK RAPIDS FROM 2008 THROUGH 2017

Data courtesy of City of Sauk Rapids

Year	System Preservation Expenditures	Expansion Expenditures	Total City Investment
2008	\$2,497,114	\$0	\$2,497,114
2009	\$2,507,557	\$0	\$2,507,557
2010	\$2,590,457	\$210,976	\$2,801,433
2011	\$2,586,389	\$186,019	\$2,772,408
2012	\$2,798,178	\$161,063	\$2,959,241
2013	\$1,849,922	\$0	\$1,849,922
2014	\$2,038,671	\$2,957,841	\$4,996,512
2015	\$4,432,645	\$642,806	\$5,075,451
2016	\$2,465,817	\$781,827	\$3,247,644
2017	\$4,037,690	\$4,826	\$4,042,516
Total	\$27,804,440	\$4,945,358	\$32,749,798
Average	\$2,780,444	\$494,536	\$3,274,980
Percentage of Total City Expense	85%	15%	100%

FIGURE 8.51 – LOCAL INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE CITY OF SAUK RAPIDS

Data courtesy of City of Sauk Rapids

FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, local funding such as that for cities comes from a variety of different sources. It is assumed that with these sources, the City of Sauk Rapids can reasonably estimate its future financial condition. Based upon the expenditure of funds between 2008 and 2017, the following table details the revenues that the City of Sauk Rapids can reasonably expect to be available for system preservation and capacity expansion.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$19,517,091	\$25,506,425	\$90,979,577	\$136,003,093
Expansion Budget	\$0	\$400,000	\$0	\$400,000
Total Budget	\$19,517,091	\$25,906,425	\$90,979,577	\$136,403,093

FIGURE 8.52 – PROJECTED CITY TRANSPORTATION REVENUE AMOUNTS FOR SAUK RAPIDS ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION

Data courtesy of City of Sauk Rapids

CITY OF WAITE PARK

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 for the city. According to Public Works Director Bill Schluez, the city had reconfigured the way it had allocated funds for transportation, therefore, basing our assumptions on the past would not be an accurate representation.

Schluez has therefore provided APO staff with a future financial condition for anticipated revenues based off of the three primary funding sources the city anticipates receiving over the duration of MAPPING 2045: the general fund, sales tax, and state aid.

These funds were lumped together under system preservation. However, to account for the potential for roadway capacity expansion, APO and city staff determined that splitting this funding under an 80/20 ratio – 80 percent would be allocated to system preservation, 20 percent for capacity expansion – would provide the city with a buffer in the event a capacity expansion project was identified.

The following table is a reflection of the future financial condition for the City of Waite Park with all of the above items mentioned taken into account.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$5,856,000	\$10,033,970	\$29,016,337	\$44,906,307
Expansion Budget	\$1,464,000	\$2,508,492	\$7,254,084	\$11,226,576
Total Budget	\$7,320,000	\$12,542,462	\$36,270,421	\$56,132,883

FIGURE 8.56 – PROJECTED CITY TRANSPORTATION REVENUE AMOUNTS FOR WAITE PARK ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION

Data courtesy of City of Waite Park

MINNESOTA DEPARTMENT OF TRANSPORTATION

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

The APO's MPA is part of MnDOT D3. Approximately 308 lane miles – a split between roughly 289 lane miles of rural roadway and just over 18 lane miles of urban roadway – within the APO's planning area fall under the jurisdiction of MnDOT D3 as of the drafting of this plan. This is equal to roughly 7.7 percent of the district.

Similar to the counties – as described in the sections above – MnDOT D3's budget and expenditure must be considered in two ways.

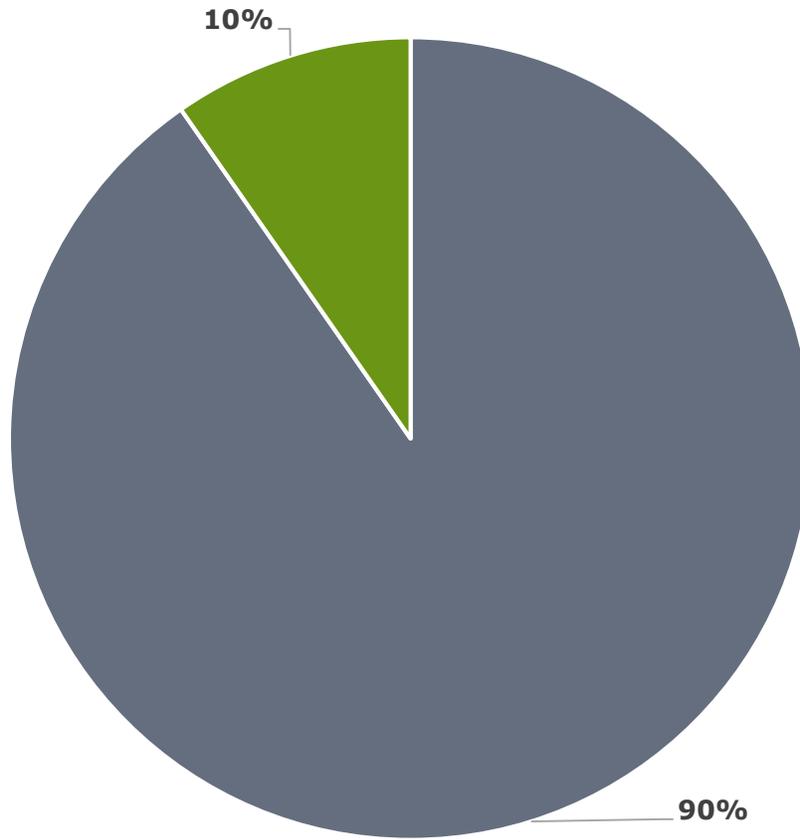
The first is what would reasonably be expected to be budgeted and expended within the APO's MPA. The MPA only accounts for 7.7 percent of the district. Therefore, for purposes of this analysis, it was assumed that approximately 7.7 of the budgeted revenue would be allocated to the MPA.

However, for major system preservation or expansion projects needing more than the assumed allocation of 7.7 percent, MnDOT has the ability to redistribute resources from its overall transportation budget to maintain, operate, and expand its roadway network within the MPA.

OVERALL HISTORICAL FINANCIAL CONDITION

The transportation budget for MnDOT D3 is broken down into two categories: System Preservation and Expansion. The analysis below details the historical financial condition of MnDOT D3 from 2008 through 2017.

Historical Financial Condition for MnDOT D3



- Average \$ spent annually on system preservation: \$98,853,707
- Average \$ spent annually on capacity expansion: \$10,605,200

FIGURE 8.66 – STATE INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN MNDOT D3 OVERALL

Data courtesy of MnDOT D3

Year	System Preservation Expenditures	Expansion Expenditures	Total State Investment
2008	\$93,071,353	\$9,406,322	\$102,477,675
2009	\$119,588,111	\$11,000,000	\$130,588,111
2010	\$107,965,172	\$0	\$107,965,172
2011	\$87,570,556	\$0	\$87,570,556
2012	\$85,448,774	\$30,959,481	\$116,408,255
2013	\$95,408,924	\$4,827,778	\$100,236,702
2014	\$84,586,402	\$0	\$84,586,402
2015	\$104,075,557	\$0	\$104,075,557
2016	\$114,865,331	\$49,858,419	\$164,723,750
2017	\$95,956,886	\$0	\$95,956,886
Total	\$988,537,066	\$106,052,000	\$1,094,589,066
Average	\$98,853,707	\$10,605,200	\$109,458,907
Percentage of Total State Expense	90%	10%	100%

FIGURE 8.67 – STATE INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN MNDOT D3 OVERALL
 Data courtesy of MnDOT D3

HISTORIC FINANCIAL CONDITION WITHIN APO MPA

As stated previously, about 7.7 percent of MnDOT D3 roadways fall within the APO’s MPA. In order to approximate the budget expended within the APO planning area, MnDOT has estimated about 7.7 percent of funding for system preservation allocations. Of note, the costs reflected under the preservation projects column below are the actual dollar amounts allocated for non-capacity expanding roadway projects occurring within the APO’s MPA.

Year	Maintenance Operations (7.7% of Total)	Districtwide Set Asides (7.7% of Total)	Preservation Projects	System Preservation Total Within APO MPA
2008	\$1,948,000	\$1,367,905	\$0	\$3,315,905
2009	\$1,948,000	\$1,097,650	\$21,053,350	\$24,081,000
2010	\$2,008,000	\$1,275,689	\$20,505,312	\$23,789,001
2011	\$2,008,000	\$1,026,665	\$871,507	\$3,906,172
2012	\$2,070,000	\$1,231,151	\$1,657,133	\$4,958,284
2013	\$2,070,000	\$1,395,492	\$3,889,389	\$7,354,881
2014	\$2,134,000	\$1,194,784	\$1,612,837	\$4,941,621
2015	\$2,134,000	\$1,640,401	\$24,939,140	\$28,713,541
2016	\$2,200,000	\$1,397,151	\$15,730,970	\$19,328,121
2017	\$2,200,000	\$1,823,163	\$813,155	\$4,836,318
Total	\$20,720,000	\$13,450,050	\$91,054,793	\$125,224,843

FIGURE 8.68 – A BREAKDOWN SUMMARY OF FUNDING SOURCES THAT CONTRIBUTE INTO THE HISTORICAL LOOK AT SYSTEM PRESERVATION IN MNDOT D3 WITHIN THE SAINT CLOUD MPA
Data courtesy of MnDOT D3

The above totals are combined with capacity expansion numbers – which, similar to preservation projects are the actual dollar amounts allocated for projects occurring within the APO’s MPA – to paint the historical financial condition for MnDOT D3 within the MPA.

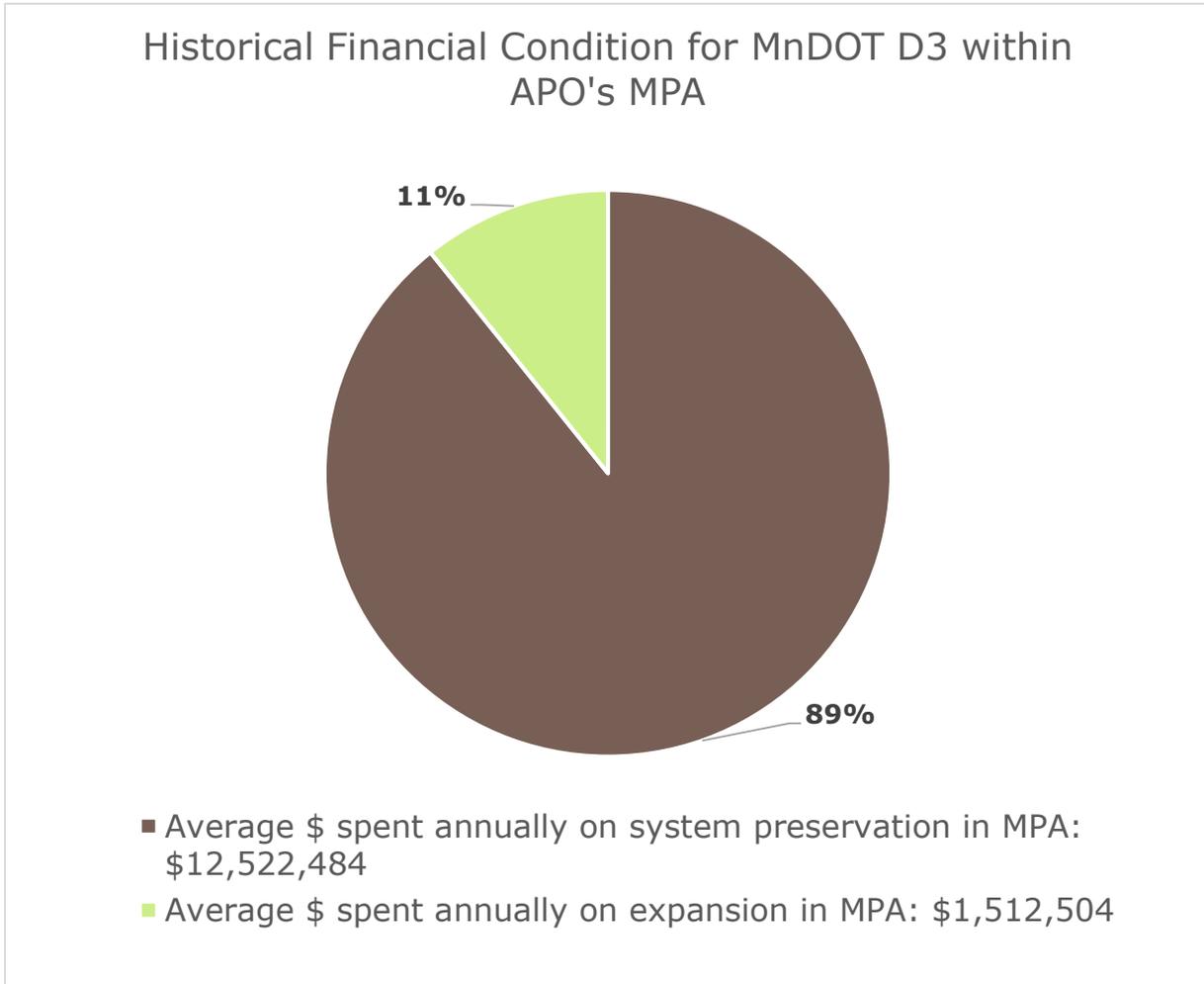


FIGURE 8.69 – STATE INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE PORTION OF MNDOT D3 WITHIN THE MPA
Data courtesy of MnDOT D3

Year	System Preservation Expenditures	Expansion Expenditures	Total State Investment
2008	\$3,315,905	\$0	\$3,315,905
2009	\$24,081,000	\$0	\$24,081,000
2010	\$23,789,001	\$0	\$23,789,001
2011	\$3,906,172	\$0	\$3,906,172
2012	\$4,958,284	\$14,159,481	\$19,117,765
2013	\$7,354,881	\$965,556	\$8,320,437
2014	\$4,941,621	\$0	\$4,941,621
2015	\$28,713,541	\$0	\$28,713,541
2016	\$19,328,121	\$0	\$19,328,121
2017	\$4,836,318	\$0	\$4,836,318
Total	\$125,224,843	\$15,125,037	\$140,349,880
Average	\$12,522,484	\$1,512,504	\$14,034,988
Percentage of Total State Expense	89%	11%	100%

FIGURE 8.70 – STATE INVESTMENT ON SYSTEM PRESERVATION AND EXPANSION WITHIN THE PORTION OF MNDOT D3 WITHIN THE MPA
 Data courtesy of MnDOT D3

OVERALL FUTURE FINANCIAL CONDITION

As stated at the beginning of the chapter, state dollars – primarily utilized by MnDOT – come from a variety of different sources. It is assumed that with these sources, MnDOT D3 can reasonably estimate its future financial condition. The following tables details what MnDOT D3 is budgeting for in terms of: 1) System Preservation and 2) Overall.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total by Time Band
Maintenance Operations	\$113,737,000	\$183,723,000	\$577,576,000	\$875,036,000
Districtwide Set Asides	\$86,558,075	\$157,263,200	\$489,973,000	\$733,794,275
Preservation Construction Program	\$358,072,738	\$663,438,120	\$2,034,636,000	\$3,056,146,858
System Preservation Total Budget	\$558,367,813	\$1,004,424,320	\$3,102,185,000	\$4,664,977,133

FIGURE 8.71 – A BREAKDOWN SUMMARY OF FUNDING SOURCES THAT WILL CONTRIBUTE INTO THE FUTURE REVENUE STREAMS FOR SYSTEM PRESERVATION FOR MNDOT D3

Data courtesy of MnDOT D3

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$558,367,813	\$1,004,424,320	\$3,102,185,000	\$4,664,977,133
Expansion Budget	\$217,000,000	\$0	\$0	\$217,000,000
Total Budget	\$775,367,813	\$1,004,424,320	\$3,102,185,000	\$4,881,977,133

FIGURE 8.72 – PROJECTED TRANSPORTATION REVENUE AMOUNTS FOR MNDOT D3 ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION

Data courtesy of MnDOT D3

FUTURE FINANCIAL CONDITION WITHIN APO MPA

Just like the tables above, MnDOT D3 has budgeted for both system preservation and overall budget for the portion of the district within the APO’s MPA.

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
Maintenance Operations	\$8,757,749	\$14,146,671	\$44,473,352	\$67,377,772
Districtwide Set Asides	\$6,664,972	\$12,109,266	\$37,727,921	\$56,502,159
Preservation Construction Program	\$42,174,000	\$23,363,000	\$124,841,000	\$190,378,000
System Preservation Total Budget	\$57,596,721	\$49,618,937	\$207,042,273	\$314,257,931

FIGURE 8.73 – A BREAKDOWN SUMMARY OF FUNDING SOURCES THAT WILL CONTRIBUTE INTO THE FUTURE REVENUE STREAMS FOR SYSTEM PRESERVATION FOR MNDOT D3 WITHIN THE APO'S MPA
Data courtesy of MnDOT D3

Funding Allocations	Short-Term (2020-2023)	Mid-Range (2024-2029)	Long-Range (2030-2045)	Total
System Preservation Budget	\$57,596,721	\$49,618,937	\$207,042,273	\$314,257,931
Expansion Budget	\$0	\$0	\$0	\$0
Total	\$57,596,721	\$49,618,937	\$207,042,273	\$314,257,931

FIGURE 8.74 – PROJECTED TRANSPORTATION REVENUE AMOUNTS FOR MNDOT D3 WITHIN THE APO'S MPA ALLOCATED BY SYSTEM PRESERVATION AND EXPANSION
Data courtesy of MnDOT D3

SAINT CLOUD METRO BUS

FINANCIAL CONDITION

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

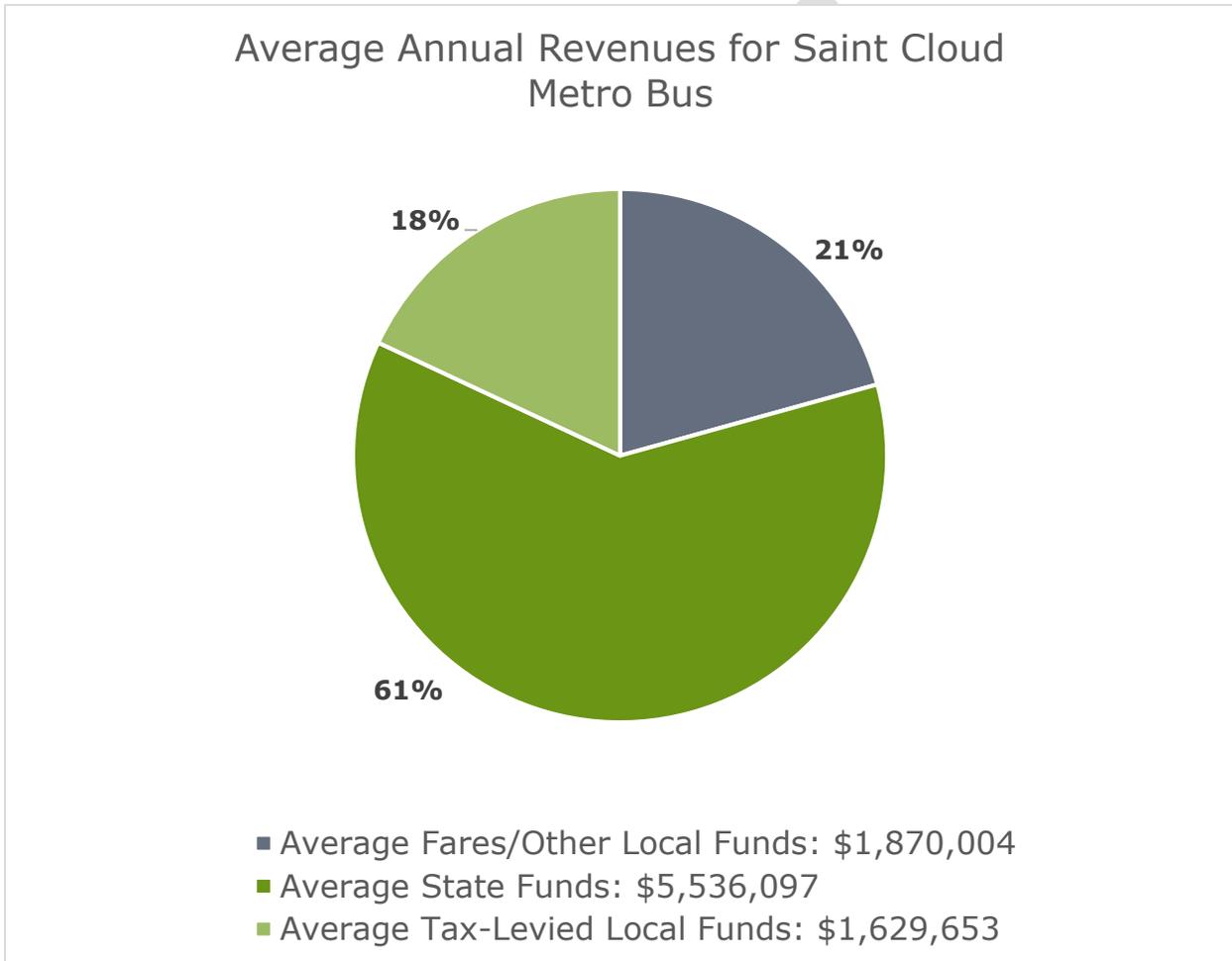


FIGURE 8.61 – HISTORIC SPLIT OF LOCAL AND STATE REVENUES FOR SAINT CLOUD METRO BUS FROM 2008 THROUGH 2017

Data courtesy of Saint Cloud Metro Bus

Year	Fares/Other Local Funds	State Funds	Tax-Levied Local Funds	Total Local Funds
2008	\$1,510,966	\$3,506,840	\$1,323,863	\$6,341,670
2009	\$1,630,649	\$1,352,392	\$1,308,286	\$4,291,327
2010	\$1,680,491	\$3,093,707	\$1,556,838	\$6,331,036
2011	\$1,814,684	\$1,895,624	\$1,499,701	\$5,210,009
2012	\$1,863,927	\$2,409,037	\$1,069,528	\$5,342,493
2013	\$1,937,840	\$1,739,493	\$1,056,722	\$4,734,055
2014	\$2,176,080	\$13,275,907	\$1,068,621	\$16,520,607
2015	\$2,092,306	\$7,174,978	\$2,467,058	\$11,734,341
2016	\$2,160,173	\$8,565,188	\$2,467,387	\$13,192,748
2017	\$1,832,920	\$12,347,804	\$2,478,528	\$16,659,252
Total	\$18,700,036	\$55,360,970	\$16,296,532	\$90,357,538
Average	\$1,870,004	\$5,536,097	\$1,629,653	\$9,035,754
Percentage of Total Local Funds	21%	61%	18%	100%

FIGURE 8.62 – HISTORIC SPLIT OF LOCAL AND STATE REVENUES FOR SAINT CLOUD METRO BUS FROM 2008 THROUGH 2017

Data courtesy of Saint Cloud Metro Bus

Based upon the historical information provided by Saint Cloud Metro Bus, it can reasonably be assumed that these same funding sources would be available to the transit commission over the duration of this plan. However, it is anticipated that the growth rates for these revenue sources will be less than the historical average of 3.1 percent year-over-year. Per recommendations by Metro Bus, it can safely be assumed growth rates for these funding sources would be closer to 1.5 percent year-over-year. The historic average annual revenue numbers were projected out to the year 2045, and summed into the time bands shown below.

Transit Funding Source	Short-Term Projected Funds (2020-2023)	Mid-Range Projected Funds (2024-2029)	Long-Range Projected Funds (2030-2045)	Total Projected Funds
Fares/Other Local Funds	\$7,999,446	\$12,928,900	\$40,126,923	\$61,055,269
State Funds	\$23,682,145	\$38,275,663	\$120,475,830	\$182,433,639
Tax-Levied Local Funds	\$6,971,279	\$11,267,153	\$35,464,299	\$53,702,731
Total Projected Local Funds	\$38,652,870	\$62,471,716	\$196,067,052	\$297,191,638

FIGURE 8.63 – PROJECTED LOCAL FUNDING SOURCES FOR SAINT CLOUD METRO BUS
 Data courtesy of Saint Cloud Metro Bus and Saint Cloud APO

PROVING FISCAL CONSTRAINT

In order to demonstrate fiscal constraint, we must look at both system preservation and capacity expansion when comparing budgeted revenue and project costs.

SYSTEM PRESERVATION FISCAL CONSTRAINT

As stated above, system preservation encompasses a wide variety of work that is designed to preserve and maintain the existing roadway. However, it is impractical to forecast all of the various construction work that will take place on any given roadway within the MPA over the duration of this long-range plan. Therefore, APO staff have narrowed the project selection for system preservation noted in the plan to major reconstructions on the functional class system. These projects are often times more expensive, involve a lot more work, and are more likely to receive some sort of federal financial aid.

Major reconstruction projects to be undertaken through 2045 were identified by each jurisdiction and MnDOT. Cost estimates were received for these projects based off the scope and level of work needed to be completed. Those estimates were provided to the APO in 2019 dollars.

Based off the October 2018 Cost Estimate Inflation Conversion Factor provided by MnDOT (See Appendix I), APO staff were able to inflate the cost of each project to the time bands and/or year desired by the agency/jurisdiction.

Projects listed within a specific year in the Short-Term (2020-2023) that are currently receiving federal funding have already been included in the [APO's FY 2020-2023 Transportation Improvement Program](#) (<https://bit.ly/2LFKUjF>). These projects have already been inflated to year of expenditure dollars and have been proven to be fiscally constrained.

For projects identified in the Short-Term, Mid- or Long-Range (those lacking a specific year), cost estimates were inflated to a base of 2021, 2027, and 2038 respectively.

Fiscal constraint was then determined by comparing the projected system preservation budget for the time band with the projects identified to be completed during that same period. If there was sufficient funding to complete the project, that project has been determined to be fiscally constrained.

If a project cannot be completed in the desired time band, the project is then pushed back to the next time band. If the project is still unable to be fiscally constrained, the project is incorporated into the Illustrative List. If additional funding becomes available in the future, projects on the Illustrative List are first in line to receive that funding.

CAPACITY EXPANSION FISCAL CONSTRAINT

Similar to system preservation, capacity expansion projects were identified by each jurisdiction and MnDOT. Those entities, along with APO staff, worked to prioritize each of these projects to identify realistic and necessary capacity expanding projects that can be both undertaken and financed throughout the duration of MAPPING 2045.

Refined cost estimates were developed by SRF Consulting Group, Inc. and were provided to APO staff in 2017 dollar amounts. Based off the October 2018 Cost Estimate Inflation Conversion Factor provided by MnDOT (again, see Appendix I), APO staff were able to inflate the cost of each project to the time bands and/or year desired by the agency/jurisdiction.

Projects listed within a specific year in the Short-Term (2020-2023) that are currently receiving federal funding have already been included in the [APO's FY 2020-2023 Transportation Improvement Program](https://bit.ly/2LFKUjF) (<https://bit.ly/2LFKUjF>). These projects have already been inflated to year of expenditure dollars and have been proven to be fiscally constrained.

For projects identified in the Short-Term, Mid- or Long-Range (those lacking a specific year), cost estimates were inflated to a base of 2021, 2027, and 2038 respectively.

Fiscal constraint was then determined by comparing the projected expansion budget for the time band with the list of prioritized projects. If there was sufficient funding to complete the project, that project has been determined to be fiscally constrained.

If a project cannot be completed in the desired time band, the project is then pushed back to the next time band. If the project is still unable to be fiscally constrained, the project is incorporated into the Illustrative List. If additional funding becomes available in the future, projects on the Illustrative List are first in line to receive that funding.

FISCAL CONSTRAINT FOR COUNTIES/MNDOT

It is important to note that calculating fiscal constraint for the three counties and MnDOT D3 varies from the individual jurisdictions. 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 D3 to provide both historical and future financial condition 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.

METRO BUS FISCAL CONSTRAINT

Similar to system preservation among the municipalities, counties, and MnDOT D3, it is hard to reasonable predict all of the system preservation and maintenance activities needed in order to continue operations at Saint Cloud Metro Bus.

However, one factor that has some predictability is the replacement of rolling revenue stock. In order to maintain a State of Good Repair (SGR), Metro Bus has a fleet replacement schedule for each of the buses within its fleet. Depending upon the bus type – Class 400 (typically Dial-a-Ride), Commuter Buses (Northstar Link), or Class 700 (Fixed Route) – a Useful Life Benchmark (ULB) is maintained by year. These replacement cycles dictate when Metro Bus should replace a vehicle in order to stay within SGR.

While it is yet unclear if Metro Bus is planning on expanding its current fleet, we can safely assume that all of the buses within its current fleet will be replaced to maintain the level of service provided.

Therefore, for Metro Bus, fiscal constraint is determined solely off of the fleet replacement schedule.

Fiscal constraint by agency and/or jurisdiction is demonstrated in Chapter 9.