

## AGENDA

### APO POLICY BOARD MEETING

**THURSDAY, NOVEMBER 13, 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 – G*)
  - a. Approve Minutes of October 9, 2025, Policy Board Meeting (*Attachment A*)
  - b. Approve October Bills List (*Attachment B*)
  - c. Approve Amendment to 2026 Unified Planning Work Program (UPWP) (*Attachment C*)
  - d. Approve Resolution Regarding Vision Zero Policy Commitment (*Attachment D*)
  - e. Receive Q3 Budget-to-Actual Report (*Attachment E*)
  - f. Receive Staff Report from October 30, 2025, Technical Advisory Committee (TAC) Meeting (*Attachment F*)
  - g. Receive Staff Report from October 2, 2025 meeting of the Central Minnesota Area Transportation Partnership (ATP-3) (*Attachment G*)
6. Consider FY 2027-2030 Highway Safety Improvement Program (HSIP) Projects (*Attachments H*), *Vicki Johnson, Senior Transportation Planner*
  - a. **Suggested Action: Approve Ranking of HSIP Projects**
7. Consider 2026 Safety Performance Targets (*Attachments I1 & I2*), *James Stapfer, Planning Technician*
  - a. **Suggested Action: Approve 2026 Safety Performance Targets**
8. Other Business & Announcements
9. Adjournment

## **English**

The Saint Cloud Area Planning Organization (APO) fully complies with the Title VI of the Civil Rights Act of 1964, Title II of the Americans with Disabilities Act of 1990, and related statutes and regulations. The APO is accessible to all persons of all abilities. A person who requires a modification or accommodation, auxiliary aids, translation services, interpreter services, etc., in order to participate in a public meeting, including receiving this agenda and/or attachments in an alternative format, or language please contact the APO at 320-252-7568 or at [admin@stcloudapo.org](mailto:admin@stcloudapo.org) at least seven (7) days in advance of the meeting.

## **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](mailto: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](mailto:admin@stcloudapo.org) al menos siete (7) días antes de la reunión.

**SAINT CLOUD AREA PLANNING ORGANIZATION POLICY BOARD**  
**Thursday, October 9, 2025 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, October 9, 2025, at 4:30 p.m. Vice Chair Jake Anderson presided with the following members present:

Scott Brodeen	City of Saint Cloud
Mike Conway	City of Saint Cloud
Dottie Seamans	City of Sauk Rapids
Adam Scepaniak	City of Saint Joseph
Frank Theisen	City of Waite Park
Scott Johnson	Benton County
Joe Perske	Stearns County
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
Bill Towle	Sky Central Airport Director

Absent:

**1. PLEDGE OF ALLEGIANCE**

**2. INTRODUCTIONS**

**3. APPROVAL OF AGENDA:**

***Mr. Conway motioned to approve the agenda. Mr. Theisen 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 September 4, 2025, Policy Board Meeting
- b. Approve October Bills List
- c. Receive Cost-Sharing Agreement Progress Report
- d. Receive Staff Reports from August 28, 2025, and September 25, 2025, Technical Advisory Committee (TAC) Meetings
- e. Receive 2026 Transportation Priorities Briefing Booklet

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

## **6. HEAR PRESENTATION ON AIRPORT NEEDS**

Mr. Towle with the Sky Central Airport presented airport history, facts, current airlines it hosts, projects that are underway, and projects that they hope to accomplish in the future. The biggest changes at the airport are they have a new aviation maintenance technician school hosted by the St. Cloud Technical and Community College. Currently the class is hosted at the college, but they are hoping that next year it will be onsite at the airport. They are pursuing new runway lighting with the help of the state, and hoping for a larger onsite fueling center.

Mr. Towle would like the APO and members traveling to Washington D.C. to advocate for the need to increase the Passenger Facility Charge (PFC), currently \$4.50, which has been the set rate since 1994. An increase in the Federal Airport Improvement Program (AIP), which hasn't changed since 2000. Consider adding the airport to the Essential Air Service (EAS) program.

## **7. CONSIDER CHANGES TO THE CARBON REDUCTION PROGRAM (CRP) CO-BENEFITS EVALUATION CRITERIA**

Ms. Johnson stated that CRP was developed under the Infrastructure Investment and Jobs Act (IIJA) which expires in FY 2026. Due to the changes at the national level, it is unclear if/how specific activities will be eligible for funding at the federal level and the language that would be allowable to describe it. Therefore, MnDOT's Office of Chief Counsel reviewed the CRP solicitation forms and provided legal guidance on the application. The proposed APO response would be to adjust specific words within the application. Therefore, MnDOT recommends funding for travel options and low carbon infrastructure and system management. To be eligible for CRP formula dollars, proposed projects must align with the state's Carbon Reduction Strategy (CRS).

Ms. Johnson stated an additional ATP-3 recommendation is to remove the Letter of Intent process. This is because it was very labor intensive and redundant of the information within the application. She went on to present the Saint Cloud APO CRP Funding Targets for FY 2027-2030 stating that FY 2030 is currently not fully committed.

***Mr. Scepaniak motioned to Approve the Recommended Changes to the CRP Co-Benefits Evaluation Criteria. Mr. Theisen seconded the motion. Motion carried.***

## **8. CONSIDER STAKEHOLDER ENGAGEMENT PLAN (SEP) UPDATE**

Ms. Johnson gave an overview of the Stakeholder Engagement Plan (SEP). She stated the SEP ensures the public is given ample opportunity to access, review, and comment on APO plans, studies, and other documents as they are being developed. The SEP also helps members of the public and community organizations understand how to participate effectively in the APO's planning process and satisfies federal requirements for MPOs.

Ms. Johnson went on to explain that the SEP is updated every three years to ensure the data meets APO, state, and federal guidelines, laws, executive orders, and updated demographics. She went on to review the efforts made to solicit public input for this SEP update:

- 45-day public input from Aug. 11 – Sept. 24, 2025
- Advertisements in St. Cloud Live, the APO’s website, social media, and emailed to interested stakeholders.
- An in-person open house was held on Aug. 26 at the Great River Regional Library

No public comments were received on the draft SEP.

***Ms. Danielowski motioned to Approve the Stakeholder Engagement Plan (SEP) Update. Mr. Theisen seconded the motion. Motion carried.***

## **9. CONSIDER REGIONAL EVALUATION OF COUNTS FOR ACTIVE PLANNING (RECAP) REPORT**

Ms. Johnson reviewed the purpose of the RECAP. She discussed the permanent counter location and data, trends and COVID-19 impacts, pedestrian versus bicyclist stats, and portable counter locations and data. Regionally, active transportation trends follow the weather and seasons. Ms. Johnson noted the data indicates active transportation activities have fallen since 2021. That said, in 2021 we were in the midst of COVID-19, and many people were working from home, gyms were closed, and utilizing these trails was a way to get outdoors and exercise. She discussed the need for APO staff to continue monitoring active transportation trends long-term to gain a better understanding of usage patterns.

Ms. Johnson went on to explain how the data can be utilized:

- to support funding applications
- to use when designing for safer crossings, and to fill trail gaps
- to guide maintenance, school planning, park access, comprehensive plans, and transit connections

***Mr. Scepianiak motioned to Accept the Regional Evaluation of Counts for Active Planning (RECAP) Report and Approve Publication. Ms. Seamans seconded the motion. Motion carried.***

## **10. OTHER BUSINESS AND ANNOUNCEMENTS**

- Mr. Perske stated that the Hwy-23 Coalition had its annual meeting on October 3, 2025, the Coalition reaffirmed its 2025 Priority Projects:
  - 4-Lane Extension SW of Willmar (Hwy 71 to Kandiyohi Co. Rd. 5)
  - Preferred Route Study: Foley to I-35
- Mr. Perske went on to discuss Wetland Replacement; he stated he’s working with National Association of Counties (NACo) and the Association of Minnesota Counties (AMC) attempting to change the wetland replacement from 2:1 to 1:1 regarding acreage replacement fees, which started in 1986.

- Mr. Conway stated that the definition of wetland needs to go back to what was known as “historical wetlands records,” not the man-made ditches that have cattails growing in them and now are considered wetlands.
- Mr. Perske reminded everyone that the Washington DC trip is coming up, which he is attending, NACo will also be out there at that time, and he will be meeting with them as well.
- Mr. Perske stated that Stearns County held a Townline Road Open House and are in the process of purchasing Right-of-Way, and hoping to receive Congressional Directed Spending, that might push the Townline Road project up to 2026.

## **11. ADJOURNMENT**

***Mr. Conway motioned to adjourn the meeting. Mr. Theisen seconded the motion. Motion carried. Mr. Gapinski adjourned the meeting at 5:50 p.m.***

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

	Date	Amount	Account full name
Abdo LLP	10/01/2025	5,118.00	6602 Accounting Services
<b>Total for Abdo LLP</b>		<b>\$5,118.00</b>	
Adobe Creative Cloud	10/08/2025	59.99	6609 IT Support & Software
	10/11/2025	59.99	6609 IT Support & Software
	10/17/2025	21.59	6609 IT Support & Software
	10/21/2025	21.59	6609 IT Support & Software
<b>Total for Adobe Creative Cloud</b>		<b>\$163.16</b>	
ADP Tax	10/3/2025	5,601.98	
	10/20/2025	5,611.55	
<b>Total for ADP Tax</b>		<b>\$11,213.53</b>	
BCBS of MN	10/02/2025	4,759.09	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
<b>Total for BCBS of MN</b>		<b>\$4,759.09</b>	
David Turch & Associates	10/01/2025	8,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
<b>Total for David Turch &amp; Associates</b>		<b>\$8,000.00</b>	
Delta Dental	10/27/2025	306.75	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
<b>Total for Delta Dental</b>		<b>\$306.75</b>	
Emerald Companies Inc	10/06/2025	225.00	6606 Utilities and Maintenance:6606.2 Maintenance
<b>Total for Emerald Companies Inc</b>		<b>\$225.00</b>	
Google Inc.	10/31/2025	112.00	6609 IT Support & Software
<b>Total for Google Inc.</b>		<b>\$112.00</b>	
HealthEquity	10/01/2025	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
<b>Total for HealthEquity</b>		<b>\$4.00</b>	
Loffler Companies	10/01/2025	56.03	6608 Multifunction Copier
<b>Total for Loffler Companies</b>		<b>\$56.03</b>	
Mailchimp.com	10/02/2025	20.00	6605 Printing & Publishing
<b>Total for Mailchimp.com</b>		<b>\$20.00</b>	
Metro Sales Inc	10/02/2025	1,342.58	6609 IT Support & Software
<b>Total for Metro Sales Inc</b>		<b>\$1,342.58</b>	
MN PERA	10/05/2025	2,611.02	2150 Payroll Benefits Payable:2150.1 PERA Payable
	10/20/2025	2,615.27	2150 Payroll Benefits Payable:2150.1 PERA Payable
<b>Total for MN PERA</b>		<b>\$5,226.29</b>	
Principal Mutual Life Insurance	10/01/2025	299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
<b>Total for Principal Mutual Life Insurance</b>		<b>\$299.51</b>	
Shutterstock.com	10/09/2025	29.00	6605 Printing & Publishing
<b>Total for Shutterstock.com</b>		<b>\$29.00</b>	
Spectrum Business (Charter)	10/30/2025	420.00	
<b>Total for Spectrum Business (Charter)</b>		<b>\$420.00</b>	
Stearns Electric Association	10/03/2025	164.56	6606 Utilities and Maintenance:6606.1 Utilities
<b>Total for Stearns Electric Association</b>		<b>\$164.56</b>	

## Attachment B

Traut Companies	10/24/2025	<u>130.00</u>	6606 Utilities and Maintenance:6606.2 Maintenance
<b>Total for Traut Companies</b>		<b>\$130.00</b>	
Weisman Cleaning Inc	10/27/2025	<u>150.00</u>	6606 Utilities and Maintenance:6606.2 Maintenance
<b>Total for Weisman Cleaning Inc</b>		<b>\$150.00</b>	
West Central Sanitation, Inc	10/01/2025	<u>53.94</u>	6606 Utilities and Maintenance:6606.1 Utilities
<b>Total for West Central Sanitation, Inc</b>		<b>\$53.94</b>	
Xcel Energy	10/07/2025	<u>44.50</u>	6606 Utilities and Maintenance:6606.1 Utilities
<b>Total for Xcel Energy</b>		<b>\$44.50</b>	
<b>TOTAL</b>		<b>\$37,837.94</b>	

Accrual Basis Tuesday, November 04, 2025 06:53 PM GMTZ



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

T. 320.252.7568 F. 320.252.6557

**TO:** Saint Cloud Area Planning Organization Policy Board  
**FROM:** Brian Gibson, Executive Director  
**RE:** Amendment to the 2026 Unified Planning Work Program  
**DATE:** November 3, 2025

Each year, the APO receives a small planning grant from the state of Minnesota through the Minnesota Department of Transportation (MnDOT). Typically, our state planning grant is approximately \$60,000.

Near the completion of the draft 2026 Unified Planning Work Program (UPWP), APO staff received notice that the legislature had increased the funding for the state planning grants to Metropolitan Planning Organizations (MPOs). Our share of that increase amounts to \$8,800, which must be matched with 20% local dollars (\$2,200), for a total increase in our 2026 budget of \$11,000.

At the time, rather than possibly delaying the approval of the draft UPWP, I made the decision to press ahead with approvals and then amend the budget increase into the UPWP as soon as possible following approval.

If this amendment is approved, I will add the additional \$8,800 in state funds and the \$2,200 in local match to our Overhead budget, then I will reduce the Federal funds (+ match) in Overhead by an equal amount and add those Federal + matching funds into the Regional Traffic Management Study to examine our current traffic operations. With that addition, the total budget for the Regional Traffic Management Study would increase to \$117,000.

The APO will cover the additional local matching funds requirement, so the jurisdictions will see no increase in their annual assessments as a result of this amendment.

The table on the following page shows the proposed budget disposition that incorporates this amendment.

**Suggested Action:** Approve 2026 UPWP Amendment

MPO's Allocation of 2026 CPG Funds per UPWP Element		Funding Sources								
Category	Total Budget	CPG 1 Federal	CPG 2 Federal	State	Local Match for State Grant	Other Local Funds	Federal %	Non-Federal %	State %	Local %
<b>100 Administration &amp; Overhead</b>	<b>\$350,700</b>	<b>\$270,048</b>		<b>\$31,904</b>	<b>\$7,972</b>	<b>\$40,776</b>				
101 - General Administration	\$92,250	\$73,384		\$7,131	\$1,777	\$9,958	79.55%	20.45%	7.73%	12.72%
102 - Human Resources & Personnel	\$4,750	\$3,726		\$367	\$92	\$565	78.44%	21.56%	7.73%	13.83%
103 - Building Maintenance	\$500	\$392		\$39	\$10	\$59	78.40%	21.60%	7.80%	13.80%
104 - Staff Development & Training	\$18,750	\$14,710		\$1,449	\$362	\$2,229	78.45%	21.55%	7.73%	13.82%
105 - Holiday	\$31,750	\$25,159		\$2,454	\$614	\$3,523	79.24%	20.76%	7.73%	13.03%
106 - Vacation	\$25,500	\$20,256		\$1,971	\$493	\$2,780	79.44%	20.56%	7.73%	12.84%
107 - Sick Leave	\$16,500	\$13,145		\$1,275	\$319	\$1,761	79.67%	20.33%	7.73%	12.61%
108 - Overhead	\$160,700	\$119,276		\$17,218	\$4,305	\$19,901	74.22%	25.78%	10.71%	15.06%
<b>200 Budget &amp; UPWP</b>	<b>\$14,500</b>	<b>\$11,376</b>		<b>\$1,121</b>	<b>\$280</b>	<b>\$1,723</b>				
201 - Budget & UPWP	\$14,500	\$11,376		\$1,121	\$280	\$1,723	78.46%	21.54%	7.73%	13.81%
<b>300 TIP</b>	<b>\$44,500</b>	<b>\$34,911</b>		<b>\$3,440</b>	<b>\$861</b>	<b>\$5,288</b>				
301 - ATP Meetings & Subcommittees	\$6,500	\$5,099		\$502	\$126	\$773	78.45%	21.55%	7.72%	13.83%
302 - Annual TIP Development	\$20,000	\$15,690		\$1,546	\$387	\$2,377	78.45%	21.55%	7.73%	13.82%
303 - TIP Amendments	\$7,500	\$5,884		\$580	\$145	\$891	78.45%	21.55%	7.73%	13.81%
304 - TIP Annual Listing of Projects	\$2,000	\$1,569		\$155	\$39	\$237	78.45%	21.55%	7.75%	13.80%
305 - Regional Infra Investment Plan	\$8,500	\$6,669		\$657	\$164	\$1,010	78.46%	21.54%	7.73%	13.81%
<b>400 Performance Monitoring</b>	<b>\$44,750</b>	<b>\$35,108</b>		<b>\$3,458</b>	<b>\$865</b>	<b>\$5,319</b>				
401 - Performance Measures & Data	\$29,750	\$23,340		\$2,299	\$575	\$3,536	78.45%	21.55%	7.73%	13.82%
402 - Annual Performance Report	\$15,000	\$11,768		\$1,159	\$290	\$1,783	78.45%	21.55%	7.73%	13.82%
<b>500 Planning Projects</b>	<b>\$33,000</b>	<b>\$25,890</b>		<b>\$2,549</b>	<b>\$638</b>	<b>\$3,923</b>				
501 - Planning Assistance	\$5,000	\$3,922		\$386	\$97	\$595	78.44%	21.56%	7.72%	13.84%
502 - Procurement & Contracting	\$16,000	\$12,553		\$1,236	\$309	\$1,902	78.46%	21.54%	7.73%	13.82%
503 - Study Coordination	\$9,500	\$7,453		\$734	\$184	\$1,129	78.45%	21.55%	7.73%	13.82%
504 - Grant Writing	\$2,500	\$1,962		\$193	\$48	\$297	78.48%	21.52%	7.72%	13.80%
<b>600 MTP</b>	<b>\$58,500</b>	<b>\$46,000</b>		<b>\$4,521</b>	<b>\$1,130</b>	<b>\$6,849</b>				
601 - MTP	\$58,500	\$46,000		\$4,521	\$1,130	\$6,849	78.63%	21.37%	7.73%	13.64%
<b>610 Active Transportation Planning</b>	<b>\$74,250</b>	<b>\$45,715</b>	<b>\$12,537</b>	<b>\$5,738</b>	<b>\$1,435</b>	<b>\$8,825</b>				
611 - SRTS & Tech assistance	\$15,250	\$11,964		\$1,178	\$295	\$1,813	78.45%	21.55%	7.72%	13.82%
612 - Active Trans Advisory Committee	\$4,500	\$3,530		\$348	\$87	\$535	78.44%	21.56%	7.73%	13.82%
613 - Active Trans Plan Development	\$54,500	\$30,221	\$12,537	\$4,212	\$1,053	\$6,477	78.46%	21.54%	7.73%	13.82%
<b>620 Transit Planning</b>	<b>\$7,250</b>	<b>\$5,687</b>	<b>\$0</b>	<b>\$561</b>	<b>\$141</b>	<b>\$861</b>				
621 - Transit Planning	\$6,750	\$5,295		\$522	\$131	\$802	78.44%	21.56%	7.73%	13.82%
622 - Northstar	\$500	\$392		\$39	\$10	\$59	78.40%	21.60%	7.80%	13.80%
<b>630 Freight Planning, Econ &amp; Tourism</b>	<b>\$3,750</b>	<b>\$2,943</b>		<b>\$290</b>	<b>\$72</b>	<b>\$445</b>				
631 - Freight Planning	\$1,250	\$981		\$97	\$24	\$148	78.48%	21.52%	7.76%	13.76%
632 - Econ Development Planning	\$2,500	\$1,962		\$193	\$48	\$297	78.48%	21.52%	7.72%	13.80%
<b>640 Safety, Security &amp; Environmental</b>	<b>\$18,500</b>	<b>\$14,514</b>		<b>\$1,430</b>	<b>\$358</b>	<b>\$2,198</b>				
641 - Safety & Security	\$15,500	\$12,160		\$1,198	\$300	\$1,842	78.45%	21.55%	7.73%	13.82%
642 - Resiliency & Environmental	\$3,000	\$2,354		\$232	\$58	\$356	78.47%	21.53%	7.73%	13.80%
<b>700 Coordination &amp; Public Outreach</b>	<b>\$102,750</b>	<b>\$80,612</b>		<b>\$7,940</b>	<b>\$1,987</b>	<b>\$12,211</b>				
701 - Gen Meetings	\$24,250	\$19,025		\$1,874	\$469	\$2,882	78.45%	21.55%	7.73%	13.82%
702 - APO Committees & Boards	\$47,250	\$37,070		\$3,651	\$913	\$5,616	78.46%	21.54%	7.73%	13.82%
703 - Public Outreach	\$18,250	\$14,318		\$1,410	\$353	\$2,169	78.45%	21.55%	7.73%	13.82%
704 - Eval of Jurisdictional Plans	\$1,750	\$1,373		\$135	\$34	\$208	78.46%	21.54%	7.71%	13.83%
705 - Stakeholder Engagement Plan	\$2,000	\$1,569		\$155	\$39	\$237	78.45%	21.55%	7.75%	13.80%
706 - SEP Annual Report	\$9,250	\$7,257		\$715	\$179	\$1,099	78.45%	21.55%	7.73%	13.82%
<b>800 Modeling, Mapping &amp; Tech</b>	<b>\$22,750</b>	<b>\$18,046</b>		<b>\$1,758</b>	<b>\$439</b>	<b>\$2,507</b>				
801 - Network & TAZs	\$2,750	\$2,158		\$213	\$53	\$326	78.47%	21.53%	7.75%	13.78%
802 - CUBE	\$2,500	\$1,962		\$193	\$48	\$297	78.48%	21.52%	7.72%	13.80%
803 - GIS	\$17,500	\$13,926		\$1,352	\$338	\$1,884	79.58%	20.42%	7.73%	12.70%
<b>900 Locally Funded Activities</b>	<b>\$26,250</b>	<b>\$0</b>		<b>\$0</b>	<b>\$0</b>	<b>\$26,250</b>				
901 - Legislative Communications	\$5,750					\$5,750	0.00%	100.00%	0.00%	100.00%
902 - Travel for Leg Communications	\$5,000					\$5,000	0.00%	100.00%	0.00%	100.00%
903 - Audit	\$15,000					\$15,000	0.00%	100.00%	0.00%	100.00%
904 - MN Transportation Alliance	\$500					\$500	0.00%	100.00%	0.00%	100.00%
<b>Consultant Services</b>	<b>\$170,000</b>	<b>\$89,601</b>	<b>\$0</b>	<b>\$4,000</b>	<b>\$1,000</b>	<b>\$75,399</b>				
David Turch & Associates	\$48,000			\$0	\$0	\$48,000	0.00%	100.00%	0.00%	100.00%
Community Liaisons	\$5,000	\$0		\$4,000	\$1,000	\$0	76.58%	23.42%	0.00%	23.42%
Regional Traffic Management Study	\$117,000	\$89,601		\$0	\$0	\$27,399	76.58%	23.42%	0.00%	23.42%
<b>Grand Total</b>	<b>\$971,450</b>	<b>\$680,451</b>	<b>\$12,537</b>	<b>\$68,710</b>	<b>\$17,178</b>	<b>\$192,574</b>				
			\$692,988							



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

T. 320.252.7568 F. 320.252.6557

**SAINT CLOUD AREA PLANNING ORGANIZATION**  
**VISION ZERO POLICY COMMITMENT**  
**RESOLUTION 2025-11**

**Certifying that the APO’s commitment to a 100% reduction in traffic-related deaths and serious injuries by 2050.**

**WHEREAS**, the St. Cloud Area Planning Organization (APO) serves as the Metropolitan Planning Organization (MPO) for the St. Cloud metropolitan area and is responsible for coordinating regional transportation planning and investment decisions; and

**WHEREAS**, the safety of all people traveling on the region’s transportation system—whether by motor vehicle, bicycle, transit, mobility device, or on foot—is of paramount importance to the St. Cloud APO and its member jurisdictions; and

**WHEREAS**, traffic-related fatalities and serious injuries have devastating and long-lasting impacts on families, communities, and the regional economy; and

**WHEREAS**, the U.S. Department of Transportation has established the Safe Streets and Roads for All (SS4A) program to support local and regional initiatives that prevent roadway deaths and serious injuries; and

**WHEREAS**, the SS4A program encourages regions to adopt a comprehensive “Safe System” approach that prioritizes human life and health in all aspects of transportation planning, design, and operation; and

**WHEREAS**, achieving zero traffic-related fatalities and serious injuries (“Vision Zero”) requires a shared commitment among federal, state, regional, and local partners, as well as the engagement of the public, businesses, and community organizations; and

**WHEREAS**, the St. Cloud APO recognizes that achieving this goal will require a coordinated and data-driven approach that addresses roadway design, vehicle safety, speed management, enforcement, education, and emergency response; and

**WHEREAS**, adopting a regional goal of zero traffic-related fatalities and serious injuries by 2050 aligns with state and national safety goals and demonstrates the APO’s commitment to protecting all road users and enhancing the overall quality of life in the region; and

**WHEREAS**, the St. Cloud APO seeks to demonstrate its leadership and eligibility for future SS4A implementation funding by formally committing to the long-term vision of eliminating traffic deaths and serious injuries

**THEREFORE, BE IT RESOLVED** that the Saint Cloud Area Planning Organization is determined to eliminate traffic deaths and severe injuries on roadways within the APO’s planning area by 2050. This goal is intended to reduce these crashes by 4% per year, reaching a 50% reduction in deaths by 2037 and a 100% reduction by 2050.

**CERTIFICATION**

I hereby certify that the foregoing Resolution is a true and correct copy of the Resolution presented to and adopted by the Saint Cloud Area Planning Organization at a duly authorized meeting thereof, held on the 14<sup>th</sup> day of November 2025, as shown by the minutes of said meeting in my possession.

ATTEST:

\_\_\_\_\_  
Jared Gapinski,  
Chair

\_\_\_\_\_  
Brian Gibson,  
Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Date

**St Cloud Area Planning Organization**  
**Budget vs. Actuals: Budget Year 2025 - FY25 P&L**  
 January - September, 2025

	Total			% of Budget
	Actual	Budget	over Budget	
<b>Income</b>				
<b>4000 Assessments</b>				
4001 General Operations	109,901.94	129,382.00	-19,480.06	84.94%
<b>Total 4001 General Operations</b>	<b>\$ 109,901.94</b>	<b>\$ 129,382.00</b>	<b>-\$ 19,480.06</b>	<b>84.94%</b>
<b>4108 Local Match</b>				
4108.15 Hard-to-Reach Liaisons	849.36	1,000.00	-150.64	84.94%
4108.24 Pavement Condition Update	21,240.90	25,006.00	-3,765.10	84.94%
<b>Total 4108 Local Match</b>	<b>\$ 22,090.26</b>	<b>\$ 26,006.00</b>	<b>-\$ 3,915.74</b>	<b>84.94%</b>
<b>Total 4000 Assessments</b>	<b>\$ 131,992.20</b>	<b>\$ 155,388.00</b>	<b>-\$ 23,395.80</b>	<b>84.94%</b>
<b>4103 MnDOT</b>				
4103.01 MN DOT Grant	44,932.50	59,910.00	-14,977.50	75.00%
<b>Total 4103 MnDOT</b>	<b>\$ 44,932.50</b>	<b>\$ 59,910.00</b>	<b>-\$ 14,977.50</b>	<b>75.00%</b>
<b>4105 Consolidated Planning Grant</b>				
4105.01 CPG-1	443,853.60	665,345.00	-221,491.40	66.71%
4105.02 CPG-2	0.00	12,275.00	-12,275.00	0.00%
<b>Total 4105 Consolidated Planning Grant</b>	<b>\$ 443,853.60</b>	<b>\$ 677,620.00</b>	<b>-\$ 233,766.40</b>	<b>65.50%</b>
4111 SS4A	44,433.40	0.00	44,433.40	
4900 Interest	9,185.06	5,000.00	4,185.06	183.70%
4950 Miscellaneous	3,186.87	0.00	3,186.87	
5001 Washington Lobbyist Assessment	41,396.80	48,000.00	-6,603.20	86.24%
<b>Total Income</b>	<b>\$ 828,882.37</b>	<b>\$ 945,918.00</b>	<b>-\$ 117,035.63</b>	<b>87.63%</b>
<b>Expenses</b>				
<b>6560A Wages and Benefits</b>				
6560 Payroll Expenses	338,400.21	457,779.52	-119,379.31	73.92%
6565 Payroll Tax Expense	24,775.65	34,210.07	-9,434.42	72.42%
<b>6600 Employee Benefits</b>				
6600.1 PERA	25,387.51	33,539.28	-8,151.77	75.69%
6600.5 Health/Dental/Vision/Life Insurance	53,627.24	71,537.13	-17,909.89	74.96%
6600.6 HSA Account	5,874.42	6,184.56	-310.14	94.99%
<b>Total 6600 Employee Benefits</b>	<b>\$ 84,889.17</b>	<b>\$ 111,260.97</b>	<b>-\$ 26,371.80</b>	<b>76.30%</b>
<b>Total 6560A Wages and Benefits</b>	<b>\$ 448,065.03</b>	<b>\$ 603,250.56</b>	<b>-\$ 155,185.53</b>	<b>74.28%</b>
6601 Office Supplies	954.52	1,750.00	-795.48	54.54%
6602 Accounting Services	44,679.50	61,000.00	-16,320.50	73.25%
6603 Communications (Telephone, Postage, Internet)	\$ 4,792.13	\$ 6,500.00	-\$ 1,707.87	73.73%
6604 Travel	2,320.43	3,500.00	-1,179.57	66.30%
6605 Printing & Publishing	978.11	2,250.00	-1,271.89	43.47%

<b>6606 Utilities and Maintenance</b>	\$ 8,988.36	\$ 19,400.00	-\$ 10,411.64	46.33%
<b>6607 Legal Services</b>	210.00	1,500.00	-1,290.00	14.00%
<b>6608 Multifunction Copier</b>	932.98	1,500.00	-567.02	62.20%
<b>6609 IT Support &amp; Software</b>	21,359.11	32,275.00	-10,915.89	66.18%
<b>6609.1 Equipment &amp; Hardware</b>	4,951.37	5,000.00	-48.63	99.03%
<b>6610 Dues &amp; Subscriptions</b>	966.76	5,500.00	-4,533.24	17.58%
<b>6611 Miscellaneous Expenses</b>	11.57	0.00	11.57	
<b>6615 Insurance - Office</b>	\$ 6,881.00	\$ 7,325.00	-\$ 444.00	93.94%
<b>6616 Bank Service Charges</b>	145.77	0.00	145.77	
<b>6618 Professional Development</b>	2,064.75	4,000.00	-1,935.25	51.62%
<b>6621 Interest Expense</b>	26.35	0.00	26.35	
<b>6622 CPG Passthrough Expense</b>				
<b>6622.29 Hard-to-Reach Liaisons</b>	0.00	5,000.00	-5,000.00	0.00%
<b>6622.33 Safe Streets &amp; Roads for All SS4A</b>	74,854.39	0.00	74,854.39	
<b>6622.34 Pavement Condition Update</b>	26,472.58	112,000.00	-85,527.42	23.64%
<b>Total 6622 CPG Passthrough Expense</b>	<b>\$ 101,326.97</b>	<b>\$ 117,000.00</b>	<b>-\$ 15,673.03</b>	<b>86.60%</b>
<b>Total Expenses</b>	<b>\$ 649,654.71</b>	<b>\$ 871,750.56</b>	<b>-\$ 222,095.85</b>	<b>74.52%</b>
<b>Net Operating Income</b>	<b>\$ 179,227.66</b>	<b>\$ 74,167.44</b>	<b>\$ 105,060.22</b>	<b>241.65%</b>
<b>Other Expenses</b>				
<b>902 Ineligible Fed Reimbursemt</b>				
<b>902.1 Travel - Air Meals Etc</b>	4,857.18	5,000.00	-142.82	97.14%
<b>902.10 Washington Lobbyist</b>	24,000.00	48,000.00	-24,000.00	50.00%
<b>902.2 Membership</b>	984.00	0.00	984.00	
<b>Total 902 Ineligible Fed Reimbursemt</b>	<b>\$ 29,841.18</b>	<b>\$ 53,000.00</b>	<b>-\$ 23,158.82</b>	<b>56.30%</b>
<b>903 Audit Fees</b>	12,200.00	15,000.00	-2,800.00	81.33%
<b>904 MN Transportation Alliance</b>	0.00	500.00	-500.00	0.00%
<b>Total Other Expenses</b>	<b>\$ 42,041.18</b>	<b>\$ 68,500.00</b>	<b>-\$ 26,458.82</b>	<b>61.37%</b>
<b>Grand Total Expenses</b>	<b>\$ 691,695.89</b>	<b>\$ 940,250.56</b>	<b>-\$ 248,554.67</b>	<b>73.57%</b>
<b>Net Total Income</b>	<b>\$ 137,186.48</b>	<b>\$ 5,667.44</b>	<b>\$ 131,519.04</b>	<b>2420.61%</b>

Tuesday, Nov 04, 2025 11:06:32 AM GMT-8 - Accrual Basis



SAINT CLOUD | AREA PLANNING ORGANIZATION

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 Oct. 30, 2025, Technical Advisory Committee Meeting  
**DATE:** Nov. 3, 2025

The Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) held a regular meeting on Thursday, Oct. 30, 2025. At that meeting, the following topics were discussed:

**1. Consideration of the FY 2027-2030 Highway Safety Improvement Program (HSIP) Projects**

- a. APO Senior Transportation Planner Vicki Johnson presented an overview of the Highway Safety Improvement Program (HSIP), its purpose, and how the federal formula funding program works in Minnesota. She reviewed the two HSIP projects submitted by Benton County that were received by APO staff:
  - i. Roundabout installation at the intersection of Benton CSAH 1 (Mayhew Lake Road NE) and Osauka Road NE.
  - ii. Roundabout installation at the intersection of Benton CSAH 1 (Mayhew Lake Road NE) and Tower Road.

Since both projects are reactive HSIP projects, TAC representatives needed to provide a ranking/prioritization of the projects for Policy Board consideration.

TAC representatives voted to recommend Policy Board prioritize the roundabout at Tower Road as the region's top priority and the Osauka Road roundabout as the second priority.

**2. Consideration of the 2026 PM 1: Transportation Safety federal performance targets**

- a. APO Transportation Planning Technician James Stapfer discussed the purpose of setting the APO's Performance Measure (PM) 1 Safety Targets. Mr. Stapfer stated the APO has historically opted to establish its own safety targets rather than adopt the state's targets due to the fact the state's targets would have limited impact on the APO's ability to understand fatal and serious injuries at a local level. The following table contains the 2025 safety targets, the actual reported data (five-year average between 2020 and 2024), the APO's proposed 2026 safety targets and safety targets adopted by the Minnesota Department of Transportation (MnDOT).

Performance Measure	2025 Targets (Approved November 2024)	2020-2024 Five Year Average ACTUAL Data	APO PROPOSED 2026 Targets	MnDOT 2026 Targets
Fatalities	<b>7.8</b>	<b>7.6</b>	<b>7.6</b>	<b>352.4</b>
Fatality Rate (Fatalities per 100 million vehicle miles traveled (MVMT))	<b>0.607</b>	<b>0.596</b>	<b>0.596</b>	<b>0.582</b>
Serious Injuries	<b>23.0</b>	<b>34.8</b>	<b>23.0</b>	<b>1,463.4</b>
Serious Injury Rate (100 MVMT)	<b>1.946</b>	<b>2.68</b>	<b>1.946</b>	<b>2.470</b>
Non-Motorized Fatalities and Serious Injuries	<b>6.2</b>	<b>7.0</b>	<b>6.2</b>	<b>258.4</b>

As noted, the region was able to successfully meet its targets for fatalities and fatality rate. Therefore, APO staff recommend adjusting those targets to the reported baseline (actual data). For all other targets, APO staff are proposing to maintain current levels.

TAC representatives recommended Policy Board approval of the proposed 2026 PM 1 Safety Targets as presented.

### **3. Discussion on the development of a Citizens' Transportation Advisory Committee**

- a. APO Associate Transportation Planner Alex McKenzie outlined a proposal by APO staff to develop a Citizens' Transportation Advisory Committee (CTAC). Mr. McKenzie said the purpose of this committee would be to replace the existing Active Transportation Advisory Committee (ATAC) with a broader focused group of residents to provide more robust input on several facets of regional transportation. He outlined a tentative structure of the committee which would include representation from each member jurisdiction as well as a variety of different users of the system (older adults, people of color, transit riders, freight/delivery drivers, etc.). Mr. McKenzie then went into the various roles the CTAC could play in regional transportation planning including reviewing plans, assisting with public engagement, providing user experience on transportation issues, and supporting the TAC as needed. TAC representatives felt this idea would be a good one to further investigate. Several TAC reps felt a lot of the technical analysis and support is currently accomplished through the jurisdiction's respective planning commissions. However, TAC reps did feel that this proposed group could serve as a think-tank for regional issues including addressing e-bike/e-scooter issues as well

as serving as ambassadors to the community about work the APO is doing. Mr. McKenzie will continue to do more fine tuning on the proposed committee and will report back to the TAC at a future meeting.

**4. Other Business/Announcements**

- a. Ms. Johnson reminded TAC representatives of the ongoing solicitations for federal formula programs and various deadlines for those solicitations.

**Suggested Action:** None, informational.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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:** Oct. 10, 2025

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, Oct. 2. At that meeting, the following items were discussed.

### 1. Local Program Update

- a. MnDOT District 3 District State Aid Engineer Angie Tomovic discussed the locally-sponsored federal projects to be obligated in FY 2026 across the ATP. Within the APO's planning area, this included:
  - i. Benton County's CSAH 29 extension.
  - ii. Benton County's CSAH 3 full-depth reclamation.
  - iii. Sherburne County's ground-in wet reflective pavement markings.
  - iv. Stearns County's CSAH 75 signal replacements.
  - v. Stearns County's rural intersection lighting.
  - vi. City of Saint Cloud's 22<sup>nd</sup> Street S reconstruction.
  - vii. City of Sauk Rapids's Second Avenue S sidewalk.
  - viii. City of Sauk Rapids's Second Avenue S reconstruction.

Ms. Tomovic indicated there were no concerns at this time in projects slipping from the program. APO Senior Transportation Planner Vicki Johnson did inform the ATP of the removal of the City of Sauk Rapids's electric vehicle charging station project from the STIP. Federal funds allocated toward that project have been redistributed.

- b. MnDOT District 3 Planning Director Steve Voss informed ATP-3 membership about the open Highway Safety Improvement Program (HSIP) solicitation. Mr. Voss stated applications are due to MnDOT's Office of Traffic Engineering (OTE) by Wednesday, Nov. 26. Mr. Voss also briefed members on the new pilot rumble strip program through HSIP.
- c. Ms. Tomovic concluded this item with a review of the Local Partnership Program awards for projects located within ATP-3. The following projects were awarded funding through the LPP process:
  - City of Annandale awarded \$950,000 (FY 2029) for MN 24/Poplar Avenue roundabout.

- City of Buffalo awarded \$950,000 (FY 2029) for MN 25/Second Street N mini roundabout.
- City of Little Falls awarded \$1.9 million (FY 2027) for MN 27/18<sup>th</sup> Street roundabout.

Ms. Tomovic indicated an upcoming LPP solicitation for FY 2030 will be launched toward the end of October/beginning part of November.

## **2. ATP-3 FY 2027-2030 STIP Development Timeline**

- a. MnDOT District 3 Program Coordinator Jeff Lenz provided a review of the timeline for the development of the ATP-3's Area Transportation Improvement Program (ATIP). Mr. Lenz indicated a slight change in the schedule to include a mandatory Carbon Reduction Program (CRP) and Promoting Resilient Operations for Transformative Efficient and Cost Saving Transportation (PROTECT) workshop. This online workshop will be held from 9-10:30 a.m. via Teams on Thursday, Oct. 23.

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

- a. Mr. Lenz presented information on the special solicitation for the ATP-3 PROTECT program. ATP-3 received two applications for funding:
  - i. Sherburne County's County Road 33 box culvert reconstruction.
  - ii. Cass County's CSAH 11 box culvert over Blackwater Lake Creek.

ATP-3 members voted to approve PROTECT funding distribution as follows:

- Sherburne County: \$560,896 in FY 2027.
- Cass County: \$124,896 in FY 2026 and \$139,104 in FY 2027.

An additional solicitation will need to be conducted for FY 2028 PROTECT funding.

## **4. FY 2030 ATP-3 Managed Program Federal Funding Project Solicitation**

- a. Mr. Lenz provided an overview of the ATP-3's FY 2030 Surface Transportation Block Grant Program (STBGP) solicitation. He reviewed the application guidance, application form, and suggested scoring/prioritization guidance for applications. Mr. Lenz noted no significant changes were recommended to this application by the ATIP Development Committee. ATP-3 members voted to approve the ATP-3 Managed Program solicitation information as presented.

## **5. ATIP Development Committee Recommended ATP-3 Local Federal Solicitations and Applications Changes and TA Program Project Solicitation Kick Off**

- a. Carbon Reduction Program (CRP)
  - i. Mr. Lenz presented the proposed changes to the ATP-3 Managed Carbon Reduction Program (CRP) solicitation. Given the changing priorities under the Trump Administration, changes in language and co-benefit (i.e., applicant narrative) criteria needed to be addressed to ensure projects, if selected, could continue to receive federal funding under this program. Mr. Lenz indicated proposed changes to the CRP application removed certain words (equity and health) and replaced co-benefit language surrounding them – equity category was replaced with economic opportunities and health was replaced with

resilience. With the uncertainty of the continuation of electrification being eligible under CRP, MnDOT has advised applicants to pursue travel options or low-carbon infrastructure and system management options. Ms. Johnson indicated the APO's urbanized area will be conducting its solicitation simultaneously – pending APO Policy Board approval of proposed changes to the APO's CRP solicitation information.

b. PROTECT

- i. Mr. Lenz presented proposed changes to the ATP-3 Managed PROTECT solicitation for FY 2029 and 2030. Similar to CRP, language surrounding "equity" and "health" were removed from the solicitation material. Mr. Lenz indicated the ATIP Development Committee recommended adjusting the point values for two categories: Asset Vulnerability (increasing from 10 points to 15 points maximum) and Co-Benefits (decreasing from 20 points to 15 points due to the removal of the "health" category).

c. Transportation Alternatives (TA)

- i. Mr. Lenz discussed proposed changes to the TA applications as recommended by the ATIP Development Committee. Similar to CRP and PROTECT, the TA applications for ATP-3 had references to equity/Justice40 that needed to be removed to be in alignment with Trump Administration policies. Changes were proposed for Criteria #3 in the Bike/Ped application – referencing an overall benefit to the community and ensuring access to likely trip generators.

Mr. Lenz indicated that for all applications (CRP, PROTECT, and TA), applicants performing work on another roadway authority's right of way will need to have a letter of support accompanying the final application. Applicants will need to start coordinating with outside road authorities (as applicable) by no later than Friday, Nov. 14, 2025.

ATP members voted to approve all three applications with slight modifications (syntax).

## **6. ATP-3 ATP Managed Program Regional Target Formula Distribution Discussion and Work Group Determination**

- a. MnDOT District 3 Principal Planner Tad Erickson led ATP-3 members through a discussion surrounding efforts to re-evaluate the ATP Managed Surface Transportation Block Grant Program (STBGP) fund distribution formula. Mr. Erickson provided a brief recap of previous discussions and identified three items for the ATP-3 membership to consider:
  - i. The development of a committee tasked with exploring options for how to address updating the formula.
  - ii. How to determine appropriate data sets for the committee to utilize in their work to update the formula.
  - iii. ATP-3 values when it comes to how STBGP funds are spent.

Mr. Erickson recommended the ATIP Development Committee be used as committee tasked with looking into the formula distribution. This committee is already in existence and is regionally balanced. He stated MnDOT staff would serve in facilitating this group and discussions.

Mr. Erickson led ATP-3 members through a mentimeter exercise in which the membership anonymously shared their hopes and concerns for the overall process. ATP-3 members also were tasked with ranking the scoring values of the STBGP categories in order of importance. Those categories are:

- Access and Mobility.
- System Connectivity.
- Multimodal.
- System Condition.
- Safety.
- Economic Vitality.

ATP-3 members voted to task the ATIP Development Committee with looking into the target distribution formula. The ATP has requested updates from the group on progress being made by the January 2026 ATP meeting.

### **7. FY 2030 ATP-3 Transportation Alternative Program Equity Analysis**

- a. Mr. Lenz stated MnDOT District 3 staff conducted a regional equity analysis on Transportation Alternatives funds distributed for each of the four regions (Region 5, Region 7E, Region 7W, and Saint Cloud APO). This analysis was done to ensure TA funding was being distributed equitably across all four regions and if any region was in a deficit greater than 4% based on their share of funds per population. Per ATP-3 policy, if a region falls below 4%, that region would be entitled to 4 additional points for their top scoring project (after the technical score of the project has been determined). Based on the historical analysis, Mr. Lenz stated no region has fallen below the 4% threshold. As a result, the FY 2030 TA solicitation will not be awarding any equity points to any region.

### **8. District 3 10-Year Capital Highway Investment Plan (2030-2035)**

- a. Mr. Voss provided an update on the MnDOT District 3 Capital Highway Investment Plan (CHIP). The CHIP is a 10-year program of projects proposed to be completed by MnDOT. The first four years of the CHIP are included in the State Transportation Improvement Program (STIP). Years 5 through 10 are "on the docket" to be completed. Mr. Voss reviewed the outer years of the CHIP (2030-2035). As of right now, MnDOT District 3 is proposing 118 infrastructure projects across the District with the following projects occurring within the APO's planning area:
  - i. 2031
    1. I-94 overlay of bridges 73855 and 73856 over MN 15.
    2. I-94 re-overlay of bridge 73873 eastbound collector over MN 15.
  - ii. 2032
    1. MN 23 resurfacing from west of Richmond to just east of 93<sup>rd</sup> Avenue in Rockville.
    2. MN 23 re-overlay of bridges 73861 and 73862 over I-94.
  - iii. 2034
    1. US 10 eastbound lane only resurfacing from just east of MN 23

in Saint Cloud to just west of MN 24 in Clear Lake.

2. MN 15 resurfacing from Stearns CSAH 47 to Benton CSAH 33.
3. US 10 replacement of bridge 9462 and overlay of bridge 05002.

iv. 2035

1. I-94 resurface east and westbound lanes between bridges 73865/73866 and 73853/73854.

Mr. Voss stated the draft CHIP is in the process of being finalized and should be approved by mid-November.

**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:** FY 2027-2030 Greater MN Highway Safety Improvement Program projects  
**DATE:** Nov. 4, 2025

As a comprehensive, intergovernmental transportation planning agency for the Saint Cloud Metropolitan Planning Area (MPA), the Saint Cloud Area Planning Organization (APO) works with member agencies and jurisdictions to facilitate local, state, and federal funds for programs and surface transportation improvement programs. In order to accomplish this, the APO is tasked with prioritizing projects that align with its long-range transportation vision for the region.

The Metropolitan Transportation Plan (MTP) is a long-range, multimodal, surface transportation plan that identifies a regional vision for transportation and the steps necessary to achieve that vision. Part of those steps includes the identification of various transportation improvement projects within the Metropolitan Planning Area (MPA).

In order to carry out the vision of the MTP, the APO develops and maintains a Transportation Improvement Program (TIP). The TIP is a short-range (four year) programming document that reports on how the various agencies and jurisdictions within the Saint Cloud MPA have prioritized their use of limited federal highway and transit funding. This document is updated on an annual basis.

Projects contained within the TIP must either be identified within the MTP or align closely with the goals and objectives of the MTP. In addition, these projects are funded in part by the federal government or are projects sponsored specifically by the Minnesota Department of Transportation (MnDOT).

One of the sources of transportation funding the federal government uses is the Highway Safety Improvement Program (HSIP). The goal of HSIP is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads and roads on tribal lands. This funding source requires a 10% local match with a maximum cap for a project being \$750,000 per location.

The 2027-2030 HSIP solicitation kicked off in early September by the Minnesota Department of Transportation's Office of Traffic Engineering (OTE). Applications are due to OTE by no later than Wednesday, Nov. 26.

As approved by the APO's Policy Board at the June 9, 2022, meeting, HSIP projects occurring within the APO's planning area must be reviewed by the APO's TAC and Policy Board prior to being submitted for funding consideration. All proactive/data-driven projects will receive an "equal prioritization" – meaning the APO's Policy Board will not rank/prioritize these projects. All reactive projects will be subject to discussion based preliminary rankings by the TAC with final rankings/prioritization being handled at the Policy Board level.

Benton County has indicated their intent to apply for this solicitation with the following projects:

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

- **REACTIVE:** Installation of a single-lane roundabout at the intersection of Benton County CSAH 1 (Mayhew Lake Road NE) and Osauka Road NE.
- **REACTIVE:** Installation of a single lane roundabout at Benton County CSAH 1 (Mayhew Lake Road NE) and Tower Road.

The following is a summary of each of the applications received.

## Benton County CSAH 1 Roundabout at Osauka Road NE

Benton County is proposing to construct a single lane roundabout on Benton County CSAH 1/Mayhew Lake Road NE at the intersection with Osauka Road NE in FY 2029. This project would also include pedestrian elements to assist in facilitating pedestrian and bicycle movements through the intersection onto the existing shared use paths/sidewalks in the area. Over the past five years (between Jan. 1, 2020, and Dec. 31, 2024) this intersection has had **three crashes** – one possible injury and two property damage only crashes.

This intersection serves as the southern entrance to the Sauk Rapids-Rice High School on CSAH 1/Mayhew Lake Road NE and is the primary drop-off access to the school for buses and parents.

Given the anticipated development of athletic facilities, Mayhew Creek Regional Park, and the early childhood center within close proximity to this location, the county feels this safety improvement will be beneficial – especially for high school student drivers during school arrival and dismissal.

Osauka Road NE Roundabout	Amount	Percentage of Total
<b>Federal Funds Requested (Maximum \$750,000)</b>	\$750,000	38%
<b>Local Matching Funds</b>	\$1,200,000	62%
<b>Total Eligible Construction Costs</b>	\$1,950,000	100%



## Benton County CSAH 1 Roundabout at Tower Road

Benton County is proposing to construct a single lane roundabout on Benton County CSAH 1/Mayhew Lake Road NE at the intersection with Tower Road (unnamed roadway) in FY 2029. This project would also include pedestrian elements to assist in facilitating pedestrian and bicycle movements through the intersection onto the shared use path to be constructed in FY 2027 in the area as well as appropriate intersection lighting. Over the past five years (between Jan. 1, 2020, and Dec. 31, 2024) this intersection has had **two crashes** – one suspected serious injury and one suspected minor injury crashes.

This intersection serves as the northern entrance to the Sauk Rapids-Rice High School on CSAH 1/Mayhew Lake Road NE and is the primary access for faculty at the high school. In addition, this intersection will serve as the primary access point for Mayhew Creek Regional Park and various athletic facility upgrades for the high school. Also in close proximity to this intersection will be the anticipated construction of the district’s early childhood center.

The county feels this safety improvement will be beneficial – especially for high school student drivers during school arrival and dismissal.

Tower Road Roundabout	Amount	Percentage of Total
<b>Federal Funds Requested (Maximum \$750,000)</b>	\$750,000	46%
<b>Local Matching Funds</b>	\$880,000	54%
<b>Total Eligible Construction Costs</b>	\$1,630,000	100%



Note, the county is proposing single lane roundabouts for both projects as opposed to multi-lane roundabouts due to the immediate safety need in the area. Benton County will continue to pursue federal and/or state funds to expand CSAH 1/Mayhew Lake Road NE from two lanes to four lanes. The Benton County engineer has indicated given the existing and anticipated traffic in the area, waiting to complete these safety improvements until discretionary funding is made available for the entire corridor would only result in further safety concerns at these locations.

At the Oct. 30 TAC meeting, TAC representatives recommended the following prioritization:

Applicant	Project Title	TAC Ranking
<b>Benton County</b>	CONSTRUCT ROUND-A-BOUT AT THE INTERSECTION OF BENTON CSAH 1/MAYHEW LAKE ROAD NE AND TOWER ROAD IN THE CITY OF SAUK RAPIDS	1
<b>Benton County</b>	CONSTRUCT ROUND-A-BOUT AT THE INTERSECTION OF BENTON CSAH 1/MAYHEW LAKE ROAD NE AND OSAUKA ROAD NE IN THE CITY OF SAUK RAPIDS	2

**Suggested Action:** Approval for Benton County to complete and submit HSIP applications for both roundabout projects for funding consideration with the region’s top priority being the roundabout at CSAH 1/Mayhew Lake Road NE and Tower Road. The region’s second priority project would be the roundabout at CSAH 1/Mayhew Lake Road NE and Osauka Road NE.



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:** James Stapfer, Planning Technician  
**RE:** Consideration of Year 2026 PM 1 Targets  
**DATE:** Oct. 20, 2025

The Moving Ahead for Progress in the 21st Century (MAP-21) Act instituted transportation performance measurement (PM) for state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) like the APO. MAP-21 directed the FHWA and the FTA to develop performance measures to assess a range of factors. State DOTs and MPOs are required to establish targets for each performance measure. In 2015, the Fixing America's Surface Transportation (FAST) Act was signed into law and expanded upon MAP-21 performance-based outcomes and provided long-term funding certainty for surface transportation infrastructure planning and investment. Performance measures were built into the FAST Act to emphasize planning and programming philosophies that are based upon continuously collected transportation data. Additionally, the FAST Act included requirements for state DOTs and MPOs to establish targets for various performance measures. These targets set measurable benchmarks for FTA, FHWA, state DOTs and MPOs to easily track their progress on safety, pavement condition, and system reliability goals. This performance-based approach is meant to improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency.

## PM 1: TRANSPORTATION SAFETY

Safety Performance Management supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation (DOTs) and Metropolitan Planning Organizations (MPOs) to set HSIP targets for five safety performance measures. The goal of the safety measures is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. MPOs must establish their HSIP targets before Feb. 28 of the calendar year for which they apply.

There are five performance measures for the purpose of carrying out the HSIP. Each performance measure is reported using a five-year rolling average.

1. Number of fatalities.
2. Rate of fatalities (Per 100 million Vehicle Miles Traveled (VMT)).
3. Number of serious injuries.
4. Rate of serious injuries (Per 100 million VMT).
5. Number of non-motorized fatalities and non-motorized serious injuries.

The APO's responsibilities when setting targets include:

- Establish HSIP targets for all public roads in the metropolitan planning area (MPA) in coordination with the State.
- Estimate VMT for all public roads within the MPA for rate targets.
- Coordinate with the State and include the safety performance measures and the MPO's safety targets for those measures in the metropolitan transportation plan (MTP).
- Integrate into the metropolitan transportation planning process, the safety goals, objectives, performance measures, and targets described in other State safety transportation plans and processes such as applicable portions of the HSIP, including the state's Strategic Highway Safety Plan (SHSP).
- Include a description in the APO's Transportation Improvement Program (TIP) of the anticipated effect of programmed projects toward achieving HSIP targets in the MTP, linking investment priorities in the TIP to those safety targets.

MPOs, including the APO, must either support state targets or develop their own before Feb. 28, 2026.

Attachment F2 includes the 2015-2024 safety data for the APO region.

The following table details the safety related targets as five-year rolling averages and is updated every year.

Performance Measures	Five-Year Rolling Average			2025 Targets	Proposed 2026 Targets	MnDOT 2026 Targets
	2020-2024	2020-2024	2018-2022			
	Actual	Target	Baseline			
<b>Fatalities</b>	7.6	<b>8.0</b>	8.2	<b>7.8</b>	<b>7.6</b>	<b>352.4</b>
<b>Fatality Rate (100 MVMT)</b>	0.596	<b>0.626</b>	0.629	<b>0.607</b>	<b>0.596</b>	<b>0.582</b>
<b>Serious Injuries</b>	34.8	<b>23.0</b>	28.4	<b>23.0</b>	<b>23.0</b>	<b>1,463.4</b>
<b>Serious Injury Rate (100 MVMT)</b>	2.68	<b>1.946</b>	2.169	<b>1.946</b>	<b>1.946</b>	<b>2.470</b>
<b>Non-Motorized Fatalities and Serious Injuries</b>	7.0	<b>6.2</b>	6.2	<b>6.2</b>	<b>6.2</b>	<b>258.4</b>

## OVERALL RECOMMENDATIONS

APO staff received TAC recommendation for Policy Board approval of the proposed PM 1 targets. APO staff is looking for Policy Board approval of PM 1 targets. Overall, the targets

established by MnDOT have been determined to be of limited value to the APO, especially when compared with the existing conditions and priorities of the APO. Therefore, by adopting different targets from the state, the APO can focus on localized issues within its region and target funding that will work toward the goals of the APO as established within the MTP.

**Requested Action Today:** Policy Board approval of the proposed PM 1 targets.

<b>Year</b>	<b>Fatalities</b>	<b>Fatalities (5-Year Rolling Average)</b>	<b>Serious Injuries</b>	<b>Serious Injuries (5-Year Rolling Average)</b>	<b>Non-Motorized Fatalities and Serious Injuries</b>	<b>Non-Motorized Fatalities and Serious Injuries (5-Year Rolling Average)</b>
<b>2015</b>	<b>14</b>	<b>8.2</b>	<b>19</b>	<b>21.4</b>	<b>12</b>	<b>7.0</b>
<b>2016</b>	<b>7</b>	<b>8.4</b>	<b>36</b>	<b>23.4</b>	<b>8</b>	<b>7.8</b>
<b>2017</b>	<b>8</b>	<b>8.6</b>	<b>25</b>	<b>23.6</b>	<b>7</b>	<b>7.8</b>
<b>2018</b>	<b>8</b>	<b>8.4</b>	<b>20</b>	<b>23.0</b>	<b>8</b>	<b>8.0</b>
<b>2019</b>	<b>7</b>	<b>8.8</b>	<b>24</b>	<b>24.8</b>	<b>6</b>	<b>8.2</b>
<b>2020</b>	<b>12</b>	<b>8.4</b>	<b>32</b>	<b>27.4</b>	<b>10</b>	<b>7.8</b>
<b>2021</b>	<b>5</b>	<b>8.0</b>	<b>32</b>	<b>26.6</b>	<b>2</b>	<b>6.6</b>
<b>2022</b>	<b>9</b>	<b>8.2</b>	<b>34</b>	<b>28.4</b>	<b>5</b>	<b>6.2</b>
<b>2023</b>	<b>6</b>	<b>7.8</b>	<b>43</b>	<b>33.0</b>	<b>11</b>	<b>6.8</b>
<b>2024</b>	<b>6</b>	<b>7.6</b>	<b>33</b>	<b>34.8</b>	<b>7</b>	<b>7.0</b>

Year	Fatality Rate (100 Million VMT)	Fatality Rate (100 Million VMT)(5-Year Rolling Average)	Serious Injuries Rate (100 Million VMT)	Serious Injuries Rate (100 Million VMT)(5-Year Rolling Average)	Vehicle Miles Travelled (VMT)	VMT (5-year rolling average)
2015	0.462	0.685	1.387	2.001	1,081,777,213	1,079,985,673
2016	1.275	0.756	1.730	1.978	1,097,990,473	1,082,885,206
2017	0.605	0.765	3.111	2.117	1,157,341,437	1,098,954,681
2018	0.666	0.769	2.081	2.088	1,201,246,468	1,123,273,850
2019	0.568	0.715	1.419	1.946	1,408,997,849	1,189,470,688
2020	0.493	0.721	1.689	2.006	1,420,633,842	1,257,242,014
2021	1.025	0.671	2.732	2.207	1,171,158,196	1,271,875,559
2022	0.377	0.626	2.414	2.067	1,325,434,322	1,305,494,136
2023	0.685	0.629	2.587	2.169	1,314,168,958	1,328,078,634
2024	0.454	0.607	3.251	2.535	1,322,843,269	1,310,847,718