

AGENDA

APO TECHNICAL ADVISORY COMMITTEE MEETING

THURSDAY, APRIL 30, 2026 – 10 A.M.
STEARNS COUNTY HIGHWAY DEPARTMENT
455-28TH AVE. S, WAITE PARK

MS TEAMS OPTION AVAILABLE BY REQUEST

1. Introductions
2. Public Comment Period
3. Consideration of Consent Agenda Items
 - a. Approve minutes of March 26, 2026, TAC meeting (**Attachment A**)
 - b. Receive staff report of April 2, 2026, Central Minnesota Area Transportation Partnership (ATP-3) meeting (**Attachment B**)
 - c. Receive staff report of April 9, 2026, Policy Board meeting (**Attachment C**)
4. Consideration of the FY 2026-2029 Transportation Improvement Program (TIP) amendments (**Attachments D1-D2**) *Vicki Johnson, Senior Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval.
5. Consideration of the 2025 Regional Evaluation of Counts for Active Planning (RECAP) (**Attachment E**) *Alex McKenzie, Associate Transportation Planner*
 - a. **Suggested Action:** Recommend Policy Board approval to publish.
6. Other Business & Announcements
7. 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
TECHNICAL ADVISORY COMMITTEE (TAC) MEETING
Thursday, March 26, 2026 @ 10 a.m.**

A meeting of the Saint Cloud Area Planning Organization's (APO's) Technical Advisory Committee (TAC) was called to order at 10:05 a.m. Thursday, March 26, 2026. Senior Transportation Planner Vicki Johnson presided with the following people in attendance:

Voting Members:

Zac Borgerding	City of Saint Cloud
Matt Glaesman	City of Saint Cloud
Kari Haakonson	City of Sartell
Todd Schultz	City of Sauk Rapids
Jon Noerenberg	City of Waite Park
David Roedel	Sherburne County
Mike Decker	Stearns County
Steve Voss	MnDOT District 3
Michael Kedrowski	Metro Bus

Non-Member Attendees:

Brian Gibson	APO, Executive Director
Vicki Johnson	APO, Senior Planner
Alex McKenzie	APO, Associate Planner
James Stapfer	APO, Planning Technician
Trina Ness	APO, Administrative Specialist

Online Attendees:

Jeff Lenz	MnDOT District 3
Bryan McCoy	MnDOT MPO Coordinator
Bryce Johnson	City of Saint Joseph

1. Introductions were made.

2. PUBLIC COMMENT PERIOD

No members of the public were in attendance.

3. CONSIDERATION OF CONSENT AGENDA ITEMS

- a. Approve minutes of Feb. 5, 2026, TAC meeting
- b. Receive staff report of Feb. 12, 2026, Policy Board meeting

Mr. Glaesman made a motion to approve the Consent Agenda. Ms. Haakonson seconded the motion. Motion carried.

4. CONSIDERATION OF THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) AMENDMENTS

Ms. Johnson reviewed the purpose of the TIP and explained each modification that has been proposed. Requests from:

- **MnDOT** MN 15, Corridor Study and Preliminary Engineering from 0.5 miles S of S junction MN 23 to US 10.

A 30-day public comment period occurred between Feb. 13 and Mar. 15, 2026. An additional amendment was initiated after the start of the MnDOT amendment public engagement process.

- **Stearns County:** Stearns CSAH 75, from CSAH 2 to Washington Memorial Drive in the cities of Saint Cloud and Saint Joseph, replace signal systems. New project description: Stearns CSAH 75, from CSAH 2 to 43rd Street S in the cities of Saint Cloud and Saint Joseph, replace signal system.

A 30-day public comment period occurred between Feb. 18, and Mar. 20, 2026.

Other public engagement efforts included:

- In-person open house
- Facebook Live open houses
- Facebook
- Instagram
- Nextdoor
- Central MN ATP-3 website
- APO website
- St. Cloud Live Legal notice
- YouTube Shorts (videos)

There were seventeen online survey participants between the two amendments.

Mr. Schultz made a motion to recommend Policy Board approval of the FY 2026-2029 TIP Amendments. Mr. Decker seconded the motion. Motion carried.

5. CONSIDERATION OF THE 2025 STAKEHOLDER ENGAGEMENT PLAN ANNUAL REPORT (SEPAR)

Mr. McKenzie reviewed the purpose of the SEPAR stating it provides an annual review of public involvement efforts and evaluates how engagement activities supported the APO's planning and decision-making processes. What stood out in 2025 was our digital engagement has expanded.

Mr. McKenzie stated the SEPAR supports the APO's Stakeholder Engagement Plan (SEP), which outlines how the public can participate in transportation planning and ensures compliance with federal public participation, Title VI, ADA, and LEP requirements.

Mr. McKenzie explained that the report provides an overview of engagement activities conducted across a variety of planning efforts and communication platforms. Together, the report provides a comprehensive overview of how the APO communicates with the public and gathers input to inform regional transportation planning.

Mr. Glaesman asked if APO staff could compare our MPO's disproportionate

participation statistics with other MPOs and inquire as to how MPOs that have different results obtain participation/input from those community members.

Mr. Glaesman made a motion to recommend Policy Board approval of the 2025 Stakeholder Engagement Plan Annual Report (SEPAR). Mr. Schultz seconded the motion. Motion carried.

6. CONSIDERATION OF THE FY 2026-2030 REGIONAL INFRASTRUCTURE INVESTMENT PLAN (RIIP)

Ms. Johnson reviewed what the Transportation Improvement Program (TIP) is, how it works, and how it entwines with other documents generated within the APO.

Ms. Johnson went on to explain that Federal regulations dictate the APO must include in their annual TIP “all regionally significant projects requiring an action by the FHWA or FTA regardless of the funding.” In order to meet the transparency intent of the Federal regulations surrounding regionally significant transportation projects and to facilitate better interjurisdictional coordination of project development and construction, APO staff have developed the Regional Infrastructure Investment Plan (RIIP).

Ms. Johnson went on to state that unlike the TIP, which is a fluid document, the RIIP is a snapshot in time of all construction projects planned over a five-year period. The goal of the RIIP is to provide jurisdictions and residents with a more complete picture of transportation improvement projects occurring in the planning area over a five-year time frame (2026-2030), as well as track construction projects that were completed in 2025.

Ms. Johnson stated Stearns County Engineer Chris Byrd requested two changes to the document. Those changes, she stated, have been made and asked TAC to recommend Policy Board approval with the Stearns County amendments to the document.

Mr. Schultz made a motion to recommend Policy Board approval of the FY 2026-2030 Regional Infrastructure Investment Plan (RIIP). Mr. Glaesman seconded the motion.

After discussion Mr. Glaesman made an amended motion to include the information regarding the City of Saint Cloud’s recently approved CIP and MnDOT’s potential MN 23 modifications in the recommendation for Policy Board approval of the FY 2026-2030 Regional Infrastructure Investment Plan (RIIP). Mr. Schultz seconded the motion. Motion carried.

7. CONSIDERATION OF THE 2024 TRANSPORTATION PERFORMANCE MONITORING REPORT (TPMR)

Mr. Stapfer explained that the TPMP is an annual report that includes a set of performance measures that track the region’s progress towards the achievement of transportation goals. Performance measures are designed to serve as a benchmark to evaluate and quantify progress.

Mr. Stapfer went on to explain that this performance-based approach is meant to

improve accountability of Federal transportation investments, assess risks related to different performance levels, and increase transparency. He went on to state that the report is an annual snapshot of the region to help the APO and its planning partners better understand current and anticipated performance of the transportation system and how well it is moving towards achieving the goals stated in the MTP. He proceeded to give an overview of safety, pavement and bridge conditions, system reliability, transit ridership, and environmental trends in water and air quality.

Mr. Glaesman asked if we have data or if there is a way to acquire the data of Metro Bus ridership versus private companies. Mr. Stapfer and Mr. Kedrowski stated that they are unaware of current data sets that would show that information.

Mr. Noerenberg made a motion to recommend Policy Board approval of the 2024 Transportation Performance Monitoring Report (TPMR). Mr. Borgerding seconded the motion. Motion carried.

8. CONSIDERATION OF A ONE-YEAR PILOT OF THE CITIZENS' TRANSPORTATION ADVISORY COMMITTEE (CTAC)

Mr. McKenzie stated that at the Oct. 30, 2025, TAC meeting, APO staff introduced a proposal to disband the existing Active Transportation Advisory Committee (ATAC) and in its place establish a Citizens' Transportation Advisory Committee (CTAC).

Mr. McKenzie stated that based on feedback received from TAC representatives, APO staff propose refining the purpose and structure of the CTAC making this a one-year pilot program. He stated that the ATAC was focused on walking and biking issues and was not well attended. The CTAC would focus on walking, biking, and transit. He went on to discuss the proposed purpose, define the advisory role members would hold, what the membership structure would look like, the TAC representation within the group, voting and decision-making, meeting structure, the anticipated value to the TAC, and next steps.

Mr. Glaesman made a motion to recommend Policy Board approval of establishing a one-year pilot program of the Citizens' Transportation Advisory Committee (CTAC), which will replace the existing Active Transportation Committee (ATAC). Mr. Noerenberg seconded the motion. Motion carried.

9. OTHER BUSINESS & ANNOUNCEMENTS

- The APO is currently in public engagement on several transit amendments (through April 18, 2026).
- TIP financial spreadsheets and ALOP forms are due March 27, 2026.
- TA awards will be announced after April 2 (ATP-3 Meeting). The ATIP Development Committee is not recommending a second TA solicitation this year. However, ATP-3 managed PROTECT and CRP are likely to occur pending ATP-3 decision.
- The APO is looking to purchase a counter. If you have a preference or suggestion please contact Alex McKenzie or James Stapfer.

10. ADJOURNMENT

The meeting was adjourned at 11:13 a.m.



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

T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff report on the Central Minnesota Area Transportation Partnership (ATP-3) meeting
DATE: April 15, 2026

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

1. FY 2026 Local Federal Project 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 3 full-depth reclamation.
 - ii. Sherburne County's ground-in wet reflective pavement markings.
 - iii. Stearns County's CSAH 75 signal replacements.
 - iv. Stearns County's rural intersection lighting.
 - v. City of Saint Cloud's 22nd Street S reconstruction.
 - vi. City of Sauk Rapids's Second Avenue S sidewalk.
 - vii. 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.

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. This is the second solicitation for this program due to no applications during the October 2025 to January 2026 solicitation period. Ms. Tomovic indicated the solicitation will stay open until District State Aid receives an eligible project to use these funds.

2. Greater MN Highway Safety Improvement Program (HSIP) Fall 2024 Solicitation Announcement

- a. MnDOT District 3 Planning Director Steve Voss recapped the solicitation process for the Greater Minnesota Highway Safety Improvement Program (HSIP). The application process is entirely handled by MnDOT's Office of Traffic Engineering. During this past solicitation period (2027-2030), ATP-3 has received funding for 15 projects totaling \$6,166,148 in safety projects. No projects were selected within the APO's planning area.

- b. Mr. Voss also stated MnDOT District 3 also received federal funding through HSIP to complete two roundabout projects:
 - i. MN 95 at Benton County's CSAH 7
 - ii. MN 71 at MN 210 in Crow Wing County

These projects will be programmed into the 2027-2030 Area Transportation Improvement Program (ATIP).

3. Updated FY 2027-2030 State Transportation Improvement Program Funding Guidance

- a. Mr. Voss reviewed the FY 2027-2030 ATP funding targets provided by MnDOT's Office of Transportation System Management (OTSM). ATP-3 funding targets per year are as follows:
 - i. FY 2027: \$21,940,000, with \$12,200,000 in Surface Transportation Block Grant Program (STBGP) funding.
 - ii. FY 2028: \$21,210,000 with \$11,700,000 in STBGP funding.
 - iii. FY 2029: \$21,010,000 with \$11,700,000 in STBGP funding.
 - iv. FY 2030: \$21,010,000 with \$11,700,000 in STBGP funding.

Mr. Voss noted the sizable decrease in FY 2028 funding was due to the state updating the formula used to target funds to each of the ATPs. Additional reductions in funding for the ATP are related to the removal of the CRP funding for the portion of Met Council's urbanized area within ATP-3.

- b. Mr. Voss then went on to discuss the MnDOT District funding targets provided by OTSM. MnDOT District 3 funding targets per year are as follows:
 - i. FY 2027: \$133,572,778.
 - ii. FY 2028: \$112,595,556.
 - iii. FY 2029: \$111,973,000.
 - iv. FY 2030: \$109,907,000.

Mr. Voss indicated that with these funding targets, MnDOT has provided funding level guidance for various programs including safety, freight, ADA compliance, and the Local Partnership Program (LPP).

- c. Mr. Voss then provided a look ATP-3's ATP Managed Surface Transportation Block Grant Program Funding targets for each of the four regions (Region 5, Region 7E, Region 7W, and the Saint Cloud APO). The APO's funding target remains at 20.53% of available STBGP funding.

4. ATIP Development Committee Draft FY 2027-2030 Area Transportation Improvement Program (ATIP) Recommendations

- a. *Draft FY 2030 Local ATP Managed Program*
 - i. MnDOT District 3 Program Coordinator Jeff Lenz introduced the 2030 locally sponsored transportation projects as part of the STBGP solicitation. In total, seven projects were selected across the four regions to receive the funding target of \$11.7 million. Within the APO, those projects included the City of Waite Park's 10th Avenue S expansion and roundabout project as well as the City of Saint Cloud's Ninth Avenue reconstruction. ATP-3 members voted to approve the list of candidate projects as presented.
- b. Draft FY 2030 Local Transportation Alternatives Program
 - i. Mr. Lenz proceeded to review the ATIP Development Committee's

recommendations for the Transportation Alternatives (TA) solicitation. Four applications were received and each scored high enough to be eligible for TA funding. This includes the three projects within the APO's planning area:

1. City of Sauk Rapids's Mayhew Lake Road Trail.
2. City of Saint Cloud's Heatherwood Road/Beaver Islands Trail.
3. City of Saint Joseph's Rivers Bend Trail.

ATP-3 members voted to approve these four projects to receive funding.

- ii. Because this last solicitation left \$1,124,730 on the table for FY 2030, the ATIP Development Committee has recommended using some of those left over funds to support an underfunded project from the FY 2029 solicitation. The Mille Lacs Band's Chiminising trail project was underfunded by \$406,362. The ATIP Development Committee is recommending spending down some of the FY 2030 funds left over to fully fund this project. This would mean the ATP would carry forward a balance of \$718,368 in unspent TA funds. ATP-3 members voted to approve this proposal.
 - iii. The City of Walker, which had received \$480,088 in TA funding for the FY 2029 solicitation is seeking to delay their project to FY 2030. As a result, the ATIP Development Committee has proposed advancing the Saint Cloud project to FY 2029 (\$400,000) and providing the remaining \$80,088 to the Mille Lacs Band in FY 2029. This would mean the City of Walker would receive their requested funds in FY 2030 and the Mille Lacs Band will see an increase in FY 2029 funding (by \$80,088) and a decrease in the targeted FY 2030 (by \$80,088). No changes to the overall carry forward balance would be incurred. ATP-3 members voted to approve this proposal.
- c. *Draft FY 2029 and FY 2030 Carbon Reduction Program*
- i. During this past ATP-3 led Carbon Reduction Program (CRP) solicitation, Mr. Lenz stated one application was submitted – Crow Wing County's proposed roundabout at the intersection of CSAH 3 and CSAH 49. The ATIP Development Committee has recommended funding this project at its modified requested amount of \$1,760,000. ATP-3 members voted to approve this proposal.
- It was mentioned that there is still the possibility of additional CRP funding available to the ATP as a result of the City of Brainerd's pedestrian bridge project being rescinded. In addition, there is still approximately \$840,000 in CRP funding for FY 2030. It was recommended that if there were still remaining CRP dollars from the Brainerd project that needed to be allocated that the ATP would conduct a second solicitation for those funds. ATP-3 members voted to approve this proposal.
- d. *Draft FY 2029 and FY 2030 PROTECT Program*
- i. Mr. Lenz stated during this last solicitation the ATP received one application for the PROTECT program – the City of Baxter's drainage improvement along College Road. The City had requested \$390,690 (80% of the eligible construction expense). However, if this project is added to MnDOT's Resilience Improvement Plan (RIP), it would be eligible for up to 87% of eligible construction expenses (\$424,878). ATP-3 members voted to approve funding this project at the requested amount and up to the \$424,878 (87%) mark pending

amendment into MnDOT's RIP.

This would still leave funding available through the PROTECT program on the table (up to \$220,000 in FY 2029 and \$640,000 in FY 2030). A decision was needed on whether to hold another solicitation this year for these funds. ATP-3 members recommended holding off on this solicitation.

e. Draft MnDOT District 3 FY 2027-2030 Trunk Highway Construction Program

- i. Mr. Voss presented on the draft MnDOT District 3 construction program. District 3, so far, has 68 projects slated for construction during this four year period. Within the APO's planning area, this includes:
 1. 2027
 - a. MN 23 J-turn at Stearns CSAH 8 in Rockville.
 - b. MN 23 J-turn at Bel Clare Drive in Waite Park.
 - c. I-94 bridge overlay (bridges 73877 and 73878) over Jade Road.
 2. 2028
 - a. I-94 interchange lighting replacement at MN 15.
 - b. I-94 bridge overlay (bridges 73869 and 73870) over Stearns CSAH 2.
 - c. MN 23 resurfacing through Waite Park.
 - d. I-94 fiber optic from Stearns CSAH 75/Roosevelt Road to Stearns CSAH 2
 3. 2029
 - a. MN 23 resurfacing through Saint Cloud.
 - b. I-94 fiber optic from MN 23 interchange to MN 238 interchange
 4. 2030
 - a. MN 95 resurfacing from MN 23 to Benton/Mille Lacs County Line

5. ATIP Development Committee Recommendations for Second Solicitations

- a. These items were addressed during the previous agenda item.

6. ATP Policy/Process Review

- a. *Transportation Alternatives Program Applications Signature Page*
 - i. Mr. Voss proposed slight changes to the TA application signature page to include project identifying information. This was brought up as a means to ensure that approvals/signatures are provided to the correct projects. ATP-3 members approved this change.
- b. *School Board Representation on Transportation Alternatives Committee*
 - i. Mr. Voss and the ATIP Development Committee discussed broadening the scope of the school board representation on the TA review committee. It was mentioned by Foley School Board Member Patric Lewandowski at the TA review committee meeting in March that there might be better individuals associated with a school to fill this role rather than a "school board member." The ATIP Development

Committee recommended broadening seat to include school officials (such as teachers, administration, faculty, etc.). ATP-3 members voted to approve this recommendation.

c. Solicitations Financial Requests – Rounding to the Nearest \$1,000

- i. Mr. Lenz indicated his request to round grant application requests to the nearest \$1,000 if possible. This would assist in programming funding – it gets tricky to ensure all funding is used if applications are down to the dollar.

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

- a. MnDOT District 3 Principal Planner Tad Erickson provided a recap of most recent meeting of the ATP Managed Program Regional Target Formula group. The group met in mid-March and reviewed several of the data sets previously provided. The group is working next to clean up some of that data. Then, the group will work on walking through several different scenarios utilizing the data to help determine a preferred alternative formula.

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 Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: Staff Report on Policy Board Meeting
DATE: April 20, 2026

A Policy Board meeting was held on Thursday, April 9, 2026. The following occurred:

- 1.** The Board approved several items on the Consent Agenda including the FY 2026-2029 Transportation Improvement Program amendments and the FY 2026-2030 Regional Infrastructure Investment Plan (RIIP). Board members also voted to receive the 2025 Unified Planning Work Program (UPWP) Performance Report.
- 2.** The Board approved the one-year pilot program of the Citizens' Transportation Advisory Committee (CTAC).
- 3.** The Board approved the 2024 Transportation Performance Monitoring Report (TPMR) to be published to the APO's website.
- 4.** The Board approved the 2025 Stakeholder Engagement Plan Annual Report (SEPAR) to be published to the APO's website.
- 5.** The Board, in consultation with the APO's lobbyist – Megan Knight with Larkin Hoffman Public Affairs – discussed logistics and messaging ahead of the APO's Washington, D.C. lobbying trip slated for April 13-16.

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 Technical Advisory Committee
FROM: Vicki Johnson, Senior Transportation Planner
RE: FY 2026-2029 Transportation Improvement Program Amendments
DATE: April 20, 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.

Saint Cloud Metro Bus has requested to add four projects to the APO's FY 2026-2029 TIP.

Saint Cloud Metro Bus

- 2026
 - **TRF-0048-26J.** SECT5310: ST CLOUD MTC; REPLACE 14 ROUTE DISPLAY SIGNS AT THE ST. CLOUD TRANSIT CENTER. Saint Cloud Metro Bus was successful in securing funding through the FTA Section 5310 Program – Small Urban Funding solicitation held by the Minnesota Department of Transportation (MnDOT's) Office of Transit and Active Transportation (OTAT). This project will need to be added to the APO's TIP. Funding breakdown is as follows: STIP Total: \$127,500; FTA: \$102,000; Other/Local: \$25,500; Project Total: \$127,500.
 - **TRF-0048-26K.** SECT5310: ST CLOUD MTC; REPLACE MDCS (MOBILE DATA COMPUTER) IN 36 DIAL-A-RIDE (PARATRANSIT) BUSES AND 2 SPARE DEVICES. Saint Cloud Metro Bus was successful in securing funding through the FTA Section 5310 Program – Small Urban Funding solicitation held by MnDOT's OTAT. This project will need to be added to the APO's TIP. Funding breakdown is as follows: STIP Total: \$140,000; FTA: \$112,000; Other/Local: \$28,000; Project Total: \$140,000.
 - **TRF-0048-26L.** SECT5310: ST CLOUD MTC; WESTERN TRANSIT CENTER CONSTRUCTION. Saint Cloud Metro Bus was successful in securing funding through the FTA Section 5310 Program – Small Urban Funding solicitation held by MnDOT's OTAT. This project will need to be added to the APO's TIP. Funding breakdown is as follows: STIP Total: \$997,500; FTA: \$798,000; Other/Local: \$199,500; Project Total: \$997,500.
 - **TRF-0048-26M.** SECT5310: ST CLOUD MTC; ADD ROUTE DESIGNATION SIGNS TO 36 DIAL-A-RIDE (PARATRANSIT) BUSES. Saint Cloud Metro Bus was successful in securing funding through the FTA Section 5310 Program – Small Urban Funding solicitation held by MnDOT's OTAT. This project will be added to the APO's TIP. Funding breakdown is as follows: STIP Total: \$135,000; FTA: \$108,000; Other/Local: \$27,000; Project Total: \$135,000.

Fiscal constraint has been maintained as a result of these proposed amendments.

A 30-day public comment period on these amendments occurred between Thursday, March 19 and Saturday, April 18, 2026. During this time period, APO staff received 13 completed online surveys. Those comments and the one email comment received can be found in **Attachment D2**.

It should be noted that in the midst of the public comment period, MnDOT's Office of Transit and Active Transportation (OTAT) updated its funding allocation for TRF-0048-26L – construction of the western transit center. This has resulted in the cost of this project to increase from \$997,500 to \$1,147,000. Because the cost of this project remains under the 20% threshold that would necessitate an amendment and/or administrative modification, APO staff will process a technical correction immediately following the approval of these amendments by the Policy Board.

Suggested Action: Recommend Policy Board approval.



SAINT CLOUD | AREA PLANNING ORGANIZATION

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FY 2026-2029 Transportation Improvement Program Amendments

Public Comments March – May 2026

Saint Cloud Metro Bus has requested to add four projects to the Saint Cloud Area Planning Organization's (APO's) fiscal years 2026-2029 Transportation Improvement Program (TIP). Due to the nature of these changes, a 30-day public comment period had been initiated, running from Thursday, March 19, through Saturday, April 18, 2026. The APO received the following comments during the 30-day public input period.

Online Survey

Agency/Jurisdiction Project Number	Comment	APO Staff Response
Saint Cloud Metro Bus TRF-0048-26K	Strongly agree: 4 Agree: 4 Neither agree nor disagree: 4 Disagree: 1 Strongly disagree: 0	APO staff appreciate the responses and will pass them along to Saint Cloud Metro Bus staff.
Saint Cloud Metro Bus TRF-0048-26K	"\$140,000 divided by 36 is \$3888 per bus. What else is proposed."	In discussions with Metro Bus's Chief Operations Officer (COO), the devices in question are not "just" an i-Pad. These devices do the following: <ul style="list-style-type: none"> • Display manifests. • Allow for navigation. • Connect to internal systems for Operator communications and manifest adjustment. • Can be connected to display and announcement systems to share messaging to ensure ADA compliance. • Display route information where applicable. • Must connect to the internal communication systems of the bus for integration with other safety and operational equipment installed on the bus. • Adjust for detours. In all, these devices, while like a tablet, have to be able to do much more than a personal iPad to ensure smooth, safe, and efficient operations of Metro Bus's Dial-a-Ride service.
Saint Cloud Metro Bus TRF-0048-26K	"Having better equipment will improve the quality of services Metro Bus is able to offer and thus provide a	Exactly right! Thank you for sharing your comments 😊

Agency/Jurisdiction Project Number	Comment	APO Staff Response
Saint Cloud Metro Bus TRF-0048-26K	<p>better experience for all.”</p> <p>“why so expensive if something similar to iPad, seems like quite a high price for 36 devices.”</p>	<p>In discussions with Metro Bus’s Chief Operations Officer (COO), the devices in question are not “just” an i-Pad. These devices do the following:</p> <ul style="list-style-type: none"> • Display manifests. • Allow for navigation. • Connect to internal systems for Operator communications and manifest adjustment. • Can be connected to display and announcement systems to share messaging to ensure ADA compliance. • Display route information where applicable. • Must connect to the internal communication systems of the bus for integration with other safety and operational equipment installed on the bus. • Adjust for detours. <p>In all, these devices, while like a tablet, have to be able to do much more than a personal iPad to ensure smooth, safe, and efficient operations of Metro Bus’s Dial-a-Ride service.</p>
Saint Cloud Metro Bus TRF-0048-26K	<p>“This service is great many of my neighbors use this as they are older or handicapped and the drivers take wonderful care of there passengers.”</p>	<p>Thank you so much for your comment. We will certainly pass along this to the team at Saint Cloud Metro Bus.</p>
Saint Cloud Metro Bus TRF-0048-26M	<p>Strongly agree: 4 Agree: 5 Neither agree nor disagree: 2 Disagree: 1 Strongly disagree: 1</p>	<p>APO staff appreciate the responses and will pass them along to Saint Cloud Metro Bus staff.</p>
Saint Cloud Metro Bus TRF-0048-26M	<p>“\$135,000 divided by 36 is \$3750. You propose spending. \$7638 per bus.”</p>	<p>Federal funding assistance for transit is provided to the states, including Minnesota, at the national level. Regardless of who spends those dollars -- whether transit agencies in Minnesota or in Iowa or even in Hawaii -- those dollars are specifically set aside for transit. If Minnesota chooses not to use those dollars, it's not as simple as those dollars just get put back into taxpayer hands. They instead get reallocated to other states to use on their respective transit systems. This is handled on the national level.</p> <p>One of the stipulations associated with federal funding when it comes to transportation is that federal dollars will assist in paying up to 80% of</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
		<p>eligible costs to complete a project. The remaining 20% needs to come from the transit agency (in this case) in order to use those funds. So while the cost being proposed for this project is \$135,000, Metro Bus is responsible for \$27,000 to replace the route designation signs. Metro Bus could either utilize the federal funding to assist in paying for these signs or they could spend all local funding (the full anticipated project cost of \$135,000) to complete the project.</p> <p>Like the MDCs, these route designation signs are more involved. They need to be interconnected to the MDCs to allow for bus operators to update signage and provide necessary information for passengers. This involves outfitting these buses to be able to handle the new technology.</p> <p>In total, while you are correct in the estimation of \$7,638 per bus for the new MDCs and new route designation signage, the final cost to Metro Bus per bus is significantly lower -- roughly \$1,528 -- to complete provided the transit commission is able to utilize the federal funds they have been targeted.</p>
Saint Cloud Metro Bus TRF-0048-26J	Strongly agree: 4 Agree: 4 Neither agree nor disagree: 4 Disagree: 1 Strongly disagree: 0	APO staff appreciate the responses and will pass them along to Saint Cloud Metro Bus staff.
Saint Cloud Metro Bus TRF-0048-26J	"Again the expense proposed seems high for value."	<p>Federal funding assistance for transit is provided to the states, including Minnesota, at the national level. Regardless of who spends those dollars -- whether transit agencies in Minnesota or in Iowa or even in Hawaii -- those dollars are specifically set aside for transit. If Minnesota chooses not to use those dollars, it's not as simple as those dollars just get put back into taxpayer hands. They instead get reallocated to other states to use on their respective transit systems. This is handled on the national level.</p> <p>One of the stipulations associated with federal funding when it comes to transportation is that federal dollars will assist in paying up to 80% of eligible costs to complete a project. The remaining 20% needs to come from the transit agency (in this case) in order to use those funds. So while the cost being proposed for this project is \$127,000, Metro Bus is responsible for \$25,500 to replace these route display signs. Metro Bus could either utilize the federal funding to assist in paying for these signs or they could spend all local funding (the full anticipated</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
		<p>project cost of \$127,000) to complete the project.</p> <p>In total, the cost to local taxpayers to replace these 14 signs is roughly \$1,821 per sign.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26J</p>	<p>“Signs are too small anyways.”</p>	<p>In discussions with Metro Bus’s Chief Operations Officer (COO), Metro Bus states that these signs are required to be ADA compliant. However, they have acknowledged those signs are very small.</p> <p>The COO has stated Metro Bus takes feedback from customers, specifically in this case feedback from those that may have visual impairments, seriously and will adjust where necessary to ensure customers do not miss their necessary ride.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26J</p>	<p>“better idea, move the transit center from downtown, out by Amtrak, now that’d be perfect and just put up old fashioned signs, nothing that needs power other than a light.”</p>	<p>At this time, the Downtown transit center is not slated to be relocated to the Amtrak station area on the east side of Saint Cloud. In order for that to even be possible, sizeable investments will need to be made to that site to facilitate bus staging, passenger services, etc. Not to mention the location would need to be upgraded with ADA accessible infrastructure (ramps, bathrooms, etc.).</p> <p>In addition, the Downtown Saint Cloud transit center does not just service Metro Bus. The site is also a stop on the intercity bus line – Jefferson Lines – connecting riders across the upper Midwest to destinations such as Fargo and Minneapolis/Saint Paul.</p> <p>Given some of these hurdles, relocating the transit center to the Amtrak station is not fiscally feasible.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26L</p>	<p>Strongly agree: 3 Agree: 5 Neither agree nor disagree: 1 Disagree: 1 Strongly disagree: 3</p>	<p>APO staff appreciate the responses and will pass them along to Saint Cloud Metro Bus staff.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26L</p>	<p>“A site in that area makes sense.”</p>	<p>We are glad you think so. The selection of this site has been extensively studied by Metro Bus – via consultants – as a way to help relieve congestion at the current transit center as well as allow for routes to start, end, and connect on the western side of Metro Bus’s service area.</p>
<p>Saint Cloud Metro Bus</p> <p>TRF-0048-26L</p>	<p>“How do you justify spending extra tax payer money to build a facility that is largely unnecessary unless it were to</p>	<p>Metro Bus’s Chief Operations Officer (COO) has stated the need for an additional transit center was deemed necessary in multiple studies conducted by different consultant firms.</p> <p>These studies did not speak to replacement of the current transit center but the need for an</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	replace/relocate existing transit facility.”	<p>additional transit center on the western side of Metro Bus’s service area to relieve congestion at the current transit center as well as allow routes to start, end, and connect at the new transit center.</p> <p>Overall, these studies indicate that a second transit center will allow for better efficiency in the overall system and more flexibility for Metro Bus riders. Especially given the upcoming rollout of Metro Bus Forward (https://tinyurl.com/4de539sr) – Metro Bus’s long range planning effort/route restructuring.</p> <p>Additionally, the location of the second transit center was vetted in addition to multiple sites that were available at the time and chosen based on location and required parcel size while also remaining fiscally responsible with taxpayer dollars.</p>
Saint Cloud Metro Bus TRF-0048-26L	<p>“I see the only way this needed is if the board of directors were to completely shut down the current site and relocate everything to the new site, why build in the area where a new site is not needed.”</p>	<p>Metro Bus’s Chief Operations Officer (COO) has stated the need for an additional transit center was deemed necessary in multiple studies conducted by different consultant firms.</p> <p>These studies did not speak to replacement of the current transit center but the need for an additional transit center on the western side of Metro Bus’s service area to relieve congestion at the current transit center as well as allow routes to start, end, and connect at the new transit center.</p> <p>Overall, these studies indicate that a second transit center will allow for better efficiency in the overall system and more flexibility for Metro Bus riders. Especially given the upcoming rollout of Metro Bus Forward (https://tinyurl.com/4de539sr) – Metro Bus’s long range planning effort/route restructuring.</p> <p>Additionally, the location of the second transit center was vetted in addition to multiple sites that were available at the time and chosen based on location and required parcel size while also remaining fiscally responsible with taxpayer dollars.</p>
Saint Cloud Metro Bus TRF-0048-26L	<p>“Was this location researched and deemed to be an efficient location for the transit center? It seems it should be closer to Division Street/main road and not so very close to residents homes/apartments.</p>	<p>The location of Metro Bus’s second transit center was extensively researched by both Metro Bus and several outside consultants. A second transit center was deemed necessary on the western side of Metro Bus’s service area in order to relieve congestion at the current transit center and allow routes to start, end, and connect without having to circle back to downtown Saint Cloud.</p> <p>The location was vetted in addition to multiple sites that were available at the time and selected</p>

Agency/Jurisdiction Project Number	Comment	APO Staff Response
	I don't agree with the location. It will undermine home values and increase transitory activity in the neighborhood."	based on location and required parcel size while also remaining fiscally responsible with taxpayer dollars. While the location might not be ideal for some, this particular area sees a high number of transit users in general – given close proximity to several apartment complexes as well as WACOSA. This location should assist in making travel much more convenient for those in Waite Park (or the surrounding area) to use transit with the potential for fewer transfers and shorter connections.

Email

Agency/Jurisdiction Project Number	Comment	APO Staff Response
Saint Cloud Metro Bus TRF-0048-26J TRF-0048-26K TRF-0048-26L TRF-0048-26M	<p>"Hi Vicki.</p> <p>Thank you for keeping me on the list.</p> <p>I am going to pass on responding to this one.</p> <p>I have a full plate of things to do in preparation to leave for 2 weeks vacation."</p>	<p>Good morning,</p> <p>Thank you so much for your response. No worries if you don't have time to respond this go round. Hope you are getting to go vacation somewhere warm.</p> <p>As always, if you have any other questions or comments on regional transportation, please don't hesitate to reach out!</p> <p>Have a fantastic week!</p> <p>Vicki</p>



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T. 320.252.7568 F. 320.252.6557

TO: Saint Cloud Area Planning Organization Technical Advisory Committee (TAC)
FROM: Alex McKenzie, Associate Transportation Planner
RE: Regional Evaluation of Counts for Active Planning (RECAP) Report
DATE: April 20, 2026

The Regional Evaluation of Counts for Active Planning (RECAP) report summarizes active transportation activity across the Saint Cloud region using data collected from permanent and short-term count locations. The report provides a consistent, data-driven look at how and when people walk and bike, and how those patterns vary by location, season, and time of day.

The purpose of RECAP is to support planning and decision-making by turning raw count data into clear, usable information. This includes helping identify high-use corridors, understand seasonal trends, and provide context for future infrastructure investments.

What the Report Includes

The report is organized to guide the reader from data collection to real-world application:

Data Collection Methods

- ❖ Overview of the counting program, including permanent and mobile counters, seasonal coverage, and how data is processed.

Regional Trends

- ❖ Summary of system-wide patterns, including seasonal variation, weekday versus weekend use, and differences between pedestrian and bicyclist activity.

Site-Specific Summaries

- ❖ Individual profiles for each count location, including charts, photos, and key observations to highlight how each site functions within the broader network.

Why This Matters

Active transportation data is often limited compared to motor vehicle data. RECAP helps fill that gap by providing a consistent and repeatable way to measure walking and biking activity across the region.

This information supports:

- ❖ More informed project prioritization
- ❖ Better understanding of how facilities are used
- ❖ Stronger justification for funding and investment decisions
- ❖ Improved communication with the public and stakeholders

Next Steps

The RECAP report will be used as an ongoing resource to support planning efforts across the region. Future updates will continue to expand the dataset, refine analysis methods,

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and improve how results are communicated.

Staff will also use this information to support other planning efforts, including the Metropolitan Transportation Plan and the Regional Active Transportation Plan.

The draft RECAP is available for review at: <https://bit.ly/42eLcmG>

Suggested Action: Recommend Policy Board approval to publish.