

AMENDED AGENDA



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

T. 320.252.7568 F. 320.252.6557

AMENDED AGENDA

APO TECHNICAL ADVISORY COMMITTEE REGULAR MEETING

THURSDAY, SEPT. 25, 2025 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK

MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items
 - a. Approve minutes of Aug. 28, 2025, TAC meeting (**Attachment A**)
 - b. Receive staff report of Sept. 4, 2025, Policy Board meeting (**Attachment B**)
 - c. Approve 2026 Regular Meeting Schedule for the Saint Cloud APO's Technical Advisory Committee (TAC) (**Attachment C**)
4. Presentation of the Safe Streets and Roads for All (SS4A) Comprehensive Safety Action Plan (**Attachments D1-D4**) *Angie Stenson, Corridor & System Planning Practice Leader with Bolton & Menk*
 - a. **Suggested Action:** Provide any final feedback to the consultant team.
5. Consideration of the Stakeholder Engagement Plan (SEP) Update (**Attachment E**) *Alex McKenzie, Associate Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
6. Consideration of the Regional Evaluation of Counts for Active Planning (RECAP) Report (**Attachment F**) *Alex McKenzie, Associate Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board acceptance and approval to publish.
7. **AMENDED** Appointment of an engineering representative to serve on the Central Minnesota Area Transportation Partnership's (ATP-3's) Transportation Alternatives scoring committee **and Area Transportation Improvement Program (ATIP) Development Committee (Attachment G)** *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Appoint an APO engineering representative to serve on the ATP-3 TAP Committee **and ATIP Development Committee.**

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8. **NEW ADDITION** Consideration of revisions to the APO's FY 2027-2030 Carbon Reduction Program (CRP) Solicitation Co-Benefits (**Attachment H**) *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
9. Other Business & Announcements
10. 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.



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T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Central Minnesota Area Transportation Partnership (ATP-3) Transportation Alternatives Subcommittee and Area Transportation Improvement Program (ATIP) Development Committee Engineering Representative
DATE: Sept. 18, 2025

The Central Minnesota Area Transportation Partnership (ATP-3) is responsible for bringing together federally funded transportation improvement recommendations from regional development organizations (RDOs), metropolitan planning organizations (MPOs) – like the Saint Cloud Area Planning Organization – the Minnesota Department of Transportation (MnDOT), and other partners into an integrated list of transportation investments for its region called the Area Transportation Improvement Program (ATIP).

ATP-3’s geographic boundary generally follows MnDOT District 3’s planning boundary – encompassing the following 12 counties:

- Benton
- Cass
- Crow Wing
- Isanti
- Kanabec
- Mille Lacs
- Morrison
- Sherburne
- Stearns
- Todd
- Wadena
- Wright

Transportation Alternatives (TA) Subcommittee

Each ATP is sub-targeted federal funding for various formula programs such as Surface Transportation Block Grant Program (STBGP) – the primary roadway and bridge program – the Transportation Alternatives (TA) program – for active transportation infrastructure – and other, newer programs including the Carbon Reduction Program (CRP) and the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.

When it comes to selecting, and ultimately awarding, projects to receive funding by ATP-3 for the TA formula program, ATP-3 utilizes a committee to review and score applications received during the solicitation period.

The Transportation Alternatives Program (TAP) Committee is responsible for conducting a formalized review and evaluation of the TA candidate projects sufficient to recommend a rank-ordered list to the Partnership’s Area Transportation Improvement Program (ATIP) Development Committee for inclusion in the draft ATIP. The committee is also responsible for developing and updating application materials and project selection criteria to ensure consistency with the Partnership’s policies and priorities, as well as applicable federal and statewide program objectives.

TAP Committee membership includes the following representatives:

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

- MnDOT District 3 State Aid Engineer.
- One engineer representative from each of the four regions to be selected from the ATP's voting membership.
 - If an engineer representative from the Partnership's voting membership is not available, a representative may be appointed by the region from its regional transportation advisory committee.
- One representative from MnDOT's District 3 Planning and Programming Unit.
- One person representing the area's tribal nations.
- One planner from each of the four regions.
- One representative from the Minnesota Department of Natural Resources (DNR).
- One person representing school boards.
- One person representing parks and recreation.
- Other representation deemed necessary by the Partnership.

When it comes to the regional-specific representation, the Saint Cloud APO's TAP members include Stearns County Engineer Jodi Teich (engineering representative) and APO Senior Transportation Planner Vicki Johnson (regional planner).

Area Transportation Improvement Program (ATIP) Development Committee

The ATIP Development Committee has been established to develop and recommend the draft ATIP document to ATP-3 for its approval on an annual basis. This committee is responsible for merging the transportation priorities of the regions and MnDOT District 3 into an integrated list of projects and then presenting its recommendation to the Partnership for review and approval. The ATIP Development Committee may also be requested to study, advise, and make recommendations to the ATP on other matters relating to the development and management of the ATIP. The AIP Development Committee will work to ensure all of its products are prepared in a consistent, fair, and technical manner.

Members on the ATIP Development Committee shall consist of the following members:

- MnDOT District 3 State Aid Engineer.
- One engineer representative from each of the four regions to be selected from the ATP's voting membership.
 - If an engineer representative from the Partnership's voting membership is not available, a representative may be appointed by the region from its regional transportation advisory committee.
- One person representing transit to be selected from the Partnership's voting membership.
- One representative from MnDOT's District 3 Planning & Programming Unit to serve as committee chair/facilitator.
- One person representing the area's tribal nations to be selected from the Partnership's voting membership.
- One planner from each region to be selected from the Partnership's voting or non-voting members, as applicable.

When it comes to the regional-specific representation, the Saint Cloud APO's ATIP Development Committee members include Stearns County Engineer Jodi Teich (engineering representative) and APO Senior Transportation Planner Vicki Johnson (regional planner).

Engineering Representation Needed

At the August 2025 TAC meeting, Ms. Teich announced her departure from Stearns County to take effect in mid-October. As a result, the engineering representative position for both the TAP Committee and ATIP Development Committee on behalf of the APO will be vacant.

In order to fill this position, the APO's Technical Advisory Committee will need to appoint a new engineering representative to serve on behalf of the APO in this capacity at the ATP-3 level.

To be considered for this position, engineering representatives cannot be currently serving on the TAP Committee or ATIP Development Committee on behalf of another region (Region 5, Region 7E, Region 7W).

Per the Operations and Policy Manual for ATP-3, the APO's engineering representative for both committees should be considered from the ATP's voting membership. However, since the APO's ATP-3 voting representatives are an elected official (Commissioner Jared Gapinski) and an APO staffer (Vicki Johnson), the next course of action for representation would be to select from an engineering voting member on the ATP within the APO's planning area not representing another region (Region 7W).

At that time, if there is currently no other engineering representative available, an engineering representative can be appointed from the APO's TAC.

In discussions with MnDOT District 3 Planning Director Steve Voss, given the current make up of ATP-3 voting membership, the APO would need to select an engineering representative from the TAC.

Aside from consulting engineers, the following engineers would be considered eligible for this position:

- Chris Byrd, Benton County Engineer.
- Mark Loidolt, Benton County Assistant Engineer.
- Andrew Witter, Sherburne County Engineer.
- David Roedel, Sherburne County Assistant Engineer.
- Mike Decker, Interim Stearns County Engineer.
- Zac Borgerding, City of Saint Cloud Engineer.

If the cities of Saint Joseph, Sartell, Sauk Rapids, and Waite Park would like to nominate their consulting engineers for this responsibility, they are more than able to. However, those commitments would need to be discussed between the respective cities and their consulting engineers.

This position will require a minimum two-year commitment starting in early 2026.

Suggested Action: Appoint an APO engineering representative to serve on the ATP-3 TAP Committee and ATIP Development Committee.



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T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Revisions to the APO's FY 2027-2030 Carbon Reduction Program Solicitation
Co-Benefits
DATE: Sept. 18, 2025

The Infrastructure Investment and Jobs Act (IIJA) established the Carbon Reduction Program (CRP) which provides federal funds for projects designed to reduce carbon emissions from surface transportation.

The CRP provides Minnesota with federal funding to complete projects that reduce carbon emissions from surface transportation. Program funding is distributed across the state with some funds allocated proportionally based on population. Minnesota Department of Transportation (MnDOT) Districts, Metropolitan Planning Organizations (MPOs) – like the Saint Cloud APO – and Area Transportation Partnerships (ATPs) will select projects to receive CRP funding.

This funding, like most federal funding programs, requires a minimum 20% match for federal funds requested.

Projects eligible for CRP funding are broken into three categories: Electrification, Travel Options, and Low Carbon Infrastructure and System Management.

MPOs, like the Saint Cloud APO, are directly allocated federal CRP funding. This funding can only be spent within the **urbanized** area of the MPO. Areas that fall within the APO's **planning area, but outside of the urbanized area**, are eligible to apply for CRP funding through the Central Minnesota Area Transportation Partnership (ATP-3).

The CRP application – as developed by MnDOT – is comprised of two main categories: cost effectiveness and co-benefits.

The cost effectiveness component of the application requires applicants to input data into an excel spreadsheet to about the proposed project in order to generate a dollar amount per 1 ton of carbon dioxide (CO₂) eliminated. This spreadsheet is developed by MnDOT's Office of Sustainability and Public Health and is a required component of the application and accounts for a minimum 50% of the project's total score. This portion of the application cannot exceed 90% of the project's total score.

The second half of the application involves addressing – through narrative – four co-benefits: equity, access, safety, and health. Applicants are provided criteria for each of these co-benefits and are required to explain how their proposed project aligns with these priorities. MPOs and ATPs are allowed to alter the language in these criteria to ensure specific regional priorities are addressed. Taken together, the co-benefits section must account for a minimum of 10% of the projects total score. This section cannot exceed 50% of the project's total score.

Last fall the APO's Policy Board – upon recommendation from the APO's Technical Advisory Committee – approved the solicitation material and process for the APO's CRP. This included:

- Establishing the cost effectiveness/co-benefit ratio for applicant scoring. Applications

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Attachment H

would be have 50% of the total score based on the cost effectiveness score. The remaining 50% would be based on the co-benefits narrative.

- Adopting specific language around each of the co-benefits (equity, access, safety, and health) tailored to each of the three CRP eligible categories: Electrification, Travel Options, and Low Carbon Infrastructure and System Management.

However, since the adoption of the solicitation process by the Policy Board in 2024, several key items have changed warranting adjustments to the CRP solicitation process.

1. The Carbon Reduction Program was developed under the Infrastructure Investment and Jobs Act (IIJA). Funds under this transportation authorization act are only provided through FY 2026.
2. Changes at the federal level have resulted in uncertainty over the eligibility of certain activities (mainly electrification) that have been previously funded through this program.
3. Changes at the federal level through various executive orders have warranted adjustments in language.

As such, MnDOT's Office of Sustainability and Public Health has worked closely with MnDOT's Office of Chief Counsel to rework the solicitation and delivery of the CRP.

Per MnDOT CRP Program Coordinator, Anna Pierce, the following updates have been made to the solicitation based on current (September 2025) guidance from the Federal Highway Administration (FHWA).

- The word "equity" has been removed from the solicitation materials and update to reflect "economic opportunities."
- The work "health" has been removed from the solicitation materials and replaced with "resilience."

Additionally, because it is unknown at this time what will be included in the next federal transportation reauthorization bill beyond FY 2026, MnDOT is recommending CRP be used to fund travel options and low carbon infrastructure projects for fiscal years 2027 through 2030.

Based on this new guidance, APO staff have conducted a review of the approved APO CRP guidance and the MnDOT changes for the CRP solicitation to ensure consistency and compliance with guidance from MnDOT's Office of Chief Counsel and Office of Sustainability and Public Health.

The following is a summary of the recommendations APO staff are proposing for TAC consideration. Note, these proposed recommendations have been vetted by MnDOT's Office of Sustainability and Public Health to ensure consistency with guidance from MnDOT's Office of Chief Counsel.

Current APO CRP Co-Benefits	MnDOT Updated CRP Guidance (2027-2030)	APO Staff Recommendations
Co-benefit: Equity Describe how the proposed project benefits historically disadvantaged/traditionally underserved populations within the Saint Cloud APO. These communities can be defined through the Justice40 framework <i>or</i> alternative	Co-benefit: Economic Opportunities Describe how the project creates jobs and stimulates local economies. Highlight efforts to hire a diverse workforce and provide	<i>APO staff recommend adopting MnDOT's language surrounding economic opportunities to replace the current Equity co-benefit.</i>

Current APO CRP Co-Benefits	MnDOT Updated CRP Guidance (2027-2030)	APO Staff Recommendations
<p>framework for assessing disadvantaged populations. See Appendix A for screening tools as well as maps reflecting areas with high concentrations of the following demographic subsets within the APO’s planning area:</p> <ul style="list-style-type: none"> • Black, Indigenous, People-of-Color (BIPOC) populations. • Low-income households. • Limited English proficient populations. • People with disabilities. • Zero vehicle households. • Individuals over the age of 65. • Individuals under the age of 18. 	<p>training and career development opportunities for all individuals. Showcase initiatives that improve access to commercial areas, making it easier for people to shop, dine and access services in their communities. Discuss efforts to prioritize projects that address historical disparities in economic opportunities and improve access to underserved areas. Provide any support data available that identify economic improvements in relationship to the project location</p>	
<p>Co-benefit: Safety ONLY complete the prompt for the appropriate Carbon Reduction Strategy category for the proposed project.</p> <p>For projects consistent with the ELECTRIFICATION Carbon Reduction Strategy:</p> <ul style="list-style-type: none"> • Electric Vehicles: Describe the existing safety features/concerns with the existing fleet. Examples can include, but are not limited to, older models with outdated software technology, older vehicles that are in need of additional maintenance, etc. Describe the proposed safety improvements/features to be incorporated into the new fleet vehicles as a result of this project. 	<p>Co-benefit: Safety</p> <p>Describe how the project will improve real or perceived safety concerns in the community. These can be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of non-motorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges (See Appendix A).</p>	<p>Co-benefit: Safety</p> <p>Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of nonmotorized serious injury or fatal crashes and whether the project has a</p>

Current APO CRP Co-Benefits	MnDOT Updated CRP Guidance (2027-2030)	APO Staff Recommendations
<ul style="list-style-type: none"> Electric Vehicle Charging Stations: Describe the proposed location of the EV charging station in terms of safety. Examples can include, but are not limited to, the presence of lighting, comfortable waiting areas for individuals using the charging stations, surveillance, emergency call boxes, tamper resistant equipment, secure payment technology. <p>For projects consistent with the TRAVEL OPTIONS or LOW CARBON INFRASTRUCTURE AND SYSTEM MANAGEMENT Carbon Reduction Strategies:</p> <p>Describe how this project will improve real or perceived safety concerns in the community. These can be identified in a safety study or plan. If the safety concerns are not identified in a plan, they may be identified with an alternative approach, such as providing an aerial photo of the safety concern. Describe whether the project occurs in an area with high rates of motor vehicle serious injury or fatal crashes and/or areas with high rates of nonmotorized serious injury or fatal crashes and whether the project has a safety component that addresses these challenges. See Appendix B for screening tools as well as maps reflecting the observed crash rate locations within the APO’s planning area.</p>		<p>safety component that addresses these challenges. See Appendix A for information related to the APO’s High Injury Network (HIN).</p>
<p>Co-benefit: Access</p> <p>ONLY complete the prompt for the appropriate Carbon Reduction Strategy category for the proposed project.</p> <p>For projects consistent with the ELECTRIFICATION</p>	<p>Co-benefit: Access</p> <p>Describe how the project improves non-motorized access and transit or shared mobility access to key destinations. This can</p>	<p>Co-benefit: Access</p> <p>ONLY complete the prompt for the appropriate Carbon Reduction Strategy category for the proposed project.</p>

Current APO CRP Co-Benefits	MnDOT Updated CRP Guidance (2027-2030)	APO Staff Recommendations
<p>Carbon Reduction Strategy:</p> <ul style="list-style-type: none"> • Electric Vehicles: Describe, if at all, how the proposed vehicles will be ADA accessible. Provide details on if the proposed vehicles will be utilized to aid in creating and/or providing more accessible transportation options for other modes (examples can include vehicles used to remove snow from sidewalks/share use paths). Describe how the proposed vehicles will be utilized in comparison to non-EVs in your existing fleet. Examples: <ul style="list-style-type: none"> ○ Will this/these vehicle(s) be used sparingly or on an as-needed basis? Will these vehicles be used seasonally or year-round? ○ Who or which department(s) will have access to these vehicles? How will your organization provide access – through education/hands-on experience/data analysis – to others within your organization? • Electric Vehicle Charging Stations: Describe how the proposed project 	<p>include improvements that encourage these modes through both infrastructure and land use. Describe how the project improves travel efficiency (via driving, carpool or other methods) to key destinations and how the project improved traveler comfort. Focus on making transportation accessible to all, including individuals with disabilities, older adults, and families with young children. Highlight efforts to improve accessibility features, such as ramps, elevators, and tactile paving. If possible, include or attach a map identifying key destinations the project will increase access to.</p>	<p>For projects consistent with the TRAVEL OPTIONS Carbon Reduction Strategy:</p> <p>Describe how the proposed project improves multimodal travel options such as active transportation (walking/biking/rolling) and/or transit to allow people of all ages and abilities to travel to their destinations using their preferred modal choice.</p> <p>For projects consistent with the LOW CARBON INFRASTRUCTURE AND SYSTEM MANAGEMENT Carbon Reduction Strategy:</p> <p>Describe how the proposed project improves travel efficiency to key destinations.</p>

Current APO CRP Co-Benefits	MnDOT Updated CRP Guidance (2027-2030)	APO Staff Recommendations
<p>location will meet ADA compliant standards. This includes, but is not limited to, adequate space for exiting and entering a vehicle, free movement around the charging station, clear pathways and proximity to building entrances, and appropriate signage.</p> <p>For projects consistent with the TRAVEL OPTIONS Carbon Reduction Strategy:</p> <p>Describe how the proposed project improves multimodal travel options such as active transportation (walking/biking/rolling) and/or transit to allow people of all ages and abilities to travel to their destinations using their preferred modal choice.</p> <p>For projects consistent with the LOW CARBON INFRASTRUCTURE AND SYSTEM MANAGEMENT Carbon Reduction Strategy:</p> <p>Describe how the proposed project improves travel efficiency to key destinations.</p>		
<p>Co-benefit: Health</p> <p>Describe how this project improves localized air quality, especially in communities with high rates of asthma (see Appendix C). Examples include, but are not limited to, vehicle emissions/idling reduction and modal switch (from single occupancy vehicles to carpooling, transit, active transportation). Describe how this project will incorporate other environmentally sustainable options/practices (conversion of streetlights to LEDs, improvement of</p>	<p>Co-benefit: Resilience</p> <p>Describe how the project includes resilient infrastructure that can withstand climate change impacts. Emphasize how this project will protect all communities from extreme weather events and ensure long-term sustainability. Highlight the environmental benefits of reducing emissions and</p>	<p>Co-benefit: Resilience</p> <p>Describe how this project improves localized air quality. Examples include, but are not limited to, vehicle emissions/idling reduction and modal switch (from single occupancy vehicles to carpooling, transit, active transportation). Describe how this project will incorporate other environmentally</p>

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Current APO CRP Co-Benefits	MnDOT Updated CRP Guidance (2027-2030)	APO Staff Recommendations
stormwater management, addressing climate resiliency through infrastructure/project improvements).	improving air quality for everyone. Also, describe how this project supports active transportation.	sustainable options/practices (conversion of streetlights to LEDs, improvement of stormwater management, addressing climate resiliency through infrastructure/project improvements).

Additionally, in alignment with the Central Minnesota Area Transportation Partnership (ATP-3), APO staff are suggesting eliminating the Letter of Intent process for this solicitation and are opting to instead open the solicitation to all eligible applicants. APO staff will be available to assist in answering questions regarding project eligibility and will once again be offering to review applications for completion prior to application deadlines.

Suggested Action: Recommend Policy Board approval.