

AGENDA

APO POLICY BOARD MEETING

THURSDAY, FEBRUARY 12, 2026 - 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 – F*)
 - a. Approve Minutes of January 8, 2026, Policy Board Meeting (*Attachment A*)
 - b. Approve January Bills List (*Attachment B*)
 - c. Approve FY 2026-2029 Transportation Improvement Program (TIP) Amendments & Modifications (*Attachments C1 & C2*)
 - d. Approve Not Waiving Statutory Tort Limits (*Attachment D*)
 - e. Receive Report on Technical Advisory Committee (TAC) Meeting – (*Attachment to be provided at the meeting*)
 - f. Receive Report on Area Transportation Partnership (ATP-3) Meeting (*Attachment F*)
6. Consider FY 2028-2030 Carbon Reduction Program (CRP) Candidate Projects (*Attachment G*), Vicki Johnson, Senior Transportation Planner
 - a. **Suggest Action: Award Funding to a CRP Project**
7. Consider FY 2030 Surface Transportation Block Grant Program (STBGP) Candidate Projects (*Attachment H*), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Award Funding to one or more STBGP Projects**
8. Consider FY 2030 Transportation Alternatives (TA) Candidate Projects (*Attachment I*), Vicki Johnson, Senior Transportation Planner
 - a. **Suggested Action: Rank Projects for Transmittal to ATP-3**
9. Receive Presentation on State of Planning and Implementation for Passenger Rail Service to St. Cloud Region (*Attachment J*), Adam Fulton, MnDOT
 - a. **Suggested Action: None, Presentation Only**

10. Receive Presentation on US-10 State of Planning and Implementation
(Attachment K), Tom Cruickshank, MnDOT

a. Suggested Action: None, Presentation Only

11. Other Business & Announcements

12. 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, January 8, 2025 – 4:30 PM**

A regular meeting of the Saint Cloud Area Planning Organization Policy Board was held on Thursday, January 8, 2026, at 4:30 p.m. Chair Jared Gapinski presided with the following members present:

Jake Anderson	City of Saint Cloud
Scott Brodeen	City of Saint Cloud
Mike Conway	City of Saint Cloud
Dottie Seamans	City of Sauk Rapids
Frank Theisen	City of Waite Park
Joe Perske	Stearns County
Raeanne Danielowski	Sherburne County
Jeff Westerlund	Le Sauk Township
Ryan Daniel	Metro Bus

Also in attendance were:

Brian Gibson	Saint Cloud APO
Vicki Johnson	Saint Cloud APO
Trina Ness	Saint Cloud APO
Michael Kedrowski	Metro Bus

Absent:

Tim Elness	City of Sartell
Adam Scepaniak	City of Saint Joseph

1. PLEDGE OF ALLEGIANCE

2. INTRODUCTIONS

3. APPROVAL OF AGENDA:

Mr. Gibson stated both presenters scheduled for the meeting had to cancel their appearance for personal reasons.

Mr. Theisen motioned to approve the agenda as amended. Ms. Danielowski 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 December 11, 2025, Policy Board Meeting
- b. Approve December Bills List
- c. Approve Annual Resolution on Investment Procedures

- d. Approve Annual Resolution on Paying Certain Claims
- e. Approve Annual Resolution on Designation of Official Newspaper
- f. Approve Resolution Supporting Passenger Rail
- g. Receive Report on 2025 Policy Board Attendance
- h. Receive Report on 2025 Technical Advisory Committee Meeting Attendance

Mr. Conway motioned to remove ITEM F; Approve Resolution Supporting Passenger Rail from the Consent Agenda. Mr. Brodeen seconded the motion. Motion carried.

Mr. Anderson motioned to approve Consent Agenda ITEMS A–E and G-H. Ms. Seamans seconded the motion. Motion carried.

Mr. Conway stated he feels it's poor timing to support a rail service project between St. Paul and Fargo with the NorthStar Rail project just being shut down. After much discussion everyone agreed that they didn't have enough information on the project to take a definitive position on the passenger rail being proposed.

Mr. Anderson motioned to table ITEM F; Approve Resolution Supporting Passenger Rail, until more information is available. Mr. Perske seconded the motion. Motion carried.

6. ELECT CHAIR AND VICE-CHAIRS FOR 2026

Mr. Gibson presented the History of Officers from 2016-2025. He stated, according to the APO bylaws they state in part "The officers of APO shall be a Chair, a 1st Vice-Chair, a 2nd Vice-Chair, and a 3rd Vice-Chair." "The officers shall serve a one-year term. No officer shall serve more than two consecutive terms in any one office."

Mr. Gibson continued by reviewing the current officers (Jared Gapinski – Chair; Jake Anderson – 1st Vice-Chair; Jeff Westerlund – 2nd Vice-Chair; Adam Scepaniak – 3rd Vice-Chair), how many terms the officer has served in that position, and bylaws for the officer terms.

Mr. Perske motioned that Mr. Gapinski remains Chair, Mr. Anderson remains 1st Vice-Chair, Mr. Scepaniak as 2nd Vice-Chair, and Mr. Westerlund as 3rd Vice-Chair. Mr. Conway seconded the motion. Motion carried.

7. PRESENTATION ON US-10 STATE OF PLANNING AND IMPLEMENTATION

Presentation postponed.

8. RECEIVE PRESENTATION ON STATE OF PLANNING AND IMPLEMENTATION FOR PASSENGER RAIL SERVICE TO ST. CLOUD REGION

Presentation postponed.

9. OTHER BUSINESS & ANNOUNCEMENTS

Mr. Gibson stated that the APO was successful in securing the Corridors of Commerce Project Readiness Advancement funding to be used for planning, engineering, and design of MN-15 from MN-23 to US-10.

Mr. Westerlund asked if there are any funds for 322nd Street. Mr. Anderson stated the City of Saint Cloud is working on it.

Ms. Danielowski stated that Sherburne County worked with MnDOT to implement a 2-year pilot bus route from Big Lake and Elk River into Minneapolis as a possible replacement for the NorthStar Rail Project. Ms. Danielowski stated that she realizes this is out of the APO jurisdiction, but it does assimilate with the NorthStar Rail Project.

Mr. Perske asked about Congressionally Directed Spending (CDS) for 322nd Street. Mr. Anderson stated that they're working on it. Turch & Associates, the lobbying firm representing the City of Saint Cloud and Stearns County, will be working toward securing (CDS) to address the issues with 322nd Street.

Mr. Perske spoke about the Wetland Conservation Act and the progress of changing the wetland acreage replacement ratio from 2:1 to 1:1. He stated that there seems to be significant support with representatives from state government and they will be presenting the ratio change federally in February.

Mr. Gapinski stated that Benton County approved an additional \$24,000 toward the APO's lobbying contract with Larkin Hoffman Public Affairs, upon the contract being secured.

10. ADJOURNMENT

Mr. Gapinski adjourned the meeting at 4:55 p.m.

Transaction List by Vendor
St Cloud Area Planning Organization
 January 1-31, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Adobe Creative Cloud		
01/08/2026	69.99	6609 IT Support & Software
01/11/2026	59.99	6609 IT Support & Software
01/17/2026	21.59	6609 IT Support & Software
01/21/2026	21.59	6609 IT Support & Software
Total for Adobe Creative Cloud	\$173.16	
ADP Tax		
01/05/2026	5,574.21	
01/20/2026	4,577.82	
Total for ADP Tax	\$10,152.03	
AFLAC		
01/21/2026	938.34	2150 Payroll Benefits Payable:2150.5 Aflac Payable
Total for AFLAC	\$938.34	
BCBS of MN		
01/02/2026	5,505.73	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for BCBS of MN	\$5,505.73	
Best Buy		
01/26/2026	2,009.28	6609.1 Equipment & Hardware
Total for Best Buy	\$2,009.28	
City of St. Cloud - Water/Sewer		
01/02/2026	54.52	6606 Utilities and Maintenance:6606.1 Utilities
Total for City of St. Cloud - Water/Sewer	\$54.52	
David Turch & Associates		
01/13/2026	4,000.00	902 Ineligible Fed Reimbursemt:902.10 Washington Lobbyist
Total for David Turch & Associates	\$4,000.00	
Delta Dental		
01/13/2026	306.75	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Delta Dental	\$306.75	
ESRI, Inc.		
01/05/2026	1,167.36	6609 IT Support & Software
Total for ESRI, Inc.	\$1,167.36	
Greater St Cloud Dev Corp		
01/01/2026	500.00	6610 Dues & Subscriptions
Total for Greater St Cloud Dev Corp	\$500.00	
HealthEquity		
01/01/2026	4.00	6560A Wages and Benefits:6600 Employee Benefits:6600.6 HSA Account
Total for HealthEquity	\$4.00	

Transaction List by Vendor
St Cloud Area Planning Organization
 January 1-31, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Intuit		
01/05/2026	115.00	6609 IT Support & Software
Total for Intuit	\$115.00	
Loffler Companies		
01/02/2026	75.90	6608 Multifunction Copier
Total for Loffler Companies	\$75.90	
Mailchimp.com		
01/02/2026	20.00	6605 Printing & Publishing
Total for Mailchimp.com	\$20.00	
Metro Sales Inc		
01/05/2026	1,342.58	6609 IT Support & Software
Total for Metro Sales Inc	\$1,342.58	
MN PERA		
01/05/2026	2,630.15	2150 Payroll Benefits Payable:2150.1 PERA Payable
01/20/2026	2,115.32	2150 Payroll Benefits Payable:2150.1 PERA Payable
Total for MN PERA	\$4,745.47	
Principal Mutual Life Insurance		
01/01/2026	299.51	6560A Wages and Benefits:6600 Employee Benefits:6600.5 Health/Dental/Life Insurance
Total for Principal Mutual Life Insurance	\$299.51	
Schroden's Inc.		
01/05/2026	1,290.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Schroden's Inc.	\$1,290.00	
Shutterstock.com		
01/09/2026	29.00	6605 Printing & Publishing
Total for Shutterstock.com	\$29.00	
St. Cloud Area Chamber of Commerce		
01/01/2026	500.00	6610 Dues & Subscriptions
Total for St. Cloud Area Chamber of Commerce	\$500.00	
Weisman Cleaning Inc		
01/31/2026	150.00	6606 Utilities and Maintenance:6606.2 Maintenance
Total for Weisman Cleaning Inc	\$150.00	
West Central Sanitation, Inc		
01/01/2026	53.48	6606 Utilities and Maintenance:6606.1 Utilities
Total for West Central Sanitation, Inc	\$53.48	
WSP USA Inc		
01/29/2026	15,542.25	
Total for WSP USA Inc	\$15,542.25	

Transaction List by Vendor
St Cloud Area Planning Organization
January 1-31, 2026

DATE	AMOUNT	ACCOUNT FULL NAME
Xcel Energy 01/07/2026	286.04	6606 Utilities and Maintenance:6606.1 Utilities
Total for Xcel Energy	\$286.04	
TOTAL	\$49,260.40	



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

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TO: Saint Cloud Area Planning Organization Policy Board
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2026-2029 Transportation Improvement Program Amendments and Administrative Modifications
DATE: Jan. 26, 2026

One of the responsibilities of the Saint Cloud Area Planning Organization (APO), as outlined by the Federal Government, is to develop and maintain a Transportation Improvement Program (TIP). The TIP is the document that programs federal funds for transportation improvements in the APO's Metropolitan Planning Area (MPA). Decisions about transportation investments require collaboration and cooperation between different levels of government and neighboring agencies and jurisdictions. As a document, the TIP reports how the various agencies and jurisdictions within the MPA have prioritized their use of limited Federal highway and transit funding.

Several changes have been proposed to the APO's FY 2026-2029 TIP from the following entities: Stearns County, Benton County, Saint Cloud Metro Bus, City of Sauk Rapids, and the Minnesota Department of Transportation (MnDOT).

Stearns County

- 2027
 - **073-733-008.** STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT. Per Stearns County Engineer, this project will be advanced from FY 2029 to FY 2027 to ensure completion prior to (or shortly after) the opening of Niron Magnetics. New Project Description: ****AC**STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT (AC PROJECT, PAYBACK IN 2029).** Funding breakdown is as follows: STIP Total: \$798,995; Total AC: \$1,201,005; Other/Local: \$798,995; Project Total: \$2,000,000.
- 2028
 - **073-601-055.** CSAH 1, FROM CSAH 17 TO N STEARNS COUNTY LINE, RECONSTRUCT. Per Stearns County Engineer, the cost of this project is increasing from \$2.5 million to \$3.5 million. These additional dollars will come from local participation. Funding breakdown is as follows: STIP Total: \$3,500,000; Target FHWA: \$1,448,675; Total FHWA: \$1,448,675; Other/Local: \$2,051,325; Project Total: \$3,500,000.
- 2029
 - **073-733-008.** STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT. Per Stearns County Engineer, this project will be advanced from FY 2029 to FY 2027 to ensure completion prior to (or shortly after) the opening of Niron Magnetics. New Project Number: 073-733-008AC. New Project Description: ****AC**STEARNS CSAH 133, FROM 0.1 MI W OF 4TH AVE S TO 0.1 MI E OF 4TH AVE S IN THE CITY OF SARTELL, CONSTRUCT ROUNDABOUT (AC PAYBACK 1 OF 1).**

Funding breakdown is as follows: STIP Total: \$1,201,005; Target AC Payback: \$1,201,005; Total AC Payback: \$1,201,005.

Benton County

- 2026
 - **005-603-035.** ****AC****BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK IN 2027 & 2028)(ASSOCIATED WITH SP 005-603-036). The full scope of this project runs from CSAH 1 (within the APO's planning boundary) to CSAH 4 (about one mile outside of the APO's planning boundary). Per discussions with the Benton County Engineer and the MnDOT District 3 State Aid Engineer rather than have two project numbers for the same scope of work, it would be more efficient to combine the two. No change in project cost has been made to what is currently programmed. New Project Description: ****AC****BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK IN 2027 & 2028).
 - **005-596-006.** ****MN309**** BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS. Due to delays in receiving the appropriate environmental clearances for this project, the county is delaying this project to FY 2027. In coordination with MnDOT, the \$5 million in CDS funds must be obligated by no later than Sept. 30, 2027, which would allow for the delay of this project. No changes to anticipated project cost or scope of project will occur.
- 2027
 - **005-603-035AC1.** ****AC****BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (AC PROJECT, PAYBACK 1 OF 2)(ASSOCIATED WITH SP 005-603-036). The full scope of this project runs from CSAH 1 (within the APO's planning boundary) to CSAH 4 (about one mile outside of the APO's planning boundary). Per discussions with the Benton County Engineer and the MnDOT District 3 State Aid Engineer rather than have two project numbers for the same scope of work, it would be more efficient to combine the two. No change in project cost has been made to what is currently programmed. New Project Description: ****AC****BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PAYBACK 1 OF 2).
- 2028
 - **005-603-035AC2.** ****AC****BENTON CSAH 3, FROM CSAH 1 TO CR 44(55TH ST NE), FULL DEPTH RECLAIM (AC PAYBACK 2 OF 2)(ASSOCIATED WITH SP 005-603-036). The full scope of this project runs from CSAH 1 (within the APO's planning boundary) to CSAH 4 (about one mile outside of the APO's planning boundary). Per discussions with the Benton County Engineer and the MnDOT District 3 State Aid Engineer rather than have two project numbers for the same scope of work, it would be more efficient to combine the two. No change in project cost has been made to what is currently programmed. New Project Description: ****AC****BENTON CSAH 3, FROM CSAH 1 TO CSAH 4(65TH ST NE), FULL DEPTH RECLAIM (AC PAYBACK 2 OF 2).

Saint Cloud Metro Bus

- 2026
 - **TRF-0048-26C.** ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING. Due to the discontinuation of the Northstar Commuter Rail line, there is no longer a need for the Northstar Commuter Bus service. Project will be deleted from the TIP.
- 2027

- **TRF-0048-27C.** ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING. Due to the discontinuation of the Northstar Commuter Rail line, there is no longer a need for the Northstar Commuter Bus service. Project will be deleted from the TIP.
- 2028
 - **TRF-0048-28C.** ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING. Due to the discontinuation of the Northstar Commuter Rail line, there is no longer a need for the Northstar Commuter Bus service. Project will be deleted from the TIP.
- 2029
 - **TRF-0048-29C.** ST CLOUD MTC; NORTHSTAR COMMUTER OPERATING. Due to the discontinuation of the Northstar Commuter Rail line, there is no longer a need for the Northstar Commuter Bus service. Project will be deleted from the TIP.

City of Sauk Rapids

- 2026
 - **191-090-003.** ****AC****2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2028). In discussion with MnDOT District 3 State Aid Engineer's Office and Sauk Rapids City Engineer, the project description for this will need to be clarified/updated to better accurately reflect full scope of project. In addition, State Aid has requested to change the main project number associated with this to 191-104-009. The existing federal number 191-090-003 will become the force account for the railroad. Updated project number: 191-104-009. New Project Description: ****AC**** 2ND AVE S (MSAS 104) FROM BENTON DR TO 6TH ST S, RECONSTRUCTION, ADA IMPROVEMENTS, RR XING, SIGNAL REVISIONS AND WATER MAIN IN THE CITY OF SAUK RAPIDS (AC PROJECT, PAYBACK IN 2028) (ASSOCIATED WITH SP 191-090-003).
- 2028
 - **191-090-003AC.** ****AC****2ND AVE S, FROM BENTON DRIVE TO 6TH ST S., CONSTRUCT SIDEWALK IN THE CITY OF SAUK RAPIDS (AC PAYBACK 1 OF 1). In discussion with MnDOT District 3 State Aid Engineer's Office and Sauk Rapids City Engineer, the project description for this will need to be clarified/updated to better accurately reflect full scope of project. In addition, State Aid has requested to change the main project number associated with this to 191-104-009. The existing federal number 191-090-003 will become the force account for the railroad. Updated project number: 191-104-009AC. New Project Description: ****AC**** 2ND AVE S (MSAS 104) FROM BENTON DR TO 6TH ST S, RECONSTRUCTION, ADA IMPROVEMENTS, RR XING, SIGNAL REVISIONS AND WATER MAIN IN THE CITY OF SAUK RAPIDS (AC PAYBACK 1 OF 1) (ASSOCIATED WITH SP 191-090-003).

Minnesota Department of Transportation

- 2026
 - **8823-450.** ****NEVI****DISTRICTWIDE INSTALL NEVI CHARGING STATION WITHIN 1 MILE FROM EXIT 164A/B, ON I94. Per MnDOT's Office of Sustainability and Public Health, this project will need to be added to the APO's FY 2026-2029 TIP. This project was originally set to be placed in the APO's FY 2025-2028 TIP but was halted due to federal pause on NEVI program projects. This project will be funded using state dollars (\$724,557) and funding from the grantee (\$592,819) to complete. Funding breakdown is as follows: STIP Total: \$1,317,376; Other/Local: \$1,317,376; Project Total: \$1,317,376.

With all the proposed changes, fiscal constraint has been maintained for each agency and jurisdiction.

The 30-day public comment period on these changes concluded on Jan. 16, 2026.

APO staff have received 16 completed online surveys. Those comments can be found in the attachment.

Additionally, during the public comment period, an additional administrative modification to the APO's FY 2026-2029 TIP was requested on behalf of Benton County.

Benton County

- 2026
 - **005-596-006. **MN309** BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS.** In conversations with the Benton County engineer, delays in receiving the environmental clearances for this project will ultimately jeopardize this project being completed in 2026. The County, in coordination with MnDOT, have determined that this project can be moved from FY 2026 to FY 2027 without the risk of losing the \$5 million in CDS funds allocated to this project. **Project will therefore be REMOVED from FY 2026.**
- 2027
 - **005-596-006. **MN309** BENTON CSAH 29 CORRIDOR EXTENSION FROM CSAH 1 TO CSAH 3 IN THE CITY OF SAUK RAPIDS.** In conversations with the Benton County engineer, delays in receiving the environmental clearances for this project will ultimately jeopardize this project being completed in 2026. The County, in coordination with MnDOT, have determined that this project can be moved from FY 2026 to FY 2027 without the risk of losing the \$5 million in CDS funds allocated to this project. **Project will therefore be ADDED to FY 2027.**

As this request from Benton County has been determined to be an administrative modification, in accordance with APO policy, this proposed change was not required to go out for 30 days of public input.

Members of the APO's Technical Advisory Committee (TAC) will meet on Thursday, Feb. 5, 2026, to discuss these proposed changes. TAC's recommendations will be discussed in-person at the Policy Board meeting.

Suggested Action: Approval.



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

T. 320.252.7568 F. 320.252.6557

FY 2025-2028 Transportation Improvement Program Amendments

Public Comments December 2025 – January 2026

Several substantial requests for changes to the Saint Cloud Area Planning Organization's (APO's) fiscal year 2026-2029 Transportation Improvement Program (TIP) have warranted a 30-day public comment period. During this period (Dec. 17, 2025 – Jan. 16, 2026) the APO has received the following comments.

Email

Agency/Jurisdiction Project Number	Comment	APO Staff Response
N/A	"Thank you for including me in this. I don't have any comments about these changes."	<p>Good evening –</p> <p>Thank you so much for your email last week about the proposed changes to the APO's TIP. I appreciate your time in reviewing the materials.</p> <p>Thank you again for your interest in transportation planning!</p> <p>Happy Holidays!</p> <p>Vicki</p>

Phone

Agency/Jurisdiction Project Number	Comment	APO Staff Response
Saint Cloud Metro Bus TRF-0048-26C TRF-0048-27C TRF-0048-28C TRF-0048-29C	<p><i>The following is a summary of comments received by the APO's Executive Director regarding the Northstar Commuter Link operations allocations being discontinued:</i></p> <p>The commenter noted that the original reason that the Northstar Link was being discontinued was because if there wasn't a connection to the Twin Cities in Big Lake (i.e., the train) then</p>	<p>In the month between when the survey was launched and when the survey on the 2026 to 2029 Transportation Improvement Program amendments and administrative modifications was completed, there has been a new development in terms of Northstar. As was correctly stated, Northstar Rail ceased operations as of Jan. 4, 2026, with the Northstar Commuter Bus ending service on Dec. 31, 2025. Metro Transit (the rail operator) had agreed to provide bus service connecting Ramsey to downtown Minneapolis. But that still left a gap at Elk River and Big Lake (previously serviced by the train).</p>

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

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	<p>there was no reason to continue the Northstar Link service. BUT, since that decision was made, MnDOT has replaced the train service with an express bus between Big Lake and Minneapolis. So, the stated reason for discontinuing the Northstar Link is no longer applicable. The commenter also noted that there is still a need for the Northstar Link service. Secondly, this commenter wanted the schedule of service to be more throughout the day rather than only catering to work commuters.</p>	<p>Sherburne County and MnDOT had come to an agreement in late 2025/early 2026 to conduct a two year pilot program (funded between Sherburne County and MnDOT and contracted with Metro Transit) to provide bus service from Big Lake/Elk River to downtown Minneapolis. But that still leaves the gap between Saint Cloud and Big Lake.</p> <p>Metro Bus's Northstar Commuter Bus operations was initially funded by the counties part of a separate Northstar board (Anoka, Sherburne, Hennepin). With the dissolving of the rail service, these counties did not feel it was in their best financial interest to fund the connection between Saint Cloud and Big Lake. At this time, Metro Bus has not indicated they would be willing to levy additional funds to continue Northstar Commuter Bus service – especially given the transit provider has not fully returned fixed route service to pre-COVID levels due to staffing and ridership changes.</p> <p>As far as the original Northstar Commuter Bus service was concerned, the bus followed the train schedule – so if the train only had “commuter” times, the bus then would mirror it. There was several studies and input done by MnDOT staff with residents in Saint Cloud about this very issue – people had wanted more frequent train service versus what was provided. It is unclear the immediate path forward (there has been talks about extending Amtrak's more frequent service up to Saint Cloud (and subsequently to Fargo)), but no concrete plans have been outlined to date. This is an issue APO staff will keep an eye on and will continue to lend their support and expertise as warranted.</p>

Online Survey

Agency/Jurisdiction Project Number	Comment	APO Staff Response
Stearns County 073-733-008	Strongly agree: 5 Agree: 9 Neither agree	APO staff appreciate the responses and will pass them along to Stearns County officials.

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	nor disagree: 0 Disagree: 0 Strongly disagree: 1	
Stearns County 073-601-055	Strongly agree: 0 Agree: 3 Neither agree nor disagree: 7 Disagree: 0 Strongly disagree: 5	APO staff appreciate the responses and will pass them along to Stearns County officials.
Benton County 005-603-035	Strongly agree: 6 Agree: 5 Neither agree nor disagree: 2 Disagree: 0 Strongly disagree: 2	APO staff appreciate the responses and will pass them along to Benton County officials.
Saint Cloud Metro Bus TRF-0048-26C TRF-0048-27C TRF-0048-28C TRF-0048-29C	Strongly agree: 7 Agree: 3 Neither agree nor disagree: 2 Disagree: 2 Strongly disagree: 2	APO staff appreciate the responses and will pass them along to Saint Cloud Metro Bus.
City of Sauk Rapids 191-090-003	Strongly agree: 5 Agree: 8 Neither agree nor disagree: 1 Disagree: 0 Strongly disagree: 1	APO staff appreciate the responses and will pass them along to City of Sauk Rapids officials.
MnDOT 8823-450	Strongly agree: 3 Agree: 4 Neither agree nor disagree: 3 Disagree: 2 Strongly disagree: 3	APO staff appreciate the responses and will pass them along to MnDOT's Office of Sustainability and Public Health staffers.
Stearns County 073-733-008	"I grew up in Sartell. (17 Riverside Ave.) and agree with this proposal. I drove through the area often enough to	APO staff will pass along this commenter's feedback to both Stearns County (the project sponsor) and the City of Sartell. As the commenter stated, the City of Sartell has been experiencing a significant amount of growth and redevelopment in the past two decades. As the City works to infill some of these areas with development,

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	<p>understand the congestion and irritation the area creates. Im sad by the idea because I used to play in the field behind the VFW *Kwik Trip now,* but feel it will be more helpful for the community to push this forward. The roundabout should be made before the business.</p>	<p>unfortunately, this means a lot of former green space/agricultural areas are being transformed into residential, commercial, or industrial space to accommodate that community growth.</p> <p>And yes, based on the commenter’s observations (along with those of other residents of the city), this intersection has become increasingly more congested – lots more vehicles attempting turning movements and backing up traffic, more pedestrians and bicyclists wanting to cross in this area. And with the Niron Magnetics opening up by the end of 2028, both the City and the County would like to be proactive in addressing a likely bottleneck situation. As it stands right now, this project should be completed during the 2027 construction season, and should be operational prior to Niron Magnetics beginning operations in Sartell.</p>
<p>Stearns County 073-733-008</p>	<p>“The stoplight by Kwik Trip on 2nd Ave S needs to be converted to a roundabout, also! Also, don’t forget about the cyclists... Ring ring.</p>	<p>APO staff can certainly forward this information on to both the City of Sartell and Stearns County for their consideration as they continue to explore improving operations along the CSAH 133/Second Street S corridor. Just note, the signal was placed around 2017 and typically signals do have a lifespan of about 30 years, so it might be some time before that intersection control is completely reevaluated. But we will inform staff to consider this option.</p> <p>As for the comment about remembering cyclists. As part of the application for funding, the County specifically mentioned the need for the roundabout at CSAH 133/Second Street S and Fourth Avenue S was also to help facilitate safer walking and biking movements. The County intends to make sure the design of the roundabout factors in various safety features specifically designed for bikes and pedestrians.</p>
<p>Stearns County 073-733-008</p>	<p>“the roundabouts are horrible, they don’t help the flow of traffic, most people still have no idea how to do it properly and they are an eye sore, no matter how much pretty you try to add. They aren’t needed.”</p>	<p>Thank you for sharing with us. One of the main reasons the County (and City) were choosing to go with a roundabout at this intersection was because traffic flow was becoming a problem (large amounts of vehicles were having a hard time turning left onto Fourth Avenue S (from the southbound CSAH 133 lanes) or turning left onto southbound CSAH 133 from Fourth Avenue S. Both the county and the city had received numerous complaints of near misses as well as issues with people walking and biking along the corridor trying to cross (again, documents of near misses).</p> <p>Because of this, the county conducted an intersection evaluation in early 2024 and determined that some form of intersection control was needed at this intersection based on current traffic levels – not factoring in the future</p>

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		<p>Niron Magnetics location anticipated to open in winter 2028.</p> <p>Because of these operational challenges coupled with the near misses documented by both vehicles and bike/pedestrian users, the county and city felt it best to install a roundabout to improve safety for all roadway users.</p> <p>While roundabouts may be an eye sore, they are designed to function to slow down traffic, eliminate right angle turning movements, and prevent fatal and serious injury crashes.</p> <p>More information about how to navigate roundabouts (whether driving, walking, or biking) can be found here: https://www.dot.state.mn.us/roundabouts/navigating.html</p>
<p>Stearns County 073-601-055</p>	<p>"If it is needed then I would support it. I do not drive this route often and could not determine the location based on the image provided. (My fault, I don't go there so I have 0 prior knowledge.) I would support it and am understanding that everything is getting more expensive. A township does not have revenue like a county. I would do my part if it's like \$120 over a year, but the numbers seem so big that I don't know."</p>	<p>Based on the latest pavement condition data available, this section of Stearns County's CSAH 1 was listed in fair condition in 2019 (see: https://tinyurl.com/yruk7zhh). However, those conditions have most likely changed given this pavement condition measurement was completed seven years ago. And with the project still being two years out (anticipated construction in 2028), it is safe to assume that without any major treatment of this roadway, pavement conditions are likely to deteriorate.</p> <p>As for how the county is proposing to fund the non-federal component of the project, the county can tap into other funding sources – such as state dollars through the County State-Aid Fund supported by the state through the Highway User Tax Distribution Fund (which is where the state gas tax, vehicle registration fees, and motor vehicle sales tax funds go). Counties are given so much funding per year to fund certain roadways (like CSAH 1) through this state fund. In this case, the county is proposing to fund the "local" match for this project using the state-aid funds they have available to them.</p>
<p>Stearns County 073-601-055</p>	<p>"The estimator and the engineer shouldn't be that far off. Without more information</p>	<p>Many of these original estimates for proposed projects listed in the APO's 2026-2029 Transportation Improvement Program (TIP) were made several years ago, including the CSAH 1 project in question. Many estimators and engineers utilize historical trends to adjust for inflation when proposing a rough budget for their</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	about the reason for the increase, I strongly disagree.”	<p>project. In this case, the preliminary cost estimate was developed in late 2023. This estimate is used to help the County understand an approximate amount of funding needed to do a project – as well as helps the county as it works to develop its larger five-year budget and prioritize needs countywide with anticipated revenues.</p> <p>As with everything, many of the prices associated with construction have gone up, even higher than anticipated inflation adjustments. In addition, cost increases for projects like this can also occur because once you start digging into the project more, unforeseen issues need to be addressed.</p> <p>As projects get closer to construction, the County works on evaluating projects – determining what projects can be delayed, where changes can be done to reduce cost, etc.</p> <p>However, when it comes to using federal money, the feds only allow you to use that money in the year THEY budgeted. The feds have listed Stearns County will spend roughly \$1.4 million in federal funds on CSAH 1 in 2028. There isn't much wiggle room if the county needs to move this project back. They can either figure out how to do it earlier (and wait to be reimbursed) or they can do it in 2028. But if the county opts to delay the project there is a strong likelihood the federal funds will not be there to assist – leaving the county to either foot the entire \$3.5 million cost or allow the roadway to continue deteriorate (which would cost more in the long run to replace).</p> <p>Often times, county staff will work on adjusting other county project timelines to ensure the federal funds can be used in these cases as well.</p> <p>While not a perfect solution, it is one of the challenges engineers and estimators face when having to come up with preliminary construction budgets several years before they anticipate being able to actually do the construction.</p>
Stearns County 073-601-055	“Big price difference what happened the project still needs to get done.”	<p>Many of these original estimates for proposed projects listed in the APO's 2026-2029 Transportation Improvement Program (TIP) were made several years ago, including the CSAH 1 project in question. Many estimators and engineers utilize historical trends to adjust for inflation when proposing a rough budget for their project. In this case, the preliminary cost estimate was developed in late 2023. This estimate is used to help the County understand an approximate amount of funding needed to do a project – as well as helps the county as it works to develop its larger five-year budget and prioritize needs countywide with anticipated revenues.</p>

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		<p>As with everything, many of the prices associated with construction have gone up, even higher than anticipated inflation adjustments. In addition, cost increases for projects like this can also occur because once you start digging into the project more, unforeseen issues need to be addressed.</p> <p>As projects get closer to construction, the County works on evaluating projects – determining what projects can be delayed, where changes can be done to reduce cost, etc.</p> <p>However, when it comes to using federal money, the feds only allow you to use that money in the year THEY budgeted. The feds have listed Stearns County will spend roughly \$1.4 million in federal funds on CSAH 1 in 2028. There isn't much wiggle room if the county needs to move this project back. They can either figure out how to do it earlier (and wait to be reimbursed) or they can do it in 2028. But if the county opts to delay the project there is a strong likelihood the federal funds will not be there to assist – leaving the county to either foot the entire \$3.5 million cost or allow the roadway to continue deteriorate (which would cost more in the long run to replace).</p> <p>To the point about the project still needing to get done, based on the latest pavement condition data available, this section of Stearns County's CSAH 1 was listed in fair condition in 2019 (see: https://tinyurl.com/yruk7zhh). However, those conditions have most likely changed given this pavement condition measurement was completed seven years ago. And with the project still being two years out (anticipated construction in 2028), it is safe to assume that without any major treatment of this roadway, pavement conditions are likely to deteriorate.</p>
Stearns County 073-601-055	<p>"The project should be reevaluated to determine what changes can be made to lower the cost. An additional million dollars coming from the tax-payers will only cause taxes to go up even more and especially after the vote for the mandatory Stearns County building which was a required</p>	<p>Many of these original estimates for proposed projects listed in the APO's 2026-2029 Transportation Improvement Program (TIP) were made several years ago, including the CSAH 1 project in question. Many estimators and engineers utilize historical trends to adjust for inflation when proposing a rough budget for their project. In this case, the preliminary cost estimate was developed in late 2023. This estimate is used to help the County understand an approximate amount of funding needed to do a project – as well as helps the county as it works to develop its larger five-year budget and prioritize needs countywide with anticipated revenues.</p> <p>As with everything, many of the prices associated with construction have gone up, even higher than anticipated inflation adjustments. In addition, cost increases for projects like this can also occur because once you start digging into the project more, unforeseen issues need to be addressed.</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	tax hike... I'm not sure if residents will be willing to stomach another unplanned million dollars, just for a road."	<p>As projects get closer to construction, the County works on evaluating projects – determining what projects can be delayed, where changes can be done to reduce cost, etc.</p> <p>However, when it comes to using federal money, the feds only allow you to use that money in the year THEY budgeted. The feds have listed Stearns County will spend roughly \$1.4 million in federal funds on CSAH 1 in 2028. There isn't much wiggle room if the county needs to move this project back. They can either figure out how to do it earlier (and wait to be reimbursed) or they can do it in 2028. But if the county opts to delay the project there is a strong likelihood the federal funds will not be there to assist – leaving the county to either foot the entire \$3.5 million cost or allow the roadway to continue deteriorate (which would cost more in the long run to replace).</p> <p>As for how the county is proposing to fund the non-federal component of the project, the county can tap into other funding sources – such as state dollars through the County State-Aid Fund supported by the state through the Highway User Tax Distribution Fund (which is where the state gas tax, vehicle registration fees, and motor vehicle sales tax funds go). Counties are given so much funding per year to fund certain roadways (like CSAH 1) through this state fund. In this case, the county is proposing to fund the "local" match for this project using the state-aid funds they have available to them.</p>
Stearns County 073-601-055	"not the time to be wasting money on these things."	<p>Based on the latest pavement condition data available, this section of Stearns County's CSAH 1 was listed in fair condition in 2019 (see: https://tinyurl.com/yruk7zhh). However, those conditions have most likely changed given this pavement condition measurement was completed seven years ago. And with the project still being two years out (anticipated construction in 2028), it is safe to assume that without any major treatment of this roadway, pavement conditions are likely to deteriorate.</p> <p>The longer cities and counties defer (or push back) improvements/maintenance to roadways, the more costly those repairs/fixes will ultimately be.</p> <p>Given that this stretch of CSAH 1 is the only piece of Stearns CSAH 1 that is not built up to withstand heavy duty trucks, the fact that trucks have regularly used CSAH 1 to bypass US 10 when US 10 has delays or construction, means this section of CSAH 1 will break down faster and require more maintenance to make it drivable.</p> <p>While it is never the right time to do construction (especially since roadway construction/maintenance is super costly to do), the longer things are put off, the</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
		larger the cost will be when it comes time to ultimately fix the roadway.
Benton County 005-603-035	"If it's just to simplify the process, heck yes! But this better not be a way to pull some "buddy system" with a single contractor."	<p>Yes, this is purely to simplify the project delivery process.</p> <p>To use federal funding, each jurisdiction awarded the funding must follow a detailed project delivery process – which requires the county to solicit bids from multiple contractors interested in completing the job. A contractor is ultimately selected based on what they can deliver and if they can deliver the project on time and within budget.</p> <p>There are systems in place at both the county and state level to ensure preferential treatment does not occur when selecting a contractor to complete work.</p>
Benton County 005-603-035	"again, not something needed serves no real purpose to do it."	<p>Based on the latest pavement condition data available, this section of Benton County's CSAH 3 was listed in fair condition in 2019 (see: https://tinyurl.com/yruk7zhh). However, those conditions have most likely changed given this pavement condition measurement was completed seven years ago.</p> <p>CSAH 3 in Benton County serves as an alternate east/west corridor to MN 23, providing access between Sauk Rapids and Gilman (MN 25). While not as heavily traveled as other corridors in the region, this roadway does facilitate a lot of agricultural traffic across Benton County and provides for a relatively quicker way to access US 10 heading north.</p> <p>While it is never the right time to do construction (especially since roadway construction/maintenance is super costly to do), the longer things are put off, the larger the cost will be when it comes time to ultimately fix the roadway.</p>
Saint Cloud Metro Bus TRF-0048-26C TRF-0048-27C TRF-0048-28C TRF-0048-29C	"Heartbreaking. The rail should have been continued but public transportation is not valuable to folks with cars and cash and homes and pay taxes. I took the link to the train every other weekend to visit a friend in Minneapolis. Covid hurt the entire system and Saint Cloud	<p>Several members of the APO's Policy Board were upset about the decision to suspend the Northstar Commuter Rail service. For years the APO's Policy Board had supported the continued effort to finish the rail connection between Big Lake and Saint Cloud as was originally discussed in the late 2000s.</p> <p>Ridership was really hurt by the COVID-19 pandemic as well as the change in work patterns – with more businesses/offices allowing remote work options versus requiring employees to be in office.</p> <p>While it is discouraging that there is no longer that Northstar Commuter Bus service option between Saint Cloud and Big Lake, MnDOT and Sherburne County have agreed to a two year pilot program (contracting with Twin Cities based Metro Transit) to allow for bus service from Big Lake and Elk River to Minneapolis. However, there is still a gap remaining between Saint Cloud and Big Lake.</p>

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	<p>State is falling apart. If this service was offered I think Becker would be less of a town where folks go when they have nothing to do but drugs, but we can state safe in STC without having to worry about people that live in Becker's ability to leave, move, transport to at least Saint Cloud."</p>	<p>Other interregional options to connect Saint Cloud and the Twin Cities do exist – primarily through Jefferson Lines which will take people down the I-94 corridor (as opposed to US 10). Metro Bus staff at the Downtown Transit Center have been providing some general assistance (answering questions and selling tickets) on Jefferson Lines to help address this known gap. Additional information on Jefferson Lines can be found here: https://www.jeffersonlines.com/.</p> <p>While not an answer to what or who will provide those transit trips for those that need them, it is one possible resource that can be explored to assist people in the region.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26C TRF-0048-27C TRF-0048-28C TRF-0048-29C</p>	<p>"What is the plan for this money? What's the plan with the buses? We still need some form of service from St. Cloud to MSP."</p>	<p>The funding to support Metro Bus's operational costs associated with running the Northstar Link commuter bus service was generated from the cost-sharing agreement established to help fund the Northstar commuter rail service. The counties serviced by Northstar all provided some sort of cost participation to not only fund the buses, but also to fund the train. Because the train is no longer running and there is no further desire to extend bus service along this corridor from the counties part of the Northstar cost participation group, the counties are no longer being levied by Metro Bus for this service.</p> <p>Metro Bus does not keep the money they budget for Northstar operations. Essentially, those funds are kept by the counties involved to be reallocated into their individual county budgets.</p> <p>Metro Bus plans to sell the Northstar commuter buses for fair market value in accordance with state and federal guidelines.</p> <p>While it is discouraging that there is no longer that Northstar Commuter Bus service option between Saint Cloud and Big Lake, MnDOT and Sherburne County have agreed to a two year pilot program (contracting with Twin Cities based Metro Transit) to allow for bus service from Big Lake and Elk River to Minneapolis. However, there is still a gap remaining between Saint Cloud and Big Lake.</p> <p>Other interregional options to connect Saint Cloud and the Twin Cities do exist – primarily through Jefferson Lines which will take people down the I-94 corridor (as opposed to US 10). Metro Bus staff at the Downtown Transit Center</p>

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		<p>have been providing some general assistance (answering questions and selling tickets) on Jefferson Lines to help address this known gap. Additional information on Jefferson Lines can be found here: https://www.jeffersonlines.com/.</p> <p>While not an answer to what or who will provide those transit trips for those that need them, it is one possible resource that can be explored to assist people in the region.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26C TRF-0048-27C TRF-0048-28C TRF-0048-29C</p>	<p>“Metro still needs new busses.”</p>	<p>The money budgeted for Northstar Commuter Bus operations was set aside for expenses associated with operating the service, not necessarily the purchase of new buses.</p> <p>Because Metro Bus is no longer operating the commuter bus service, it is doubtful they would be willing to replace these diesel buses. Metro Bus plans to sell the Northstar commuter buses for fair market value in accordance with state and federal guidelines.</p> <p>For other aspects of Metro Bus service (like the fixed route and Dial-a-Ride services), Metro Bus has been working on replacing these vehicles over the past number of years. However, delays had occurred due to supply chain issues during and immediately following the COVID-19 pandemic. As of the drafting of the 2026-2029 TIP, Metro Bus was still waiting on 14 Dial-a-Ride and one fixed route vehicle.</p> <p>Additionally, as of November 2025, Metro Bus was awarded just under \$14.3 million to replace 23 fixed route buses that were nearing the end of their service life. Metro Bus hopes to begin working to secure these vehicles in 2026.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26C TRF-0048-27C TRF-0048-28C TRF-0048-29C</p>	<p>“The Northstar link has been a lifeline for people to get to St. Cloud from the Twin Cities and back. It has also served numerous students from Big Lake and surrounding communities who otherwise would not be able to attend classes at St. Cloud State University.</p>	<p>Several members of the APO’s Policy Board were upset about the decision to suspend the Northstar Commuter Rail service. For years the APO’s Policy Board had supported the continued effort to finish the rail connection between Big Lake and Saint Cloud as was originally discussed in the late 2000s.</p> <p>Ridership was really hurt by the COVID-19 pandemic as well as the change in work patterns – with more businesses/offices allowing remote work options versus requiring employees to be in office.</p> <p>While it is discouraging that there is no longer that Northstar Commuter Bus service option between Saint Cloud and Big Lake, MnDOT and Sherburne County have agreed to a two year pilot program (contracting with Twin Cities based Metro Transit) to allow for bus service from Big Lake and Elk River to Minneapolis. However, there is still a gap remaining between Saint Cloud and Big Lake.</p>

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	<p>Additionally, it has helped people who just don't feel safe driving in the winter commute effectively from Big Lake to St. Cloud. Shutting down this service is a mistake. It has just started recovering after COVID, and now it is ending. Many students that use it don't even know it is sending (I know from asking them). And there are no other public transportation options. When I ride the bus, there are always people on the 3:40 from SCSU to Big Lake, and there are people that get off the train in Big Lake to go back to St. Cloud at 4:30. What will happen to these people when the service ends?"</p>	<p>Other interregional options to connect Saint Cloud and the Twin Cities do exist – primarily through Jefferson Lines which will take people down the I-94 corridor (as opposed to US 10). Metro Bus staff at the Downtown Transit Center have been providing some general assistance (answering questions and selling tickets) on Jefferson Lines to help address this known gap. Additional information on Jefferson Lines can be found here: https://www.jeffersonlines.com/.</p> <p>While not an answer to what or who will provide those transit trips for those that need them, it is one possible resource that can be explored to assist people in the region.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26C TRF-0048-27C TRF-0048-28C TRF-0048-29C</p>	<p>"northstar was a mistake to begin with, now could you use that money to move the bus outside of downtown st cloud and relocate it to by Amtrak? That would de help make the downtown look</p>	<p>The funding to support Metro Bus's operational costs associated with running the Northstar Link commuter bus service was generated from the cost-sharing agreement established to help fund the Northstar commuter rail service. The counties serviced by Northstar all provided some sort of cost participation to not only fund the buses, but also to fund the train. Because the train is no longer running and there is no further desire to extend bus service along this corridor from the counties part of the Northstar cost participation group, the counties are no longer being levied by Metro Bus for this service.</p>

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	better and less issues associated with the downtown area."	<p>Metro Bus does not keep the money they budget for Northstar operations. Essentially, those funds are kept by the counties involved to be reallocated into their individual county budgets.</p> <p>As far as APO staff are aware, there are no discussions at this time to relocate the Downtown Transit Center near the Amtrak train station. Metro Bus is in the plans of constructing a western transit hub in the City of Waite Park (along Sundial Drive/Second Avenue S). While this won't replace the Downtown Transit Center, it will help alleviate some of the need for a majority of the fixed route buses Metro Bus operates to start and end their routes downtown.</p>
City of Sauk Rapids 191-090-003	<p>"I think making areas more walkable is very important. I also feel strongly that any folks who plan this/support this/disagree with this construction should go there and walk across that intersection. It's HUGE. Pretend you are a single mom with a stroller and a toddler walking with you. A sidewalk/signage will help, but will not solve the issues with going from the SE side of Sauk Rapids to the dollar tree and Coborns."</p>	<p>APO staff appreciate the comment about the desire to make areas more walkable across the community. One of the major obstacles with this intersection (as the commenter noted) is the fact that it is fairly large – (four lanes and a center median). But there is also the BNSF railroad tracks there AND the intersection is skewed (i.e., not a nice 90° angle.</p> <p>This is one of the few roadway intersections connecting the southern side of Sauk Rapids to the north crossing the BNSF tracks (with the other being Summit Avenue/Lincoln Avenue or First Street S). This is a particularly popular crossing area (or has the potential to be) given the location to Coborn's. The City hopes that by working with BNSF, they can construct a safer crossing to allow for more walking/biking between the southern part of Sauk Rapids and key destinations to the north/downtown area.</p>
City of Sauk Rapids 191-090-003	<p>"Why wasn't this included with the sewer upgrade that they just completed!? Don't forget about a bike lane. I bike this intersection often."</p>	<p>This project was originally slated to be incorporated as part of the Second Avenue S reconstruction project from S Benton Drive to 10th Street S. However, logistical issues between BNSF and the City along with the cost associated with doing this component, ultimately resulted in the City separating this out from the larger project. Since then, BNSF and the City have continued to work on negotiations regarding sidewalk and utility work that needed to be done in the area – including BNSF's possible cost participation</p>

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		<p>(if any) in the improvement of the railroad crossing signal at this location.</p> <p>The City had received federal funding to help with the reconstruction of Second Avenue S – but those funds needed to be spent in 2024. Rather than lose those dollars while waiting on continued negotiations with BNSF, Sauk Rapids opted to cut the sidewalk portion of the project from Sixth Street S to S Benton Drive and move forward with the street reconstruction.</p> <p>As far as the preliminary designs are concerned, there hasn't been any indication the city is planning on constructing a bike lane as part of this project. That said, the main focus of this project is the pedestrian railroad crossing infrastructure which would allow a safer option for cyclists to walk their bikes through and across the tracks as opposed to navigating the driving lanes.</p>
<p>City of Sauk Rapids 191-090-003</p>	<p>“not needed, more waste of money.”</p>	<p>APO staff understand the fact that any sort of roadway improvements do cost a lot of money and can be seen by some as not needed or unnecessary.</p> <p>It should also be noted while the main benefit of this project will be the pedestrian crossing infrastructure for the BNSF railroad, there is also a water main component tied with this project. And by tying these two areas together, the City can ensure its water main infrastructure is updated for the residents living in the southern part of the city.</p> <p>APO staff will certainly pass this sentiment on to City of Sauk Rapids officials.</p>
<p>MnDOT 8823-450</p>	<p>“I don't have an EV but I strongly support this to encourage our community to be more environmentally cleaner and healthier.”</p>	<p>APO staff will pass this comment along to MnDOT's Office of Sustainability and Public Health staff.</p>
<p>MnDOT 8823-450</p>	<p>“Loves would be the ideal place; it's already a truck stop, so EV users would have a place to safely be while charging. It's already got entrances/exits from MN23 that can handle</p>	<p>While things were not finalized at the time when this amendment was requested, MnDOT's Office of Sustainability and Public Health has since announced the location of the EV charging station funded with this program will be at the Love's Travel Stop – 8708 Crossing Drive, Rockville.</p>

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	semi's, so ANY EV is safer here to get on and off the highway vs. Grand Depot."	
MnDOT 8823-450	"If it is constructed and operated by Tesla = Yes. If not operated by Tesla = NO. Unreliable, slow, outdated."	<p>To utilize state funds, MnDOT must follow a detailed project delivery process – which requires them to solicit bids from multiple contractors interested in completing the job. A contractor is ultimately selected based on what they can deliver and if they can deliver the project on time and within budget.</p> <p>There are systems in place at the state level to ensure preferential treatment does not occur when selecting a contractor to complete work. MnDOT will not exclude Tesla as a competitor (with Telsa having successfully competed and was awarded similar EV contracts facilitated by MnDOT's Office of Sustainability and Public Health). But preferential treatment is not allowed.</p>
MnDOT 8823-450	"95% should be paid by the company and not the state, they want it involved, they pay, tax payer money shouldn't be used not too mention the percentage of EV vehicles in MN are low and will continue as costs are over inflated and they still don't do well in winter."	<p>The funding originally assigned to complete the buildout of EV charging infrastructure nationwide was established at the federal level with the passing of the 2021 transportation bill – the Infrastructure Investment and Jobs Act (IIJA). At that time, the federal government had established a pot of federal funding designed to help incentivize the construction of EV charging stations along the nation's Interstates – the National Electric Vehicle Infrastructure (NEVI) program. So states, including Minnesota, took the opportunity to apply for available federal funding to build out the EV charging network.</p> <p>Now, when that program was abruptly paused in February 2025, the state had already completed a significant amount of work to secure this (and other charging stations) across the state. Several charging stations up until that point had already undergone the necessary work to secure a contractor and were preparing for construction. This project was nearly at that same point. However, rather than scrap the EV projects entirely – or break agreements with contractors (having companies foot 100% of the bill to complete the project versus the agreed upon 20%) the state opted to backfill some of these contracts.</p> <p>Yes, EV adoption within Minnesota is fairly low at the moment – with sales of EVs being approximately 4% of vehicles on the roadway as of 2024. But, that said, EV ownership has been growing slowly over the course of the past five years now more than 20,000 EVs on the road (2024) compared to just 1,429 in 2019. While APO staff can't speak to the general costs of EVs being "over inflated" nor how they handle in cold weather, the vehicle registrations statewide indicate there is some growth in</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
		this industry. More information on EV registration data can be found here : https://www.dot.state.mn.us/measures/electric-vehicles.html .



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: Tort Liability Issue
DATE: February 2, 2026

The APO purchases its Property and Liability coverage through the League of Minnesota Cities. Our current coverage expires in May 2026. Each year, before the policy is renewed, the governing body (you) must decide if it wishes to waive the statutory tort liability limits.

1. If you **DO NOT WAIVE** the statutory tort limits, an individual claimant could recover no more than \$500,000 on any claim and the total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would be limited to \$1,500,000. These statutory tort limits would apply regardless of whether or not the APO purchases the optional excess liability coverage.
2. If you **DO WAIVE** the statutory tort limits **BUT DO NOT** purchase excess liability coverage, a single claimant could recover up to \$2,000,000 for a single occurrence, and the total all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to \$2,000,000, regardless of the number of claimants.
3. If you **DO WAIVE** the statutory tort limits **AND DO** purchase excess liability coverage, a single claimant could potentially recover an amount up to the limit of the coverage purchased. The total which all claimants would be able to recover for a single occurrence to which the statutory tort limits apply would also be limited to the amount of coverage purchased, regardless of the number of claimants.

For the past ten years, the APO Board has chosen to **NOT** waive the statutory tort liability limits (Option #1 above).

Your approval means you DO NOT WAIVE the liability limits.



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: Jan. 26, 2026

The Central Minnesota Area Transportation Partnership (ATP-3) held its regularly scheduled quarterly meeting on Thursday, Jan. 15. 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 22nd Street S reconstruction.
 - vii. City of Sauk Rapids's Second Avenue S sidewalk.
 - viii. City of Sauk Rapids's Second Avenue S reconstruction.

As it pertains to projects located within the APO's planning area, Ms. Tomovic indicated the Benton CSAH 29 extension project has been pushed from 2026 to 2027. There were no other concerns at this time in projects slipping from the program. APO Senior Transportation Planner Vicki Johnson did remind 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.

Ms. Tomovic also informed ATP-3 members about the ongoing Local Partnership Program (LPP) solicitation. This program helps support local jurisdictions in making improvements to the state trunk highway system. There is about \$2.1 million targeted to MnDOT District 3 for this program. The LPP solicitation concludes on Jan. 30, 2026.

2. FY 2027-2030 STIP Development Guidance

- a. MnDOT District 3 Planning Director Steve Voss reviewed the proposed federal funding targets for Minnesota between 2027 and 2030. This included a review of ATP funding targets for programs like Surface Transportation Block Grant Program (STBGP), Transportation Alternatives), and Carbon Reduction

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Program (CRP) targets – CRP targets are reflected for both the ATP and any Metropolitan Planning Organization (MPO) direct sub-targets. Mr. Voss indicated 2030 funding targets are holding steady at the same level as 2029. He did note this will be the first State Transportation Improvement Program (STIP) developed outside of the Infrastructure Investment and Job Acts. Funding levels going forward are uncertain as they can either be sustained (through a Congressional continuing resolution) or adjusted through a Congressional transportation authorization bill.

Mr. Voss provided a recap of the 2027-2030 funding targets for MnDOT districts, noting that FY 2030 funding targets for the district (approximately \$110 million) is about \$2 million less than 2029 targets and down considerably from the FY 2027 targets of \$133.5 million.

Regarding the Central Minnesota ATP-3 Managed Surface Transportation Block Grant Program (STBGP) funding, Mr. Voss indicated the FY 2030 target for the region is at \$11.7 million. Based on the existing distribution formula, the Saint Cloud APO will need to target \$2,402,010 in federal funding for FY 2030.

Lastly, Mr. Voss reviewed the cost estimate inflation adjustment factor table. This information is to be used by engineers to forecast year of construction costs for projects.

ATP-3 voting members approved the ATP-3 FY 2027-2030 ATP Managed Program regional targets as presented.

3. Local Candidates Seeking FY 2030 Federal Surface Transportation Block Grant Program (STBGP) Funding by Region

- a. Transportation Planners from Region 5, Region 7W, Region 7E, and the Saint Cloud APO briefly discussed the applications received by their respective agencies during the FY 2030 STBGP solicitation which concluded on Jan. 9.

Region	Number of Applications Received for FY 2030 Solicitation	Total Federal Funding Assisted Requested	Total Federal Funding Target Available
Region 5	5	\$7,040,000	\$3,820,050
Region 7E	4	\$5,415,965	\$1,616,940
Region 7W	4	\$8,700,000	\$3,861,000
Saint Cloud APO	3	\$5,914,000	\$2,402,010
Total	16	\$27,069,965	\$11,700,000

Within the APO, Ms. Johnson outlined the three projects APO staff received as part of the solicitation. They are:

- City of Sauk Rapids reconstruction of 11th Street N from Second Avenue N to Sixth Avenue N.
- City of Saint Cloud reconstruction of Ninth Avenue S from University Drive to Second Street N.

- City of Waite Park expansion of 10th Avenue S from MN 23 to 100' south of the railroad tracks.

Each region will have their technical advisory committees and boards review these projects and make recommendations on projects to fund within the funding targets allowed by each region.

4. Transportation Alternatives (TA) Program Update

- MnDOT District 3 Program Coordinator Jeff Lenz provided a brief summary of the applications received as part of the FY 2030 Transportation Alternatives (TA) solicitation. There were five applications received this year – a record low for this solicitation.

Region	Applicant	Project Title	Requested Federal Funding
Region 5	Staples Historical Society	Staples Northern Pacific Railway Depot Rehabilitation Project	\$166,584
Region 7E	Mille Lacs County	Soo Line Regional Trail Improvements	\$524,808
Saint Cloud APO	City of Saint Cloud	Heatherwood Road Multi-Modal Improvements Associated with 162-162-002	\$400,000
Saint Cloud APO	City of Saint Joseph	River's Bend Connector Trail	\$286,945
Saint Cloud APO	City of Sauk Rapids	Mayhew Lake Road (CSAH 1) Trail	\$421,740

Mr. Voss and Mr. Lenz reviewed an analysis of TA program funding history between funding years 2017 through 2029 to determine how TA funding has been distributed across each of the four regions. This analysis reviewed the funding received by each region in comparison to the population of each region to determine if (at all) any region was being underfunded with TA dollars. Based on this analysis, and the approved ATP policy on the distribution of regional equity points, there will be no additional points given to any region on the sole purpose of equity.

ATP-3 members voted to approve the analysis and its results.

5. TA Committee School Board Representation Appointment

- Mr. Lenz indicated that Sauk Rapids-Rice School Board member Mark Hauck has opted to step away from his appointment on the TA subcommittee. As such, there is a vacancy that needs to be filled. Foley School Board member Patric Lewandowski indicated his willingness to serve on the committee.

ATP 3 members voted to approve this appointment.

6. Carbon Reduction Program (CRP) Funding and Candidate Projects

- a. Mr. Lenz informed the ATP-3 that additional ATP-3 CRP funding was made available in FY 2027 (\$1,200,000) and FY 2028 (\$136,000) due to the City of Brainerd rescinding their \$1,336,000 pedestrian bridge project. This additional funding is on top of the \$1.3 million ATP-3 has to spend in CRP for FY 2030.
- b. MnDOT District 3 staff received one application for CRP funding for the construction of a roundabout at the intersections of CSAH 3 and CSAH 49 in Crow Wing County. The County has requested \$1,040,000.
- c. Prior to leaving the meeting, Ms. Johnson stated the APO – which gets a direct funding allocation of CRP dollars – also received one application for its CRP solicitation. This was for a roundabout at the intersection of 10th Avenue S and First Street S in the City of Waite Park. Waite Park has requested all of the available CRP funding (\$710,000 spread out over three years) for its project.

7. Promoting Resilient Operations for Transformative Efficient and Cost-Saving Transportation (PROTECT)

- a. Mr. Lenz informed ATP-3 members that his office had received one application for the FY 2029 and FY 2030 PROTECT solicitation. This project was for improving drainage in the Baxter Industrial Park along College Road to 371/210 Interchange. This applicant requested \$390,690 to complete the project. Mr. Lenz indicated that the region has about \$1.3 million to target in PROTECT funds.

8. ATP-3 ATP Managed Program Regional Target Formula Distribution Update

- a. MnDOT District 3 Principal Planner Tad Erickson provided ATP-3 members with an update on the introductory ATIP Development Committee meeting held on Monday, Jan. 12.

9. MnDOT Award of Minnesota Highway Freight Program (MHFP), Transportation Economic Development (TED), and Corridors of Commerce (CoC) Readiness Advancement Activities Funds

- a. Mr. Voss provided an overview of recent state funds that were awarded through these three state-led grant programs. Within ATP-3, the following projects were funded:
 - i. City of Elk River: \$1.6 million for preliminary design and environmental analysis for US 10 in from US 169 to the eastern city limits. This was awarded through the CoC Readiness Advancement Program.
 - ii. Saint Cloud APO: \$2.5 million for planning and project development to improve MN 15 from MN 23 to US 10. This was awarded through the CoC Readiness Advancement Program.

In total, \$76.2 million was awarded statewide through these programs.

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 2028-FY 2030 Carbon Reduction Program Urbanized Funding Solicitation
DATE: Jan. 28, 2026

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.

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.

1. Electrification. Eligible projects to support the decarbonization of vehicle fleets in Minnesota include:
 - a. Install Electric Vehicle (EV) or Zero Emissions Vehicles (ZEV) charging infrastructure.
 - b. Purchase or lease EVs or ZEVs.
 - c. Support EV and ZEV adoption through outreach and education.
2. Travel Options. Eligible projects to support a reduction in per-capita vehicle miles traveled (VMT) include:
 - a. Install and maintain infrastructure network improvements for walking, rolling, and biking.
 - b. Plan, design, and engineer infrastructure network improvements for walking, rolling, and biking.
 - c. Implement context sensitive design for travel options.
 - d. Add high-capacity transit options.
 - e. Add intercity and regional public transit options.
 - f. Implement travel demand management.
3. Low Carbon Infrastructure and System Management. Eligible projects to support the reduction of carbon emissions throughout the entire transportation process (from construction and maintenance of infrastructure to vehicle operations) include:

- a. Optimize transportation system management and operations.
- b. Utilize low carbon methods for construction and maintenance of transportation infrastructure.
- c. Support renewable energy generation.

It should be noted that changing priorities at the federal level starting in 2025 have brought a new level of uncertainty to the eligibility of electrification projects to receive funding through CRP. In coordination with MnDOT's Office of Sustainability and Public Health, the state (and subsequently the APO) has strongly encouraged CRP applicants to apply for either the travel options or low carbon infrastructure projects.

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).

During this solicitation period which kicked off in October 2024, the Saint Cloud APO conducted project solicitations for fiscal years 2028, 2029, and 2030.

Fiscal Year	Carbon Reduction Program Funding Targets for APO Urbanized Area
FY 2027	\$170,000
FY 2028	\$270,000
FY 2029	\$270,000
Total	\$710,000

During this solicitation, APO staff received one application for CRP funds for a project within the urbanized area. This project has requested a total of \$710,000 in CRP funds.

1. City of Waite Park: 10th Avenue S roundabout at the intersection of First Street S.

Below you will find a summary of the proposed project.

City of Waite Park 10th Avenue S Roundabout

The City of Waite Park is proposing to construct a roundabout at the intersection of 10th Avenue S and First Street S.

According to the City, this intersection experiences significant delay for turning traffic, with the worst segment being westbound First Street S turning left onto southbound 10th Avenue S. Northbound 10th Avenue S left turning movements to access the strip mall also cause problems, creating a bottleneck along 10th Avenue S backing up to the MN 23 intersection.

The proposed roundabout will help alleviate traffic congestion and will help lower vehicle emissions due to idling. Additionally, the City intends to incorporate pedestrian infrastructure into the roundabout to facilitate safer pedestrian crossing movements midblock between the signalized intersections of MN 23 and CSAH 75.

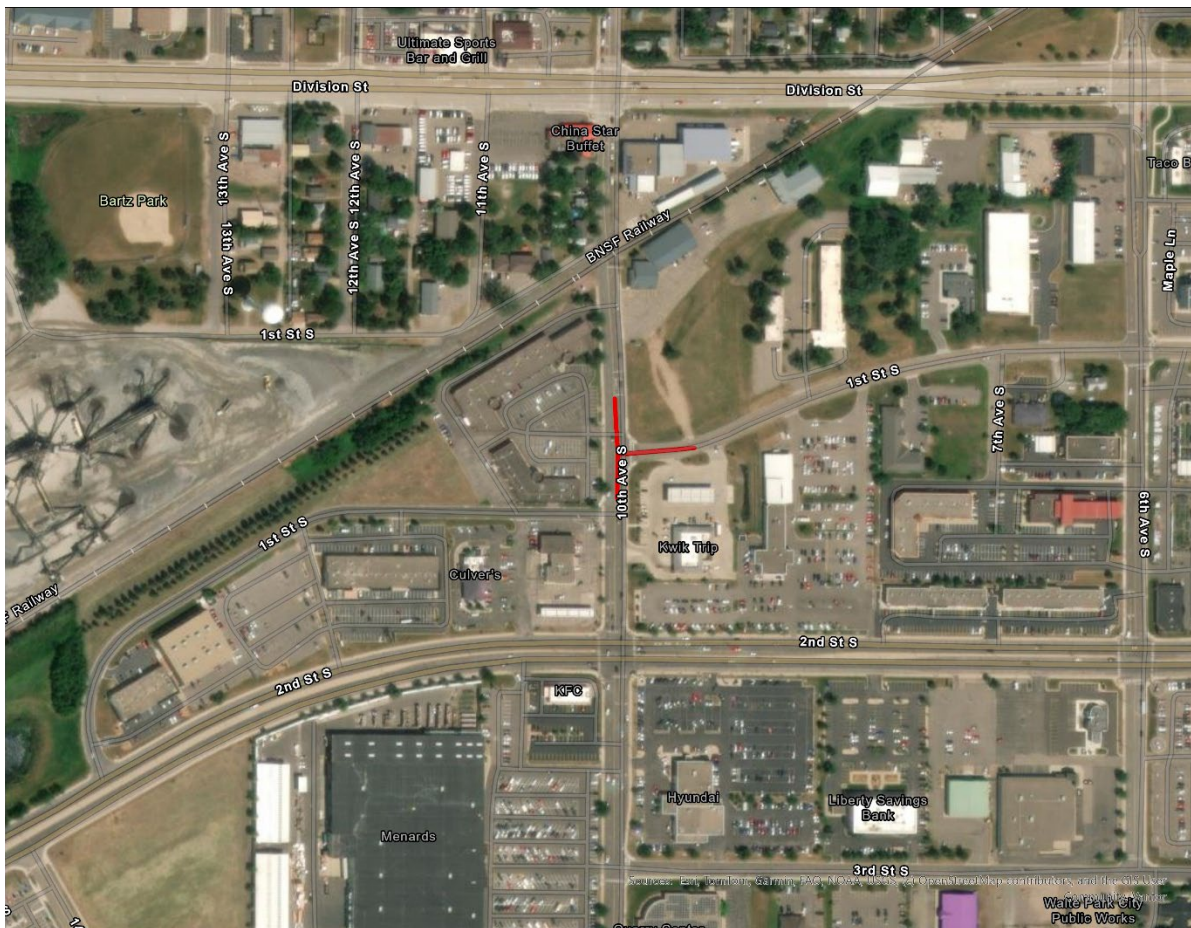
Based on MnDOT's Carbon Emissions Tool worksheet, the construction of this project has a cost effectiveness ratio of \$1,871.98 to reduce one metric ton of carbon emissions.

Note, this proposed request is ONE component of the city's larger project to improve

operations along the 10th Avenue S corridor.

City of Waite Park 10 th Avenue S Roundabout	Amount	% of Total
Requested CRP funds	\$710,000	80%
Required Local Match	\$142,000	20%
Total Eligible Costs*	\$852,000	100%

**Note, this is one component of a larger scale project on 10th Avenue S. The costs reflected in this table include just the CRP eligible component of the project and do not include the full estimated project cost of \$4,062,000 (all components, eligible and ineligible).*



Similar to the APO-managed Surface Transportation Block Grant Program (STBGP) solicitation, APO staff conducted the initial scoring and preliminary prioritization of the CRP projects based on the scoring rubric guidance approved by the APO’s Policy Board in October 2025. Given this application was the only application received by the APO, this scoring process was a pass/fail grading process. This information was then used as a starting point for TAC representatives to further discuss the technical merits of the applications received by the APO at the Feb. 5, 2026, TAC meeting. Given the timing of the TAC meeting and the need to provide Policy Board members adequate time to review agenda materials, TAC’s recommendation will be presented in-person at the APO’s Policy

Board meeting.

Suggested Action: Approve a final prioritization/ranking of APO CRP funds for the FY 2028-2030 solicitation.



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 2030 Surface Transportation Block Grant Program prioritization
DATE: Jan. 28, 2026

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 Surface Transportation Block Grant Program (STBGP). 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 project costs funded through this program.

Every year, MnDOT receives a projected STBGP funding target which is for four fiscal years out (example: this year we are looking at FY 2030). With that pre-determined sum of funding, MnDOT allocates approximately half of those Federal dollars to the Twin Cities metro area. The remaining half is then divided among the greater Minnesota Area Transportation Partnerships (ATPs).

In the Central Minnesota ATP, STBGP funding is further divided among specific regions within the ATP – Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO—based upon a formula that takes into account the roadway network system size and use factors.

With this formula, the APO receives 20.53% of the STBGP allocation within the Central Minnesota ATP.

Region	Funding Target Percent	FY 2029 STBGP target allocation*
Region 5	32.65%	\$3,820,050
Region 7E	13.82%	\$1,616,940
Region 7W	33.00%	\$3,861,000
Saint Cloud APO	20.53%	\$2,402,010
Total	100.00%	\$11,700,000

*Approximate STBGP funding target allocation as discussed by the Central Minnesota Area Transportation Partnership (ATP-3) at its Jan. 15, 2026, quarterly meeting.

In order to determine how this funding will be spent in the APO, a project solicitation process is initiated. APO member jurisdictions complete an application for specific surface transportation projects they feel would be the best use of the limited Federal funds. Applicants are given scoring guidelines to assist in writing the application. These scoring guidelines were developed by APO staff in conjunction with APO Technical Advisory Committee members during summer 2025 and approved by the APO's Policy Board in August 2025.

Completed applications are then submitted to the APO Senior Transportation Planner in early January.

During the FY 2030 STBGP solicitation, the APO received three applications (listed in order of being submitted to APO staffers):

1. City of Sauk Rapids: Reconstruction of 11th Street N from Second Avenue N to Sixth Avenue N.
2. City of Saint Cloud: Reconstruction of Ninth Avenue S from University Drive to Second Street N.
3. City of Waite Park: Expansion of 10th Avenue S from MN 23 to 100' south of the railroad tracks. This project also includes the construction of a roundabout at the intersection of 10th Avenue S and First Street S.

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

City of Sauk Rapids 11th Street N Reconstruction

The City of Sauk Rapids is proposing to reconstruct 11th Street N from Second Avenue N to Sixth Avenue N. Additional components of this project include the construction of sidewalk and improvements to the storm water, sanitary sewer, and water mains.

Eleventh Street N is an urban collector roadway carrying approximately 1,653 vehicles daily with an anticipated increase to 1,900 vehicles daily within the next 20 years. This east/west route in the northern part of Sauk Rapids is directly adjacent to Pleasantview Elementary School as well as Good Shepherd Community (senior assisted living and nursing home).

According to City staff, this particular stretch of 11th Street N is in poor condition with the pavement being estimated at over 50 years old. As part of this reconstruction project, the

City is proposing filling in sidewalk gaps along this corridor – particularly those between the eastern entrance to Good Shepherd (just west of the project termini) to Fourth Avenue S. Sidewalk is also being proposed along Fourth Avenue N between 11th Street N and the southern entrance to Good Shepherd. Additional consideration will be given to the inclusion of pedestrian bump outs/curb extensions at the intersections of Sixth Avenue N and Fifth Avenue N to allow for safer crossings to Pleasantview Elementary School as recommended in the Sauk Rapids-Rice Safe Routes to School plan.

The City notes that this will be the first phase of the full corridor reconstruction (11th Street N runs from First Avenue N to Summit Avenue N). This corridor project is listed in the APO's approved Metropolitan Transportation Plan, Looking Ahead 2050.

The City of Sauk Rapids is planning to construct this project in FY 2030.

City of Sauk Rapids 11th Street N Reconstruction	Amount	% of Total
Federal Funds Requested (Maximum 80% / Minimum 30%)	\$1,744,000	60%
Local Matching Funds (Minimum 20%)	\$1,166,000	40%
Total Eligible Costs	\$2,910,000	100%



City of Saint Cloud Ninth Avenue S Reconstruction

The City of Saint Cloud is proposing to reconstruct Ninth Avenue S from University Drive to Second Street N. Additional components of this project include the reconstruction of existing sidewalks and the replacement of public utilities within the road’s right of way.

Ninth Avenue/10th Avenue is an urban minor collector carrying approximately 16,386 vehicles a day. The project area serves as one of the main north/south connections within this part of Saint Cloud and lies directly adjacent to downtown Saint Cloud as well as Lake George/Eastman Park.

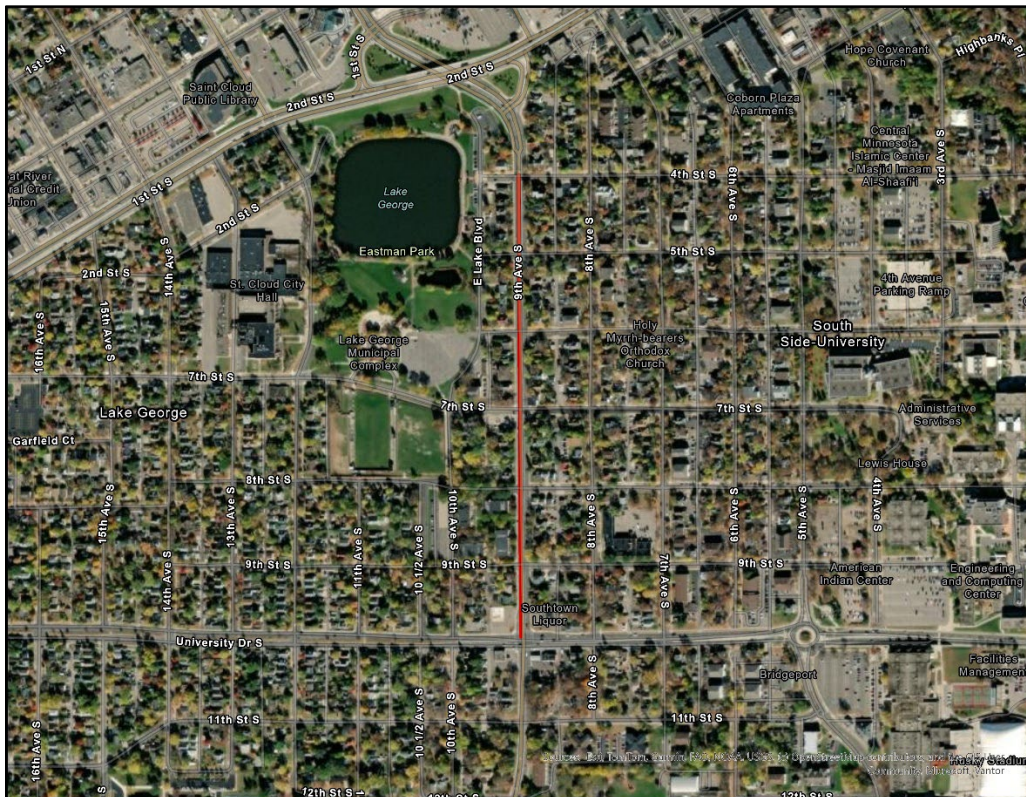
According to the City, the pavement within the project location is nearing the end of its service life and can no longer be maintained through preventative maintenance. As part of the reconstruction effort, the city will also be reviewing traffic control, striping, and other intersection safety improvements, including the S-curve at the MN 23 underpass – safety components along the corridor that was identified in the APO’s Safe Streets and Roads for All (SS4A) comprehensive safety action plan. Additionally, this project has been identified in the APO’s approved Metropolitan Transportation Plan, Looking Ahead 2050.

Of note, the city plans to replace the existing public utilities in the area – which are well over 100 years old. While utility work can be done in conjunction with this project, it is not an eligible STBGP expense.

The City of Saint Cloud is proposing to advance construct this project in fiscal year 2028.

Saint Cloud Ninth Avenue S Reconstruction	Amount	% of Total
Federal Funds Requested	\$2,170,000	33%

Saint Cloud Ninth Avenue S Reconstruction	Amount	% of Total
(Maximum 80% / Minimum 30%)		
Local Matching Funds (Minimum 20%)	\$4,330,000	67%
Total Eligible Costs	\$6,500,000	100%



City of Waite Park 10th Avenue S Expansion

The City of Saint Cloud is proposing to expand 10th Avenue S from just south of the railroad tracks to MN 23. This expansion includes the addition of a second southbound through lane, a center median, and a roundabout to be constructed at the intersection of 10th Avenue S and First Street S.

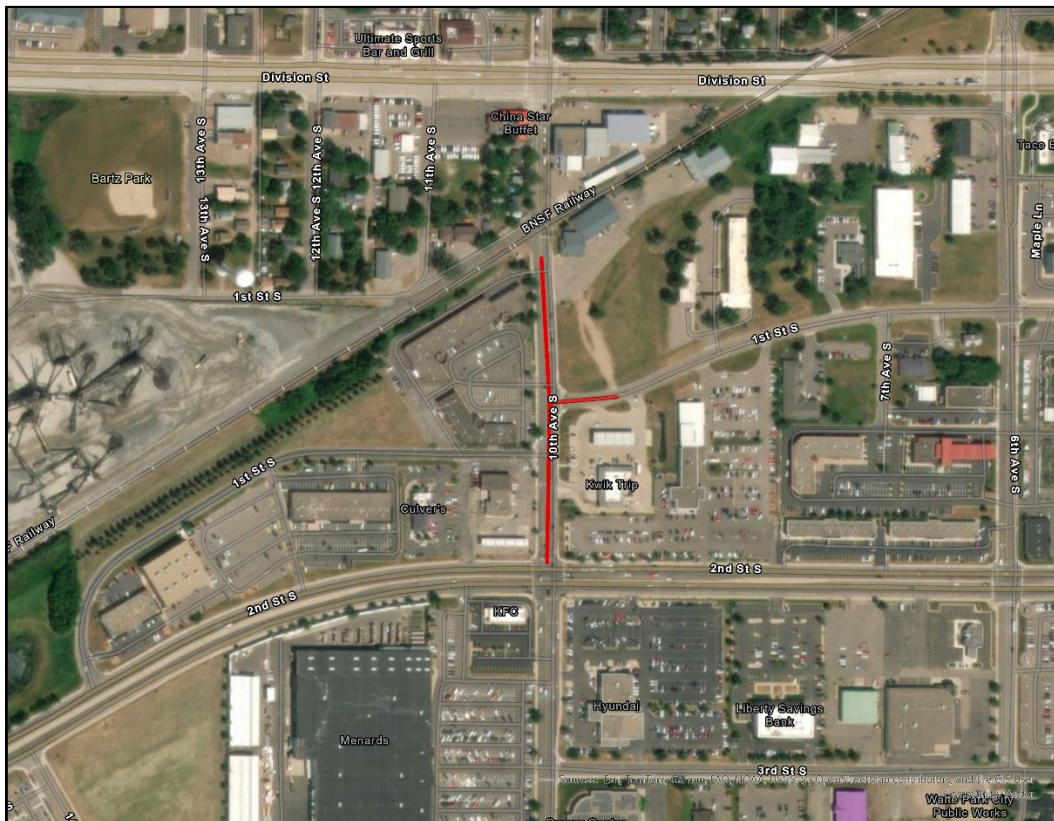
Tenth Avenue S is a north/south minor arterial carrying approximately 12,720 vehicles daily and is anticipated to carry just under 15,000 vehicles per day over the next 20 years. This project location provides a direct connection between to major thoroughfares in the region – MN 23 and Stearns CSAH 75.

According to the City, this section of 10th Avenue S has several operational concerns with both intersections in the project area (MN 23 and First Street S) experiencing substantial delays and long vehicle queues. Left turning movements from eastbound First Street N onto northbound 10th Avenue S are prohibited (indicated by signing) but are challenging to enforce and are often ignored by drivers. The proposed center median would force drivers

to comply with the right-in, right-out movement. Additionally, long vehicle queuing at the intersection of First Street S due to left turning movements contribute to delay and bottleneck conditions along northbound 10th Avenue S. The City believes a roundabout at this intersection – along with improving pedestrian crossings – will facilitate better traffic flow through the area.

The City of Waite Park is proposing to advance construct this project in fiscal year 2028 to coincide with the Minnesota Department of Transportation (MnDOT) mill and overlay project of MN 23 through the city. This project is not specifically listed in the APO’s approved MTP, however, the project is consistent with the goals/objectives of the plan.

Waite Park 10 th Avenue S Expansion	Amount	% of Total
Federal Funds Requested (Maximum 80% / Minimum 30%)	\$2,000,000	60%
Local Matching Funds (Minimum 20%)	\$1,348,400	40%
Total Eligible Costs	\$3,348,400	100%



Per the process outlined and agreed upon by the APO’s Technical Advisory Committee, APO planning staff reviewed, scored, and provided preliminary rankings on the submitted applications. This information was then used as a starting point for TAC representatives to

further discuss the technical merits of the applications received by the APO at the Feb. 5, 2026, TAC meeting. Given the timing of the TAC meeting and the need to provide Policy Board members adequate time to review agenda materials, the TAC prioritization and recommendations for STBGP funding distribution will be presented in-person at the APO's Policy Board meeting.

Also attached to this memo is an equity analysis pertaining to the distribution of STBGP funds across the planning area since funding for the program was put into effect (2017).

Suggested Action: Approve a final prioritization/ranking of STBGP funds for the FY 2030 solicitation.



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 2030 Transportation Alternatives prioritization
DATE: Jan. 28, 2026

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 Transportation Alternatives (TA). Projects eligible for TA include, but are not limited to, the creation of facilities for pedestrians and bicycles, environmental mitigation or habitat protection as related to highway construction or operations, as well as infrastructure and non-infrastructure related to Safe Routes to Schools (SRTS) activities. States and localities are responsible for a minimum 20% share of project costs funded through this program.

Every year, MnDOT received a projected TA funding target which is for four fiscal years out (example: this year we are looking at FY 2030). These funding targets are then divided amongst the Twin Cities metro and the greater Minnesota Area Transportation Partnerships (ATPs). The Central Minnesota ATP will receive approximately \$2.4 million in FY 2030.

In order to be considered for TA funding within the Central Minnesota ATP, applicants must complete and submit a letter of intent to the MnDOT District 3. Once the letter of intent period has passed, District 3 staff distribute those letters to their respective regional planning body – Region 5 Development Commission, East Central Regional Development Commission (7E), Region 7W Transportation Policy Board, and the Saint Cloud APO.

The APO Senior Transportation Planner works with prospective applicants that have

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projects identified in the planning area on their applications which are due to MnDOT District 3 staff in early January.

Three applications were received by MnDOT District 3 for projects located within the APO's planning area. The following is a summary of each of the applications in alphabetical order by jurisdiction.

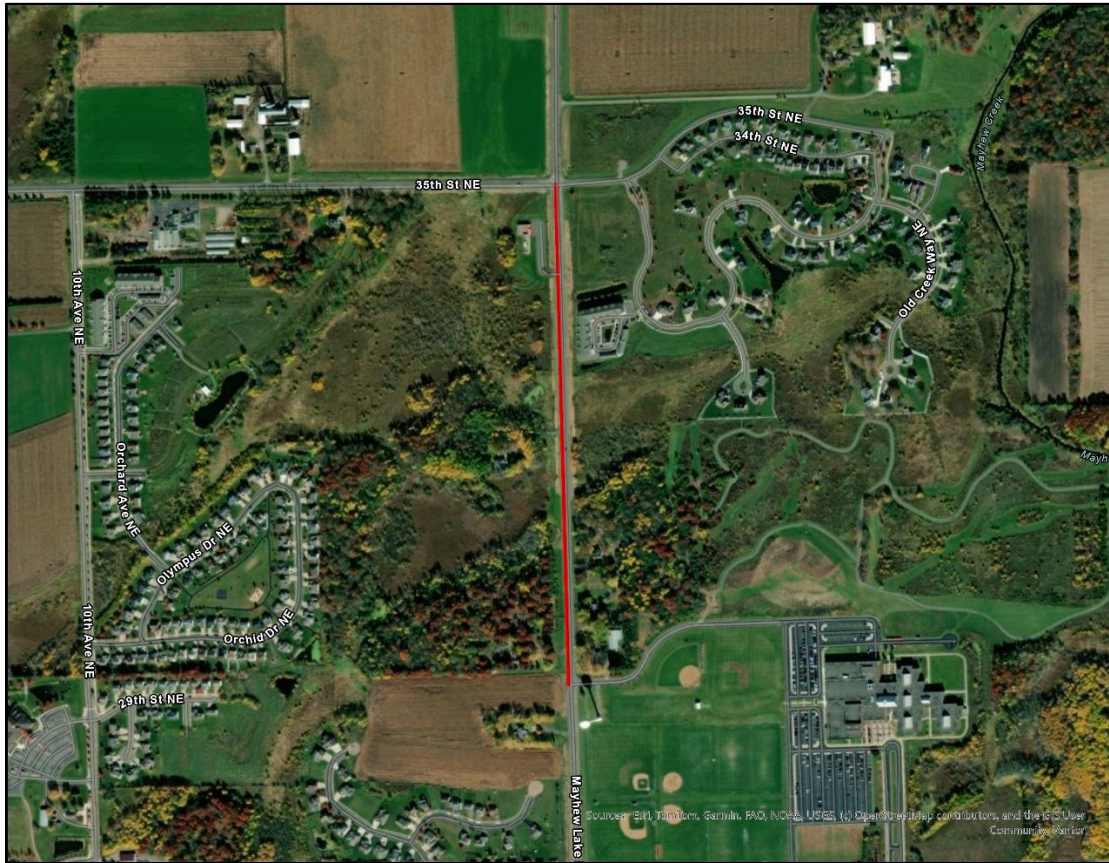
City of Sauk Rapids Mayhew Lake Road Trail Extension

The City of Sauk Rapids is seeking to construct a 10-foot wide grade separated shared use path along the east side of Mayhew Lake Road NE (Benton CSAH 1) from Storm Street NE (the northern entrance to the Sauk Rapids-Rice High School) to CSAH 29 (35th Street NE).

This project is phase 3 of the larger Mayhew Lake Road Trail project – Phase 1 from CSAH 3 to Osauka Road NE was completed in 2021 and Phase 2 from Osauka Road NE to Storm Street NE (formerly known as tower road) will be constructed in 2027.

With the increase of activity around the Storm Street NE area (the construction of an early childhood learning and community center along with the development of Mayhew Creek Regional Park), the City states this proposed extension will allow for neighborhoods north of this area (concentrated in the development around CSAH 29) the ability to safely access these destinations via walking and/or biking. Not only will this facility provide better access for pedestrians but will also be connected to the larger regional active transportation facility along CSAH 3 connecting to downtown Sauk Rapids.

City of Sauk Rapids Mayhew Lake Road Trail Extension	Amount	% of Total
Requested TAP funds	\$421,740	80%
Required Local Match	\$105,435	20%
Total Eligible Costs	\$527,175	100%



City of Saint Joseph River’s Bend Connection Trail

The City of Saint Joseph is proposing to extend multimodal facilities along Stearns County Road 121 (College Avenue S) from its existing termini at Jade Road south to the city’s newest (and largest) park, River’s Bend Park.

In 2025, the City of Saint Joseph opened the 95-acre River’s Bend Park to the public – a destination park with Sauk River fishing access and walking trails. However, there is currently no multimodal access to the park. According to the City, this area of Saint Joseph near Kennedy Community School, is slated for residential development in the near future. Being adjacent to County Road 121 – with posted speeds of 50 mph – will make it difficult people to safely access River’s Bend Park or other destinations within Saint Joseph to the north by walking or biking.

City of Saint Joseph River’s Bend Trail	Amount	% of Total
Requested TAP funds	\$286,945	80%
Required Local Match	\$71,736	20%
Total Eligible Costs	\$358,681	100%



City of Saint Cloud’s Heatherwood Road/Beaver Islands Trail Extension

The City of Saint Cloud is proposing to complete the 1.5-mile gap in the Beaver Islands Trail to be constructed in conjunction with the Heatherwood Road corridor extension.

The Beaver Islands Trail network currently extends from Saint Cloud State University (SCSU) to Clearwater Road and then picks up again from Opportunity Drive down to the City of Clearwater. With the completion of Heatherwood Road (a corridor that received approximately \$1.2 million in Surface Transportation Block Grant Program funding from the APO in February 2025), this missing component of the Beaver Islands network can be completed.

Once fully built out, the Beaver Islands Trail will span 11 continuous miles connecting the Saint Cloud region to the City of Clearwater

City of Saint Cloud Beaver Islands Trail	Amount	% of Total
Requested TAP funds	\$400,000	80%
Required Local Match	\$100,000	20%
Total Eligible Costs	\$500,000	100%



All applications across the Central Minnesota ATP are scored and ranked by a committee comprised of regional planning representatives which includes one planner and one engineer from the Saint Cloud APO. Once these scores are compiled, a prioritized list is brought before the ATP board for approval and incorporation into the State Transportation Improvement Program (STIP) – a document similar to the TIP, but which encompasses the entire state of Minnesota.

Aside from participation in the ranking and scoring of all Central Minnesota ATP regional projects, the APO – along with the other regional planning bodies within the ATP – have a very minor role in addressing their own regional priorities for TA funded projects.

To address this concern, MnDOT District 3 has allowed regions like the APO to assign regional priority points to projects being completed within their planning area. These points, combined with the average scores from the TA scoring committee and regional equity points, can influence the final score and ultimate ranking of a project. Regional priority points are assigned to the top two projects – the number one project receives 10 points, the number two project receives five.

Each regional planning body is able to rank their projects and assign these regional priority points accordingly.

TAC representatives are given the opportunity to consider the technical merits of each project, discuss applicant proposals, and ultimately recommend the assignment of regional priority points for proposed TA projects to the Policy Board.

Policy Board approval of the regional priority points will be submitted by the APO Senior Planner to MnDOT District 3 and will be factored into the scoring and ranking of TA projects within the Central Minnesota ATP.

If a project within the MPA is selected to receive TA funding from the Central Minnesota ATP, that project will be incorporated into the APO's TIP.

Given the timing of the TAC meeting and the need to provide Policy Board members adequate time to review agenda materials, the TAC prioritization and recommendations for regional priority point distribution will be presented in-person at the APO's Policy Board meeting.

Suggested Action: Approve prioritization including the assignment of regional priority points for TA projects.



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: Update on Passenger Rail Planning
DATE: February 2, 2026

In the last few years, MnDOT and/or the Met Council have completed a number of planning studies regarding the possibility of increased passenger rail service between the Saint Cloud region and the Twin Cities.

In May of 2024, a second daily train between St. Paul and Chicago (the Borealis train) began operating and thus far ridership has greatly exceeded initial passenger projections. There has been discussion of extending the Borealis service to Fargo (including a stop in Saint Cloud).

MnDOT staff will be in attendance at your February 12th meeting to provide an update on the state of planning and implementation for this long-time regional priority.



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: Update on US-10 Planning and Implementation
DATE: February 12, 2026

In 2022, MnDOT completed a planning study for US-10 between St. Cloud and Clear Lake.

Currently, MnDOT is conducting a planning study for US-10 between St. Cloud and Little Falls.

Tom Cruikshank from MnDOT D3 will be in attendance at your February 12th meeting to update you on the state of planning and implementation for both of these important regional projects.