

AGENDA

APO POLICY BOARD MEETING

THURSDAY, APRIL 10, 2025 - 4:30 P.M.

SAUK RAPIDS GOVERNMENT CENTER

250 SUMMIT AVENUE NORTH, SAUK RAPIDS, MN 56379



**PLEASE NOTE
DIFFERENT
LOCATION**

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – D*)
 - a. Approve Minutes of March 13, 2025 Policy Board Meeting (*Attachment A*)
 - b. Approve Bills List (*Attachment B*)
 - c. Approve Publication of the Stakeholder Engagement Plan Annual Report (SEPAR) (*Attachment C*)
 - d. Receive Staff Report of March 27 Meeting of the Technical Advisory Committee (*TAC*) (*Attachment D*)
6. Receive Information on the Proposed Holcim Gravel Pit (*Attachment E*), *Lynn Waytashek, Sherburne County Planning & Zoning Administrator*
 - a. **Suggested Action: None, informational and discussion only**
7. Receive 2024 Financial Audit Results (*Attachment F*), *Janel Bitzan, BerganKDV*
 - a. **Suggested Action: None, informational only**
8. Receive Information on MnDOT’s Corridor Planning Effort (*Attachment G*), *Fay Simer, MnDOT Corridor Planning Director*
 - a. **Suggested Action: None, informational and discussion only**
9. Consider Changes to the Roadway Functional Classification System (*Attachment H*), *Brian Gibson, Executive Director*
 - a. **Suggested Action: Approve Changes to the Functional Classification System**
10. Other Business & Announcements
11. Adjournment

English

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Somali

Ururka Qorsheynta Deegaanka ee Cloud Cloud (APO) wuxuu si buuxda u waafaqsanahay Cinwaanka VI ee Xuquuqda Xuquuqda Rayidka ee 1964, Cinwaanka II ee Sharciga Naafada Mareykanka ee 1990, Amarka Fulinta 12898, Amarka Fulinta 13116 iyo qawaaniinta iyo qawaaniinta la xiriira. APO waa u furan tahay dhammaan dadka awooda oo dhan. Qofka u baahan dib-u-habeyn ama dejin, caawimaad gargaar ah, adeegyo turjumaad, adeegyo turjubaan, iwm, si uu uga qeyb galo kulan dadweyne, oo ay ku jiraan helitaanka ajendahaan iyo / ama ku lifaaqan qaab kale, ama luqadda fadlan la xiriir APO. 320-252-7568 ama at admin@stcloudapo.org ugu yaraan toddobo (7) maalmood kahor kulanka.

Spanish

La Organización de Planificación del Área de Saint Cloud (APO en inglés) cumple plenamente con el Título VI de la Ley de Derechos Civiles de 1964, con el Título II de la Ley sobre los Estadounidenses con Discapacidad de 1990), de la Orden Ejecutiva 12898, de la Orden Ejecutiva 13116 y los estatutos y reglamentos relacionados. La APO es accesible para todas las personas de todas las capacidades. Una persona que requiere una modificación o acomodación, ayudas auxiliares, servicios de traducción, servicios de interpretación, etc., para poder participar en una reunión pública, incluyendo recibir esta agenda y/o archivos adjuntos en un formato o idioma alternativo, por favor, contacta a la APO al número de teléfono 320-252-7568 o al admin@stcloudapo.org al menos siete (7) días antes de la reunión.

SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD
Thursday, March 13, 2025 – 4:30 PM

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, March 13, 2025, at 4:30 p.m. Chair Jared Gapinski presided with the following members present:

Mayor Jake Anderson	City of Saint Cloud
Mike Conway	City of Saint Cloud
Tim Elness	City of Sartell
Dottie Seamans	City of Sauk Rapids
Frank Theisen	City of Waite Park
Michael Kedrowski	Metro Bus (Alternate for Ryan Daniel)
Kevin Kluesner	City of St. Joseph (Alternate for Adam Scepaniak)
Joe Perske	Stearns County
Raeanne Danielowski	Sherburne County
Jeff Westerlund	Le Sauk Township

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO
Anne Buckvold	Member of the Public

Absent:

Scott Brodeen	City of Saint Cloud
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- 1. PLEDGE OF ALLEGIANCE**
- 2. INTRODUCTIONS**
- 3. APPROVAL OF AGENDA:**

Ms. Seamans motioned to approve the agenda. Mr. Westerlund seconded the motion. Motion carried.

- 4. PUBLIC COMMENT PERIOD:** There were no members of the public present.
- 5. CONSIDERATION OF CONSENT AGENDA ITEMS:**
 - Approve Minutes of February 13, 2025, Policy Board Meeting
 - Approve February Bills Lists
 - Approve Administrative Modification to the 2025-2028 Transportation Improvement Program (TIP)
 - Receive Staff Report of February 27, 2025, Meeting of the Technical Advisory Committee

Mr. Conway motioned to approve the consent agenda items. Mr. Theisen seconded the motion. Motion carried.

6. CONSIDER APPROVING PUBLICATION OF THE REGIONAL INFRASTRUCTURE INVESTMENT PLAN (RIIP)

Ms. Johnson presented the Regional Infrastructure Investment Plan (RIIP) which is a compilation of local Capital Improvement Programs (CIPs) and the Minnesota Department of Transportation (MnDOT) District 3's Capital Highway Investment Plan (CHIP). This document provides a regional overview of all roadway projects occurring on an annual basis. Changes made to approved CIPs or the CHIP after mid-January 2025 (including projects within the APO's 2025-2028 Transportation Improvement Program) may not be included in the RIIP. The RIIP text explicitly states for the most up-to-date information on projects to contact the respective jurisdiction sponsoring the project.

Ms. Johnson presented the 2025 APO regional transportation projects located in the 2025-2029 RIIP. She presented the regional map, completed projects, budget to actual financials, and delayed projects for 2025. She then presented Benton County's 2026 construction season projects, showing a map of jurisdictional projects, and other local projects, a project overview, and a funding overview.

Ms. Johnson proceeded to explain the difference between the Transportation Improvement Program (TIP) and the Regional Infrastructure Investment Plan (RIIP):

Transportation Improvement Plan (TIP)	Regional Infrastructure Investment Plan
<ul style="list-style-type: none"> • Federally required • Contains only projects receiving federal funding or MnDOT projects. • Must be aligned with the state document – frequent amendments 	<ul style="list-style-type: none"> • APO-specific document • Contains ALL projects regardless of funding source • Not subject to state/federal overview

The purpose of the RIIP is to provide a document for all transportation infrastructure projects occurring within the planning area, to inform commuters of potential construction projects, and to facilitate better interjurisdictional coordination of project development and construction in hopes of minimizing travel delays.

Ms. Johnson presented the 2025-2029 RIIP 2024 construction season transportation projects. She reviewed the regional map, completed projects, budget to actual financials, and delayed projects.

Ms. Johnson went on to state that all projects contained within the RIIP are already included in approved jurisdictional programming documents, and any changes that occur to these projects will not be reflected in the annual document (RIIP).

The RIIP is designed to provide jurisdictions and residents with a more complete picture of the transportation improvement projects occurring within the planning area over a five-year time frame.

Mr. Theisen motioned to publish the Regional Infrastructure Investment Plan (RIIP) as recommended by the TAC. Mr. Anderson seconded the motion. Motion carried.

7. CONSIDER COST-SHARING AGREEMENT

Mr. Gibson started by stating that the APO Board set a goal to establish a regionwide cost-sharing agreement for future beltline roadway projects. The direction from the previous board was to have a holistic conversation regarding the beltline vision and how to fund it.

Mr. Gibson went on to present the origins of the beltline, which began in the 1992 St. Cloud Comprehensive Plan and has been reinforced in subsequent comp plans, as well as the APO transportation plans.

The purpose of the beltway is to have roadway continuity, congestion reduction/mitigation, as well as to provide the public with a roadway to circumnavigate the urban core. The beltway would be a minor arterial roadway with a speed limit of 40-45 mph.

Mr. Gibson presented potential beltline impacts regarding functional class, Vehicle Miles Traveled (VMT), Vehicles Hours Traveled (VHT), potential Vehicle Hours Delayed (VEH-Hour), along with LOS and Lane Miles.

Mr. Gibson presented the project development steps which consist of:

- Planning & Concept Development (Usually APO's role is limited to this step)
- Environmental Assessment (Detailed review of potential environmental impacts, final alignment cannot occur until this step has been completed)
- Final Design (Environmental Assessment must be considered)
- Right-of-Way Acquisition
- Construction

In 2024 the Board set a goal of developing a region-wide agreement on cost-sharing for future beltline projects. The key questions were:

1. Which part(s) of the project development process would be cost-shared regionally, and
2. How would the cost sharing be distributed among the APO members?

The Board asked APO staff to solicit a recommendation from the Technical Advisory Committee (TAC).

At its August 28th meeting, the TAC approved the following recommendations:

1. The cost of the planning phase of any beltline project should be cost-shared among the jurisdictions according to the normal APO cost distribution formula, as usual.
2. When Federal or State funds are being used for a Tier 1 Environmental Impact Statement (EIS), the local-match costs should be shared among the jurisdictions, with the implementing jurisdiction paying 50% of the local match, and the other 50% being distributed among the jurisdictions according to the normal APO cost distribution formula.
3. Tier 2 EISs and all other aspects of project development should be the sole

responsibility of the implementing jurisdiction.

Mr. Gibson went on to define a Tier 1 EIS versus a Tier 2 EIS:

- Tier 1 EIS
 - A broad analysis of environmental consequences of alternatives. It focuses on general issues like location, air quality, and land use. A Tier 1 EIS provides the foundation for future project-level studies and can move forward without funding for future steps being identified.
- Tier 2 EIS
 - A more detailed environmental review that focuses on specific projects and improvements. It addresses site-specific details like project impacts, costs, and mitigation measures, and usually results in 35% design plans. By the time a Tier 2 EIS is submitted for approval, funding for “meaningful progress” needs to be programmed.

Mr. Gibson presented the TAC discussion and considerations:

- Consideration 1
 - City A is developing its portion of the beltline
 - Cities B, C, and D contribute to a Tier 2 EIS
 - City A does not move forward with development
 - Are cities B, C, and D responsible for paying the federal government back?
- Consideration 2
 - Design is a very local decision based on context and land use
 - City A does not want Cities B, C, and D to tell them how to design their facility
- Consideration 3
 - City A would pay 50% of the local match plus its normal share of the other 50%.

Below are the TAC’s recommendations:

TAC Recommendations

<ul style="list-style-type: none"> • Planning • Environmental <ul style="list-style-type: none"> • Tier 1 EIS (Fed \$) • Or any other “scoping” work (Fed\$) 	} Regional	<p><i>Cost-Sharing per APO’s normal distribution formula</i></p> <p><i>50% for implementing jurisdiction; 50% per APO’s normal distribution formula (inclusive)</i></p>
<ul style="list-style-type: none"> • Tier 1 EIS (Non-Fed \$) • Tier 2 EIS • Final Design • Right-of-Way • Construction 	} Individual	

- TAC Vote
 - 6 in favor; 2 opposed; 1 abstention

At the October meeting, the APO Policy Board felt that no decision should be made until after the (then upcoming) elections, and for Mr. Gibson to brief the Board at the March 13, 2025, meeting.

Mr. Perske asked Mr. Theisen if the gravel mining operation is in the way of bringing the beltway to 33rd Avenue South. Mr. Theisen replied that it's a 2-year license and the project will be done before the City of Waite Park would begin construction on the beltway.

Mr. Perske asked if we should really be bringing Le Sauk Township to participate in the funding for beltway projects as St. Wendell Township is not in the APO and is not included in the funding projections.

Ms. Seamans motioned to approve the cost-sharing agreement as recommended by the TAC for the beltline. Mr. Anderson seconded the motion. Motion carried.

8. CONSIDER CHANGES TO REMOTE ATTENDANCE POLICY

Mr. Gibson presented the current remote attendance policy, stating that the APO follows Minnesota's Open Meeting Law (OML). Due to Covid, meetings went to online, and post pandemic we are advised that all meetings return to in-person only. The legislature updated the OML in 2021 and 2023 allowing more options for mixed meetings. Many of our jurisdictions allow mixed meetings.

The OML requires that all members of the Board participating in the meeting, and all members of the public wherever their physical location, must be able to see and hear one another as well as hear and see all discussion and testimony presented at any location of which at least one member is present.

There are technical challenges in going to a mixed meeting format. Cameras, microphones, speakers, screens, and stable reliable internet connections are required to have successful mixed meetings. The library offers only a projector and a screen. To continue meeting there we would need to invest in portable A/V equipment. Another challenge is the library has public WiFi that is used by others.

Another option would be meeting at a different location that is already equipped with A/V equipment. Stearns County Public Works (455 28 Avenue South, Waite Park) has non-public WiFi, built in A/V equipment, and is served by Metro Bus Route 3. The Technical Advisory Committee (TAC) meets at Stearns County Public Works and APO staff are familiar with the equipment and requirements. Stearns County Public Works must have at least one staff member present for the duration of our meetings (available starting August).

There are requirements to move forward with mixed meetings. At least one member of the Board must be physically present at the regular meeting location. All votes must be roll-call votes. Each location at which a member of the Board is present is also open and accessible to the public. For instance, if a Board member wants to attend a Board meeting from home, they would need to open their home to the public to also attend from their house (there are exceptions for members serving in the military, at drill, or deployed on active duty), as well as if a public health professional has advised against members being in a public space. Members of the public must be allowed to monitor the meeting remotely. The APO must provide public notice of all locations from which members will be attending (3-day notice of alternate locations), and minutes must state the name and reason(s) for remote attendance by any Board member.

Mr. Anderson motioned to continue with the current practice of in-person meetings held at the library. Ms. Seamans seconded the motion. Motion carried with an 8-2 vote. Ms. Danielowski and Ms. Seamans were nays.

10. OTHER BUSINESS & ANNOUNCEMENT

Mr. Perske stated that the Blatnik Bridge in Duluth is a concern as the Congressionally Directed Spending has not been appropriated as of yet. This could affect us in a couple of different ways.

1. If the Blatnik Bridge is not appropriated with IJA funds, the money will have to come from the state of Minnesota, which will ultimately affect the APO's projects.
2. If Congressionally Directed Spending is appropriated and the Blatnik Bridge is funded, that could position the APO for receiving federal funds for our proposed river crossing.

Senators Klobuchar and Smith stated that if funding is not appropriated, they would be willing to take our projects and add them onto FY2026. However, we proposed \$1.5 million for construction upgrades for Townline Road. If the funding is not appropriated, we would not get the \$1.5 million requested and thereby would have to turn away the \$7.5 million already programmed.

Mr. Perske stated that State Senator Howe is proposing one-to-one replacement for wetlands for transportation projects. Currently the ratio for mitigation/wetland replacement is two-to-one. His proposal consists of two potential ways mitigation could be carried out. Either one of these proposals could be passed individually, or preferably both proposals would be signed into law.

1. Safety upgrades, which would be for improving current roadways in wetland areas. The mitigation or replacement would be one-to-one
2. All transportation projects across the board would also have a one-to-one ratio.

Mr. Perske asked if the APO Board members would be willing to support this legislation. Individual Board members responded in the affirmative. He stated that Senator Howe would like to get it passed in Minnesota, then take it to Washington D.C. and try to get the legislation passed in the federal government. He stated that this would come through the Corp and would require an act of Congress to make it happen. He went on to state that should only the first proposal be implemented, a lot of our wetlands are small pockets or ditches of water with cattails. If we were able to get funding, we would put in a quality wetland elsewhere.

11. ADJOURNMENT:

Mr. Gapinski adjourned the meeting at 5:42 p.m.

Transaction List by Vendor
St Cloud Area Planning Organization
 March 1-31, 2025

DATE	AMOUNT	ACCOUNT FULL NAME
Abdo Financial Solutions		
03/01/2025	4,874.25	6602 Accounting Services:6602.2 Accounting Services
Total for Abdo Financial Solutions	\$4,874.25	
Adobe Creative Cloud		
03/08/2025	59.99	6609 IT Support & Software
03/11/2025	59.99	6609 IT Support & Software
03/17/2025	21.51	6609 IT Support & Software
03/21/2025	21.51	6609 IT Support & Software
Total for Adobe Creative Cloud	\$163.00	
ADP Tax		
03/03/2025	5,415.44	
03/15/2025	5,495.77	
Total for ADP Tax	\$10,911.21	
AFLAC		
03/15/2025	1,326.28	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	\$1,326.28	
City of St. Cloud - Water/Sewer		
03/04/2025	114.99	6606 Utilities and Maintenance:6606.1 Utilities
Total for City of St. Cloud - Water/Sewer	\$114.99	
David Turch & Associates		
03/05/2025	4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates	\$4,000.00	
Delta Dental		
03/01/2025	299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
03/11/2025	299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	\$599.24	
Google Inc.		
03/31/2025	112.00	6609 IT Support & Software
Total for Google Inc.	\$112.00	
Gordon Hansmeier Law Office		
03/03/2025	210.00	6607 Legal Services
Total for Gordon Hansmeier Law Office	\$210.00	
HealthEquity		
03/01/2025	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	\$4.00	
Loffler Companies		
03/17/2025	4,428.75	6609.1 Equipment & Hardware
03/20/2025	84.44	6608 Multifunction Copier
Total for Loffler Companies	\$4,513.19	

Transaction List by Vendor
St Cloud Area Planning Organization
 March 1-31, 2025

DATE	AMOUNT	ACCOUNT FULL NAME
MN PERA		
03/03/2025	2,544.02	2150 Payroll Benefits Payable:2150.1 PERA Payable
03/20/2025	2,585.43	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA	\$5,129.45	
Principal Mutual Life Insurance		
03/01/2025	299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance	\$299.51	
Shutterstock.com		
03/09/2025	29.00	6605 Printing & Publishing
Total for Shutterstock.com	\$29.00	
Spectrum Business (Charter)		
03/01/2025	420.00	
Total for Spectrum Business (Charter)	\$420.00	
St. Cloud Live		
03/24/2025	34.93	6605 Printing & Publishing
03/24/2025	34.93	6605 Printing & Publishing
Total for St. Cloud Live	\$69.86	
Stearns Electric Association		
03/05/2025	183.68	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association	\$183.68	
SurveyMonkey.com		
03/26/2025	1,080.00	6609 IT Support & Software
Total for SurveyMonkey.com	\$1,080.00	
Trina Ness (Expense Reimbursement)		
03/02/2025	20.00	6609 IT Support & Software
Total for Trina Ness (Expense Reimbursement)	\$20.00	
Weisman Cleaning Inc		
03/25/2025	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc	\$150.00	
West Central Sanitation, Inc		
03/01/2025	53.48	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc	\$53.48	
Zoom Video Communications Inc		
03/31/2025	483.99	6603 Communications:6603.1 Telephone
Total for Zoom Video Communications Inc	\$483.99	
TOTAL	\$34,747.13	



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Alex McKenzie, Associate Transportation Planner
RE: 2024 Stakeholder Engagement Plan Annual Report (SEPAR)
DATE: April 2, 2025

The Stakeholder Engagement Plan Annual Report (SEPAR) serves as our roadmap, guiding APO staff, advisory committees, and decision-makers on how to engage with the community. Our overarching goal is to provide every community member an equal and meaningful opportunity to participate in the planning process.

The APO has developed three specific goals when it comes to getting the community involved in the regional transportation planning process:

1. **Opportunities for Involvement.** We strive to offer early, accessible, and continuous opportunities for public involvement, embracing diversity among stakeholders.
2. **Access to Information.** We are committed to providing reasonable public access to technical and policy information used in planning and project development.
3. **Review of Materials.** Ensuring transparency, we provide sufficient time for the community to review materials and offer comments before plan adoption.

To assess our progress, APO staff conducts an annual evaluation, measuring the effectiveness of policies and practices around public involvement. The 2024 Stakeholder Engagement Plan Annual Report (SEPAR) serves as our public engagement evaluation tool.

Chapter 1 of this report begins by introducing and providing an overview of the APO and its roles and responsibilities in regional transportation planning.

Chapter 2 outlines various techniques APO staff and consultants performing work on behalf of the APO used to engage and inform the community on regional transportation planning and programming processes.

Chapter 3 provides detailed insight into various outreach activities employed by APO staff and consultants in 2024. This includes everything from meetings and events to online surveys and social media engagement. Emphasizing the importance of inclusivity, Chapter 3 compares the demographic makeup of outreach participants to the demographic makeup of the region. This is done to assist APO staff in gauging the effectiveness of current public outreach activities among the community and as well to assist staff in identifying opportunities to improve public engagement for underrepresented populations. Recognizing the commitment to obtaining feedback from participants, APO staff surveyed outreach participants on how staff can work to improve APO-sponsored events and activities.

Chapter 4 provides insight into the social media platforms utilized by the APO to connect with the public.

Chapter 5 contains the APO's evaluation on engagement efforts to those individuals with limited English proficiency in accordance with the APO's Limited English Proficiency (LEP) portion of the SEP.

Finally, this report concludes with a review of past recommendations to improve upon public engagement in addition to new strategies to be deployed over the next calendar year to assist in effective community outreach.

We remain committed to ensuring that our work reflects the priorities, needs, and voices of the community we serve. By conducting this annual report, we evaluate our outreach efforts, assess representation in public engagement, and identify areas for improvement. Understanding who we reach—and who we may be missing—allows us to refine our strategies and create more inclusive opportunities for participation. We recognize that effective transportation planning requires meaningful public input, and we will continue to enhance our processes to ensure that all community members have a voice in shaping the future of transportation in our region. Through ongoing evaluation and adaptation, the APO strives to build a transportation system that is equitable, accessible, and representative of the diverse needs of the people it serves.

To review the document in its entirety, visit this link: <http://stcloudapo.org/wp-content/uploads/2025/03/4.1.-2024-SEP-Annual-Report.pdf>

Suggested Action: Recommend approval of the 2024 Stakeholder Engagement Plan Annual Report (SEPAR).



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report of the March 27, 2025, Technical Advisory Committee Meeting
DATE: March 27, 2025

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, March 27, 2025. At that meeting, the following topics were discussed:

1. Consideration of the 2024 Stakeholder Engagement Plan Annual Report (SEPAR)

- a. APO Associate Transportation Planner Alex McKenzie reviewed the APO staff's annual public engagement report. He presented information regarding the number of public engagement opportunities conducted by APO staff and consultants during calendar year 2024 as well as demographic breakdowns of populations the APO is reaching with public engagement. Mr. McKenzie also provided performance metrics regarding the various social media platforms APO staff utilize. He concluded with recommendations to improve public engagement during 2025. TAC representatives recommended Policy Board approval of the Stakeholder Engagement Plan Annual Report (SEPAR).

2. Consider recommendations to the Saint Cloud APO's Functional Classification roadway network

- a. APO Executive Director Brian Gibson presented a slate of roadways for TAC representatives to consider adjusting the existing functional classification. Those corridors include:
 - i. Stearns County CSAH 7 from I-94 to CSAH 44.
 - ii. Stearns County CSAH 4 from CSAH 2 to CSAH 133.
 - iii. Waite Park 28th Avenue S from CSAH 75 to MN 23.
 - iv. Stearns County CSAH 134 from CSAH 4 to CSAH 75
 - v. Stearns County Road 134 from Minnesota Street to CSAH 134.
 - vi. Saint Joseph Minnesota Street from County Road 134 to CSAH 2.
 - vii. Waite Park Second Avenue S/Graniteview Road from Seventh Street S/CSAH 137 to 33rd Street S/CSAH 84.
 - viii. Stearns County CSAH 138 from 28th Avenue S to County Road 121.
 - ix. Waite Park Second Avenue N/S from CSAH 81 to MN 23.
 - x. Saint Cloud and Townships 322nd Street from CSAH 4 to CSAH 133.
 - xi. Sartell LeSauk Drive/Dehler Drive from CSAH 1 to Leander Avenue.
 - xii. Sartell Scout Drive from Leander Avenue to Pinecone Road S.

- xiii. Townships Townline Road from CSAH 4 to CSAH 5.
- xiv. Stearns County CSAH 82 from 235th Street to MN 23.
- xv. Saint Cloud 15th Street N from Sixth Avenue N to Ninth Avenue N.
- xvi. Sherburne County CSAH 3 from CSAH 20 to US 10
- xvii. Sartell Second Street N from Second Avenue N to Riverside Drive/CSAH 1.
- xviii. Sartell 35th Street N from Pinecone Road N to Townline Road.
- xix. Sartell Pinecone Road N from 35th Street N to 27th Street N.

TAC representatives recommended Policy Board approval of the functional classification changes as presented.

3. Other Business and Announcements

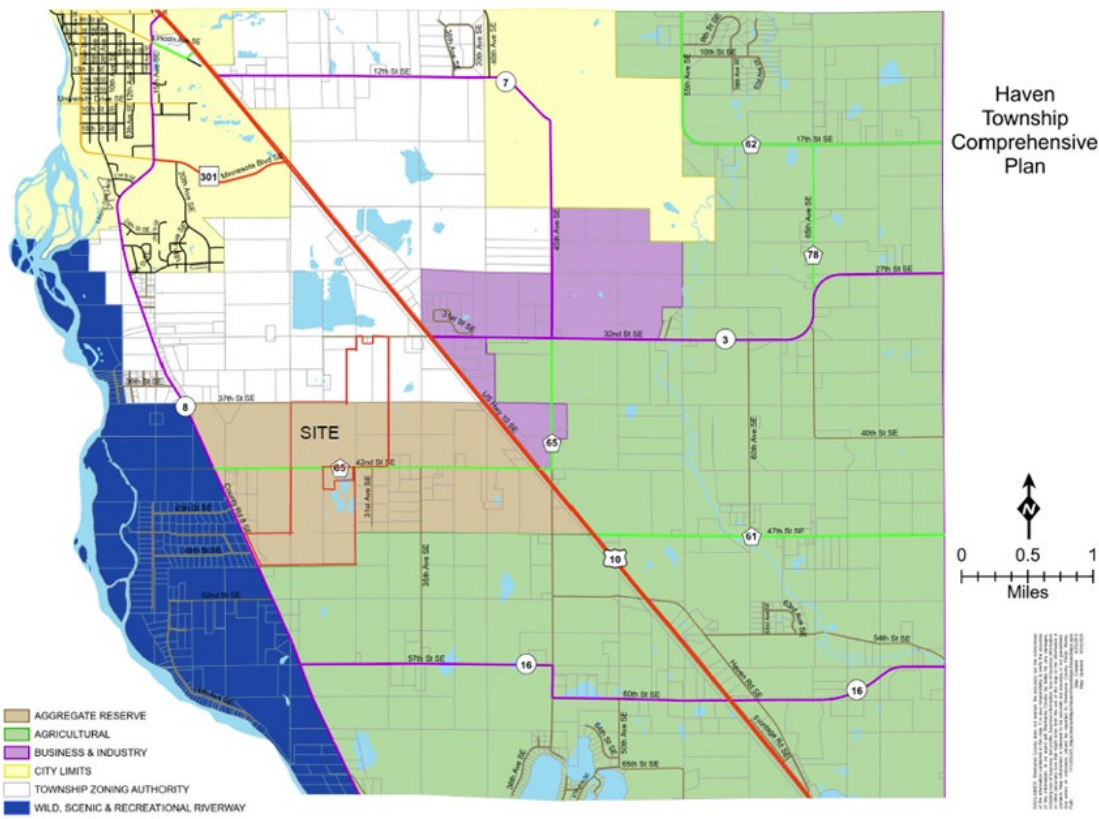
- a. APO Senior Transportation Planner Vicki Johnson provided the following updates:
 - i. Status surrounding the development of the 2026-2029 Transportation Improvement Program.
 - ii. Metro Bus 2025-2028 TIP amendments.
 - iii. Redistribution of FY 2026 Carbon Reduction Program funding due to Sauk Rapids withdrawing electric vehicle charging station project.
- b. MnDOT District 3 Planning Director Steve Voss announced the state's Advanced Readiness Corridors of Commerce grant solicitation has opened. He said applications are due within about a month. Any application submitted within Benton or Stearns counties will be reviewed by the Central Minnesota Area Transportation Partnership (ATP-3) and the top ranked projects will be able to compete for funding statewide. Sherburne County, Mr. Voss said, can independently submit a certain amount of projects for this funding directly to the state due to the new geographic distribution for the Corridors of Commerce program.

Suggested Action: None, informational.

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: Holcim Gravel Pit
DATE: March 28, 2025

Holcim - MWR, Inc. proposes to develop a new 683-acre sand and gravel mine on property located in Haven Township, Sherburne County, MN. Mining operations will include removal of vegetation, topsoil and overburden, sand and gravel extraction, processing (crushing, washing, screening), recycling asphalt and concrete, stockpiling, loading, hauling, and site reclamation.

The proposed location appears to conflict with the APO’s plans for a minor arterial corridor connecting Stearns County CSAH 75 with US-10.



Lynn Wytashek, the Sherburne County Planning & Zoning Administrator, will be at your April 10th meeting to fully brief you on the Holcim project.

Suggested Action: None, informational only



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Policy Board
FROM: Brian Gibson, Executive Director
RE: 2023 Financial Audit
DATE: March 28, 2024

Each Spring, the APO undergoes a financial audit for the previous fiscal year.

This year, staff from BerganKDV completed our financial audit for fiscal year 2024.

The results of the audit are two documents.

The first document is a communications letter (<http://stcloudapo.org/wp-content/uploads/2025/03/CL-2024-St-Cloud-APO-FINAL.pdf>).

The second document is a report on our financial statements (<http://stcloudapo.org/wp-content/uploads/2025/03/FS-2024-St-Cloud-APO-FINAL.pdf>).

A staff member from BerganKDV will be at the April 10 Board meeting to present the results of their audit.

Suggested Action: None, informational only.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: MnDOT Corridor Planning
DATE: March 28, 2025

In February 2024, MnDOT announced a new corridor planning program.

The statewide corridor planning program includes two efforts to enhance how and where MnDOT invests in transportation corridors:

1. A Corridor Planning Prioritization Process will establish a consistent methodology for prioritizing which transportation corridors to evaluate; and
2. A Corridor Planning Guidebook will serve as a “how-to” manual for corridor planning on state and local roads.

A Policy Advisory Committee has been established to review input from public, technical advisory committees, and MnDOT staff in order to provide recommendations to MnDOT leadership.

Fay Simer from MnDOT will be in attendance at your April 10th meeting to provide more information and answer any questions you may have.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Policy Board
FROM: Brian Gibson, Executive Director
RE: Proposed Changes to Functional Classification
DATE: March 27, 2025

Recently, the APO hired Bolton & Menk to review existing roadway functional classifications and make recommendations for changes.

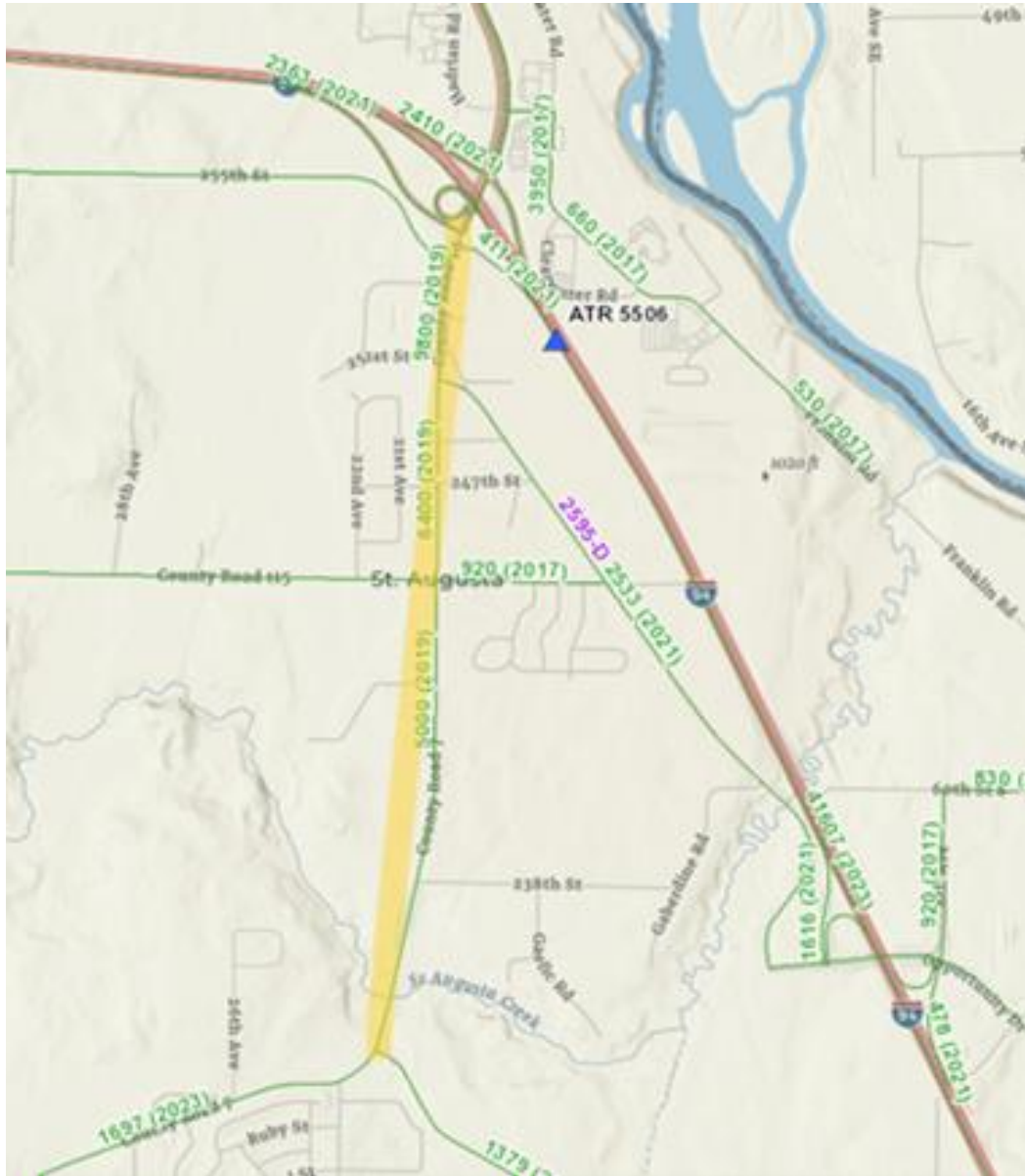
When changing the functional classification of a local street to a collector or arterial, that street becomes eligible for Federal surface transportation funds. The one exception to this rule is rural minor collectors, which are not part of the Federal aid system. When changing a collector to an arterial (as noted in Bolton & Menk’s work) there is an expectation that there would be stricter access control and right-of-way preservation so that the corridor could function **safely** as an arterial carrying higher volumes of traffic at higher speeds.

Based on that work, the APO staff engaged with the Technical Advisory Committee (TAC) to consider changes to our current Functional Class system. The following are the recommendations (in no particular order) from the TAC:

(Continued on next page)

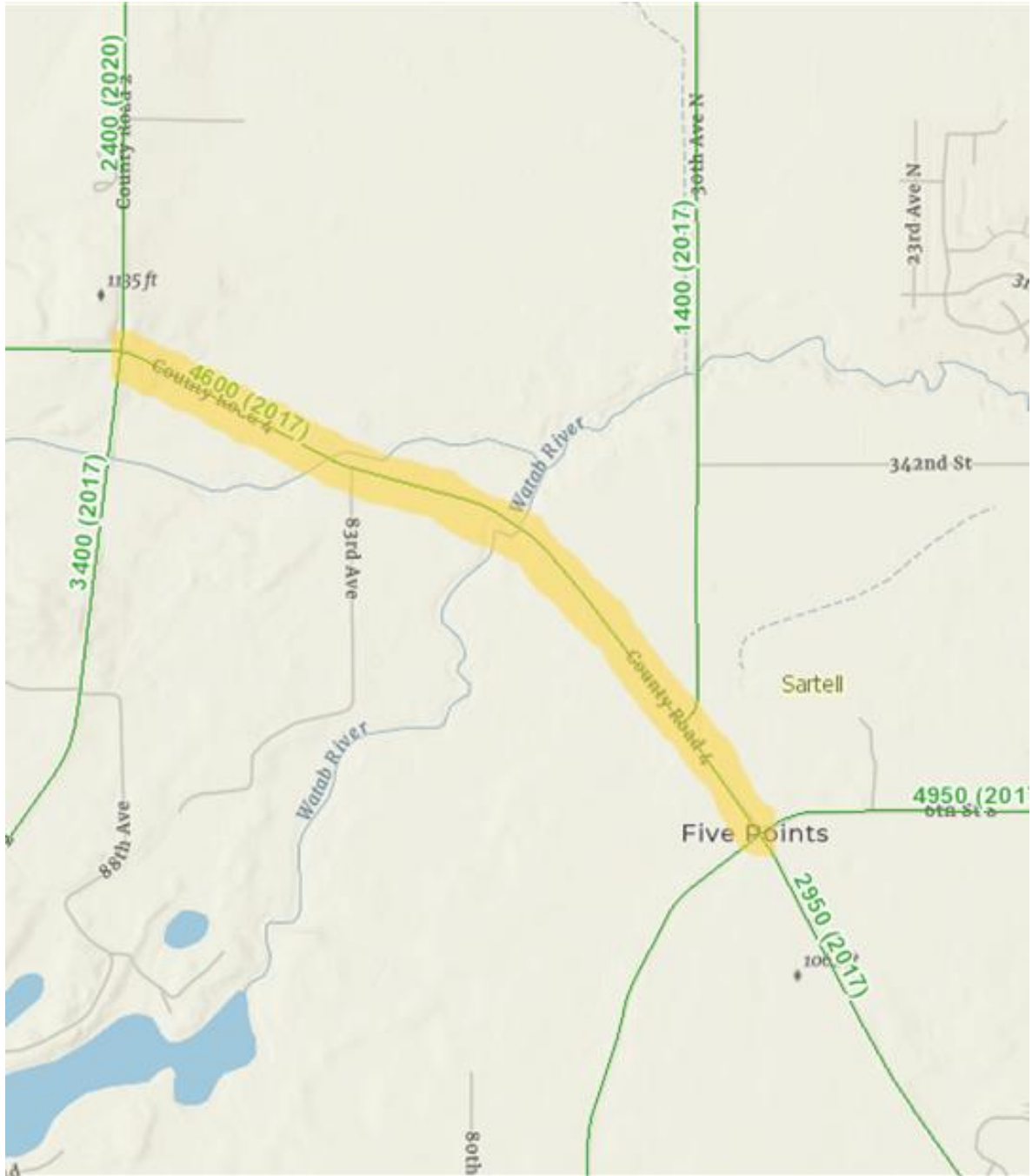
1. (Stearns) CSAH 7

- a. Termini: I-94 to CSAH 44
- b. Geography: St. Augusta
- c. Length: 2 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 5,000 – 9,800
- f. 2050 Forecasted Daily Traffic: 5,800 – 11,300
- g. Recommended FC: Minor Arterial



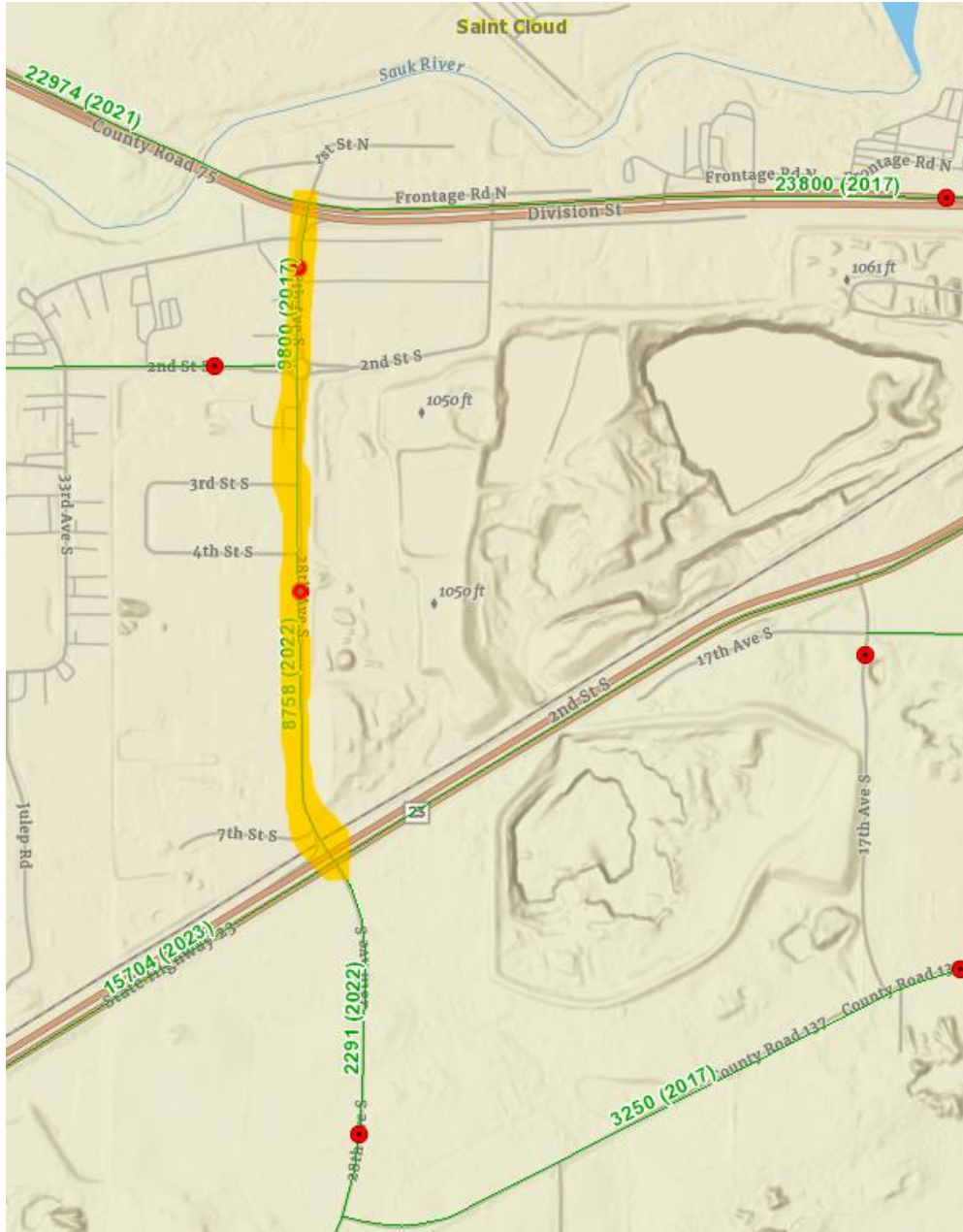
2. (Stearns) CSAH 4

- a. Termini: CSAH 2 to CSAH 133/6th Street
- b. Geography: Stearns Co & Sartell
- c. Length: 1.8 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 4,600
- f. 2050 Forecasted Daily Traffic: 6,400
- g. Recommended FC: Minor Arterial



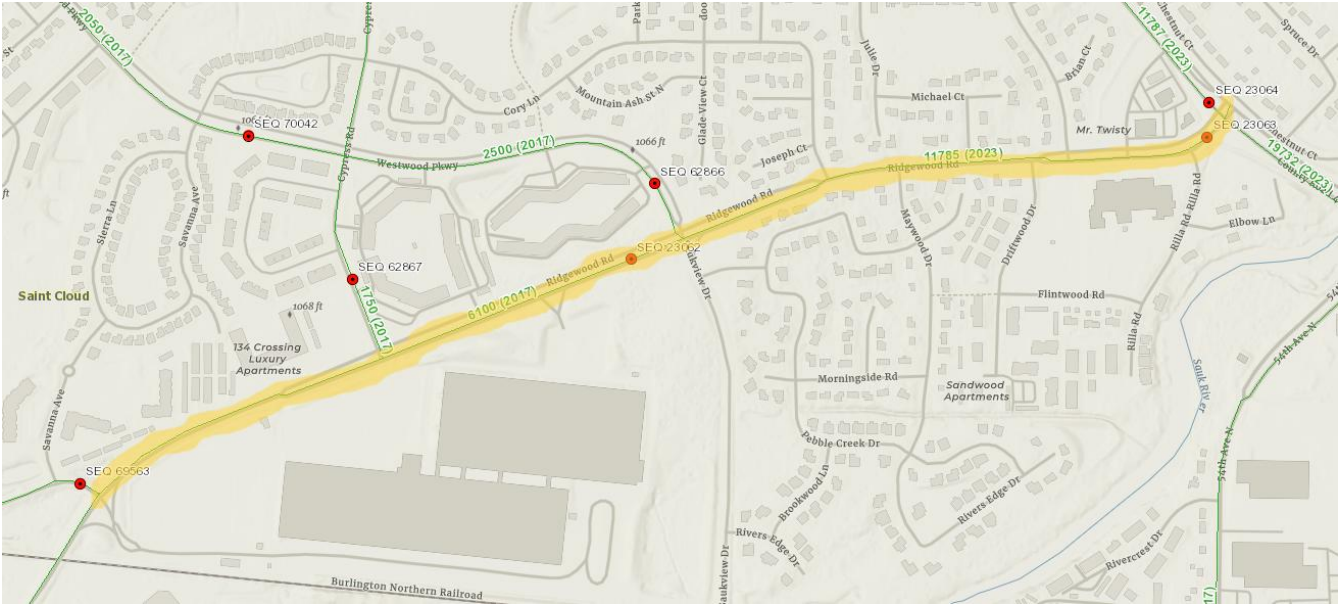
3. (Waite Park) 28th Avenue South

- a. Termini: Division Street to MN-23
- b. Geography: Waite Park
- c. Length: 0.85 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 8,758 – 9,800
- f. 2050 Forecasted Daily Traffic: 9,000 – 10,000
- g. Recommended FC: Minor Arterial



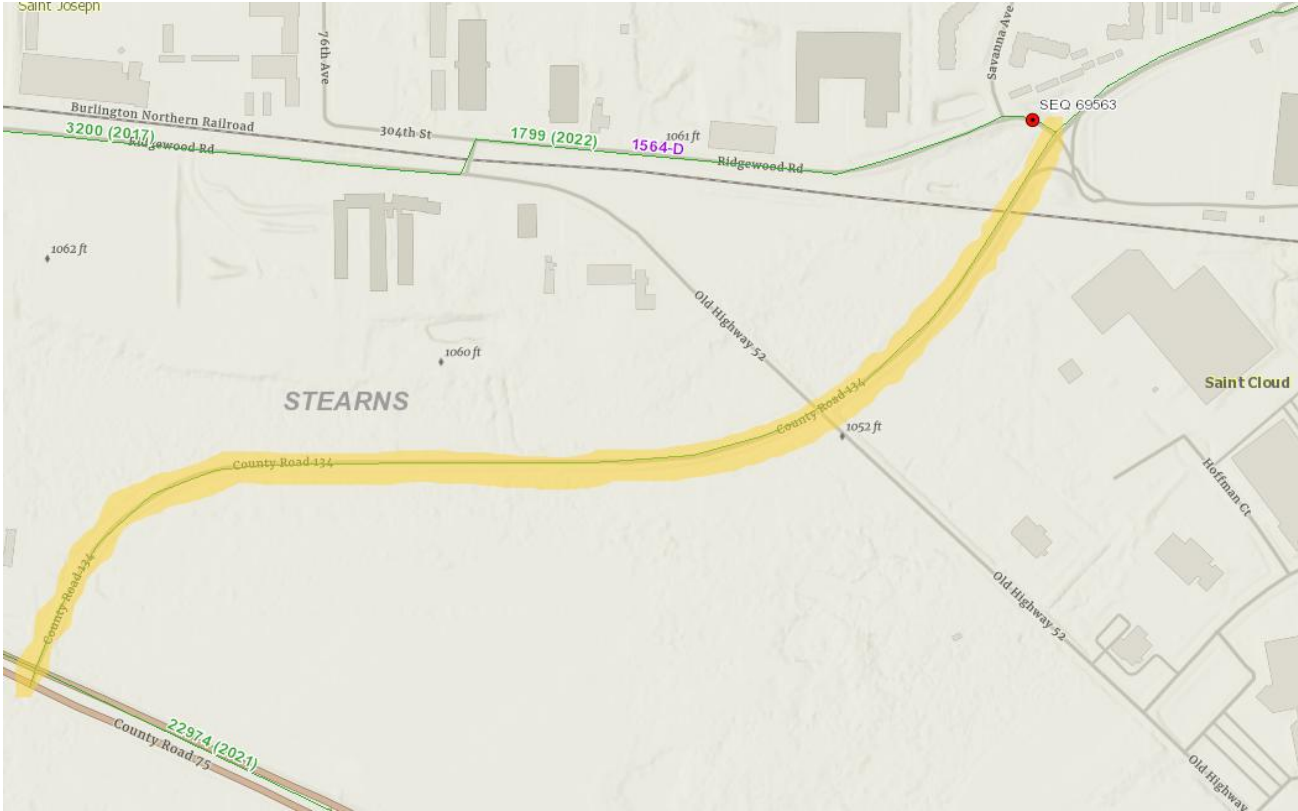
4. (St. Cloud) CSAH 134/Ridgewood Road

- a. Termini: CSAH 4 to CR 134
- b. Geography: St. Cloud
- c. Length: 1.2 miles
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 6,100 – 11,785
- f. 2050 Forecasted Daily Traffic: 6,400 – 12,900
- g. Recommended FC: Minor Arterial



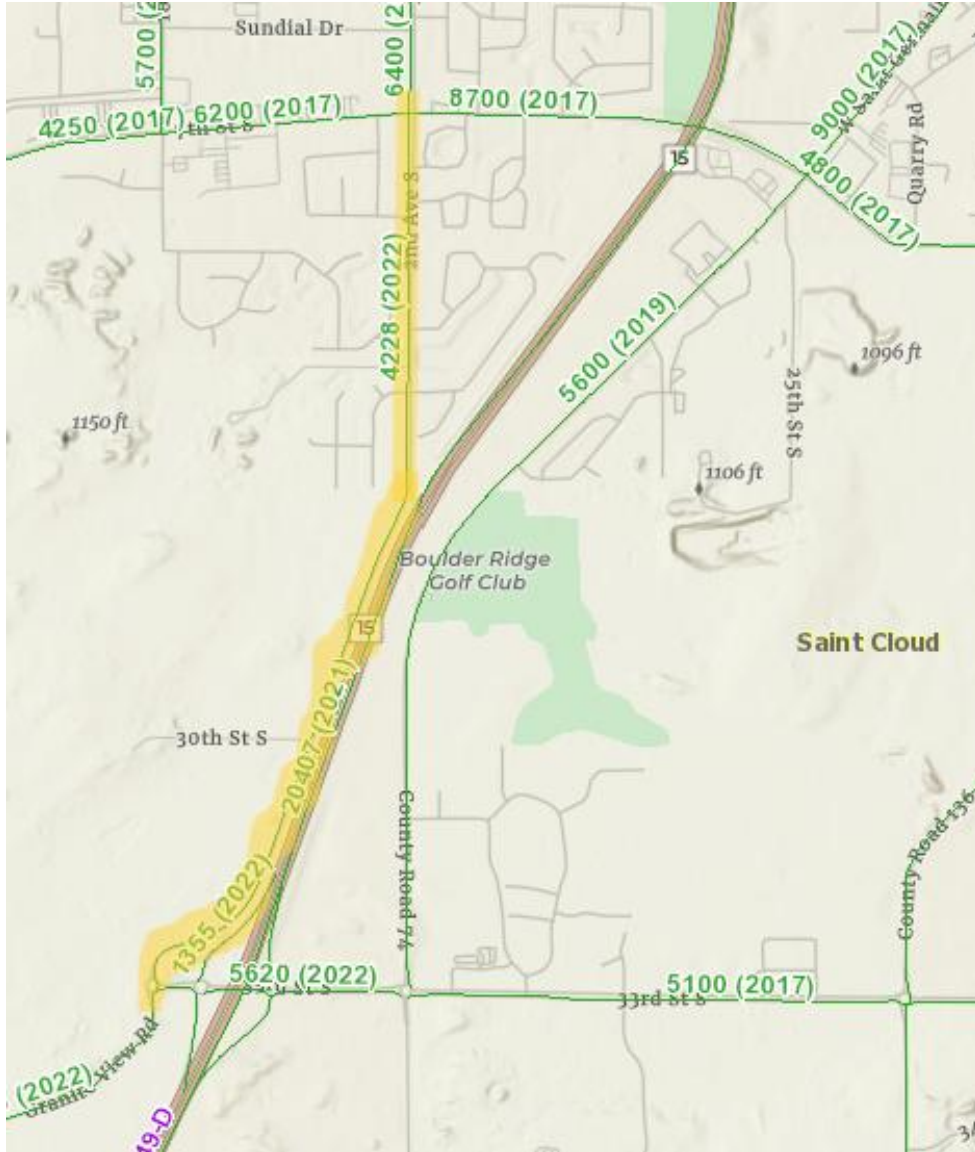
5. (Stearns) CSAH 134

- a. Termini: Ridgewood Road/CR134 to CSAH 75
- b. Geography: Stearns Co. & St. Cloud
- c. Length: 1.0 mile
- d. Existing FC: Major Collector
- e. Existing Average Daily Traffic: 6,100
- f. 2050 Forecasted Daily Traffic: 6,400
- g. Recommended FC: Minor Arterial



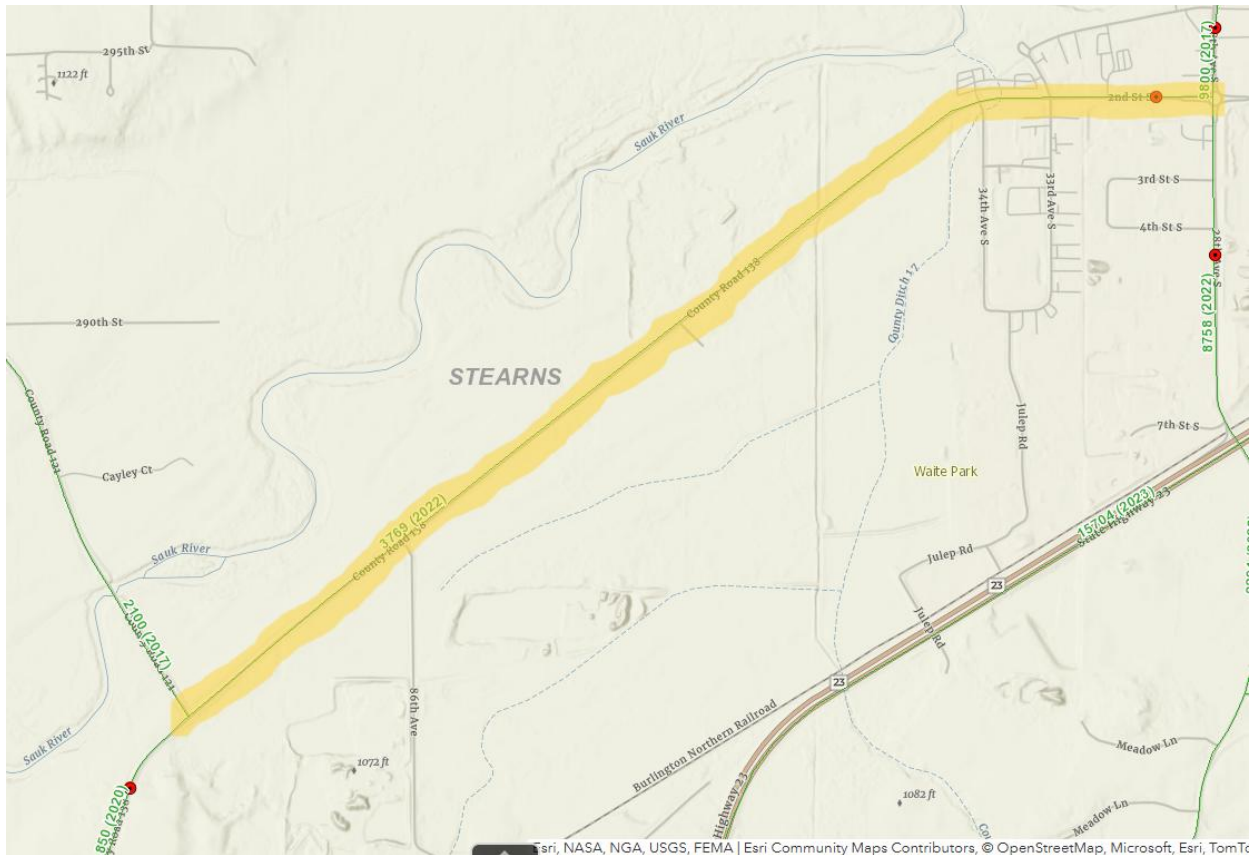
7. (Waite Park) 2nd Avenue South/Graniteview Road

- a. Termini: 7th Street South to 33rd Street South
- b. Geography: Waite Park
- c. Length: 1.9 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 4,228
- f. 2050 Forecasted Daily Traffic: ??
- g. Recommended FC: Minor Arterial



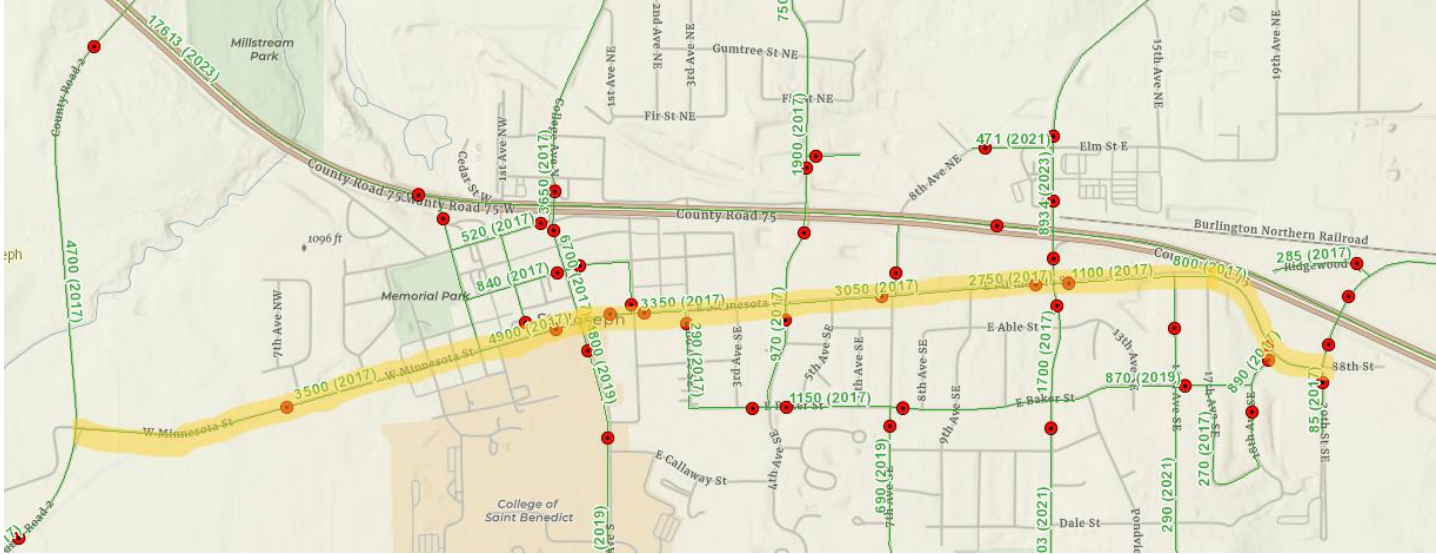
8. (Stearns) CSAH 138

- a. Termini: 28th Avenue SE to CR 121/College Avenue South
- b. Geography: Waite Park
- c. Length: 2.3 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 3,769
- f. 2050 Forecasted Daily Traffic: 3,700
- g. Recommended FC: Major Collector



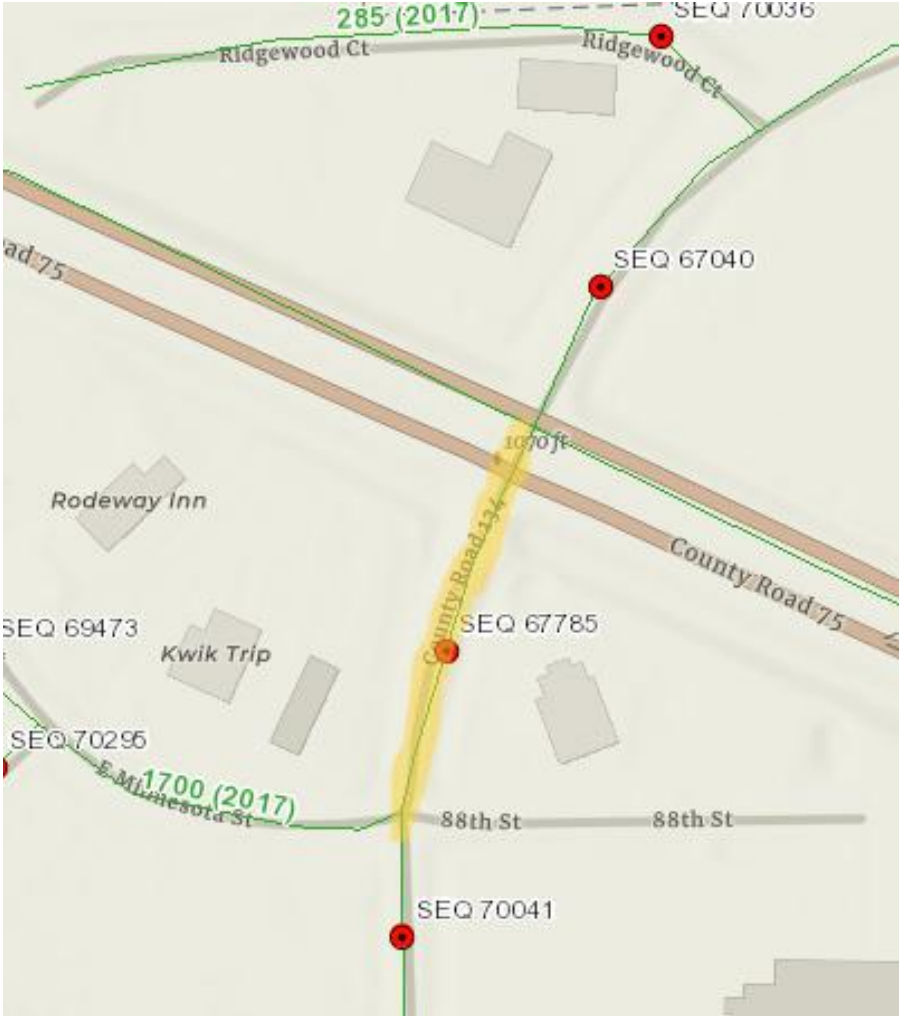
10. (St. Joseph/Stearns) Minnesota Street

- a. Termini: 20th Avenue SE to CSAH 2
- b. Geography: St. Joseph
- c. Length: 2.3 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 800 – 4,900
- f. 2050 Forecasted Daily Traffic: 700 – 4,100
- g. Recommended FC: Major Collector



11. (Stearns) CR 134

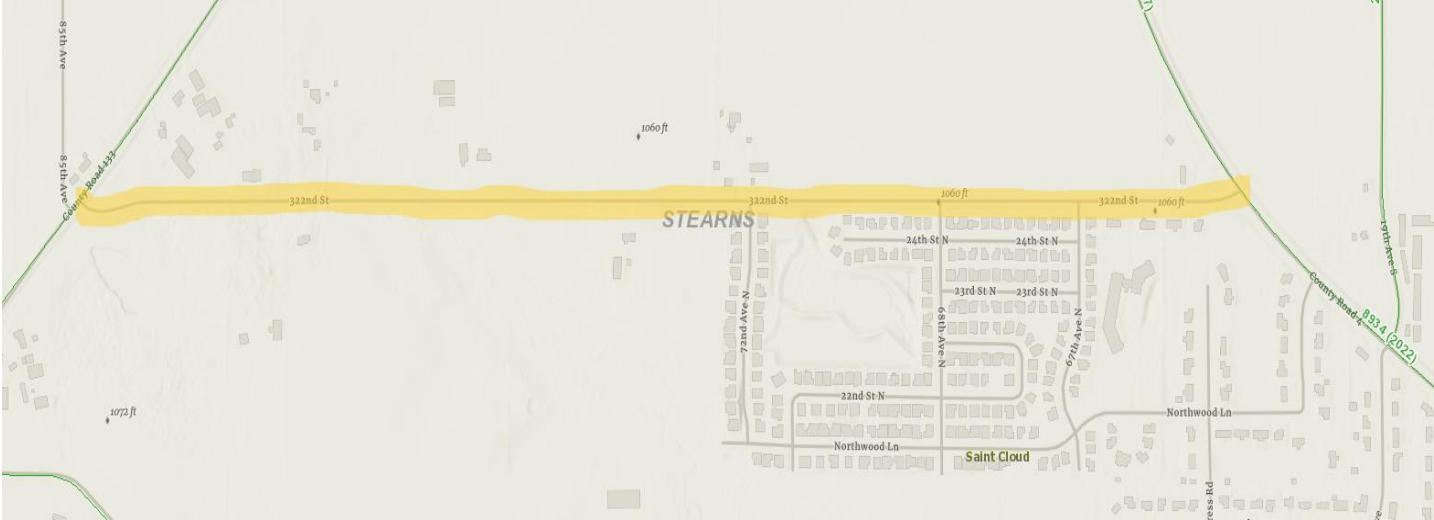
- a. Termini: CSAH 75 to Minnesota Street
- b. Geography: St. Joseph
- c. Length: 0.08 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,700
- f. 2050 Forecasted Daily Traffic: 2,500
- g. Recommended FC: Major Collector



Contingent upon reclassification of Minnesota Street.

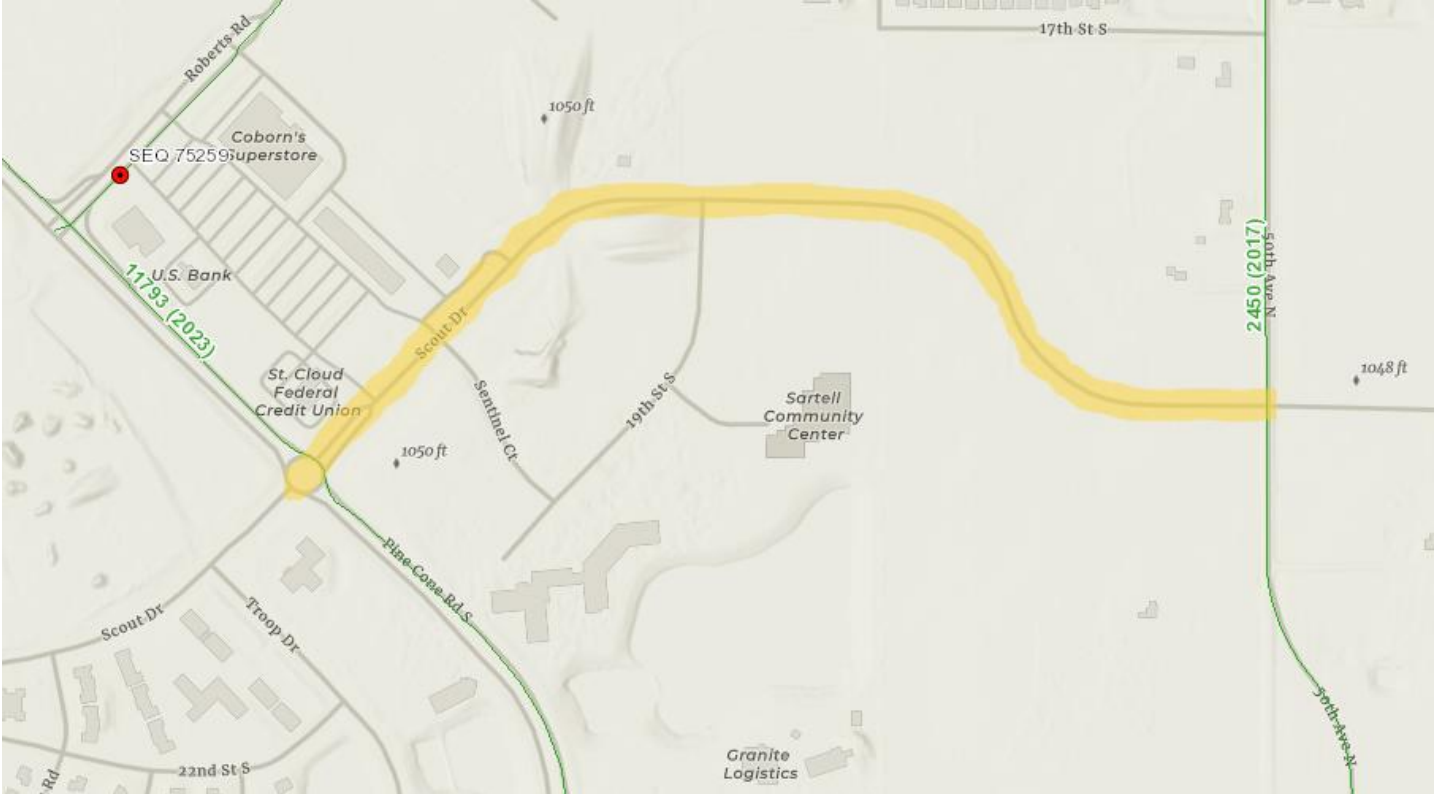
12. (St. Cloud & Townships) 322nd Street

- a. Termini: CSAH 4 to CSAH 133
- b. Geography: St. Cloud & Townships
- c. Length: 1.32 miles
- d. Existing FC: Local
- e. Existing Average Daily Traffic: 3,300
- f. 2050 Forecasted Daily Traffic: 5,700
- g. Recommended FC: Major Collector



14.(Sartell) Scout Drive

- a. Termini: Leander Avenue to Pinecone Road
- b. Geography: Sartell
- c. Length: 0.75 miles
- d. Existing FC: Local
- e. Existing Average Daily Traffic: 1,000 (mid-point)
- f. 2050 Forecasted Daily Traffic: Not modeled
- g. Recommended FC: Minor Collector



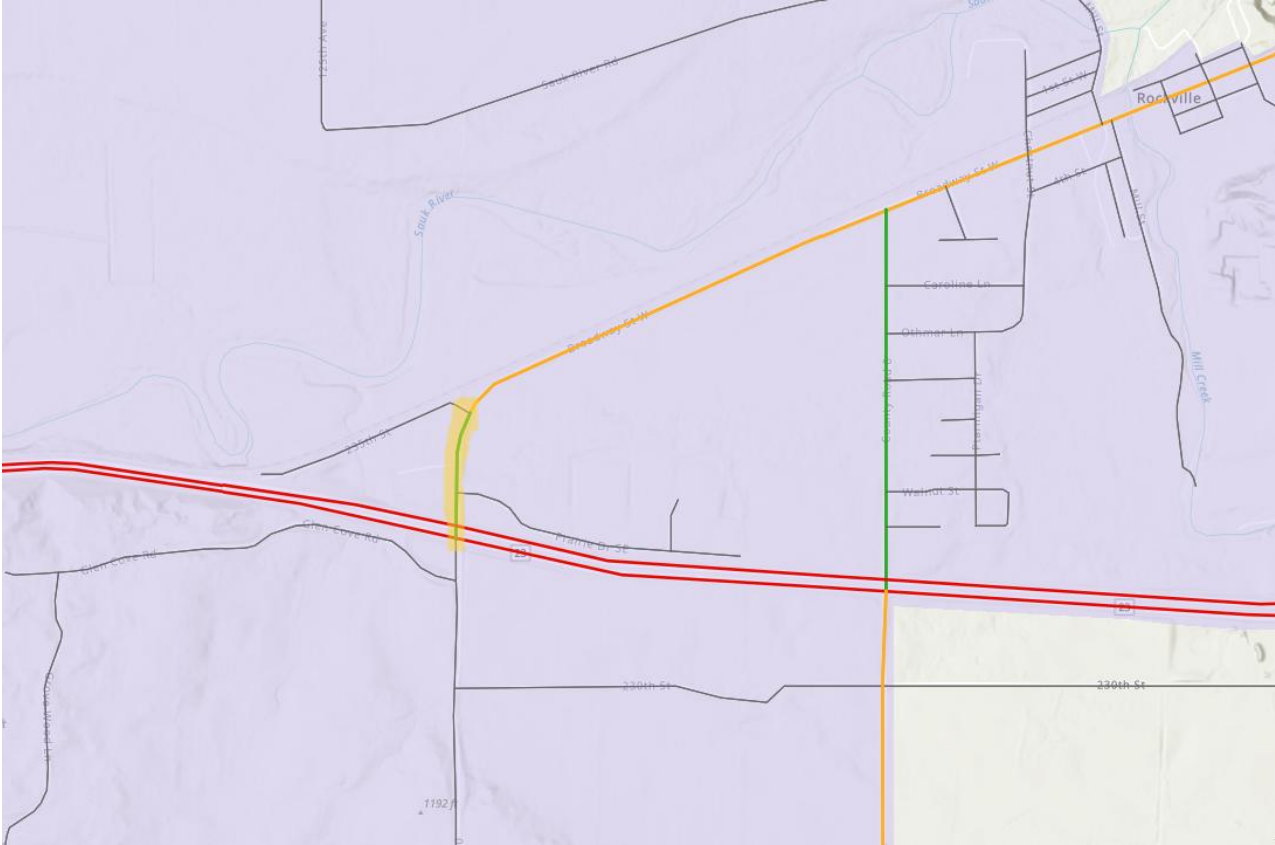
15. (Townships) Townline Road

- a. Termini: CSAH 5/Main Street (St. Stephen) to CSAH 4
- b. Geography: Stearns Co & Townships
- c. Length: 6.35 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 813 - 1,400
- f. 2050 Forecasted Daily Traffic: 4,317
- g. Recommended FC: Major Collector



16. (Stearns) Broadway Street West/CSAH 82

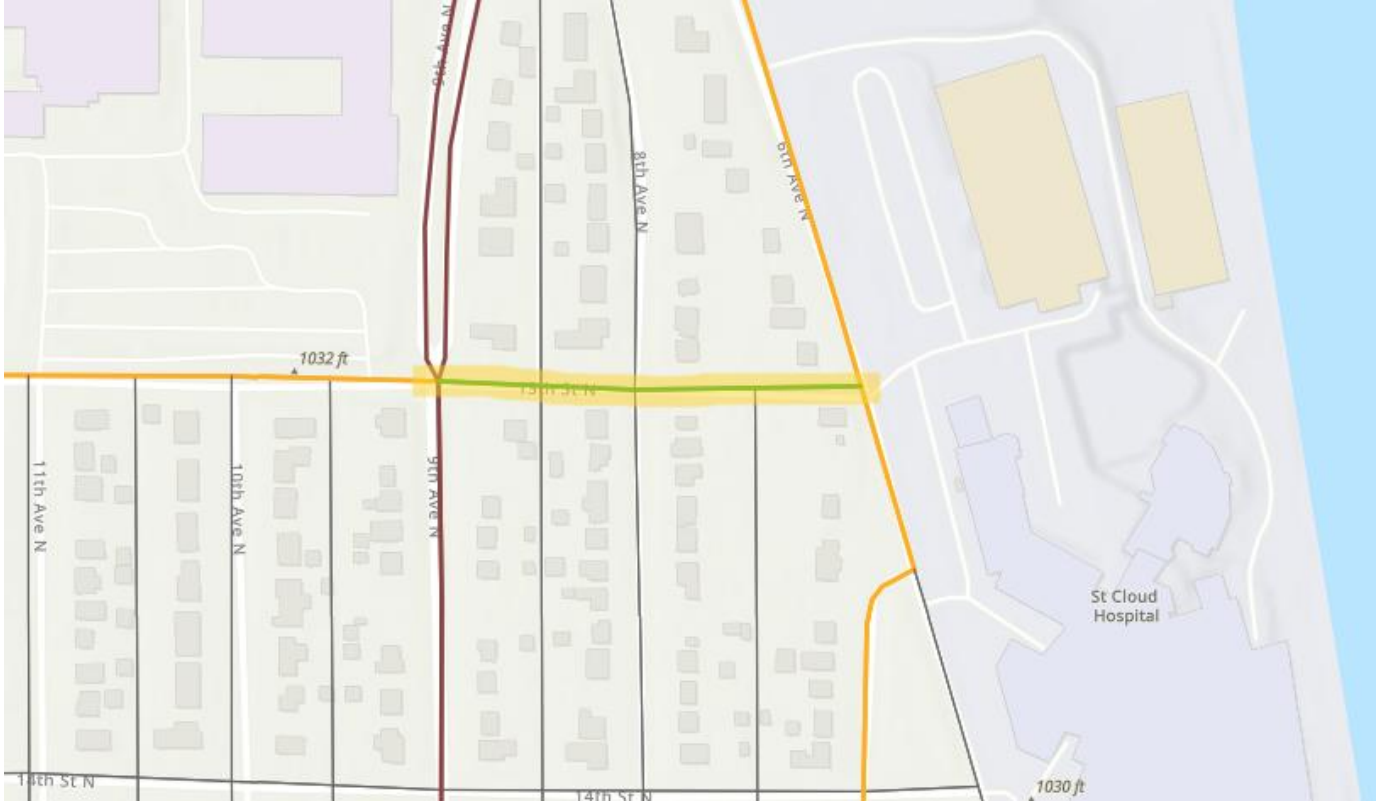
- a. Termini: 235th Street to MN-23
- b. Geography: Rockville
- c. Length: 0.2 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,600
- f. 2050 Forecasted Daily Traffic: 2,100
- g. Recommended FC: Major Collector



Suggested only for consistency with the rest of the corridor

17. (St. Cloud) 15th Street North

- a. Termini: 6th Avenue North to 9th Avenue North
- b. Geography: St. Cloud
- c. Length: 0.13 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,700
- f. 2050 Forecasted Daily Traffic: 1,700
- g. Recommended FC: Major Collector



Suggested only for consistency

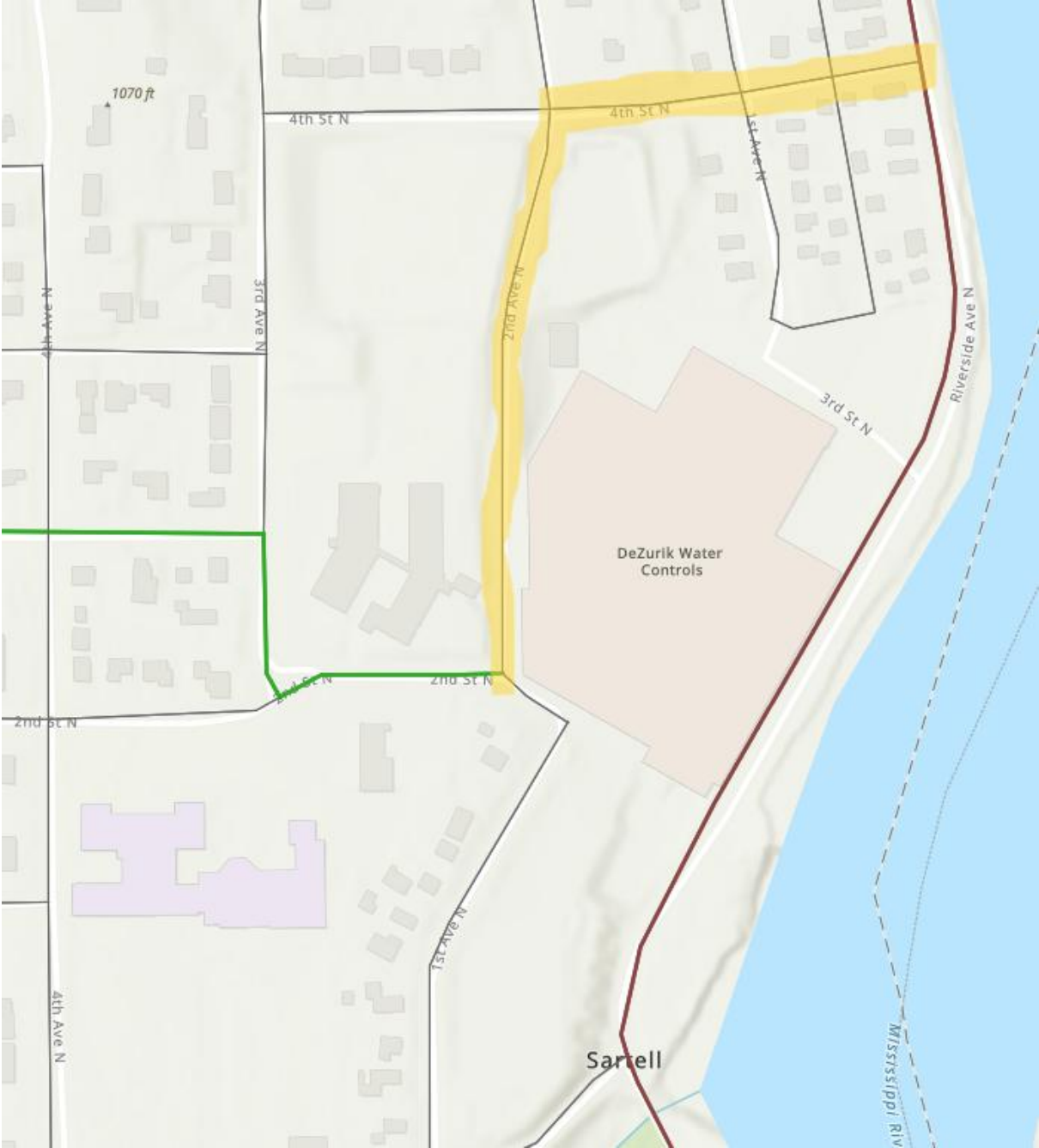
18. (Sherburne) 32nd Street/27th Street SE

- a. Termini: 75th Avenue SE to US-10
- b. Geography: Sherburne Co
- c. Length: 4.24 miles
- d. Existing FC: Minor Collector
- e. Existing Average Daily Traffic: 1,027
- f. 2050 Forecasted Daily Traffic: 1,500
- g. Recommended FC: Major Collector



19.(Sartell) 2nd Street North

- a. Termini: 2nd Avenue North to Riverside
- b. Geography: Sartell
- c. Length: 0.33
- d. Existing FC: Local
- e. Existing Average Daily Traffic: 760
- f. 2050 Forecasted Daily Traffic: 800
- g. Recommended FC: Minor Collector



20.(Sartell) 35th Street North

- a. Termini: Pinecone Road to Townline Road
- b. Geography: Sartell
- c. Length: 2.1 miles
- d. Existing FC: Local
- e. Existing Average Daily Traffic: 1,500 (near Pinecone)
- f. 2050 Forecasted Daily Traffic: Not modeled
- g. Recommended FC: Major Collector



To be done in conjunction with Pinecone Road reclassification (see next page).

21.(Sartell) Pinecone Road North

- a. Termini: 35th Street North to 27th Street North
- b. Geography: Sartell
- c. Length: 0.5 miles
- d. Existing FC: Local
- e. Existing Average Daily Traffic: 4,300
- f. 2050 Forecasted Daily Traffic: Not modeled
- g. Recommended FC: Major Collector



To be done in conjunction with 35th Street North reclassification

The Federal Highway Administration offers guidelines for the percentage of urban area roadways that can functionally classified above a local road.

Mileage Guidance Check

Facility Type	Existing Mileage*	Percentage	FHWA Guidelines	Proposed Changes	Mileage After Changes	Percentage After Changes	Meets FHWA Guidelines
Local Roads	891.63	67.48%	62% - 74%	-6.07	885.56	67.02%	Yes
Minor Collector	59.01	4.47%	3% - 16%	-17.31	41.7	3.16%	Yes
Major Collector	162.92	12.33%	3% - 16%	13.82	176.74	13.38%	Yes
Minor Arterial	115.08	8.71%	7% - 14%	9.56	124.64	9.43%	Yes
Principal Arterial - Other	74.18	5.61%	4% - 9%	0	74.18	5.61%	Yes
Principal Arterial - Interstate	18.52	1.40%	1% - 3%	0	18.52	1.40%	Yes
Total	1321.34	100.00%		0.00	1321.34	100.00%	

*includes recent change to Heatherwood Rd

Incorporating all of the proposed changes would not result in the area exceeding guidance for any category of roadway.

Suggested Action: Approve the set of functional classification changes as recommended by the Technical Advisory Committee