

OVERVIEW OF FINANCIAL RESOURCES

As stated previously, Region 7W directly has responsibility for programming projects as part of the ATP process. Region 7W currently receives 33 percent of the local target or 3.14 million. **Figure 29** shows transportation funding sources. Currently, transportation-funding sources are inadequate to meet the region's needs for maintaining and expanding its transportation system.

PUBLIC INVOLVEMENT

Public Meetings

The public provided input into the plan through various ways including open house meetings and a regional survey.

Open house meetings were held in all four counties in May of 2002. The meetings were considered a success with over 60 people attending the four meetings. **Appendix C** includes a list of comments received at the meetings. Some of the major issues identified by the public included the need for additional funding for transportation, the need for the development of transportation alternatives such as commuter bus, feeder transit systems, commuter rail, bike/pedestrian facilities and the need to coordinate transportation and land use planning including managing access.

Public Survey

In July 2003, surveys were mailed to 1,500 households in Region 7W. A total of 520 surveys were returned, representing a 35 percent return rate. Of those, 400 were used, which represents a reliability factor of ± 4.9 percent at a 95 percent confidence level. The majority of survey respondents stated their mode of transportation was car/truck, and they commuted on a regular basis. Commuters were asked about how increased traffic would change their travel behavior. The majority said that they would leave earlier/later for work. The top three transportation issues were congestion, population growth and road rage. The majority of survey respondents indicated that maintaining current roadways should be the top priority for funding followed by constructing new roadways and new transit options. A summary of the survey is in the **Appendix D**.

TRANSPORTATION FUNDING SOURCES

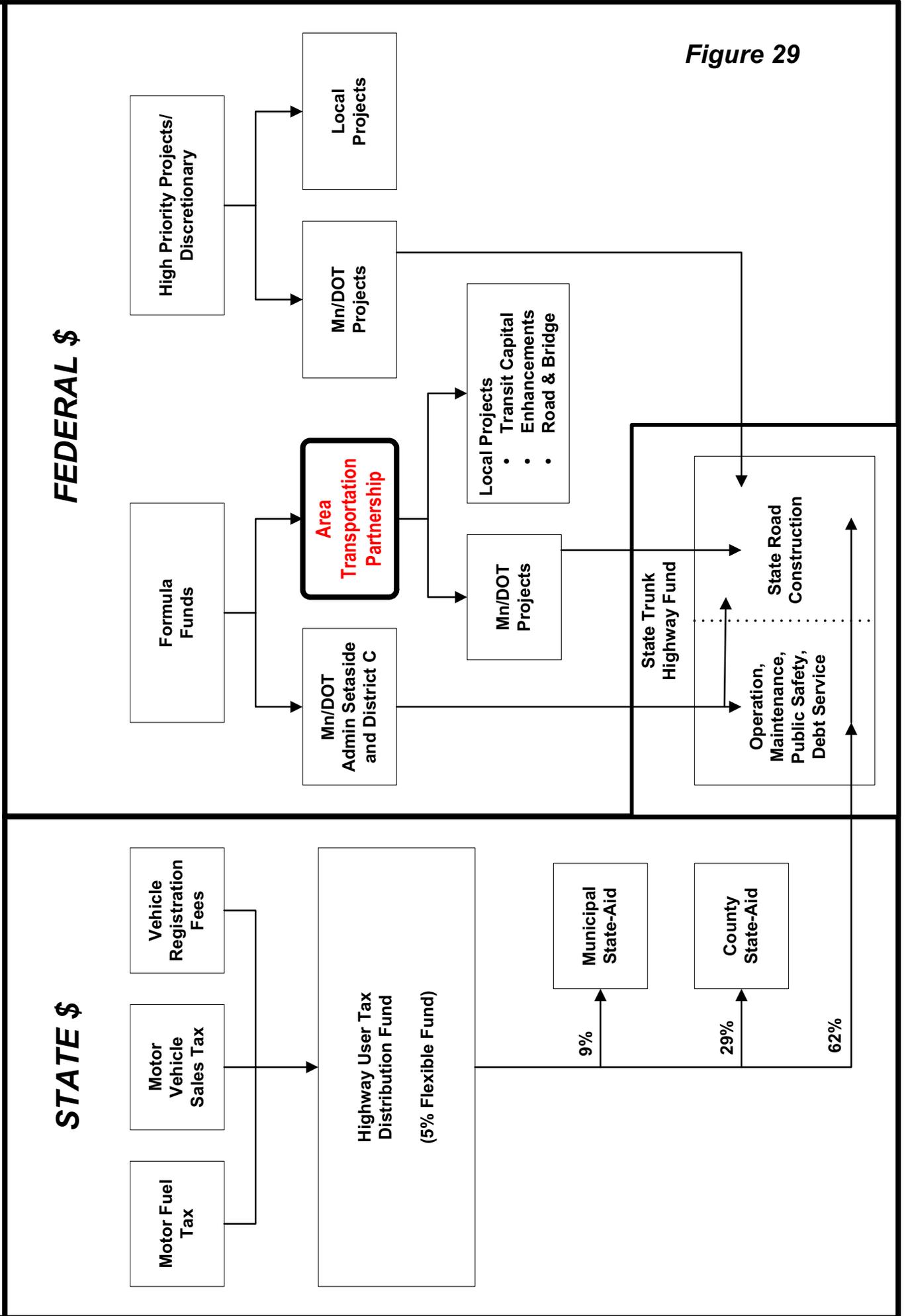


Figure 29

PLANNING DIRECTION

Vision Statement

The Region 7W Transportation Policy Board adopted the following vision statement to provide a framework for the plan:

To develop an equitable and comprehensive transportation plan for Region 7W that promotes safety, protects past investments; promotes partnerships; provides reasonable access and mobility for movement of people and goods; offers transportation choices; offers transportation for the traveling public; contributes to social, economic, and environmental well being of the region; and enhances the quality of life of the citizens of Region 7W.

Goals, Objectives and Evaluation Criteria

Goals and objectives provide direction for the Region 7W Transportation Plan (**Table 12**). They also provide a framework for implementation of the plan. Evaluation criteria have also been developed in order to monitor progress towards implementation.

Table 12
Region 7W
Goals, Objectives and Evaluation Criteria

Goal	Objective	Evaluation Criteria
<ul style="list-style-type: none"> Provide reasonable access and mobility to improve transportation system performance 	<ul style="list-style-type: none"> Support projects which reduce access and are consistent with access management guidelines Support projects that serve to reduce congestion and improve travel times Develop access management plans/policies on well-traveled highways 	<ul style="list-style-type: none"> Number of projects that have access management components Number of projects that improve level of service Number of access management plans adopted on well-traveled highways
<ul style="list-style-type: none"> Support regional development and growth to support socio-economic goals of the region 	<ul style="list-style-type: none"> Improve connections between major growth centers 	<ul style="list-style-type: none"> Number of projects on highways functionally classified as minor arterials
<ul style="list-style-type: none"> Promote regional projects and multi-jurisdictional cooperation 	<ul style="list-style-type: none"> Support projects that benefit multiple jurisdictions 	<ul style="list-style-type: none"> Number of projects, which benefit more than one local unit of government
<ul style="list-style-type: none"> Support the development of facilities promoting carpooling, public transit, bicycling, and walking 	<ul style="list-style-type: none"> Support transit services, which serve “regional needs” Support multi-modal projects 	<ul style="list-style-type: none"> Number of regional transit services Number of multi-modal projects

Goal	Objective	Evaluation Criteria
<ul style="list-style-type: none"> Support projects that can be delivered on schedule 	<ul style="list-style-type: none"> Reduce the number of projects which are delayed 	<ul style="list-style-type: none"> Number and percent of projects which are let in the original program year
<ul style="list-style-type: none"> Support projects that improve safety and security of the transportation system 	<ul style="list-style-type: none"> Support projects which will reduce crashes, with the priority to prevent fatalities and incapacitating injuries Support projects at high crash locations 	<ul style="list-style-type: none"> Number of projects which include safety components Number of projects that address high crash locations Reduction in crashes after project completion
<ul style="list-style-type: none"> Preserve the region's existing transportation assets 	<ul style="list-style-type: none"> Support preservation projects 	<ul style="list-style-type: none"> Number of miles of highway preserved Number of miles requiring preservation work
<ul style="list-style-type: none"> Coordinate transportation and land use decisions 	<ul style="list-style-type: none"> Support local units of government in the area of access management Support official mapping Encourage the development of local access management plans 	<ul style="list-style-type: none"> Number of local units of government provided access management education Number of highways with adopted official maps Number of jurisdictions with adopted access management plans incorporated into planning and zoning documents
<ul style="list-style-type: none"> Promote the development of a long-range funding plan in the state 	<ul style="list-style-type: none"> Educate legislators about 7W transportation funding priorities Educate the public on alternative sources of funding 	<ul style="list-style-type: none"> Number of legislators provided with a copy of the Region 7W Legislative Platform Number of times funding information is provided to the public
<ul style="list-style-type: none"> Support an interregional transportation system and development of transportation alternatives such as "Northstar Commuter Rail" 	<ul style="list-style-type: none"> Support projects which benefit the IRC system 	<ul style="list-style-type: none"> Number of projects which are on the IRC system or provide improved connections to the IRC system
<ul style="list-style-type: none"> Enhance and protect environmental quality, historical resources and communities 	<ul style="list-style-type: none"> Support projects that protect environmental, historical and community resources 	<ul style="list-style-type: none"> Number of projects that include enhancements to environmental, historical or community resources

POLICY RECOMMENDATIONS

Policy recommendations have also been developed, which support the region's goals and objectives. The Region 7W policies provide a guide for setting transportation funding priorities.

Roadways

- Major construction and reconstruction projects should incorporate access management improvements.
- Projects that provide inter-county connections should be high priority for funding.
- Encourage projects that benefit and include more than one jurisdiction.
- Projects which include safety improvements such as intersection improvements, turn lanes, shoulder widening should be high priority for funding.
- Projects, which provide economic benefit through improved safety and travel times, should be high priority for funding.

Rail

- Support grade crossing safety improvements.
- Support the implementation of Northstar Commuter Rail.

Public Transit

- Support the development of inter-county service.
- Encourage the expansion of services where there is demonstrated need.
- Support the expansion of transit service to park and ride lots where feasible.

Bicycle and Pedestrian

- Trail projects which have been identified in the Central Minnesota Regional Parks and Trail Plan and the Wright County Park Plan should receive higher priority for funding.

Park and Ride / Park and Pool

- Support the use of park and ride and park and pool lots in order to reduce congestion.
- Support the maintenance of existing park and ride and park and pool lots.

Freight

- Support the improvement of connections to major freight generators.
- Accommodate trucks in the design of major road construction projects.
- Support improvements needed on roadways with significant truck volumes; in particular, bridge and pavement deficiencies affecting trucks.

Airports

- Support adequate connections to airport facilities.

Funding

- Increased transportation funding should be a high priority.

IMPLEMENTATION

Improvements to the Region 7W transportation system are implemented at the city, county, regional and state levels. As stated previously, Region 7W has the responsibility to prioritize local projects that receive federal formula funds through the Central Minnesota Area Transportation Partnership.

State

Mn/DOT District 3 is in the process of completing its FY 2006 - 2008 Area Transportation Improvement Program (ATIP). The ATIP identifies state and local projects that are funded in the near term. The District is also in the process of developing the District Plan for FY 2008-2030. Projects recommended in the FY 2008-2030 Plan are identified in three time periods for completion: short-term (FY 2008-2014), mid-term (FY 2015-2023) and long-term (FY 2024-2030). **Table 13** shows the projects identified in the ATIP and District Plan.

Local

Currently, Region 7W has projects programmed in the ATIP for FY 2005-2007 and is in the process of identifying FY 2008 projects. **Table 14** shows the projects programmed in FY 2005-2008.

Local Bridges that are on the bridge needs list are shown in **Table 15**. These projects have been submitted for local bridge bonding. Local bridge needs are shown in **Appendix E**.

CONCLUSION

Region 7W will need to continue to work together with the state, other regions and transportation groups to plan future projects as well as secure adequate funding to meet the growing transportation needs of the area. Region 7W has identified a number of projects to improve the regional and state transportation system. Funding is recommended for these local transportation priorities because they provide benefits beyond their individual jurisdictions:

- Secure right of way and related infrastructure improvements to increase safety and provide additional capacity, including additional lanes, improved access and transit services, where appropriate, in the Highway 55 Corridor between I-494 in Hennepin County and the western limits of the City of Annandale.
- Support and pursue funding to construct and operate Northstar Commuter Rail.
- Upgrade Highway 101 – U.S. Highway 169 to a rural freeway between Rogers and Princeton.
- Construct the Sauk Rapids Bridge.
- Address Highway 10 safety and capacity needs.

- Construct the I-94/Highway 10 Interregional Connection (new Mississippi River crossing).
- Support and pursue funding to construct the Dayton Bridge.
- Establish a new state highway route between County Road 22 in Anoka County and County Road 33 /U.S. Highway 169 interchange in Sherburne County.
- Pursue funding to expand Highway 23 to four-lane from Paynesville to Richmond and to construct Highway 23/County State Aid Highway 8 Rockville interchange.

The Region 7W Plan should be used as a guide in making transportation decisions. In addition, the plan should be a basis to advocate for additional funding for Region 7W.

Transportation is an important to the vitality of the region so it is important the system is both preserved and expanded to provide for a growing population and economy.

**Table 13
Region 7W
FY 2005 - 2030 Projects**

Time Frame	County	TH	Description	Cost (\$)
2005	Multi-Co.	10	Little Falls to Watab (EB & WB) Mill & Overlay	7,296,558
2005	Multi-Co.	55	0.11 Mi. E. of Jct. TH 15 in Kimball to Jct. TH 24 in Annandale, Mill & Overlay	1,361,135
2005	Stearns	23	0.9 Mi. N. TH 55 in Paynesville to W. City Limits of Richmond, Mill & Overlay	1,825,750
2005	Stearns	55	Over Soo Line 2 Mi. E. of Watkins, Replace Bridge #4954	2,430,803
2005	Stearns	94	0.5 Mi. E. of TH 71 near Sauk Centre to 1.9 Mi. W. of TH 237 Near Melrose (EB and WB), Mill and Overlay	2,686,682
2005	Wright	24 & 94	Microsurfacing at various location on I-94 & TH 24 in Wright Co.	1,133,425
2005	Wright	25	N. Limits of Monticello, Overlay Incl. Shoulder paving	546,613
2005	Wright	25	0.26 Mi. S. of CSAH 30 intersection, Correct Vertical Curve	740,181
2006	Multi-Co.	25	TH 10 near Becker to Jct. TH 95, Mill & Overlay Incl. Shoulder Paving	2,055,691
2006	Stearns	10	Jct. TH 10 at Bradley Blvd. in Becker, Intersection Revision	150,000
2006	Stearns	22	Rose Ave. to S. City Limits of Richmond, Incl. Replace Bridge #7134 and Geometric Improvements at Stearns CSAH 9 Intersection	1,378,000
2006	Stearns	23	Landscaping from West of Richmond to End of New 4-Lane near I-94	327,000
2006	Stearns	94	Install Median Cable Guard Rail from Opportunity Drive to 0.1 Mi. W. of WB TH 24 Entrance Ramp in Clearwater	400,000
2006	Wright	25	Construct Left-Turn Lane at CSAH 37 3.7 Mi. N. of Buffalo	372,632
2006	Wright	94	Mn/DOT participation in construction of Wright CSAH 18 interchange	1,600,000
2006	Wright	94	Install Median Cable Guard Rail from TH 241 in St. Michael to E. End Mn/ROAD and from W. End of Mn/ROAD to Wright CSAH 75 E. of Monticello	580,000
2006	Wright	101	Construct Three New Interchanges at Wright CSAH 36, 37, 39 and Overpass at CSAH 42 in Otsego	44,906,000
2006	Wright	241	CSAH 19 in St. Michael To I-94, Expand to 4-Lane	15,000,000
2007	Sherburne	10	At TH 101 Sherburne CR 81/200 th St. Intersection, Signal and Geometric Improvements	250,000
2007	Wright	12	1000 Ft. W. of Bridge Ave. to 1.4 Mi. E. in Delano, Grade and Surface, Incl. Replace Bridges #3622 and RR Bridge #4868	9,500,000
2007	Wright	24	Widen Shoulders from N. Poplar Ave. in Annandale to Jct. I-94 in Clearwater, Incl. Bridge #3622 Replacement	6,540,000
2007	Wright	94	Install Median Cable Guardrail from Wright CR 111 0.3 Mi. W. of Enfield Rest Area Exit to Wright CSAH 75 E. of Monticello	710,000
2007	Wright	94	Redeck Bridges #86813 and #86814 E. of Monticello	3,500,000

Time Frame	County	TH	Description	Cost (\$)
2008	Benton	95	TH 23 to 9.2 Mi. E. of TH 25, Mill & Overlay Incl. Shoulder Paving	1,121,664
2008	Multi-Co.	94	Install Median Cable Gaurdrail from EB Exit Ramp TH 24 in Clearwater to Wright CR 111 0.3 Mi. W. of Enfield Rest Area Exit	670,000
2008	Sherburne	10	At BNSF RR Crossing E. of Big Lake, Install Concrete and High-Tension Cable Median Barrier	256,000
2008	Sherburne	25	Install Dual LTL in NBL at Sherburne Co. CSAH 11 in Monticello	700,000
2008	Stearns	15	Jct. TH 55 in Kimball to Begin 4-Lane Near I-94, Mill & Overlay Incl. Shoulder Paving	2,166,906
2008	Stearns	94	1.3 Mi. E. of Melrose to St. John Exit, Mill & Overlay Incl. Shoulder Paving	3,982,634
2009	Benton	23	TH 95 East of St. Cloud to TH 25 in Foley, 2-4 Lanes	19,186,920
2009	Stearns	71	4.1 N. of Belgrade over North Fork Crow River, Improvement to Bridge #5790	478,664
2010	Wright	25	TH 55 in Buffalo to beginning 4-lane in Monticello, 2-4 Lanes	24,958,450
2011	Sherburne	10	TH 10 over BNSF RR, Improvement to Bridge #5444	2,043,186
2011	Stearns	71	1.4 Mi. N. Jct. I-94 over the Sauk River, Improvement to Bridge #5428	1,500,000
2013	Benton	10	At Benton CSAH 2 in Rice, New Interchange	12,500,000
2013	Stearns	23	.7 Mi E of Paynesville under CPRR, Improvement to Bridge #5247	3,000,000
2014	Sherburne	10	2.7 Mi. W. of Jct. TH 169 over Elk River, Improvement to Bridge #5955	2,561,123
2014	Sherburne	169	At Fremont Ave./Sherburne CSAH 4 in Zimmerman, New Interchange	15,000,000
2015-2023	Sherburne	10	New Interchange at Sherburne CSAH 11 SE of Becker	15,7000,000
2015-2023	Stearns	15	TH 55 to I-94, 2-4 Lanes	31,385,800
2015-2023	Wright	55	Buffalo to Rockford, 2-4 Lanes	20,835,900
2015-2023	Wright	94	I-94 to TH 10 River Crossing	105,000,000
2024-2030	Sherburne	10	TH 10 Big Lake Bypass	75,400,000
2024-2030	Wright	94	TH 101 in Rogers to TH 25 in Monticello, 6 Lanes	94,000,000
2024-2030	Wright	55	Annandale to Buffalo, 2-4 Lanes	36,336,300

Table 14
Region 7W
FY 2005 - 2008 Local Projects

Time Frame	County	TH	Description	Cost (\$)
2005	Multi-Co.	BB	River Rider Transit – Purchase One Bus (Class 400)	54,000
2005	Multi-Co.	BB	Tri-Cap – Purchase One Bus (Class 400)	55,000
2005	Sherburne	CR 45	Grade and Surface from Jct. CSAH 4 N. to CSAH 9 near Elk River	1,600,000
2005	Sherburne	RR	Misc. Highway-RR Crossing Improvements on BNSF Mainline	861,800
2005	Stearns	CR 115	CR 136 to CSAH 7 in St. Augusta, Reconstruct, Incl. Shoulders	1,117,250
2005	Stearns	CSAH 17	0.2 Mi. W. of East St .in Sauk Centre to 0.2 Mi. E. of CR 185, Grade, Base and Bituminous	1,133,600
2005	Stearns	MUN 13	At Mun. 13 (260 th St) in Brooten, Install Signals and Gates	150,000
2005	Stearns	PED/BIKE	Construct Phase IV of Lake Wobegon Trail on Abandoned RR Corridor from Holdingford to Stearns-Morrison Co. Line	390,000
2005	Wright	CSAH 12	Grade and Surface from 1 Mi. S. CR 108 to TH 12 in Montrose	2,400,000
2005	Wright	CSAH 19	Jct. TH 241, Revise Intersection Signal System and Install Turn Lanes	286,200
2005	Wright	Quaday Ave.	NE 78 th St. Wright CSAH 37 in Otsego, Construct new Urban Coll., Incl. Intersection Construction	662,500
2006	Multi-Co.	BB	River Rider - Purchase Bus (Class 400)	55,000
2006	Multi-Co.	BB	Tri Cap – Purchase Bus (Class 400)	55,000
2006	Sherburne	CR 33	TH 169 to 0.5 Mi. W. of Sherburne CR 77, S. of Old Alignment, Construct New Alignment	1,554,384
2006	Sherburne	CSAH 40	CSAH 12 to CSAH 13, Grade, Base & Surface, Incl. Alignment Changes	898,880
2006	Stearns	CR 137	CR 135 (2 nd Ave.) to CSAH 74, Expand to 4-Lane Incl. Curb, Gutter and Storm Sewer, Install Signal at Cass CSAH 74	901,000
2006	Stearns	CSAH 5	Stearns CSAH 2 in St. Stephen to Stearns CSAH 1, Grade, Base & Bit.	1,344,875
2006	Wright	BB	Annandale Transit – Purchase Bus (Class 400)	55,000
2006	Wright	CSAH 17	TH 12 in Delano to Hennepin CSAH 6, Grade, Base & Bituminous	2,893,950
2006	Wright	MSAS 117	TH 25 to TH 55, Construct Urban Collector to Connect to Future Wright CSAH 35 in Buffalo	858,600
2006	Wright	PED/BIKE	Clearwater Athletic Field to Wright CSAH 7, Phase 1 of River Country Regional Bike/Ped Trail	350,913
2006	Wright	PED/BIKE	Construct Ped/Bike Trail from Maple Lake to NEY Co. Regional Park	146,250

Time Frame	County	TH	Description	Cost (\$)
2007	Multi-Co.	BB	River Rider - Purchase Bus (Class 400)	56,000
2007	Multi-Co.	BB	Tri Cap – Purchase Bus (Class 400)	56,000
2007	Sherburne	CR 81	Jct. TH 25 to N. of Sherburne CR 73 Near Big Lake, Grade, Surface, and Realign	1,912,500
2007	Stearns	PED/BIKE	From Paynesville High School to City Park at Lake Koronis, Construct Bike/Ped Trail	326,486
2007	Wright	BB	Annandale Transit – Purchase Bus (Class 400)	57,000
2007	Wright	CSAH 19	From Jct. TH 241 in St. Michael to 57 th St. in Albertville	5,000,000
2008	Benton	CSAH 5	Grade, Base & Bituminous From E. Limits of Gilman to CR 66	1,058,200
2008	Multi-Co.	BB	River Rider Transit – Purchase One Bus (Class 500)	103,000
2008	Multi-Co.	BB	Tri-Cap – Purchase One Bus (Class 400)	58,000
2008	Sherburne	EN	Construct Phase I of Great Northern Trail from Sherburne CSAH 9 to Princeton	148,000
2008	Stearns	CSAH 51	From CSAH 52 to CSAH 2 in St. Joseph Twp. Grade, Base & Bit.	2,090,000
2008	Wright	CSAH 6	Grade, Base & Bituminous from TH 55 to TH 24 E. of Annandale	2,200,000

Table 15
Region 7W
FY 2005 - 2007 Local Bridge Projects

Time Frame	County	Project No.	Old Bridge No.	TH	Cost (\$)
2005	Benton	05-648-	92691	CSAH 4	130,000
2005	Benton	05-649-	L0023	CR 42	77,000
2005	Benton	05-650-	L0015	CSAH 20	130,000
2005	Sherburne	71-598-	1522	CR 64	350,000
2005	Stearns	73-672-	4641	CSAH 72	130,000
2005	Stearns	73-598-	5911	CR 176	17,000
2005	Stearns	73-598-	73513	CR 186	300,000
2005	Stearns	73-598-	92070	CR 168	75,000
2005	Stearns	73-603-	4881	CSAH 3	140,000
2005	Stearns	73-675-	5417	CSAH 75	160,000
2005	Stearns	73-617-	73501	CSAH 17	380,000
2005	Stearns	73-617-	73504	CSAH 17	130,000
2005	Stearns	73-598-	92007	CR 154	150,000
2005	Wright	86-606-05	7098	CSAH 6	808,993
2005	Wright	86-602-	7192	CSAH 2	380,000
2006	Wright	86-675-	5434	CSAH 75	600,000
2006	Wright	86-640-	90685	CSAH 40	150,000
2007	Wright	86-605-	7164	CSAH 5	370,000
2007	Wright	86-635-	90697	CSAH 35	350,000