

AGENDA

APO POLICY BOARD MEETING

THURSDAY, AUGUST 14, 2025 - 4:30 P.M.

**GREAT RIVER REGIONAL LIBRARY – BREMER ROOM
1300 W. ST. GERMAIN ST., ST. CLOUD, MN 56301**

1. Pledge of Allegiance
2. Introductions
3. Approval of Agenda
4. Public Comment Period
5. Approve Consent Agenda Items (*Attachments A – E*)
 - a. Approve Minutes of June 12, 2025, Policy Board Meeting (*Attachment A*)
 - b. Approve June and July Bills List (*Attachments B1 & B2*)
 - c. Receive Cost Sharing Agreement Progress Report (*Attachment C*)
 - d. Receive Staff Reports of June 26 and July 31, 2025 Meetings of the Technical Advisory Committee (TAC) (*Attachments D1 & D2*)
 - e. Receive Staff Report of Area Transportation Partnership (ATP-3) meeting (*Attachment E*)
6. Consider changes to scoring rubric for Surface Transportation Block Grant Program (STBGP) (*Attachments F1 & F2*), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Approve Suggested Changes to STBGP Scoring Rubric**
7. Consider approval of 2026 Unified Planning Work Program (UPWP) (*Attachment G*), Brian Gibson, Executive Director
 - a. **Suggested Action: Approve 2026 UPWP**
8. Consider 2026 Regional Transportation Priorities (*Attachment H*), Brian Gibson, Executive Director
 - a. **Suggested Action: Approve 2026 Regional Transportation Priorities**
9. Update on Safe Routes to School Planning (*Attachments I*), Alex McKenzie, Associate Planner
 - a. **Suggested Action: None, informational only**
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, 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), 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, June 12, 2025 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, June 12, 2025, at 4:30 p.m. Vice Chair Jake Anderson presided with the following members present:

Mark Johnson	City of Saint Cloud (Alternate for Scott Brodeen)
Dottie Seamans	City of Sauk Rapids
Mayor Adam Scepaniak	City of St. Joseph
Jeff Bertram	Stearns County (Alternate for Joe Perske)
Raeanne Danielowski	Sherburne County
Jeff Westerlund	Le Sauk Township
Michael Kedrowski	Metro Bus (Alternate for Ryan Daniel)

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Alex McKenzie	Saint Cloud APO
Trina Ness	Saint Cloud APO
Dave Green	Metro Bus
Mike Keller	Metro Bus

Absent:

Mike Conway	City of Saint Cloud
Tim Elness	City of Sartell
Frank Theisen	City of Waite Park

- 1. PLEDGE OF ALLEGIANCE**
- 2. INTRODUCTIONS**
- 3. APPROVAL OF AGENDA:**

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

- 4. PUBLIC COMMENT PERIOD:**

No members of the public were present.

- 5. CONSIDERATION OF CONSENT AGENDA ITEMS:**
 - a. Approve Minutes of May 8, 2025, Policy Board Meeting
 - b. Approve May Bills List
 - c. Approve Letter of Support for Corridors of Commerce Readiness Advancement Application for MN-15 Planning/Design
 - d. Approve Letter of Support for Corridors of Commerce Readiness Advancement Application for I-94
 - e. Approve Letter of Support for MetroBus Grant Application
 - f. Receive 2025 Q-1 Budget-to-Actual Report
 - g. Receive Cost Sharing Agreement Progress Report
 - h. Receive Staff Report of May 29, 2025, Meeting of the Technical Advisory Committee (TAC)

Ms. Seamans motioned to approve the amended consent agenda items. Mr. Scepaniak seconded the motion. Motion carried.

6. CONSIDER DRAFT FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Ms. Johnson reviewed the definition of the Transportation Improvement Program (TIP) and how it fits into the Metropolitan Transportation Plan (MTP). She stated the draft TIP spans four fiscal years, is updated annually and includes projects that receive funding from federal and/or state (MnDOT) sources.

The TIP must be identical to the Area Transportation Improvement Program (ATIP) is made up of 12 counties. There are eight Area Transportation Partnerships. The TIP and the ATIP are incorporated into the Statewide Transportation Improvement Program (STIP). The draft FY 2026-2029 TIP has approximately 118 projects in the long-range plan varying from capacity expansion, system preservation, and reconstruction. The TIP contains:

- A list of the federally funded projects (2026-2029)
- Performance Measures (Safety Targets, System Performance, Infrastructure Performance, etc.)
- Financial Analysis/Fiscal Constraint
- Public Engagement
- Annual Listing of Obligated Projects

Ms. Johnson provided a recap of the new projects to be listed within the draft TIP, most of which were added as a result of solicitations occurring in fall 2024/winter 2025. The draft FY 2026-2029 TIP was submitted to MnDOT, FHWA, and FTA for review on May 8, 2025, and updates were made to the document to be consistent with current presidential executive orders per FHWA guidance.

Ms. Johnson stated currently the TIP in the *working draft* stage. *Public comment* will commence July 16, 2025, upon approved, and *Policy Board Approval* is anticipated September 11, 2025.

Mr. Scepaniak motioned to approve the release of the FY 2026-2029 Draft Transportation Improvement Program (TIP) for a 30-day public comment period. Ms. Danieloski seconded the motion. Motion carried.

7. PRESENTATION OF “METROBUS FORWARD”

Mr. Green presented Metro Bus Forward and what is included in the plan:

- Identification of transit and community needs
 - State of the System Report
 - Fare analysis
 - Collection and reporting of detailed ridership data
- Engagement with stakeholders, community members, and staff
- Draft and Final Service Recommendations

Mr. Green stated that they partnered with Nelson Nygaard Consulting for assistance in drafting the plan. He spoke about community outreach & engagement, which proved to be beneficial in creating the final plans.

Mr. Green discussed the project documents reviewing the State of the System Report, Route Profiles, and the Engagement Survey. He reviewed the Recommendations Survey, Recommendations, Short-Term Recommendations, Fixed Route Service, Dial-A-Ride and, On Demand Service, the New Western

Transit Center, Future Priorities, the Impacts of the Recommendations, and the Implementation Plan and Schedule which indicated the implementation and service launch will be Fall of 2026.

8. CONSIDER 2023 TRANSPORTATION PERFORMANCE MONITORING REPORT (TPMR)

Mr. Stapfer presented the 2023 Transportation Performance Monitoring Report (TPMR) stating the report includes a set of performance measures that track the region’s progress towards the achievement of transportation goals. Performance measures are designed to serve as a benchmark to evaluate and quantify progress and improve accountability of federal transportation investments, assess risks related to different performance levels, and increase transparency. The report serves as a snapshot of the region to help the APO, and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving toward achieving the goals stated in the Metropolitan Transportation Plan (MTP).

Mr. Stapfer continued by reviewing the miscellaneous Safety, Multimodal Connections, and System and Environmental Stewardship Statistics.

Mr. Kedrowski motioned to approve publication of the 2023 Transportation Performance Monitoring Report (TPMR). Ms. Seamans seconded the motion. Motion carried.

9. OTHER BUSINESS & ANNOUNCEMENTS

There was no other business or announcements.

10. ADJOURNMENT

Mr. Westerlund motioned to adjourn the meeting. Ms. Danielowski seconded the Motion. Motion carried.

Mr. Anderson adjourned the meeting at 5:37 p.m.

Transaction List by Vendor
St Cloud Area Planning Organization
 June 1-30, 2024

DATE	AMOUNT	ACCOUNT FULL NAME
Abdo Financial Solutions		
06/01/2024	4,642.16	6602 Accounting Services:6602.2 Accounting Services
Total for Abdo Financial Solutions	\$4,642.16	
Adobe Creative Cloud		
06/08/2024	59.99	6609 IT Support & Software
06/11/2024	59.99	6609 IT Support & Software
06/17/2024	21.51	6609 IT Support & Software
06/21/2024	21.51	6609 IT Support & Software
Total for Adobe Creative Cloud	\$163.00	
ADP Tax		
06/05/2024	5,423.29	
06/20/2024	5,405.22	
Total for ADP Tax	\$10,828.51	
AFLAC		
06/15/2024	1,098.42	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	\$1,098.42	
Best Buy		
06/10/2024	215.24	6609.1 Equipment & Hardware
06/12/2024	10.75	6609.1 Equipment & Hardware
Total for Best Buy	\$225.99	
Bolton & Menk, Inc.		
06/24/2024	14,006.08	6622 CPG Passthrough Expense:6622.32 Regional Arterial and Collector Roadway Planning
06/24/2024	498.96	6622 CPG Passthrough Expense:6622.33 Safe Streets & Roads for All SS4A
Total for Bolton & Menk, Inc.	\$14,505.04	
David Turch & Associates		
06/17/2024	4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates	\$4,000.00	
Delta Dental		
06/11/2024	299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	\$299.62	
Emerald Companies Inc		
06/24/2024	435.33	6606 Utilities and Maintenance:6606.2 Maintenance
06/24/2024	404.49	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Emerald Companies Inc	\$839.82	
Google Inc.		
06/30/2024	48.00	6609 IT Support & Software
Total for Google Inc.	\$48.00	
Loffler Companies		
06/19/2024	124.21	6608 Multifunction Copier
Total for Loffler Companies	\$124.21	

Transaction List by Vendor
St Cloud Area Planning Organization
 June 1-30, 2024

DATE	AMOUNT	ACCOUNT FULL NAME
Mailchimp.com		
06/02/2024	20.00	6609 IT Support & Software
Total for Mailchimp.com	\$20.00	
Metro Sales Inc		
06/05/2024	1,078.15	6609 IT Support & Software
Total for Metro Sales Inc	\$1,078.15	
MN PERA		
06/05/2024	2,511.62	2150 Payroll Benefits Payable:2150.1 PERA Payable
06/20/2024	2,499.17	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA	\$5,010.79	
Premium Waters, Inc.		
06/30/2024	36.97	6601 Office Supplies
Total for Premium Waters, Inc.	\$36.97	
Principal Mutual Life Insurance		
06/01/2024	294.89	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance	\$294.89	
Quill.com		
06/21/2024	95.99	6601 Office Supplies
Total for Quill.com	\$95.99	
SC Times		
06/28/2024	118.30	6605 Printing & Publishing
Total for SC Times	\$118.30	
Secura Insurance Companies		
06/27/2024	15.00	6615 Insurance - Office
Total for Secura Insurance Companies	\$15.00	
Shutterstock.com		
06/09/2024	29.00	6605 Printing & Publishing
Total for Shutterstock.com	\$29.00	
Spectrum Business (Charter)		
06/19/2024	419.94	
Total for Spectrum Business (Charter)	\$419.94	
Stearns Electric Association		
06/05/2024	176.85	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association	\$176.85	
Veteran Seamless Gutters		
06/12/2024	250.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Veteran Seamless Gutters	\$250.00	

Transaction List by Vendor
St Cloud Area Planning Organization
June 1-30, 2024

DATE	AMOUNT	ACCOUNT FULL NAME
Weisman Cleaning Inc 06/26/2024	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc	\$150.00	
West Central Sanitation, Inc 06/01/2024	53.94	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc	\$53.94	
Xcel Energy 06/07/2024	63.97	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy	\$63.97	
TOTAL	\$44,588.56	

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

DATE	AMOUNT	ACCOUNT FULL NAME
Abdo LLP		
07/01/2025	5,118.00	6602 Accounting Services
Total for Abdo LLP	\$5,118.00	
Adobe Creative Cloud		
07/08/2025	59.99	6609 IT Support & Software
07/11/2025	59.99	6609 IT Support & Software
07/17/2025	21.59	6609 IT Support & Software
07/21/2025	21.59	6609 IT Support & Software
Total for Adobe Creative Cloud	\$163.16	
ADP Tax		
07/01/2025	5,487.52	
07/16/2025	5,523.81	
Total for ADP Tax	\$11,011.33	
AFLAC		
07/07/2025	1,326.28	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	\$1,326.28	
BCBS of MN		
07/02/2025	4,759.09	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN	\$4,759.09	
City of St. Cloud - Water/Sewer		
07/01/2025	53.52	6606 Utilities and Maintenance:6606.1 Utilities
Total for City of St. Cloud - Water/Sewer	\$53.52	
David Turch & Associates		
07/15/2025	4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates	\$4,000.00	
Delta Dental		
07/15/2025	299.62	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	\$299.62	
HealthEquity		
07/01/2025	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	\$4.00	
Mailchimp.com		
07/02/2025	20.00	6605 Printing & Publishing
Total for Mailchimp.com	\$20.00	
MN PERA		
07/03/2025	2,560.13	2150 Payroll Benefits Payable:2150.1 PERA Payable
07/18/2025	2,576.29	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA	\$5,136.42	

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

DATE	AMOUNT	ACCOUNT FULL NAME
Principal Mutual Life Insurance 07/01/2025	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 07/09/2025	29.00	6605 Printing & Publishing
Total for Shutterstock.com	\$29.00	
St. Cloud Live 07/03/2025	38.36	6605 Printing & Publishing
Total for St. Cloud Live	\$38.36	
Stearns Electric Association 07/03/2025	188.24	6606 Utilities and Maintenance:6606.1 Utilities
Total for Stearns Electric Association	\$188.24	
Weisman Cleaning Inc 07/28/2025	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc	\$150.00	
West Central Sanitation, Inc 07/01/2025	107.53	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc	\$107.53	
Xcel Energy 07/08/2025	43.83	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy	\$43.83	
TOTAL	\$32,747.89	

Cost Sharing Agreement Progress Report

Jurisdiction	Action	Date
LeSauk Twn	PASSED	6/10/2025
Saint Cloud	<i>No known action yet</i>	
Saint Joseph	PASSED	5/19/2025
Sartell	<i>No known action yet</i>	
Sauk Rapids	PASSED	4/28/2025
Waite Park	<i>Council briefed by staff</i>	7/15/2024
Benton Co.	PASSED	6/3/2025
Sherburne Co.	PASSED	4/1/2025
Stearns Co.	PASSED	7/8/2025



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 June 26, 2025, Technical Advisory Committee Meeting
DATE: June 30, 2025

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, June 26, 2025. At that meeting, the following topics were discussed:

1. Safe Streets and Roads for All (SS4A) Project Management Team Meeting

- a. Bolton & Menk's Senior Transportation Planner Angie Stenson provided TAC representatives with an update on the work completed as part of the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan study.

Ms. Stenson discussed the work the consultant team completed regarding the Safety Countermeasure Strategy Matrix and Toolbox Guide. This information lists various safety infrastructure improvements that can be implemented along with the desired focus area for those improvements, cost range, and overall crash reduction. The toolbox provides the same information, but in a more public facing/easy to understand way.

Ms. Stenson then moved to discuss the draft concepts and provide cost estimates for corridors and/or spot locations for safety improvements by jurisdiction. She also had TAC representatives review a draft of the Regional Safety Policy Commitment. This included the APO's Vision Zero Policy Commitment: ***"The APO is determined to eliminate traffic deaths and severe injuries on roadways within the APO completely by 2050. This goal is intended to reduce these crashes on average by 4% per year, reaching a 50% reduction in deaths by 2037 and a 100% reduction by 2050."***

Lastly, Bolton & Menk's Community Planning/Planning Project Manager Robin Cauffman outlined the proposed public engagement timeline for the plan. It is anticipated that the TAC will receive the final version of the report by the Sept. 25 TAC meeting.

2. Consideration of Revisions to the APO's ATP-Managed Surface Transportation Block Grant Program (STBGP) Scoring Criteria

- a. APO Senior Transportation Planner Vicki Johnson discussed proposed changes to the existing scoring rubric the APO uses to evaluate projects competing for Surface Transportation Block Grant Program (STBGP) funding. She stated APO staff's intentions behind the update are to align the investment priorities (a.k.a., STBGP funding) to the vision statements outlined in the Looking Ahead 2050 Metropolitan Transportation Plan (MTP). That and given changing priorities at the regional, state, and national level, Ms. Johnson indicated it

would be a good opportunity to see how the scoring process can be improved.

Ms. Johnson provided a side-by-side summary comparison of the existing STBGP scoring criteria and the proposed changes to those criteria. She encouraged TAC representatives to review the proposed revisions and provide her with any comments or suggestions for improvement ahead of the July 2025 TAC meeting.

3. Consideration of the Sartell-St. Stephen School District Safe Routes to School (SRTS) Plan

- a. APO Associate Transportation Planner Alex McKenzie presented a summary of the recently completed Safe Routes to School (SRTS) plan for the Sartell-St. Stephen School District. Mr. McKenzie indicated the plan focused on three schools within the district: Pine Meadow Primary School, Riverview Intermediate School, and Sartell Middle School. He reviewed the public engagement process as well as results from various surveys, site observations, and walking audits around the schools. Mr. McKenzie then reviewed various infrastructure improvements contained within the planning document designed to make walking and biking safer around each of the schools. The plan also included several program (educational) recommendations including training for crossing guards, Safety Town, and implementation of the Walk!Bike!Fun! curriculum.

4. Other Business and Announcements

- a. MnDOT District 3 Planning Director Steve Voss announced the state launched the solicitation for the Minnesota Highway Freight Program (MHFP). The solicitation opened on June 25 and will close on Sept. 3, 2025. He also announced the Central Minnesota Area Transportation Partnership (ATP-3) will be conducting a special solicitation for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program. The ATP hopes to spend the remaining funds available in FY 2027 and FY 2028. The solicitation will be announced toward the start of July.

Suggested Action: None, informational.



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 July 31, 2025, Technical Advisory Committee Meeting
DATE: Aug. 4, 2025

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, July 31, 2025. At that meeting, the following topics were discussed:

1. Consideration of the draft 2026-2027 Unified Planning Work Program (UPWP)

- a. APO Senior Transportation Planner Vicki Johnson discussed the APO's proposed 2026 budget. This discussion included the APO's federal Consolidated Planning Grant (CPG) funds for 2026 (\$692,988) and the local assessment needed to fully leverage those dollars (\$206,919). Ms. Johnson reviewed the proposed work activities of APO staff for 2026 as well as the proposed contract services for the upcoming year. These proposed contract services include the David Turch & Associates lobbying contract, the Community Liaisons contract, and a Regional Traffic Management Study. A historical review of the APO's budget and jurisdictional assessments was discussed along with the proposed jurisdictional assessments for 2026. TAC representatives recommended Policy Board approval of the draft 2026-2027 UPWP.

2. Consideration of Revisions to the APO's ATP-Managed Surface Transportation Block Grant Program (STBGP) Scoring Criteria

- a. Ms. Johnson discussed proposed changes to the existing scoring rubric the APO uses to evaluate projects competing for Surface Transportation Block Grant Program (STBGP) funding. She stated APO staff's intentions behind the update are to align the investment priorities (a.k.a., STBGP funding) to the vision statements outlined in the Looking Ahead 2050 Metropolitan Transportation Plan (MTP). That and given changing priorities at the regional, state, and national level, Ms. Johnson indicated it would be a good opportunity to see how the scoring process can be improved.

Ms. Johnson reviewed each of the proposed STBGP scoring criteria in depth for TAC representatives to consider. Those criteria included:

- Access and Mobility.
- System Connectivity.
- Multimodal.
- System Condition.

- Safety.
- Economic Vitality.
- Environmental Stewardship.
- Plan Identification, Public Engagement, and Project Readiness
- Technological Advancements.

TAC representatives ultimately felt the proposed changes focused more on cleaning up the language of the current process and supported the Policy Board adopting the scoring criteria rubric for the FY 2030 STBGP solicitation kicking off in October 2025.

3. Other Business and Announcements

- a. MnDOT District 3 Planning Director Steve Voss reminded TAC representatives of the ongoing solicitation for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) formula program. The solicitation – conducted through the Central Minnesota Area Transportation Partnership (ATP-3) will conclude on Friday, Aug. 8.

Suggested Action: None, informational.



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 on the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: June 16, 2025

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, June 12. At that meeting, the following items were discussed.

1. FY 2025-2028 Local Federal Project Update

- a. MnDOT District 3 Planning Director Steve Voss reviewed the list of locally sponsored federal projects slated for FY 2025 construction. Within the APO's planning area, those projects include the following:
 - i. Sherburne County's County Road 65/45th Avenue railroad crossing/US 10 access consolidation.
 - ii. Sherburne County's intersection improvements at County Road 61 and US 10.
 - iii. City of Saint Cloud's Lincoln Avenue SE sidewalk gap project.
 - iv. City of Sartell's electric police vehicle purchase.
 - v. City of Waite Park's shared use path.
 - vi. Benton County's CSAH 29/CSAH 1 roundabout.
 - vii. Stearns County's CSAH 2/Minnesota Street roundabout.
 - viii. City of Sartell's Pinecone Road and Seventh Street N traffic signal.

Mr. Voss indicated the projects within the APO's planning area do not appear to be in jeopardy of missing the deadline for having projects obligated by June 30.

He also updated the group on the Local Partnership Program (LPP) solicitation – handled by MnDOT District 3's State Aid Office. He said three applications were received by District State Aid – one from the City of Buffalo, one from the City of Annandale, and one from the City of Little Falls. He said those applications will be reviewed by the LPP evaluation committee (comprised of MnDOT District 3 staff and two local engineers – one county and one city). Funds for LPP will be targeted for FY 2028 and FY 2029.

2. Draft ATP-3 FY 2026-2029 Area Transportation Improvement Program (ATIP) Update

- a. Mr. Voss provided an update on the status of the draft ATP-3 ATIP. In his update, Mr. Voss stated minimal changes have been made to the MnDOT-led projects that were presented at the April meeting. Mr. Voss said the draft

E. admin@stcloudapo.org W. stcloudapo.org

ATIP will be posted for public review/comment on the state register through July 8. The draft 2026-2029 ATIP will also be posted to the ATP-3 website. MnDOT District 3 Program Coordinator Jeff Lenz stressed that all local agencies that have projects listed in the ATIP need to make sure those projects have project numbers assigned, and all information is up-to-date by no later than July 8.

3. FY 2027-2030 STIP Development Timeline

- a. Mr. Voss reviewed the proposed timeline for the development of the FY 2027-2030 STIP/ATIP. Key dates for the timeline include:
 - i. Oct. 31, 2025: Deadline for Transportation Alternatives (TA) letters of intent (LOIs).
 - ii. Jan. 9, 2026: Deadline for Surface Transportation Block Grant Program (STBGP), Carbon Reduction Program (CRP), TA, and Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT) solicitations.

Mr. Voss also had a brief discussion with the group regarding the continuation of the letter of intent process. He mentioned that MnDOT Central Office has opted to decentralize the process this year – meaning each ATP will be responsible for the LOIs rather than Central Office. Mr. Voss stated MnDOT staff has recommended ATP-3 keep the LOI process for TA, however, drop the process for CRP and PROTECT given the latter two have an LOI process as laborious as the application. ATP-3 members had concerns about dropping the LOI process given the process has been used as a screening method for applicants to determine readiness and project eligibility. MnDOT staff felt the continuation of the LOI process should be discussed separately from the schedule and could be considered at a future meeting.

One change was made to the proposed draft schedule – the date of the April ATP-3 meeting.

ATP-3 members approved the FY 2027-2030 STIP Development timeline with the amended change.

4. Federal Transportation Program Update

- a. Mya Hillerud with MnDOT's Office of Government Affairs provided the ATP-3 membership with a federal transportation update. She discussed the status of the One Big Beautiful Bill having narrowly passed the House of Representatives and is now being considered by the U.S. Senate. Ms. Hillerud also presented on the request the U.S. Department of Transportation (US DOT) made to Congress. This included a budget expenditure increase of 2.4% (\$144.2 billion). In this request, US DOT is proposing to repeal \$5.7 billion in unobligated funding for charging and refueling corridors as well as \$42.8 million for the National Electric Vehicle Infrastructure (NEVI) program. This request also includes a freeze on the Federal Transit Administration's (FTA's) capital investment grants and Amtrak funding.

Ms. Hillerud stated Minnesota Attorney General Keith Ellison and other states have filed a lawsuit against the Trump administration for illegally withholding funding due to the state's refusal to comply with Immigration and Customs Enforcement (ICE) officials as a condition of receiving federal funding/grants. This has several major implications for the state including the I-494 project and the Blatnik Bridge project.

Ms. Hillerud also provided a brief update on the transportation authorization process. The Infrastructure Investment and Jobs Act (IIJA) is set to expire on Sept. 30, 2026. Either a new transportation bill will need to be passed or a continuing resolution on the IIJA will need to occur. Ms. Hillerud informed the group that the American Association of State Highway and Transportation Officials (AASHTO) has completed its reauthorization priority white paper. MnDOT is in the process of finalizing its priorities for reauthorization as well.

Based upon the initial budget proposed by US DOT, there will be a zeroing out of the Better Utilizing Investments to Leverage Development (BUILD) discretionary grant. There is no clear guidance if this will impact the current BUILD grant solicitation. There is also continued uncertainty over other discretionary grant programs such as the Safe Streets and Roads for All (SS4A) program.

5. 2025 End of Session Legislative Update

- a. MnDOT Government Affairs Director Erik Rudeen provided an update on the end of the Minnesota legislative session. He noted several reductions in the approved biennium budget bill for 2026-2027. This included a \$22 million reduction for greater Minnesota transit and an \$11 million reduction for active transportation. Additional reductions include a \$77 million reduction in the Northern Lights Express (NLX) commuter rail project between Duluth and the Twin Cities (that project still has \$117 million associated with it) and the \$3 million cancelation of funding for the passenger rail study between the Twin Cities and Saint Cloud. There is also a reduction of \$10 million in funding for the 2028-2029 Corridors of Commerce program.

Mr. Rudeen indicated there were no earmark projects on local roadways that were included as part of the bonding bill. He also provided updates to some of the policy changes that were included by the legislature such as the greenhouse gas (GHG) emissions impact assessment set to take effect in 2027.

6. Wright County Crow River Regional Trail Phase 2 Project Change in Scope Amendment Request

- a. Wright County Parks and Recreation Operations Manager Brad Harrington presented proposed changes to the Crow River Regional Trail Phase II project. This project received TA funding from the ATP-3 in 2023 to complete a 6.5-mile segment between Rockford and Hanover. Mr. Harrington indicated that because Wright County had not been able to secure funding from the Greater Minnesota Regional Parks & Trails Commission, the scope of the project will have to be adjusted down to a 1.5-mile segment through Rockford. Mr. Harrington was seeking an amendment to allow for this scope change.

After a lengthy discussion, the scope change was approved on the condition that the award letter to Wright County for this project be amended to include a provision that the remaining 5 miles of trail that were part of the original award will not be eligible for TA funding.

7. Special Second Solicitation for FY 2027-2028 Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT) Funding

- a. Mr. Lenz requested the ATP allow for a second solicitation for the FY 2027-2028 PROTECT program. During the fall 2024/winter 2025 solicitation, the ATP awarded funds to two projects – one for the City of Cambridge

(\$200,000) in FY 2027 and one for Stearns County (\$500,000) in FY 2028. However, there is still \$500,000 in PROTECT dollars in FY 2027 and \$140,000 in PROTECT dollars in FY 2028. Rather than combine this solicitation with the FY 2029 solicitation this fall, Mr. Lenz is requesting to open a second solicitation by the end of June. The two applicants awarded funding cannot reapply for the same project.

ATP-3 representatives approved the second PROTECT solicitation for FY 2027 and FY 2028.

8. Minnesota Highway Freight Program (MHFP) Solicitation

- a. MnDOT District 3 Principal Planner Tad Erickson announced there will be an upcoming solicitation for the state's Minnesota Highway Freight Program (MHFP) this summer. Mr. Erickson said the solicitation is anticipated to kick off either in June or July. Several jurisdictions within ATP-3 have been successful as part of this program including the City of Clearwater and Sherburne County. Additional information on the proposed solicitation will be distributed once available.

9. Corridors of Commerce Readiness Advancement Activities Screening Selection and Next Steps

- a. Mr. Voss discussed the seven applications received for projects located within ATP-3 for the 2025 Corridors of Commerce (CoC) Readiness Advancement Solicitation. Those projects include:
 - i. Saint Cloud APO: Conduct additional study, environmental documentation, and design to refine recommendations from a 2020 corridor study for the segment from MN 23/Second Street S to 12th Street N and to initiate a new study for the segment of MN 15 from 12th Street N to the junction with US 10.
 - ii. Sherburne County: Complete environmental documentation, final design, and land acquisition for the grade separation of CSAH 11 where it crosses the BNSF railway line and US 10 in Becker Township.
 - iii. City of Elk River: Predesign, preliminary design, and environmental analysis to include GHG/VMT reduction study of the US 10 from the US 169/MN 101 interchange to eastern city limits.
 - iv. City of Princeton: Complete scoping/preliminary design for the construction of a new intersection/roundabout approximately 2,100 feet east of US 169.
 - v. Highway 23 Coalition: Feasibility study for MN 23 from the City of Foley to Interstate 35.
 - vi. Wright County: Tier I Environmental Impact Statement (EIS) for MN 25 in the vicinity of Monticello and Big Lake between I-94 and US 10.
 - vii. I-94 West Corridor Coalition: Initiate environmental documentation (e.g., Categorical Exclusion or Environmental Assessment) and preliminary engineering to identify design and alternatives and evaluate structural needs for I-94 from MN 24 in Clearwater to MN 23 interchange in Rockville/Waite Park.

Mr. Voss indicated that ATP-3 can only recommend two projects for advancement. Out of the seven projects within the ATP, six are eligible for funding. The City of Princeton's project is ineligible due to not being on the National Highway System (NHS). Mr. Voss also said both Sherburne County and Wright County can submit two

projects to move forward in this process given they are considered “Metro Connector” counties and are able to self-nominate to the CoC Readiness Advancement program. Sherburne County has opted to carry forward both its project and the City of Elk River’s project. Wright County has opted to carry forward its project and the I-94 West Corridor Coalition’s project.

ATP-3 recommended carrying forward the APO’s project and the Highway 23 Coalition’s project.

10. ATP-3 ATP Managed Program Regional Target Formula Distribution Study Work Group

- a. Given the importance of this topic and the limited amount of time available to discuss this, Vice Chair Johnson recommended moving this discussion to the October ATP meeting – with this topic being placed higher on the agenda.

11. Other Business

- a. Ms. Johnson requested the ATIP Development Committee consider looking at the TA application and evaluation. She indicated that based upon the change in federal leadership, evaluating projects for federal programs using equity may be problematic given new executive orders issued over the past several months. She recommended convening this group over the summer to review the application and adjust as necessary before the October meeting.

Suggested Action: None, informational.



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TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: Surface Transportation Block Grant Program (STBGP) Scoring Criteria Updates
DATE: Aug. 4, 2025

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

Within the APO, funding through this program has historically been allocated to roadway and bridge projects.

STBGP funding is received by the state from the federal government. With that pre-determined funding allocation, the Minnesota Department of Transportation (MnDOT) sub-targets approximately 56% of those federal dollars to the Twin Cities metro area based upon a formula that factors in population and system needs. The remaining funding target is then sub-targeted among the greater Minnesota Area Transportation Partnerships (ATPs).

The Central Minnesota ATP (ATP-3) further sub-targets its targeted STBGP funds among the four regions that comprise ATP-3—Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO. Currently, ATP-3 is in the process of developing a working group to further evaluate the sub-target distribution to each of these regions.

The Existing Process

Within the APO, APO staffers initiate the solicitation process for projects. Jurisdictions within the APO's Metropolitan Planning Area (MPA) complete an application form for funding that is consistent across the ATP. APO staffers then review, score, and rank those submitted applications using a technical merit scoring rubric developed in conjunction with TAC representatives and approved by the APO's Policy Board in September 2019.

Once APO staff have completed their review, those results are presented to the TAC as a discussion starting point to guide TAC representatives into ultimately recommending a list of prioritized projects for funding that will be presented to the APO's Policy Board for approval.

As stated earlier, APO staff have been utilizing the same scoring rubric/criteria since September 2019. However, in the years since, the APO has adopted a new Metropolitan Transportation Plan (MTP) – Looking Ahead 2050. One of the purposes of the MTP is to guide investment direction of limited federal funding in order to achieve the regional, community-based priorities for the surface transportation network.

In order to address the vision, goals, objectives, and strategies identified in the current MTP, APO staff have initiated a review of the existing STBGP scoring guidance/criteria to ensure alliance with the current MTP and address various shortcomings of the existing review and scoring process.

Attached is the APO staff's working draft of proposed changes to the STBGP scoring guidance as recommended by the APO's Technical Advisory Committee (TAC).

Proposed Updates

APO staff are proposing to revamp all of the scoring criteria used to evaluate projects within the APO's planning area. The following provides a short summary of proposed changes by application section. Note, the application itself will not change – that will have to be initiated by ATP-3. Total points possible will remain constant at 200 points.

Access and Mobility

Explain how your project increases the accessibility and mobility options for people and freight.

CURRENT SCORING

Point Total: 25 points.

Criteria to Address

- Project complies with the Americans with Disabilities Act (ADA) and meets Title VI and Environmental Justice (EJ) requirements.
- Project improves travel time reliability and/or level of service (LOS).

PROPOSED SCORING

Point Total: 25 points.

Criteria to Address

- Demonstrate how the proposed project will construct and/or maintain ADA compliant infrastructure.
- Describe how the proposed project would decrease average trip time or trip length for transit or active transportation modes.
- Document the proximity (in miles) of the proposed project to the following destinations:
 - Grocery, retail, medical facilities, schools, parks, community gathering spaces.
 - Businesses, commercial properties, industry/manufacturing facilities.
 - Residential dwelling units.
- Describe how the proposed project will facilitate access to those destinations listed above.
- Describe how the proposed project will decrease the average vehicle trip time or trip length to those destinations listed above.
- Demonstrate the improvements the proposed project will have to the following:
 - Level of Travel Time Reliability (LOTTR) – applicable to Interstate and non-Interstate NHS.
 - Truck Travel Time Reliability (TTTR) – applicable to Interstate.

- Volume to Capacity (V/C) ratio – as demonstrated in the APO’s Travel Demand Model (TDM).

Reason for proposed updates

APO staff are proposing the above changes to evaluate this category due to changes at the federal level regarding environmental justice prioritization. Additionally, APO staff felt the previous evaluation criteria did not lend itself to understanding the community context of projects in terms of improving accessibility to key destinations in the region, while preserving modal choice (providing options for individuals to travel how they choose). APO staff retained mention of the LOS to address system mobility.

System Connectivity

Explain how your project enhances the integration and connectivity of the transportation system for people and freight.

CURRENT SCORING

Point Total: 25 points.

Criteria to Address:

- Project preserves and/or enhances an important long-distance commuter corridor for workers who commute into the greater Saint Cloud metropolitan area.
- Project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap).

PROPOSED SCORING

Point Total: 25 points.

Criteria to Address

- Document the proximity (in miles) of the proposed project to a long-distance multimodal corridor (local/interjurisdictional) and/or the NHS/Interstate System and its direct and/or indirect connection to those corridors. Document the existing and/or proposed access control/spacing guidance.
- Describe how the proposed project facilitates a connection between residential areas and key destinations (grocery, retail, medical facilities, schools, parks, community gathering spaces, businesses, commercial properties, industry/manufacturing facilities).
- Describe how the proposed project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions (fills a gap) – if applicable.

Reason for proposed updates

While APO staff understand the importance of the preservation/enhancement of long-distance commuter corridors, staff also wanted to provide opportunities for applicants to explain the local connectivity the proposed project has within the planning area boundaries – connecting people to goods and services.

C. Multimodal

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

CURRENT SCORING

Point Total: 20 points.

Criterion to Address

- Project furthers or establishes new connections of existing multi-use paths, bicycle lanes, and/or sidewalks within and between jurisdictions (fills a gap).

PROPOSED SCORING

Point Total: 15 points.

Criteria to Address

- Detail how the proposed project will provide multimodal access based upon context sensitive solutions. Prioritization will be given for projects that fill an existing gap (sidewalk network) and/or complete pieces of the regional active transportation network as documented in the APO's Regional Active Transportation Plan.
- Describe the coordination efforts with Saint Cloud Metro Bus to ensure the proposed project supports Metro Bus's long-range planning efforts (as applicable).

Reason for proposed updates

APO staff understand that constructing shared use paths and/or sidewalks with every project is feasible (or warranted) due to a variety of factors, most notably, community context. However, APO staff would recommend TAC representatives strongly consider modal choice options and safety when proposing projects due to the alignment with the APO's 2050 MTP Vision Theme: Multimodal Connections. APO staff are also recommending reducing the point total in this category from 20 (current) to 15 (proposed) to accommodate the introduction of a new scoring category. See *I. Technological Advancements*.

D. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

CURRENT SCORING

Point Total: 50 points.

Criterion to Address

- Project improves the pavement condition of an existing bridge, roadway, multi-use path, or bicycle lane. Prioritization will be taken for projects that improve bridges with a 'poor' condition rating or roadways with a 'poor' International Roughness Index (IRI) rating.

PROPOSED CATEGORY CHANGE

D. System Condition OR Congestion Management

For system preservation projects, complete the System Condition section. For capacity expansion projects, complete the Congestion Management section. DO NOT COMPLETE BOTH SECTIONS!

D1. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

Point Total: 50 points.

Criterion to Address

- Describe how the proposed project will improve the pavement condition of an existing bridge, roadway, shared use path, or bicycle lane.

D2. Congestion Management

Explain how the project seeks to mindfully plan, develop, and operate an innovative transportation network to minimize unnecessary travel delays.

Point Total: 50 points

Criteria to Address

- Describe the existing level of service/congestion issues located within close (1/4-1/2 mile) proximity to the location of the proposed project.
- Demonstrate the need for the proposed project based upon the current V/C ratio of adjacent corridors as well as results from the APO's Travel Demand Model (TDM) and/or the APO's 2024 Future Functional Classification Study.
- Demonstrate the Greenhouse Gas (GHG) Emissions Impact Assessment/mitigation strategy of the proposed project location (if applicable).

Reason for proposed updates

APO staff felt the current application was tailored to system preservation projects (reconstructions, rehabilitations, mill and overlays, etc.) and did not lend itself well to addressing capacity expansion needs within the APO's planning area. Over the past few local solicitations, capacity expansion projects (or right-of-way acquisition projects) tended to score significantly lower than the reconstruction counterparts in this category. To address this discrepancy as well as account for the Congestion Management goal in the MTP, APO staff are proposing to split this category and have applicants complete one of two tracks. Evaluations will be separated based on the criteria needed to be addressed for each project, but the point totals provided will be the same (50 points). Additionally, APO staff have proposed including the state's requirements to include GHG emissions impact assessments on capacity expansion projects. This assessment will only be required if the proposed project directly impacts the state trunk highway system.

E. Safety

Explain how the project or elements of the project may improve safety.

CURRENT SCORING

Point Total: 50 points.

Criterion to Address

- Project includes appropriate safety infrastructure to assist in preventing crashes (i.e. shoulder and centerline rumble and mumble strips and stripes; roundabouts; median barrier systems; crash cushions; guiderail end treatments; traffic calming measures; pedestrian crossing infrastructure; etc.). Prioritization will be taken for projects that are constructed at high crash locations.

PROPOSED SCORING

Point Total: 50 points.

Criteria to Address

- Document existing safety concerns on the existing corridor (system preservation) or

in close proximity to the proposed corridor (capacity expansion). Prioritization will be provided to those projects located on the region's High Injury Network (HIN).

- Detail how the proposed project will incorporate safety infrastructure based upon context sensitive solutions.

Reason for proposed updates

The APO is currently working with Bolton & Menk to develop a Safe Streets and Roads for All (SS4A) plan for the region. In this plan, the consultant team identified a High Injury Network within the region and is working to identify several safety improvements that can be made corridor-wide or various spot locations. APO staff also realize that not all safety improvements will be an option based upon land use context.

F. Economic Vitality

Explain how the project supports the economic development and job growth retention/creation goals in the community and region.

CURRENT SCORING

Point Total: 15 points.

Criteria to Address

- Project improves the efficient movement of people and freight between the region and the rest of the state and/or nation.
- Project promotes improved operation of the existing freight network.

PROPOSED SCORING

Point Total: 15 points.

Criteria to Address

- Document the proximity (in miles) of the proposed project to major freight routes, particularly the NHS system (US 10, I-94, MN 23, MN 15, and Stearns CSAH 75) and its direct and/or indirect connection to those major freight corridors. Detail how the proposed project will improve the flow of freight on those corridors as well as work to improve and/or address existing freight bottlenecks within the region.
- Detail the proposed project's proximity (in miles) to various businesses/industries and how the proposed project will impact access and mobility to the region's top five economic sectors as determined by the U.S. Census Bureau's American Community Survey (health care, education, manufacturing, retail, accommodation/food service industries).
- Describe the proposed project location's current AADT and detail future projections of AADT based upon the APO's TDM.

Reason for proposed updates

APO staff previously had relied heavily on the regional freight network developed in 2017. However, APO staff understand this does not account for first- and last-mile trips to access the freight network – or more appropriately, the NHS. APO staff also wanted to capture the importance of the corridor location to the top industries located within the APO's planning area and how the proposed project will continue to foster economic prosperity in these sectors.

G. Energy and Environmental Conservation (APO staff to replace this category)

Explain how the project promotes energy conservation and improves public health and quality of life while sustaining and improving the resiliency and reliability of the

transportation system.

Point Total: 5 points.

Criterion to Address

- Project complies with the requirements of the National Environmental Policy Act (NEPA), the Minnesota Environmental Policy Act (MEPA), and appropriate mitigation options have been explored in order to minimize environmental impact.

PROPOSED CATEGORY CHANGE

G. Environmental Stewardship

Explain how the proposed project will protect and preserve the region's existing environmental assets.

Point Total: 5 points.

Criteria to Address

- Describe the environmental review process/path you plan to take for the construction of the proposed project.
- Detail any environmental concerns related to the construction of the proposed project. Note any environmental impacts avoided by the design or alignment of the project. Describe any mitigation measures, if any, needed to complete the project.
- Demonstrate the GHG Emissions Impact Assessment/mitigation strategy of the proposed project (if applicable).

Reason for proposed updates

APO staff are proposing to adjust the name and explanation of this category to align with the 2050 MTP visioning statement reflected in the System and Environmental Stewardship goal. Similar to the Congestion Management section above, APO staff have included the GHG Emissions Impact Assessment here for applicable projects.

H. Public Engagement, Plan Identification, Project Readiness (APO staff to make adjustments to entire category)

Identify where the project has been notated in one or more statewide, regional, or local plan, which has been adopted by federal, state, regional, or local agencies.

CURRENT SCORING

Point Total: 10 points

Criteria to Address

- Proposers should identify the relationship of the project to any statewide, regional, or local plans/objectives that have gone through a public planning process. They should explain how the project is consistent with these plans and objectives, refer to specific sections of the plan, and describe the level of public involvement in which the project was developed, adopted and/or approved. Provide a link to the plan or cite plan document reference.
- Include any pertinent excerpts from completed feasibility documentation for the project (i.e., scoping study, preliminary engineering, etc.). Describe the public outreach that has taken place and include any controversial issues that may affect this project.

PROPOSED CATEGORY CHANGE

H. Plan Identification, Public Engagement, and Project Readiness

Identify where the project has been notated in one or more local, regional, and/or statewide plans. These plans must be adopted by the appropriate governing body (local,

regional, state).

PROPOSED SCORING

Point Total: 10 points

Criteria to Address

- The proposed project has been incorporated into an approved local, regional, and/or state planning document. Prioritization will be given to those projects specifically identified in the APO's Looking Ahead 2050 Metropolitan Transportation Plan (MTP).
- Detail the importance of this proposed project to the Saint Cloud Metropolitan Planning Area.
- Provide detailed information regarding the level of public engagement that has occurred pertaining to the proposed project.
- Provide detailed information on the readiness/schedule of this proposed project. This can include, but is not limited to, feasibility documentation, right-of-way negotiations, scoping, preliminary engineering, etc.

Reason for proposed updates

Projects eligible for federal funding must be identified within the APO's MTP. APO staff along with TAC representatives have determined that prioritizing projects that are within the APO's approved MTP for region should strongly be considered when evaluating proposed projects. In addition, staff would like to learn more about why the proposed project is important not only to the implementing agency but to the regional transportation network.

NEW CATEGORY

I. Technological Advancements

Explain how the project coincides with planning for future innovative transportation technologies and/or encourages their presence and incorporation into the region's existing transportation network.

Point Total: 5 points

Criterion to Address

- Provide details on engineering/planning/design innovations associated with the proposed project. These innovations should work to support future technological advancements in the transportation system to benefit the Saint Cloud MPA.

Reason for proposed updates

Within the APO's Looking Ahead 2050 MTP, one of the visioning themes identified was Technological Advancements. To address this theme, APO staff have worked to come up with some prioritization factors to include in the STBGP scoring criteria.

Next Steps

APO staff initially presented a draft of the proposed revisions to the STBGP scoring process at the June 2025 TAC meeting. TAC representatives shared comments for APO staff to incorporate into the draft both at the meeting and through July 21.

The proposed revisions to the STBGP scoring rubric were discussed again at the APO's July 31 TAC meeting where TAC representatives recommended Policy Board approval of the proposed revisions. TAC representatives did note that after the FY 2030 solicitation has wrapped up, they would appreciate APO staff debrief the process and provide opportunity to make adjustments as necessary to improve the STBGP scoring.

Suggested Action: Approval.



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Surface Transportation Block Grant Program

Project Score Sheet Rubric

About this Rubric

This rubric is designed to complement the Central Minnesota Area Transportation Partnership (ATP-3)'s Surface Transportation Block Grant Program (STBGP) guidebook and application guidance. This rubric is designed to assist agencies and jurisdictions within the Saint Cloud Area Planning Organization's (APO's) planning area in completing the STBGP solicitation for ATP-3 STBGP dollars sub-targeted to the APO's planning area.

Application Requirements

All agencies and jurisdictions within the APO's planning area applying for STBGP funding must comply with the requirements dictated by the ATP. In addition, the APO is requiring a resolution of support from the applicant's governing body **PRIOR** to the submittal of the application to the APO. This resolution, if the project is selected for funding, will serve as the required resolution for ATP-3. Any application submitted without a resolution will be ineligible for scoring.

Project Qualifications

A. Access and Mobility (25 points total)

Explain how your project increases the accessibility and mobility options for people and freight.

Criteria to Address

- Demonstrate how the proposed project will construct and/or maintain ADA compliant infrastructure.
- Describe how the proposed project would decrease average trip time or trip length for transit or active transportation modes.
- Document the proximity (in miles) of the proposed project to the following destinations:
 - Grocery, retail, medical facilities, schools, parks, community gathering spaces.
 - Businesses, commercial properties, industry/manufacturing facilities.
 - Residential dwelling units.

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- Describe how the proposed project will facilitate access to those destinations listed above.
- Describe how the proposed project will decrease the average vehicle trip time or trip length to those destinations listed above.
- Demonstrate the improvements the proposed project will have to the following:
 - Level of Travel Time Reliability (LOTTR) – applicable to Interstate and non-Interstate NHS.
 - Truck Travel Time Reliability (TTTR) – applicable to Interstate.
 - Volume to Capacity (V/C) ratio – as demonstrated in the APO’s Travel Demand Model (TDM).

B. System Connectivity (25 points total)

Explain how your project enhances the integration and connectivity of the transportation system for people and freight.

Criteria to Address

- Document the proximity (in miles) of the proposed project to a long-distance multimodal corridor (local/interjurisdictional) and/or the NHS/Interstate System and its direct and/or indirect connection to those corridors. Document the existing and/or proposed access control/spacing guidance.
- Describe how the proposed project facilitates a connection between residential areas and key destinations (grocery, retail, medical facilities, schools, parks, community gathering spaces, businesses, commercial properties, industry/manufacturing facilities).
- Describe how the proposed project furthers or completes the connection of existing transportation infrastructure (roadways, transit, active transportation) within and between jurisdictions – fills a gap (if applicable).

C. Multimodal (15 points total)

Explain how the project promotes walking, bicycling, transit, and other modes as an integral component of the transportation system.

Criteria to Address

- Detail how the proposed project will provide multimodal access based upon context sensitive solutions. Prioritization will be given for projects that fill an existing gap (sidewalk network) and/or complete pieces of the regional active transportation network as documented in the APO’s Regional Active Transportation Plan.
- Describe the coordination efforts with Saint Cloud Metro Bus to ensure the proposed project supports Metro Bus’s long-range planning efforts (as applicable).

D. System Condition OR Congestion Management (50 points total)

For system preservation projects, complete the System Condition section. For capacity expansion projects, complete the Congestion Management section. DO NOT COMPLETE BOTH SECTIONS!

D1. System Condition

Explain the current system conditions and how this project will preserve or enhance the transportation infrastructure and/or operations.

Criteria to Address (System Condition)

- Describe how the proposed project will improve the pavement condition of an existing bridge, roadway, shared use path, or bicycle lane.

D2. Congestion Management

Explain how the project seeks to mindfully plan, develop, and operate an innovative transportation network to minimize unnecessary travel delays.

Criteria to Address (Congestion Management)

- Describe the existing level of service/congestion issues located within close (1/4 to 1/2-mile) proximity to the location of the proposed project.
- Demonstrate the need for the proposed project based upon the current V/C ratio of adjacent corridors as well as results from the APO's Travel Demand Model (TDM) and/or the APO's 2024 Future Functional Classification Study.
- Demonstrate the Greenhouse Gas (GHG) Emissions Impact Assessment/mitigation strategy of the proposed project location (if applicable).

E. Safety (50 points total)

Explain how the project or elements of the project may improve safety.

Criteria to Address

- Document existing safety concerns on the existing corridor (system preservation) or in close proximity to the proposed corridor (capacity expansion). Prioritization will be provided to those projects located on the region's High Injury Network (HIN).
- Detail how the proposed project will incorporate safety infrastructure based upon context sensitive solutions.

F. Economic Vitality (15 points total)

Explain how the project supports the economic development and job growth retention/creation goals in the community and region.

Criteria to Address

- Document the proximity (in miles) of the proposed project to major freight routes, particularly the NHS system (US 10, I-94, MN 23, MN 15, and Stearns CSAH 75) and its direct and/or indirect connection to those major freight corridors. Detail how the proposed project will improve the flow of freight on those corridors as well as work to improve and/or address existing freight bottlenecks within the region.
- Detail the proposed project's proximity (in miles) to various businesses/industries and how the proposed project will impact access and mobility to the region's top five economic sectors as determined by the U.S. Census Bureau's American Community Survey (health care, education, manufacturing, retail, accommodation/food service industries).
- Describe the proposed project location's current AADT and detail future projections of AADT based upon the APO's TDM.

G. Environmental Stewardship (5 points total)

Explain how the proposed project will protect and preserve the region's existing environmental assets.

Criteria to Address

- Describe the environmental review process/path you plan to take for the construction of the proposed project.
- Detail any environmental concerns related to the construction of the proposed project. Note any environmental impacts avoided by the design or alignment of the project. Describe any mitigation measures, if any, needed to complete the project.
- Demonstrate the GHG Emissions Impact Assessment/mitigation strategy of the proposed project location (if applicable).

H. Plan Identification, Public Engagement, and Project Readiness (10 points total)

Identify where the project has been notated in one or more local, regional, and/or statewide plans. These plans must be adopted by the appropriate governing body (local, regional, state).

Criteria to Address

- The proposed project has been incorporated into an approved local, regional, and/or state planning document. Prioritization will be given to those projects specifically identified in the APO's Looking Ahead 2050 Metropolitan Transportation Plan (MTP).
- Detail the importance of this proposed project to the Saint Cloud Metropolitan Planning Area.
- Provide detailed information regarding the level of public engagement that has occurred pertaining to the proposed project.
- Provide detailed information on the readiness/schedule of this proposed project. This can include, but is not limited to feasibility documentation, right-of-way negotiations, scoping, preliminary engineering, etc.

I. Technological Advancements (5 points total)

Explain how the project coincides with planning for future innovative transportation technologies and/or encourages their presence and incorporation into the region's existing transportation network.

Criteria to Address

- Provide details on engineering/planning/design innovations associated with the proposed project. These innovations should work to support future technological advancements in the transportation system to benefit the Saint Cloud MPA.

Total Score: 200 points possible



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud APO Technical Advisory Committee
FROM: Brian Gibson, Executive Director
RE: Draft 2026-2027 Unified Planning Work Program
DATE: August 6, 2025

The Unified Planning Work Program (UPWP) is both our budget and our work plan. It identifies funding sources, revenues, expenditures, and the tasks we expect to accomplish each calendar year. I need to provide the approved UPWP to MnDOT by September 1st each year to ensure our funding is properly obligated prior to January 1st of the following year.

For 2026, we are expecting \$692,988 from our USDOT planning grant, also called our Consolidated Planning Grant (CPG). These are formula funds and require a 20% local match.

Our consultant-lead projects proposed for 2026 include:

- Continuing our Community Liaisons program to better reach and include people who have been traditionally underserved in the planning process. (\$5,000)
- Regional Traffic Management Study (\$105,000), which will gather information on existing conditions, operational performance, and technological capabilities for managing traffic flow on existing arterial and collector roadways. Then, it will develop a set of prioritized recommendations for short-term (0-5 years) and long-term (5-20 years) improvements, including but not limited to operational strategies, ITS deployment, signal system enhancements, data management, interagency coordination, and staffing and training needs.

EXHIBIT 2 – 2026 WORK ACTIVITY BY REVENUE SOURCE

Work Activity Category	Federal Funding (CPG 1)	Federal Funding (CPG 2)	State Funding	Local Match - State Grant	Other Local Funds	Total Funding
100 Administration & Overhead	\$275,148	\$0	\$27,104	\$6,772	\$41,676	\$350,700
200 Budget & UPWP	\$11,376	\$0	\$1,121	\$280	\$1,723	\$14,500
300 Transportation Improvement Program (TIP)	\$34,911	\$0	\$3,440	\$861	\$5,288	\$44,500
400 Transportation System Performance Monitoring (TSPM)	\$35,108	\$0	\$3,458	\$865	\$5,319	\$44,750
500 Planning Project Development	\$25,890	\$0	\$2,549	\$638	\$3,923	\$33,000
600 Metropolitan Transportation Plan (MTP)	\$45,896	\$0	\$4,521	\$1,130	\$6,953	\$58,500
610 MTP – Active Transportation Planning	\$45,715	\$12,537	\$5,738	\$1,435	\$8,825	\$74,250
620 MTP - Transit Planning	\$5,687	\$0	\$561	\$141	\$861	\$7,250
630 MTP - Freight, Economic Vitality & Tourism	\$2,943	\$0	\$290	\$72	\$445	\$3,750
640 MTP - Safety, Security & Environmental Planning	\$14,514	\$0	\$1,430	\$358	\$2,198	\$18,500
700 Transportation Planning Coordination & Public Outreach	\$80,612	\$0	\$7,940	\$1,987	\$12,211	\$102,750
800 Transportation Modeling, Mapping & Technical Support	\$17,850	\$0	\$1,758	\$439	\$2,703	\$22,750
900 Locally Funded Activities	\$0	\$0	\$0	\$0	\$26,250	\$26,250
Sub-Total for APO Staff and Operations	\$595,650	\$12,537	\$59,910	\$14,978	\$118,375	\$801,450
Contract Services: David Turch & Associates	\$0	\$0	\$0	\$0	\$48,000	\$48,000
Contract Services: Community Liaisons for Hard-to-Reach Populations	\$4,000	\$0	\$0	\$0	\$1,000	\$5,000
Contract Services: Regional Traffic Management Study	\$80,801	\$0	\$0	\$0	\$24,199	\$105,000
Grand Total Expenses	\$680,451	\$12,573	\$59,910	\$14,978	\$191,574	\$959,450

APO BUDGET HISTORY 2021 – 2026

Line Item	2021	2022	2023	2024	2025	2026
Staff Salaries and Benefits	\$463,750	\$470,500	\$512,000	\$552,004	\$596,750	\$614,500
Overhead	\$96,360	\$92,000	\$119,750	\$150,746	\$151,500	\$160,700
Consultant Studies	\$445,000	\$325,000	\$263,500	\$303,000	\$117,000	\$110,000
Sub-Total for CPG Eligible Expenses	\$1,005,110	\$887,500	\$895,250	\$1,005,750	\$871,750	\$885,200
Turch & Associates	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000	\$48,000
Staff Time for Legislative Communications	\$4,250	\$4,500	\$6,000	\$6,500	\$6,500	\$5,750
Audit	\$8,250	\$8,500	\$14,000	\$15,000	\$15,000	\$15,000
Legislative Comm. Travel	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000	\$5,000
MN Transportation Alliance*	\$0	\$0	\$0	\$0	\$500	\$500
Sub-Total for Other	\$65,500	\$66,000	\$73,000	\$74,500	\$75,000	\$74,250
Grand Total	\$1,070,610	\$953,500	\$968,250	\$1,080,250	\$940,250	\$959,450

*Prior to 2025, dues for the Minnesota Transportation Alliance were part of "Overhead"

JURISDICTIONAL ASSESSMENTS HISTORY 2021 – 2026

Jurisdiction	2021	2022	2023	2024	2025	2026
St. Cloud	\$62,037	\$107,149	\$67,687	\$102,405	\$77,977	\$95,386
St. Joseph	\$6,361	\$7,149	\$7,011	\$10,468	\$7,588	\$9,342
Sartell	\$16,922	\$18,974	\$19,446	\$29,332	\$21,672	\$26,598
Sauk Rapids	\$12,581	\$13,883	\$13,485	\$20,480	\$14,815	\$18,591
Waite Park	\$7,582	\$8,166	\$8,720	\$12,775	\$9,538	\$11,514
LeSauk Township	\$1,237	\$1,385	\$1,133	\$1,851	\$1,268	\$1,611
Benton County	\$6,792	\$27,348	\$7,237	\$10,321	\$7,729	\$9,644
Sherburne County	\$2,251	\$2,414	\$2,936	\$4,385	\$3,320	\$3,870
Stearns County	\$20,752	\$21,552	\$71,726	\$29,426	\$26,692	\$26,862
Metro Bus	\$8,300	\$8,300	\$8,300	\$4,211	\$2,789	\$3,500
Total	\$144,815	\$216,320	\$207,681	\$225,653	\$173,388	\$206,919
% Change Year Over Year		+49.38%	-3.99%	+8.65%	-23.16%	+19.34%

Overall local assessments would be about 19% higher than in 2025. But recall that in 2025 you were given credit for the "Safe Streets & Roads for All" match that you provided in 2024, but for which we then found another grant to pay. Note that despite the increase from 2025 to 2026, the 2025 request is still lower than the 2024 request.

If you need more details, the entire draft UPWP can be reviewed here:

<https://stcloudapo.org/wp-content/uploads/2025/07/2026-27-UPWP-DRAFT.pdf>.

Suggested Action: *Approve the 2026-2027 UPWP*



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: Regional Transportation Priorities for 2026
DATE: August 5, 2025

Each year the APO Board Chair and Executive Director travel to Washington DC to meet with members of Congress (or their senior staff) to present our regional transportation priorities.

The priorities we shared last year were:

- Mississippi Bridge (just a notice that while we are deeply involved in the EIS right now, in the future we will need help with construction funds)
- MN-15/MN-23 Improvements
- US-10 Improvements
- Aviation Workforce Development Program

What are the regional priorities we should emphasize for 2026?

Ideally, members of Congress want:

- Major, regional-level projects.
- Projects for which there is a broad regional consensus.
- Projects which cannot be funded through "normal" means, such as formula programs.
- A list of the very top 2-4 projects, not a list of 20. They want to know what our *very highest* priorities are.

Suggested Action: Approve a slate of 2-4 regional transportation priorities for 2026.



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 Planner
RE: Sartell-St. Stephen Safe Routes to School Plan
DATE: August 4, 2025

The Sartell–St. Stephen Safe Routes to School (SRTS) Plan completed during the 2024–2025 school year focuses on making walking, biking, and rolling to school safer and more accessible for students attending Pine Meadow Primary School, Riverview Intermediate School, and Sartell Middle School in ISD 748. With the completion of this plan, SRTS plans are now in place for all elementary and middle schools within the APO’s planning area, including those in Saint Cloud Area School District (ISD 742) and Sauk Rapids–Rice Public Schools (ISD 47).

Throughout the planning process, APO staff worked closely with school principals, City of Sartell staff, public health specialists, Metro Bus, local law enforcement, and other key partners to gather data, assess challenges, and develop practical recommendations. The result is a comprehensive plan grounded in community feedback, direct field observations, and transportation analysis.

The plan begins by reviewing enrollment data, attendance boundaries, and demographic trends to better understand who lives within the district and where students are coming from. It then outlines the current environment for students walking and biking, examining everything from street design to shared-use path conditions and lighting infrastructure.

The APO observed arrival and dismissal at each school to evaluate traffic flow, student behavior, and potential safety concerns. The findings from those site visits helped inform targeted infrastructure recommendations, including improvements like enhanced crossings, ADA-compliant ramps, signage upgrades, and other infrastructure repairs.

The plan also outlines priority infrastructure projects, categorized as high, medium, or low priority based on factors such as need, feasibility, and potential impact. In addition to proposed improvements, the plan identifies several projects already programmed in local Capital Improvement Plans (CIPs) that are expected to be completed within the next few years.

Beyond engineering solutions, the plan includes ideas for education and encouragement programming such as Walk & Bike to School Day events, bicycle safety curriculum, and crossing guard training to support safe habits and build a culture of active transportation in Sartell.

Public input was a key part of this process. Parents and caregivers shared concerns through surveys and interactive mapping, highlighting issues like unsafe intersections, traffic speed, lack of sidewalks, and poor winter maintenance. These voices were central to shaping both the priorities and the tone of the plan.

The final document is now available at: <https://stcloudapo.org/documents-resources/safe-routes-to-school/>

E. admin@stcloudapo.org W. stcloudapo.org

As the APO, we are not directly responsible for implementing the plan's recommendations. However, we remain committed to supporting the City of Sartell, ISD 748, and other partners as they move toward implementation. Whether through setting up events, grant support, technical guidance, volunteering, or coordination, we'll continue to be a resource in bringing these projects and programs to life.

Suggested Action: None, informational only.